VOLUME
3

SEATTLE CENTER ARENA RENOVATION PROJECT

Comments & Responses

On the Draft Environmental Impact Statement

PREPARED FOR
City of Seattle Department of Construction and Inspections

IN COOPERATION WITH
Seattle Center, Office of Economic Development,
and Seattle Department of Transportation

PREPARED BY
Environmental Science Associates, Fehr & Peers

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Seattle Department of Construction & Inspections

seattlecenter

Seattle Office of Economic Development

SDOT
Seattle Department of Transportation

Appendix I: Comments and Responses on the Draft EIS

This appendix includes all comments and responses on the Draft EIS. The Draft EIS was issued on April 23, 2018, and included a 45-day comment period, which ended on June 7, 2018. A public hearing was held on May 14, 2018 at the Seattle Center, with approximately 30 individuals in attendance. During the Draft EIS comment period, comments were submitted through public testimony at the Draft EIS hearing and written comments, including email and electronic submission to the project website. More than 440 comments were received from 80 individuals, organizations, agencies, and other stakeholders.

This appendix is organized in 3 main parts: (1) an index listing the comments received (by comment code) and page number found in this appendix, as organized by comments from government entities, organizations, individuals, and as testimony at the hearing; (2) responses to common comments received (starting on page I-1); and (3) reproduced copies of the full comments received, and the City's responses to these comments (starting on page I-13).

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Reponses to Common Comments

Comments received were broad in scope and topic, but several main themes emerged in the comments. Major comment themes and the City's responses are summarized below.

Common Comment/Topic & Summary	Response
Alternatives	
ALT-1: Range of Alternatives *The project needs to consider off-site alternatives, as well as additional on-site alternatives.*	The range of alternatives considered in the EIS is limited to alternatives that will meet the City's objectives. The EIS does not consider construction of a new arena at other locations in the city because that construction would not achieve the City's objective to renovate KeyArena, an existing City-owned facility at Seattle Center. An EIS is not required to consider alternatives that do not meet a project's objective. As described in Section 1.3 of the Draft and Final EIS, the City's objective is to renovate and update KeyArena into a modern arena for music, entertainment, and sporting events, and to do so in a manner that would allow NBA, NHL, and WNBA teams to play there. Including alternative locations for a new arena to host those teams would not fulfill the City's objective to renovate KeyArena. Similarly, devoting the facility for exclusive use as an artist enclave or a multi-venue music facility would not achieve the City's objective to also use the arena for sporting events, including professional sports.
Mitigation	
MIT-1: Mitigation *The EIS needs to include detailed, specific mitigation for all identified impacts.*	While the EIS may recommend mitigation that the applicant proposes to include in the project, the EIS itself does not impose mitigation but rather identifies a range of potential mitigation measures that may be required when the City makes decisions about the project. The EIS informs decision-makers and provides a basis for the City to craft mitigation measures to address specific adverse environmental impacts that are identified in the EIS. The OVG proposal describes construction and operation elements that, in some cases, include limits on the time of day, types of equipment, types of material, operational restrictions, and other aspects of the project that would limit the extent of the impacts expected from the project. The elements OVG has agreed to include as part of the project are described in the Final EIS (see Section 2.2, *Alternative 1: OVG Proposal,* and Section 2.6*, Construction*). In addition, the Draft and

Common Comment/Topic & Summary	Response
	Final EIS identify potential mitigation measures that the City may choose to require when the City makes decisions about the project, including permit decisions. Where significant impacts are anticipated, the EIS evaluates whether mitigation measures would be sufficient to avoid impacts or reduce the impacts to an acceptable level. Under SEPA, an EIS is not required to analyze mitigation measures in detail.
Land Use	
LU-1: Mitigation for Seattle Center Tenants During Construction *What mitigation will be provided for disruptions to Seattle Center tenants (and resident organizations) during construction?*	The Draft and Final EIS recognize that construction activities could interfere with normal operations of Seattle Center tenants (and resident organizations, jointly referred to as "Seattle Center tenants" in the EIS). Impacts such as traffic congestion, parking demand, dust, noise, and vibration could affect employees, customers, patrons, and other users of these organizations, both during and after construction. These impacts are described in detail in the EIS, and potential mitigation measures are identified. Many commenters expressed concern that because the impacts on land use (and in some cases other elements) were determined to be less-than-significant, no mitigation would be provided. The purpose of the EIS is to disclose potential impacts, identify feasible measures that could be employed to avoid or minimize those impacts, and to determine whether any unavoidable impacts would be significant. SEPA provides authority to the Lead Agency (City of Seattle), to require mitigation measures regardless of whether the impacts are considered significant. Mitigation measures or denials shall be based on policies, plans, rules, or regulations formally designated in SMC 25.05.665, 25.05.670 and 25.05.675. Potential mitigation measures are included in the Draft and Final EIS. OVG and Seattle Center have initiated discussions with and will continue to work with Seattle Center tenants to minimize impacts during and after construction. Several sections of the Final EIS have been revised to clarify and, to the extent possible, identify firm commitments to mitigation measures, based on ongoing discussions and on comments received on the Draft EIS.

Common Comment/Topic & Summary	Response
	A number of commenters noted that construction-related noise and vibration impacts would disrupt the operations and programming of noise-sensitive Seattle Center tenants. Additional evaluations are included in Section 8.5.1, *Construction Impacts (Noise)* of the Final EIS. Section 8.6.1, *Construction (Avoidance, Minimization, and Mitigation Measures)*, of the Final EIS has been revised to include updated information about measures to reduce construction-related impacts from noise and vibration. Additional information is provided in Common Response NOISE-1. The following agreements between the City and OVG are currently being developed. These agreements, referred to as Transaction Documents, are anticipated to be finalized after the Final EIS is published and will be available at: https://www.seattle.gov/arena. • **Lease:** The proposed lease establishes the terms upon which OVG can occupy, improve, and operate the arena and the 1st Ave N Garage parcels. The lease also requires that OVG enter into other related agreements addressing construction and operation phases and commitments for community benefits. • **Development Agreement:** The proposed Development Agreement between OVG and the City will address OVG's mitigation commitments with the City, Seattle Center, and its tenants during construction. This agreement includes construction impact mitigation plans and community benefit provisions (described below). • **Seattle Center Integration Agreement:** This agreement establishes a framework for coordinating procedures and infrastructure across the arena project site and the Seattle Center campus to better integrate City and OVG operations throughout the term of the lease. The Seattle Center Integration Agreement includes provisions for regular communication and sharing of event scheduling information; coordinating management and operations of the campus parking garages; and coordinating security, traffic control, use of curb space, marketing, and sponsorship. The Community Benefits Summary includes key ideas that are incorporated within the Transaction Documents listed above. The Arena Memorandum of Understanding (MOU) calls for the provision of community benefits to allow for meaningful and ongoing community dialogue and partnerships with OVG during construction and once the renovated arena is operational. The City, OVG, the community, and Seattle Center tenants have agreed on a structure and a series of

Common Comment/Topic & Summary	Response
	specific investments by OVG and the City to support community institutions during construction and operation. The summary establishes an Arena Community Development Fund that will support youth, arts, music, and culture, and also touches on areas of broad community benefit including organizational capacity building, and local economic development. The Transaction Documents will be transmitted to the Seattle City Council for review and potential adoption in September 2018.
LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction *OVG needs to develop a robust marketing and public outreach campaign to ensure that the public is aware that tenants are open for business during construction.*	As described in Sections 3.4.1 and 7.4.1, *Construction Impacts,* of the Final EIS, Seattle Center tenants and their visitors would be impacted by construction traffic, noise, dust, and restriction of access to and around the arena. Seattle Center tenants are concerned that they would lose visitors and patrons during construction, which could affect their ability to continue to operate and threaten their viability. Section 3.5.1, *Construction (Avoidance, Minimization, and Mitigation Measures),* of the Final EIS lists OVG and Seattle Center's proposal to develop and implement a robust public outreach and marketing plan that promotes businesses and organizations prior to and throughout construction. OVG has committed to contributing $500,000 over 2 years to Seattle Center's development and implementation of an "open for business during construction" marketing campaign. OVG and Seattle Center are currently working with tenants to finalize the Development Agreement (described above in Comment Response LU-1), which contains provisions to enable existing organizations and businesses to continue to operate throughout construction. This process is being informed by input received during the outreach process, including comments on the Draft EIS. OVG has hired a full-time Community Liaison to work with Seattle Center tenants and affected Uptown businesses to ensure the public is aware that businesses are open during construction. This position will continue after construction is completed.

Common Comment/Topic & Summary	Response
LU-3: Mitigation for Tenants of the Blue Spruce Building *Space for the tenants of the Blue Spruce needs to be provided.*	Consistent with the initial MOU, OVG is funding the relocation of the Blue Spruce tenants, the Seattle Center Skatepark, and the Seattle Center Laborers and Gardeners offices/work space. Four of the 6 Blue Spruce tenants are being relocated on the Seattle Center campus, 3 in the Armory (Northwest Folklife, Skate Like a Girl, and Teen-Tix). Book-It Theater will be relocated to the KCTS facility. The other tenants are not specifically tied to operating at Seattle Center and would relocate to off-site locations. All of these moves will be complete by October 2018.
Transportation	
TRAN-1: Request for Mitigation Commitment or Mitigation Detail *Mitigation for Transportation impacts needs to be specifically identified and described in detail.*	Many comments were received requesting specific mitigation commitments, or requests for detail and efficacy of the mitigation measures identified for Transportation. Common Response MIT-1 describes the reasons that mitigation measures in the EIS remain general. Measures to mitigate project transportation impacts that OVG has agreed to include as part of the project are described in the Final EIS (Section 4.5). In addition, the Final EIS identifies other potential mitigation measures that the City may require when the City makes decisions about the project. These potential transportation mitigation measures are still being discussed and finalized by SDOT, SDCI, Seattle Center, King County Metro, SPD, and OVG. Full details will not be determined until conditions of approval are defined for various project permits. Mitigation commitments will be made through several means as listed below. The specific mitigation commitments requested by commenters on the Draft EIS were considered when developing these documents. Some mitigation suggestions address a broader range of impacts than those caused by the project, and are not included in potential mitigation identified for the project. Please refer to the following documents for mitigation commitments: • **Development Agreement:** As described in Common Response LU-1, this agreement will address OVG's commitments with Seattle Center and its tenants during construction. This agreement includes construction impact mitigation plans, tenant relocation terms, and provisions outlined in the Community Benefits Summary. • **Seattle Center Integration Agreement**: As described in Common Response LU-1, this agreement will address the City and OVG's commitments regarding coordination with

Common Comment/Topic & Summary	Response
	Seattle Center and its tenants following completion of the arena renovation through the end of the lease term; it will include cooperative efforts for scheduling, parking garage management, security, marketing, and communications. • **Community Benefits Summary:** This summary (described above in Common Response LU-1) has been signed and endorsed by key stakeholders including Seattle Center tenants and adjacent community members. The ideas in the summary will be incorporated into the Transaction Documents. It is available at https://www.seattle.gov/arena. • **Arena Access Management Plan (AAMP)**: OVG, SDOT, SDCI, Seattle Center, SPD, and King County Metro have collaborated on a Draft AAMP (formerly referred to as the Traffic Management Plan and the Demand Management Plan), which is available for review at https://www.seattle.gov/arena. This plan outlines specific actions to be taken on event days (with a given attendance threshold) with respect to traffic control, transit service and operations, ridehailing pick-up and drop-off activity, parking management, wayfinding, and pedestrian and bicycle travel. In addition, the plan includes potential demand management strategies to limit auto traffic (parking and ridehailing) associated with the arena. • **Physical Improvements**: The Draft AAMP includes a proposed list of physical improvements identified as mitigation based on the impacts disclosed in the EIS. OVG will likely be required to fund these improvements in whole or in part, proportionate to impacts of its project. • **Construction Management Plan**: OVG will work with SDOT, Seattle Center, and SDCI to finalize a Construction Management Plan that addresses specific mitigation measures required during construction, including truck haul routes and truck staging areas.

Common Comment/Topic & Summary	Response
TRAN-2: City Policy to Decrease Dependency on Low-Occupancy Vehicles *The arena renovation project needs to comply with the City's policies to decrease dependency on single- and low-occupancy vehicles.*	A number of commenters stated that the Seattle Center Arena Renovation Project is not consistent with City policies to reduce dependence on single-occupant and low-occupant vehicles, and that the EIS should include mitigation to further reduce this trend. The City supports efforts to reduce single- and low-occupancy vehicle dependency and increase transit use. For instance, the City of Seattle Comprehensive Plan includes policies that discourage the use of single-occupancy and low-occupancy vehicles and encourage high-occupancy vehicle and transit use, particularly during peak traffic times. In addition, as part of the Move Seattle Initiative, SDOT aims to reduce the percentage of Seattle residents who drive alone to work to 25% or less by 2035. The City will consider consistency with these policies when developing mitigation requirements for project approval, and will work closely with OVG to develop effective programs and strategies, as reflected in the AAMP, to encourage attendees to use alternative means of transportation to access events at the renovated arena. Refer to the Draft AAMP, which is available at https://www.seattle.gov/arena, for additional detail about the measures to reduce the number of low-occupancy vehicle trips and associated monitoring to determine the effectiveness of the measures during arena operation.

Common Comment/Topic & Summary	Response
TRAN-3: Mode Split – Transportation Methods Used to Access Events *Commenters stated that estimates for the number of riders in single-occupancy vehicles (SOV) seemed to be high, and that measures should be taken to maximize the use of maximum-occupancy vehicles, particularly near the Seattle Center campus.*	The various transportation methods used to access events (referred to as "mode split") used for the EIS consider the use of private vehicles versus use of public transit; pedestrian; bicycle; or drop-off modes of transportation, such as taxis, or ridehailing companies. It does not evaluate the proportion of private vehicles that are single-occupancy versus higher occupancy. However, an average vehicle occupancy was calculated for events based on observations at KeyArena and similar venues. In general, the occupancy of private vehicles going to events such as professional sports and concerts tends to be higher than the regional and citywide average for private vehicles. The mode split assumptions used in the Draft and Final EIS were based on existing data, comparable venues, and recent travel trends. The substantial ridehailing and auto shares assumed allow for potential traffic impacts to be identified rather than underestimating their impact. This provides a framework for developing appropriate mitigation measures, such as transit incentives or improvements. Details on how the mode split assumptions and average vehicle occupancy were developed are found in Appendix C, *Tech Memo 5, Project Travel Characteristics – Year 2020*, and Tech Memo 7, *Project Travel Characteristics – Year 2035*. To mitigate the potential impacts of large volumes of vehicle traffic accessing the arena, the City and OVG have collaborated to develop a Draft AAMP, which is available at: https://www.seattle.gov/arena. In addition to traffic management strategies, the plan includes potential demand management strategies to limit auto traffic (and associated impacts, such as increased parking and ridehailing) associated with the arena. The AAMP includes performance goals and strategies for periodic monitoring.

Common Comment/Topic & Summary	Response
Recreation	
REC-1: Skatepark Closure *Closure of the Seattle Center Skatepark is a significant impact to a unique, important recreational amenity.*	Many commenters identified the unique nature of the skatepark as a free facility accessible to a wide range of users and participants with a diverse range of backgrounds and abilities, and noted that the loss of the skatepark would displace a highly valued recreational facility. The City acknowledges that the Seattle Center Skatepark is an important recreational amenity, that its location is important for the geographic balance of skateboarding facilities in the city, and that it is used by Skate Like a Girl to host classes and events. As described in Section 7.4 of the Final EIS, the Seattle Center Skatepark would be demolished. However, the MOU for the Seattle Center Arena Renovation Project includes funding for the City to replace the skatepark in the Uptown/South Lake Union/Belltown area. Since publication of the Draft EIS, planning for the relocation of the skatepark has continued, and Seattle Center and the Seattle Department of Parks and Recreation have worked with key skateboard stakeholders (including the Seattle Center Skatepark Coalition, Parents4Sk8Parks, and Skate Like a Girl) to identify potential locations. Using site selection criteria from the Citywide Skatepark Plan, the City identified 3 alternative City-owned properties in Uptown and South Lake Union where a replacement skatepark could potentially be built. The City engaged Grindline, a local skateboard design and construction firm, to conduct a feasibility study comparing the strengths and weaknesses of the 3 sites, which will be used to inform the final site selection. A site will be selected based on the results of the study and public engagement in the process. The schedule for construction and tentative date for opening will depend on requirements for the selected site. As noted in the Draft and Final EIS, should an alternative site for the skatepark not be implemented in Uptown/South Lake Union/Belltown, impacts to recreation would be significant. There would be a time gap between demolition of the existing skatepark and opening of the new skatepark. The skatepark would be demolished in fall 2018. The opening date of the new skatepark has not been determined at this time. Seattle Center would accommodate Skate Like a Girl's 2019 programming on the Seattle Center campus, using temporary equipment as appropriate.

Common Comment/Topic & Summary	Response
REC-2: DuPen Fountain *Temporary closure of the DuPen Fountain is a significant impact to an important recreational amenity.*	The DuPen Fountain is enjoyed by a range of participants as a free recreational amenity. OVG has revised its construction methods and no longer plans to include the DuPen Fountain within its construction fence. However, because of its proximity to the adjacent construction site, the DuPen Fountain would likely be closed during the construction period because of noise, dust, and other construction-related conditions. During construction, the DuPen Fountain would be renovated and reopened when the arena opens. Seattle Center is coordinating the design of the renovations with stakeholders, including the adjacent Seattle Center tenants, the Landmarks Board, the Office of Arts and Culture, and the family of the artist, Everett DuPen, who created the original bronze sculptures within the fountain.
Noise and Vibration	
NOISE-1: Additional Noise Monitoring and Analysis *The EIS does not adequately identify construction noise impacts to receptors within and near Seattle Center. Additional noise monitoring and analysis are needed.*	A number of comments were received on the Draft EIS about noise construction impacts to Seattle Center tenants including KEXP, SIFF, the Vera Project, and Seattle Children's Theatre, as well as nearby apartments including the Expo and Astro Apartments, among others. Following release of the Draft EIS, additional noise monitoring was conducted, and additional analyses were done to refine the description of potential noise impacts to sensitive receptors in the area. Additional information on the existing noise environment is presented in Section 8.4.2, *Existing Noise Environment,* of the Final EIS. The additional information was used to revise the analysis included in Section 8.5.1, *Construction Impacts*, of the Final EIS. Figure 8-4, *Noise Contours,* shows the potential geographic range of noise impacts from construction. Appendix F, *Noise Monitoring*, has been updated to include additional background data for these sections. Section 8.6, *Avoidance, Minimization, and Mitigation Measures,* has been updated in the Final EIS. OVG has proposed changes to its construction methods (e.g., no pile driving; truck loading and hauling would be from the east of the arena at night) and additional noise mitigation (e.g., installation of a 12-foot noise barrier around the north, west, and south sides of the arena and other areas, if specified in the Development Agreement) that would limit the extent of the construction noise impacts expected from the project. Mitigation measures will be finalized during the permitting phase.

Common Comment/Topic & Summary	Response
Air Quality	
AQ-1: Dust from Construction *Potential air quality impacts from dust during construction need to be better described.*	Section 10.4.1, *Construction Impacts*, of the Draft EIS contained an analysis of air quality impacts from both exhaust emissions of criteria air pollutants from construction equipment and haul trucks, as well as an analysis of localized impacts from the generation of fugitive dust. Exhaust emissions were quantified and compared to federal de minimis standards and determined to be less-than-significant. The potential for impacts from localized fugitive dust was qualitatively analyzed and determined to result in adverse impacts to immediately adjacent properties. Section 10.5.1, *Construction*, of the Final EIS has been revised to specifically identify potential elements of a Dust Control Plan to be included in the Construction Management Plan submitted to the City, which includes monitoring and corrective action mechanisms and tire and street cleaning. OVG has proposed changes to its construction methods to address dust and air quality, including plans to use dust (and noise) control curtains to minimize emissions from demolition and excavation work occurring under the arena.

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G-0001

COMMENT

Port of Seattle

June 6, 2018

Seattle Department of Construction and Inspections, PRC
Attention: Public Resources Center or John Shaw
700–5th Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

E-mail to: prc@seattle.gov

Subject: Seattle Center Arena Renovation Project (SDCI # 3029061)
Port of Seattle Comments on Draft Environmental Impact Statement (DEIS)

Dear Mr. Shaw:

G-0001-1 Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Seattle Center Arena. The Port of Seattle believes that the Seattle Center is a significantly better location for a regional sports and concert arena than the site another proponent planned for SODO. However, the Seattle Center site will still have impacts that clearly require mitigation.

G-0001-2 Through the City-Port "Safe and Swift Corridor Program" Memorandum of Understanding, the Port of Seattle was pleased to commit $5 million in transportation-related enhancements in the Arena neighborhood. Further, we appreciate that the Arena proponent committed $40 million for added enhancements over a 40-year period. These $45 million enhancements must be above-and-beyond mitigation required to reduce event-related transportation impacts. As noted in our comments below, the Final EIS prepared for the Arena should distinguish between the required mitigation measures and those that are enhancements to the existing system.

We believe that potential event-related traffic congestion must be addressed, in particular, on the primary arterial access routes that link Interstate 5 and State Route (SR) 99 to Port facilities in Interbay and along the waterfront. This includes Pier 66 and Smith Cove Cruise Terminals, industrial development at Terminal 91, and maritime facilities at Fishermen's Terminal. Arena mitigation should seek to reduce event- and/or construction-related congestion so it does not hinder operations of these facilities or thwart future growth of the City's industrial base.

We offer the following comments related to the DEIS's transportation analysis and potential mitigation measures:

Transportation Analysis Comments:

G-0001-3

1. **Extend the transportation study area to Elliott Avenue W corridor**. The study area evaluated in the DEIS does not extend to the two most critical neighborhood access points from the west: Elliott Avenue W and W Mercer Place. These routes will be used by event attendees arriving from western neighborhoods such as Magnolia, Ballard, and Crown Hill and could further exacerbate congestion in this corridor for both vehicular

P.O. Box 1209
Seattle, WA 98111-1209
USA

Tele: (206) 787-3000
Fax: (206) 787-3252
www.portseattle.org

RESPONSE

G-0001-1 Comment noted.

G-0001-2 Event-related traffic congestion is addressed along Denny Way and Mercer St, which are the major truck streets (as designated by SDOT) linking I-5 and SR 99 to Port facilities in Interbay and along the waterfront. In the Final EIS, the microsimulation analysis of the Mercer St corridor has been extended west to the Elliott Ave W intersection.

Enhancements related to the existing transportation system that are not identified as potential mitigation measures in the Final EIS may be included as part of the North Downtown Mobility Action Plan (NODO MAP). SDOT is developing the NODO MAP with community involvement from Uptown, Belltown, and South Lake Union. OVG will pay its proportional share of physical improvements that may be required for SEPA transportation mitigation. The funds associated with NODO MAP ($40 million) may be used to pay SDOT's proportional share of physical improvements. See Section 4.4.2 for a discussion of construction impacts, Section 4.4.3 for a discussion of operations impacts, Section 4.5.1 for potential construction mitigation measures, and Section 4.5.2 for potential operations mitigation measures.

See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

G-0001-3 The intersection of Elliott Ave W & W Mercer Pl has been added to the Vissim simulation network for the Final EIS. See Section 4.4, Potential Impacts, of the Final EIS for an updated analysis. The project would result in a relatively small percentage increase of vehicles on Elliott Ave W/W Mercer Pl during the pre-event peak hour.

G-0001

COMMENT

Seattle Center Arena Renovation Project (SDCI # 3029061)
Port of Seattle Comments on Draft Environmental Impact Statement (DEIS) Page 2

G-0001-3 traffic and those who may use the RapidRide service from Ballard. Analysis of the Elliott Avenue W corridor should be added to the Final EIS (FEIS).

G-0001-4

2. **Provide detailed analysis of the new SR 99 / North Surface Street conditions.** The DEIS discussed the future analysis that was performed for the north end of the SR 99 project, but there was no detailed information provided about the assumed future traffic volumes or the assumed lane geometry. Graphics similar to those provided for the existing conditions must be provided for the future conditions without and with the proposed Arena. We also request that the Vissim and/or Synchro files used for the future conditions be made available for other public agencies to use as we evaluate the final configuration for the North Surface Street interchange area at the SR 99 tunnel portal.

Transportation Mitigation Comments:

G-0001-5

3. **Extend construction hours**. We support nighttime construction activities that would reduce daytime vehicle trips.

G-0001-6

4. **Improve operations of primary access/egress arterials**. Events at the Arena will increase congestion on arterial routes that link Port facilities in Interbay and the North Waterfront with Interstate 5 and SR 99. We must retain good vehicle flow on the connecting arterials particularly during the pre-event time period when event ingress traffic coincides with afternoon commuter traffic. Key arterials of concern to the Port are Mercer Street/Mercer Place, Denny Way, Elliott Avenue W, 5th Avenue N, 6th Avenue N, Aurora Avenue N, Dexter Avenue N and Westlake Avenue N (north of Mercer Street). The arena should contribute to area-wide improvements in signal systems and limit the conversion of vehicle lanes on these corridors to other functions. Mitigation for the Arena should include:

   a. **Contribute funds to complete the Denny Way Adaptive Signal System**. This long-planned improvement to signals should include intersections on Denny Way between Stewart Street and Elliott Avenue W. Adaptive signal systems can help with pre-and post-event surges in traffic, and also provide benefit to midday traffic including freight that may use the Denny Way corridor. The Arena proponent should contribute funding so the planned system can be implemented before opening day.

   b. **Contribute funds to coordinate signals at SR 99 off-ramp locations with other systems**. Adaptive signal control has also been envisioned for key intersections between Mercer Street and Denny Way including intersections along the future Aurora Avenue N spine and new street grid crossings between 5th Avenue N and Dexter Avenue N. The Arena proponent should contribute funding so that the planned system can be implemented before opening day.

   c. **Retain 5/6 vehicle lanes on Dexter Avenue N** (two in each direction plus center turn lane). Analysis by the Washington State Department of Transportation (WSDOT) has determined that Dexter Avenue N should have two lanes in each direction plus auxiliary turn lanes in the segment between Harrison Street and Mercer Street in order to accommodate peak hour traffic at the new SR 99 on- and off-ramps. Adding event traffic to the already congested intersections could exacerbate conditions. Under no circumstances should off-ramp traffic (northbound to Republican Street/Dexter Avenue and southbound to Harrison Street/Aurora Avenue) be allowed to queue onto the mainline of SR 99. With event traffic destined to the increased garage capacity southwest of the Arena, the segment between Harrison and Denny Way may also need to have additional vehicle lanes. There is enough space in this 110-foot right-of-way to accommodate the needed vehicular

P.O. Box 1209
Seattle, WA 98111-1209
USA
www.portseattle.org
Tele: (206) 787-3000
Fax: (206) 787-3252

RESPONSE

G-0001-4 See Appendix C in the Final EIS, Tech Memo 6, 2020 Analysis Results for Roadway and Pedestrian Systems for average delay and LOS results at the new SR 99 / North Surface Street intersections. The 2020 and 2035 scenarios did not include peak hour turning movement volumes at all study intersections because the number of intersections, time periods, and scenarios would have resulted in an enormous quantity of figures without changing the disclosure of impacts. Traffic volume forecasts for 2020 Average No Action and Alternative 1 conditions for the requested intersections have been added as an appendix to Appendix C, Tech Memo 6.

G-0001-5 Comment noted.

G-0001-6 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail for a response to the comments requesting specific mitigation measures. The mitigation suggestions in this comment were considered when developing the Draft AAMP, which is available at https://www.seattle.gov/arena. Traffic volume forecasts for 2020 Average No Action and Alternative 1 conditions along Dexter Ave N are included in Appendix C, Tech Memo 6, 2020 Analysis Results for Roadway and Pedestrian Systems. During the critical weekday pre-event peak hour under Alternative 1, the north and south through volumes on Dexter Ave N at Harrison St, Thomas St, and John St can be accommodated by a single through lane. As shown in Appendix C, Tech Memo 6, the Dexter Ave N/Harrison St and Dexter Ave N/Thomas St signalized intersections each operates at LOS E or better under all 2020 scenarios. Vehicle queue spillbacks along Dexter Ave N are not predicted to occur under 2020 conditions. It should be noted that the planned improvements (see Figure 4-15 of the Final EIS) in place by 2020 would provide substantial added north-south travel capacity, thereby providing alternative travel routes (via Aurora Ave N and 6th Ave) to Dexter Ave N.

G-0001

COMMENT

Seattle Center Arena Renovation Project (SDCI # 3029061)
Port of Seattle Comments on Draft Environmental Impact Statement (DEIS) Page 3

capacity and maintain high quality bicycle facilities. The lane configuration required on Dexter Avenue N to prevent queue back-ups should be determined and disclosed in the FEIS, and the City should commit to implementing this configuration as part of WSDOT's final design of the SR 99 program.

G-0001-6

d. **Implement pre-event protocols at the Mercer Street/Queen Anne Avenue N intersection**. We are concerned that the increased parking supply on the southwest side of the Arena could exacerbate congestion at the Mercer Street/Queen Anne Avenue N intersection since this is the first location west of the Seattle Center where motorists can turn left to reach the new parking. Substantial left turn traffic before the event will adversely affect eastbound traffic leaving Interbay during the commuter peak period. Changes to on-street parking, lane assignments and traffic control should be considered at this location as part of the Arena's Event Transportation Management Plan (TMP) to accommodate the pre-event traffic. Wayfinding directing arriving traffic to other corridors (e.g., Broad Street) should also be implemented.

G-0001-7

5. **Install Dynamic Message Signs in Elliott Avenue corridor to inform motorists of event conditions**. Traffic leaving the Interbay/Ballard/Magnolia neighborhoods in the afternoon has very few route options to reach the regional highway system. Advance notification of event-related traffic in the Mercer Corridor should be provided using dynamic signs on Elliott Avenue W north of the Mercer Place intersection.
6. **Commit to transit improvements**. The Arena Demand Management Plan (DMP) must focus on transit capacity improvements and encourage event attendees to use transit through free or reduced-cost service. This should include improvements to the Monorail to reach the Westlake Avenue transit hub, and service improvements to Ballard before and after events.
7. **Discourage use of ride-hail services, and manage pick-up and drop-off locations**. Ride-hail services (or TNCs) such as Uber and Lyft can exacerbate congestion before and after events since each ride generates two vehicle trips, and drivers often block vehicle lanes during drop-off and pick-up. The Arena DMP should include measures to reduce use of ride-hail services (e.g., no incentives for their use), limit locations where drop-off and pick-up can occur, and increase enforcement of double parking or lane blockages. Drop-off and pick-up must not be allowed to occur on Mercer Street adjacent to the Seattle Center.
8. **Implement advance reservation system for parking**. We support this measure where patrons would reserve and pay for parking before arrival since it will reduce the amount of vehicle circulation in the Uptown neighborhood. The system should include provision to recommend optimal travel routes to reach reserved parking space.

G-0001-8

We look forward to continuing to work with the Arena proponent, City of Seattle and other stakeholders to support the successful delivery of this project and limit the potential negative impacts on critical transportation infrastructure.

Sincerely,

Geraldine H. Poor
Manager, Regional Transportation

Cc: Gellings, T Goodwin, Wolpa

P.O. Box 1209
Seattle, WA 98111-1209
USA
www.portseattle.org
Tele: (206) 787-3000
Fax: (206) 787-3252

RESPONSE

G-0001-7 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail. The mitigation suggestions in this comment were considered when developing the Draft AAMP, which is available at https://www.seattle.gov/arena.

G-0001-8 Comment noted.

G-0002

COMMENT

King County
Department of Natural Resources and Parks
Wastewater Treatment Division
King Street Center, KSC-NR-0505
201 South Jackson Street
Seattle, WA 98104-3855

June 7, 2018 sent via email: PRC@seattle.gov

Seattle Department of Construction and Inspections
ATTN: John Shaw
PO Box 34019
Seattle, Washington 98124-4019

Dear John Shaw:

The King County Wastewater Treatment Division (WTD) has received the notice of availability of the Draft Environmental Impact Statement for the Seattle Center Arena (Key Arena) Project (Project No. 3029061). A **WTD facility, the Lake Union Tunnel, is located near the project site. This 72-inch diameter brick sewer is located beneath the southeast corner of the existing parking structure at the intersection of Warren Avenue North and John Street. Please see enclosed record drawing from rehabilitation work completed on this facility in 1990 and a one line map for your reference.**

G-0002-1 In order to ensure protection of this WTD facility during construction, **WTD requests that the City submit construction drawings of the project. Additionally, any sewer extension plans and modifications should be submitted to WTD for review and approval.** All sewer and stormwater discharges to the public sewer system must meet or exceed the standards required by the City of Seattle. Please send drawings to:

Mark Lampard, Local Public Agency Coordinator
King County WTD, Engineering and Technical Resources
201 South Jackson Street, KSC-NR-0503
Seattle, WA 98104-3855
(206) 477-5414 / mark.lampard@kingcounty.gov

Thank you for the opportunity to review and comment on this proposal.

Sincerely,

Grace Smith
Water Quality Planner

cc: Mark Lampard, Local Public Agency Coordinator
John Phillips, Water Quality Planner/Project Manager III
Enclosure

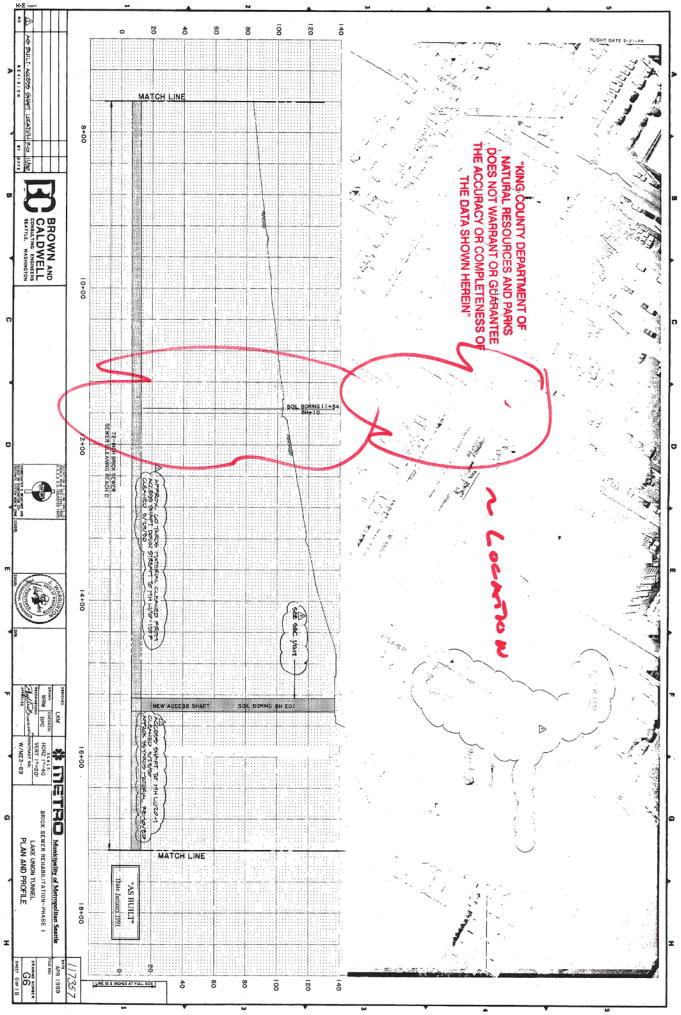
RESPONSE

G-0002-1 As noted in Section 11.5.1 of Chapter 11, Public Services and Utilities, in the Final EIS, construction drawings will be sent to King County WTD for review to ensure that construction activities will not impact the 72-inch brick sewer in the project vicinity.

Section 11.4.2, Operations Impacts, in the Final EIS notes that the water and wastewater demands of the project will be reviewed and approved by SPU and King County WTD prior to project implementation.

G-0002

COMMENT

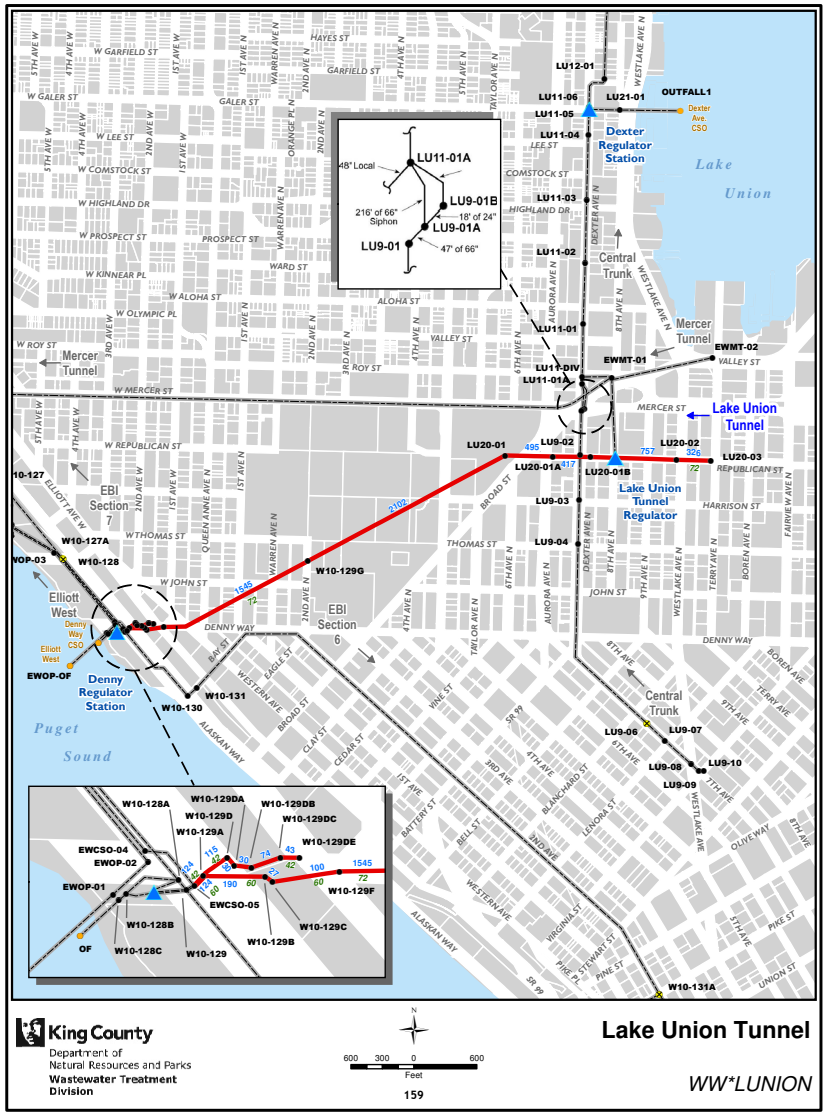


RESPONSE

G-0002

COMMENT

RESPONSE



G-0003

COMMENT

dahp
protect the past. shape the future

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

June 7, 2018

Mr. John Shaw
Senior Planner
City of Seattle
Po Box 34019
Seattle, WA98124-4019

In future correspondence please refer to:
Project Tracking Code: 2018-05-03115
Property: Seattle Center Arena Renovation Project-Project No. 3029061
Re: Archaeology-Draft EIS Review Comments

Dear Mr. Shaw:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The above referenced project has been reviewed on behalf of the State Historic Preservation Officer (SHPO). We have the following comments:

G-0003-1

- Alternative 1OVG Proposal: There does not appear to have been a full cultural resources report or at least one was not submitted to DAHP for review. Since it is difficult to identify archaeological resources under impervious surface and fill, we recommend that a professional archaeological monitor be onsite to monitor ground disturbance under an archaeological monitoring and inadvertent discovery plan (MIDP) reviewed by DAHP and the Tribes.
- Alternative 2 Modified Proposal: There does not appear to have been a full cultural resources report or at least one was not submitted to DAHP for review. Since it is difficult to identify archaeological resources under impervious surface and fill, we recommend that a professional archaeological monitor be onsite to monitor ground disturbance under an archaeological monitoring and inadvertent discovery plan (MIDP) reviewed by DAHP and the Tribes.

G-0003-2

- We do not agree that an Inadvertent Discovery Plan by itself is sufficient is sufficient to identify archaeological resources.

G-0003-3

- Please be aware that DAHP requires the full cultural resources survey for review and not just the summarized version in the DEIS or EIS. Please forward the full cultural resources report to DAHP prior to review of the Final EIS.
-

State of Washington • **Department of Archaeology & Historic Preservation**
P.O. Box 48343 • Olympia, Washington 98504-8343 • (360) 586-3065
www.dahp.wa.gov

RESPONSE

G-0003-1 A historic property inventory was completed for this project by BOLA in March 2018. A full cultural resources assessment was prepared for this project by ESA and was submitted to DAHP prior to publication of the Final EIS. The assessment reviewed existing information and did not include subsurface investigation due to the impervious surface conditions of the project site. The assessment recommends that OVG prepare and implement an Inadvertent Discovery Plan (IDP) and an Archaeological Monitoring Plan to be used during construction. OVG has prepared an IDP for the project and submitted the IDP to DAHP for comment prior to publication of the Final EIS. Potential measures in the Final EIS include preparation and implementation of an Archaeological Monitoring Plan and monitoring of select areas by a professional archaeologist during ground-disturbing activities. OVG and the City will continue to coordinate with DAHP as the project moves forward.

G-0003-2 See Response to Comment G-0003-1.

G-0003-3 See Response to Comment G-0003-1.

G-0003

COMMENT

Thank you for the opportunity to review and comment. If you have any questions, please contact me.

Sincerely,

Gretchen Kaehler
Assistant State Archaeologist, Local Governments
(360) 586-3088
gretchen.kaehler@dahp.wa.gov

2

RESPONSE

G-0004

COMMENT

From: Palisoc, Felixberto <PalisoF@wsdot.wa.gov>
Sent: Thursday, June 07, 2018 5:06 PM
To: Shaw, John <John.Shaw@seattle.gov>
Cc: PRC <PRC@seattle.gov>; Frantz, Randy <FrantzR@wsdot.wa.gov>; Pazooki, Ramin <PazookR@wsdot.wa.gov>; Noyes, Thomas <NoyesT@wsdot.wa.gov>; Minnerly, Denise <Denise.Minnerly@seattle.gov>
Subject: Notice of Availability of Draft EIS (Key Arena) - 3029061

Hi, John. I am attaching WSDOT - NW Region's comments on the DEIS of the proposed Seattle Center Renovation, particularly Section 4.0. Please note that there may be comments from other WSDOT offices that may be submitted separately. If you have any questions, please let me know.

G-0004-1 1. What are the impacts of the proposed project on SR 99? Will the new trips generated use SR 99? Will there be spillback on the SB SR 99 off-ramp to Denny Way? How will queue spillback on SR 99 interact with the new north portal configuration? Specifically the NB exit to Dexter, the SB on-ramp from 6th Ave, etc. The area will change due to the new SR 99 tunnel and we will want to understand how this proposed development will interact with the new configuration in all Alternatives.

G-0004-2 2. Additional queue spillback to the I-5 mainline in both directions is unacceptable. There are standing queues on both directions of mainline I-5 in existing conditions. Please show that the DMP plan will be successful or provide capital/operational mitigation so that the standing queue on a high-speed facility will not increase or worsen.

3. Please quantify and identify the degree of how the queue on mainline I-5 in both directions will worsen, i.e. queue length, additional vehicular trips, etc.

G-0004-3 4. The proposed arena will have a higher seating capacity than existing. Are the trip generations in Table 4-13 and Table 4-31 solely from the additional capacity from the Alternatives? Or are the trip generations in Table 4-13 and Table 4-31 the total of the Alternatives and No Action?

G-0004-4 5. Will there be a formalized traffic management strategy to accommodate arriving attendees during the pre-event peak hour? It was mentioned that the analysis scenario does not assume any formalized traffic management strategies.

Felix Palisoc
Local Agency and Development Services Engineer
206-440-4713
WSDOT – NWR
15700 Dayton Ave N
PO Box 330310, MS 240
Seattle, WA 98133-9710

RESPONSE

G-0004-1 During the weekday pre-event peak hour, the project would result in the NB SR 99 off-ramp volume at Dexter Ave N/Republican St increasing from 435 to 700 vehicles. The resulting volume is still within the capacity of a single-lane off-ramp. Review of the Vissim model results showed queuing in the northbound direction of Dexter Ave N from the Mercer St corridor, which is located 450 feet north of the off-ramp intersection. However, the majority of project-related off-ramp traffic would be turning right onto southbound Dexter Ave N, and therefore not exacerbate this queuing condition. Note that SR 99 motorists desiring to travel to parking north of Mercer St (i.e., in South Lake Union) would likely exit at Roy St. The project would cause the SB SR 99 off-ramp volume at Aurora Ave N/Harrison St to increase from 945 to 1,065 vehicles. The off-ramp's intersection with Harrison St would consist of one left-turn lane, one through lane, and one shared through/right lane. It would operate at LOS E or better under all scenarios under 2020 conditions.

Review of the Vissim model for weekday post-event peak hour conditions shows that congestion in the arena vicinity (i.e., along Denny Way, Mercer St, 1st Ave N, and 5th Ave N) are system constraints. Corridors located downstream of these congestion points generally operate under free-flow conditions.

G-0004-2 Section 4.4.3 of the Draft and Final EIS acknowledges that the additional project trips to the arena would exacerbate the existing I-5 mainline queue spillback to Mercer St. Without mitigation, the project's trip generation and distribution characteristics would result in a net increase of approximately 1,860 vehicles exiting the north-bound and south-bound I-5 ramps onto Mercer St during the weekday pre-event peak hour. Through traffic signal optimization and event demand management to reduce the number of people parking at the event and to spread out the parking demand to areas away from the Mercer Corridor, the Arena Access Management Plan (AAMP), which includes transportation and demand management strategies, would reduce the off-ramp queuing that would otherwise occur without these interventions. SDOT is working with WSDOT on methods to utilize ramp volume data as real-time inputs into signal timing plans for the Mercer Corridor. The Draft AAMP is available at https://www.seattle.gov/arena. However, as identified in the Significant and Unavoidable Impacts section, there would be noticeably more traffic congestion (including off-ramp queuing) during major events.

G-0004

COMMENT	RESPONSE
	G-0004-3 Tables 4-13 and 4-31 in the Final EIS summarize the total trip generation for Alternatives 1 and 2, not the change between the existing arena and renovated arena.
	G-0004-4 A Draft AAMP, which is available at https://www.seattle.gov/arena, is being developed in response to various modal impacts for both the pre-event and post-event peak hours. See Section 4.5.2 in the Final EIS.

G-0004

COMMENT

Note that not all the attendees arrive or leave the venue via vehicle within the pre- or post-event peak hour. This reflects the fact that many patrons arrive early to the neighborhood to eat, drink, or socialize. While less common in the post-event condition, some patrons would also stay late after an event to "wait out" traffic congestion, likely at area restaurants and bars.

Table 4-13 summarizes the arena trip generation estimates using the mode share, AVO, and temporal distribution estimates described above. These estimates reflect the sold-out capacity for the renovated arena and apply to both Alternatives 1 and 2. During [illegible] ndees arriving to the venue by TNC, taxi, or other drop-off v[illegible] ound vehicle trips, some of which would be added to the peak eas[illegible] nd Denny Way.

Are the trip generations from the additional capacity from the Alternatives? Or are the trip generations the total of the Alternatives and No Action?

G-0004-5

Table 4-13. Peak Hour Vehicle Trip Generation of Proposed Arena (Alternatives 1 and 2) in 2020

Traveler Type	Weekday NBA Game Pre-Event Peak Hour Vehicle Trips			Weekday NBA Game Post-Event Peak Hour Vehicle Trips			Saturday Concert Pre-Event Peak Hour Vehicle Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Attendees traveling by private vehicle	3,016	0	3,016	0	4,776	4,776	2,709	0	2,709
Attendees traveling by TNC/taxi/drop-off vehicle	718	718	1,436	910	910	1,820	598	598	1,196
Employees traveling by private vehicle	30	0	30	0	60	60	30	0	30
Employees traveling by TNC/Taxi/Drop-off	2	2	4	4	4	8	2	2	4
Miscellaneous[1]	15	5	20	5	10	15	15	5	20
Total	**3,781[2]**	**725**	**4,506**	**919**	**5,760[2]**	**6,679**	**3,354**	**605**	**3,959**

[1] Miscellaneous trips include delivery vehicles, emergency vehicles, utility vehicles, etc.

[2] Weekday pre-event inbound trips and weekday post-event outbound trips are not equal due to differing mode share assumptions, AVO, and temporal distribution of travel for each analysis period.

Source: Prepared by Fehr & Peers, 2018.

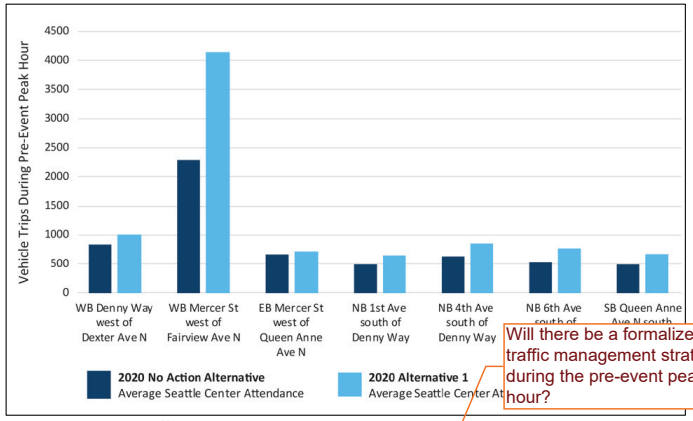
The distribution of trips to the arena would be different for weekday NBA games versus Saturday concerts due to different attendee geographic and demographic characteristics, familiarity with different modes of travel, and frequency of visiting the area. Additionally, the effects of weekday home-to-work travel, which result in a greater likelihood of some Downtown workers traveling to the arena directly from Downtown, also influence both mode split and trip distribution. Spatial distribution of ticket purchases for a variety of KeyArena events were reviewed to develop a geographic distribution estimate. Table 4-14 summarizes the estimates used for this EIS analysis, and a full discussion of the process is found in Appendix C, Tech Memo 5, Project Travel Characteristics – Year 2020.

RESPONSE

G-0004-5 See Response to Comment G-0004-3 for a discussion of trip generation.

G-0004

COMMENT



Will there be a formalized traffic management strategy during the pre-event peak hour?

G-0004-6

Figure 4-17. Project Traffic Growth on Key Corridors – 2020

This analysis scenario does not assume any formalized traffic management strategies to accommodate arriving attendees during the pre-event peak hour. Assumptions include the following: Signals operate in normal mode, no turning movement restrictions are present, advanced signage is not provided to direct motorists to available parking, traffic control officers are not present at intersections, parking garage occupancy levels are not managed, no changes to existing on-street parking management are implemented, ridehailing vehicles are not restricted in their passenger drop-off behavior, and no measures are taken to encourage attendees to travel by non-auto modes.

Seattle Center and SDOT currently use several traffic management strategies during the post-event period after KeyArena events; these would continue under Alternative 1 or 2. These strategies include the following:

- Placement of traffic control officers at the 2nd Ave N/Denny Way intersection to assign right-of-way and accommodate the heavy southbound flow on 2nd Ave N. Left-turns onto eastbound Denny Way are prohibited.
- Closure of Thomas St between 1st Ave N and Warren Ave N.
- Westbound right-turn prohibited from Harrison St and the north driveway of the 5th Ave N Garage onto northbound 5th Ave N to discourage travel toward Mercer St corridor.
- Special event signal timings on the Mercer St and Denny Way corridors.

RESPONSE

G-0004-6 See Response to Comment G-0004-4.

G-0004

COMMENT

intersections and adversely affected unsignalized intersections based on degree of congestion increase, modal conflicts, and other considerations). For intersections that operate unacceptably under the No Action Alternative, this is defined as Alternative 1 adding at least 5 seconds of delay. These impacted intersections are shown in Figure 4-19.

Figure 4-20 shows the directional LOS on segments of Mercer St and Denny Way between Seattle Center and I-5. This figure indicates that Alternative 1 would cause westbound travel on these roadways to experience moderate to substantial delay increases when compared to the No Action Alternative (refer to Figure 4-16 for comparison). Refer to Appendix C, Tech Memo 6, 2020 Analysis Results for Roadway and Pedestrian Systems, for more detail.

The micro-simulation models used to evaluate traffic operations suggest that not all of the travel demand under Alternative 1 could be served on westbound Mercer St and Denny Way due to bottlenecks to the east (principally the I-5 off-ramp merge). Because only a portion of that traffic is expected to be able to travel through those corridors, some intersections may operate slightly better than would otherwise be expected. Conversely, queues would spill back from bottlenecks, affecting the LOS at upstream intersections.

G-0004-7 During the weekday pre-event peak hour, traffic exiting I-5 (from the north and south) onto westbound Mercer St would exceed the capacity of the Mercer St/Fairview Ave N intersection, causing traffic to spill back onto the freeway mainline. This is caused primarily by the large influx of project-related vehicle trips. While it is accurate to report that the off-ramps cannot serve the projected demand, it is also true that capacity limitations on I-5 may also constrain travel demand from reaching the off-ramps. (In other words, the significant queues on southbound I-5 north of the Ship Canal and westbound I-90 and SR 520 could limit how many vehicles could arrive at the Mercer Street off-ramps during the pre-event peak hour.)

During the weekday post-event peak hour on a day with Average Seattle Center Attendance, 35 intersections would be impacted under Alternative 1. These impacted intersections are displayed in Figure 4-19. During the Saturday pre-event peak hour on a day with Average Seattle Center Attendance, 4 intersections would be impacted under Alternative 1.

Please quantify and identify the degree of how the queue on mainline I-5 in both directions will worsen, i.e. queue length, additional vehicular trips, etc.

- Mercer St/Dexter Ave N
- Mercer St/Fairview Ave N
- Denny Way/Stewart St
- Roy St/5th Ave N

Table 4-15 summarizes projected travel speeds along Mercer St and Denny Way under Alternative 1 – Average Seattle Center Attendance.

RESPONSE

G-0004-7 See Response to Comment G-0004-2 above for a discussion of queue length and additional vehicular trips.

G-0004

COMMENT

Paratransit

Under Alt sit vehicles would continue to load and unload along the east side ell as on 2nd Ave N just south of KeyArena. This designate pace would be available under both the average and above-ave pick-ups would be regulated, drop-offs during the pre-event pea sed on observations of current drop-off activity at KeyArena sed by paratransit would sometimes be blocked by non-transit ve such as drop-offs before an event at the renovated arena.

What are the impacts of the proposed project on SR 99? Will the new trips generated use SR 99? Will there be spillback on the SB SR 99 off-ramp to Denny Way? How will queue spillback on SR 99 interact with the new north portal configuration? Specifically the NB exit to Dexter, the SB on-ramp from 6th Ave, etc. The area will change due to the new SR 99 tunnel and we will want to understand how this proposed development will interact with the new configuration in all Alternatives.

No study s high collision locations. Under both Average and Above-Av litions, bicycle safety may be affected by vehicles (ridehailin bicycle facilities when dropping off passengers during the pre-event e affected at the 5th Ave N/Harrison St crosswalk where pedestrians may spill out of the crosswalk into vehicle lanes to cross the street.

Summary of Transportation Impacts in 2020 – Alternative 1

Average Seattle Center Attendance

G-0004-8

Under Average Seattle Center Attendance conditions, Alternative 1 would result in adverse impacts when compared to the No Action Alternative. This comparison reflects how the transportation system would be affected on a day without a KeyArena event versus a day with a sold-out event at the renovated arena. Alternative 1 would cause significant impacts at 19 intersections during the weekday pre-event peak hour, 35 intersections during the weekday post-event peak hour, and 4 intersections during the Saturday pre-event peak hour. During the weekday pre-event peak hour, the average travel speed on westbound Mercer St from Fairview Ave N to Seattle Center would be reduced from 10 MPH (under No Action Alternative) to 5 MPH (under Alternative 1). Although this is not classified as a significant impact, the additional delays would be noticeable to westbound motorists. Alternative 1 would also cause traffic exiting both directions of I-5 at Mercer St to queue back toward the mainline.

Transit would experience significant impacts due to overcapacity conditions on some routes, as well as travel time and reliability degradation associated with degraded traffic operations. Because ridehailing vehicles would not have regulated unloading locations during the pre-event peak hours, they would sometimes block through lanes, bicycle facilities, and bus pullouts, resulting in significant impacts to transit, bicycle travel, and safety. No significant impacts related to ridehailing are expected during the post-event peak hours.

Significant pedestrian impacts are expected at the 5th Ave N/Harrison St crosswalk due to high demand.

Parking occupancy levels on weekdays and Saturdays suggest that a substantial number of motorists could circulate for multiple blocks looking for parking. This would increase conflicts with other modes, thereby causing a significant impact. Because paid parking and time limits are not in effect on Sundays, parking impacts are also expected on Sundays.

Above-Average Seattle Center Attendance

With Above-Average Seattle Center Attendance conditions, traffic operations would be congested under both the No Action Alternative and Alternative 1, although Alternative 1 would result in additional

RESPONSE

G-0004-8 See Response to Comment G-0004-1.

G-0004

COMMENT

Are the trip generations from the additional capacity from the Alternatives? Or are the trip generations the total of the Alternatives and No Action?

Table 4-31 summarizes the arena trip generation est d above. AVO and temporal distribution estimates are expected to D. These estimates reflect the sold-out capacity for the renov ves 1 and 2. The distribution of trips to the arena would be the s

Table 4-31. Peak Hour Vehicle Trip Generation of Proposed Arena (Alternatives 1 and 2) in 2035

Traveler Type	Weekday NBA Game Pre-Event Peak Hour Vehicle Trips			Weekday NBA Game Post-Event Peak Hour Vehicle Trips			Saturday Concert Pre-Event Peak Hour Vehicle Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Attendees traveling by private vehicle	1,676	0	1,676	0	2,653	2,653	1,634	0	1,634
Attendees traveling by TNC/taxi/drop-off vehicle	1,197	1,197	2,394	1,667	1,667	3,334	996	996	1,992
Employees traveling by private vehicle	16	0	16	0	32	32	16	0	16
Employees traveling by TNC/Taxi/Drop-off	5	5	10	10	10	20	5	5	10
Miscellaneous[1]	15	5	20	5	10	15	15	5	20
Total	**2,909[2]**	**1,207**	**4,116**	**1,682**	**4,372[2]**	**6,054**	**2,666**	**1,006**	**3,672**

G-0004-9

[1] Miscellaneous trips include delivery vehicles, emergency vehicles, utility vehicles, etc.

[2] Weekday pre-event in and weekday post-event are not equal due to differing mode share assumptions, AVO, and temporal distribution of travel for each analysis period.

Source: Prepared by Fehr & Peers, 2018.

Traffic Operations

Traffic volumes associated with the renovated arena are layered on top of the No Action Alternative forecasts for the traffic operations analysis. Similar to 2020 conditions, this analysis scenario does not assume any formalized traffic management strategies to accommodate arriving attendees during the pre-event peak hour or departing vehicles during the post-event peak hour beyond what is currently in place.

Average Seattle Center Attendance

Figure 4-26 displays the intersection LOS for Average Seattle Center Attendance conditions under the No Action Alternative and with Alternative 1 (Alternative 2 is described later). Figure 4-27 displays the intersections impacted under 2035 Alternative 1 – Average Seattle Center Attendance. For intersections that operate acceptably under the No Action Alternative, this is defined as dropping to an unacceptable LOS (i.e., LOS E or F for signalized intersections) and adding at least 5 seconds of delay, or adversely affecting unsignalized intersections based on the degree of congestion increase, modal conflicts, and other considerations. For intersections that operate unacceptably under the No Action Alternative, this is defined as Alternative 1 adding at least 5 seconds of delay.

RESPONSE

G-0004-9 See Response to Comment G-0004-3.

G-0004

COMMENT

- OVG would work with SDOT and WSDOT to investigate opportunities to monitor and potentially reduce off-ramp queuing from Mercer St onto I-5. A review of the Vissim model indicates that simple fixes like traffic signal retiming would not be successful because SDOT already operates the SCOOT adaptive traffic signal system on the corridor and it is processing a high volume of traffic. Potential solutions include directions to the arena that include alternative routes to area garages (Stewart St, Seneca St, etc.), a garage reservation system that includes customized directions to the garages that avoid Mercer St, free transit tickets and directions to regional park-and-ride lots as part of a game/event ticket, and free Monorail ticket with directions to Downtown and Westlake area parking and transit options. A successful DMP would also reduce the likelihood of queue spillback at the Mercer St off-ramp.
- OVG will employ a Community Liaison to coordinate with Seattle Center regarding event scheduling logistics. Seattle Center is home to multiple organizations that regularly host performances and events beginning in the same window of time as proposed arena events. In past years, Seattle Center has encouraged cooperation between these organizations to stagger event start times when possible and to plan for traffic officers multiple events start or end simultaneously.

Additional queue spillback to the I-5 mainline in both directions is unacceptable. There are standing queues on both directions of mainline I-5 in existing conditions. Please show that the DMP plan will be successful or provide capital/ operational mitigation so that the standing queue on a high-speed facility will not increase or worsen.

Measures for Ridehailing Impacts

The following measures are recommended to mitigate the potential ri EIS analysis.

G-0004-10

- OVG would work with Seattle Police Department, SDOT, SDCI, Center to develop, implement, and periodically update an Eve could identify the placement of TCOs, curb space managemen modes, specified locations for ridehailing pick-up/drop-off activity with supportive programming and enforcement, and placement of temporary signage and equipment (e.g., barricades, portable signs, changeable message signs, etc.). In particular, the TMP could address pre-event drop-off congestion along 1st Ave N (and other locations identified after the arena begins operations) that could result in modal conflicts from drop-offs that might occur in the travel lanes, bicycle facilities, or transit stops. TCOs could be on-site to ensure appropriate use of the curb space. The DMP is integral to the successful management of ridehailing vehicles and their adverse transportation impacts. The DMP could identify a target ridehailing mode share or number of ridehailing trips that reduce the traffic operations impacts from this mode and the potential modal conflicts that arise from pick-ups and drop-offs.

Measures for Bicycle Impacts

To address potential impacts to bicycle facilities, the following mitigation is recommended:

- To accommodate potential bicycle parking, it is recommended that OVG provide at least 200 free short-term bicycle parking spaces during high-attendance events like sports events or concerts. This amount of bicycle parking could accommodate the expected 1% of bicycle event arrivals for large events. Bicycle parking could be accommodated with unattended racks or a valet program. Some of the bicycle parking could accommodate bike share cycles. As part of the periodic TMP/DMP review process, OVG could recalculate the amount of bicycle parking provided as modal preferences change. OVG could also work with the bike share providers to ensure there are adequate bicycles after an event to meet demand and that the bicycles are

RESPONSE

G-0004-10 See Response to Comment G-0004-2. Your comments are noted and were considered when developing detailed mitigation measures as part of the Draft AAMP. See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

G-0005

COMMENT

King County
Department of Transportation
Metro Transit Division
Service Development
201 South Jackson Street
KSC-TR-0426
Seattle, WA 98104-3856

June 7, 2018

City of Seattle Department of Construction and Inspections, PRC
Attention: John Shaw, Senior Planner
700 5th Ave, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Seattle Center Arena Renovation Project SEPA Draft Environmental Impact Statement

Dear Mr. Shaw:

King County Metro Transit (Metro) appreciates the opportunity to review the SEPA Draft Environmental Impact Statement (DEIS) for the Seattle Center Arena Renovation project. Transportation management will be an important element of a successful Arena project, and effective strategies will help attract attendees. We look forward to working with the City and Oak View Group (OVG) on the Transportation Management Plan (TMP) and on designing transportation features that enhance transportation accessibility, improve transit speed and reliability, and increase transit's mode share.

G-0005-1 Transit is becoming increasingly important as population and employment continue to increase, particularly in the North Downtown area. Even with the arrival of Link light rail to the area in 2035, Metro's bus operations will play a critical role in Uptown and Seattle Center mobility. The Arena project represents a unique opportunity to improve quality of service and thus entice even more residents and visitors to take transit while continuing to serve existing customers.

The Draft EIS acknowledges that the project is likely to result in significant impacts to intersection operations during peak hours, and buses will experience travel time and reliability degradation in addition to overcrowding. Significant pedestrian impacts are also expected in the project vicinity. These impacts are inevitable without mitigation. Metro commends the City and OVG on their commitment to developing a TMP. Mitigation measures will be effective to the extent they are oriented toward increasing the use of alternative modes of transportation including transit.

We request the inclusion of sufficient quantitative analysis in the Final EIS, including microsimulations, to determine with the greatest possible accuracy the amount of delay that is

RESPONSE

G-0005-1 Average transit travel times for buses that operate along 1st Ave N and Queen Anne Ave N will be reported for 2020 pre-event and post-event peak hour conditions, both without and with the proposed physical improvements and AAMP in place.

G-0005

COMMENT

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G-0005-1 likely to result to transit vehicles during events. This will help lead to more effective mitigation strategies and an accurate assessment of added cost to transit per event.

The Construction Management Plan (CMP) will identify temporary mitigation for the bus layover area at the north end of the parking/drop-off lane on 1st Ave N and bus stop along 1st Ave N located north of John St. Metro is looking forward to working with the City to effectively locate the temporary replacement layover and bus stop.

The DEIS recommends the TMP as a series of measures to mitigate the operational impacts generated by the project. Metro is currently working with City of Seattle staff in developing a TMP for the project, and we expect the TMP will include the following:

- Transit speed and reliability improvements including transit priority treatments sufficient to maintain or improve speed and reliability compared to existing conditions.
- Traffic signal improvements including improvements to signal timing.
- Bus stop improvements.
- Pedestrian crossing improvements.
- Additional bus, light rail and Monorail service, and/or support of connections to downtown transit service.
- Mode split targets tied to level of additional traffic deemed acceptable and targets for clearing the area within a reasonable period of time.
- Provision of incentives or discounted transit fares to encourage transit use.
- Provision of information in multiple formats to ticketholders on travel options available to them, with emphasis on non-driving modes.
- Ridehailing management to restrict pick-up/drop-off away from transit priority corridors
- Ridehailing pick-up/drop-off plan and strategies to increase number of occupants in ridehailing vehicles.
- Bicycle parking and bicycle facility improvements including improved signage and including separate signed accommodation for bike share bicycles.

G-0005-2

The TMP should include an off-site parking facility reservation and best practices system, real-time parking garage information, on-street parking management revisions, and a shuttle program to any remote lots. It should also identify anticipated street/lane closures, placement of traffic control officers, curb space management, temporary signage and equipment, and attendance thresholds that trigger plan elements.

Bus staging areas near Key Arena will need to accommodate surges in ridership before and after events, and Metro strongly supports the incorporation of features such as enhancements to transit loading areas, sufficient bus layover space, and similar improvements. Please note that bus riders generated by the arena will take up a large percentage of the reserve capacity on buses during events, and overcrowding should be added to the list of criteria for determining the significance operational impacts.

The design of transportation-related features, including bicycle parking areas and drop-off zones for transportation network company vehicles, needs to consider the safety implications of

RESPONSE

G-0005-2 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail. A significance criterion for bus overcrowding was included in the EIS; see Section 4.4.3, Operations Impacts (Transportation). The TMP, now referred to as the AAMP, is being developed in coordination with Metro, SDOT, and other key stakeholders, and will be informed by the issues identified in this comment. The Draft AAMP is available at https://www.seattle.gov/arena.

G-0005

COMMENT

RESPONSE

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potential conflicts between the different transportation modes; design should include adequate lighting and easy-to-understand signage.

G-0005-2 We appreciate the City's invitation to weekly meetings to discuss additional analysis and potential mitigation for inclusion in the Final EIS. We look forward to continuing this cooperation with the City and OVR during development of the Final EIS and through final design of the project. Together, we can ensure that mitigation measures improve accessibility to transit and the flow of transit vehicles while ensuring the safety and security of pedestrians. To clarify issues and to discuss coordination, please contact Stephen Crosley, Capital Program Manager, at SCrosley@kingcounty.gov or by phone, at 206-477-5795.

Sincerely,

Bill Bryant, Managing Director
Service Development
Metro Transit Division

cc: Harold Taniguchi, Director, King County Department of Transportation (KCDOT)
Laurie Brown, Deputy Director, KCDOT
Rob Gannon, General Manager, Metro Transit Division, KCDOT
Chris O'Claire, Assistant General Manager, Metro Transit Division, KCDOT
Chris Arkills, Government Relations Manager, KCDOT
Steve Crosley, Capital Program Manager, Metro Transit Division, KCDOT

O-0001

COMMENT

From: scott.shinn@parents4sk8parks.org
Sent: Tuesday, May 15, 2018 6:49 PM
To: PRC
Cc: Matthew Lee Johnston; Ryan Barth; Kristin Ebeling; Lisa Stewart; Markham Lee; Hannah Levy
Subject: Seattle Center Arena

O-0001-1 Please make sure to relocate the skatepark in a great place, with world-class amenities and adjacent attractions for all. The skatepark has been an important part of the Seattle Center environment for generations, and deserves a permanent place in the Downtown core.

Please see our Checklist page for more information:
http://parents4sk8parks.org/Checklist.html

Thanks for making public comments on the EIS available until June 7th!
https://seattlecenterarenaeis.org/comment/

Scott Shinn
Director, Parents for Skateparks

1

RESPONSE

O-0001-1 See Common Response REC-1: Skatepark Closure.

O-0002

COMMENT

CH& CAIRNCROSS&HEMPELMANN ATTORNEYS AT LAW
524 2nd Ave., Suite 500
Seattle, WA 98104
www.cairncross.com
office 206.587.0700
fax 206.587.2308

June 7, 2018

Seattle Department of Construction and Inspections, PRC
Attention: Public Resource Center or John Shaw
700 Fifth Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Re: Seattle Center Arena Renovation Project Draft Environmental Impact Statement ("DEIS")

Dear Mr. Shaw:

We represent KEXP, an independent, non-profit arts organization with a radio station, a public music venue, community gathering and events space, and multiple audio and video studios for recording, mastering, and streaming live performances and other content. KEXP is located in the Northwest Rooms adjacent to the Key Arena and is a tenant of the City of Seattle ("City"). We and KEXP have reviewed the DEIS which was issued recently by the City as lead agency under the State Environmental Policy Act ("SEPA"). Although the DEIS recognizes there will be some significant impacts to KEXP, the document does not recognize all of the significant impacts nor does it capture accurately the full effect the Seattle Center Arena Renovation (the "Project") will have on KEXP. It appears that the construction impacts will be so severe that KEXP will be unable to operate in the ordinary course of business for a significant period of time.

O-0002-1 Initially, it may be helpful to provide you with some context regarding KEXP and its operations in the Northwest Rooms. Besides its radio broadcasts, KEXP hosts many live music and related events onsite each year. In 2017, there were 377 such events, including 136 live music sessions that were open to the public. Among the many other music related events open to the public were the KEXP Record Fair, the Songbook author reading series, the Mastering the Hustle workshops for artists, the City of Music Career day, the monthly "Flights and Rights" partnership with the ACLU, as well as civic related events such as the Mayor's Forum and a recent University of Washington conference on "The New Music Ecosystem." These live sessions and events are the engine that drives many critical aspects of KEXP's mission and business, including donations and business support. Virtually all live performances are recorded for future use by KEXP, including on YouTube, which serves KEXP's largest audience with over 1.4 million subscribers and 730 million views. The performances are also broadcast on KEXP's 24-hour FM signal, broadcast stream and 14-day archive, all of which are available to the public at no cost. The in-person traffic created by the live sessions and events not only builds momentum for KEXP, but also sustains the La Marzocco coffee shop and Light in the Attic Records, KEXP's subtenants located in the Gathering Space. If KEXP is required, on account of the Project impacts, to move or curtail these public events, then all three entities will suffer.

dmarcy@cairncross.com
direct: (206) 254-4465
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RESPONSE

O-0002-1 It is acknowledged that KEXP is an independent, non-profit arts organization that not only operates radio broadcasts out of the Northwest Rooms, but also hosts many live music and related events on-site each year and also houses La Marzocco coffee shop and Light in the Attic Records (current subtenants in the Gathering Space). Under SEPA, an EIS is required to focus on potentially significant impacts; therefore, the EIS analysis focuses on identified noise and vibration impacts affecting sensitive uses of KEXP. Chapter 3, Land Use, in the Final EIS has been updated to refer to these ancillary uses as well.

O-0002

COMMENT

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Our comments on the DEIS are as follows:

CHAPTER 1.0 INTRODUCTION AND SUMMARY

O-0002-2 **Table 1-1, Earth Impacts.** The proposed measure to "reduce or eliminate" these impacts is to "monitor vibration at Northwest Rooms." Monitoring is not mitigation.

O-0002-3 **Table 1-1, Historic and Cultural Resources Impacts.** Significant impacts to Northwest Rooms and the International Plaza are expected, including vibration, yet no mitigation is identified except "stabilize buildings as needed." This is not adequate mitigation.

O-0002-4 **Table 1-1, Recreation Impacts.** Visitors to recreational programming at KEXP will be impacted by visible and audible construction, relocations, or unavailable programming. No mitigation is proposed to mitigate these impacts.

O-0002-5 **Table 1-1, Noise and Vibration Impacts.** Noise and vibration impacts will be significant to KEXP. Who will be involved and when will the "Noise Management and Mitigation Plan" be developed?

O-0002-6 **Table 1-1, Air Quality and GHG Emissions.** Air Quality impacts to KEXP will be significant. Insufficient mitigation is proposed to mitigate those impacts.

O-0002-7 **Section 1.9** This section should note that construction of the Project will result in significant unavoidable adverse impacts to KEXP's operations.

CHAPTER 2.0 DESCRIPTION OF ALTERNATIVES

O-0002-8 **Section 2.2 Alternative 1: Oak View Group (OVG) Proposal.** The DEIS does not discuss the large vents that must be constructed around Key Arena to handle intake and exhaust to and from the HVAC system that will serve the Arena. Exhaust from the vents may get into the interior spaces of KEXP through KEXP's HVAC system. In addition, noise from the vents may interfere with KEXP's operations. These vents, or any other permanent noise-producing infrastructure placed in proximity to KEXP, such as chillers, air handlers, generators, and outdoor PA systems, will potentially have significant adverse impacts to KEXP.

O-0002-9 **Table 2.2 Construction Activities for Alternatives 1 and 2:** Street Closures: There is no discussion of closures of Republican Street which may create significant adverse impacts for artists' access to KEXP, including the unloading and loading of equipment.

O-0002-10 **Section 2.6 Construction.** There is no discussion of how alteration of the Northwest Rooms breezeway may complicate the unloading and loading of equipment for artists performing live at KEXP

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RESPONSE

O-0002-2 The potential measure to monitor vibration during construction is included in Chapter 5, Earth, of the Final EIS to address the potential for construction activities to adversely affect the structural integrity of neighboring structures. Table 1-1 includes measures to reduce or eliminate impacts, which includes avoidance, minimization, as well as mitigation measures. Monitoring is not mitigation, but monitoring will be conducted to determine if there are potential impacts that would require action (avoidance, minimization, or mitigation).

O-0002-3 Section 8.6.1 of the Final EIS has been revised to include a discussion of potential mitigation measures for impacts from vibration to the Northwest Rooms and International Plaza. The Final EIS includes vibration monitoring, which will determine if potential additional mitigation measures are needed. Additionally, impacts to the Northwest Rooms and International Plaza would be managed through coordination with the Seattle Landmarks Preservation Board. See Common Response NOISE-1: Additional Noise Monitoring and Analysis for additional information.

O-0002-4 Table 1-1 in Section 1.8, Summary of Impacts, Potential Mitigation, Measures, and Key Findings has been revised in the Final EIS to reflect recreational impacts to visitors at KEXP.

O-0002-5 OVG is responsible for preparing the NMMP, and SDCI is responsible for reviewing and approving the plan as a part of its noise variance process. The noise variance process also provides notice to adjacent properties and the opportunity to provide comments to SDCI.

O-0002-6 Section 10.4.1 of the Final EIS has been revised to include potential construction-related dust and air quality impacts to the tenants of the Northwest Rooms. The potential mitigation measures in Section 10.5.1 have been updated in the Final EIS. See also Common Response AQ-1: Dust from Construction.

O-0002-7 Section 1.10, Significant Unavoidable Adverse Impacts, in the Final EIS, describes unavoidable impacts. Some impacts to KEXP that have been identified as potentially significant are avoidable, with appropriate and effective mitigation. Section 1.10 in the Final EIS has been revised to note the potential for unavoidable impacts. OVG has proposed additional noise and vibration mitigation, including a 12-foot noise barrier on the north, west, and south sides of the arena. See Section 8.6, Avoidance, Minimization, and Mitigation Measures (Noise & Vibration) in the Final EIS for details.

O-0002

COMMENT	RESPONSE
	O-0002-8 The project description (see Section 2.2, Alternative 1: OVG Proposal) has been updated to include the mechanical structures that would be added to the south end of the KEXP portion of the Northwest Rooms. Text has been added to Section 8.5.2, Operations Impacts (Noise & Vibration), to address these structures. All building infrastructure and equipment, including HVAC systems and vents, would adhere to the Seattle Noise Control limits found in SMC 25.08.410. The arena is already operating as an entertainment and sports venue with an appropriately sized HVAC system with outdoor venting areas. As described in Section 8.5.2, despite the proximity of the added structures, it is not anticipated that these additional infrastructure elements would substantively increase the intensity of impact to KEXP or other surrounding receptors.
	O-0002-9 OVG's construction plans do not include any short- or long-term closures or staging use of Republican St. However, it is possible that some curb space/flex zone could be reallocated as described in Section 4.5.1, Construction (Avoidance, Minimization, and Mitigation Measures). The MOA for Event Curbside Management, which covers Republican St east of 1st Ave N, will remain in effect until Seattle Center and SDOT reach a new agreement.
	O-0002-10 The text in Sections 2.6, Construction, 3.4.1, Construction Impacts, and 8.4.1, Construction Impacts of the Final EIS has been revised to include additional potential construction information and descriptions of impacts. The breezeway in the Northwest Rooms is no longer being considered for construction access; it would remain open to the public and be available to KEXP for loading/unloading throughout the project. Some cosmetic improvements would likely be made to the breezeway, but they would be minor and should not restrict access to KEXP. Access to KEXP from the International Plaza would also be maintained during construction.

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causing significant adverse impacts to KEXP's operations. Use of the breezeway will also cause significant adverse noise, vibration, and air quality impacts to KEXP's operations. The Memorandum of Understanding between the City and OVG does not allow for use of the breezeway for construction access.

O-0002-10 There is also no discussion of the potential significant adverse impacts to KEXP from excavation that results in the closure of one or two entrances/exits from KEXP's space along the east wall of the south end.

There is also no discussion of KEXP's right, under its lease, to construct a stage in the International Plaza prior to the end of 2018.

CHAPTER 5.0 EARTH

O-0002-11 **Section 5.4.1 Construction Impacts.** The discussion does not address the impacts that excavation along KEXP's east wall of the south end will have to occupancy, ingress, and egress as a result of one or two entrances/exits being closed.

O-0002-12 **Section 5.5.1 Construction.** The listed mitigation measures contain inadequate mitigation for the significant adverse vibration and noise impacts to KEXP's operations.

CHAPTER 6.0 HISTORIC AND CULTURAL RESOURCES

O-0002-13 **Section 6.5 Avoidance, Minimization, and Mitigation Measures.** In section 6.5.1, the mitigation suggested is to have vibration monitoring for the Northwest Rooms conducted by OVG. There is no mention of actually mitigating the vibration which will have a significant adverse impact on KEXP.

CHAPTER 7.0 RECREATION

O-0002-14 **Section 7.4.1 Construction Impacts.** This discussion inaccurately describes the construction impacts to KEXP's programming as less than significant. Also, the discussion inaccurately states that opportunities for the type of free-of-charge, publicly accessible programming provided by KEXP are otherwise available in the Seattle area.

O-0002-15 **Section 7.4.2 Operations Impacts.** This discussion is disingenuous and misleading as it suggests that operational noise and vibration impacts to KEXP are not significant unless recreational activities are displaced. There needs to be more analysis of operational noise impacts to KEXP. No noise or vibration monitoring was conducted adjacent to or within KEXP's space.

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RESPONSE

O-0002-11 Section 5.4.1, Construction Impacts (Earth) describes potential impacts to geology, soil, and groundwater considerations. Sections 3.4.1 (Land Use), has been updated to describe access to the Northwest Rooms from the International Plaza during construction. Section 6.4.1 (Historic and Cultural Resources) and Section 8.4.1 (Noise and Vibration) have also been updated to describe impacts from updated construction methods. See also Section 2.6, Construction, for updated construction logistics.

O-0002-12 The potential mitigation measures identified in the Draft and Final EIS include preparation of an NMMP. Section 8.6, Avoidance, Minimization, and Mitigation Measures (Noise & Vibration), of the Final EIS has been updated with additional potential mitigation measures. The Final EIS identifies a menu of mitigation options, which will be further defined in the permitting phase. See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0002-13 Potential mitigation measures for Noise and Vibration are described in Chapter 8 of the Final EIS. Section 8.6, Avoidance, Minimization, and Mitigation Measures, in the Final EIS have been updated to include additional potential mitigation for vibration impacts. As noted, monitoring is not mitigation, but monitoring will be conducted to determine if there are potential impacts that would require action. See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0002-14 Section 8.5.1 of the Final EIS describes a significant construction noise impact to KEXP operations. Section 7.4.1 of the Final EIS has been revised to acknowledge that this significant impact would also impact programming and visitors to KEXP during the construction period.

O-0002

COMMENT	RESPONSE
	O-0002-15 Section 7.4.2 of the Draft and Final EIS addresses long-term or operational recreational impacts, not noise impacts. The criteria for significance relate to permanent displacement of current KeyArena programming or sports teams, or a loss of a recreational use that cannot be replaced elsewhere at Seattle Center. As noted below relative to noise impacts, because KEXP currently operates as a recreational facility in an area with noise sources from arena events and ventilation noise, there would not be a permanent loss of this recreational opportunity. Section 8.5.2 of the Draft and Final EIS addresses operational noise impacts and notes that operational impacts from events and other sources such as ventilation systems are already part of the existing setting and that the project would increase the frequency in the number of annual events, but would not substantively increase the intensity of the impact. See the revisions to Section 8.4.2 and Appendix F, Noise Monitoring for information on updated noise monitoring conducted interior and exterior to KEXP and other locations in the area of the Northwest Rooms. See also Common Response NOISE-1: Additional Noise Monitoring and Analysis.

O-0002

COMMENT

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O-0002-16 There is no discussion of the potential impacts of the digital reader board that will face 1st Avenue N which may, depending on where it is placed, have significant adverse impacts to KEXP and its Donor Wall located on the south exterior wall of KEXP's space.

CHAPTER 8.0 NOISE AND VIBRATION

O-0002-17 **Section 8.1.2 Sensitive Receptors.** This discussion does not include all the spaces within KEXP that are impacted by noise/vibration. KEXP has a recording studio/control room, an on-air studio/DJ booth, and two production suites, two audio edit studios, and the Gathering Space stage.

O-0002-18 **Section 8.2.1 Noise Monitoring.** As noted above, no baseline noise monitoring was conducted adjacent to or within KEXP's space. This information is important to assess accurately the noise impacts to KEXP.

O-0002-19 **Section 8.5.1 Construction Impacts.** The discussion of Mobile Sources of noise did not mention KEXP which will have numerous heavy trucks operating next to their space for 18 hours a day during excavation. The suggestion that large rolling stock operating in close proximity to KEXP's space would have a less-than-noticeable increase in ambient noise levels is difficult to believe.

The discussion of Noise/Stationary Sources/Daytime does not mention KEXP and the significant impacts that are likely to be experienced by KEXP during daytime hours. The suggestion that there is no significant impact because the noise generated may be within regulatory standards begs the question of whether the noise impact is significantly adverse to a sensitive receptor such as KEXP's operations.

The discussion of Vibration/Building Damage does not mention the cumulative effect of multiple activities identified in Table 8-7 occurring at the same time.

The discussion of Vibration/Human Annoyance/Sensitive Building Operations mentions only the recording studio at KEXP and does not mention other parts of KEXP's operations that will be significantly adversely impacted as noted above.

The discussion of Vibration/Human Annoyance/Sensitive Building Operations notes that KEXP could impacted by pile driving, but the impacts are actually likely to be significant and adverse, not just from pile driving but from multiple sources. The use of Table 8.7 which has construction equipment vibration levels is misleading because it does not address the noise levels when multiple pieces of equipment are operating simultaneously.

The discussion of Construction Impacts Summary for Alternative 1 does not recognize that there are spaces other than the recording studio at KEXP that will be significantly impacted by noise and vibration impacts, during the first six months and thereafter.

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RESPONSE

O-0002-16 The impact described in the comment refers to the potential for a sign to partially obstruct the view of an exterior wall from a public plaza outside of KEXP's leased space as part of Alternative 1. While the impacts described in the comment would not be considered significant impacts under SEPA, design revisions made to Alternative 1 after the Draft EIS have clarified where the digital signs are proposed, and no signs are proposed that would obscure the KEXP Donor Wall. OVG proposes to extend the Northwest Rooms to the south (adjacent to KEXP) to accommodate egress stairs from the arena. Space for the Donor Wall will be provided on the exterior of this expansion. See Section 2.2, Alternative 1: OVG Proposal, in the Final EIS for further description of the design refinements.

O-0002-17 The spaces at KEXP described as sensitive receptors for noise and vibration have been expanded in the Final EIS. This includes the spaces within KEXP that have operations that may be sensitive to noise and/or vibration impacts. The Final EIS and Appendix F, Noise Monitoring, have been updated to include detailed information about the current noise conditions and project impacts for KEXP, including additional noise monitoring conducted outside of KEXP and within the interior of the building. See also Common Response NOISE-1: Additional Noise Monitoring and Analysis.

O-0002-18 The Final EIS has been updated to include detailed information about the current noise conditions and project impacts for KEXP, including additional noise monitoring conducted outside and within the interior of the KEXP building. See Common Response NOISE-1: Additional Noise Monitoring and Analysis.

O-0002

COMMENT

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O-0002-19 The DEIS does not discuss adequately the noise and vibration impacts from construction on KEXP. Consultants for KEXP and OVG are working together to more accurately assess the noise and vibration impacts. A copy of the consultants' analysis or analyses will be provided to the authors of the DEIS as soon as they are available.

Section 8.6 Avoidance, Minimization, and Mitigation Measures. The discussion of mitigation measures is far too narrow. There are potential mitigation measures besides some soundproofing or relocation of KEXP. It is difficult to imagine how KEXP could continue its operations in an alternative site. As recording studio operations are fully integrated with other KEXP operations, relocation of studio operations alone would be inadequate mitigation. Moreover, because on-site stewardship and cultivation of donors is critical to the success of KEXP's fundraising strategy, relocation would create negative impacts on current and future donations, and those negative impacts could be substantial and felt over a period of several years. OVG and the City must provide mitigation other than relocation to address the significant impacts to KEXP.

A significant amount of mitigation for noise and vibration impacts is required to allow KEXP to continue operating as they currently do. It must be understood that addressing noise impacts only will not solve the issue. KEXP hosts over 300 live/broadcast recordings a year, so scheduling around high impact construction/demolition events is not feasible. Further, moving all construction activities to the nighttime hours would not address the issue because KEXP recordings frequently occur at night. The level of mitigation required to keep KEXP operational has not been addressed.

O-0002-20 In order for KEXP to remain in their existing space, the KEXP building will need to be protected from both without and within. The types of outdoor construction noise mitigation strategies should include but not be limited to:

i. Equipment shrouds / enclosures;

ii. Solid construction noise barriers (insulated metal panels - not simply plywood - or interlinked container boxes);

iii. Quieter/lower impact construction techniques;

iv. Offsite demolishing;

v. Ground trenches to decouple construction area vibration from the site (exact size and location requirements to be developed by acoustic consultants).

These standard mitigation techniques are not likely to provide KEXP an acceptable acoustic environment. Therefore, upgrades to KEXP space will be needed internally, in addition to outdoor strategies, to allow continued operation of KEXP.

O-0002-21 **CHAPTER 10 AIR QUALITY AND GHG EMISSIONS**

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RESPONSE

O-0002-19 The description of construction has been refined since the publication of the Draft EIS; see Section 2.6, Construction, for details. Also, further noise monitoring and analysis have been conducted and Section 8.5.1, Construction Impacts, was updated to reflect these changes.

Mobile Sources: The Final EIS has been updated to identify the increase over existing night-time levels to be 2 dBA on local roadways including 1st Ave N, which would be a less-than-significant impact. During daytime hours, the addition of truck traffic to 1st Ave N would not result in a noticeable increase of ambient noise levels. See Section 8.5.1 for distances from KEXP's operations.

Stationary Sources: The Final EIS has also been updated to reflect that impact pile driving is no longer a proposed method of construction, but describes the operation of hoe rams, drill rigs, and vibratory rollers in proximity to the operations of KEXP and other tenants of the Northwest Rooms. Figures 8-4 and 8-5 show predicted night-time construction noise contours with and without a construction noise barrier and other proposed mitigation measures. The noise contours reflect the use of multiple pieces of equipment concurrently. Note that these figures show noise contours at an elevation of 60 feet (approximately the 6th floor of an apartment building); thus, at ground level, the unmitigated noise contour would have similar impacts, whereas the mitigated contour would be overstating mitigated impacts because it would not reflect the full attenuation of the proposed noise barrier at a ground level receptor. During the day, noise from construction would be noticeably louder than existing conditions. However, it would be less-than-significant because the noise level would be below the maximum noise level restrictions of the SMC. Daytime operations of KEXP are considered to be of similar sensitivity with respect to noise as residential or school uses, and exposure to daytime construction noise consistent with the municipal code is considered a less-than-significant impact.

At night, unmitigated night-time noise impacts to KEXP, SIFF Film Center, and The Vera Project would be a significant impact because it would result in disruption to these sensitive receptors.

See also Common Response NOISE-1: Additional Noise Monitoring and Analysis.

O-0002

COMMENT

Seattle Department of Construction and Inspections, PRC
June 7, 2018
Page 6

Section 10.4.1 Construction Impacts. The discussion of potential air pollution impacts to KEXP both from exhaust and particulate matter is insufficient given that KEXP is located adjacent to the construction activity. Regardless of what standards there are for total emissions, the impacts to businesses operating in immediate proximity to the construction activity must be analyzed.

O-0002-21 **Section 10.5.1 Avoidance, Minimization, and Mitigation Measures.** The discussion should include improvements to KEXP's intake and exhaust/HVAC systems.

Section 10.6 Significant and Unavoidable Adverse Impacts on Air Quality and GHG Emissions. The statement that there will be no significant and unavoidable adverse impacts to air quality is without basis given the lack of analysis of construction impacts to KEXP.

O-0002-22 **Appendix B** which contains a list of activities that occur or have occurred in various locations proximate to Key Arena is completely inadequate in that no reference is made to the many live events and recording sessions that occur at KEXP every year. A list of the events held at KEXP during 2017 is attached to this letter as Attachment A.

Thank you for the opportunity to comment on the DEIS. If you have any questions regarding the foregoing comments, please contact the undersigned.

Sincerely,

Donald E. Marcy

Donald E. Marcy

cc: Thomas Mara
Ethan Raup
Scott Bell

{03560124.DOCX;3 }

RESPONSE

Potential impacts from vibration have also been updated. Vibration impacts to the Northwest Rooms building as well as the operations of sensitive receptors in the Northwest Rooms (i.e., KEXP, The Vera Project, and SIFF Film Center) would be significant.

Section 8.6, Avoidance, Minimization, and Mitigation Measures, has been updated. See also Common Response MIT-1.

O-0002-20 The potential impacts to KEXP operations from construction are acknowledged. Section 8.5.1 of the Final EIS has been revised to describe construction impacts in greater detail. The potential mitigation measures for noise and vibration impacts have been updated in the Final EIS; see Section 8.6, Avoidance, Minimization, and Mitigation Measures, for more detail.

O-0002-21 The potential for impacts to KEXP and other Seattle Center tenants from exhaust and particulate matter is described in Section 10.4 of the Final EIS. In addition, see Common Response AQ-1: Dust from Construction.

O-0002-22 Appendix B in the Draft EIS included the list of events provided by KEXP to Seattle Center at the time of publication of the Draft EIS. Appendix B in the Final EIS has been updated with the events provided in this comment letter.

O-0002

RESPONSE

COMMENT

ATTACHMENT A
Page 1

Activity Name	Start Date	Location	Start	End
The Tripwires LIVE on KEXP (Public Sign Up)	1/7/2017	Live Room	6:30 PM	7:00 PM
Car Seat Headrest LIVE on KEXP (Public Sign Up)	1/10/2017	Live Room	12:00 PM	12:30 PM
Naked Giants LIVE on KEXP (Public Sign Up)	1/11/2017	Live Room	9:30 AM	9:30 AM
Springtime Carnivore LIVE on KEXP (Public Sign Up)	1/12/2017	Live Room	12:00 PM	12:30 PM
Brownout presents "Brown Sabbath" LIVE on KEXP in Gathering Space	1/18/2017	Live Room	12:00 PM	12:30 PM
Hamilton Leithauser LIVE on KEXP (Public Sign Up)	1/21/2017	Live Room	1:00 PM	1:30 PM
American Wrestlers LIVE on KEXP (Public Sign Up)	1/24/2017	Live Room	12:00 PM	12:30 PM
Mark Eitzel LIVE on KEXP (Public Sign Up)	2/3/2017	Live Room	4:00 PM	4:30 PM
Howe Gelb LIVE on KEXP (Public Sign Up)	2/4/2017	Live Room	1:00 PM	1:30 PM
Cherry Glazerr LIVE on KEXP (Public Sign Up)	2/8/2017	Live Room	12:00 PM	12:30 PM
SISTERS LIVE on KEXP (Public Sign Up)	2/13/2017	Live Room	9:30 AM	10:00 AM
Surfer Blood LIVE on KEXP (Public Sign Up)	2/13/2017	Live Room	1:00 PM	1:30 PM
Austra LIVE on KEXP (Public Sign Up)	2/14/2017	Live Room	12:00 PM	12:30 PM
Cloud Nothings LIVE on KEXP (Public Sign Up)	2/17/2017	Live Room	1:00 PM	1:30 PM
Angel Olsen LIVE on KEXP (Public Sign Up)	2/18/2017	Live Room	12:00 PM	12:30 PM
Split Single LIVE on KEXP (Public Sign Up)	2/20/2017	Live Room	4:00 PM	4:30 PM
Chicano Batman LIVE on KEXP (Public Sign Up)	2/23/2017	Live Room	10:30	11:00 PM
Weyes Blood LIVE on KEXP (Public Sign Up)	2/24/2017	Live Room	12:00 PM	12:30 PM
Sinkane LIVE on KEXP (Public Sign Up)	2/28/2017	Live Room	12:00 PM	12:30 PM
Bash & Pop LIVE on KEXP (Public Sign Up)	2/28/2017	Live Room	4:00 PM	4:30 PM
P.O.S LIVE on KEXP (Public Sign Up)	3/3/2017	Live Room	10:00 AM	10:30 PM
Moon Duo LIVE on KEXP (Public Sign Up)	3/3/2017	Live Room	1:30 PM	2:00 PM
Portugal. The Man LIVE on KEXP (Public Sign Up)	3/6/2017	Live Room	1:30 PM	2:00 PM
Minus The Bear LIVE on KEXP in Gathering Space	3/7/2017	Live Room	12:00 PM	12:30 PM
Uptown Concert #03 - Old 97s	3/21/2017	Gathering Space	12:00 PM	12:30 PM
Strand of Oaks LIVE on KEXP (Public Sign Up)	3/24/2017	Live Room	3:00 PM	3:30 PM
Kate Tempest LIVE on KEXP (Public Sign Up)	3/28/2017	Live Room	10:00 AM	10:30 AM
Rolling Blackouts Coastal Fever LIVE on KEXP (Public Sign Up)	3/28/2017	Live Room	1:30 PM	2:00 PM
Sera Cahoone LIVE on KEXP (Public Sign Up)	3/30/2017	Live Room	9:30 AM	10:00 AM

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O-0002

RESPONSE

COMMENT

ATTACHMENT A
Page 2

Activity Name	Start Date	Location	Start	End
The Maldives LIVE on KEXP (Public Sign Up)	3/31/2017	Live Room	9:30 AM	10:00 AM
Wire LIVE on KEXP (Public Sign Up)	4/6/2017	Live Room	5:00 PM	5:30 PM
King Gizzard & The Lizard Wizard LIVE on KEXP (Public Sign Up)	4/10/2017	Live Room	10:00 AM	10:30 PM
Jenn Grant LIVE on KEXP (Public Sign Up)	4/11/2017	Live Room	9:30 AM	10:00 PM
Bread & Butter LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	4/14/2017	Live Room	3:00 PM	3:30 PM
Preservation Hall Jazz Band LIVE on KEXP (OPEN TO THE PUBLIC IN GATHERING SPACE)	4/17/2017	Live Room	12:00 PM	12:30 PM
The New Pornographers LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	4/15/2017	Live Room	1:00 PM	1:30 PM
Andrew Joslyn LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	4/18/2017	Live Room	3:00 PM	3:30 PM
Uptown Concert #07 - Evening Bell	4/22/2017	Gathering Space	12:00 PM	12:00 PM
Uptown Concert #08 - Mommy Long Legs	4/22/2017	Gathering Space	12:00 PM	12:00 PM
The xx LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	4/24/2017	Live Room	1:00 PM	1:30 PM
Sampha LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	4/24/2017	Live Room	4:00 PM	4:30 PM
The Wedding Present LIVE on KEXP (OPEN TO THE PUBLIC IN GATHERING SPACE)	4/25/2017	Live Room	12:00 PM	12:30 PM
Lusine LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	4/26/2017	Live Room	9:30 AM	10:00 AM
David J LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	4/27/2017	Live Room	9:30 AM	10:00 AM
Laura Marling LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	4/28/2017	Live Room	11:00 AM	11:30 AM
Robyn Hitchcock LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	5/1/2017	Live Room	9:30 AM	9:30 AM
Vieux Farka Touré LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	5/2/2017	Live Room	6:30 PM	7:00 PM
Shelby Earl LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	5/3/2017	Live Room	9:30 AM	10:00 AM
All Them Witches LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	5/5/2017	Live Room	12:00 PM	12:30 PM
Hotels LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	5/8/2017	Live Room	3:00 PM	3:30 PM
Charly Bliss LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	5/10/2017	Live Room	9:30 AM	10:00 AM
The Wild Reeds LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	5/15/2017	Live Room	9:30 AM	10:00 AM
Father John Misty LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	5/24/2017	Live Room	11:30 AM	12:00 PM
Happyness LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	1/0/1900	Live Room	12:00 PM	12:30 PM
Merchandise LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	6/1/2017	Live Room	12:00 PM	12:30 PM
Valerie June LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	6/2/2017	Live Room	1:00 PM	1:30 PM
Kevin Devine LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	6/2/2017	Live Room	4:00 PM	4:30 PM

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Activity Name	Start Date	Location	Start	End
The Mountain Goats LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	6/6/2017	Live Room	12:00 PM	12:30 PM
John Van Deusen LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	6/7/2017	Live Room	9:30 AM	10:00 PM
Pickwick LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	6/13/2017	Live Room	9:30 AM	10:00 PM
Hurray for the Riff Raff LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	6/15/2017	Live Room	9:30 AM	10:00 AM
SassyBlack LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	6/19/2017	Live Room	12:00 PM	12:30 PM
(Sandy) Alex G LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	6/20/2017	Live Room	12:00 PM	12:30 PM
Tuomo & Markus LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	6/20/2017	Live Room	3:00 PM	3:30 PM
White Reaper LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	6/22/2017	Live Room	1:00 PM	1:30 PM
Eyelids LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	6/23/2017	Live Room	9:30 AM	10:00 AM
Steve Earle LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	6/23/2017	Live Room	1:00 PM	1:30 PM
Land of Talk LIVE on KEXP (OPEN TO THE PUBLIC – SIGN UP)	6/28/2017	Live Room	9:30 AM	10:00 AM
!!! LIVE on KEXP (OPEN TO THE PUBLIC IN GATHERING SPACE)	6/28/2017	Live Room	3:00 PM	3:30 PM
Froth LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/10/2017	Live Room	12:00 PM	12:30 PM
Nite Jewel LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/10/2017	Live Room	3:00 PM	3:30 PM
Palm LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/11/2017	Live Room	12:00 PM	12:30 PM
Beach Fossils LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/11/2017	Live Room	3:00 PM	3:30 PM
She-Devils LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/12/2017	Live Room	11:00 AM	11:30 AM
Shabazz Palaces LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/14/2017	Live Room	3:00 PM	3:30 PM
Aimee Mann LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/17/2017	Live Room	5:00 PM	5:30 PM
Run the Jewels LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/21/2017	Live Room	4:00 PM	4:30 PM
Lizzo LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/22/2017	Live Room	1:00 PM	1:30 PM
My Goodness LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/22/2017	Live Room	4:00 PM	4:30 PM
Prom Queen LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/22/2017	Live Room	10:00 PM	10:30 AM
Diet Cig LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/23/2017	Live Room	12:00 PM	12:30 PM
Perfume Genius LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/24/2017	Live Room	12:00 PM	12:30 PM
Waxahatchee LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/24/2017	Live Room	3:00 PM	3:30 PM
Chastity Belt LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	7/27/2017	Live Room	12:00 PM	12:30 PM
The War on Drugs LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	8/1/2017	Live Room	12:00 PM	12:30 PM
Violent Femmes LIVE on KEXP (OPEN TO THE PUBLIC IN GATHERING	8/2/2017	Live Room	1:00 PM	1:30 PM

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RESPONSE

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ATTACHMENT A
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Activity Name	Start Date	Location	Start	End
SPACE)				
Deer Tick LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	8/3/2017	Live Room	12:00 PM	12:30 PM
Real Numbers LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	8/7/2017	Live Room	12:00 PM	12:30 PM
Big Thief LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	8/8/2017	Live Room	12:00 PM	12:30 PM
Amadou & Mariam LIVE on KEXP (OPEN TO THE PUBLIC - PUBLIC SIGN UP)	8/9/2017	Live Room	12:00 PM	12:30 PM
Nearby LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	8/10/2017	Live Room	9:30 AM	10:00 AM
Danny Newcomb and the Sugarmakers LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	8/11/2017	Live Room	9:30 AM	10:00 AM
Priests LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	8/17/2017	Live Room	1:30 PM	2:00 PM
Washed Out LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	8/19/2017	Live Room	1:00 PM	1:30 PM
Great Grandpa LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	8/23/2017	Live Room	9:30 AM	10:00 AM
EMA LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	8/28/2017	Live Room	4:00 PM	4:30 PM
Spoon LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/4/2017	Live Room	1:00 PM	1:30 PM
Tomo Nakayama LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/7/2017	Live Room	9:30 AM	10:00 AM
ODESZA LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/8/2017	Live Room	12:00 PM	12:30 PM
Mac DeMarco LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/11/2017	Live Room	12:00 PM	12:30 PM
Benjamin Booker LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/11/2017	Live Room	3:00 PM	3:30 PM
Rostam LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/18/2017	Live Room	12:00 PM	12:30 PM
METZ LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/19/2017	Live Room	12:00 PM	12:30 PM
Bonobo LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/19/2017	Live Room	4:00 PM	4:30 PM
Downtown Boys LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/20/2017	Live Room	12:00 PM	12:30 PM
Stag LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/21/2017	Live Room	9:30 AM	10:00 AM
Noah Gundersen LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/22/2017	Live Room	9:30 AM	10:00 AM
Public Service Broadcasting LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/22/2017	Live Room	1:00 PM	1:30 PM
The Dream Syndicate LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	9/30/2017	Live Room	2:00 PM	2:30 PM
L.A. Witch LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/10/2017	Live Room	9:00 AM	9:30 AM
TORRES LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/10/2017	Live Room	12:00 PM	12:30 PM
King Gizzard & The Lizard Wizard LIVE on KEXP in Gathering Space	10/11/2017	Live Room	12:00 PM	12:30 PM

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O-0002

RESPONSE

COMMENT

ATTACHMENT A
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Activity Name	Start Date	Location	Start	End
Mammút LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/13/2017	Live Room	12:00 PM	12:30 PM
The Afghan Whigs LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/18/2017	Live Room	11:00 AM	11:30 AM
Iron & Wine LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/18/2017	Live Room	2:30 PM	3:00 PM
The True Loves LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/20/2017	Live Room	9:30 AM	10:00 AM
Briana Marela LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/20/2017	Live Room	12:00 PM	12:30 PM
Broken Social Scene LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/23/2017	Live Room	3:00 PM	3:30 PM
Nick Hakim LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/24/2017	Live Room	12:00 PM	12:30 PM
Slowdive LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/25/2017	Live Room	12:00 PM	12:30 PM
Songhoy Blues LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/26/2017	Live Room	12:00 PM	12:30 PM
A Giant Dog LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/27/2017	Live Room	12:00 PM	12:30 PM
Alvvays LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	10/27/2017	Live Room	3:00 PM	3:30 PM
Ted Leo LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	11/8/2017	Live Room	12:00 PM	12:30 PM
The Clientele LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	11/9/2017	Live Room	12:00 PM	12:30 PM
Chad VanGaalen LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	11/10/2017	Live Room	1:00 PM	1:30 PM
Ibeyi LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	11/14/2017	Live Room	12:00 PM	12:30 PM
Black Nite Crash LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	11/15/2017	Live Room	9:30 AM	10:00 AM
Sorority Noise LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	11/20/2017	Live Room	9:30 AM	10:00 AM
This Is the Kit LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	11/28/2017	Live Room	12:00 PM	12:30 PM
Sera Cahoone with String Trio LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	11/30/2017	Live Room	12:00 PM	12:30 PM
Common Market LIVE on KEXP Celebrating the 10th anniversary of Tobacco Road in Gathering Space	12/1/2017	Live Room	12:00 PM	12:30 PM
Grizzly Bear LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	12/8/2017	Live Room	12:00 PM	12:30 PM
Pedro the Lion LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	12/15/2017	Live Room	12:00 PM	12:30 PM
The Barr Brothers LIVE on KEXP (OPEN TO THE PUBLIC - SIGN UP)	12/16/2017	Live Room	1:00 PM	1:30 PM

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O-0003

COMMENT

From: Hannah Levy
To: PRC
Subject: Seattle Center Arena
Date: Wednesday, May 23, 2018 2:00:24 PM
Attachments: Outlook-1518554248.png

Please see my public comment below regarding the Seattle Center arena renovations - please do not hesitate to get in touch with me if you choose to expand your environmental impact statement to reflect the impact on local nonprofits. I urge you to do so, this renovation will have significant impacts on our day-to-day operations. My email is hlevy@skatelikeagirl.com and my number is (888) 401-0195 x 702.

The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

In 2006, the Seattle City Council adopted a resolution "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city." SeaSk8 reflects Seattle's commitment to building world-class skate parks and is home to a vibrant and diverse community of passionate skateboarders.

O-0003-1

The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As an advocate for Seattle skateboarders, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Preventing negative impacts upon the youth served by Skate Like a Girl and SeaSk8's dedicated community of park users is of critical importance.

Thank you,
Hannah Levy

RESPONSE

O-0003-1 See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

O-0003

COMMENT

Hannah Levy
(she/her pronouns)
Fund Development Director
Skate Like a Girl

p: (888) 401-0195 x 702
e: hlevy@skatelikeagirl.com
www.skatelikeagirl.com
Donate online!

RESPONSE

O-0004

COMMENT

From: Kim Woozy
To: PRC
Subject: Seattle Center Arena
Date: Thursday, May 24, 2018 10:48:04 AM

To Whom It May Concern,

The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

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O-0004-1 The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

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Thank you,
Kim

Kim Woozy
(she/her pronouns)
Director of Development
Skate Like a Girl [SF Bay Area Chapter]
p: 510-825-9510
e: **kim@skatelikeagirl.com**
DONATE!

RESPONSE

O-0004-1 See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

O-0005

COMMENT

seattlecenter

SEATTLE CENTER ADVISORY COMMISSION

May 29, 2018

John Shaw
Public Resource Center (PRC)
Seattle DCI. PRC
P.O. Box 34019
Seattle, WA 98124-4019

Re: Seattle Center Arena Project Draft Environmental Impact Statement Comment

Dear Mr. Shaw:

Thank you for the opportunity to comment on the Seattle Center Arena Project Draft Environmental Impact Statement (DEIS). Per our appointment by the Mayor and confirmation by City Council, the Seattle Center Advisory Commission is charged with representing the interests of the people of Seattle as we assess plans and policies affecting the ongoing vitality of Seattle Center. As such, we are very interested in this project and how it influences and affects Seattle Center operations and future performance.

O-0005-1 Further, we are committed to helping Seattle Center deliver on its purpose statement: *to create exceptional events, experiences and environments that delight and inspire the human spirit to build stronger communities.* As a regional asset and a top tourist destination, Seattle Center is also an integral part of its surrounding neighborhood and strives to balance the dynamics this involves. The department is also committed to maintaining the viability of its resident arts and culture organizations as this project moves forward. Therefore, our interest in the possible environmental impacts of the Arena Project is responsive to these goals.

Below are the elements we are interested in providing comment on or requesting be added to the Final Environmental Impact Statement (FEIS).

Chapter 3, Land Use:

O-0005-2 We are concerned that construction activity will make it difficult for visitors and patrons to know that Seattle Center and its resident organizations are open for business during construction. It is vital that OVG partner in development of a robust and aggressive marketing and communication plan across many platforms to achieve this goal. We see this as much more than the standard "businesses are open during construction" signs often associated with capital projects. The event promoters and non-profit resident organizations doing business on the Seattle Center campus will not survive an intrusive two-year construction period without this kind of coordinated promotional campaign. Many neighborhood businesses depend on these same visitors and will benefit from this proactive messaging as well. Therefore, we would like to see accommodation for a detailed

Seattle Center Advisory Commission, a citizen's oversight committee, advises Seattle Center staff, the Mayor and City Council on policy matters that may affect Seattle Center and assesses its programs, performance and plans.

centercommission@seattle.gov | seattlecenter.com

RESPONSE

O-0005-1 Comment noted. See responses to comments below.

O-0005-2 Seattle Center currently facilitates coordination among its tenants to coordinate events and programming, and that will continue during and after the renovation. Seattle Center encourages and promotes communication and coordination by a range of means. The Seattle Center Integration Agreement establishes a framework for sharing advance information between Seattle Center and OVG regarding major events, festivals, and protected speech events on campus, including arena events. In addition, OVG is contributing toward a Seattle Center marketing plan during construction. See also Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

See also Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

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COMMENT

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O-0005-2 and substantive marketing and information campaign laid out in the FEIS, with specific tactics, timeframes and funding support identified. The marketing funding and tactics should be sufficient to cover the scheduled construction duration as well as a possible extension to the construction duration.

Chapter 4, Transportation:

O-0005-3 Our Commission has concerns about both the construction and operational impacts detailed in the DEIS related to access to the campus.

It is critical for Seattle Center and its resident organizations to be able to continue to produce programs and events for the public during construction. The immediate area around the arena construction must be well managed and streets and curb space shared between contractor trucks, school buses and event support needs. We are very concerned about pedestrian safety as well. To that end, we request that the Construction Management Plan specifically address the needs of resident organizations and events at Seattle Center and incorporate generous allowances for flagging and safety staff, safety and wayfinding signage, event-related flexibility of barricades and activity in the right of way to respond to special event conditions at Seattle Center.

O-0005-4 Additionally, we suggest that OVG work with transit to provide subsidized/bundled alternative transportation to patrons of the most directly impacted Seattle Center resident organizations including the Pacific Science Center, Seattle Children's Theatre, Seattle Children's Museum and Pottery Northwest. The temporary closure of the 1st Avenue North Garage and adjacent streets will significantly restrict vehicle access to these venues and attractions.

O-0005-5 We are also concerned with the lack of detail regarding construction transportation impacts in Uptown as well as South Lake Union and Belltown. To that end, we request additional analysis and identification of the surrounding areas that will be most heavily impacted by the proposed haul routes and street closures.

OVG must honor the Seattle Center – SDOT Event Curbside Management MOA, both during construction and after the arena is in operation. We believe that arena use of the surrounding streets could displace curbside access for smaller community events that need to be given equal standing and priority as finite resources are allocated.

O-0005-6 The other required mitigations; parking best practices, an event transportation management plan, an event demand management plan and capital improvements, are not defined in the DEIS. It is very hard for us to evaluate the potential efficacy of these, so we would like to see draft versions of these plans in the FEIS as well as identification of specific capital improvements.

O-0005-7 The Transportation analysis, both in the body of the DEIS and the appendix is detailed and explained. We do have a few comments, however:

1) The private vehicles in the mode split seem very high on personal low occupancy vehicles, especially when the personal vehicle percentage is combined with the ride share percentage (as ride share is just

RESPONSE

O-0005-3 OVG and Seattle Center will continue to work with its tenants and local businesses to minimize impacts during construction. As stated in Section 4.5.1, Construction, OVG would work with SDOT, Seattle Center, King County Metro, and SDCI to prepare a Construction Management Plan before any grading or demolition permits are issued. That plan would address the elements mentioned by the commenter, by providing measures such as adequate flaggers, pedestrian pathways, flexibility of barricades to accommodate special events, mutually agreed upon time limits on construction haul routes through campus, and personnel to ensure safe access for Seattle Center visitors.

O-0005-4 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0005-5 The Final EIS includes updated Figures 2-11 and 2-12 showing the construction plans by phase. These plans include the most recent information on proposed fence lines, street closures, and haul routes. As noted by the commenter, some of the street closures would affect curbside access as described in Section 4.4.2, Construction Impacts. Some of these curb uses are covered by the MOA for Event Curbside Management (for example Thomas St) while others are not (for example the parking/loading lane along the east side of 1st Ave N). The MOA for Event Curbside Management will remain in effect until Seattle Center and SDOT reach a new agreement.

O-0005-6 Concurrent with the Final EIS publication, the City and OVG are releasing a Draft AAMP, available at https://www.seattle.gov/arena, including transportation and demand management strategies. The AAMP will be finalized before the issuance of the building permit, which is expected in the spring of 2019. A list of potential physical improvements expected to be in place under opening day conditions is included in the Draft AAMP.

O-0005-7 Details on how the mode split assumptions were developed may be found in Appendix C, Tech Memo 5, Project Travel Characteristics – Year 2020 and Tech Memo 7, Project Travel Characteristics – Year 2035. The City and OVG have released a Draft Arena Access Management Plan (AAMP) including transportation and demand management strategies concurrent with the Final EIS. The Draft AAMP can be viewed at https://www.seattle.gov/arena. Also see Common Response TRAN-3: Mode Split - Transportation Methods Used to Access Events.

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O-0005-7 another use of personal, often low occupancy private vehicles). We suggest aggressive tactics be identified in the draft DMP to maximize the use of maximum-occupancy vehicles over low-occupancy vehicles, especially in the "last mile" to and from the Seattle Center campus.

O-0005-8 2) In the Parking Best Practices, it is essential that procedures be established at the Mercer Garage to retain parking stalls for patrons of Marion Oliver McCaw Hall and other theater venues in the north part of the campus, and it is essential we realize the full capacity of Mercer Garage and work to move the P-Patch on the roof. Given the demographics of Seattle Opera, Pacific Northwest Ballet and Seattle Repertory Theatre attendees, this parking access is essential to their fiscal health, just as the school bus access at the south end of the campus is to Seattle Children's Theatre. We request that the FEIS specifically call out the need to share these parking resources with other Seattle Center organizations.

O-0005-9 3) We question the event counts in the Transportation details. While OVG may reach its goal of 250 events per year in the new arena, reaching that number in 2020/21 does not seem feasible given the lack of an NBA team at that time. Taking the current KeyArena events and adding a full hockey season would create approximately 150 events in the first year. Therefore, we request that the draft TMP include information on a progressive ramp-up of event counts starting in 2020 and project a specific year when this higher event count might be reached. Please correlate the project attendance at these events and create a more complete picture of the actual number of events and attendance range that Seattle Center resident organizations and the surrounding neighbors can realistically anticipate for the early years of arena operations.

O-0005-10 4) We have seen the draft Monorail Station Feasibility Plan, which will be submitted by Seattle Monorail Services (SMS) as part of the DEIS comment period. We believe this plan represents the best immediate mitigation to reduce personal vehicles coming to the arena area. This plan would allow patrons to park downtown near Westlake Center, or at any location along the Sound Transit line, take Sound Transit to Westlake and transfer to the Monorail for the last mile of their travel. Seattle Center and SMS are developing a package of capital improvements and staffing levels to enable the transport of 5,000 to 6,000 passengers from Seattle Center to the Westlake Transit Tunnel within an hour of event conclusion. This could be a transportation game-changer. We request that in the FEIS, OVG commit to the capital and annual operating costs of this program as a required DEIS mitigation, including bundling monorail and light rail trips as part of their event ticket. The Seattle Mariners launched a similar program this season with Sound Transit. It is essential that OVG commits to this program as part of the FEIS to guarantee sufficient time for the capital improvements to be made by the fall of 2020.

O-0005-11 5) Findings from the Monorail Station Feasibility Study should also be used in the draft TMP/DMP to reexamine the mode split and develop a 2025 scenario – the year ST2 will be complete. The DEIS analyses in 2035 shows a substantial decrease in personal vehicle use because of increased Sound Transit ridership. We believe it does not take until 2035 and the completion of ST3 to achieve a meaningful impact to these mode split. The completion of ST2 in 2023 will bring patrons for the first time from the eastside, as well as from further north and south. Given the geographic analysis in the DEIS, the use of the Monorail to shuttle event attendees from this expanded ST2 ridership area should create the opportunity for achieving significant light rail ridership a full ten years earlier than the DEIS anticipates. The draft TMP/DMP should include strategies to incentivize this transition.

RESPONSE

O-0005-8 Practices for managing, maintaining, and operating the 3 parking garages at Seattle Center will be developed collaboratively between Seattle Center and OVG in accordance with terms outlined in the Seattle Center Integration Agreement. Management strategies would strive to provide equitable access of parking for patrons of the arena and other Seattle Center campus events and activities.

O-0005-9 The purpose of the EIS is to consider potential impacts from the proposed project, which includes NBA and NHL teams as well as additional concerts. The timing and frequency of these events have not been determined, and will not be finalized until the arena is complete and teams have committed to playing in the renovated facility. The impacts in the EIS reflect a worst-case scenario, because the event frequency included in the impact analysis would not occur by the year of opening. The AAMP (which will include both transportation and demand management strategies) will plan for events based on attendance levels. These strategies can be applied to any frequency of event.

O-0005-10 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0005-11 The Final EIS includes a discussion of how the mode split may change by 2025. See Section 4.4.3, Operations Impacts, in the Final EIS. See the Draft AAMP, which is available on https://www.seattle.gov/arena, for additional details about measures to reduce single- or low-occupancy vehicle trips.

See also Common Response TRAN-3: Mode Split - Transportation Methods Used to Access Events.

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O-0005-12 6) We would like to see specific commitments from Metro and Sound Transit on both increased capacity and frequency of bus and light rail service corresponding to event times, especially at the end of events as lack of capacity late at night creates a serious deterrent for potential transit riders.

O-0005-13 7) Seattle Center has operated the 1st Ave N Garage since it opened in 1995 and has created egress patterns that direct drivers away from the arena to the south post-event. Another 450 cars will be joining this egress when the new arena is complete. Recently a protected bike facility was installed along 2nd Ave. from the south to Denny, which seriously impedes this existing egress route. We would like the FEIS to recommend that this protected bike facility instead be terminated at its northern edge at Broad St., and then turn up Broad St. to access the campus and connect to other bike routes. This is consistent with the Lake-2-Bay plan and would restore the essential capacity needed to allow two lanes of egress to cross and turn left on Denny Way.

Chapter 6, Historic and Cultural Resources

O-0005-14 As stewards of Seattle Center, we are committed to the future of the designated landmarks on the campus, and so we would encourage the FEIS to commit OVG to specific actions to ensure the safety and integrity of the Bressi Garage during the tunneling portion of their construction project. We also recommend that OVG be required to develop an inadvertent discovery plan (IDP) to outline how unanticipated historical or cultural artifacts will be protected and managed.

Chapter 7, Recreation

O-0005-15 We understand that construction unfortunately will require DuPen Fountain and Northwest Courtyard to close for two years, and so we would like to see the FEIS include a commitment by OVG to complete restoration of DuPen Fountain and surrounding area to offset the loss of these recreational areas to the public during the construction period.

O-0005-16 We understand that the skateboard park relocation process is underway and look forward to the successful reopening of a new park in the general vicinity of South Lake Union-Uptown-downtown.

O-0005-17 Given that Pottery Northwest is a long-term tenant at Seattle Center, we request that the FEIS include a firm commitment by OVG to keep them on their current site, not just during construction of the arena, but into the future as well. Pottery Northwest provides substantial and quantifiable public benefit through its affordable classes and pottery sales, and OVG must commit to supporting these community contributions.

O-0005-18 We also ask that the FEIS include specific details of how KEXP, Vera Project, SIFF, and Art/Not Terminal will be impacted. Details of construction impacts and schedule information should be provided.

O-0005-19 We believe this is an opportunity for the east side of the construction fence to serve as an interesting feature as it faces the interior of the campus and International Fountain. Previous Seattle Center construction fence plans have included curated elements such as artist-designed plywood panels with interactive features, screened panels representing the resident organizations, weather-protected poster vitrines with event and

RESPONSE

O-0005-12 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0005-13 See the Draft AAMP, which is available at https://www.seattle.gov/arena, for additional details about measures to reduce single- or low-occupancy vehicle trips. Physical improvements and access management recommendations to facilitate egress from the 1st Ave N Garage and new underground parking garage are included in the Draft AAMP.

O-0005-14 Impacts to Bressi Garage would be managed through coordination with the Seattle Landmarks Preservation Board. OVG has prepared and will implement an Inadvertent Discovery Plan (IDP). The Final EIS has been updated to include additional potential measures (Archaeological Monitoring Plan that will be implemented during construction) to determine if there are impacts that would require preventive or corrective actions to minimize impacts to belowground cultural resources, if present. See Section 6.5, Avoidance, Minimization, and Mitigation Measures, in the Final EIS.

O-0005-15 See Common Response REC-2: DuPen Fountain.

O-0005-16 See Common Response REC-1: Skatepark Closure.

O-0005-17 See Common Response LU-1: Mitigation for Seattle Center Tenants During Construction. Pottery Northwest would not need to relocate during construction. OVG will assume Pottery Northwest's Lease as outlined in the Transaction Documents.

O-0005

COMMENT	RESPONSE
	O-0005-18 The Final EIS has been updated to include more information about current noise conditions and project impacts to KEXP, The Vera Project, SIFF, and A/NT Gallery. See Section 8.1.2, Sensitive Receptors, Section 8.4.2, Existing Noise Environment, and Appendix F, Noise Monitoring for additional descriptions of these noise- and vibration-sensitive uses and their existing baseline noise environments. Section 8.5.1 of the Final EIS has been revised to include additional analysis of construction noise. Tenants will be notified prior to the beginning of construction, which is scheduled to begin in fall 2018. OVG is coordinating with Seattle Center and its tenants to reduce potential construction-related noise impacts. The Development Agreement will outline how OVG will work with Seattle Center and its tenants during construction.
	O-0005-19 See Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction. OVG will work with Seattle Center stakeholders to create a construction signage program consistent with Seattle Center policies that may incorporate artistic elements, windows, or other items of visual interest.

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O-0005-19 project information and updates, creative way-finding elements and attractive safety lighting. Given that the 2nd Ave. N. fence line will be a 400-foot element of the campus, we believe OVG should commit to a very high-quality signage program. Elements of this program may also be appropriate on the north, west and south sides of the construction site.

Chapter 8, Noise and Vibration

O-0005-20 We would like to see additional analysis regarding noise and vibration in the FEIS. Please provide 360-degree analysis of the noise and vibration intensity as it radiates from the heavy construction equipment sites into the neighborhood and campus.

Chapter 9, Visual Resources

O-0005-21 We would like to offer our tentative support for the signage program in Alternative 1, provided that the Uptown neighborhood and Seattle Center are part of establishing an appropriate light level for the color changing signage and refresh rate and overall brightness of dynamic digital signage. There are examples of this being done well on the campus, from the color changing light feature at McCaw Hall to the colored LED reader boards at 5th Ave. N. and Mercer St., and along Broad and Denny. It is important for the final lighting and signage plan to reflect both the spirit of Seattle Center and the Uptown Arts & Cultural District and the rights of the near-by residents.

Chapter 10, Air Quality

O-0005-22 We are concerned about the air quality Seattle Center tenants and neighbors will experience near the construction site and haul routes, given the intensity of truck traffic in the demolition and excavation phases. It appears more could be done to mitigate potential construction equipment fumes and dust.

O-0005-23 The sustainability commitments also seem low for a project of this scope and profile. The DEIS indicates a project commitment "to a minimum LEED threshold," while we read of extraordinary sustainable innovation at the new arenas in Sacramento and San Francisco. The FEIS should articulate more specifics and ambitious sustainability goals.

Chapter 11, Public Services

O-0005-24 We would like to see acknowledgement of increased rodent activity connected to excavation as a public services environmental issue. The Seattle Center campus has already experienced an increase in rodent activity because of the tunnel boring and other construction projects near campus. This presents health and safety concerns for patrons, visitors, and staff of Seattle Center and its resident organizations. We propose that OVG commit to a very proactive campus wide rodent control program, that goes beyond the requirements of Section 3303.15 of the Seattle Building Code for rat eradication.

RESPONSE

O-0005-20 See Common Response NOISE-1: Additional Noise Monitoring and Analysis.

O-0005-21 Comment noted. The Final EIS contains additional information about the proposed signage, including more details on the number and size, as well as the potential brightness. A sign code amendment has been proposed and will be considered by the City Council. Final lighting and signage plans will be reviewed by SDCI and the Landmarks Preservation Board during the permitting process.

O-0005-22 See Common Response AQ-1: Dust from Construction.

O-0005-23 Section 2.4, Comparison of Alternatives of the Final EIS has been updated to reflect OVG's commitment to LEED.

O-0005-24 As noted in Sections 11.4.1 and 11.5.1, in the Public Services and Utilities chapter of the Final EIS, rodent abatement will begin a minimum of 15 days prior to any clearing or demolition. An eradication plan must be approved by the Seattle-King County Health Department and SDCI prior to issuance of a demolition permit.

O-0005

COMMENT

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Chapter 12, Plants

O-0005-25 Our Commission is saddened by the loss of two of Seattle Center's largest legacy trees in the NW Courtyard as described in alt. 1. These trees were planted for the 1962 Worlds' Fair and are important to the campus. We understand that they conflict with OVG's major excavation but would ask that they commit to extra tree protection for the one legacy tree, the Atlas Cedar that will remain in the NW Courtyard. A busy urban campus with large mature trees does not happen without intent. Seattle Center has worked hard to save, and even feature, mature trees in their redevelopment projects. Great care was taken in the design and construction process to save the elegant mature tree that dominates the south approach to McCaw Hall and the mature trees east of Fisher Pavilion. We encourage OVG to step up to this same level of stewardship in their project

Thank you for your careful consideration of our comments and concerns.

Sincerely,

Seattle Center Advisory Commission

cc: Robert Nellams, Director, Seattle Center Department, City of Seattle

RESPONSE

O-0005-25 OVG has committed to extra protection by their contractor for the Atlas Cedar, and confirmed it will not be in their primary construction zone.

O-0006

COMMENT

From: Kristin Ebeling <kebeling@skatelikeagirl.com>
Sent: Thursday, May 24, 2018 3:41 PM
To: PRC
Subject: Seattle Center Arena

To whom it may concern,

O-0006-1

The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

In 2006, the Seattle City Council adopted a resolution "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city." SeaSk8 reflects Seattle's commitment to building world-class skate parks and is home to a vibrant and diverse community of passionate skateboarders.

The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As an advocate for Seattle skateboarders, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Preventing negative impacts upon the youth served by Skate Like a Girl and SeaSk8's dedicated community of park users is of critical importance.

Thank you,
Kristin Ebeling

Kristin Ebeling
(she/her pronouns)
Executive Director
Skate Like a Girl

p: (888) 401-0195
e: kebeling@skatelikeagirl.com

DONATE!

RESPONSE

O-0006-1 See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

O-0007

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Friday, June 1, 2018 3:15 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Seattle Center Arena

Arena DEIS comment.

From: Nancy Chang <nchang@reelgrrls.org>
Sent: Tuesday, May 29, 2018 2:41 PM
To: PRC <PRC@seattle.gov>
Subject: Seattle Center Arena

To Whom it May Concern:

As part of the original Seattle Skate Park Advisory Committee Member, I have sat through many hundreds of hours advocating for centralized, and safe spaces to skate on the behalf of women and young people. The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

In 2006, the Seattle City Council adopted a resolution "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city." SeaSk8 reflects Seattle's commitment to building world-class skate parks and is home to a vibrant and diverse community of passionate skateboarders.

O-0007-1 The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As an advocate for Seattle skateboarders, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Preventing negative impacts upon the youth served by Skate Like a Girl and SeaSk8's dedicated community of park users is of critical importance.

Thank you,

Nancy Chang
Executive Director | **Reel Grrls**
nchang@reelgrrls.org | 206-375-1132
Want to get involved in Reel Grrls?

RESPONSE

O-0007-1 See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

O-0008

COMMENT

May 29, 2018

Seattle Department of Construction and Inspections, PRC
Attention: John Shaw
700 5th Ave, Suite 2000
PO Box 34019
Seattle WA 98124-4019

RE: Comments on the Seattle Center Arena Renovation Project DEIS – Project Number 3029061

Dear Mr. Shaw,

O-0008-1 Thank you for the opportunity to submit comments on the Seattle Center Arena DEIS. The Uptown Land Use Review committee (UP-LURC) is a design and land use committee of the Uptown Alliance (UA), a civic organization with membership that includes those who live, work, and play in Uptown. Our UP-LURC committee is composed of dedicated and contributing members of the Uptown Alliance and the surrounding community, including residents, designers, planners, developers, and members of the local business and arts communities. We care deeply about this unique neighborhood which is both a regional destination for visitors who come to play and experience the arts, sports and recreation, and a fast growing residential and employment center. We have appreciated the opportunity to engage with the Arena planning in the Design Commission and Landmarks Review.

In response to the DEIS, we submit the following comments:

Chapter 3, Land Use:

O-0008-2 Construction activity over two (2) or more years will make it difficult for Uptown business patrons and Seattle Center visitors to know that businesses are open and will become a deterrent because of the inherent hassle with access during construction. It is vital that OVG partner in the development and funding of a robust marketing and communication plan to manage any perception of inaccessibility by alleviating construction impacts and working to improve existing conditions. We see this as much more than the standard "businesses are open during construction" signs often associated with capital projects. Local Uptown businesses, event promoters and non-profit resident organizations doing business on the Seattle Center campus will not survive an intrusive two-year construction period without this kind of coordinated promotional campaign. Neighborhood businesses must be involved in this proactive messaging as well. We request the requirement of a detailed and substantive marketing and information campaign be included in the FEIS, with specific strategies, planning and implementation timeframes, funding support identified and details of how this will be coordinated with both Seattle Center, its residents, and the immediate Uptown neighborhood. Uptown Alliance is able and willing to work with OVG on this endeavor. Ideas and suggestions of items that could be included are:

RESPONSE

O-0008-1 Comment noted.

O-0008-2 See Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction. In addition to working with Seattle Center tenants, OVG will coordinate with Uptown businesses potentially affected by construction activities for inclusion in the Marketing and Promotional Plan as appropriate.

O-0008

COMMENT

O-0008-3

1. Develop a website that includes the following outreach methods:
    a. Publish construction-related information, similar to what First + Goal did with their "Game Plan" web info. that provides timely information for residents, businesses, Seattle Center and their resident companies that addresses status of design, permitting, and construction schedules including details of upcoming construction activities with narrative on what to expect;
    b. Website should include a Q+A section that is monitored daily;
    c. Website should include work in progress photos for public to access;
    d. There should be a Contractor hotline for people to access the right people to discuss impacts such as a subcontractor blocking access or pedestrian safety concerns;
    e. A Construction Coordinator should be identified that is available to meet and coordinate with businesses.
2. Neighborhood business assistance needs to be included in this construction mitigation plan to include marketing, building neighborhood capacity, and an opportunity for dialogue and improvements to public safety and keeping the area clean.
3. The marketing plan needs to be a partnership that positions the Uptown neighborhood as a great place to shop, play, live and work during construction.

O-0008-4

4. Residential neighbor impacts also need to be addressed during construction, including noise and dust impacts and what mitigation measures will be taken.

Chapter 4, Transportation:

O-0008-5

A more complete outline of transportation related issues and requests has been submitted by Uptown Alliance and other neighborhoods and advocacy groups. Here we wanted to specifically emphasize ongoing concerns about both the construction and operational impacts detailed in the DEIS related to access to the Uptown and the Seattle Center campus.

O-0008-6

Messaging: Keeping in mind the importance of maintaining the ability for businesses to remain open and operational, as well as Seattle Center and resident organizations to continue to produce programs and events for the public during construction, the immediate area around the Arena construction must be well-managed and streets and curb space available to the neighborhood, transit and event support needs.

O-0008-7

Pedestrians: We are concerned about pedestrian safety as well. We request that the Construction Management Plan specifically address the needs of Uptown residents, business patrons, resident organizations and events at Seattle Center and incorporate robust flagging and safety staff, safety and wayfinding signage, and event-related flexibility of barricades and activity in the right of way to respond to impacts to Uptown residents and businesses as well as event conditions at Seattle Center. A pedestrian circulation plan include din the website would be one of many ways to address this concern.

O-0008-8

Transit: We suggest that mitigation include OVG providing subsidized/bundled alternative transportation to any visitor/patrons coming to Uptown during the construction period including the most directly impacted Seattle Center resident organizations that are located at the perimeter of Seattle Center and closest to the Arena construction activity such as all residents of the NW Rooms {SIFF, VERA, and KEXP}, Seattle Rep., Pacific Science Center, Seattle Children's Theatre. The temporary closure of the 1st Avenue North Garage and adjacent streets will significantly restrict access to these venues and attractions by vehicle.

RESPONSE

O-0008-3 OVG will provide a website that includes comprehensive outreach methods to the community. Details about the website will be finalized and included in the relevant Transaction Documents (described in Section 1.2 of the Final EIS). OVG has hired a full time Community Liaison to ensure that the community is well informed of the project, and that issues and concerns that arise throughout construction and operation are addressed. See also Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0008-4 See Common Response AQ-1: Dust from Construction. The Final EIS has been updated to include more information about current noise conditions and project impacts to residential receptors. See Chapter 8, Noise and Vibration, as well as Appendix F, Noise Monitoring, for details.

O-0008-5 Comment noted. Specific responses are provided to the subsequent comments.

O-0008-6 OVG and Seattle Center will continue to work with Seattle Center tenants and local businesses to minimize impacts during construction. See Common Response LU-2: Marketing Plan for Seattle Center Tenants During Construction for a discussion of the proposed marketing and public outreach plan intended to ensure the public is aware that the organizations are open and operating. A Construction Management Plan will be developed to address these issues and will be approved by Seattle Center and SDOT / SDCI before construction begins. Also see Response to Comment O-0005-5 regarding the MOA for Event Curbside Management between SDOT and Seattle Center, which will remain in effect.

O-0008-7 As the commenter notes, a Construction Management Plan (CMP) will be developed by OVG and approved by SDOT, Seattle Center, and SDCI to address these issues before construction begins. Potential measures include providing adequate flaggers, signage, and potentially personnel to ensure safe access for Seattle Center visitors during construction. See Section 4.5.1, Construction (Transportation), for more information about the CMP. The CMP must be approved prior to a permitting benchmark determined by SDCI. Typically, this is before issuance of the shoring, excavation, or demolition permit.

O-0008

COMMENT	RESPONSE
	O-0008-8 OVG and Seattle Center will continue to work with Seattle Center tenants as well as local businesses to minimize impacts during construction. A Construction Management Plan will be developed to address these issues before construction begins. The roof of the 1st Ave N Garage would be used for construction trailers, and most of the remaining spaces would be used for construction parking. OVG would work with the construction manager and Seattle Center tenants to make any excess spaces available to accommodate tenant events. The adjacent surface parking lot would be closed during tunnel construction. See also LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0008

COMMENT

O-0008-9 We are also concerned with the lack of detail regarding construction transportation impacts in Uptown as well as Queen Anne, South Lake Union and Belltown. To that end, we request additional analysis and identification of the surrounding areas that will be most heavily impacted by the proposed haul routes and street closures.

O-0008-10 Other required mitigations such as parking best practices, an event transportation management plan (TMP), an event demand management plan (DMP) and capital improvements, are not defined in the DEIS. It is very hard for us to evaluate the potential efficacy of these, so we would like to see draft versions of these plans in the FEIS as well as identification of specific capital improvements.

Our specific comments on the Transportation element include:

O-0008-11 1) The private vehicles in the mode split seem very high on personal low occupancy vehicles, especially when the personal vehicle percentage is combined with the ride share percentage (as ride share is just another use of personal, often low occupancy private vehicles). We suggest aggressive tactics be identified in the draft DMP to maximize the use of multi-modal options over low-occupancy vehicles, especially in the "last mile" to and from the Seattle Center campus.

O-0008-12 2) We wonder about the event counts in the Transportation details. While OVG may reach its goal of 250 events per year in the new arena, reaching that number in 2020/21 does not seem feasible given the lack of an NBA team at that time. Taking the current Arena events and adding a full hockey season would create approximately 150 events in the first year. Therefore, we request that the draft TMP include information on a progressive ramp-up of event counts starting in 2020 and project a specific year when this higher event count might be reached. The FEIS needs to correlate the project attendance at these events and create a more complete picture of the actual number of events and attendance range that Seattle Center resident organizations and the surrounding neighbors can realistically anticipate for the early years of arena operations.

O-0008-13 3) We have seen the draft Monorail Station Feasibility Plan, which will be submitted by Seattle Monorail Services (SMS) as part of the DEIS comment period. This plan represents the best immediate mitigation to reduce personal vehicles coming to the arena area. This plan allows patrons to park downtown near Westlake Center, take Sound Transit to Westlake and transfer to the Monorail for the last mile of their travel. Seattle Center and SMS are developing a package of capital improvements and staffing levels to enable the transport of 5,000 to 6,000 passengers from Seattle Center to the Westlake Transit Tunnel within an hour of event conclusion. The FEIS needs to include this as a transportation options and the City and OVG needs to commit to this program as a required DEIS mitigation, including bundling monorail and light rail trips as part of their event ticket. The Seattle Mariners launched a similar program this season with Sound Transit. It is essential that OVG commits to this program as part of the FEIS to guarantee sufficient time for the capital improvements to be completed by the fall of 2020.

O-0008-14 4) Findings from the Monorail Station Feasibility Study should also be used in the draft TMP/DMP to reexamine the mode split and develop a 2025 scenario – the year ST2 will be complete. The DEIS analyses 2035 shows a substantial decrease in personal vehicle use because of increased Sound Transit ridership. We believe it does not take until 2035 and the completion of ST3 to achieve this mode split.

RESPONSE

O-0008-9 See Response to Comment O-0005-5.

O-0008-10 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0008-11 See Response to Comment O-0005-7. See also Common Response TRAN-3: Mode Split - Transportation Methods Used to Access Events.

O-0008-12 See Response to Comment O-0005-9.

O-0008-13 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0008-14 See the AAMP, which is available at https://www.seattle.gov/arena, for additional details about measures to reduce single- or low-occupancy vehicle trips. Also see Response to Comment O-0005-11. See also Common Response TRAN-3: Mode Split - Transportation Methods Used to Access Events.

O-0008

COMMENT

O-0008-14 The completion of ST2 in 2023 will bring patrons for the first time from the eastside, as well as further north and south. Given the geographic analysis in the DEIS, the use of the Monorail to shuttle event attendees from this expanded ST2 ridership area should create the opportunity for achieving significant light rail ridership a full ten years earlier than the DEIS anticipates. The draft TMP/DMP should include strategies to incentivize this transition, including accepting the Orca card.

O-0008-15 5) We would like to see specific commitments from Metro and Sound Transit on both increased capacity and frequency of bus and light rail service corresponding to event times, during both afternoon rush hour and at the end of events as full capacity during rush hour and lack of capacity late at night creates a serious deterrent for potential transit riders.

O-0008-16 6) Explore expansion of RPZs in surrounding neighborhoods to reduce impacts from Arena visitors and employees searching for free parking.

Chapter 7, Recreation

O-0008-17 We understand that construction unfortunately will require DuPen Fountain and Northwest Courtyard to close for two years, and so we would like to see the FEIS include a commitment by OVG to complete restoration and upgrades of DuPen Fountain and surrounding area to offset the loss of these recreational areas to the public during the construction period.

O-0008-18 Skatepark: Uptown's only recreational facility is the tennis court in Kinnear Park. There are no basketball courts, soccer or baseball fields, running tracks, or community center located within the entire Uptown Urban Center and the loss of the skatepark further diminishes recreational opportunities for our residents. We request ~~that~~ the relocation of the skatepark be fully funded and a location be found preferably within Seattle Center/Uptown, within 6 months of closing its current location.

O-0008-19 Pottery Northwest: As 52-year Uptown arts and culture use, we request that the FEIS include a firm commitment by OVG to keep PNW on their current site, not just during the construction period of the arena, but into the future as well. Pottery Northwest provides substantial and quantifiable public benefit through its affordable classes, workshops, an artist-in-residence program, and ceramic art gallery; and supports the Seattle Center tradition of access to a diverse set of arts and cultural offerings – glass, theater, dance, music, and ceramics. OVG must commit to supporting these community contributions to both the urban audience of Seattle and the visitors of the Seattle Center.

O-0008-20 Additional wayfinding and visual impacts: Both the west and east side of the perimeter construction fences should serve as interesting features. Ideas can include curated elements such as artist-designed plywood panels (perhaps even with interactive features), screened panels representing the resident organizations and community, weather-protected poster vitrines with event and project information and updates, creative way-finding elements and attractive safety lighting. Given that the 2nd Ave. N. fence line will be take 400 feet, OVG should commit to a very high-quality signage program. Elements of this program should also be used on the north, west and south sides of the construction site.

RESPONSE

O-0008-15 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0008-16 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0008-17 See Common Response REC-2: DuPen Fountain.

O-0008-18 See Common Response REC 1: Skatepark Closure.

O-0008-19 Your comment about the importance of Pottery Northwest is noted. Section 3.4. of the Final EIS has been revised based on updated plans from OVG. Pottery Northwest will remain in its Bressi Garage location during construction, will not be within the construction fencing, and can continue to operate and provide recreational programming. Under the terms of its lease of the site from the City, OVG will also assume the City's lease with Pottery Northwest.

O-0008-20 OVG will work with Seattle Center stakeholders to create a construction signage program consistent with Seattle Center policies that may incorporate artistic elements, windows, or other items of visual interest. See Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0008

COMMENT

Chapter 8, Noise and Vibration

O-0008-21 We would like to see additional analysis regarding noise and vibration in the FEIS. Please provide 360-degree analysis of the noise and vibration intensity as it radiates from the heavy construction equipment sites into the neighborhood and campus, indicating possible consequences of noise and vibration as the frequencies diminishes with distance from the source. In particular, we are concerned with the ongoing operation of KEXP who has become an integral member of the Uptown community as well as the neighboring residential projects like EXPO that does not have A/C so residents keep their windows open long hours of the day. The FEIS needs

O-0008-22 to include a noise mitigation plan that is posted on the website.

Chapter 9, Visual Resources

O-0008-23 As no signage or lighting package has been presented by OVG for consideration, we do not feel that a sign variance is appropriate at this time. Creating an exciting visual and graphic including dynamic signs has many benefits and is desired by the Uptown community but must be coordinated with thoughtful review of impacts to residential buildings across the street. The FEIS should include examples of signage being considered by OVG and its design team as well as a coordinated lighting plan. Uptown Alliance looks forward to reviewing signage and lighting details when available.

Chapter 10, Air Quality

O-0008-24 We are concerned about the air quality Seattle Center tenants and Uptown residents and businesses will experience near the construction site and haul routes, given the intensity of truck traffic in the demolition and excavation phases – especially with the lack of HVAC and reliance of open air ventilation. The FEIS should require more analysis and mitigation of the construction equipment fumes and construction-related dust that is created and identify a mitigation plan.

Sincerely,

Maria Barrientos, Uptown LURC co-chair — Katie Idziorek, Uptown LURC co-chair
On behalf of the Uptown Alliance Executive Committee and its Land Use Review Committee

Ellen Monrad
On behalf of the Queen Anne Community Council

Cc: Mayor Jenny Durkan; City Council Select Committee on Civic Arenas: Bruce Harrell, Debora Juarez, Sally Bagshaw, Lorena González, , Lisa Herbold, Rob Johnson, Teresa Mosqueda, Mike O'Brien, Kshama Sawant.
Arena City staff: Marshall Foster, Robert Nellams, Jill Crary, Julia Levitt, Ian Macek

RESPONSE

O-0008-21 The Final EIS has been updated to include more information on the current noise conditions and potential project impacts for KEXP, The Vera Project, SIFF, and A/NT Gallery. See Section 8.4.2, Existing Noise Environment, and Appendix F, Noise Monitoring, for updated information, and Section 8.5.1, Construction Impacts, for changes to construction noise and vibration impacts.

O-0008-22 Section 8.6.1 of the Draft EIS outlines the preparation and implementation of a Noise Management and Mitigation Plan to address significant construction noise and vibration impacts. The menu of potential mitigation measures for reducing noise impacts has been updated in the Final EIS. See Section 8.6 of the Final EIS, Avoidance, Minimization, and Mitigation Measures for more details. As part of the Noise Variance Application process, the City will post the Noise Management and Mitigation Plan on its website.

O-0008-23 The proposed signage was included as Appendix G in the Draft EIS, although it is acknowledged that the proposed signage did not depict all signage. The Final EIS contains additional information about the proposed signage, including more details on the number and size, as well as the potential brightness. Additionally, a sign code amendment has been proposed. The Final EIS includes additional information on the proposed signage in Appendix G, as well as additional analysis in Chapter 3, Land Use, Chapter 9, Visual Resources, and Chapter 13, Cumulative Impacts. Final lighting and signage plans would be reviewed by SDCI and the Landmarks Preservation Board during the permitting process.

O-0008-24 See Common Response AQ-1: Dust from Construction.

O-0009

COMMENT

From: clara@seattlegreenways.org
Sent: Friday, June 01, 2018 12:49 PM
To: PRC
Subject: Seattle Center Arena

Name

Clara Cantor

Address

220 2nd Ave S
Seattle, Washington 98104
United States
Map It

Phone

(206) 681-5526

Email

clara@seattlegreenways.org

Comment

O-0009-1

Seattle Center is located in one of the most dense urban centers in Seattle. Walking, biking and taking transit should be the primary modes of transport for attendees visiting the Arena. A less car-dependent future is a vision repeated by the City of Seattle, SDOT, and community members alike. In order to achieve this goal, there are changes that need to be made in the Final EIS:

1. Prioritize the most effective and efficient transportation modes: walking, biking, and transit. Set aggressive multimodal equity access goals for mitigation measures in the Transportation Mitigation Plan (TMP), and fund, implement, and develop accountability measures for these goals.

2. Fund improved bicycle, pedestrian, and transit connectivity to be in place by opening day for seamless integration with existing networks within the 1-mile pedestrian and 3-mile bicycle shed. Accessible, intuitive, connected bicycle routes encourage use by local residents, residents from across Seattle (crucial connections to existing infrastructure such as the Elliot Bay Trail, Westlake Trail, 2nd Ave protected bike lanes, the Basic Bike Network, and other planned routes), and also regional visitors who may use public transit to regional hubs including downtown ferry docks, King St. Station, or Westlake Center, all of which are well within the 3-mile bikeshed of the Arena.

O-0009-2

More specifically,

Recommendations for street improvements surrounding Seattle Center:
1. Decouple Queen Anne Ave and 1st Ave N and return both to two-way operation, increasing comfort and safety for people walking immediately in front of the arena. This allows space for two-way protected bike lanes on 1st Ave N and transit-priority on Queen Anne Ave. As an interim solution while this is studied, protected bike lanes on Queen Anne Ave and 1st Ave N allow access to the Arena from the existing 2nd Ave bicycle route.
2. Upgrade Roy St, which currently has striped bike lanes, to protected bike lanes.
3. Build 5th Ave N protected bike lanes connecting Belltown to the Seattle Center, including intersection improvement at 5th Ave N and Mercer.
4. Build Broad St protected bike lanes connecting the 2nd Ave bike lane to Uptown, 5th Ave N, and the Thomas St Greenway.

Recommendations for street improvements connecting to the Waterfront and North:
5. Improve Harrison St for people walking and biking with wayfinding other features to create an intuitive and comfortable experience to the John Coney Overpass to the waterfront and the Elliot Bay Trail.

Recommendations for street improvements connecting to SLU and East:
6. Create a Thomas St Neighborhood Greenway the is a calm and enjoyable place to walk and bike with minimal or no car traffic, added greenery, wayfinding, placemaking, and other community identified enhancements. This creates a critical connection between Seattle Center and SLU, including the transit hub on Aurora Ave.

1

RESPONSE

O-0009-1 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0009-2 See the Draft AAMP for the list of potential physical improvements. Enhancements related to the existing transportation system that are not identified as potential mitigation measures in the Final EIS may be included as part of the North Downtown Mobility Action Plan (NODO MAP). SDOT is developing a NODO MAP with community involvement from Uptown, Belltown, and South Lake Union. OVG will pay its proportional share of physical improvements that may be required for SEPA transportation mitigation. The funds associated with NODO MAP ($40 million) may be used to pay SDOT's proportional share of physical improvements.

Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0009

COMMENT

O-0009-2

7. Prioritize pedestrian movement on Mercer and Denny by installing Pedestrian Recall, upgrading the signal technology so that it can detect pedestrians, allowing for sufficient time to cross streets (especially for the elderly), and integrating historical pattern learning to reduce unnecessary "don't walk" time.

Recommendations for street improvements connecting to Downtown and South:
8. Improve 4th Ave for people walking and biking with wayfinding, protected bicycle lanes, and other community identified features. This creates a critical connection between Seattle Center and Downtown, including regional transit hubs at Westlake and King St. Station.
9. Build Bell St protected bike lanes (north east of the shared street space), providing a critical connection between Belltown and SLU.

O-0009-3

Other recommendations:
10. Partner with stationless bike share companies to provide staging and parking corrals outside of the pedestrian right-of-way.
11. Enhance and expand bicycle parking with adequate space for 8% of event capacity, potentially including temporary bicycle valet parking for large events.
12. Designate TNC pickup locations a few blocks away from the Arena entrance and 1st Ave N.
13. Incorporate excellent wayfinding & lighting throughout the network for both pedestrian and bicycling routes.
14. Review and enforce traffic control plans at construction sites to ensure safety for people walking and biking.

2

RESPONSE

O-0009-3 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail. SDOT will consider potential mitigation when reviewing and approving the AAMP.

O-0010

COMMENT

MERCER CORRIDOR STAKEHOLDER COMMITTEE

Community Organizations

South Lake Union Chamber of Commerce
South Lake Union Community Council
Queen Anne Community Council
Uptown Alliance
Magnolia Community Council
Ballard District Council
Seattle Center Advisory Commission

Businesses & Non-Profits

Allen Institute
Amazon.com
Argosy Cruises
Bill & Melinda Gates Foundation
Fred Hutchinson Cancer Research Center
Kilroy Realty Corporation
One Reel
Pacific Northwest Ballet
PEMCO Insurance
Pottery Northwest
Seattle Children's Theater
Seattle Opera
Seattle Shakespeare Company
Space Needle, LLC
UW Medicine
Vulcan, Inc.

June 7, 2018

Seattle Department of Construction and Inspections, PRC
Attention: Public Resources Center or John Shaw
700–5th Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

E-mail to: prc@seattle.gov

Subject: Seattle Center Arena Renovation Project (SDCI #3029061)
Comments on Draft Environmental Impact Statement (DEIS)

Dear Mr. Shaw:

O-0010-1

The Mercer Corridor Stakeholders, who are representatives of businesses and community groups in the South Lake Union, Denny Triangle, Uptown, and Queen Anne neighborhoods of Seattle, submit these comments on the *Seattle Center Arena Renovation Project DEIS*. The Mercer Corridor Stakeholders focus on the arena's transportation impacts and our preferences for project mitigation.

We recognize that Key Arena has accommodated major events for decades. The Seattle Supersonics were still in residence there when the Mercer Stakeholders formed in 2006. The neighborhood, however, has changed dramatically since then with extraordinary growth that has resulted in daily congestion despite large investments in new transportation infrastructure. Some relief is coming with the soon-to-be completed SR 99 Tunnel and new grade-crossings of Aurora Avenue N. More investment is planned in the long-term (2035) with the extension of Sound Transit's Link Light Rail line from downtown to Ballard with a station near Seattle Center.

Transportation mitigation for the Seattle Center Arena must be directed to the first 15 years of operations before the new light rail line is activated. It should include measures to encourage transit use and reduce traffic and circulation through South Lake Union and Uptown. While we applaud the proponent's commitment to the North Downtown Transportation Fund, the investment of $1M per year over 40 years does not adequately address the short-term impact needs. As noted in our comments below, the City must disclose the transportation improvements that would be mitigation requirements of the Arena (and completed before opening day), those for which the Arena will contribute a proportionate share, and those that would be made as part of the long-term improvement fund. Mitigation that we suggest be in place for opening day is described in the comments that follow.

Transportation Comments

O-0010-2

1. **Mitigation must focus on transit service improvements until light rail service reaches Seattle Center.** The DEIS transportation analysis estimates that 8% to 11% of event attendees would use transit, which is a conservatively low number appropriate for assessing the vehicular traffic impacts of the arena. However, the goal for transit use that the City establishes in the Arena Transportation Demand Management Plan (DMP) should be higher, with the 25% transit use achieved in Portland being a more reasonable goal. Most buses coming out of downtown Seattle towards the Seattle Center are already at or above capacity during pre-event conditions that coincide with peak commuter hours. Therefore, additional transit capacity is needed to serve pre-event loads. Additional late night service may be needed to serve the higher discharge surge after an event. To achieve higher transit usage, the following mitigation measures should be considered.

RESPONSE

O-0010-1 SDOT is developing a North Downtown Mobility Action Plan (NODO MAP) with community involvement from Uptown, Belltown, and South Lake Union. OVG will pay its proportional share of physical improvements that may be required for transportation mitigation. The funds associated with NODO MAP may be used to pay SDOT's proportional share of physical improvements.

O-0010-2 The mitigation suggestions in this comment were considered when developing the Draft AAMP. See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail, and Common Response TRAN-2: City Policy to Decrease Dependence on Low-Occupancy Vehicles. Additional detail on potential mitigation and demand reduction strategies is included in the AAMP, https://www.seattle.gov/arena.

O-0010

COMMENT

Seattle Center Arena Renovation Project (SDCI #3029061)
Comments on Draft Environmental Impact Statement (DEIS)
By Mercer Corridor Stakeholder Committee
Page 2 of 7

O-0010-2

a. **Upgrade the Monorail capacity and access –** Until light rail reaches the Seattle Center, the Monorail will provide the best link between the Seattle Center and the transit hub at Westlake. The Monorail can also connect to attendees who work downtown and can leave their cars at work or meet up with others to carpool home after the event. In order to be effective, the Monorail must have capacity to serve pre-event plus commuter service to Seattle Center as well as the post-event ridership surge. The Arena should fund more frequent service runs before and after an event, and make some access improvements at each station as part of required mitigation.

b. **Subsidize Monorail trips for event ticketholders –** To maximize use of the Monorail, consider a program, similar to that just implemented by the Seattle Mariners, for which rides on the Monorail are free for ticket holders.

c. **Use shuttles or custom bus service to regional hubs –** Before light rail service begins, consider using dedicated shuttles or custom buses to serve destinations with high numbers of event attendees that do not have direct access to the Seattle Center without an out-of-direction transfer downtown (e.g., Kirkland or Northgate). Additional bus capacity should also be implemented for routes to Ballard and the University District that were shown to be well above capacity with event conditions.

d. **Reduce impact to transit speed and reliability** – Transit that serves or passes through the Uptown and South Lake Union neighborhoods should not be delayed by event-related congestion. Transit priority treatments along key corridors (e.g., 1st Avenue N and Denny Way) may be needed to retain transit speed and reliability along affected routes.

e. **Improve pedestrian access to the Aurora Avenue Transit Hub –** When the SR 99 Tunnel is complete, the existing Aurora Avenue N (to be called "7th Avenue N") will be transformed into a seven-lane arterial with transit-only lanes in both directions. A transit hub will be created on Aurora Avenue N between Harrison and Thomas Streets, and many transit routes will be moved into this corridor. The walking route between the Arena and this hub along Thomas and/or Harrison Street alignments should be upgraded with sidewalk improvements, better lighting, wayfinding, and real-time transit information.

f. **Incentivize use of transit for Arena employees and staff and construction workers–** Arena construction workers and Arena event staff should be encourage to use transit or other non-vehicle modes. The City/Seattle Center should extend programs developed for Arena staff to employees and staff of other Seattle Center venues.

O-0010-3

2. **Manage and Enforce Transportation Network Company (TNC) Use.** Ridehailing through phone-based applications has increased substantially in recent years. While ridehailing reduces parking demand, it can increase congestion particularly for events when all traffic is in the peak direction (either arriving before event or leaving after event) and the TNCs make one extra trip with an empty vehicle for every group transported. In addition, if uncontrolled, TNC drivers often block vehicle, transit, or bike lanes during pick-up and drop-off, further disrupting traffic. The DEIS projected that ridehailing could be 15% of the arena event trips in 2020, increasing to 25% by 2035. If this estimate is correct, then the goals of the TMP should be to significantly lower the reliance on TNC's because of their significant impacts especially during pre-event dropoff. Even at 15%, substantial management and oversight of TNC activity will be required to minimize impacts of this travel mode. The following measures should be considered as part of the Arena's Transportation Management Plan (TMP).

a. **Create a TNC hub for pick-up activity –** This hub should be located away from the "front of the arena" on 1st Avenue N where transit should have top priority. Since the post-event

RESPONSE

O-0010-3 See Response to Comment O-0015-9 for a discussion of ridehailing assumptions. Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail. The mitigation suggestions in this comment were considered when developing the Draft AAMP, which is available at https://www.seattle.gov/arena.

O-0010

COMMENT

Seattle Center Arena Renovation Project (SDCI #3029061)
Comments on Draft Environmental Impact Statement (DEIS)
By Mercer Corridor Stakeholder Committee
Page 3 of 7

traffic management plans usually favor egress flows, the hub should be located to not impact major egress routes including Mercer Street and Harrison Street while providing for ingress to the hub. Alternatives to consider include the Mercer Garage (with a separate TNC access on Roy Street) or the 5th Avenue N Garage with a separate TNC access to Republican Street). While hubs work best for pick-up activity, it could also improve service and reduce impacts of drop-off activity by helping to match incoming and outgoing rides during the early evening hours when attendees are arriving at an event and area commuters are heading home. The TNC hub(s) should be used for all Seattle Center patrons and events and be marketed to inform all patrons.

O-0010-3

b. **Work with TNCs to add "geocoding," "in-app instructions," and "pin drop" features in Applications.** In order to make a TNC hub effective, it must be paired with application-based features. Geocoding is a virtual boundary established by the application that will provide specified instructions to drivers and/or riders within that boundary. For this case, it should be set so that no driver can receive a ride request for anyone at or near the arena unless they are in the designated hub. Pin-drop and in-app instructions are used to direct a prospective rider to their driver, and would be used to direct riders to the hub.

c. **Enforce "No Stopping" in travel lanes, transit lanes, and bike lanes.** The Arena proponent should fund frequent and visible enforcement should be used when the Arena first opens, and then when needed thereafter to thwart illegal drop-off and pick-up maneuvers. The City should review infraction fees related to such maneuvers and consider raising the fines on activity that impedes high-priority functions such as the blocking of transit lanes.

3. **Optimize traffic flow on major access/egress routes.** Private vehicles are expected to be used by 63% to 68% of event attendees in the short-term (2020) decreasing to 35% to 41% by 2035 once light rail is extended to the Seattle Center. It will be imperative that the primary access and egress routes function well in the short term, and that measures are implemented to shorten the length of the trips and reduce the amount of unneeded circulation associated with searching for parking. Improvements and traffic management strategies should focus on these key corridors: Mercer Street, Denny Way, SR 99, Dexter Avenue N, Harrison Street, and 6th Avenue N.

O-0010-4

a. **Complete Adaptive Signal Systems on Denny Way and at future SR 99 connections.** These projects would implement advanced signal control on Denny Way and at the key grid intersections of SR 99 (including intersections on Dexter Avenue N, Aurora (7th) Avenue N, 6th Avenue N and 5th Avenue N, all of which are part of the Arena's primary access routes. Other private developers have contributed to these adaptive signal upgrades on a pro-rata share basis or as part of traffic impact fees. It is appropriate for the Arena to also contribute proportionate share funding so that the improvements can be in place prior to opening day.

b. **Optimize Adaptive System on Mercer Street for pre-and post-event conditions.** The existing signal system on Mercer Street relies on maintaining vehicle detection systems, which may need repair over time. In addition, progression algorithms may need to be modified to optimize flows during pre-and post-event conditions. The Arena should allocate some funding to monitor and update the Mercer Street system at least annually.

c. **Optimize SR 99 on and off-ramp intersections for peak event flows.** There are regional and neighborhood wide benefits of directing as much vehicle traffic as possible to the future SR 99 corridor. Pre-event vehicles that use SR 99 instead of Interstate 5 (I-5) reduce the merge and weave conflicts in the most congested segment of I-5 between SR 520 and I-90.

RESPONSE

O-0010-4 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail for a response to the requests for specific mitigation measures.

The commenter requested more detail regarding the roadway geometry assumed for the 2020 condition at the Republican St/Dexter Ave N intersection. It is acknowledged that it is important that access and egress routes function well, and that appropriate mitigation measures be implemented. The Dexter Ave N/Republican St/SR 99 northbound off-ramp intersection would be signalized under 2020 conditions. The SR 99 off-ramp would consist of a shared left/through lane and a dedicated right-turn lane. The westbound Republican St approach would consist of a shared left/right lane. The northbound and southbound Dexter Ave N approaches would consist of single through/right lanes (left-turns are prohibited). The signal would be operated in 2 phases and integrated with the Mercer St adaptive signal system. The analysis did not assume the reconfiguration of Dexter Ave N to a five-lane facility, as no such modification is currently planned. Operations at this intersection are reported during the pre-event peak hour to be LOS F under 2020 Average No Action conditions and LOS E under 2020 Average Alternative 1 conditions. The project would cause a net increase of 500 vehicles to this intersection over the No Action condition. However, much of that traffic is added to "non-peak" movements, including the southbound through movement and the SR 99 northbound off-ramp right-turn movement onto southbound Dexter Ave N. Overall delay is therefore reduced because the project is adding traffic to below average movements.

O-0010

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Seattle Center Arena Renovation Project (SDCI #3029061)
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Use of SR 99 also reduces the length of trips through the South Lake Union neighborhood.

With completion of the SR 99 Project, the primary northbound exit from SR 99 will be at Republican Street and the primary southbound exit will be at Harrison Street. Intersections along Dexter Avenue N, 6th Avenue N, and 5th Avenue N between Mercer Street and Denny Way must be able to accommodate the peak event flows. Of particular concern to the Mercer Stakeholders is the intersection at Republican Street/Dexter Avenue N since inadequate capacity could cause northbound off-ramp traffic to queue into the SR 99 tunnel. The DEIS analysis showed that this intersection would operate at a very poor LOS F in 2020 under the No Action condition and at LOS E with Alternative 1. However, there was insufficient information in the EIS to understand what geometry was assumed for this intersection and why conditions would improve between the No Action and With Project conditions. Interim analysis performed by WSDOT suggests that Dexter Avenue N must have five vehicle lanes (two lanes in each direction plus a left turn lane) to accommodate future traffic flow. The Arena team must coordinate with WSDOT and SDOT related to the optimal configuration needed along these key SR 99 connection points and access routes.

O-0010-4

d. **Update and augment wayfinding.** The SR 99 project will change how traffic enters and exits this corridor. Signage on SR 99 north and south of the vicinity should be changed to direct motorists to the optimal route based on the end-of-trip parking location.

e. **Modify and augment web directions.** The Seattle Center and Arena team should work with web-based navigation applications (GoogleMaps, Bing, etc.) to modify and augment directions, and provide optimized routing based on parking garage location. Links to directions should be provided as part of parking reservation systems described below.

f. **Modify 1st Avenue N to prioritize transit functions.** The DEIS suggests that 1st Avenue N could benefit by moving the protected bicycle lane to the west side of the street. This would reduce conflicts along the east curb in front of the Arena but may require that parking be removed from the west side of the street. The Mercer Stakeholders support this change **if** it is paired with a business parking program in the 1st Avenue N garage that mitigates for the loss of on-street parking (see 4.d. below).

g. **Modify 2nd Avenue N for egress flows.** Recent changes to implement a protected bike lane on 2nd Avenue south of Denny Way affect the post-event egress routes from the 1st Avenue N garage. With additional parking capacity under the new Arena, this route will be critical to egressing the area and reducing the challenge for patrons to find alternative routes through the Uptown neighborhood when exiting these large garages. Geometric modifications and/or movable barriers should be considered to maintain a two-lane egress route on 2nd Avenue N.

O-0010-5

4. **Implement parking management programs that reduce on-street vehicle circulation.** The Arena plans to construct between 200 and 450 new on-site parking spaces that would be near the existing 650-space 1st Avenue N garage. The presumption in Alternative 2, that use of the 1st Avenue N garage would be capped at 400 spaces, is unrealistic unless those spaces are permanently repurposed for a non-parking use. Concentrated parking can exacerbate traffic congestion by forcing traffic onto fewer access and egress routes. We encourage the Arena to rethink its need for the full 450 additional parking spaces, and investigate partnerships with private parking facilities to supply parking for the 15-year period before link light rail is extended to the Seattle Center. This will prevent the neighborhood from have excess parking in the future and help transition users away from dependence on automobile travel. In addition, parking strategies that help neighborhood businesses

RESPONSE

O-0010-5 As part of the Lease Agreement, OVG will operate the 1st Ave N Garage.

The Draft AAMP, which is available at https://www.seattle.gov/arena, includes discussion of traffic and parking management during events. The mitigation suggestions in this comment were considered when developing the AAMP. See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

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during non-event periods would mitigate for likely loss of parking along key access routes such as 1st Avenue N. The following measures should be considered:

a. **Reduce number of new parking spaces built under Arena.** Although many surface lots that used to support Key Arena have disappeared, literally thousands of new parking spaces have been constructed within 1/2 mile of the Seattle Center as part of private development projects. Partnering with these developments to provide event parking would disperse traffic to a wider area and reduce some congestion related to concentrated parking supply. It also prevents over-supply conditions in the future when light rail service begins, which may tempt some to utilize it for commuter parking.

b. **Prioritize use of Mercer Garage for art-group patrons.** On days with scheduled arts events (e.g., opera, ballet, theater), those users should have priority use of the Mercer Garage. If paired with a reservation system (see 4.c. below), then any excess spaces not used by arts groups by a cut-off date could be made available to other users.

c. **Implement advance reservation/payment system for parking.** Having a guaranteed space eliminates the need for drivers to circulate to find parking or a better parking price. Such a system can also provide motorists with advance travel routing matching origin and destination of trips along the optimal routes. Consider incentives for drivers to arrive early or stay late such that travel peaks are reduced and local businesses may benefit. Explore ways to include other parking facility owners in the advance reservation system or parking marketplace.

O-0010-5

d. **Implement short-term parking program in 1st Avenue N and/or Mercer Garages.** Many of the other modal recommendations (e.g., 1st Avenue N improvements, transit staging) could remove on-street parking used by everyday customers to Uptown businesses. This could increase traffic circulation in the neighborhood on non-event days as customers look for parking or negatively affect customer perceptions of the neighborhood. The City, Seattle Center, and Arena proponent could implement an off-street short-term parking program similar to the program that WSDOT implemented in Pioneer Square and along the Waterfront that mitigated parking losses for the SR 99 project. WSDOT's program offered short-term parking (4 hours or less) in garages at a rate commensurate to the cost of on-street parking, and included substantial marketing and business linkages to the program. It is currently operating in six garages, three of which have substantial event-related parking associated with the stadium district. The parking in these garages is used to serve non-event needs most of the time, and then reverts to event-only use a few hours prior to events.

e. **Implement shuttles or circulator routes and incentives connecting to parking in South Lake Union, Denny Triangle or downtown.** Event attendees could be enticed to use remote parking if it is linked to the Arena with a convenient shuttle.

f. **Manage parking at Seattle Center for all.** Programs implemented for the Arena should extend to all users at the Seattle Center, and include non-event days.

O-0010-6

5. **Improve pedestrian connections.** The DEIS estimates that pedestrian trips would range from 8% to 10% in 2020 decreasing to 6% to 8% by 2035. We disagree that pedestrian trips would decrease in the future given the expected growth in the surrounding neighborhoods. Furthermore, nearly all patrons who access the Arena by any mode become pedestrians for part of their trips. Those who drive and

RESPONSE

O-0010-6 Mode share estimates were developed in consultation with SDOT, SDCI, and Seattle Center. While the commenter correctly notes that growth in surrounding neighborhoods could result in more potential walk trips, the opening of a light rail station adjacent to the project in 2035 would likely offset that increase. In particular, attendees that were assumed to walk from the Westlake area after completing a transit trip in 2020 would instead stay on light rail to the new station in 2035. A full discussion may be found in Appendix C, Tech Memo 5, Project Travel Characteristics – Year 2020 and Appendix C, Tech Memo 7, Project Travel Characteristics – Year 2035. The commenter also correctly notes that nearly all attendees would complete their final connection to the arena as pedestrians regardless of their primary mode of travel. These pedestrian flows are taken into account in the EIS; see Figures 4-24 and 4-25 in the Final EIS. Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail for a discussion of specific detailed mitigation requests. The mitigation suggestions in this comment were considered when developing the Draft AAMP, which is available at https://www.seattle.gov/arena.

O-0010

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Seattle Center Arena Renovation Project (SDCI #3029061)
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park will walk from parking areas, those who take a TNC would walk to and from a future hub, and those who take transit or light rail would walk to the station. More emphasis on improving pedestrian accessibility must be included in the mitigation plans. Some suggestions include:

O-0010-6

a. **Incorporating pedestrian crossing protocols in the adaptive signal systems.** Primary pedestrian routes to transit hubs, the TNC hub, and parking garages should be identified and pedestrian crossing protocols established within the signal timing algorithms.

b. **Improve Thomas Street crossings.** The Arena redevelopment will re-orient itself to Thomas Street, which is currently mostly back-of-house functions. We applaud this change to direct more pedestrians to this Green Street corridor that will ultimately connect from I-5 to Puget Sound. The Arena should be fully responsible for signalizing the intersection of 1st Avenue N/Thomas Street and contributing to funding a traffic signal at Dexter Avenue N/Thomas Street to facilitate walk-in trips to the Arena.

c. **Improve lighting and pedestrian facilities along primary walking routes to the Arena.** This should include larger curb bulbs at main crossing intersections, wider sidewalks as well as better lighting along primary walking corridors such as Thomas Street, Harrison Street and 2nd Avenue N.

d. **Update and augment wayfinding.** Wayfinding that directs event attendees to and from transit hubs, rideshare hubs, bicycle parking, and vehicle parking should be updated and augmented.

O-0010-7

6. **Detail full mitigation plan including timing and responsibility.** We request that the proposed mitigation plan be more fully developed in the Final EIS with a matrix listing all of the transportation measures that the Arena should be required to implement prior to opening day or contribute a funding share. The FEIS should also detailed specific actions for the Traffic Management Plan and Demand Management Plans.

We hope that you will consider our recommendations and adopt them as part of the Arena mitigation program.

Sincerely,

Mercer Corridor Stakeholders
(List of Supporters Attached)

Attachment: Organizations and Businesses that Support Letter's Position

RESPONSE

O-0010-7 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail. See also the Draft AAMP, which is available at https://www.seattle.gov/arena.

O-0010

COMMENT

RESPONSE

MERCER CORRIDOR STAKEHOLDER COMMITTEE

Community Organizations		
Deborah L. Frausto Seattle Center Arena Chair **Uptown Alliance**	Kyle Ducey President **South Lake Union Comm. Council**	Danah Abarr Executive Director **SLU Chamber**
Ellen Monrad Chair **Queen Anne Community Council**	Martin Henry Kaplan, Architect AIA Land Use Review Committee, Chair **Queen Anne Community Council**	Mary Montgomery President **Magnolia Community Council**
Todd Leber Chair **Seattle Center Advisory Commission**	Tom Freidman President **Ballard District Council**	
Businesses and Non-Profit Organizations		
Paul Wohnoutka Sr. Director, Operations **Allen Institute**	John Schoettler | Vice President | Global Real Estate & Facilities **Amazon.com**	Molly E. Schlobohm Vice President of Sales/Service **Argosy Cruises**
Slade Bedford Deputy Director, Global Facilities **Bill & Melinda Gates Foundation**	Scott Rusch VP, Facilities & Operations **Fred Hutchinson Cancer Research Center**	Rob Swartz Senior Vice President,PNW Region **Kilroy Realty Corporation**
Marty Griswold Executive Director **One Reel**	Ellen Walker Executive Director **Pacific Northwest Ballet**	Stan McNaughton Chief Executive Officer **PEMCO Insurance**
Kevin Malgesini Managing Director **Seattle Children's Theatre**	Aidan Lang General Director **Seattle Opera**	John Bradshaw Managing Director **Seattle Shakespeare Company**
Steve Bragalone Director of Operations **Space Needle, LLC**	Mike Stanislaus Director, Office of Facilities **UW Medicine – South Lake Union**	Ada M. Healey Vice President, Real Estate **Vulcan Inc.**
James Lobb Executive Director **Pottery Northwest**		

O-0011

COMMENT

RESPONSE

From: Megan Ching <meganc@seattlemonorail.com>
Sent: Thursday, June 07, 2018 4:29 PM
To: PRC
Subject: Seattle Monorail Services Arena DEIS Comment Letter
Attachments: SMS Arena DEIS Comment Letter 6.7.2018 - FINAL.pdf; Seattle Monorail Services Arena Renovation Project DEIS Comment Letter.pdf; Seattle Monorail Services Arena Renovation Project DEIS Comment Letter.pdf; 180604 Monorail Reconfiguration Final Evaluation Report[1].pdf

Attached is my comment letter for the Seattle Center Arena Renovation Project and the Seattle Center Monorail Stations Reconfiguration Evaluation Report.

Thank you,

Megan Ching

General Manager
Seattle Monorail Services
370 Thomas Street, Second Floor
Seattle, WA 98109

1

O-0011

COMMENT

Seattle Monorail Services 370 Thomas Ave Suite 200 Seattle WA 98108 206-905-2600 SeattleMonorail.com

June 7, 2018

Seattle Department of Construction and Inspections, PRC
Attn: John Shaw
700 5th Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019
(Via: US mail; and email - prc@seattle.gov)

RE: Seattle Center Arena Renovation Project – Project Number 3029061
DEIS Comments and Request for Further Analysis

Dear Mr. Shaw:

O-0011-1

Seattle Monorail Services has been the operator of the historic City-owned Seattle Center Monorail since 1994. Our mission is to steward this icon on behalf of the public as a high capacity transit connection between Seattle Center and the downtown core; ensure reliability and passenger enjoyment; serve the many constituent organizations/public events and their patrons at the Center; and be a good neighbor to the Uptown, Belltown, and Downtown communities.

We offer the following comments on the Seattle Arena Draft Environmental Impact Statement (DEIS). We also request additional analysis (listed later) be performed as part of the Final Environmental Impact Statement (FEIS). SMS provides this input to further our stewardship of the Monorail and in support of the City of Seattle and Oak View Group's efforts to renovate the Seattle Center Arena and bring the NHL, NBA, and world-renowned entertainment to the Pacific Northwest.

We ask that the FEIS specifically respond to each of our numbered requests and be modified from the DEIS accordingly.

Introduction and Context

During the six months of the 1962 World's Fair, the Monorail carried over eight million passengers – an average of 44,000 passengers per day for every single day of the Fair. This fact illustrates the inherent capability of the Monorail system to move a lot of people and do so reliably on our dedicated, grade separated right-of-way. The Monorail still provides this today – as the 21,933 passengers who rode on the Friday of last year's Bite of Seattle can attest.

RESPONSE

O-0011-1 This comment provides a valuable overview of the Monorail, and is noted. OVG, Seattle Center, SDOT, and other transportation stakeholders will coordinate closely with the Monorail as the project proceeds.

O-0011

COMMENT

2

We also routinely work with Seattle Center venues and events (especially KeyArena) to adjust Monorail hours and frequency to best serve the needs of their patrons. Similarly, SMS works regularly with convention and event planners as well as Seattle Center attractions to bundle Monorail fares with other attraction experiences and event fees. We expect to continue to partner this way and expand these types of programs.

While today the Monorail serves over two million passengers per year, the system's ability to handle surge crowds is not as accommodating as it once was. In the late 1980's the original downtown station was replaced with the current one. Today's Monorail station on the 3rd floor of Westlake Center Mall is both the system's biggest bottleneck and the greatest opportunity to connect the burgeoning Sound Transit Light Rail system to Seattle Center and its venues – including the arena.

O-0011-1 In an effort to address this, VIA Architecture was retained in late 2017 to develop and evaluate potential improvements to the Monorail system that would increase capacity, improve accessibility, and better connect it with the regional transit network, downtown streetscape, and downtown parking. The results of that effort are summarized in the attached report and available online *(SeattleMonorail.com/events-and-news/seattle-Monorail-stations-report/)*. The VIA report includes concept designs for both Monorail stations, timelines, operating recommendations, and high-level cost estimates necessary to double Monorail capacity to 6,000 passengers per hour in each direction (12,000 per hour total). We are including the full report as part of our DEIS comments and for the record.

The VIA report shows that this increased capacity can be in place through modest improvements and operational changes and be operational by the time the redeveloped arena opens (late 2020). This early work is denoted as Phase 1 in the report. The Phase 2 improvements identified in the report would greatly enhance the Monorail's connection to the downtown light rail station, Westlake Plaza, and improve pedestrian access and wayfinding at Seattle Center. Phase 2 work can be complete by the time Link Light Rail service is extended out to Redmond, Lynnwood, and Federal Way (2024).

These Monorail improvements coupled together with Link Light Rail's 2024 expansion will effectively deliver high capacity transit to Seattle Center a full decade before Sound Transit 3 is projected to come online.

General Comment

O-0011-2 The DEIS does not clearly state a preference for arena event attendee's use of transit. On the whole, however, the document gives the reader the impression that transit use is a preferred transportation mode. It should be stated clearly and unambiguously in the FEIS that mass transit is a preferred mode and that it will be encouraged.

RESPONSE

O-0011-2 Section 4.5, Avoidance, Minimization, and Mitigation Measures (Transportation) of the EIS includes a potential mitigation measure to develop a Demand Management Plan; this plan will be included in the Arena Access Management Plan (AAMP). A draft of the AAMP has been released concurrent with the Final EIS and is available at https://www.seattle.gov/arena. It includes strategies to encourage patrons to use transit (among other non-auto modes) and reduce the number of private auto and ridehailing trips to the arena. A discussion of how mode share could change by 2025 has been added to the Final EIS. This includes findings regarding the change in auto trips and transit ridership. The mode shares were developed with consideration of the findings of the Monorail Stations Reconfiguration Evaluation Report (2018). See also Common Response TRAN-3: Mode Split - Transportation Methods Used to Access Events.

See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail. Additional modeling regarding the commenter's suggested mitigation measures is not included in the Final EIS because it was not proposed as part of the project. The EIS does not identify construction impacts that would require the mitigation measure suggested by the commenter. The mode split assumptions used in the Draft and Final EIS were based on existing data, comparable venues, and recent travel trends. Based on data from SDOT, ridehailing use has been growing at a rapid pace in recent years. That trend is expected to continue into the future, although the forecasted rate of growth cannot be precisely predicted given the uncertainty surrounding this relatively new mode choice. The substantial ridehailing share assumed under 2035 conditions in the EIS allows potential traffic impacts (and associated mitigation measures such as transit incentives) to be identified rather than underestimating their impact.

O-0011

COMMENT

3

Requests for Further Analysis and Modification:

1. Incorporate the attached VIA report into the reference material cited in Section 16 – Transportation. Justification: the DEIS referenced the imminent release of the report in Sections 1.12 and 4.4.3; the report is now complete; and, the report has informed these comments/requests and has been included with them.
2. Please modify the description of the Seattle Center Monorail entrance in Section 3.3.2 – Entrances to: 5th Avenue and Pine Street (Westlake), instead of: 5th Avenue North (near Space Needle) as currently noted. Justification - the Monorail is part of the Seattle Center campus; the SMS Monorail concession contract is overseen by Seattle Center; and, the Monorail has only two stops – Seattle Center and Westlake – everyone boarding at Westlake is destined for Seattle Center, therefore Westlake is a Seattle Center entrance. Please adjust the model and analysis accordingly.
3. Add an interim evaluation year of 2024 (when light rail is extended to Lynnwood, Redmond, and Federal Way) to the current evaluation years of 2020 and 2035 and model all three.
4. Model impact on mode splits for each of the evaluation years above (including 2024), overall transit use, parking demand, and curb space demand of the Phase 1 and 2 Monorail improvements described in the attached VIA report.
5. Identify specific Demand Management Plan mode split targets for 2020, 2024, and 2035 and rate the relative potency of the identified incentives/disincentives to influence mode split.
6. Model the impact of bundling arena event tickets with Monorail passage, and separately, bundling arena event tickets with both Monorail passage and reserved downtown parking. Include the impact of shifting curb space demand by rideshare services from the area immediately proximate to the arena to downtown around Westlake Plaza.
7. Model the impact of bundling resident organization event tickets (non-arena) with Monorail passage during the arena construction period.
8. The draft report asserts that in 2035 ridesharing and TNC's (transportation network companies like Uber and Lyft) will maintain a very high proportion of the mode split. The report does not provide back up detail to provide reasonable confidence in this assumption. Please provide additional analysis and detail in the FEIS and adjust the findings accordingly.

O-0011-2

Monorail ORCA Acceptance – Correction and Clarification

Section 4.3.3, page 4-26 of the DEIS states *"Riding the Monorail currently requires a separate ticket purchase; however, the Monorail will be integrated with the ORCA (One Regional Card for All) fare system in 2019."* This is not the case.

No date has been agreed upon, but SMS has approved ORCA E-purse (without transfers) and will accept it as soon as the equipment is provided and installed, SMS staff trained, and SMS and the City execute a memorandum of understanding articulating the pertinent administrative details.

O-0011-3

RESPONSE

O-0011-3 Section 4.3.3 of the Final EIS has been corrected to reflect the information provided in this comment.

O-0011

COMMENT

RESPONSE

O-0011-3

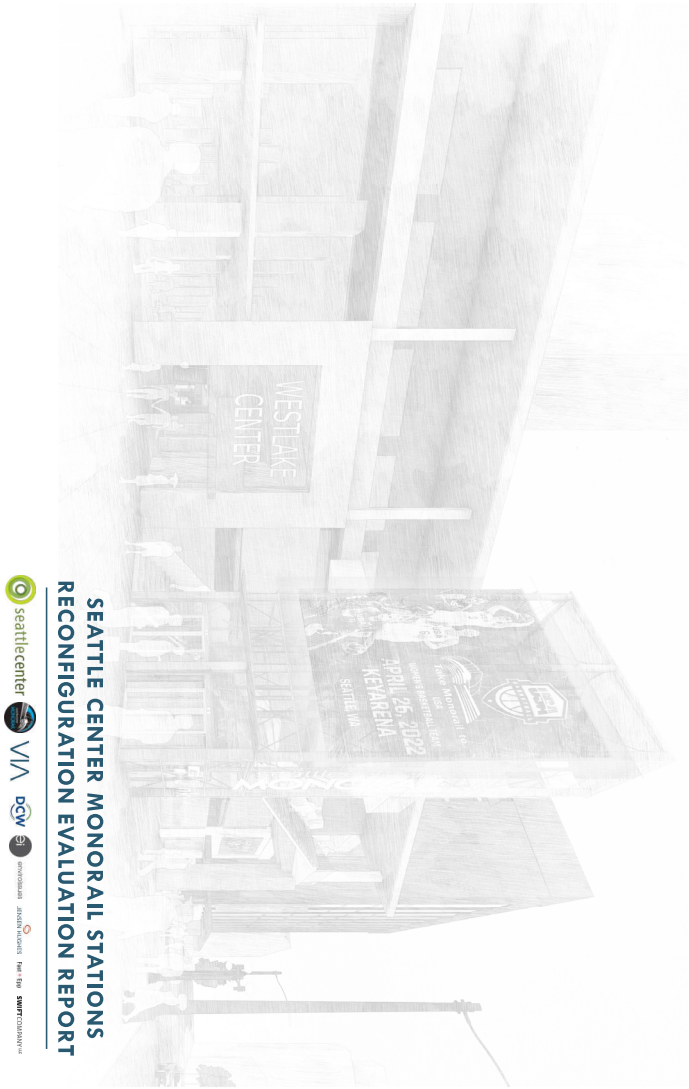
To state it plainly, unrestricted ORCA integration is not achievable under the current concession agreement terms. We do recognize, however, that the City may wish to pursue having the Monorail accept other cashless options, such as enhanced ORCA products (monthly passes) and transfers from other agencies. We are prepared to work with the City in good faith to attempt to address the changes to the concession agreement that would be necessary for this to move forward and negotiate an amendment for City Council consideration.

Sincerely,

Megan Ching
General Manager

O-0011

COMMENT



RESPONSE

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RESPONSE

COMMENT

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EXECUTIVE SUMMARY

INTRODUCTION

In late 2017, VIA Architecture was selected by Seattle Monorail Services and Seattle Center to develop and evaluate potential improvements to the Seattle Monorail that will **increase capacity, improve accessibility,** and **better connect** it with the regional transit network, downtown transportation infrastructure, and other downtown resources. The results of that effort and are summarized in the following report and include concept designs for both Monorail stations, time lines, operating recommendations, and high-level cost estimates.

STUDY PRINCIPLES

The primary objectives of this feasibility study and concept design are to enhance patron experience at the existing Monorail stations and increase overall capacity of the 1-mile line to meet the demands of growth and development in Seattle Center and downtown. The larger goals of these objectives align with the goals put forward by the Seattle Comprehensive Plan 2035, adopted in 2017, and other community efforts as follows:

1. Maximize the operating potential of the existing Monorail line.
2. Make the best use of existing streets, parking facilities, and transit operations to move people to and from Seattle Center.
3. Encourage the use of public transit to Seattle Center by fully integrating the Monorail as part of the local and regional transit system.
4. Meet the transportation needs required by redevelopment of the Seattle Center Arena on its opening day.
5. Provide a phased approach to bring improvements on-line as quickly as possible, with subsequent improvements to be added as capacity needs increase with the completion of Sound Transit 2 connections to Bellevue and Redmond.
6. Provide universal access.
7. Contribute to a safer city*
8. Create an interconnected city where people have reliable, easy to use travel options*.
9. Develop a more vibrant city by creating streets and sidewalks that generate economic and social activity*.

*Goals take directly from the Seattle 2035 Comprehensive Plan

MONORAIL VITAL LINK TO WESTLAKE HUB

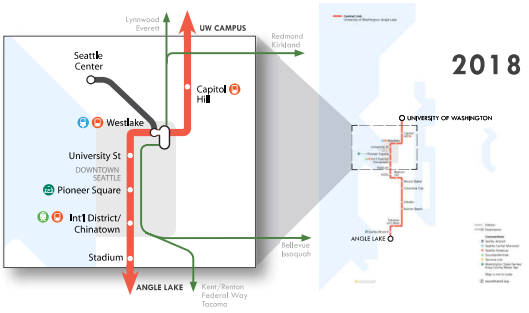

Figure 1a: This diagram shows existing connections from the Monorail to regional transit at Westlake Station. The red line represents Sound Transit Link Light Rail 1 (ST1). The green lines represent regional bus lines that will be supplemented or replaced by ST2 and 3 over time. The diagrams on the following pages show the growth of the Link Light Rail network and the regional stations that will be able to provide direct access to Seattle Center via public transit from 2018 - 2041, with the Monorail playing a key role in that connection until at least 2036.

VIA

O-0011

RESPONSE

COMMENT

ACHIEVABLE OUTCOMES

Doubling Monorail capacity to 6000 passengers per hour in each direction

- The major constraints on the system are at Westlake. The 1988 replacement of the original downtown station with one inside the Westlake Center shopping mall essentially cut system capacity in half.
- Capacity goals at Westlake can be achieved with automated ticketing, fare gates, additional vertical circulation capacity, improved visibility, enlarged and reconfigured platform and queuing spaces, and easy, intuitive connections to the transit tunnel below.
- To reach the capacity goals for the line, certain improvements (e.g., automated ticketing and fare gates) will also be needed at the Seattle Center station.
- Proposed improvements to the station platforms and circulation spaces can reduce headways (the average interval of time between trains departing a station) at peak times from the current 5 minutes to 2.5 minutes, effectively increasing ridership capacity to 6,000 per hour in each direction, or 12,000 riders per hour in total.

Accessible, easy connections to Westlake, downtown, and regional transit

- High speed, high capacity elevators at the plaza in front of Westlake Center will provide excellent visibility and ease of connection from the Monorail to the street, the regional bus system, and Link Light Rail.
- A stairway connecting to the Westlake Center mall balcony and Monorail platform will provide surge capacity and restore the balcony as civic space that contributes to the vibrancy of the city.
- Overall, improvements create better accessibility, visibility and intuitive connections for ease of access and transfer.

Utilize existing infrastructure to ease congestion

- Maximizing the operating capacity of the existing Monorail line to its greatest people-moving potential can mitigate congestion created by large events at Seattle Center.
- The fine grain, pedestrian oriented neighborhood of Uptown cannot provide the transportation capacity that exists in downtown without major investment and impact to the character of the neighborhood.
- Seattle Center patrons can easily and quickly avoid congestion after an event by accessing downtown's existing high capacity transportation infrastructure via the Monorail - Metro buses, Link train lines, protected bike facilities, parking garages and the street grid - all designed for higher capacity than available in the Uptown area.

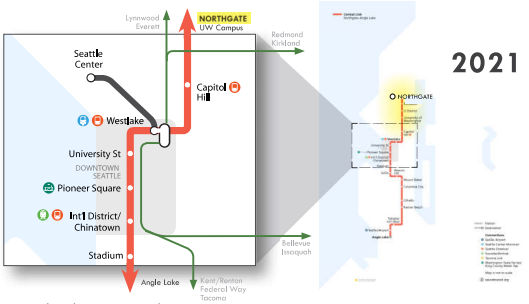

Figure 1b: Northgate Station projected connection in 2021.

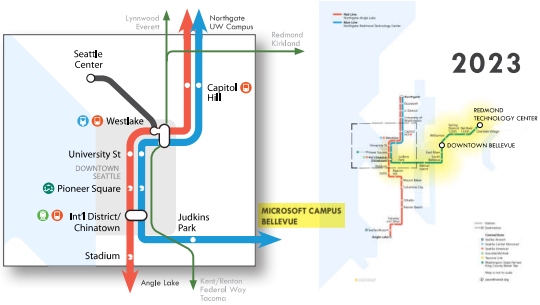

Figure 1c: Eastside projected connection in 2023; contingent on outcomes of Metro's 520 Connections project. The blue line represents ST2.

VIA

O-0011

RESPONSE

COMMENT

PHASING AND CAPITAL COSTS

The Seattle Center Monorail can provide a connection from Seattle Center to high capacity regional transit service more than twelve years before the proposed Sound Transit 3 line will connect there.

The results and recommendations of this study identify ridership goals for different levels of investment in the existing system. Improvements can be phased to have the Monorail operating at the highest capacity possible by opening day of the proposed Arena redevelopment.

To achieve this, the minimum level of improvements necessary are the Phase 1 improvements at Westlake proposed in this report, together with a commitment to staffing at both terminals to operate the Seattle Center Armory and its amenities late at night for post-event queuing and to keep Westlake Center mall open for escalator circulation to the street and transit tunnel. Estimated capital cost of Westlake Phase 1 is $3.85 mil.

Phase 1 improvements at Seattle Center station, which replace 32 stationary platform edge guardrails with automatic platform edge gates matching those at Westlake, are the next priority. These gates are needed to achieve the 2.5-minute headway times and full 6,000 one-way and 12,000 two-way capacity of the system and to provide the same level of customer safety and experience at both stations. The capital cost for Phase 1 at Seattle Center is estimated at $3.1 mil.

Phase 2 adds vertical connectivity directly from the Monorail platform to the transit tunnel, and creates additional street activation and tunnel access from the plaza in front of Westlake Center, visible from vibrant Westlake Park. Timely implementation of the second phase of capital improvements at Westlake station is important as rider demand will increase as Sound Transit 2 Link Light Rail expands connections to the north, south and east between 2021 and 2025, *(figures 1b-1d)*. The capital cost for Phase 2 at Westlake Center station is estimated at $9.2 mil.

Descriptions and images of the phases for Westlake station are shown on pages 15-21 and for Seattle Center station on pages 22-25. Appendix B includes a description the costs per phase for each station.

EXISTING MONORAIL LINE CONTEXT

The Seattle Monorail was built in 1962 for the World's Fair. It is one mile of double track connecting the major business and civic campuses of Westlake and Seattle Center at two terminal stations. Originally installed for the 6-month long Fair, the Monorail has achieved its 55th year of operation and the trains have logged over 2 million miles. The Seattle Monorail train cars have been designated as historic landmarks and serve as a cherished piece of living history. Today, the Monorail performs functions ranging from delighting tourists to ferrying event attendees and supporting daily commutes.

There are opportunities to enhance the Monorail experience for all user groups. At Westlake, the 1988 reconfiguration to rebuild the station inside Westlake Center shopping mall constricted the platform and guideway, limiting service. Although Link Light Rail has been in operation since 2009 at Westlake in the transit tunnel below the Westlake Monorail station, there is no easy, direct, or legible connection between the two. As Link Light Rail expands as a regional transportation network, the need to strengthen the Monorail's connection to both Link Light Rail and the wider urban fabric increases.

The simple, modernist, historic structure at Seattle Center Station has been hidden as the campus has developed over the past 50 years. With a major renovation of the Seattle Center Arena planned for 2020, strategies to increase wayfinding, visibility, and accessibility to the Seattle Center station are needed.

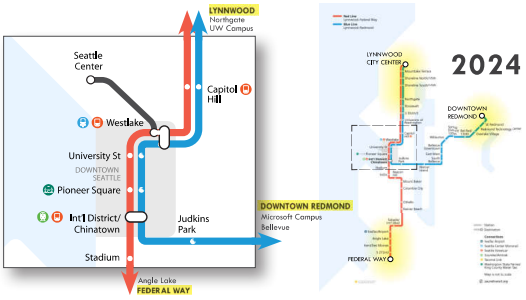

Figure 1d: Lynnwood projected connection in 2024.

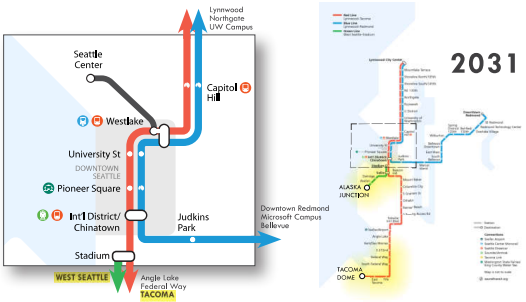

Figure 1e: West Seattle and Tacoma connections projected for 2031. The green line represents ST3.

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STAKEHOLDER ENGAGEMENT

Stakeholder and community input was extensive and essential for the Monorail feasibility study process. The design team provide materials and support to Seattle Monorail Services who engaged with the following stakeholder groups:

- Uptown Alliance
- Belltown Community Council
- Queen Anne Community Council
- Magnolia Community Council
- Downtown Transportation Alliance (Commute Seattle)
- South Lake Union Community Council Transportation Committee
- Downtown Seattle Association
- Visit Seattle
- General Growth Properties – owner and manager of the Westlake Center shopping mall
- CBRE - property manager of the Westlake Center office building and garage
- Seattle Metropolitan Chamber of Commerce
- Nordstrom
- Westin Hotel
- The Vance Corporation
- Oak View Group

PUBLIC ENGAGEMENT

Community meetings were conducted in conjunction with the North Downtown Mobility Action Plan community process to seek input regarding the station options as part of the larger vision of connectivity within the North Downtown neighborhoods.

The team presented station concepts and collected feedback at two open houses sponsored respectively by the Uptown Alliance and Belltown Community Council. Public engagement consultant, envirolssues, aided the team in collecting widespread survey response, both on site at the Monorail stations and through an online portal. Survey results and conclusions were presented with the station concepts at a public open house held at the Seattle Center Armory.

The team experienced almost uniform support and excitement for the proposed station upgrade strategies. Particular interest and support was given to improved connections to Link Light Rail and better integration with regional transit. An outline of the scope and results of the public outreach can be found in Appendix C.

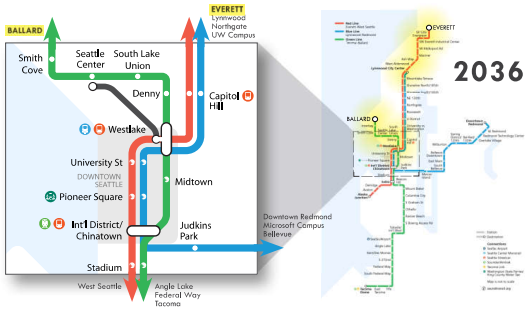

Figure 1f: Sound Transit 3 is projected to connect Seattle Center directly to Link Light Rail in 2036. The Monorail will then provide redundancy to the system, but will maintain competitive travel and wait times for service between Seattle Center and Downtown.

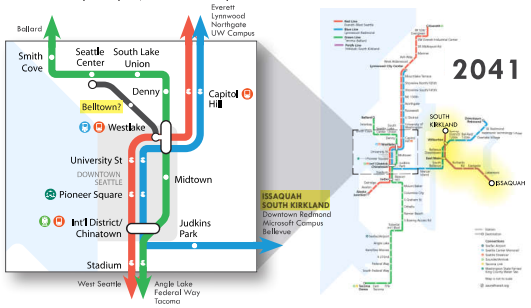

Figure 1g: Addition Eastside connections planned for 2041. Link Light Rail's direct connection to Seattle Center alleviates high event demand on the Monorail. Tight headways will not be as vital so this is the appropriate time to consider an added Belltown Station.

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EXISTING CONDITIONS ANALYSIS

OPERATIONS

Improvements to the Monorail stations should be coordinated with operations to maintain and improve the flexibility and reliability of the system. This requires an understanding of current operational methods and challenges and how they interact with physical conditions at the stations.

The Monorail currently has great operational flexibility.

- Normal operation involves attendants at either station and two alternating trains, each with a driver.
- During times of light demand, the system can operate with a single train with only a driver and a ticket attendant inside the train itself.
- For heavier demand such as large festivals or events, additional personnel and equipment such as temporary barriers and queue markers are brought in for crowd control and greater ticketing capacity.

Operations must work within the physical constraints at the stations as well as the guideway itself.

- Two-train operation must be carefully coordinated to keep trains separated on either side of the 'gauntlet,' or track narrowing, south of Stewart Street.
- The mechanically retractable bridges that extend at Westlake over the near guideway to allow riders to reach the far train must be extremely reliable during two-train service.

Current operations must coordinate patron access and egress with the Seattle Center Armory and Westlake Center mall opening hours.

- Arena events typically end after the Westlake Center mall has closed. Crowds of event patrons returning to Westlake after an event do not have access to the mall escalators and must exit the platform only by the existing staircase and elevator.
- Congestion of patrons clearing the platform between train arrivals results in longer boarding/alighting times and can cause service delays.

CAPACITY

Monorail currently carries 2M riders/year (approx. 5500 per day on average), with a peak day in 2017 of over 21,000 passengers, but carried over 8M passengers during the 6 months of the 1962 World's Fair (44,000 per day).

The current capacity of the Monorail is 3,000 riders per hour in one direction. This is based on filling trains to their maximum operating capacity of 250 people per car, with a 4-car train leaving every 5 minutes. The existing headways during two train service of approximately 5-minutes consist of 90 seconds for the actual trip and 3.5 minutes for boarding and alighting of passengers and for the operator to make a security sweep while walking to the driver station on the opposite end of the train.

The need for more capacity is driven by:

- Growth of programming and development in and around Seattle Center, particularly the renovation of the Arena.
- The increased prominence of Westlake as a regional transit hub.

Currently, the Monorail can transport only about 13% of future NHL event attendees at the Arena to or from Westlake in 45 minutes. This is insufficient to fully leverage the Monorail line and its connection to the growing regional transit network (figures 1a-g), to alleviate congestion. Survey responses indicate that the proposed Monorail improvements may induce a tripling in rider demand (see *Appendix C*).

The key elements limiting capacity are at Westlake:

- Passengers must enter and exit both trains on a single platform.
- The size and configuration of the platform bottlenecks at ticketing, queuing, and exiting flows.
- Paths to the street and transit tunnel are sub-par.

The Seattle Center Station, by contrast, can more easily accommodate the future capacity demand by utilizing its three platforms and ample circulation space.

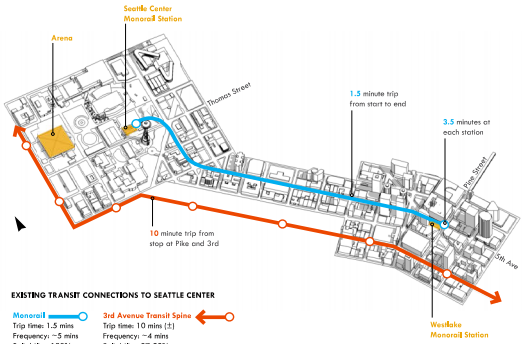

Figure 2: Comparison of the existing Monorail line with other transit options from Seattle Center to Westlake at peak hours.

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ACCESSIBILITY

The ease of accessing and moving through a station is an important factor in people's decision to ride the Monorail. Consideration must be given to riders who experience sight, hearing, mobility, or cognitive challenges. The term accessibility includes full compliance with national accessibility standards as well as state and local accessible building and land use codes, but goes beyond these minimum requirements by considering the holistic experience for riders of all abilities. Improvements should eliminate barriers to access on existing ingress/egress paths and avoid segregated entrances.

Both Seattle Center and Westlake platforms are surrounded by high quality pedestrian environments. There is great opportunity to leverage this to provide accessibility improvements at entrances, ticketing centers, queuing areas, foregates and platforms at both stations.

Westlake accessibility issues are on the path from the street or transit tunnel to the platform and on the platform itself.

- When the mall is closed, patrons must either ascend three stories on stairway or wait on the Fifth Avenue sidewalk for the single, slow elevator.
- Riders in wheelchairs have no choice but to use the elevator; when it is not in service, there is no alternate accessible route.
- When the mall is open, there are escalators and additional elevator options, but the elevators are not located along a clear path to the platform.
- The elevator connection to the Monorail from the transit tunnel is tucked in an alcove in a location off the main pedestrian route and suffers from poor visibility and signage.
- The operable bridges leading to the train doors on the far guideway are not uniformly level, leading to slower boarding speed and difficult boarding for persons with mobility assistive devices, such as wheelchairs, scooters, etc., (*figure 3*).

Seattle Center Station is somewhat easier to access, however there are accessibility issues at the main entrance and on the platform.

- The path through the Armory building directly west of the station is accessible and the bridge connecting the station platform to the Armory east entrance provides a covered accessible route. This entrance, however, needs signage and wayfinding to clearly define it as an accessible path to the Monorail.
- The main entrance to the Monorail platform from Thomas Street on the south utilizes a ramp that does not meet current accessibility standards.
- The platform edge and the train door openings are not level and some require use of a portable ramp for wheelchair users boarding and alighting the trains.

At both Seattle Center and Westlake platforms wheelchair users must enter the train from one of only two doors, yet no signage or markings clearly indicate which doors are accessible.

Figure 3: View of existing operable bridges to the Red Train at Westlake

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FLOW

A simple and smooth passenger flow through the stations is a key factor in achieving reliability and enhancing the passenger experience at both stations. The flow needs to be as simple and intuitive as possible, requiring minimal signage to navigate, and be configured to minimize conflict. The configuration needs to be flexible for multiple fare collection and operational scenarios.

Westlake platform has several flow issues that will require reconfiguration to add capacity and improve the customer experience:

- Passengers currently wait in a small, fenced fare-paid area.
- Passengers enter the trains by the four center doors and exit at four doors, two on either end of the train. This configuration is only optimal when there are an equal number of riders entering and exiting the train.
- The current train dwell time is at least twice as long as what it could be if the platform was configured to allow use of all train doors for boarding and alighting.
- The current two-gate ticketing kiosk configuration creates a bottleneck.
- The elevator has a low capacity and is slow.
- The stair, located adjacent to the elevator has low ceilings, poor lighting, and exposed pipes, discouraging use. It connects to the street and transit tunnel, but is often closed off below street level for safety reasons.
- The mall escalators that circulate through retail spaces before reaching the Monorail platform are another option for exiting the platform when the mall is open. They are distant from the stair and elevator, and the point of decision takes place just as passengers are exiting the train, leading to congestion as they hesitate while deciding which direction to take.

Seattle Center station is less space-constrained, but increased system capacity and post-event queuing at multiple entry points calls for better utilization of platforms, mitigating movement conflicts, and improved wayfinding and accessibility.

VISIBILITY AND WAYFINDING

Good visibility and wayfinding, including tactile wayfinding for vision impaired Monorail riders, are critical to ensure that investments in capacity and flow improvements are fully leveraged. Currently, both stations have visibility and wayfinding challenges.

The Westlake platform was moved from its original location above a visibly prominent intersection in 1988 to the east side of Westlake Mall on the third level above 5th Ave. The current location has the following challenges:

- Entrances to the platform from the transit tunnel, the mall, and the street are hard to find and poorly marked.
- Paths to the Monorail are not intuitive.
- The station is on a narrow street, limiting visibility in all directions and is not visible from the nearby large civic space, Westlake Park, (figure 4).
- Other than a few small street signs, there is little Monorail signage in the surrounding blocks, nor directions for access through the mall.

Seattle Center station also has visibility challenges. Despite being a freestanding building at street level, its visibility is obscured by adjacent buildings and landscape vegetation. The gift shop on the south side blocks the view of the station from the exit of the Space Needle, while the Next 50 Pavilion hides the station from the 'Artists at Play' plaza and MOPOP entrance to the north. Post-event crowds from Seattle Center will also benefit from improved wayfinding, improvements to the "front door" South Entrance and potential future north entrance.

- On platforms at both stations wayfinding signage should be provided to clarify the routes to platforms, indicate locations of exits, and note where exits lead.
- Ticketing, fare gates, platform waiting locations, and all other critical elements of the station must be clearly marked and intuitive enough for first time users to understand.

Figure 4: Blue and yellow silhouette shows the Monorail and guideway position behind Westlake Center

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EXISTING CONDITIONS - WESTLAKE MONORAIL STATION

CONSTRAINTS & OPPORTUNITIES

As noted earlier, there are several constraints at the Westlake station that restrict flow and create a bottleneck. Figures 6a-b identify several of these constraints on the existing plan. Development and evaluation of opportunities to improve the platform flow included assessment of existing constraints, including:

- Current and planned use of the mall retail and public circulation spaces that limit opportunities for increasing platform and queuing space.
- Monorail's existing control room on the platform.
- The current platform layout with ticket kiosk and separate train boarding and exiting areas limits queuing capacity and requires longer dwell times.
- Limited vertical circulation access and egress capacity. The existing single platform elevator is slow, has limited capacity, and has no redundancy when elevator is down and the mall is closed.
- Existing building infrastructure, including mechanical shafts, ventilation shafts, and electrical rooms, constrains capacity improvements to stairs and elevators at the current street entrance.

Proposed updates to the platform and patron circulation spaces address these constraints. Optimizing the use of the available space includes introducing automated ticketing and fare gates and reconfiguring the platform waiting area to allow use of all eight train doors for boarding and alighting. Connecting to the regional transit system creates a seamless, intuitive connection to encourage ridership. Current constraints on effective connections are:

- The 5th Avenue entrance to the monorail elevator and public stair is hidden under the guideway and does not provide a prominent 'front door.'
- The elevator and stair are hidden from the primary view at the transit tunnel station below in an alcove off one of the secondary arms of the mezzanine.
- Signage and wayfinding to and from the Monorail is weak.

Opportunities to improve the street presence and the vertical circulation link to the transit tunnel are available. Proximity, visibility and speed of access can all be greatly improved.

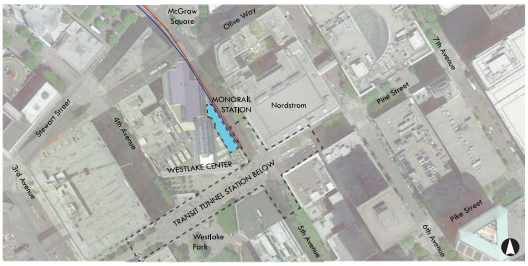

Figure 5: Site Aerial Context View

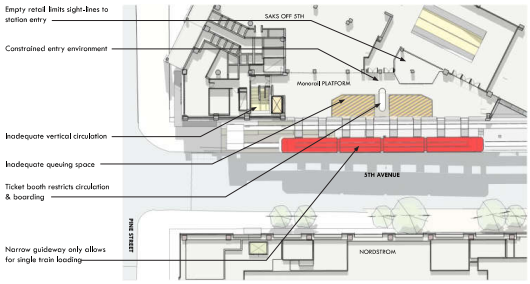

Figure 6a: Existing conditions at the Westlake Monorail platform

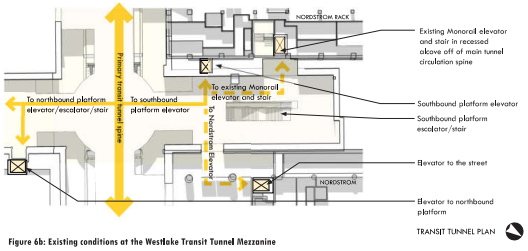

Figure 6b: Existing conditions at the Westlake Transit Tunnel Mezzanine

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EXISTING CONDITIONS - SEATTLE CENTER MONORAIL STATION

CONSTRAINTS & OPPORTUNITIES

In contrast to Westlake, Seattle Center station maintains its original 3-platform configuration and spacious setting, making improvements to capacity and flow less constrained. Evaluation of the current station condition and opportunities for improvement identified issues that are noted on the plan of the existing station in figure 8 and are as follows:

- The current platform layout with ticket kiosks and train boarding on the center platform limits the departure platform capacity for post-Arena events.
- The current platform gate configuration limits train boarding and alighting flow
- The platforms are not completely level with the train doors, requiring the train operator to assist passengers with disabilities boarding and alighting the trains by employing a portable ramp.
- Poor station visibility and identification from Thomas Street due to the existing gift shop and dense landscaping close to the south platform
- Access from Harrison Street to the platform is a circuitous route under the low bridge to the Armory and past the waste facility to the existing ramp
- The existing entrance ramp does not meet current accessibility requirements

Proposed upgrades to the platform layout address these constraints, optimize opportunities to reconfigure the platform space, and improve flow and queuing.

In addition to platform upgrades it is important to improve connections to Seattle Center institutions and venues such as the International Fountain, MOPOP, Memorial Stadium and the Artists at Play plaza.

Existing conditions that prevent a well-integrated station include:

- Poor station visibility from the north side - when approaching the station from the Artists at Play Plaza or the north side of the Armory at Harrison Street, the Next50 building blocks views to the station.
- There is no direct access to the station from the north side.

A phased approach is proposed for Seattle Center Station to address these issues with incremental investments that are aligned with the phasing of Westlake improvements.

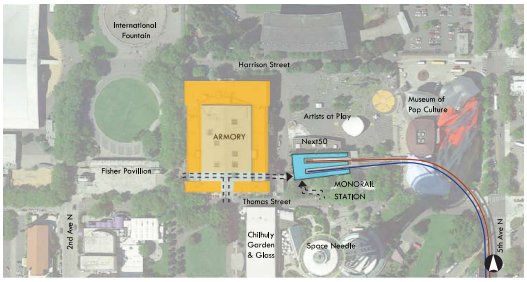

Figure 7: Site Aerial Context View

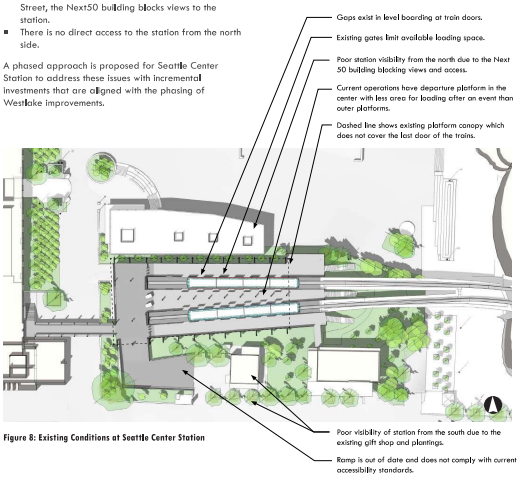

Figure 8: Existing Conditions at Seattle Center Station

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CONCEPT DESIGN - DRIVERS AND OBJECTIVES

Increased utilization of the Monorail will reduce traffic congestion, make the regional transit system more efficient, and provide numerous additional benefits to local stakeholders, surrounding neighborhoods, and the environment:

- The renovated Seattle Center Arena will accommodate NBA and NHL games as well as larger concerts and events, with up to 19,125 patrons projected for a sold-out performance. This will increase the size of surge loads on the system, particularly during the post-event peak hour when everyone exits the venue at the same time.
- The current capacity of the Monorail can move only 13% of Arena patrons in 45 minutes. With improvements, this number would reach 26%.
- Westlake Center will be an increasingly vital regional transit hub over the next two decades (figure 8) as Sound Transit 2 (ST2) and Sound Transit 3 (ST3) are built out, (*figures 1a-1g*).
- Roads will become more congested as the region's population and employment increases, but event patrons will have the option to avoid the hassle of driving and parking and save time by taking the Link Light Rail to Westlake and transferring to the Monorail, (*figure 10*).
- Increasing the quality of the platform-to-platform connection from Link to the Monorail is a vital step to encourage patrons to utilize this regional transit asset. Our survey suggests that improving this connection alone will triple Monorail rider demand during events, (*Appendix C*).
- Redevelopment and increased density in the blocks surrounding Westlake, (*figures 12-13*), will drive increased foot traffic to the Monorail to reach events, bringing the need for improved wayfinding, visibility, and accessibility of the Westlake Monorail Station into focus.
- People who still wish to drive will find the area immediately around Seattle Center to be congested, which is likely to worsen given the increased frequency of and attendance at Arena events. Driving on Mercer street from I-5 to Seattle Center alone could take as long as 15 minutes, and parking may be scarce or difficult to find.
- Westlake Center has better freeway access and a surplus of available parking after 5pm and weekends when events generally take place. The Monorail will play a key role in utilizing this resource and mitigating increased congestion at Seattle Center.
- The Uptown neighborhood around Seattle Center will also continue to densify, generating more Monorail trips for commuting and leisure. Patrons will use the excellent pedestrian infrastructure within Seattle Center to access surrounding neighborhoods, (*figure 11*).

Appendix A contains a cost benefit analysis, weighing the benefits to arena patrons (reduced vehicle operating costs and reduced travel time) of Monorail utilization with its improved capacity and customer service, against the cost of station improvements . The cost-benefit analysis shows that the benefits greatly outweigh the costs. Appendix B provides a summary of the capital cost of the proposed station improvements. Finally, Appendix C contains the results of a public outreach survey indicating that increased ridership will be induced by improvements, completing the ridership-based case for investment.

Since these benefits are realized through utilization of the system, increased capacity will be a primary driver. Improvements to accessibility, visibility, wayfinding and regional transit connections will induce full utilization of this increased capacity.

Time Saved - Transit vs. Driving	2017	2020	2024	2035
Tacoma Dome Station	11	11	12	13
Federal Way	7	7	7	8
Everett Station	6	4	3	32
Lynnwood	17	16	47	49
Downtown Redmond	2	2	36	39
Downtown Bellevue	6	6	44	47
Sea-Tac Airport	11	11	11	33
Beacon Hill	32	32	32	33
Othello	23	23	23	24
U District	1	1	33	34
Northgate	-4	-4	33	34
Tukwila	26	26	26	27
Average	8	11	26	29

Figure 9: Travel Time Analysis Summary Table
This the results table of a study that compared the origin -to-destination trip durations of driving vs. taking a bus or the Link Light Rail and transferring to the Monorail to arrive at Seattle Center. This assumes pre-event rush hour condition and Link Light Rail platform connection improvements at the Westlake Monorail station. Average time saved by taking transit is 18 minutes across all studied locations and time periods. Note that Northgate does not show a time savings on transit until the Sound Transit station is scheduled to open there in 2024. It is recommended that Phase 2 Monorail improvements be implemented by this time.

POSSIBLE BENEFITS OF DOUBLING MONORAIL CAPACITY

1250 — **Fewer cars circulating Uptown during events**

249/yr — **Tons of CO2 reduced**

3000 — **Additional patrons at Westlake before and after events**

$5M/yr — **Potential increased parking revenue near Westlake Station**

$3M/yr — **Patron vehicle operating costs saved**

12yr+ — **Emulates ST3 service to Seattle Center 12+ years earlier**

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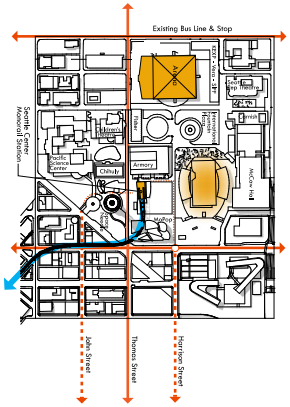

Figure 10: Seattle Center Connections and Development

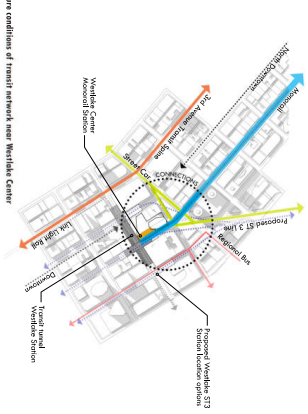

Figure 11: Future conditions of transit network near Westlake Center

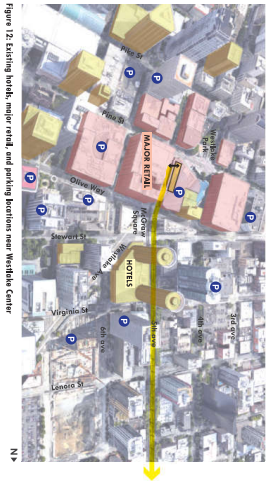

Figure 12: Existing hotels, major retail, and parking locations near Westlake Center

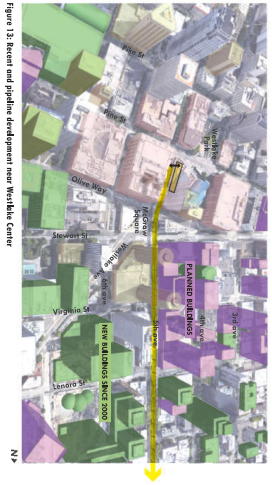

Figure 13: Recent and pipeline development near Westlake Center

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CONCEPT DESIGN - OPERATIONAL GOAL

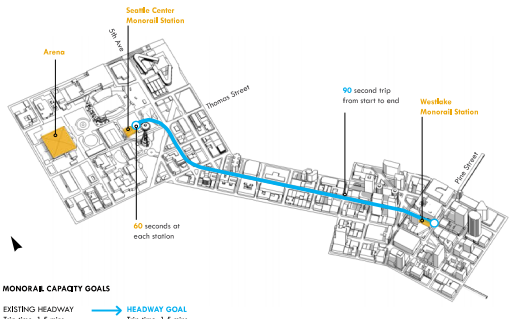
The best value for investment will be achieved by maximizing capacity within the constraints of the current guideway alignment, train cars, and platform locations. Within these constraints, there is still room for a significant capacity increase.

The proposed operational scenario moves 6,000 people per hour, per direction, a doubling of the current capacity. This is achieved by moving 250 people per train at 2.5-minute headways. Each train takes 90 seconds to travel between stations and spends 60 seconds at the platform.

This goal can be achieved by the following operational practices, supported by improvements to vertical circulation, platform capacity, and passenger flow at both stations:

- The time the train spends at the station platform is known as 'dwell time'. The dwell is set at 60 seconds which will allow all riders to get off the train and most passengers waiting on the platform to board. This time is rigidly set to maintain consistent headways. See Appendix E for calculations on how a one-minute dwell time maximizes system throughput.
- Although the functional maximum capacity of the trains is over 300, the operations goal is set at 250 passengers per train. This is because the boarding rate decreases as the train nears maximum capacity.
- A 250-passenger train load is achievable in 60 second dwell times and helps maintain operational efficiency, reliability, and passenger comfort.
- Short and consistent headways assure riders that the next train is not far away. The outreach survey results indicated that shorter wait times for trains was a very popular choice for improving the Monorail, (*Appendix* C).
- With operational procedures common to mass transit systems, such as synchronized train operations, the system can operate at maximum efficiency even within the constraints of the narrow guideway beam offset and single platform at Westlake.
- The security sweep by the train driver will happen simultaneously with the passenger alighting and boarding during the 60-second dwell time.
- Operations practices, rather than rebuilding the guideway and Westlake platform, is the more cost-effective solution to reach the capacity goals. Synchronized train operations can ensure that neither train is required to wait to enter Westlake platform.

The station upgrade strategies described in this report are based on achieving this operational goal. The Phase 2 improvements achieve maximum system capacity of 12,000 passengers per hour total for both directions in accordance with pedestrian simulation modeling and flow calculations included in Appendix E.



MONORAIL CAPACITY GOALS

EXISTING HEADWAY
Trip time: 1.5 mins
Frequency: ~5 mins
Reliability: 100%
Capacity: 3,000/hour
(one direction)

→ **HEADWAY GOAL**
Trip time: 1.5 mins
Frequency: 2.5 mins
Reliability: 100%
Capacity: 6,000/hour
(one direction)

-WHICH EQUALS-

33% of a post-event crowd per hour
1,200 fewer cars circulating in Uptown/event
3,000 more patrons at Westlake/event
249 tons of CO2 conserved/year

Figure 14: System Diagram

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RESPONSE

COMMENT

CONCEPT DESIGN - WESTLAKE STATION

PHASE 1: IMPROVE EXISTING PLATFORM

There are limited opportunities for improving flow and capacity within the many constraints of the existing station footprint and the Westlake Center mall building infrastructure. Although many options were explored (see Appendix D), the proposed options were selected as a cost-effective approach that supports phased investment.

Phase 1, shown in plan to the right, provides layout and equipment improvements that accommodate operational changes and more efficient platform queuing and flow. This phase avoids impacts to existing operational retail spaces and does not introduce any new vertical circulation elements. However, in order to clear the platform within the proposed headway with full train loads, this configuration requires use of the mall escalators to provide the required passenger exit flow. The key improvements provided in Phase1 include the following:

- The existing ticketing booth and queuing area are removed and an existing empty retail space is incorporated into the reconfigured platform.
- A new platform boundary is proposed from the existing inside wall of the retail space to the elevator to separate queuing from the platform space. This accommodates an automated ticketing center and fare control through faregates.
- An attendant station is shown incorporated into the new platform envelope for staff providing information, surveillance, and additional aide to passengers.
- In order to maximize queuing areas and avoid boarding and alighting flow conflicts, markings will be incorporated into the floor paving, as shown in figure 15b. This will allow all 8 doors to be used for both ingress and egress as waiting patrons are directed to stand to the side while passengers leave.

Although Phase 1 increases capacity and can accommodate peak event flows, it does not address some of the existing conditions that limit capacity, operations efficiency and connectivity. Queuing on the platform is still constricted and the mall escalators must remain in operation after mall hours, requiring additional security staffing. Without new vertical circulation element additions, the connection to the transit tunnel remains unchanged. See Appendix E for calculations.

CAPACITY & FLOW PARAMETERS

Queuing

Required queuing area to comfortably fit 250 people:

LOS C (7 sf/person) = 1,750 sf of queue

Actual available queuing area = 1,006 sf
250 people (~4 sf per person)

Total Vertical Circulation Capacity

302 people/headway assuming use of escalators

122 people/headway w/o escalators

Achieves flow goal of 250 people per headway.

Requires mall escalators to achieve 250 people per headway flow goal.

Walkways

Ideal Effective Width

LOS C = 9'-2"

LOS D = 7'-6"

+2'-0" refuge

Actual Walkway Width= 8'-0"

Achieves LOS D flow with space for reverse flow

Little space for refuge

✓ The Westlake Center mall escalators will be NEEDED in Phase 1 to accommodate the post event capacity and flow goal of 250 passengers arriving at the platform every 2.5 minutes. Many arena events will end after typical mall hours making this operating scenario undesirable as it requires additional security staffing in an otherwise empty mall. A permanent solution to ADD VERTICAL CIRCULATION capacity is preferred.

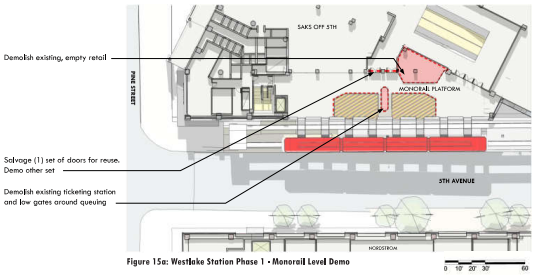

Figure 15a: Westlake Station Phase 1 - Monorail Level Demo

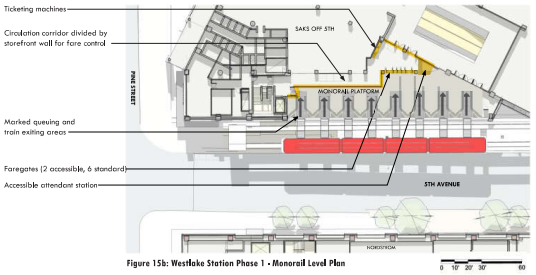

Figure 15b: Westlake Station Phase 1 - Monorail Level Plan

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PHASE 2: REACHING CAPACITY AND FLOW GOALS

In order for the Monorail to provide optimal service as a high capacity transit shuttle from Westlake to Seattle Center that can reach event surge capacity goals, the overall footprint of the platform needs to increase and, more importantly, additional vertical circulation will be needed.

Plans for the proposed Phase 2 improvements shown in figures 16a & 16b include the following:

- The proposed platform boundary provides more queuing space and increased walkway widths.
- An interior public walkway connects via the existing Westlake Center mall balcony to a new exterior stair and elevator tower containing two high capacity elevators that provide a strong connection to the plaza and transit tunnel.
- The original intention of the balcony and the plaza below was one of civic space. This intent has been compromised by closure of the balcony to the public with the change of use on level 3 and the installation of an escalator at the other end of the building. The introduction of the stair and elevators will restore the public use and the civic intent of the balcony.
- The changeable message board on the face of the elevator tower will activate the plaza and serve as an invitation to the Monorail, the transit tunnel, and Seattle Center.

CAPACITY & FLOW PARAMETERS

WALKWAYS

Ideal Effective Width:

LOS C = 9'-2"

LOS D = 7'-6"

+2'-0" refuge

Actual Walkway Width= 10'-0" minimum

Accommodates reverse flow and refuge at LOS D or higher.

QUEUING

Ideal Queuing Area for 250 people/train :

LOS C (7 sf/person) = 1750 sf of queue

Actual available queuing area = 1290 sf

250 people (~5 sf per person)

Accommodates LOS D queuing.

TOTAL VERTICAL CIRCULATION CAPACITY

266 people/headway w/o escalators

Achieves flow goal of 250 people per headway.

✔ According to advance pedestrian flow modeling, event surge goal of clearing **250 people per 2.5 minutes** from the platform is ACHIEVED with changes shown. In addition, the Monorail and the transit tunnel are given a NEW FRONT DOOR.

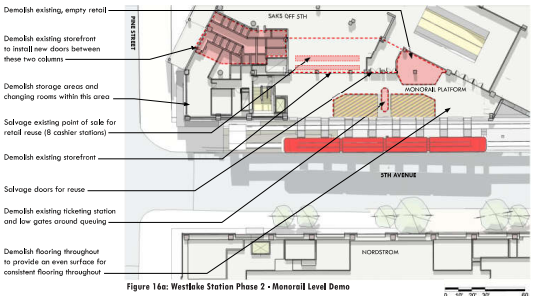

Figure 16a: Westlake Station Phase 2 - Monorail Level Demo

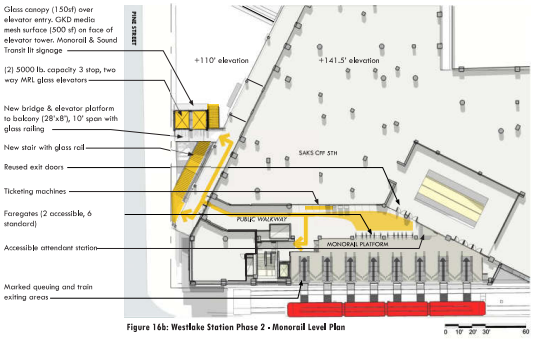

Figure 16b: Westlake Station Phase 2 - Monorail Level Plan

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CONNECTION TO THE TRANSIT TUNNEL

A connection to the transit tunnel is not required to clear the Monorail platform, but reliable vertical circulation from Monorail to the street and the tunnel is critical for accessibility, wayfinding and transit connections. The proposed changes will improve access to the tunnel to make the connections between transit options better overall. The current vertical circulation does provide a connection, but it is slow and not identified as a primary passenger route. The strong, clear connection provided by the proposed modification creates a direct and intuitive link to the system of regional transit that travels through the tunnel to the Monorail platform.

Figures 18a & 18b show the following modifications at the transit tunnel mezzanine level that are necessary to achieve direct connection to Link Light Rail and other regional transit from the platform configuration shown on the previous page.

- Minor modifications to existing retail space on the lower level are required including removal of an empty retail space.
- The existing accessible lift from this level to the metro tunnel mezzanine level will be relocated. Some stair modifications are required.
- In order to provide a clear visual connection to the platform elevator and open circulation space, existing vestibule doors are relocated to the tunnel side of the southbound platform elevator.
- The proposed layout of the vestibule doors and the elevator doors will require a security grill to be installed at the bottom of the mall escalators for after-hours secure closure.
- To avoid impacts to the parking drive aisle below, the elevators land at the retail level. The elevator closest to the tunnel wall can continue down to the parking levels without impacting the drive aisle.

Figure 17: Westlake Station Phase 2 • digital signage detail

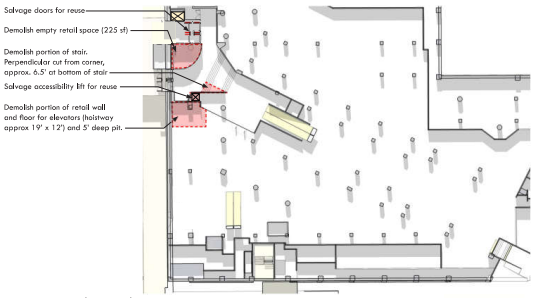

Figure 18a: Westlake Station Phase 2 • Metro Mezzanine Level Demo

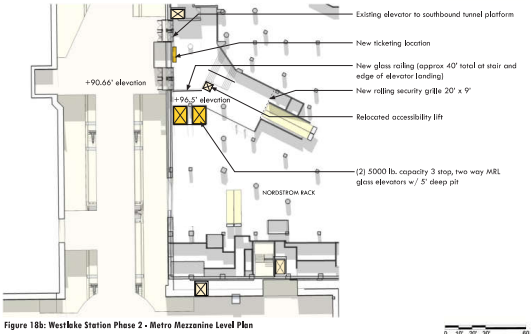

Figure 18b: Westlake Station Phase 2 • Metro Mezzanine Level Plan

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CIVIC SPACE

Westlake Park is a vibrant center of civic activity in downtown Seattle. The Westlake Station for bus and light rail is the busiest tunnel, one of the busiest transit stations in the Pacific Northwest, and a major hub for bus and light rail. Currently, there is no direct connection between the two. All existing entries to the tunnel are buried within buildings and shops. The proposed elevator tower creates a highly visible, memorable transit connection, making the use of the Monorail and the transit tunnel easy, pleasant, and convenient. Tying the multiple uses of the Monorail, the park, plaza, and the transit tunnel together, the elevators create a strong anchor for these civic spaces and services.

The tower can serve as a hub for information, a natural place to distribute news, connect transit riders to local business, and encourage community interaction. The distinguishable message sign proposed for the face of the elevator tower provides an opportunity to broadcast the activity in Westlake Park, provide real-time train or bus information, and a place to find promote events and activities happening at Seattle Center, intrinsically connecting two major civic centers of the city.

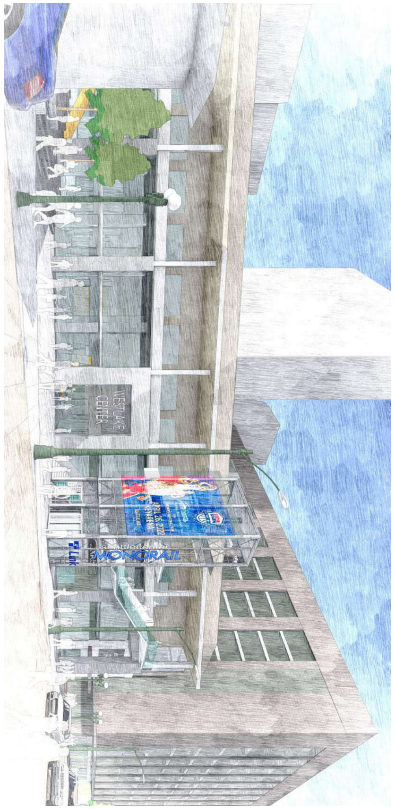

Figure 19: Westlake Station Phase 2 view from Westlake Park

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Figure 20: Westlake Station Phase 2 view from Pine & 5th

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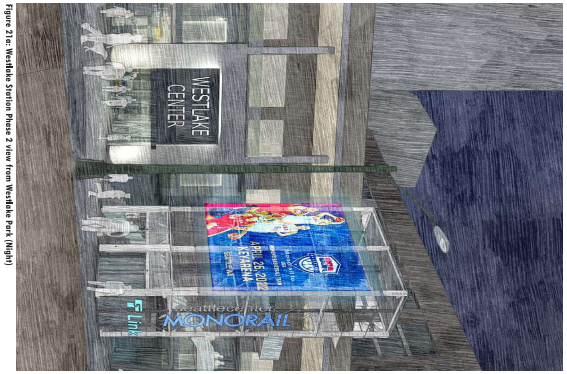

Figure 21a: Westlake Station Phase 2 view from Westlake Park (Night)

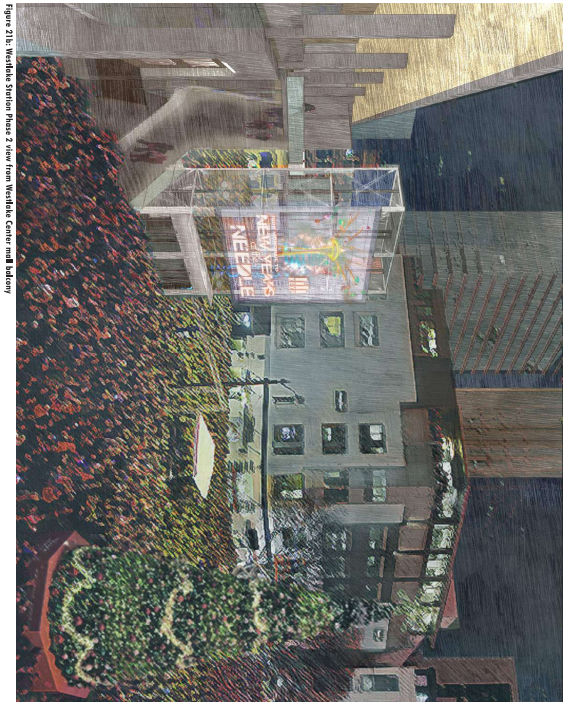

Figure 21b: Westlake Station Phase 2 view from Westlake Center mall balcony

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CONCEPT DESIGN - SEATTLE CENTER STATION

SEATTLE CENTER STATION IMPROVEMENTS

The Seattle Center improvements are proposed to be implemented in 3 phases. Phase 1 and Phase 2 are aligned with the Westlake improvement phases. Phase 3 is proposed for inclusion as Seattle Center develops its master plan vision for the "Center of the Center."

PHASE 1: PLATFORM LEVEL IMPROVEMENTS

The proposed platform improvements upgrade ticketing and boarding systems inside the station. The current ticketing booths will be removed and replaced by ticket vending machines. Faregates and automated platform edge gates are installed on the platform to facilitate safe and efficient boarding.

- Introduction of automated platform edge access gates on the platform.
- Replacement of the existing ticketing kiosks with ticket vending machines (TMVs), information panels and fare gates.
- Updates to platform paving to ensure level boarding at train doors.
- Reverse the platform operations to increase post event capacity by using the two outside platforms for train departures and the center platform for arrivals.
- Added signage and wayfinding to ensure accessible route is clear.

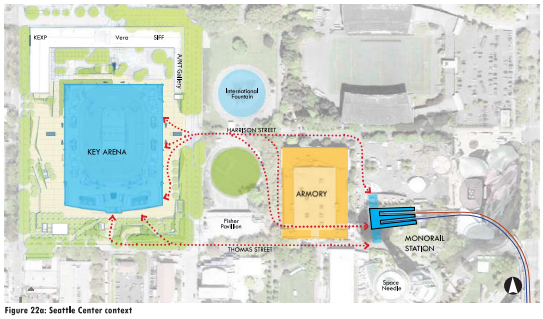

Figure 22a: Seattle Center context

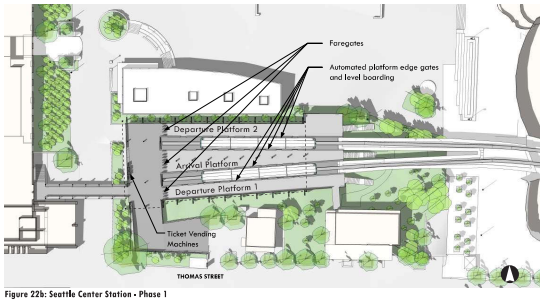

Figure 22b: Seattle Center Station - Phase 1

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PHASE 2: ENTRY & ACCESSIBILITY IMPROVEMENTS

Phase 2 improves the customer experience with upgrades to the station visibility, identity of path, and weather protection of the entrance and platforms. The customer experience of the station is enhanced by a more field and intuitive path to accessibility towards. The key elements of the station improvements shown in figures 23a-23c are the following:

- A passenger and freight elevator is added north of the bridge to the Armory.
- An additional bay of structure and canopy, matching the historic station detail, and mansard, is added on the platform for complete weather protection of the southernmost doorways where parked trains are currently exposed to weather, (figure 23b).
- Ticketing machines and trip information panels are enclosed by glass and a rolling grille for additional weather protection and after-hours security.
- The waste removal facility, attached to the Armory next to the pedestrian bridge, is relocated to create a better view and access corridor between the Monorail station and the Armory.
- The gift shop is relocated and selected plantings are removed to make the station more visible from Thomas Street and allow for a greater presence.
- Assistance to passenger assistance located near the elevator replaces the ticketing booth.
- The entrance is reconfigured to have a more direct connection to Thomas Street using a staircase and an accessible ramp.
- The new ramp accommodates queuing for post-event ridership surges, (figure 23c).
- The new entrance is covered by a new canopy to provide weather protection, (figure 23b).

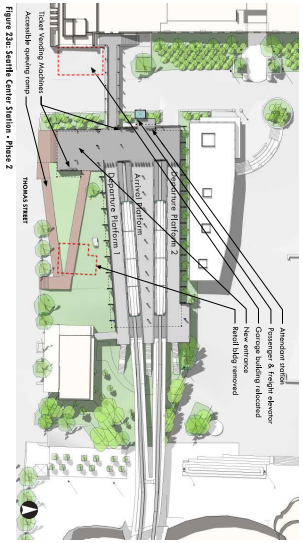

Figure 23a: Seattle Center Station - Phase 2

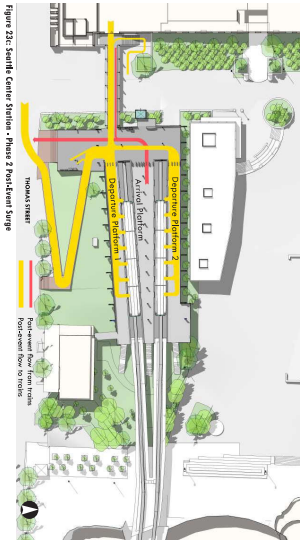

Figure 23b: Seattle Center Station - Phase 2 Roof View

Figure 23c: Seattle Center Station - Phase 2 Post-Event Surge

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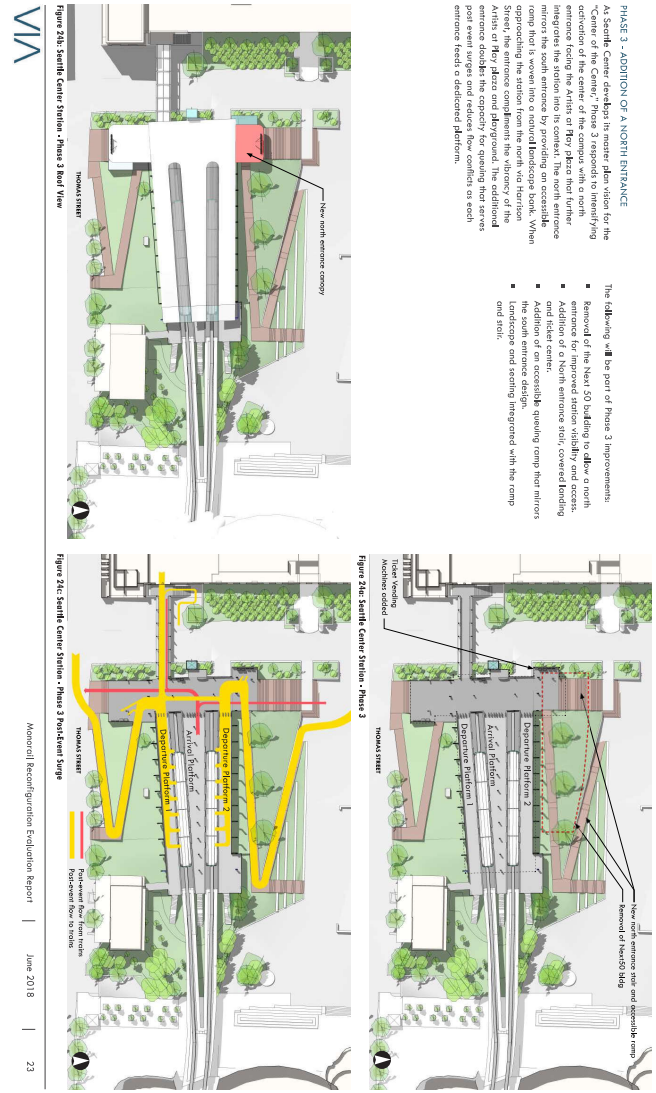

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Figure 25: New north entrance looking southeast

Figure 26: New north entrance looking southwest

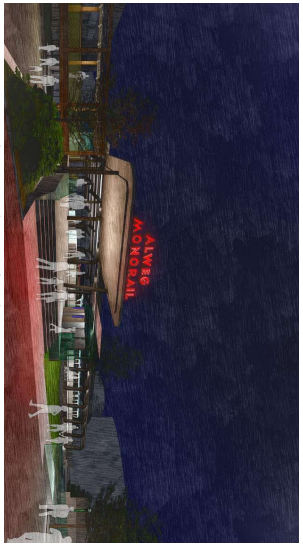

Figure 27: Seattle Center Station south entrance (across from Space Needle) - night time view

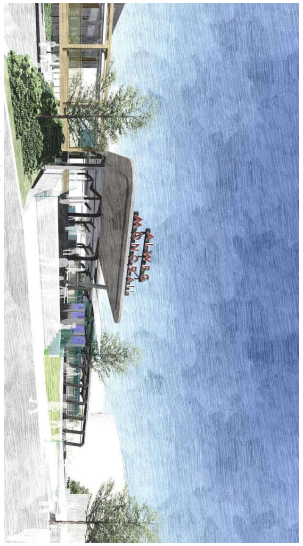

Figure 28: New south entrance looking north - day time view

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Figure 29: New north entrance from Artists at Play plans

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BELLTOWN MONORAIL STATION

This study also includes a feasibility analysis of the cost, construction, and operation of a Belltown monorail station in Belltown along 5th Avenue near Bell Street. Despite the highly constrained environment, a station was found to be technically feasible with minimal impact to 5th Avenue and surrounding properties and to Monorail operations during construction.

The station concept locates new structural supports far enough from the existing ones so as not to interfere with their foundation area. These columns end in T-opens which support one platform on either side of the guideway. Each platform is 30 feet above the ground, requiring elevators for accessibility, and escalators and stairs for passenger flow on both sides of the street. A limitation of this design is that passengers can only cross over to the other platform at the street crossings. This can be partially mitigated by using ticketing strategy that bellcams disconnect times and heading directions to passengers before they choose which platform to board.

Construction would occur at night so as to minimize impacts to pedestrian circulation. Sidewalks would be impacted during construction, and a loss of parking would need to be permanently converted to a bulb-out. The station would likely cost about $40 million or more to construct, not including design and property costs.

The station would add 4-5 minutes to round trip time, reducing the system's peak-event capacity to 1,000 passengers out of Seattle Center Station by half. Considering this, the station should be implemented in 2035 when the Link Light Rail ST3 line with a stop near Seattle Center can make up for the lost capacity.

Figure 31: Aerial View

Figure 32: Street Level View

Figure 33: Cross Section

Figure 34: Longitudinal Section

Figure 35: Platform Plan

Figure 36: Ground Floor Plan

Figure 30: Belltown station location on the Monorail line

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APPENDIX A: COST-BENEFIT ANALYSIS

To quantitatively demonstrate the value of investing in doubling the Monorail's capacity and improving the user experience at the stations, a study was undertaken to compare the magnitude of this investment with benefits to event patrons.

For this study, it was assumed that the average travel distance to the arena would be 10 miles, which is conservatively lower than the Arena Renovation Draft EIS assumption. The forecasted benefits are cumulative over an estimated 249 events per year over a 15-year time frame. The 15-year time frame reflects the time the renovated arena opens until the time that the ST3 Link Extension to Ballard opens (figure A1).

This analysis concludes that the benefits realized to patrons in terms of travel time saved and vehicle operating costs reduced as a result of Monorail improvements deliver a return on investment of roughly 7.7x - creating a surplus value of $92 million (figure A2). This analysis is based on completion of the proposed Phase II improvements at Westlake platform and Phase III improvements at Seattle Center Station. These options represent the best grades in wayfinding, visibility, accessibility, and passenger flow to encourage the level of utilization that will provide this benefit.

This study does not take into account additional benefits that would be experienced by non-event patrons as a result of reduced traffic congestion near the Arena and on major congested arterials leading to it, such as Mercer and Denny.

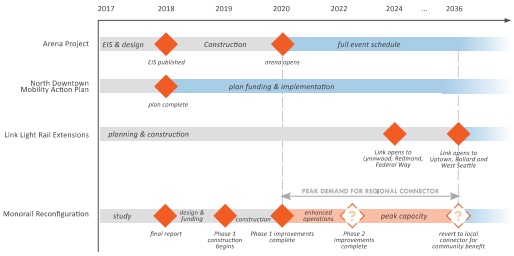

Figure A1: The benefit of increasing Monorail capacity will primarily be realized from the time that improvements are completed until the Link Light rail creates a redundant transit spine.

	Cost ($M)	VOC[2]	Travel Time[3]	Total	Surplus ($M)
Total Benefit[1] ($M)		46	60	106	
		ROI[5]	ROI[5]	ROI[5]	[4]
Phase I	7.0	6.60	8.56	15.16	99
Phase II	20.0	2.31	2.99	5.30	86
Phase III	23.0	2.01	2.60	4.61	83

1) Total benefits assume filling the capacity target of 6000 passengers per hour in one direction. Benefits are calculated over a 15 year span (see Figure A1) and only consider Seattle Center Arena events
2) Vehicle ownership costs are 89 cents per mile per APTA + .10 cents per mile due to congestion per USDOT
3) Value of time saved based on WSDOT congestion impact assessment methodology. Quantity of time saved based on travel time analysis
4) Surplus is total social benefit minus capital cost
5) Return on investment is expressed as a ratio. e.g. For every dollar spent on phase I improvements, $6.60 is saved on VOCs

Figure A2: Cost Benefit Analysis Summary Table

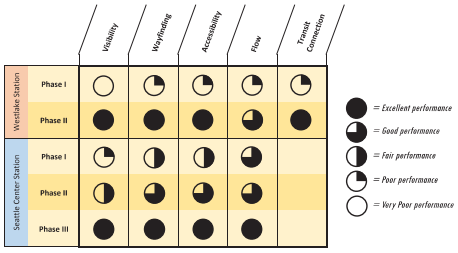

Figure A3: Alternatives Evaluation

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APPENDIX B: COST OF IMPROVEMENTS

PHASING AND CAPITAL COSTS

The results and recommendations of this study identify ridership goals for different levels of investment in the existing system. Improvements can be phased to have the Monorail operating at the highest capacity possible by opening day of the proposed Arena redevelopment.

To achieve this, the Phase 1 Improvements at Westlake Center and a commitment to staffing at both ends, making the Armory and its amenities available for exiting patrons to queue, and Westlake Center open for vertical circulation, are the minimum level of improvements needed. The capital costs for Phase 1 at Westlake are estimated at $3.85 M.

Phase 1 at Seattle Center, which replaces 32 stationary access gates with the same automatic gates at the Westlake platform, would be the next priority, and is needed to achieve the 2.5- minute headway times and full 6,000 one-way and 12,000 two-way capacity. The capital costs for Phase 1 at Seattle Center is estimated at $3.1 M.

Additional improvements can come online as Sound Transit 2 Link Light Rail connections north, south and east are completed by 2025. Phase 2 at Westlake Center adds vertical circulation directly from the Monorail Platform to the Link Light Rail Station and creates additional opportunities at Westlake Plaza. The capital costs for Phase 2 at Westlake are estimated at $9.2 M. The Seattle Center Monorail can replicate and bring the connection between existing Link Light Rail lines to Seattle Center 15 years sooner than the proposed Sound Transit 3 Link Light Rail station arrives near Seattle Center. Multiple funding sources and opportunities should be explored to realize this unique opportunity.

The table in figure B1 summarizes the cost of the phased improvements.

MONORAIL FEASIBILITY STUDY PROJECT COSTS (IN 2018 $'S) *

WESTLAKE STATION		SEATTLE CENTER STATION		
PHASE 1	PHASE 2	PHASE 1	PHASE 2	PHASE 3
$3.85 million	$9.2 million	$3.1 million	$3.85 million	$3 million

* Project Costs are based on the conceptual drawings included in this report and include soft costs and sales tax. Estimates are based on the March 2018 construction market. Escalation is not included.

Figure B1: Summary of high level cost estimates for phased improvements at both Monorail stations.

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APPENDIX C: COMMUNITY OUTREACH

Figure C1: Public outreach event #2 presentation

A robust outreach process was critical in identifying stakeholder priorities and desires. In addition to numerous meetings and events with formal stakeholders, public outreach for this study consisted of the following events and surveys:

- **Event #1 @ KEXP - 13 March 2018**
  About 100 people attended this event in Uptown hosted by the Uptown Alliance. The event consisted of a brief introduction followed by a poster session where design team members explained the analysis and preliminary design alternatives in a conversational setting. There was a station set up to collect feedback and survey responses. This event was held in conjunction with the City of Seattle's North Downtown Mobility Action Plan outreach effort.
- **Event #2 @ Belltown Community Center - 14 March 2018**
  Around 50 people attended this event held by the Belltown Community Council. The analysis and preliminary design alternatives were presented, followed by conversation with individual community members in an open poster session. This event was also held in conjunction with NODOMAP outreach.
- **Online Survey - March-April 2018**
  Over 2000 people participated in the online Monorail survey prepared by enviroIssues. It was promoted by the project team during outreach events as well as local and regional media. The results of the survey are summarized in this appendix.
- **Event #3 @ Seattle Center - 25 April 2018**
  Around 50 people attended the third outreach event, held at the Seattle Center Armory. At this public open house, the Monorail team presented revised concepts as well as the results of previous outreach efforts, namely the online survey. This event was held in collaboration with City of Seattle Department of Transportation and Office of Planning and Community Development staff who presented updates on other current projects in north downtown neighborhoods.

Summaries of results from the three public outreach events and survey can be found on the following pages. The key takeaways are as follows:

- **Current and proposed Monorail improvements could triple Monorail ridership during events**
  A comparison of the answers of the survey reveals that the transportation mode preference for traveling to events would be significantly modified by improvements to the Monorail.
- **Improving the platform-to-platform connection between the Monorail and Link Light Rail is the most critical improvement to increasing ridership**
  Over 70% of survey respondents indicated this as one of their top three desired improvements, with 'more frequent headways' and 'improved street connections' following at around 45% each.
- **After improvements, most riders will get to the Westlake Monorail station via the Link Light Rail**
  The survey answers reinforces the priority of improving the connection to the link.
- **Those who predict they will attend more events at Seattle Center are the most likely to consider taking the Monorail from a Link Light Rail transfer**
  This indicates that the Monorail will be an increasingly popular option to get to and from Seattle Center events relative to other modes of travel.
- **ORCA acceptance will increase ridership**
  80% of respondents indicated that ORCA as a way of paying Monorail fares, in planning coincident to the development of this report, will affect their decision to use the Monorail.
- **Improving the Monorail is a popular idea**
  95% of riders believe improving the Monorail is worthwhile.

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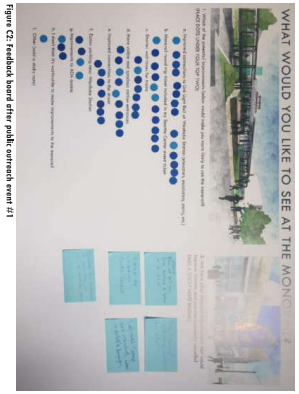

Figure C2: Feedback board after public outreach event #1

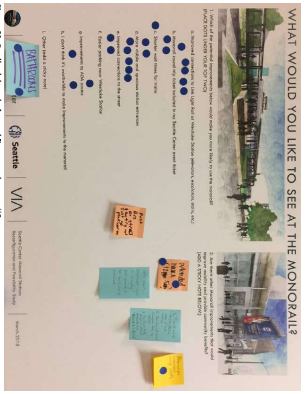

Figure C3: Feedback board after public outreach event #2

Figure C4: Outreach event promotion poster

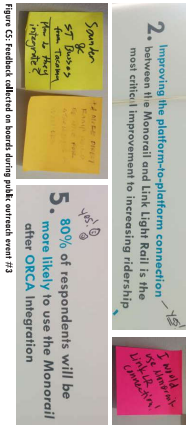

Figure C5: Feedback collected on boards during public outreach event #3

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Research objectives

This survey project was designed to measure public interest in supporting improvements to the Seattle Monorail. The survey questions were designed to understand the following:

- How respondents travel to Seattle Center now
- Which potential improvements to the Monorail would increase ridership
- Whether any differences in opinion or behavior are related to ZIP code, age or present travel behavior

Approach

The brief survey contained nine substantive questions, plus six demographic questions. Survey takers were also asked if they would like to sign up for project updates. Surveys were distributed in two ways: online, advertised through social media, community networks and blogs, and local news channels, and paper copies were collected at open houses held in Uptown and Belltown neighborhoods in mid-March and at the Westlake Monorail Station.

The online version was launched on March 13, 2018 and responses were accepted until April 12, 2018. The paper copies were merged with the online responses to complete the dataset. In all, N=1,972 surveys were counted as completes, which means the participant began the survey and answered the final question. No questions were required, which means participants could skip questions if they chose.

Who we heard from

ZIP code
Just under 1,900 survey participants provided their ZIP code when asked. Of the ZIP codes collected, 80 percent were ZIP codes within the City of Seattle.

Age
The survey asked about the age of the survey respondent. In comparing the responses between the survey and the American Community Survey projections for Seattle in 2016, the table shows the survey captured a slightly higher response rate from participants between 35 to 49 years old.

	Adults over 18 years of age, American Community Survey (2016) Estimate, Seattle	Survey Results
Under 25 years	10 percent	6 percent
25 to 34 years	27 percent	31 percent
35 to 49 years	27 percent	34 percent
50 to 64 years	21 percent	19 percent
65+ years	15 percent	15 percent

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Household Type
Twenty-six percent of respondents indicated they live alone, 63 percent indicated they live in a two-adult household and about 13 percent live in a household with three or more adults. Seventy-four percent of those respondents do not have children living at home with them, 13 percent have one child and 10 percent have two.

Getting around
Less than one in five participants (16 percent) said they do not own a car. Forty-four percent own one car, 30 percent own two cars and 10 percent own three cars or more. Regardless of high car ownership, 86 percent of all respondents indicated they use an ORCA pass for regular transit trips.

Executive summary

- Current and proposed Monorail improvements could triple Monorail ridership during events at the Seattle Center. After improvements are made, upwards of 70 percent of survey participants say they will ride the Monorail to get to Seattle Center.
- Improving the platform-to-platform connection between the Monorail and Link Light Rail is the most critical improvement to increasing ridership.
- After improvements, most riders will get to the Westlake Monorail station via the Link Light Rail.
- Those who predict they will attend more events at the Seattle Center are the most likely to consider taking the Monorail from a Link Light Rail transfer.

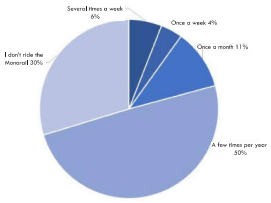
Key findings

Highlights from several key questions are summarized in the following pages using charts and tables to display data from subgroups.

Frequency of Monorail use

Question: How often do you ride the Monorail?

- Thirty percent of survey takers do not ride the Monorail at all, and another 50 percent ride only a few times a year.
- Those who ride the Monorail at least once a month or more often (approximately 30 percent) are likely to live downtown (ZIP 98101) or near Queen Anne (ZIP 98109).



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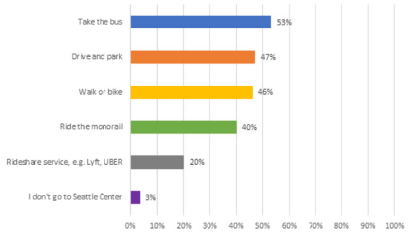
Getting to Seattle Center now

*Question: Which options do you currently use to get to Seattle Center? (select all that apply)**



**Percentages will sum to greater than 100 percent because multiple answers were permitted.*

- Four in ten participants say they use the Monorail when visiting Seattle Center. Using the Monorail is less common than the bus (53 percent), driving (47 percent) or biking/walking (46 percent).
- Respondents without cars were no more likely to take the Monorail. Instead, they are more likely to bike, walk or take the bus over the Monorail.
- Downtown residents in ZIP code 98101 are the heaviest users of the Monorail (67 percent). Belltown residents favor the bus (83 percent) as their first choice in traveling to Seattle Center and Queen Anne residents are most likely to bike or walk to Seattle Center from home.
- Approximately 40 percent of participants from all age groups say they are driving to Seattle Center.
- Almost half of those who think they will attend more events at Seattle Center when the new Arena opens are currently driving to Seattle Center for events today. This is an important target audience for education about potential improvements to the Monorail stations.

	98122 (Belltown)	98109 (Queen Anne)	98119 (Queen Anne/Interbay)	98101 (Downtown)
Drive and park	31 percent	24 percent	30 percent	18 percent
Bike or walk	51 percent	84 percent	81 percent	64 percent

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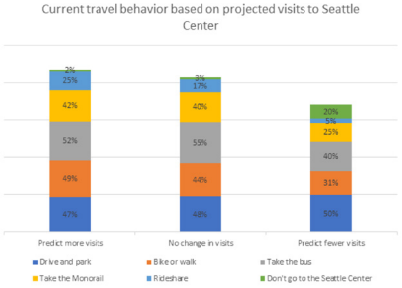
	98122 (Belltown)	98109 (Queen Anne)	98119 (Queen Anne/Interbay)	98101 (Downtown)
Take the bus	83 percent	35 percent	45 percent	47 percent
Take the Monorail	29 percent	31 percent	23 percent	67 percent
Rideshare	38 percent	19 percent	14 percent	26 percent
Don't go to Seattle Center	0 percent	1 percent	1 percent	3 percent

	Under 25	25 to 34	35 to 65	65+
Drive and park	39 percent	41 percent	53 percent	39 percent
Bike or walk	43 percent	56 percent	41 percent	44 percent
Take the bus	60 percent	63 percent	49 percent	38 percent
Take the Monorail	33 percent	35 percent	46 percent	30 percent
Rideshare	29 percent	31 percent	16 percent	4 percent
Don't go to Seattle Center	5 percent	3 percent	3 percent	4 percent



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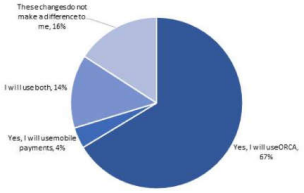
Impact of new payment options

Question: By spring of 2019, you will be able to pay for your Monorail ticket using a credit card, mobile phone, and your ORCA card. Will this affect your decision to use the Monorail?



- Two-thirds of all survey participants say they plan to use ORCA once this payment option becomes available. Another 14 percent say they will use both ORCA and mobile payment options.
- Among current ORCA pass holders (86 percent of all survey takers), the likelihood of using ORCA as a payment option grows to 76 percent among this large group.
- Among those who don't have an ORCA pass or don't use one regularly (14 percent), almost half (49 percent) aren't persuaded additional payment option for the Monorail. 10 percent say they would get a pass to access the new benefit.
- Adding ORCA payment options appears to provide greater options for riders under 35 as they are more likely to have ORCA cards (91 percent) compared to participants over 35 (84 percent).
- Four percent of participants said they will take advantage of mobile/credit card payments and 14 percent said they would alternate between ORCA and mobile/credit card options.
- Sixteen percent of all participants were not persuaded by the addition of new payment options and said they would not affect their use of the Monorail. Among participants over 50, a full quarter (26 percent) said the additional payment choices did not impact them.

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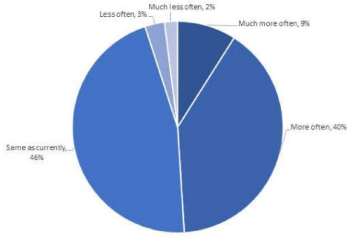
Estimation of frequency of attending events at Seattle Center

Question: Compared to today, how often do you see yourself attending events at Seattle Center once the new Arena opens?



- Just under half (49 percent) of survey participants say the new Arena will cause them to visit Seattle Center more often than they do now. A similar percentage (46 percent) indicate their frequency of visits to Seattle Center will not change with the new Arena. About five percent think they will visit less often.
- Survey participants under 35 reported the highest likelihood of increased visits to Seattle Center once the new Arena opens.
- Households with children think they will be more likely to attend more events compared to households without children.

Interest in attending events at the new Arena

Question: How likely are you to attend events at the new Arena?

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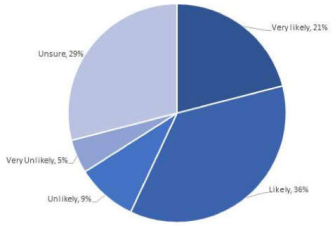

- 57 percent of all participants say they are likely to attend events at the new Arena.
- There is greater interest among participants between the ages of 25 and 64.
- The small group of participants who say they aren't interested in more flexible payment options for the Monorail also say they are less likely to attend events at the new Arena (30 percent unlikely compared to 14 percent of the general population).
- Among those who don't visit Seattle Center today, 29 percent think they would be likely to attend an event when the new Arena opens.

	Overall	Under 25	25-34	35-64	65+
Very likely	21 percent	17 percent	23 percent	22 percent	10 percent
Likely	36 percent	38 percent	39 percent	37 percent	25 percent
Unlikely	9 percent	10 percent	8 percent	7 percent	18 percent
Very unlikely	5 percent	4 percent	3 percent	5 percent	8 percent
Unsure	29 percent	32 percent	27 percent	28 percent	40 percent

	Plan to use ORCA or credit/mobile to pay	Changes to payment options make no difference	Don't visit Seattle Center now
Very likely	22 percent	14 percent	13 percent
Likely	38 percent	24 percent	16 percent
Unlikely	8 percent	13 percent	17 percent
Very unlikely	3 percent	17 percent	28 percent

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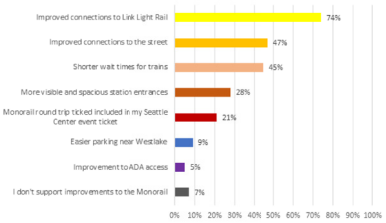
Unsure	29 percent	33 percent	27 percent

Most requested improvements to the Monorail

*Question: Which of the potential improvements below would make you more likely to use the Monorail? (select your top three)**

- The possible improvements and participant reactions are shown in the chart below. About seven percent of participants did not select any improvements and indicated they did not think it was worthwhile to make improvements to the Monorail. Almost half of all participants said they would be more likely to ride the Monorail with improved connections to Link Light Rail, improved connections to the street and shorter wait times.



**Percentages will sum to more than 100 percent because multiple answers were permitted.*

- The top improvements requested are similar when controlling for the travel mode used now by visitors to Seattle Center.
- Those who predict they will visit Seattle Center less frequently once the new Arena is built are interested in shorter wait times, as well as improved connections to Link Light Rail. These two needs were also mentioned by the subgroup who currently does not go to the Seattle Center at all. These are also the same top benefits that attract current Monorail riders. It seems the wait times could be a real issue for regular riders, as well as a perceived barrier for nonriders.

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	Overall	Drive and park	Take the Monorail	Walk, bike or take transit
Improved connections to Link Light Rail	74 percent	75 percent	79 percent	77 percent
Improved connections to the street	47 percent	46 percent	49 percent	51 percent
Shorter wait times for trains	45 percent	44 percent	47 percent	48 percent
More visible and spacious station entrances	28 percent	27 percent	30 percent	30 percent
Monorail round trip ticket included in my Seattle Center event ticket	21 percent	25 percent	25 percent	20 percent

	Overall	More often	No change	Less often
Improved connections to Link Light Rail	74 percent	79 percent	72 percent	54 percent
Improved connections to the street	47 percent	51 percent	46 percent	26 percent
Shorter wait times for trains	45 percent	50 percent	42 percent	35 percent
More visible and spacious station entrances	28 percent	31 percent	25 percent	17 percent
Monorail round trip ticket included in my Seattle Center event ticket	21 percent	21 percent	21 percent	22 percent

	Overall	Do not ride the Monorail or only ride a few times a year	Ride at least once a month
Improved connections to Link Light Rail	74 percent	74 percent	74 percent
Improved connections to the street	47 percent	48 percent	43 percent
Shorter wait times for trains	45 percent	45 percent	48 percent
More visible and spacious station entrances	28 percent	29 percent	23 percent
Monorail round trip ticket included in my Seattle Center event ticket	21 percent	21 percent	21 percent

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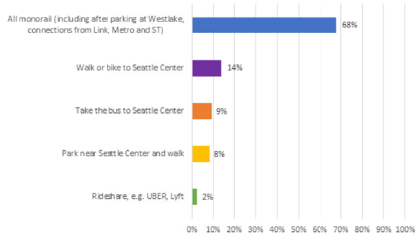
If proposed changes were made, what behavior changes can be expected?

Question: If some of the changes described in the previous question were made, which of these options would be your first choice for getting to an event at Seattle Center?



- 43 percent of all participants say their preference would be to transfer to the Monorail from Light Rail; five percent would park at Westlake Station and take the Monorail from there; and another 20 percent would take the Monorail after a bus trip on Metro, Sound Transit, Community Transit or Pierce Transit (total = 68 percent).
- Those who predict they will attend more events at Seattle Center are the most likely to consider taking the Monorail from a bus or Light Rail transfer (+ eight-point difference). Among those who don't think their attendance at Seattle Center events will change with the new Arena, about half are interested in a Monorail transfer (46 percent), 26 percent will consider walking, biking or direct buses and 17 percent will drive at least part or all the way.
- Residents living south of downtown and I-90 (i.e. South ZIPs) are more likely to indicate a willingness to transfer to the Monorail from Link Light Rail. Not surprisingly, living farther from Seattle Center makes walking, biking or a bus less appealing than it is for residents living in the central core.

	Overall	Drive and park	More often	No change
Transfer to the Monorail from Link Light Rail	**43 percent**	**42 percent**	**51 percent**	**35 percent**

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	Overall	Drive and park	More often	No change
Transfer to the Monorail from a King County Metro bus	13 percent	12 percent	11 percent	14 percent
Transfer to the Monorail from Sound Transit Express, Community Transit or Pierce Transit bus	7 percent	8 percent	7 percent	7 percent
Park near Westlake Station and take the Monorail	5 percent	7 percent	6 percent	4 percent
TOTAL MONORAIL	**68 percent**	**69 percent**	**75 percent**	**60 percent**
Walk or bike to Seattle Center	14 percent	4 percent	13 percent	16 percent
Take the bus to Seattle Center	9 percent	8 percent	6 percent	11 percent
TOTAL OTHER TRANSIT/WALK/BIKE	**23 percent**	**12 percent**	**19 percent**	**27 percent**
Park near Seattle Center and walk	8 percent	16 percent	4 percent	11 percent
Rideshare service/Uber/Lyft/Taxi	2 percent	3 percent	1 percent	2 percent
TOTAL CAR	**10 percent**	**19 percent**	**5 percent**	**13 percent**

	Overall	North ZIPs	Central ZIPS	South ZIPs
Transfer to the Monorail from Link Light Rail	**43 percent**	**41 percent**	**38 percent**	**58 percent**
Transfer to the Monorail from a King County Metro bus	13 percent	18 percent	9 percent	20 percent
Transfer to the Monorail from Sound Transit Express, Community Transit or Pierce Transit bus	7 percent	3 percent	1 percent	2 percent
Park near Westlake Station and take the Monorail	5 percent	2 percent	3 percent	5 percent
TOTAL MONORAIL	**68 percent**	**64 percent**	**51 percent**	**85 percent**
Walk or bike to Seattle Center	14 percent	5 percent	30 percent	3 percent
Take the bus to Seattle Center	9 percent	18 percent	11 percent	6 percent
TOTAL OTHER TRANSIT/WALK/BIKE	**23 percent**	**23 percent**	**41 percent**	**9 percent**
Park near Seattle Center and walk	8 percent	11 percent	6 percent	5 percent
Rideshare service/Uber/Lyft/Taxi	2 percent	3 percent	3 percent	2 percent
TOTAL CAR	**10 percent**	**14 percent**	**9 percent**	**7 percent**

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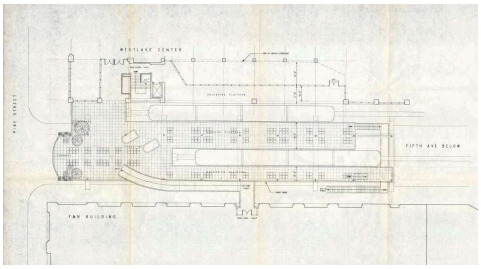


1995 concept to redesign Westlake Station in a similar way to Seattle Center Station

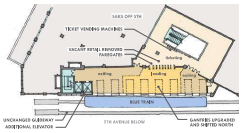
APPENDIX D: DISCARDED CONCEPTS

Throughout the existing conditions analysis and feasibility study process, several concepts were developed and discarded. This is a record of concepts that were not fully developed because they were flawed or inferior to another concept that was pursued further.

CONCEPT D1: MOVE GANTRIES

Minimal investment option that focused on reconfiguring the platform to accommodate an elevator without expanding its envelope. The major problems with the concept were:

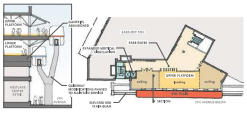
- High cost of relocating gantries
- One additional elevator still insufficient to provide reliable, fast vertical circulation
- Passengers coming from elevator and stair enter directly into fare-paid zone
- Combined queuing and exiting area still too small



CONCEPT D2: ADDITIONAL PLATFORM

These concepts focused on ways to modify the guideway in order to enable an additional platform at Westlake Station. They were not advanced because:

- Simultaneous docking at Westlake not operationally vital to increase capacity or operational flexibility
- Multiple platforms with trains going to same destination causes confusion
- High construction cost and structurally intrusive at Westlake Mall or All Saints



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CONCEPT D3: MCGRAW SQUARE PLATFORM

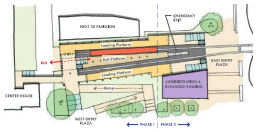
These concepts involved eliminating the narrow guideway and single platform issues at Westlake by creating a new station a block away at McGraw Square, connecting to either the Times Building, the Westin, or the upcoming Altitude hotel. This concept was not preferred for almost the same reasons as concept D2:

- Simultaneous docking at Westlake not operationally vital to increase capacity or operational flexibility
- Multiple platforms with trains going to same destination causes confusion
- High construction cost
- Less direct connection to Link Light Rail Platform

CONCEPT D4: EAST PLAZA ENTRANCE

This early concept for Seattle Center proposes reversing the entry and exit platforms and creating a new general entry at the East Plaza. It was not preferred for several reasons:

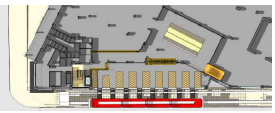
- Post-event crowds from the Arena will be approaching from the northwest - Both south and east entrances remain hidden
- Multiple platforms with trains going to same destination causes confusion
- Exit platform circulation conflicts with maintenance area underneath platform
- Inefficient vertical circulation - concept requires 3 separate elevators
- Can no longer exit directly into Armory, Space Needle plaza, or North Plaza - exit is on onto "side street" area



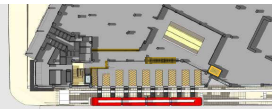
CONCEPT D5: ALTERNATIVE VERTICAL CIRCULATION

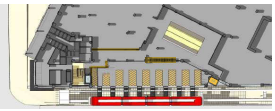
These concepts looked at opportunities to improve vertical circulation at the north end of the platform. This concept was not preferred several reasons:

- The location of the new vertical circulation would not increase visibility of the Monorail greatly.
- No direct connection to transit tunnel platform could be made here.
- Security gates would need to be installed to close off the new circulation around the escalators when the mall was closed.
- Queuing control might be difficult with so many points of entry.
- The space where a high capacity elevator or stair could fit was highly impactful to the new food court below and would eliminate a mall entry point.
- The space available at the north end of the platform was too tight to allow for the amount of added circulation needed to fully eliminate the use of the escalators for event surge flow.



TOTAL VERTICAL CIRCULATION CAPACITY:
Could potentially move 120 people per hourbase if existing elevator has increased speed and capacity or existing Decklad analysis needed.





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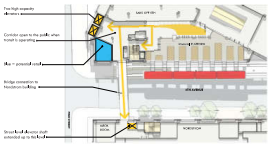
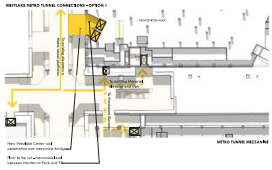
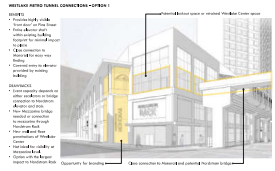
CONCEPT D6A: BALCONY TRANSIT CONNECTION

This concept looked at an alternative to connect the Monorail to the transit tunnel that had the least impact to the plaza space. This configuration was eliminated due to the following difficulties:

- The impacts below grade were large and expensive. The floor and wall of Westlake Mall would need to be cut to create a new connection to the tunnel mezzanine as the level is approximately 6' lower.
- A new bridge over the platform would need to be added to provide connection to the elevators without shutting down the tunnel for construction.
- The elevators alone would not reach vertical circulation goals, so either the platform boundary would need to expand to create access for a new stair or a bridge connecting to Nordstrom vertical circulation across 5th Avenue vertical circulation would be needed.
- NOTE: Although the bridge across 5th Avenue would be expensive and the existing elevator shaft would need to be brought up to this level from the street, it did seem like an appealing way to provide more connection to the Monorail. Interest in the bridge was expressed by Nordstrom and Seattle Monorail Services and could potentially be a future add to the Phase 2 configuration.



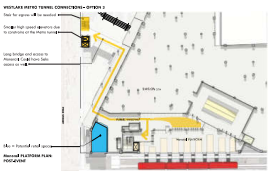


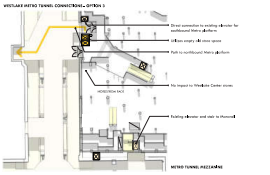


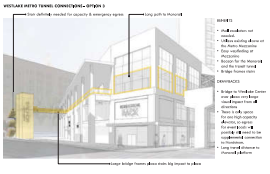
CONCEPT D6B: STARBUCKS TRANSIT CONNECTION

This concept looked at an alternative to connect the Monorail to the transit tunnel that had the least impact to the mall at the tunnel mezzanine level by utilizing existing empty retail space. This configuration was eliminated for the following reasons:

- This option created a very long bridge across the plaza.
- Visibility of the Westlake Center Mall was reduced from the plaza to the south.
- The pathway to the Monorail platform was longer and more circuitous.
- Space available below grade was constricted, requiring smaller elevators to be used, reducing overall capacity.







O-0011

RESPONSE

COMMENT

APPENDIX E: THROUGHPUT ANALYSIS

EXISTING FLOW ASSUMPTIONS AT WESTLAKE STATION*

Existing Headway

Travel Time	90 sec
Dwell Time	195 sec
Total Headway	4.8 min

Headway Goal

Travel Time					90 sec
Dwell Time	15 sec +	45 sec	Load/Unload	=	60 sec
			Total Headway		2.5 min
	Assuming events mostly uni-directional load/unload				270 people/45 sec

Ticketing

Ticket Booth	6 people/min	x	2	Gates	=	12 people/min	58 people per 2.5min headway
Fare Gates Goal	25 people/min	x	4	Gates	=	100 people/min	250 people per 2.5min headway

Queuing

Existing Station	800 sf	/	250	people/train	=	3.2 sf/person	LOS D-
Queuing Goal	7.0 sf/person	x	250	people/train	=	1750 sf	LOS C

Platform Circulation

Existing station	Typical 10' width	w/4' pinch point from north end of train to elevator & stair				
Circulation goal	250 people per 2.5min headway	= 100 people/min	/	10 people/ft/min		=12'-0" Effective width

EXISTING VERTICAL CIRCULATION

Escalators

40" tread width =	72 people/min	(90 ft/min)				180 people per 2.5min headway

Stairs

Width of stairs = 56"

LOS C	Allow 30" reverse flow	3.00 ft	x	10 p/ft/min	30 people/min	2.5 min/headway	75 people per 2.5min headway
LOS D	Allow 30" reverse flow	3.00 ft	x	13 p/ft/min	39 people/min	2.5 min/headway	98 people per 2.5min headway

Elevator

Load and Unload	3000 lb. capacity	=	12 people	40.0 sec/stop	Assumes 12 people on and 12 people off each stop		
Doors open & close				3.0 sec/stop			
Platform to Street	30.00 ft	/	150 fpm	12.0 sec/trip			
Street to Metro	25.00 ft	/	150 fpm	10.0 sec/trip			
Worst case - 12 people on and 12 people off each stop				2.49 min/trip	=	4.98 min/round trip	
Best case - 12 people off at street only				1.23 min/trip	=	2.47 min/round trip	Maximum 12 people/2.5 headway

Total Capacity	w/escalators	267 people per 2.5min headway	to	290 people per 2.5min headway
	w/o escalators	87 people per 2.5min headway	to	110 people per 2.5min headway

* Take offs of Seattle Center widths and areas determined that Westlake would govern flow of the overall system and that specific flow calculations for Seattle Center were not needed.

VIA

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RESPONSE

COMMENT

FLOW ASSUMPTIONS FOR PHASE 1 AT WESTLAKE STATION*

PHASE 1 IMROVEMENTS

Ticketing

Existing Ticket Booth	6 people/min	x	2	Gates	=	12 people/min	58 people per 2.5min headway
Proposed Fare Gates	25 people/min	x	5	Gates	=	125 people/min	313 people per 2.5min headway

Queuing

Existing Station	800 sf	/	250	people/train	=	3.2 sf/person	LOS D-
Proposed Queuing	970 sf	/	250	people/train	=	3.9 sf/person	LOS D+

Platform Circulation

Proposed circulation	Typical 7' width within platform and 8' width outside platform					
LOS D	100 people/min	/	15 people/ft/min		=	6'-8" effective width

Assumes use of existing escalators, stairs, and elevator only.

40" tread width =	72 people/min	(90 ft/min)	180 people per 2.5min headway

Stairs

Width of stairs = 56"

LOS C	Allow 30" reverse flow	3.00 ft	x	10 p/ft/min	30 people/min	2.5 min/headway	75 people per 2.5min headway
LOS D	Allow 30" reverse flow	3.00 ft	x	13 p/ft/min	39 people/min	2.5 min/headway	98 people per 2.5min headway

Elevator

Load and Unload	3000 lb. capacity	=	12 people	40.0 sec/stop	Assumes 12 people on and 12 people off each stop		
Doors open & close				3.0 sec/stop			
Platform to Street	30.00 ft	/	150 fpm	12.0 sec/trip			
Street to Metro	25.00 ft	/	150 fpm	10.0 sec/trip			
Worst case - 12 people on and 12 people off each stop				2.49 min/trip	=	4.98 min/round trip	
Best case - 12 people off at street only				1.23 min/trip	=	2.47 min/round trip	Maximum 12 people/2.5 headway

Total Capacity	w/escalators	267 people per 2.5min headway	to	290 people per 2.5min headway
	w/o escalators	87 people per 2.5min headway	to	110 people per 2.5min headway

* Take offs of Seattle Center widths and areas determined that Westlake would govern flow of the overall system and that specific flow calculations for Seattle Center were not needed.

VIA

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RESPONSE

COMMENT

FLOW ASSUMPTIONS FOR PHASE 2 AT WESTLAKE STATION*

PHASE 2 IMPROVEMENTS

Ticketing

Ticket Booth	6 people/min	x	2	Gates	=	12 people/min		58 people per 2.5min headway
Proposed Fare Gates	25 people/min	x	9	Gates	=	225 people/min		563 people per 2.5min headway

Queuing

Proposed Queuing	1060 sf	/	250	people/train	=	4.2 sf/person	LOS D+

Platform Circulation

Proposed circulation	Typical 10' width within platform and 12' width outside platform typical w/ 10' pinch point					
Circulation goal	250 people per 2.5min headway		= 100 people/min	/	10 people/ft/min	=10'-0" Effective width

VERTICAL CIRCULATION

	Existing Escalators							
	40" tread width =	72 people/min		(90 ft/min)				180 people per 2.5min headway
	Existing Stairs							
	Width of stairs = 56"							
LOS C	Allow 30" reverse flow	3.00 ft	x	10 p/ft/min	30 people/min		2.5 min/headway	75 people per 2.5min headway
LOS D	Allow 30" reverse flow	3.00 ft	x	13 p/ft/min	39 people/min		2.5 min/headway	98 people per 2.5min headway
	New Stair Exterior							
	Width of new stair =	96 in						
LOS C	Allow 30" reverse flow	5.50 ft	x	10 p/ft/min	55 people/min		2.5 min/headway	138 people per 2.5min headway
	Existing Elevator							Maximum 12 people/2.5 headway
	New Elevators							56 people/min *per elevator consultant
	Total Capacity	**w/o escalators**		**281 people per 2.5min headway**			**to**	**303 people per 2.5min headway** **No escalators needed**

* Take offs of Seattle Center widths and areas determined that Westlake would govern flow of the overall system and that specific flow calculations for Seattle Center were not needed.

VIA

O-0011

RESPONSE

COMMENT

PEDESTRIAN MODELING

The Westlake concept designs were based on the throughput calculations on the previous pages. The existing conditions and Phase 1 and 2 concept designs were then tested by sub-consultant, Jensen Hughes, using dynamic passenger modeling to confirm flow and capacity assumptions. Figure E1 summarizes the results of the dynamic passenger models.

Modeling assumptions:

- Pedestrian flow to the escalator assumes the maximum capacity of the escalators, and the remaining passenger flow is divided between the other vertical circulation elements (VCE).
- Approximately 4% of the population (ie: 10 passengers out of a 250 passenger headway) are assumed to use the elevators.
- Elevators have a capacity of 17 passengers, and a round trip time of 4 minutes (with stops at all 3 levels).

Key findings from the model results:

- The existing Westlake configuration is unable to accommodate the 2.5 minute headways during the Post-Game scenarios due to the segregated boarding and alighting train doors. The model results indicate that there is insufficient time for the passengers to alight the train within the 1 minute dwell time.
- The additional capacity of the new stairs and elevators provided by Phase 2 improvements is required for the Post-Game scenario where the Westlake Center mall escalators are closed.
- The model results indicate that a 1-minute dwell time is sufficient for flows from Arena events where most riders are going in the same direction, but insufficient for the boarding and alighting flows during the "Festival" scenario where large volumes of passengers are traveling in both directions. A 2-minute dwell time (with a 3.5 minute headway), or longer, would provide sufficient time to accommodate the forecasted "Festival" scenario.

Observations and Recommendations

- The new stairs in Option 2 reduce in width as they curve around the new elevators. The model results indicate that this reduced width creates a pinch point, and may cause congestion during events with large counterflow. It is recommended to provide equal stair width along the length of the stairs if possible.
- Ticket vending machines (TVM) typically have a capacity of 1 passenger/minute, or 60 s per transaction. Therefore, an array of 4 TVM would process approximately 7% of the "Bite of Seattle" passenger flow (ie: 190 passengers/headway @ 3.6 minute headway). TVM usage is typically 10 to 20% of total population, though it may be a higher percentage for the monorail since it is not integrated with the Seattle Metro ticketing system. It is recommended to review the anticipated TVM usage with the Monorail operator.
- Fare gates typically have a capacity of 25 passengers/minute. Therefore, a flow of 250 passenger/headway with 50 passenger/headway counterflow could be accommodated with 6 fare gates. The four pairs of existing egress doors provide additional capacity out of the platform; therefore, 5 faregates would provide sufficient capacity and redundancy for the events considered in this analysis.

Option	Scenario	ID	Assumption	Headway	Boarding/ Headway	Alighting/ Headway	Platform Clearance	Sufficient Existing VCE Capacity			Sufficient New VCE Capacity			
								Escalators	Stairs	Elevator	Stairs	Elevator	Faregate	TVM
Baseline	Post-Game	BL-03	All Stairs and Escalators	2.5	25	250	X	-	-	-	-	-	-	-
		BL-04	Only Stairs	2.5	25	250	X	-	-	-	-	-	-	-
	Festival	BL-05	All Stairs and Escalators	2.5	190	190	✓	✓	✓	✓	-	-	-	-
		BL-06	All Stairs and Escalators	3.5	190	190	✓	✓	✓	✓	-	-	-	-
Phase 1	Post-Game	S1-03	All Stairs and Escalators	2.5	25	250	✓	✓	✓	✓	-	-	✓	✓
		S1-04	Only Stairs	2.5	25	250	✓	-	X	X	-	-	-	-
	Festival	S1-05	All Stairs and Escalators	2.5	190	190	X	-	-	-	-	-	-	-
		S1-06	All Stairs and Escalators	3.5	190	190	✓	✓	✓	✓	-	-	✓	✓
Phase 2	Post-Game	S2-03	All Stairs and Escalators	2.5	25	250	✓	✓	✓	✓	✓	✓	✓	✓
		S2-04	Only Stairs	2.5	25	250	✓	-	✓	✓	✓	✓	✓	✓
	Festival	S2-05	All Stairs and Escalators	2.5	25	250	X	-	-	-	-	-	-	-
		S2-06	All Stairs and Escalators	3.5	190	190	✓	✓	✓	✓	✓	✓	✓	✓

Figure E1: Summary of dynamic passenger modeling

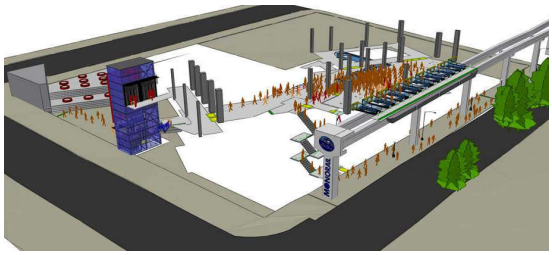

Figure E2: Image from the dynamic passenger modeling at Westlake

O-0012

COMMENT

June 6, 2018

Seattle Department of Construction and Inspections, PRC
Attn: Public Resources Center / John Shaw
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Dear Mr. Shaw,

Pacific Northwest Ballet (PNB) appreciates the opportunity to comment on the DEIS for the Seattle Center Arena Project. PNB welcomes an audience of 200,000+ annually to Seattle Center's McCaw Hall for performances. Additionally, 500+ students and their families commute to PNB's ballet school between one and eight times weekly. Public transportation is encouraged, however the options for commuting via Metro are limited with no stops on Mercer Street or within easy walking distance to McCaw Hall and the Phelps Center (our administrative office and studios next door to McCaw Hall). 80% of PNB's audience resides in King County and 85% of all audience members report driving to performances and parking in the Mercer Street Garage. With 70% of our revenue coming from ticket sales and school tuition, the transportation impact of this project is of vital importance. PNB respectfully requests the following suggestions be implemented to the project mitigation plan:

Prioritize Use of Mercer Street Garage for McCaw Hall performances & PNB School Families
PNB requests that parking spaces are reserved for McCaw Hall events (PNB, Seattle Opera, other McCaw Hall events). We also request that the parking needs for PNB school families and PNB staff are accounted for in the management of the Mercer Street Garage.

O-0012-1 **Upgrade Monorail Capacity, Access, and Hours of Operation**
The monorail provides the best option to travel from Westlake to the Seattle Center. Increased capacity, updated payment options, and longer hours of operation would allow PNB's constituencies a more viable option for travelling to PNB and McCaw Hall from downtown.

Optimize Traffic Flow on Major Access/Egress Routes
Primary access/egress routes around Seattle Center, particularly along Mercer Street, Denny Way, and Harrison Street should be optimized in favor of traffic flow into and out of the Seattle Center, for both McCaw Hall events and during regular business hours. Truck access/egress from the Arena site should be carefully planned to avoid gridlock on the major access/egress routes.

Optimize Adaptive Signaling System on Mercer Street
Funding should be made available to monitor and update the Mercer Street adaptive signaling system. As the Arena Project impacts traffic patterns in the area, updates to the algorithm may need to be made to optimize traffic flow during event and non-event conditions.

Thank you for the opportunity to comment and for considering PNB's suggestions for mitigating the impact of the Arena Project on PNB's operations. If you have questions, please be in touch.

Sincerely,

Ellen Walker
Executive Director, Pacific Northwest Ballet
ellenw@pnb.org

RESPONSE

O-0012-1 Practices for managing, maintaining, and operating the 3 parking garages at Seattle Center will be developed collaboratively between Seattle Center and OVG and outlined in the Seattle Center Integration Agreement. Management strategies would strive to provide equitable access of parking for patrons of the arena and other Seattle Center campus events and activities.

The commenter provides recommendations for a variety of mitigation measures in the vicinity of the project and Seattle Center. Specific mitigation recommendations provided as comments on the Draft EIS were considered when developing the list of physical improvements provided in the Draft AAMP, which is available at https://www.seattle.gov/arena. See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail, and Common Response MIT-1: Mitigation.

O-0013

COMMENT

June 7, 2018

Seattle Department of Construction and Inspections,
PRC Attention: John Shaw
700 5th Ave, Suite 2000
PO Box 34019
Seattle WA 98124-4019

Email: prc@seattle.gov
RE: Seattle Center Arena Renovation Project – (SDCI # 3029061)
Draft Environmental Impact Statement (DEIS)

We would like to take this opportunity to provide comments on the Seattle Center Arena Renovation Project DEIS.

As SDCI is aware, Seattle has made commitments to achieve carbon neutrality by 2050. Yet In either alternative presented in the DEIS for the arena renovation project, our city's greenhouse gas emissions (GHG) are increased. The vast majority of these are related to transportation, and increases in vehicle miles travelled (VMT) generated by the arena renovation.

O-0013-1 While the DEIS suggests that the increase in GHG caused by the project are minimal compared to our overall emissions, this obscures the fact that the project as conceived does not intend to achieve carbon neutrality and is not designed for attendees of arena events to engage in carbon-free transportation. If we as a city are indeed committed to achieving carbon neutrality, it must be demonstrated through how we design major cultural institutions like the arena, which should go beyond meeting mere legal requirements and offer a model for the possibility of operating carbon-free on a large scale. Institutions like the arena set cultural norms, and if we are committed as a city and region to combating climate change and moving to carbon-free forms of transportation -- and most specifically limiting VMT in low-occupancy vehicles -- then we must see that commitment carried through in projects like this one.

O-0013-2 To that end, we ask that the transportation section of the DEIS be carefully revisited and greater mitigations be made to ensure genuinely multi-modal transportation that is both safe and accessible, and that the cost of such mitigation be borne by Oak View Group. We are in agreement with the mitigation requests made in the letter from Uptown Alliance Arena DEIS

RESPONSE

O-0013-1 SEPA requires that an EIS disclose the impacts of a project, and disclose whether a project would be consistent with plans and policies. Goal EN G3 of the City of Seattle Comprehensive Plan (2016) sets a target for Seattle to be carbon neutral by 2050. Section 10.4, Potential Impacts, of the EIS describes the impacts of transportation on GHG and discloses that that the project would not be consistent with Goal EN G3. Providing context in the EIS for the scale of these impacts relative to the projected total GHG emissions of the city is not intended to obscure the impacts, but allows decision-makers to more fully understand the impacts relative to all sources of GHG.

O-0013-2 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0013

COMMENT

RESPONSE

O-0013-2 Review Committee dated June 7, 2018, especially those recommendations intended to decrease dependency on low-occupancy vehicles.

Sincerely,

Meg Wade
Andrew Kidde
Sarah Shifley
350 Seattle Transportation Team

350 Seattle
1919 E. Prospect St.
Seattle, WA 98102
info@350seattle.org

cc: Seattle Uptown Alliance (by email)
Office of the Mayor (by email)
Councilmember Lisa Herbold (by email)
Councilmember Bruce Harrell (by email)
Councilmember Kshama Sawant (by email)
Councilmember Rob Johnson (by email)
Councilmember Debora Juarez (by email)
Councilmember Mike O'Brien (by email)
Councilmember Sally Bagshaw (by email)
Councilmember Teresa Mosqueda (by email)
Councilmember Lorena González (by email)

O-0014

COMMENT

McCullough Hill Leary, PS

June 7, 2018

VIA ELECTRONIC MAIL

Seattle Department of Construction and Inspections
Attention: Public Resource Center or John Shaw
700 5th Avenue, Suite 2000
P. O. Box 34019
Seattle, WA 98124-4019
prc@seattle.gov

Re: Draft EIS, Seattle Center Arena Renovation Project
Project No. 3029061

Dear Department of Construction and Inspections:

We are writing on behalf of Essex Queen Anne, LLC, the owner of the Expo Apartments at 118 Republican Street, and SRMQA, LLC, the owner of the Astro Apartments at 315 1st Avenue North, to comment on the Draft Environmental Impact Statement ("Draft EIS") for the Seattle Center Arena Renovation Project ("Project"). The Expo Apartments provides 275 apartments with ground floor retail and restaurant uses immediately adjacent to the Seattle Center's Northwest Rooms and August Wilson Way. The Astro Apartments provides 211 apartments with ground floor retail directly across 1st Avenue North from the Project. Essex Queen Anne, LLC and SRMQA, LLC do not oppose the Project, but seek to ensure that any significant adverse impacts to them and those similarly situated are fully analyzed and disclosed and that all reasonable mitigation and alternatives are identified.

Due to their locations in the immediate vicinity of the Project, the Expo Apartments and Astro Apartments will be significantly impacted by the Project, including construction, traffic, parking, noise, aesthetic and land use impacts. Impacts will be particularly severe during construction but will persist during events following construction. These impacts will affect the hundreds of Seattle residents who live in these buildings and the local businesses and employees who occupy them. These impacts will also extend to other residential and commercial uses in the immediate vicinity of the Project.

O-0014-1

The purpose of an EIS is to fully disclose impacts and reasonable alternatives and mitigation measures so that decision makers are informed of the consequences of their decisions.

> An EIS shall provide impartial discussion of significant environmental impacts and shall inform decision makers and the public of reasonable alternatives, including mitigation measures, that would avoid or minimize adverse impacts or enhance environmental quality…
>
> The EIS process enables government agencies and interested citizens to review and comment on proposed government actions, including government approval of private projects and their environmental effects. This process is intended to assist the agencies and applicants to improve their plans and decisions, and to encourage the resolution of potential concerns or problems prior to issuing a final statement. An environmental impact statement is more than a disclosure document. It shall be used by agency officials in conjunction with other relevant materials and considerations to plan actions and make decisions.

WAC 197-11-400(2), (4). Here, the Draft EIS does not adequately evaluate impacts to the area surrounding the Project, including construction, traffic, parking, noise, aesthetic and land use impacts,

701 Fifth Avenue • Suite 6600 • Seattle, Washington 98104 • 206.812.3388 • Fax 206.812.3389 • www.mhseattle.com

RESPONSE

O-0014-1 The Final EIS includes revisions to several sections and evaluations, based on comments received, and new or updated information. The EIS has been prepared to be consistent with WAC 197-11, SMC 25.05, and RCW 43.21C. Direct and indirect impacts have been described, along with potential mitigation measures.

Please see responses to specific comments below.

O-0014

COMMENT

Seattle Department of Construction and Inspections
Attn: Public Resource Center or John Shaw
June 7, 2018
Page 2

O-0014-1 and does not identify sufficient reasonable alternatives or mitigation measures to avoid or reduce these impacts. The environmental analysis must be revised in the Final EIS to address these deficiencies. These impact areas are discussed in detail below.

Construction Land Use Impacts

O-0014-2 The Draft EIS states that "most of the study area to the east and north of the project site is within the Seattle Center" (Draft EIS, p. 3-5), but this is not accurate. The study area extends to Mercer Street (and in some locations to Roy Street). The Expo Apartments are located directly across Republican Street from the Seattle Center campus to the north of the project site. The Expo Apartments is not identified as a land use adjacent to the Project site (Draft EIS, p. 3-5), despite other uses across streets being identified as being an adjacent land use. The Expo Apartments houses hundreds of residents and several retail tenants; its location exposes it and its tenants to increased environmental impact. The impacts to the Expo Apartments should specifically identified and addressed by the Draft EIS.

O-0014-3 The Draft EIS goes on to state that the criteria for significant construction impacts is whether they would "result in a change in the current land use in the land use study area." Draft EIS, p. 3-7. This standard has no legal basis.

Utilizing this improper standard, the Draft EIS states that construction impacts from Alternatives 1 and 2 would not reach this significance threshold but would merely "cause inconveniences." Draft EIS, pp. 3-7, 3-11. This is not accurate. The exposure of sensitive residential uses to construction impacts, including traffic, loss of parking, day- and nighttime noise exceeding maximum levels allowed by the Seattle Municipal Code ("City Code" or "SMC"), and vibrations during an approximately two-year period is not a mere inconvenience. This mischaracterization improperly trivializes these significant adverse environmental impacts.

Contrary to the approach of the Draft EIS, land use impacts that must be evaluated in an EIS include the relationship to existing plans and policies and impacts to housing. WAC 197-11-444(2)(b). Here, Alternative 1 is inconsistent with adopted City day- and nighttime noise limits, since it would not comply with those limits. Draft EIS, p. 8-15. Alternative 1 will generate nighttime nose that may result in sleep interference, impacting residents' quality of life and the livability of housing near the Project. Alternatives 1 and 2 will generate other construction impacts, including daytime noise and impacts to traffic and parking, despite many Comprehensive Plan policies promoting the Uptown area as a "vital residential community." Seattle Comprehensive Plan, Goal QA-G3; *see also* Policies QA-P2, QA-P5, QA-P6, QA-P14. The duration of these impacts far exceeds the length of construction for most development projects and is a significant adverse land use impact. The Draft EIS must acknowledge this significant adverse environmental impact.

O-0014-4 The Draft EIS further states that impacts from Alternatives 1 and 2 would be "similar." Draft EIS, p. 3-11. This is inaccurate. The Draft EIS fails to acknowledge the significant adverse land use impacts associated with nighttime construction on nearby residences, including the Expo Apartments and Astro Apartments. Alternative 1 involves construction 24 hours a day, 7 days a week. Draft EIS, p. 8-14. Alternative 2 similarly includes 24/7 construction but does not include nighttime construction outside the building and does not include night truck hauling. Draft EIS, p. 2-14. Elimination of nighttime construction is a feasible mitigation measure that would reduce this significant adverse impact. The analysis must be revised to recognize this fact.

RESPONSE

O-0014-2 The Draft EIS, p. 3-5 states that the Northwest Rooms are "directly adjacent" to the project site and the Expo Apartments are across the street from the Northwest Rooms. The Expo Apartments are identified on Figure 3-2. Buildings and Some Surrounding Uses, in Section 3.3.1, Land Use Study Area, and generally in Section 3.3.4, Land Uses within the Land Use Study Area. The Expo Apartments are also included in Appendix B, Table B-1. Apartments and Condominiums in the Land Use Study Area. In response to this comment, text has been added to the Final EIS, Section 3.3.4, Land Uses Within the Land Use Study Area, to specifically mention the Expo Apartments.

O-0014

COMMENT	RESPONSE
	O-0014-3 The comment states that the threshold for significant land use impacts has no legal basis, and that the characterization of impacts on land use minimizes the degree of other impacts discussed in the EIS, such as noise, traffic, and parking, and ignores comprehensive plan policies. The legal basis for determining what would be a significant impact under SEPA is provided by state law. The definition of "Significant" in WAC 197-11-794 notes that significance involves "context and intensity," and SEPA provides authority to the Lead Agency for interpreting and applying this definition and making a determination (WAC 197-11-330). The threshold of significance for land use impacts is considered appropriate by the Lead Agency because the purpose of the Land Use chapter is to determine whether the project would affect land use patterns and development, as distinct from the noise, traffic, and other elements of the environment described in the EIS. The Land Use analysis does not minimize impacts found to be significant in other chapters. In the Final EIS, Chapter 3, Section 3.4.1 has been revised to acknowledge that construction-related impacts from noise on adjacent land uses could be significant, as described in Chapter 8, Noise. Construction-related impacts from traffic, parking, and air are considered less-than-significant based on the potential mitigation measures that are recommended as part of the project. Construction-related impacts from vibration are potentially significant, as described in Chapter 8. Comprehensive Plan policies were reviewed as part of this EIS. While not all of the policies cited in the comment are mentioned in the EIS, Goal QA-G3 and other goals are cited, and all relevant polices were reviewed, including those listed in the comment. SEPA does not require an analysis of all goals and policies, but relevant goals and policies, which were addressed. It is acknowledged that the Seattle Comprehensive Plan has goals to promote Uptown as a "vital residential community" as well as to promote the vibrancy of Seattle Center. From a land use perspective, construction noise, vibration, traffic, and parking impacts are likely to inconvenience residents, but experience with similar construction projects in Seattle and those that have had even greater impacts and longer duration suggests that residents are not likely to vacate as a result of this project, and the community will remain vital despite the construction impacts from this project.

O-0014

COMMENT	RESPONSE
	O-0014-4 Section 3.4.1, Construction Impacts, has been updated in the Final EIS to clarify that the impacts related to the construction of Alternative 2 which are deemed “similar” to Alternative 1 include only daytime construction. It is acknowledged in the Draft and Final EIS, Section 3.4.1, Construction Impacts, that there would be land use impacts associated with construction activities that would individually and cumulatively affect neighboring uses. The text has been updated to clarify that residences are included in those neighboring uses. Section 8.5.1, Construction Impacts (Noise and Vibration) of the Draft and Final EIS specifically identifies potential significant construction noise impacts and provides an estimate of noise levels that could be experienced. This chapter also states that a Noise Management and Mitigation Plan would be implemented to address significant construction noise impacts. Chapter 8, Noise and Vibration, has been updated in the Final EIS to include additional detailed information on current noise conditions, project impacts, and potential mitigation measures.

O-0014

COMMENT

Seattle Department of Construction and Inspections
Attn: Public Resource Center or John Shaw
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O-0014-5

The Draft EIS also fails to identify other reasonable mitigation for land use construction impacts. While some mitigation for noise is proposed (Draft EIS, p. 8-22), other measures are available to reduce noise impacts to nearby residents. Mitigation may include limitations on hours of construction. While Alternative 2 eliminates most nighttime construction, it still allows interior nighttime construction and construction between 9 am and 7 pm on weekends and holidays. These construction hours could be further limited and the EIS should identify this as a potential mitigation measure. This is a common mitigation measure imposed in the City. Additional potential mitigation measures include noise screening of equipment and construction areas near residences, and the provision by the Project proponent of sound-dampening windows, sound-reducing window treatments and/or hotel or other temporary accommodations for affected residents. Additional measures relating to construction noise, traffic and parking impacts that will affect nearby residential land uses are discussed below.

Finally, the Draft EIS concludes that impacts from Alternatives 1 and 2 are not significant. Draft EIS, p. 3-14. For the reasons previously discussed, this conclusion is inaccurate. They are significant, and mitigation is available to reduce these impacts.

Construction Traffic and Parking Impacts

O-0014-6

Construction traffic will have significant adverse transportation impacts in the immediate vicinity of the Project. The Draft EIS fails to adequately evaluate these impacts and to identify reasonable mitigation measures or alternatives to address these impacts. Specifically:

- The truck haul route (for excavated material) uses 1st Ave N to Mercer St, where trucks make a right turn. (Draft EIS, p. 2-17). While the volume is nominal (15 vehicles per hour), no truck staging area is identified. Thomas St closes during construction and all parking on 1st Ave N between John St and Republican St will be eliminated. There is no plan to provide for the displaced parking and no analysis provided of how this will affect business access and use in the area.

- The Draft EIS provides inconsistent information as to when and how truck hauling will occur. The Draft EIS identifies that "construction would occur throughout the day and night, including truck hauling at night." (Draft EIS, 4-41). It is well-known that concrete pours normally occur during the day given tight construction schedules and the unavailability of the required number of concrete trucks at night. Despite this, all truck hauling is identified as occurring at night, thereby not causing transportation impacts. Yet again, this is inconsistent with other assumptions in the Draft EIS, where some truck hauling <u>is</u> identified to occur during the day ("truck trips are not anticipated during the AM or PM peak hours," Draft EIS, 4-42). When and how truck hauling will occur, whether variances will be granted to allow for truck hauling to occur at nighttime, and whether concrete pours will occur during the day must be identified in order to fully disclose and mitigate construction impacts.

- Construction impacts are identified as "common" in Uptown and the statement is made that they will therefore not be significant because permits are required to close vehicle lanes, sidewalks, and other transportation accommodations (Draft EIS, p. 4-40). This fails to consider the long-term and area-wide impacts of construction, however, and does not explicitly identify how those will be mitigated. It also improperly diminishes the significant impacts of the wide range of lane and full street closures.

RESPONSE

O-0014-5 It is acknowledged in Chapter 8, Noise, that night-time noise impacts from construction would be significant for some sensitive receptors. Section 3.4.1 of the Final EIS has been revised to reflect this. While these noise impacts are considered significant, the question of noise causing or resulting in an impact on land use is a separate issue. Potential mitigation for noise impacts is identified in Chapter 8, Noise and Vibration. It is stated in the Draft and Final EIS that under Alternative 2, work inside the arena would only be allowed if its use meets the noise limits in SMC 25.08.425. See Section 2.6, Construction, for a description of Alternative 2. The Final EIS has been updated to include additional detail on current noise conditions and project impacts; see Chapter 8, Noise and Vibration. Potential mitigation measures are listed in Section 8.6, Avoidance, Minimization, and Mitigation Measures. The additional mitigation measures mentioned in the comment are noted and will be considered during the permitting process.

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- It does not appear that the EIS considers the impacts of worker access to the site nor the parking required for the 200 workers anticipated to be employed at this site, other than to suggest off-site parking with a shuttle (Draft EIS, p. 4-120). This is inconsistent with Page 4-44, where the Draft EIS identifies that OVG would keep the 1st Ave N garage and the adjacent surface lot for "construction materials storage and construction worker parking. These uses would reduce capacity of the garage, but OVG plans on keeping a portion of the garage open to the public." These statements are inconsistent and confusing. The plan for construction worker parking impacts must be disclosed to properly state impacts.

- The Construction Management Plan (Draft EIS, p. 4-121) appears to handle most common issues related to construction but it does not suggest that SDOT regularly monitor and re-time traffic signals in the area or install adaptive traffic signal systems and upgrade coordination to adapt to changing travel patterns as construction progresses. Those items are detailed on Page 4-122, but only as Operations mitigation that may not occur during construction.

O-0014-7

Construction impacts do not list Republican Street, the street fronting the Expo Apartments, as being subject to any changes during construction (Draft EIS, p. 3-9). Expo Apartments relies on both Republican Street and the segment of 1st Avenue North between Republican and Mercer for access and for the viability of its retail tenants. Given the fact that this street partially fronts the Key Arena Plaza and is so close to the construction zone, it is hard to believe that this street will not be subject to any short- or long-term street closures or construction impacts. If this is the case, Expo Apartments requests that a condition of approval be placed on the Project that requires no short-or long-term closures of Republican or 1st Ave N between Republican and Mercer, and no construction activities or staging can occur on these road segments.

Construction Noise Impacts

O-0014-8

Construction noise will have significant adverse noise impacts in the immediate vicinity of the Project. The Draft EIS fails to adequately evaluate these impacts and to identify reasonable mitigation measures or alternatives to address these impacts.

O-0014-9

The noise analysis in the EIS is based on measurements taken in November 2017 and March 2018. The Draft EIS states that additional measurements will be taken in the summer 2018 and included in the Final EIS. Draft EIS, p. 8-5. The deferral of summer measurements and any analysis based on them until the Final EIS is improper because it precludes comment by the public. The City must allow the opportunity for public comment on its analysis of summer noise levels.

The noise analysis in the EIS is also based on monitoring conducted to the south and west of the Project site. Draft EIS, Figure 8-2. No measurements were taken to the north of the Project site, despite the fact that sensitive receptors (including the Expo Apartments) exist there. The EIS must be revised to include noise monitoring north of the Project site.

O-0014-10

The Draft EIS states again that impacts from Alternatives 1 and 2 would be "similar." Draft EIS, p. 8-18. This is inaccurate. Alternative 1 involves construction 24 hours a day, 7 days a week, exceeding City of Seattle nighttime noise standards, which exist to protect human health and ensure land use compatibility. Draft EIS, p. 8-14. This will result in sleep disturbance to nearby residents, a significant adverse environmental impact. Draft EIS, p. 8-16. Alternative 2 similarly includes 24/7 construction but does not include nighttime construction outside the building and does not include night truck

RESPONSE

O-0014-6 (1) Table 2-2 in the Final EIS identifies potential truck staging areas in the vicinity of the construction site. As stated in the Construction subsection of Section 4.5, Avoidance, Minimization, and Mitigation Measures, a construction parking plan would be developed to address the displaced parking. (2) As cited, page 4-41 of the Draft EIS acknowledges that the 24-hour construction schedule would include truck hauling at night. On page 4-42 of the Draft EIS, Section 4.4.2, Alternative 1, Traffic Operations it states that truck trips could occur at all times of day and night except for the AM and PM peak periods. The Draft EIS does not state that "all truck hauling is identified as occurring at night." It is possible that truck activity could occasionally occur during the AM and PM peak periods during the occasional continuous concrete pours. (3) As stated in the Construction subsection in Section 4.5 of the Final EIS, specific construction impacts would be addressed though the Street Use Permit and Construction Management Plans required by SDOT. The analysis of construction did evaluate the impacts of lane closures, which include the passenger loading lane along 1st Ave N (in front of the arena) and the north-side parking lane along Thomas St between 1st Ave N and 2nd Ave N. The traffic and circulation impacts of these closures are identified in the Draft and Final EIS. (4) As stated in Section 4.4.2, Alternative 1, Traffic Operations, the impact of the approximately 200 construction workers is not expected to cause impacts to area traffic operations that rise to a level of significance. Section 4.4.2, Alternative 1: Parking identifies impacts to parking; OVG would use part or all of the 1st Ave N Garage for construction worker parking and materials. To address this impact, Section 4.5.1 suggests a potential mitigation measure that construction workers could park at an off-site location and travel to the site by shuttle. As described in Section 4.5.1, specific construction impacts would be addressed though the Construction Management Plan required by SDOT. (5) Section 4.5.1 lists potential elements of a Construction Management Plan, but this list is not exhaustive. If SDOT determines it to be necessary, the Construction Management Plan could include re-timing of traffic signals.

O-0014-7 OVG's construction plans do not include any short- or long-term closures or staging use of Republican St or 1st Ave N north of Republican St. However, it is possible that some curb space could be reallocated as disclosed in Section 4.5.1, Construction (Avoidance, Minimization, and Mitigation Measures). The MOA for Event Curbside Management, which covers Republican St east of 1st Ave N, will remain in effect until Seattle Center and SDOT reach a new agreement.

O-0014

COMMENT	RESPONSE
	O-0014-8 Section 8.5.1 of the Final EIS has been updated to provide additional information on potentially significant construction noise impacts, and provides an estimate of noise levels that could be experienced by surrounding receptors. Section 8.6 of the Final EIS has been updated to include more detailed potential mitigation measures. The noise evaluation conducted for the EIS was undertaken using methods considered standard for SEPA environmental evaluations. See also Common Response NOISE-1: Additional Noise Monitoring and Analysis.
	O-0014-9 The Final EIS has been updated to include detailed information about the current noise conditions and project impacts, including additional monitoring sites to the north of the arena. See Section 8.4.2 and Appendix F, Noise Monitoring, for changes to the Existing Noise Environment and Section 8.5.1, Construction Impacts, for changes to construction impacts. The Draft EIS provided noise monitoring data conducted for 2 concert events to characterize the noise levels associated with such events at surrounding noise sensitive land uses and thereby provides a basis to estimate potential operational noise impacts. Additional noise monitoring data are included in the Final EIS to further substantiate existing ambient noise levels, additional modeling for construction noise levels, and forecasts for operational noise impacts. These additional analyses were provided in response to public comments on the Draft EIS. Changes to a project and additional information contained in a Final EIS are allowed by SEPA and generally do not require an additional public comment period.
	O-0014-10 Section 8.5.1 has been updated to clarify that the impacts related to the construction of Alternative 2 that are deemed “similar” to Alternative 1 include only the daytime construction. The elimination of night-time construction activities outside of the arena is not presented as a potential mitigation measure because it is given detailed analysis as Alternative 2. See also Common Response NOISE-1: Additional Noise Monitoring and Analysis.

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hauling. Draft EIS, p. 2-14. Elimination of nighttime construction is a feasible mitigation measure that would reduce this significant adverse impact. The analysis must be revised to recognize this fact.

O-0014-10 The Draft EIS does not adequately evaluate or disclose construction noise impacts, particularly those on nearby residential receptors. For example, the Draft EIS presents the predicted noise levels from construction equipment, but not from overall construction activities. Construction activities will involve several types of equipment operating concurrently. The Draft EIS analysis of construction equipment noise fails to recognize this fact and is therefore not adequate.

O-0014-11 In addition, the EPA has established guidelines for evaluating noise increases caused by a project over existing sound levels. Noise increases of 0-5 dB are considered a slight impact, 5-10 dB a significant impact, and over 10 dB a serious impact. Construction-related noise levels will be more than 10 dBA over the ambient noise levels, and a 10 dBA increase in noise levels is considered a serious impact by the EPA. Noise mitigation should be provided to reduce impact noise to within the EPA's "slight impact" range.

O-0014-12 The Draft EIS also fails to identify numerous feasible mitigation measures to reduce noise impacts to nearby residents. The transfer of the demolition and excavation of the materials to trucks should be on 2nd Avenue N on the Seattle Center campus, as it has a lesser impact on the surrounding residential buildings. Also, continuous noise monitoring should be provided during construction to ensure compliance with the allowable limits and provide timely noise mitigations in the case of exceedances, which are expected. Additional mitigation measures are discussed above.

Construction Vibration Impacts

O-0014-13 The Draft EIS acknowledges that construction will occur adjacent to the Northwest Rooms and that vibration impacts from construction may have the potential to result in sleep disturbance at nearby residences. Draft EIS, pp. 8-17-8-18. Yet, the Draft EIS contains no analysis whatsoever of vibration impacts to the Expo Apartments. This analysis must be included in the Final EIS.

The Draft EIS fails to identify any mitigation measures specifically designed to address vibration impacts to nearby residential uses. Draft EIS, pp. 8-22 to 8-23. The Final EIS must identify potential mitigation, including but not limited to: (1) alteration of construction hours; (2) the provision by the Project proponent of hotel or other temporary accommodations for affected residents; (3) a requirement that the Project proponent pay for expert inspections and reports establishing the pre-construction and post-construction condition of surrounding buildings and that the Project proponent agree to bear the financial responsibility for any damage.

Long Term Land Use Impacts/Existing Codes and Policies

O-0014-14 The study area for land use impacts is too small. The land use impacts resulting from the Project will reach far beyond Queen Anne Avenue North to the west. Limiting the study area in this way limits the disclosure of impacts, including on the Astro Apartments. The study area related to land use impacts must be expanded to include at least the entire Uptown neighborhood planning area to be consistent with the Comprehensive Plan, the Uptown Neighborhood Plan, and prior planning and environmental documents.

RESPONSE

O-0014-11 The applicable standards to apply to noise control in the project area are found in SMC 25.08, the City's noise regulation. See Section 8.3, Regulatory Context, for a description of SMC 25.08 and the various noise levels that apply to the project construction and activities.

The potential mitigation measures for noise impacts have been updated in the Final EIS. See Section 8.6, Avoidance, Minimization, and Mitigation Measures for more details.

O-0014-12 Page 8-15 of the Draft EIS identifies potential significant construction noise impacts and provides an estimate of noise levels that could be experienced. Section 8.5.1 of the Final EIS has been updated with additional information. Section 8.6, Avoidance, Minimization, and Mitigation Measures noise impacts has been updated in the Final EIS. Section 8.6.1 of the Final EIS identifies preparation and implementation of a Noise Management and Mitigation Plan to address significant construction noise impacts, with project-specific measures identified for inclusion in the plan. Truck loading would occur adjacent to vacated 2nd Ave N as well as adjacent to 1st Ave N. Night hauling would occur primarily on the east side of the arena, on vacated 2nd Ave N and vacated Harrison St. See Section 2.6, Construction, of the Final EIS for this information. This change would decrease night-time noise levels for nearby residents. Mitigation measures for night-time noise impacts will be finalized during the permitting process after the publication of the Final EIS.

O-0014-13 Assessment of potential vibration impacts to the Expo Apartments has been added to Section 8.5.1, Construction Impacts, of the Final EIS. The Expo Apartments are approximately 115 feet from the project site, which would be sufficient distance to preclude structural or annoyance impacts from construction-related vibration. The potential mitigation measures for vibration impacts identified in the Draft EIS have been updated in the Final EIS. See Section 8.6, Avoidance, Minimization, and Mitigation Measures, for more details.

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COMMENT	RESPONSE
	O-0014-14 The geographic scope of the analysis documented in the EIS varies for the respective elements of the environment, based on the geographic relationships applicable to each element. See each environmental element for information on the scope of study area. The study area selected for the land use analysis was based on the proposed arena renovation project and its potential for significant impacts to adjacent land uses, land use codes, and the relationship of the proposal to plans and policies. The land use study area includes the Astro Apartments (see Figure 3-2 in the Draft and Final EIS). The study area for the Relationship to Plans and Policies portion of the land use analysis provides a much larger geographic scope that includes the Seattle 2035 Comprehensive Plan Queen Anne (Uptown) Neighborhood Plan and the Uptown Rezone Plan Ordinance. Note that the Draft and Final EIS, Section 3.3.1, Land Use Study Area, recognizes that the land use study area is near the north boundary of the Downtown Urban Center in Uptown and states that Uptown is surrounded by Interbay to the west, South Lake Union to the east, Denny Triangle to the southeast, and Belltown to the south.

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O-0014-15 The Draft EIS glosses over the significant long-term land use impacts that will occur as a result of the Project. It does not identify the music/art/cultural festivals (Folklife, Bumbershoot, many others) that may be interrupted and discontinued during and after construction. It does not identify the Seattle Center tenants, including many non-profit and arts-related organizations, that will be interrupted during and after construction. The Draft EIS identifies unspecific "relocation and mitigation" as "part of the OVG proposal" but these details are not included in the Draft EIS and are not included as part of the alternatives/proposal discussion (Draft EIS, p. 3-12). The retail tenants at the Expo Apartments rely on users of those various festivals, non-profits, and arts organizations, and the residential tenants of both buildings enjoy the festivals. An economic and cultural impacts analysis should be prepared to detail impacts to these music/art/cultural users. This impact was not properly disclosed.

O-0014-16 The Draft EIS lists only three currently proposed projects in the study area (Draft EIS, p. 3-6). This is not the same as the list stated in the Appendix (Draft EIS, Appendix A, p. A-1). As stated above, the study area must be expanded. In addition, the currently proposed projects in the area is not accurate. The fact There are several more projects in the vicinity that should be disclosed and considered.

O-0014-17 The Draft EIS identifies that the Project will participate in incentive zoning, but Mandatory Housing Affordability is now in place in the Seattle Mixed/Uptown zone. It is unclear whether any actual Mandatory Housing Affordability payment would be required under the zoning, however. SMC 23.58C.020 requires only "chargeable floor area" to be charged the MHA fee. SMC 23.48.720 creates an FAR exemption for all floor area within a landmark structure. As the site is a designated landmark, it appears that no MHA payment would be required. SMC 23.48.720.C.1. Therefore, the Project will fundamentally fail to mitigate for significant affordable housing impacts to low-and middle-income workers of the Seattle Center Arena. This lack of payment must be affirmatively disclosed and adequate mitigation of impacts to affordable housing must be imposed through the SEPA process.

The Draft EIS states without SDCI having conducted any zoning review that the project "would comply with most applicable use and development standards" (Draft EIS, p. 3-18). It only states two standards that would need "variances" (departures?) from the code. However, the Draft EIS also states that aspects of the Project that would not comply with the code could be addressed through "City Council Land Use Action pursuant to SMC 23.76." The Project also identifies "Possible Land Use Code Amendments" as part of the permitting process in the proposal section (Draft EIS, p. 1-6). Does the Project intend to amend the Land Use Code to allow for exceptions from development standards to facilitate the Project? The Land Use Code amendments required must be disclosed to determine consistency with existing plans, codes, and policies.

The Draft EIS discloses that a permit needed to complete the Project includes a "substantial structure term permit" (Draft EIS, p. 1-15). No detail is given as to what the term permit would be issued for. If the term permit is for the Thomas Street tunnel, the EIS fails to disclose whether the Project intends to comply with Chapter SMC 15.65 regarding significant structure term permits, and whether SDOT intends to require public review of the term permit via the Seattle Design Commission, per the code and standard City procedures. In order to approve a significant structure term permit, the City Council must find that the structure is in the public interest and that no reasonable alternatives exist. SMC 15.65.050.B. The Draft EIS fails to include any information about this permit process, whether the structure is in the public interest, and whether a reasonable alternatives analysis has been completed.

O-0014-18 The Draft EIS also includes criteria for what types of operational/long-term impacts that will be considered significant (Draft EIS, p. 3-11), specifically, "if the project would result in permanent,

RESPONSE

O-0014-15 Section 3.4.1, Construction Impacts, of the Draft and Final EIS discloses the potential impacts to music/art/cultural festivals that would be affected during construction. The analysis did not find that activities would be discontinued. Non-profit and arts-related organizations that are Seattle Center tenants are described in Chapter 3, Land Use, and Chapter 7, Recreation, and many are listed by name. Appendix B lists events that were held at Seattle Center during 2017. It is acknowledged that retail tenants at the Expo Apartments and other adjacent residents rely on users of the various festivals, non-profits, and arts organizations, and that tenants of both the Expo Apartments and Astro Apartments enjoy the festivals. Seattle Center currently coordinates with its tenants to promote their event programming and that will continue. Based on the potential mitigation measures, the traditional events and festivals are expected to continue during construction, and business for neighboring retailers is not expected to diminish during this period because of the robust marketing and promotional plan being developed as part of the Community Benefits Summary, Lease Agreement, Development Agreement, and Seattle Center Integration Agreement. While experience with other Seattle Center construction and nearby projects suggests that event attendance would not decrease substantially during construction, it is possible that there could be some reduction in attendance from what might otherwise occur if construction activity were not present.

See also Common Responses LU-1: Mitigation for Seattle Center Tenants During Construction, and LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0014-16 The Final EIS, Section 3.3.4, Land Uses Within the Land Use Study Area, and Appendix A have been revised to include updated permit applications. Only the larger projects near the land use study area that are currently known are listed, and it is acknowledged that there are a number of smaller developments in addition to those listed. The list of projects presented is based on the City of Seattle Department of Construction and Inspections Permit Application Database and Map (June 29, 2018). The comment does not identify any specific projects that were missing.

The City considers the land use study area and analysis appropriate to determine potentially significant impacts. Other environmental elements in the EIS use different study areas based on the potential for significant impacts and type of analysis required.

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COMMENT	RESPONSE
	O-0014-17 The project does not currently propose to employ incentive zoning. The project is subject to MHA requirements and the amount of the MHA payment will be determined during the permit process, including any applicable exclusions due to the Landmark status of KeyArena. The project would need to meet any applicable requirements of the MHA including making payments required by the City as part of the permitting process. The statement in the Draft EIS regarding zoning review was solely intended to indicate that the only code requirements that the applicant has proposed to seek relief from are restrictions applying to curb cuts and signs. Sections 1.5 and 3.4.1 of the Final EIS have been updated to reflect additional variances and/or exceptions being sought by OVG. Possible variance requests, waivers, or departures are associated with the following: through-block pedestrian connection requirements, open space standards, curb cut and driveway standards, accessory surface parking area and lot requirements, building setback requirements, structure width and depth requirements, and landscaping standards between the street and front façades. The proposed tunnel to the underground loading dock crosses the Thomas St right-of-way and would require a term permit, subject to the requirements of SMC Title 15. The City Council will decide whether the proposed tunnel qualifies for a term permit.

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substantial direct or indirect land use changes that adversely affect neighborhood character, such as blight or disuse of properties." This criterion is without basis in SEPA or the Seattle Municipal Code and must be disregarded. The City's Land Use SEPA policy contains no such limiting language. Specifically, significant impacts to land use may result due to the Project that do not result in blight, but create changes that are significantly inconsistent with City goals and the Comprehensive Plan. These potential impacts include:

O-0014-18

- The Project does not disclose the significant impact the re-tenanting and significant increase in use of a multipurpose arena on the land uses surrounding the Project. For example, during the time when the NBA played at Key Arena, property owners were not incentivized to redevelop surface parking lots because parking lots were profitable. When the NBA left Key Arena and events significantly dropped in number, parking revenues were much lower, thereby incentivizing redevelopment of surface parking lots. The Draft EIS fails to disclose that surface parking lots and parking garages may become more profitable, thereby leading to a lack of redevelopment of those discouraged uses. This outcome would lead to inconsistencies with the following Comprehensive Plan goals: 1) GS 1.5 Encourage infill development in underused sites, particularly in urban centers and villages. 2) GS G2 Accommodate a majority of the city's expected household growth in urban centers and urban villages and a majority of employment growth in urban centers.

O-0014-19

- The Draft EIS fails to disclose the many inconsistencies between the Project and the Seattle Comprehensive Plan. The Project is inconsistent with the following goals and policies:
    - GS 1.9 Distribute public investments to address current inequities, recognizing the need to also serve growing communities. (comment: unclear how the Project complies with this goal)
    - GS G3 Maintain and enhance Seattle's unique character and sense of place, including its natural setting, history, human-scaled development, and community identity, as the city grows and changes. (Comment: the Project seeks to demolish two Seattle Landmarks).
    - 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. (Comment: unclear how the Project complies with this goal)
    - GS 3.8 Encourage the preservation and expansion of the tree canopy throughout the city for the aesthetic, health and environmental benefits trees provide, considering first the residential and mixed-use areas with the least tree canopy in order to more equitably distribute the benefits to residents. (Comment: the Project proposes to take several significant and exceptional trees).
    - GS 3.9 Preserve characteristics that contribute to communities' general identity, such as block and lot patterns and areas of historic, architectural, or social significance. (Comment: the Project proposes to demolish two landmark structures).

RESPONSE

O-0014-18 With regard to the basis and authority for determining what constitutes a significant impact, see Response to Comment O-0014-3. The policies cited in the comment indicate that the City generally seeks to encourage infill development. The arena renovation would increase the demand for parking on days with major sports and other events, in addition to the high level of usage the arena already generates on an annual basis for a variety of sports, arts, and entertainment events. However, it does not necessarily follow that a significant amount of land in existing surface parking lots would not be redeveloped because of increased parking demand. Recent rezoning in the area has increased the value of the land for development, and rapidly rising housing prices in the region have added to land value. At the same time, property taxes have risen substantially. The project itself would add events to the neighborhood that could attract residents who want to live within walking distance of a sports and entertainment venue that they frequent. In this context, it is speculative to expect that the project would result in such a large amount of land remaining in surface parking that it would significantly impair the ability of the City to accomplish its planning goals.

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COMMENT	RESPONSE
	O-0014-19 Comprehensive Plan policies and other relevant City policies were reviewed as part of this EIS. It should be noted that although an EIS is to contain a summary discussion of a project's consistency with applicable Comprehensive Plan policies, the extent to which a project may be required to conform with policies is a discretionary decision that entails a balancing of many, sometimes competing, policies, rather than upon a policy viewed in isolation. See Comprehensive Plan 2035, pages 17-18. Also, simply because a specific project does not accomplish 1 of the goals or objectives of a policy does not imply there is a conflict. For example, housing projects are not expected to increase employment, even though there are policies that call for creating jobs. In cases where regulations have been adopted, compliance with such regulations is generally considered sufficient demonstration of consistency with the policies that directed the creation of those regulations. See Seattle's SEPA Overview Policy SMC 25.05.665. Many of the policies listed in this comment are directed toward City staff creating programs or regulations to accomplish specific objectives. These include GS 3.10, LU 5.11, LU 5.12, LU 6.6, T 6.1, T 9.1, and T 9.2. Other than the proposal to amend the sign regulations (SMC 23.55), this project is not aimed at creating new City programs. The Final EIS describes the proposed amendment and its relationship to adopted policies in Chapter 3. The comment does not point to any specific inconsistencies with the following: GS 1.9, GS 3.2, T 2.2, ED 4.5, ED 4.6, P 4.3, P 4.4, Uptown Neighborhood Plan, Seattle Center Master Plan/Century 21 Plan, and the Seattle Bicycle, Pedestrian, and Transit Master Plans. For these policies, no further analysis was performed for the Final EIS in response to this comment. Comments on Policies LU 9.23, ED 1.6, ED 1.7, AC G2, and AC 4.2 deal with potential displacement of small businesses or arts organizations. The potential displacements are described in Section 3.4.2 Operations Impacts (Land Use). See also Common Responses LU-1: Mitigation for Seattle Center Tenants During Construction, LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction, and LU-3: Mitigation for Tenants of the Blue Spruce Building. The comment does not identify any other specific displacements of concern. Goal GS G3 and policies GS 3.8, GS 3.9, and GS 3.26 were added to the analysis in Section 3.7.1 of the Final EIS.

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- 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. (Comment: the Draft EIS admits that traffic congestion will create significant pedestrian/car conflicts)
- GS 3.26 Design public spaces that consider the nearby physical context and the needs of the community. (Comment: unclear how the Project complies with this goal).
- LU 5.10 Regulate signage to encourage reasonable identification of businesses and to communicate information of community interest while limiting visual clutter, protecting the public interest, and enhancing the city's appearance and safety. (Comment: the Project proposes a sign variance and several additional signs)
- LU 5.11 Establish maximum permitted noise levels that account for both the function of the noise-producing area and the function of areas where the noise may be heard in order to reduce the health hazards and nuisance factors associated with some uses. (Comment: the Project will exceed the noise code)
- LU 5.12 Identify uses as major noise generators based on the noise associated with certain equipment operations or the nature of a particular activity, and regulate these uses to reduce noise to acceptable levels. (Comment: the Project will exceed the noise code)
- LU 6.6 Limit the off-street impacts on pedestrians and surrounding areas by restricting the number and size of automobile curb cuts, and by generally requiring alley access to parking when there is an accessible, surfaced alley. (Comment: the Project seeks several curb cuts across well-traveled pedestrian ways)
- LU 9.23 Use zoning and other planning tools in urban centers and urban villages to address displacement of small locally-owned businesses that reinforce local neighborhood and cultural identity and provide culturally relevant goods and services to Seattle's diverse population. (Comment: the Project will displace several arts uses)
- LU G14 Maintain the city's cultural identity and heritage. (Comment: the Project demolishes two landmarks)
- 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 6.1 Reduce collisions for all modes of transportation and work toward a transportation system that produces zero fatalities and serious injuries by 2030 to attain the City's Vision Zero objectives. (Comment: the Project identifies it will significantly increase pedestrian/bicycle/car conflicts and increase safety hazards. This is inconsistent with Vision Zero).
- T 9.1 Define arterial and transit LOS to be the share of drive-alone trips made during the late-afternoon peak period (3:00 to 6:00 p.m.). (Comment: the Project only discloses impacts during a narrow PM peak hour).

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- T 9.2 Provide a menu of transportation-demand management tools for future development to meet non-drive-alone mode share targets, provision of transit passes, carpool benefits, and improvements to pedestrian and bicycle facilities. (Comment: the Project does not disclose how it will or will not comply with the City's mode-share targets).
- ED 1.6 Pursue strategies for community development that help meet the needs of marginalized populations in multicultural business districts, to reinforce local neighborhood and cultural identity by preserving small locally-owned businesses that are at risk of displacement due to increasing costs. (Comment: the Draft EIS fails to disclose potential displacement impacts)
- ED 1.7 Seek new tools to support the creation of spaces attractive and affordable to businesses threatened with displacement so that small locally-owned businesses are able to remain in their neighborhoods. (Comment: same as comment above)
- ED 4.5 Promote programs aimed at reducing unemployment among people of color in Seattle. (Comment: it is unclear how the Project proposes to comply with this policy)
- ED 4.6 Support efforts that connect youth to internships and other education and career opportunities. (Comment: same as above)
- P 4.3 Recognize that visitors to major regional attractions can impact the neighborhoods surrounding those facilities, and look for ways to limit those impacts, including through enhanced walking, biking, and transit connections (Comment: unclear how the Project will comply with this policy)
- P 4.4 Look for innovative ways to conduct construction and major maintenance of park facilities that will provide training, apprenticeships, youth employment, and living wage opportunities for marginalized populations. (Comment: there is no disclosed plan for these types of opportunity)
- AC G2 Enhance support for artists, creative professionals, and cultural organizations, allowing them to grow and mature. (Comment: the Project will displace many arts organizations)
- AC 4.2 Create incentives to preserve or expand space for artists, arts organizations, musicians, music organizations, and other cultural uses. (Comment: the project displaces many arts organizations)

O-0014-20

- The Draft EIS fails to disclose the many inconsistencies between the Project and the Uptown Neighborhood Plan.
- The Draft EIS fails to disclose the many inconsistencies between the Project and the Seattle Center Master Plan/Century 21 Plan.The Draft EIS fails to disclose the many inconsistencies between the Project and the Seattle Bicycle, Pedestrian, and Transit Master Plans.

RESPONSE

O-0014-20 Adopted policies from the Uptown Plan are part of the Comprehensive Plan and are described in the Final EIS in Section 3.7.2. References to the Seattle Center Master Plan/Century 21 Plan are included in Section 3.7.4 of the Final EIS. The Seattle Bicycle, Pedestrian, and Transit Master Plans are referred to in Sections 4.2 and 4.3 (in the Transportation chapter).

See Response to Comment O-0014-19 for additional discussion about consistency with adopted plans and policies as it relates to SEPA.

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Long Term Traffic and Parking Impacts

O-0014-21 In general, the Draft EIS appears to underestimate traffic impacts and over-rely on an unrealistic mode-share split. The traffic analysis must be redone to adequately and accurately disclose impacts, so that proper mitigation can be required.

O-0014-22 The Draft EIS identifies degraded traffic operations and pavement deterioration as "potential" impacts; given a project this size, these are at the very least "likely" impacts and should be considered "anticipated impacts" (Draft EIS, Table 1-1).

O-0014-23 The Event Transportation Management Plan proposal does not suggest ways to mitigate impacts on local businesses due to access restrictions imposed to prevent private vehicles from reaching the Key Arena or certain streets where bus/transit and ridehailing operations are expected to occur. (Draft EIS, Table 1-2, p. 1-14).

The Event Demand Management Program may create unexpected consequences as the sole purpose of a DMP is to shift trips to transit, bicycles, and walking (Draft EIS, p. 1-14). Any DMP or Event TMP is likely to have adverse impacts on vehicle access, parking restrictions, and local business access and patronage as private automobile trips account for the majority of trips accessing events in the region, particularly in light of the lack of adequate single-seat transit service direct to the Seattle Center from the Eastside, South Sound, and other areas.

O-0014-24 It is entirely unclear where the exit for the proposed garage from Alternative 1 will be located (Draft EIS, p. 2-4). The entrance is proposed for Thomas St but there is no exit identified and nothing in the text indicates how the entrance would be modified or otherwise used to serve a large and concentrated volume of exiting vehicles.

O-0014-25 Without adequate parking, TNCs will serve a critical role in convenient access to the renovated Arena (Draft EIS, p. 2-6). The Draft EIS simply deals with TNCs by stating that it will "geofence" TNCs outside a one-block radius of the Project. This will divert TNCs to other streets, including Republican Street in front of the Expo Apartments. This will create significant traffic congestion as TNCs often stop in the middle of the street, blocking traffic, to pick up patrons. Geofencing for TNCs is also likely to further impact on-street parking, where TNCs will queue in available parking spots in anticipation of event traffic. A designated parking lot for TNCs (similar to the airport), as well as designated pick-up and drop-off areas for TNCs must be disclosed and designated in order to fully disclose impacts to the transportation network.

O-0014-26 While Alternative 2 proposes 200 new stalls of on-site parking, contrasted with the 450 stalls proposed under Alternative 1, a reduction in available parking is likely to have two effects. While it will reduce the number of exiting vehicles after an event (usually occurring late in the evening) it is likely to substantially INCREASE vehicle circulation and parking search activity prior to the event, causing a congested street network and all the additional effects associated with inadequate parking. Figure 4-11 shows that both on-street and off-street parking in the area of the arena (particularly on 1st Ave N) are extremely limited compared to other areas nearby.

O-0014-27 Parking spaces along 1st Ave N, proposed to be closed for 24-30+ months, all have extremely high occupancy rates, meaning they are very popular and used throughout the day, even on Saturdays (Draft EIS, p. 4-36). These spaces are proposed for elimination without any plan in place to provide for

RESPONSE

O-0014-21 See Tech Memo 5: Project Travel Characteristics, in Appendix C of the Final EIS for the process undertaken to estimate the project's mode split and overall travel characteristics. More specific comments are addressed in the subsequent responses. Also see Common Response TRAN-3: Mode Split -Transportation Methods Used to Access Events.

O-0014-22 Table 1-1 in the Final EIS lists the range of potential construction impacts, and some impacts are more likely than others. The term "potential" impact is standard language in SEPA documents and is used throughout the Final EIS.

O-0014-23 The AAMP, which will include transportation and demand management strategies, would be targeted to limit congestion by event attendees and employees. That reduction in congestion would generally be beneficial for business access rather than causing adverse impacts. A change in the project's mode split is not expected to decrease overall patronage to nearby businesses. Although it is recognized that not all businesses would benefit equally from increased neighborhood visitation due to events, decisions regarding parking and loading restrictions to facilitate traffic movement will consider local access needs as well as overall traffic concerns. See also Section 3.4.2, Operations Impacts in the Land Use chapter. As described in Section 1.4 of the Final EIS, the scoping process limited the elements of the environment addressed in the EIS to the elements identified in that section. Those elements did not include the socioeconomic factors described in the comment.

O-0014-24 The driveway shown on Figure 2-2 represents both the entrance and exit, and the label on the figure has been revised in the Final EIS to more clearly indicate that the driveway would be an entrance and exit.

O-0014-25 The proposed geofence would include the entire Seattle Center campus, not just the project area. The Draft AAMP includes preliminary locations for TNC staging and pickups—Republican St east of 1st Ave N is not included for either use. SDOT is determining the appropriate location for a geofence, taking into consideration the needs of the Seattle Center campus and Uptown. Specific geofence boundaries would be periodically updated in the AAMP.

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O-0014-27 alternate spaces or a specific analysis of how close those spaces might be. These spaces likely serve neighborhood residents such as residents of the Expo and Alpha, and also serve other Seattle Center users such as the Pacific Science Center. No consideration or mitigation is provided for the loss of these spaces.

O-0014-28 The Draft EIS acknowledges that ride-hailing services/TNCs are a popular way to access the event but does not provide any indication of how they will be accommodated; rather, it indicates that they will be de-prioritized in favor of bicycles and pedestrians (Draft EIS, p. 4-38). It is unclear how the Project proposes to de-prioritize TNCs, this does not seem to be a realistic assumption.

O-0014-29 The study states that the demand for parking is an impact without identifying the provision of adequate supply as a mitigation; this section also addresses the circulation of vehicles, which will occur more often when parking is removed (Draft EIS, p. 4-47).

O-0014-30 While transit is suggested as a replacement for car trips, the EIS does not anticipate or propose additional fixed-route, fixed-schedule bus transit service along Metro's routes in this area (Draft EIS, p. 4-54). Indeed, the determination of what is considered to be a significant impact to transit does not refer to Metro's own Service Guidelines to understand what Metro considers to be acceptable reductions in reliability or capacity. Because the Project relies so heavily on public transit, investments should be made by the Project to increase capacity and reliability of the routes impacted by the Project during both construction and operations.

O-0014-31 Parking occupancies on Republican St and other on-street facilities in the "north area" of the parking study will be greater than 85%; this means that parking will be difficult to find and, if the City wishes to maintain current levels of available parking, prices will have to rise in order to accommodate that (Page 4-56). No analysis of this issue is included in the Draft EIS, and it is of particular concern to the Expo Apartments.

O-0014-32 The Construction Management Plan appears to handle most common issues related to construction, but it does not suggest that SDOT regularly monitor and re-time traffic signals in the area or install adaptive traffic signal systems and upgrade coordination to adapt to changing travel patterns as construction progresses (Draft EIS, p. 4-121). Those items are detailed on Page 4-122, but only as Operations mitigation that may not occur during construction.

O-0014-33 The overall severe growth in congestion in the Seattle Center area is characterized as an unavoidable impact (Draft EIS, p. 4-126). This seems to be an uninspired conclusion. It is true that there are no plans for significant investment in the relevant corridors. However, investment in the Mercer Street and Denny Way corridors could improve traffic congestion and operations. For example, Mercer St. would function far better with fewer surface streets/street lights feeding traffic congestion, as would Denny. If significant improvements were made to improve mobility, including contributions by the Project, mobility could actually improve with the Project.

Overall, this EIS assumes that accepting a future level of congestion, both during construction and in the final configuration, will drive the growth of bicycle and transit trips. If that mode shift does not occur, it is not unreasonable to expect extreme motor vehicle congestion that will make the area largely impassable during the evening peak period on weekdays, on Saturday evenings, and on Sunday afternoons during events. This will also affect transit in the greater Uptown/Elliott corridor/Denny

RESPONSE

O-0014-26 The comment is consistent with the significant impact identified in the Draft and Final EIS. At the end of Section 4.4.3, Operations Impacts, in the subsection Summary of Significant Impacts in 2020 by Alternative, the analysis identifies a significant impact to parking under Alternative 2, stating that the decreased off-street parking supply immediately south of the arena would result in more competition for parking and a substantial number of vehicles circulating for parking. Mitigation measures, including a parking management and best practices system that could feature reserved parking and expansion of the ePark system could mitigate this impact. See the Draft AAMP for potential mitigation; it is available at https://www.seattle.gov/arena.

O-0014-27 As stated in the Construction subsection in Section 4.5 of the Final EIS, specific construction impacts and potential mitigation would be addressed though the Street Use ROW Management Construction Use Permit required by SDOT and Construction Management Plan (CMP) approval by SDOT that will be requirements of the project.

O-0014-28 Section 4.3.6, Ridehailing, describes ridehailing as a rapidly growing mode of transportation and states that these vehicles sometimes stop in travel lanes or curbspaces that are dedicated to buses and bicycles. While the demand management strategies will strive to reduce private auto and ridehailing trips, the AAMP also includes plans to accommodate auto and ridehailing trips such that modal conflicts and congestion impacts are reduced.

O-0014-29 The commenter is correct that providing additional parking supply is not suggested as a mitigation approach to address the parking impact. The EIS suggests measures to bring the demand in line with supply rather than increasing supply to meet demand. Moreover, there is adequate supply within the area; a parking reservation system and/or shuttles or Monorail passes to parking could make the most efficient use of existing supply while limiting congestion. See Section 4.4.3, Operations Impacts, for information about parking supply and demand.

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	O-0014-30 Alternatives 1 and 2 do not include additional bus transit service. However, this is included as a potential measure to address the transit capacity impact identified in Draft and Final EIS (see Section 4.5, Avoidance, Minimization, and Mitigation Measures). The EIS analysis and impact thresholds are consistent with Metro's Service Guidelines. The Service Guidelines, last updated in April 2016, state that passenger loads are used to identify overcrowded services. This measure is a comparison of the number of seats on the bus plus the number of standing people that can comfortably fit on the bus. This is the metric used to identify impacts in the EIS (see Section 4.4.3, Operations Impacts). The Metro data used for analysis include the passenger capacity for each trip.
	O-0014-31 The Draft EIS identified impacts to on-street parking under both Alternatives 1 and 2. As the commenter notes, the Draft EIS includes potential measures regarding on-street parking (see pages 4-125 to 4-126 of the Draft EIS) that could include changes to the existing parking pricing program in the vicinity of the project. See also the Final EIS, Section 4.5, Avoidance, Minimization, and Mitigation Measures, and the Draft AAMP, available at https://www.seattle.gov/arena.
	O-0014-32 Section 4.5.1, Construction (Avoidance, Minimization, and Mitigation Measures), of the Final EIS lists potential elements of a Construction Management Plan. Text has been added to that section to acknowledge that SDOT may implement signal timing modifications during the heaviest periods of truck hauling.

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O-0014-33 corridor/South Lake Union areas, making it unreliable and undesirable, including for Rapid Ride D Line service. The premise that creating congestion so bad that it will drive people out of cars and out of transit into bicycles and walking is an unrealistic assumption, and does not provide adequate analysis or disclosure of a significant impact.

O-0014-34 The Draft EIS fails to identify impacts to emergency vehicle response times as a result of the congestion caused by the Project. This is of significant concern to residents of the Expo and Astro Apartments.

O-0014-35 The Draft EIS discloses that currently Key Arena holds an average of 102 events per year but does not discuss how this number of events compares to the scenarios studied. It does not appear that the worst-case traffic scenario was studied.

O-0014-36 The Draft EIS (Page 4-43) discloses that sidewalks would be closed along 1st Avenue North, a major pedestrian way. But SDOT rules and policies require sidewalks to remain open to pedestrians. If SDOT requires a pedestrian way to remain open, more lanes of 1st Ave N will be impacted. More information should be shared about either a) the lack of compliance with existing codes and regulations, or b) the plan for pedestrian mitigation and its impacts to traffic and transit flow.

Bicycles facilities can remain open along 1st Avenue North—the downtown 2nd Avenue bike lane remained open during construction of 2nd and Pike, and 2nd and Pike developments. The Draft EIS should not assume that bike lanes must be closed, which is inconsistent with existing SDOT policies and rules. Mitigation can be required to keep the bike lanes open.

O-0014-37 The Draft EIS cites to certain other facilities visited and studied by the Project team to determine how they deal with event traffic. (Draft EIS, p. 4-46). No information is given about how similar or dissimilar these facilities, cities, or road networks are to the Seattle Center/Key Arena area. It is not adequate to say that "visiting these facilities was helpful" when the similarities are not stated. Seattle Center/Key Arena is a unique situation with many arts, cultural, and music events happening at the same time as one another, leading to many different types of travel patterns and transportation impacts. More information should be given about this unsupported assertion in the Draft EIS.

O-0014-38 To the point that many activities happen at the same time at Seattle Center, the City should require a scheduling agreement between all users at Seattle Center to ensure that impacts to arts and cultural activities are not impacted by Seattle Center Arena events.

O-0014-39 The Draft EIS continues to list "criteria" for significant impacts that have no basis in SEPA (Draft EIS, p. 4-47). For example, the criteria for transit impacts do not cite to or use the actual Metro Service guidelines. For bicycles and pedestrians, safety is not listed as a criterion for significance. The lack of compliance with state law and SEPA policies has led to an inadequate disclosure of significant impacts of the Project.

The "criteria" for significant parking impacts is garbled and makes no sense. SDOT and SDCI already use certain rules of thumb/guidelines related to significant parking impacts. (85%, 90%, over 100% capacity rules). While these are simply guidelines, they are much more relevant to disclosing impacts in the City of Seattle than are newly created criteria that have no basis in SEPA or other policies.

RESPONSE

O-0014-33 As the commenter suggests, the potential mitigation measures outlined in Section 4.5.2 identify potential measures that could improve traffic operations along Mercer St and Denny Way.

With regard to pedestrian and bicycle travel, the EIS analysis assumes a 7-11% combined pedestrian and bicycle share in the future (depending on scenario and year), which is very close to the existing mode share of 9%. The 2020 transit share (6-8%) is in fact slightly less than the existing mode share (10%). By 2035, the transit share assumption is assumed to increase from 10% to 25-28%. While this is a large increase, it is reasonable given the opening of a light rail station adjacent to the project that will connect communities throughout the region. A full discussion is found in Appendix C, Tech Memo 5, Project Travel Characteristics – Year 2020 and Appendix C, Tech Memo 7, Project Travel Characteristics – Year 2035. Lastly, the commenter states that the EIS does not adequately disclose significant impacts to traffic operations and transit. Section 4.6 identifies significant and unavoidable impacts to traffic congestion and transit speed and reliability under all project scenarios.

O-0014-34 Impacts to emergency vehicle response are identified in Sections 11.4.1 and 11.4.2 (in Public Services & Utilities), and Section 13.8 (in Cumulative Impacts).

O-0014-35 The Draft and Final EIS project description discloses how the frequency of events would change with the project (see Table 2-1, which breaks out frequency of events by type). Impacts related to the frequency of events are also described in Chapter 3, Land Use, Chapter 4, Transportation, Chapter 8, Noise & Vibration, and Chapter 13, Cumulative Impacts. With respect to transportation, traffic analyses are specific to a single event occurrence. The cumulative nature of increased event frequency is discussed in the Frequency of Events subsection, in Section 4.4.3 of the Draft and Final EIS.

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COMMENT	RESPONSE
	O-0014-36 Sidewalks adjacent to construction sites are regularly closed for certain time periods. OVG will submit a Construction Management Plan (CMP) for review and approval prior to SDCI issuing grading or demolition permits. That plan would address pedestrian safety, for example by providing adequate flaggers, pedestrian pathways, and personnel to ensure safe access for Seattle Center visitors. OVG will also work with SDOT during the Street Use ROW Management Construction Use permit process, through the Traffic Control Plan (TCP) and pedestrian checklist elements of that process, to close portions of the sidewalk and identify an alternative pedestrian way for travel. As stated in Section 4.4.2, Construction Impacts (Pedestrian subsection) of the Final EIS, relocating the pedestrian pathway may result in the closure of the western parking lane along 1st Ave N. Moving the pedestrian pathway and/or bicycle lane is not anticipated to affect the number of travel lanes. The 1st Ave N bicycle lane would likely not remain in its current configuration during construction due to the truck access and staging needs along the east side of the street. However, SDOT will explore options to relocate the bicycle facility as described in the Final EIS Section 4.5, Avoidance, Minimization, and Mitigation Measures (Construction).
	O-0014-37 The references to other arenas include visits and research in downtown venues in Sacramento (Golden 1 Center), Portland (Moda Center), San Francisco (AT&T Park), Salt Lake City (Vivint Arena), Denver (Coors Field), San Diego (Petco Park), Washington, DC (Verizon Center), and New York (Madison Square Garden). Most of these arenas are in mixed-use areas that have significant arts and entertainment venues nearby. They also have a range of travel mode choices, consisting of both on-street and off-street parking, and include varying levels of pre-event and post-event traffic management. Although each facility has unique considerations, the experience from arenas in other cities is relevant to the analysis of the proposed arena renovation project.

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	O-0014-38 Seattle Center currently facilitates coordination among its tenants to coordinate events and programming, and that would continue during and after the renovation. Seattle Center does not currently require scheduling agreements among its tenants. That would remain the case if the Seattle Center Arena Renovation Project goes forward. The Seattle Center Integration Agreement establishes a framework for sharing advance information between Seattle Center and OVG regarding major events, festivals, and protected speech events on campus, including arena events. In addition, OVG is contributing toward a Seattle Center marketing plan during construction. See also Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

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COMMENT

RESPONSE

O-0014-39 The criteria for significant impacts were included in the evaluation to provide the City and other reviewers the context in which impacts were characterized as significant. The EIS analysis and impact thresholds are consistent with Metro's Service Guidelines. The Service Guidelines, last updated in April 2016, state that passenger loads are used to identify overcrowded services. This measure is a comparison of the number of seats on the bus plus the number of standing people that can comfortably fit on the bus. This is the metric used to identify impacts in the Final EIS. The Metro data used for analysis include the passenger capacity for each trip.

Safety of pedestrians and bicycles is addressed in both the Construction and Operations sections.

Construction: The first criterion for a significant construction impact relates to construction activity that results in modifications to transportation facilities, which could substantially increase the number of conflicts between modes. Based on this criterion, the EIS concludes that there is a significant impact to pedestrian and bicycle safety during construction (see Final EIS Section 4.4.2, Construction Impacts). Mitigation measures for these impacts are included in Section 4.5, Avoidance, Minimization, and Mitigation Measures. Construction safety will be addressed through the development of the Construction Management Plan, for example by providing adequate flaggers and personnel to ensure safe access for Seattle Center visitors.

Operations: In addition to the collision rate criterion referenced by the commenter, the EIS includes a criterion stating that a significant arena operations impact to safety is identified if pedestrian or bicycle safety is compromised as a result of modal conflicts. Based on this criterion, the EIS concludes that there would be a significant impact to safety due to increased modal conflicts during the pre-event peak hour (see Final EIS Section 4.4.3, Operations Impacts). Mitigation measures for these impacts are included in Section 4.5, Avoidance, Minimization, and Mitigation Measures under the Measures for Pedestrian Impacts and Measures for Bicycle Impacts sections.

The commenter disagrees with the criteria used to define parking impacts. The EIS identified significant adverse impacts to parking due to increased demand and increased vehicle circulation to find parking spaces. This finding would not change if the alternate impact threshold suggested by the commenter was used.

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O-0014-40 The Draft EIS presumes that if a staging activity obtains an SDOT street use permit, then necessarily no impacts will occur (Draft EIS, p. 4-48). This presumption is based on a misunderstanding of SDOT street use permits—no SEPA review of street use permits occurs, and no mitigation of impacts occurs when a street use permit is issued. Street use permits are not often denied. As a result, compliance with SDOT codes and procedures fails to adequately mitigate for staging impacts. These impacts must be disclosed, and mitigation must be proposed in the EIS. There appears to be no plan for staging during construction.

O-0014-41 "Traffic volume forecasts were developed for 2020 conditions using the PSRC regional travel demand model. The forecast take into account existing volumes, planned land use growth within the immediate study area…" Draft EIS, p. 4-50. What land use growth was considered? Is it consistent with the Uptown EIS that studied land use growth and transportation impacts in the immediate area? Is it consistent with the Seattle Arena EIS, that studied Key Arena as an alternative and included background traffic? If the Draft EIS is inconsistent with these documents, a disclosure of why the background traffic is different is important, and for what reasons, as these documents were also prepared for/by the City of Seattle.

O-0014-42 It is surprising that the City of Seattle failed to reference two of its own Environmental Impact Statements that are the most relevant documents to the instant Draft EIS—the Seattle Arena FEIS (completed for essentially the same Key Arena project), and the Uptown Upzone FEIS that studied the upzone/land use changes/transportation impacts in this neighborhood. Lack of reliance on these extremely relevant documents undermines the credulity of the Draft EIS.

O-0014-43 Analyzing individual intersections by LOS is misleading as to actual impacts to a driver. For example, if there are 10 intersections in a corridor, and 7 operate at LOS D, and 3 at LOS F, only the delay at the intersection, not the corridor, is disclosed. The directional level of service diagrams are helpful but are very hard to read (where are the segments measured from? On what streets?). See Draft EIS, p. 4-52. The tables and analysis fail to adequately disclose in an easily understandable way traffic impacts to a normal person who lives in the neighborhood.

The Draft EIS attempts to analyze traffic by utilizing a "percentage of average travel speed" metric. How were average travel speeds determined, and how are they determined to be acceptable/non-significant levels of service? Speed limits on Mercer Street and Denny Way are set at 30 MPH. See Draft EIS, p. 4-51

O-0014-44 Parking counts in the neighborhood and capacity analysis appears to be different from the Seattle Arena EIS Key Arena alternative, and the Uptown Upzone FEIS. Please explain how results are different from those previous City of Seattle analyses.

The Draft EIS discloses that its Saturday transit data is based on an assumption of relative changes in bus service on Saturdays versus weekdays. Saturday transit data could be easily gathered by the study, and this should be done to have an accurate reflection of actual impacts to transit on Saturdays. (Draft EIS, p. 4-75).

O-0014-45 The Draft EIS discloses that the Monorail could "accommodate all riders over the course of the post-event peak hour." If this is the case, why are changes to the Monorail being contemplated to mitigate impacts? Is this mitigation factored into the analysis?

RESPONSE

O-0014-40 SDOT has procedures in place to review street use permit applications such that modal safety and adequacy of operations are maintained, thereby avoiding an impact.

O-0014-41 The travel demand model took into account permitted projects that are likely to be in place by 2020 and PSRC land use growth forecasts. The land use assumptions are also consistent with the Uptown EIS. Traffic volume forecasts were not based on those prepared for the Seattle Arena EIS, as that study was completed in 2013-2015. Rather, this study is based on the most recently available PSRC land use forecasts and model, neighborhood land use plans, and a permitted project list from SDCI.

O-0014-42 This EIS evaluates the probable transportation and other impacts associated with the Seattle Center Arena Renovation Project proposal. The EIS prepared for the Seattle arena project in the SoDo area also examined an alternative using KeyArena as a venue for professional sports and entertainment. That analysis was completed without the benefit of a fully developed proposal as is the case with the Arena Renovation Project; as such, the transportation analysis in the previous EIS is out of date, and the analysis in this EIS more accurately reflects the impacts of the current proposal. The more recent Uptown Rezone EIS was programmatic in nature and did not evaluate the effects of the Seattle Center Arena Renovation Project. The analysis for that EIS informs the assumptions that were used for the transportation analysis. This EIS for the Seattle Center Arena Renovation Project relies on the most recent and pertinent technical data for analysis. The referenced EISs were consulted for background information and relevant general analyses, and are included in Chapter 16, References.

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COMMENT	RESPONSE
	O-0014-43 In addition to intersection LOS, the EIS provides information on corridor travel time and LOS as requested by the commenter. The extents of the travel time segments are noted in the legend of every directional LOS map (for example Figure 4-16 with LOS labelled along the Mercer and Denny corridors). The Mercer St and Denny Way corridors are also listed in each corridor travel speed table (for example Table 4-8). Page 16-8 of the Highway Capacity Manual (Transportation Research Board, 2010) identifies the LOS D/E threshold for an urban street segment to correspond to a condition in which travel speed is 40% of the base free-flow speed. The LOS D/E cusp was chosen given the use of an LOS D acceptable operations standard for signalized intersections. The EIS uses 10 miles per hour to represent the base free-flow speed of the Denny Way and Mercer St corridors because the validated Vissim model reported this average speed in the non-peak (i.e., westbound) direction during the existing weekday pre-event peak hour.
	O-0014-44 Appendix E of the Seattle Arena Draft EIS (2013) consisted of a much larger parking study area than was analyzed in this Seattle Center Arena Renovation Project EIS. Page 3-130 of the 2013 Draft EIS stated that “an expanded study area was also evaluated considering the Belltown, SLU (South Lake Union), and Denny Triangle neighborhoods. The evaluation of the expanded study area provides a basis for understanding how parking for larger events may be accommodated by parking available at greater distance from the venues.” Figure 3-65 of the 2013 Draft EIS showed parking demand in this expanded study area for a weekday in which a major event is not being held at Seattle Center. During the pre-event peak hour, approximately 10,000 total vehicles were parked in that study area. This value is in contrast to the 2,691 parked vehicles for the same time period and conditions, as shown in Table 4-6 in this Seattle Center Arena Draft and Final EIS. The difference in counts noted by commenter is because of the geographically different parking study areas. King County Metro does not collect route-based Saturday bus ridership data for the pre-event or post-event peak hours; however, they do have aggregate system totals, which were used to assess potential ridership impacts on Saturdays.

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COMMENT	RESPONSE
	O-0014-45 The text cited by the commenter states that the current capacity of the Monorail could accommodate the share of riders forecasted to use the Monorail in 2020 and 2035 (2-4% of event attendees). While the train capacity is sufficient, improvements to the ingress, egress, and operating hours of the Monorail could make it a more attractive option for event attendees to make the first/last mile connection to the arena with less delay to board post-event, thereby mitigating some of the traffic congestion impacts caused by private autos and ridehailing. The EIS analysis assumes the Monorail capacity remains the same as existing conditions because there is not currently a funding commitment to improve capacity and convenience. The Final EIS includes a discussion of how the 2025 mode split may change with physical improvements and ORCA integration at the Monorail and expansion of the Sound Transit light rail network. See the end of Section 4.4.3, Operations Impacts, in the Final EIS.

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O-0014-46 The Draft EIS discloses that a renegotiation of the MOA regarding staging would need to be renegotiated in order to properly accommodate staging. The alternate locations for staging must be disclosed in this document to adequately study the impacts of this issue to the neighborhood. (Draft EIS, p. 4-82).

O-0014-47 The number of NBA and NHL events presumed are underestimated and do not include pre-season games or playoffs (Draft EIS, p. 4-89). There is no analysis of how these schedules overlap with other fixed "big" events at Seattle Center such as Nutcracker weekends, opening of the Opera, Bumbershoot, or Folklife. An analysis of specific overlapping events must be completed to adequately disclose transportation and other impacts.

O-0014-48 The mitigation measures proposed to mitigate long-term transportation impacts are vague and undetermined. As a result, it is unclear how the mitigation measures would adequately mitigation impacts to the level of significance. The transportation analysis is replete with conflicting statements and baseless assumptions. It needs to be redone and detailed mitigation tailored to specific impacts must be imposed.

Document is replete with errors, misinformation. It must be republished for a fair disclosure and comment process.

Long Term Cultural and Historical Resource Impacts

O-0014-49 The Draft EIS discloses that a Native American trail and longhouses were present within at least 0.5 mile of the site. A full archaeological and cultural resources assessment must be completed as part of the Draft EIS to fully disclose any potential impacts to important Native resources.

O-0014-50 Notably, the Draft EIS is entirely silent on the impacts to currently-existing cultural resources that exist at Seattle Center (arts, cultural, and music facilities). SMC 25.05.440.E requires the analysis of "urban quality, historic and cultural resources, and the design of the built environment." This analysis is missing and a full arts and cultural impact assessment to determine impacts of the Project to arts organizations must be prepared. It is noted that some impacts are disclosed in the "Recreation" section, but this is an inappropriate location for impacts to significant arts and cultural resources of the City. It is notable that the Recreation section heavily relies on a future "Seattle Center Development Agreement" to be entered into by OVG and the City "that would outline how construction activities would be managed to minimize impacts" (Draft EIS, p. 7-10) but the document goes on to state that because construction impacts are not permanent, impacts would not be significant. *Id.* As a result, no mitigation would be required. This analysis includes an inadequate disclosure of impacts to arts and cultural activities and does not include any mitigation (because impacts are deemed to be insignificant). It also improperly relies on a future agreement between the City and a private party to "mitigate" impacts. Mitigation must be certain at this time to adequately bring impacts to the level of non-significance.

Long Term Social, Cultural, and Economic Issues

O-0014-51 SMC 25.05.440.E.6 requires the analysis of the following social, cultural, and economic issues to be included in every EIS "unless eliminated by the scoping process." A) Economic factors, including but

RESPONSE

O-0014-46 The MOA for Event Curbside Management would remain in effect until Seattle Center and SDOT reach a new agreement. As stated in Subsection Bus/Truck Staging in Section 4.4.3, Operations Impacts, of the Final EIS, it is likely that arena events would require on-street staging. Seattle Center and SDOT would likely modify the MOA to include other nearby locations for staging with a similar permitting process as is currently used, such that enough staging space is available whether Seattle Center is operating at an average or above-average attendance level. This process would likely be part of a broader review of curb space management in the area by SDOT. Renegotiation of the MOA could affect on-street parking supply if curb space currently used for general on-street parking is regularly reserved for event staging.

O-0014-47 Seattle Center frequently manages events, including sports and entertainment events at the existing KeyArena, that overlap with festivals, theater performances, and other large gatherings. The Seattle Center Integration Agreement establishes a framework for sharing advance information between Seattle Center and OVG regarding major events, festivals, and protected speech events on campus, including arena events. The agreement also establishes monthly operations coordination meetings between Seattle Center and arena representatives, and gives OVG the opportunity as a Seattle Center tenant to participate in any mutually agreed-upon coordination of calendars, operations, communications, and other efforts with other Seattle Center tenants.

The number of NBA and NHL games does include pre-season and playoff games. For Alternatives 1 and 2, the number of events proposed by OVG reflects a full schedule assuming that both NBA and NHL teams would be playing at the renovated arena.

O-0014-48 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

Mitigation options were identified for the impacts, but the EIS acknowledges that there would be significant and unavoidable transportation impacts even with potential mitigation.

O-0014-49 See Response to Comment G-0003-1.

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COMMENT	RESPONSE
	O-0014-50 For purposes of this SEPA review, Chapter 6, Historic and Cultural Resources, provides the analysis of historic and cultural resources by examining existing regulations, ordinances, and policies and potential impacts on those resources. Although there are many cultural events (arts, music, festivals etc.) at Seattle Center, cultural events do not meet the definition of historic or cultural resources under SEPA. Historic and cultural resources are defined as “sites, improvements, or objects” in the City's Landmarks Preservation chapter (SMC 25.12) and buildings, districts, structures, and sites in the City's SEPA Rules (SMC 25.05.675 H). Historic and cultural resources are defined as “buildings, structures, or sites” in Chapter 197-11-960 of the Washington Administrative Code. The Draft and Final EIS, in Chapter 3, Land Use, and Chapter 7, Recreation, both provide information on the many existing cultural activities and resources at Seattle Center in the form of performing arts, cultural, and music facilities. These activities and facilities contribute to the overall mission of Seattle Center to provide a variety of arts and cultural expression, creating exceptional events, experiences and environments that “delight and inspire the human spirit to build stronger communities. 'Arts and cultural activities occupy many of the buildings and provide recreation for many visitors to Seattle Center; thus, it is reasonable to analyze impacts in the Land Use and Recreation chapters. More information is provided in Appendices B and E in both the Draft and Final EIS. See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.
	O-0014-51 As described in Section 1.4 of the Final EIS, the scoping process limited the elements of the environment addressed in the EIS to the elements identified in that section. Those elements do not include the socioeconomic factors described in the comment. Analysis of the financial viability of the proposed project is expected to be part of the City Council’s decision-making process whether to proceed with the project.

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O-0014-51 not limited to employment, public investment, and taxation where appropriate, provided that this section shall not authorize the City to require disclosure of financial information relating to the private applicant or the private applicant's proposal." Here, the Draft EIS failed to include any information regarding economic factors. Given that this is a public project, owned and proposed by the City of Seattle, and is key to the long-term financial success of Key Arena and Seattle Center, the lack of disclosure of public investment or taxation necessary to fund this proposal is alarming. The Draft EIS must include this information to disclose fully the impacts of the proposal.

Long Term Noise Impacts

O-0014-52 An increase in the number of loud events is disclosed by the Draft EIS (concerts, sports events). However, the Draft EIS dismisses outright the idea that these additional noise generating activities would be significant, because the Project would comply 'with SMC noise regulations and deploying temporary noise mitigation measures during the noisiest concert events" (Draft EIS, p. 8-23). However, without solid mitigation imposed through the SEPA process as a condition of approval, it is not certain that these mitigation measures will be imposed and in place. The Draft EIS inadequately discloses long-term noise impacts, and does not impose adequate mitigation

Long Term Visual Impacts

O-0014-53 With regard to light and glare from signs, the Draft EIS states that "[t]he east and north sides of the arena face internally toward other uses int eh Seattle Center and would not adversely affect those adjacent uses." Draft EIS, p. 9-17. This is not accurate, as the Expo Apartments has a view of the Seattle Center campus over the Northwest Rooms. The analysis of light and glare, including signage and all other Project exterior lighting, must be revised to include an analysis of impacts to the residents of the Expo Apartments and identification of mitigation measures.

Construction Air Impacts

O-0014-54 The Draft EIS fails to disclose air emissions that will occur as a result of demolition of the existing structures. The on-site structures certainly contain hazardous substances (lead, asbestos, others) that will become airborne during construction and become hazardous to nearby residents. These impacts must be disclosed and mitigated.

Long-Term Utilities Impacts

O-0014-55 The Draft EIS fails to disclose whether the power grid and sewer and water lines are adequate to serve the Project. The Draft EIS simply states that "the water and wastewater demands of the project will be calculated during project design, reviewed and approved by SPU and King County WTD, and accommodated during construction of the facility." Draft EIS, p. 11-6. This statement fails to disclose whether water and sewer lines can adequately handle capacity, and if not, who will be responsible for paying for the required upgrades. A full capacity analysis should be completed and it should be detailed as to whether the City will pay for required upgrades or whether the lessee OVG will pay for the upgrades. This comment should also be applied to power requirements for the Project.

O-0014-56 The Draft EIS appears to state that the Project will not comply with City Stormwater Regulations. It states that stormwater "will be detained on-site and released at no more than pre-development rates and volumes, as prescribed by the City and County." *Id.* This scenario would not comply with the

RESPONSE

O-0014-52 Section 8.5.2 of the Final EIS updates the analysis provided in the Draft EIS to assess potential operational impacts from arena events, outdoor plaza events, and traffic-related noise. These impacts are identified as less-than-significant. Therefore, mitigation measures for operational noise are not warranted beyond compliance with applicable City noise ordinance requirements.

KeyArena is already operating as an entertainment and sports venue, and the main change in operations would be the frequency rather than the type of event. As development in the area is already shaped by the use of the site as an arena, the increase in the number of events would not have an impact that rises to a significant level. The SEPA process is a method of identifying potential mitigation measures that the applicant has committed to, or that may be applied as conditions of the permit process. The City will ultimately determine whether a project is permitted, and if so, what mitigation measures they require as condition of the permit and what enforcement they will pursue. Potential mitigation measures for noise impacts have been updated; see Section 8.6 of the Final EIS.

O-0014-53 The comment notes correctly that the upper portion of the of the arena is visible from the apartment building to the north, and the Final EIS has been revised to reflect that condition. The portion of the arena roof visible from the Expo Apartments includes the roof and the rooftop sign. See revisions to Chapter 9 in the Final EIS (Section 9.4.2, Operations Impacts).

O-0014-54 The comment is correct. Asbestos and lead paint could exist in the structures proposed for demolition as part of the project. Removal of these hazardous materials is addressed by existing regulations in WAC 296-62-077 and WAC 365-230, respectively. Analysis has been added to Section 10.4.1, Construction Impacts, of the Final EIS to address removal of these potential materials.

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COMMENT	RESPONSE
	O-0014-55 According to modeling by SPU, electricity and water capacity are available to serve the project. OVG will pay for some utility vault upgrades and relocation of services, and will provide a stand-alone HVAC plant for the renovated arena. These improvements and utility separations and connections will increase the utility capacity and efficiency at the site. SPU is modeling the available downstream sewer capacity to the south and west of the arena. The available downstream capacity will determine the available points of connection for the sanitary sewer leaving the arena. Should the modeling indicate that downstream sewer capacity is not available for peak flows, the project would be required to either detain peak flows on-site or upsize downstream pipelines.
	O-0014-56 The project will comply with all City stormwater requirements, including implementation of Green Stormwater Infrastructure. Section 11.4.2, Operations Impacts, in Chapter 11, Public Services and Utilities, in the Final EIS has been modified to note that the project will comply with these regulations.

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O-0014-56 City's Green Stormwater Infrastructure requirements, which require that stormwater be mitigated through low impact methods to the greatest extent possible. More information regarding stormwater mitigation and compliance with standards should be included in the Draft EIS. The lack of disclosure of these issues shows how ill-defined the current Project is.

Alternatives and Piecemealing

O-0014-57 The Draft EIS fails to disclose an off-site alternative, which is required by SEPA. WAC 197-11-440(5). The project is a public project. The City owns Key Arena and is the sponsor of the Project. The first line of the second paragraph of the Draft EIS states: "As owner of Key Arena, the City of Seattle (City) is proposing to renovate the arena…" (Draft EIS, p. 1-1). As a public project, the Draft EIS is required to analyze off-site alternatives. The Draft EIS fails to do this and is therefore inadequate on its face.

O-0014-58 In addition, full and proper disclosure of the impacts of the lease to OVG as well as a future-contemplated Development Agreement have been subsumed within this Draft EIS and have not been individually analyzed. This is improper piecemealing under SEPA. SMC 25.05.305 makes clear that actions which could be categorically exempt on a stand-alone basis cannot be treated as exempt if they are related to another action otherwise subject to SEPA. That is the case in this instance, where the Project—which is only possible if the Lease and Development Agreement are approved—is undergoing SEPA review.

It is not proper to subsume SEPA review of the Lease, and SEPA review of the Development Agreement (or for that matter, other decisions like renegotiation of the staging MOU) into the Draft EIS for the Project. The City's decision whether to enter into a lease with OVG or enter into a Development Agreement with OVG involves objectives that are different from the objectives of OVG in its possible redevelopment of Key Arena. Therefore, the EIS must examine alternatives to the Lease and the Development Agreement that are consistent with SEPA requirements.

For example, if it is the City's objective in leasing Key Arena to establish new revenue-generating adaptive reuse of the facility, then the EIS should consider other alternatives that could accomplish this alternative. Alternatively, if the City's objective is to bring the NBA back to Seattle and Seattle Center, then the EIS must look at alternative means to accomplish that goal, whether at Key Arena or elsewhere.

Conclusion

O-0014-59 Overall, the Draft EIS is replete with incomplete and inconsistent statements. It fails to disclose the Project' impacts and fails to include appropriate mitigation. It fails to properly study required alternatives and piecemeals SEPA review. As the Draft EIs is an incomplete document, we ask that it be revised and republished and subject to additional public comment.

Thank you for your consideration of these comments.

RESPONSE

O-0014-57 See Common Response ALT-1: Range of Alternatives.

O-0014-58 See Common Response ALT-1: Range of Alternatives. As the comment recognizes, approval of the Transaction Documents is a decision to proceed with the project; it is the construction of the project, not the execution of the Transaction Documents, that results in environmental impacts. Contrary to the suggestion within the comment, the exclusion of the Transaction Documents from the actions covered by the EIS would exemplify the piecemealing that SEPA disfavors.

O-0014-59 The Draft EIS has been revised in response to comments received, and many sections have been updated and/or expanded in the Final EIS. See Common Responses MIT-1: Mitigation, and TRAN-1: Request for Mitigation Commitment or Mitigation Detail, regarding the level of potential mitigation appropriate for inclusion in an EIS. Also see Common Response ALT-1: Range of Alternatives.

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Sincerely,

Courtney Kaylor

Courtney A. Kaylor

cc: Clients

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COMMENT

June 7, 2018

John Shaw
Public Resource Center (PRC)
Seattle DCI. PRC
P.O. Box 34019
Seattle, WA 98124-4019

Re: Seattle Center Arena Renovation Project (SDIC# 3029061)
Draft Environmental Impact Statement

Dear Mr. Shaw,

O-0015-1

Thank you for taking the time to consider the concerns of the Resident Organizations that make up the cultural ecosystem of Seattle Center and Uptown community. We understand that this redevelopment has enormous potential to contribute to a thriving creative economy and to the overall sustainability of Seattle Center and the surrounding neighborhoods. As champions of Seattle Center and our individual organizations and events, it is our responsibility to make sure that the cultural, educational and community-driven work of our organizations is not adversely impacted by this transitional time and integration of the new Arena.

While the DEIS covers or acknowledges some of the disruptions during the construction and operational phases of the new Arena, there is high concern that what is deemed "significant impact" does not cover the scope of truly negative ramifications. Below are the elements we are interested in providing comment on or requesting be added to the Final Environmental Impact Statement (FEIS). Among these concerns, many of which are also addressed in comment letters from the Seattle Center Advisory Commission and Mercer Corridor Stakeholder Group, we seek further analysis on the progression and timeline for when the Arena will ramp up toward the estimated 250 events per year.

CHAPTER 3 - Land Use

O-0015-2

Construction Impact

It is difficult to determine if haul routes constitute land use, transportation or public services. Our primary concern is for the safety of patrons and participants/performers leaving events on campus at or after 10pm. There is a direct conflict with the proposal to direct trucks down Harrison Street in the evening hours as MoPOP, and other organizations, hold events that will exit as late as midnight or 1am into that area. Pedestrians need to be ensured of safe crossing to the parking lot just north, as well as to street parking and transportation stops. We believe there should be an articulated plan for signage, and coordination with facilities to provide increased safety officers responsible for pedestrian traffic flow and safety. This extra consideration should be the responsibility of the City and/or OVG, as this level of safety concern would not be present without the intrusion of these trucks in typically pedestrian areas.

RESPONSE

O-0015-1 Comment noted. Also see Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0015-2 The Final EIS includes updates to Section 2.6, Construction, which include construction by phase and information on proposed fence lines, street closures, and haul routes.

OVG and Seattle Center are currently considering a night-time haul route from the east side of the arena along vacated Harrison St through the Seattle Center campus. The Development Agreement will establish limits on hours when this haul route can be used, conditions for use (e.g., providing flaggers for pedestrian crossings, cleaning of debris each morning), and a framework for working around the needs of events and tenants on the Seattle Center campus. OVG and Seattle Center will work with event managers for the Northwest Festival, Bite of Seattle, Bumbershoot, Festal, and other planned events to ensure that power, water, and other utilities will be available for events and associated vendors. See also Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

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COMMENT

O-0015-2 In addition to safety and wayfinding, the decrease in space and the removal of power and water sources that are used by long-standing episodic events (Northwest Folklife Festival, Bite of Seattle, Pride, Bumbershoot, Festál, etc.) on the 2nd Avenue/Key Roadway are of serious concern to those event producers. This corridor is used heavily as a food and merchant vendor space which provides significant revenue for these events. These annual events are some of the largest moment-in-time events at Seattle Center, bringing together the community in tangible and unique ways, and we ask to see a more robust proposal for accommodating these events.

O-0015-3 Finally, questions have been raised relating to the viability of the Harrison Roadway to withstand the quantity of heavy weight-bearing vehicles over the duration of the haul-out period. There should be a more defined accountability for any damage to this major Seattle Center pedestrian thoroughfare.

O-0015-4 ***Operational Impact***
We believe there needs to be further study to understand the impact and necessary mitigations surrounding the removal of the Seattle Center Pavilion and Bathroom Pavilion without replacement options. These removals will have particular impact on Seattle Center Festivals and other outside events that use these facilities as part of their regular operations.

O-0015-5 **CHAPTER 4 - Transportation**
Construction Impact
The construction easement into Thomas and 2nd Avenue/Key Roadway, as well as the designation of 1st Avenue as a haul route severely restricts the flow of school bus transportation and parking for visiting groups, particularly to Seattle Children's Theater, Pacific Science Center, and Seattle Children's Museum, as well as any activities in the Armory or Fisher Pavilion. In addition to the limited pass-through lane for large transport vehicles on Thomas, there should be more defined accountability for safety measures for the perimeter in proximity to the pedestrians (largely children) unloading and loading in this area, as well as increased options for school buses, particularly, to park in other nearby areas while waiting for their charges to return. As rerouting of buses and other large group transportation options are considered, the need to outline specifics about group loading/unloading and parking plans must be clearly articulated and vetted by Resident Organizations and key partners with special attention to not overwhelming parking and drop off zones on the eastside of the campus that are traditionally used by MoPop, KCTS and the Bill & Melinda Gates Foundation Discovery Center.

O-0015-6 As Metro and publicly funded mass transportation is federally restricted from chartering an increase in service during episodic events, combined with the decrease in parking availability due to the loss of access to the First Avenue Garage, we ask that OVG subsidize or provide additional transportation options to large events that bring up to 50-70,000 visitors to campus on a single day.

O-0015-7 ***Operational Impact***
Mitigation must focus on transit service improvements until light rail reaches Seattle Center. We believe the goal for transit use that the City establishes in the Arena Transportation Demand Management Plan (DMP) should be higher than the current DEIS numbers. The DEIS currently evaluates the impact on

RESPONSE

O-0015-3 OVG has committed to repairing any pavement damage on designated haul routes.

O-0015-4 The Restroom Pavilion on vacated 2nd Ave N will not be replaced. Seattle Center is in the process of renovating the other public restrooms along 2nd Ave N, under the SIFF facility (Alki Room). An overall modernization, including ADA improvements, new fixtures and finishes, and improved lighting and wayfinding would partially mitigate for any loss of bathroom space serving the central open space and International Fountain area of Seattle Center. In addition, there are multiple public restrooms on all 4 floors of the Armory, a public facility that is open 362 days per year. Seattle Center has a central Event Sales office that manages booking for all Seattle Center spaces. They are looking to relocate as many Seattle Center events as possible to the recently renovated Loft spaces in the Armory. Other possible locations include the Exhibition Hall.

O-0015-5 Full and partial street closures are disclosed in the EIS, and significant impacts to safety and the reduction in bus/truck staging areas are identified. 2nd Ave N south of Thomas St would not be closed during construction although it may be used for truck staging at night, subject to events at Seattle Center. OVG's proposed construction plans allow for both travel lanes along Thomas St to remain open for most of the construction period (with at least 1 lane open at all times), which would facilitate school bus circulation from 2nd Ave N. As stated in Section 4.5.1, OVG will work with SDOT, Seattle Center, King County Metro, and SDCI to prepare a Construction Management Plan before any grading or demolition permits are issued. That plan would address pedestrian safety, for example by providing adequate flaggers, pedestrian pathways, and personnel to ensure safe access for Seattle Center visitors. OVG and Seattle Center understand the safety issues associated with high numbers of children on the site, and will develop specific mitigation measures accordingly.

O-0015-6 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail. Metro and Sound Transit routinely adjust the number of service hours in response to demand. That can include major events that would cause crowding on bus routes. See the Draft AAMP, which is available at https://www.seattle.gov/arena, for additional details about measures to reduce single- or low-occupancy vehicle trips.

O-0015-7 The Final EIS includes a discussion of how the mode split may change by 2025. See Section 4.4.3, Operations Impacts, in the Final EIS. See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

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COMMENT

O-0015-7 traffic and parking in 2020 and 2035. This is too long of a gap between the analyses. A third analysis, to be completed upon completion of ST2 in 2025, would help us more fully and accurately understand impacts and mitigation.

O-0015-8 The DEIS should take into consideration the recently released Monorail Station Feasibility Study. This study indicates that upgrades to Monorail capacity and access will provide the best connection between Seattle Center and the transit hub at Westlake and have the capacity to move 6,000 passengers in an hour during pre- and post-event surges. In addition to Monorail service, use of shuttles or custom bus services should be considered to serve destinations with high numbers of event attendees that do not have direct access to Seattle Center without an out-of-direct transfer downtown.

O-0015-9 We recognize the increased prevalence of Transportation Network Company (TNC) use, but have concerns about the projected increase in TNC use from 2020 to 2035 in the DEIS from 15% to 25%, especially since light rail will be significantly expanded during this time frame. Nonetheless, we ask that TNC is managed and enforced through the following:

- Create a TNC hub for pick-up activity that is away from 1st Avenue and the front of the Arena. Transit should be a priority on 1st Avenue. We believe the TNC hub should be in areas that do not impact egress from Mercer Street and Harrison Street.
- Work with TNCs to add geo-fencing and in-app instructions as currently used at SeaTac Airport. This will help restrict where TNC pickups occur and ensure that the TNC hubs will be used.
- Enforce "No Stopping" in travel lanes, transit lanes, and bicycle lanes. Frequent and visible enforcement should be used to prevent illegal drop-off and pick-up.

O-0015-10 Due to the high estimated number of vehicles that will be used by event attendees, we ask that major routes are optimized for event access and egress. We believe it is important that adaptive signal systems are completed on Denny Way, Mercer Street and at future SR 99 connections. Furthermore, traffic police operators need to be available pre- and post-event in order to help move traffic out of parking garages and through challenging intersections.

O-0015-11 We believe it's important to implement a parking management program that reduces on-street vehicle circulation. We believe that an advance reservation and payment system for parking will help attendees know where to park ahead of time and plan accordingly. Programs or mobile apps implemented for the Arena and related to parking should be extended to all end users at Seattle Center and include non-Arena event days. Based on the proximity of the Mercer Garage to arts organizations such as Seattle Opera and Pacific Northwest Ballet, the Mercer Garage should be prioritized for art-group patrons. Similarly, the Seattle Center Garage on 5th Avenue should prioritize visitors to the Space Needle, MoPop and the Bill & Melinda Gates Foundation Discovery Center. Additionally, we believe ADA accessible parking should be a priority to ensure ease of access for all.

O-0015-12 To ensure efficient and safe passage to the Arena, we ask that pedestrian and bicyclist improvements are made to main thoroughfares. The walking route should be upgraded with better lighting,

RESPONSE

O-0015-8 The Final EIS includes a discussion of how the mode split may change by 2025. See Section 4.4.3, Operations Impacts, in the Final EIS. The preparation of the Draft AAMP, which is available at https://www.seattle.gov/arena, considers the findings of the Monorail Stations Reconfiguration Evaluation Report.

See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0015-9 The mode split estimates used in the Draft and Final EIS were based on existing data, comparable venues, and recent travel trends. Based on data from SDOT, ridehailing use has been growing at a rapid pace in recent years, and that trend is expected to continue into the future, although the rate of growth cannot be precisely predicted. The substantial ridehailing share assumed under 2035 conditions in the EIS allows potential traffic impacts (and associated mitigation measures such as transit incentives) to be identified rather than underestimating their impact.

Section 4.5, Avoidance, Minimization, and Mitigation Measures (Transportation) of the Final EIS includes a potential mitigation measure to develop a demand management plan as part of the AAMP. Specific mitigation recommendations provided as comments on the Draft EIS were considered when developing the AAMP. A Draft AAMP has been released concurrent with the Final EIS. It includes demand management strategies to encourage patrons to use sustainable transportation modes to reduce the number of vehicles (both private auto and ridehailing trips) to the arena. The AAMP also addresses management strategies for those ridehailing trips that would still occur. The Draft AAMP is available at https://www.seattle.gov/arena. Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0015-10 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0015

COMMENT	RESPONSE
	O-0015-11 OVG and the City are committed to implementing a parking management program. Details of this plan will be worked out as part of the AAMP. See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail. See the Draft AAMP, which is available at https://www.seattle.gov/arena, for additional details about measures to reduce single- or low-occupancy vehicle trips. Coordination of parking garage management and operations, and implementation of parking technologies will also be addressed in the Seattle Center Integration Agreement.
	O-0015-12 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail. Also see the Draft AAMP, which is available at https://www.seattle.gov/arena, for additional details about measures to encourage safe and convenient pedestrian and bicycle travel.

O-0015

COMMENT

O-0015-12 wayfinding, and real-time transit information. We ask that pedestrian crossing protocols are included in the adaptive signal systems mentioned previously. We also believe bicycle facilities for safe storage and other amenities should be included. Lastly, we ask bike share companies be required to create designated locations where bikes should be left.

To align with Seattle's adopted Vision Zero Plan to end traffic deaths and serious injuries on city streets by 2030, we require that safety standards in alignment with this initiative are created and that a standard for measuring safety is used to create a North Downtown Vision Zero focus area.

O-0015-13 **Chapter 7 - Recreation**

Construction Impact

We believe there needs to be further study to understand and mitigate against the specific construction impacts on KEXP, Vera Project, SIFF, and Art/Not Terminal. This should include the impact on the direct and safe entrance and exit to these Northwest Courtyard tenants by their patrons and employees and the impact on their ability for continued programming. Details of construction impacts and schedule information should be provided in the FEIS.

O-0015-14 Understanding that the DuPen Fountain and Northwest Courtyard will be closed for the period of construction, we would like to see the FEIS include a commitment by OVG to complete restoration of DuPen Fountain and surrounding area to offset the loss of these recreational areas to the public during the construction period. Ideally this would include "plug and play" access in their design for the plaza so that the outside can easily be activated for public benefit.

O-0015-15 ***Operational Impact***

The removal of Pavilion B and its surrounding area will impact the space that outdoor events such as Northwest Folklife Festival, Festal, Bite of Seattle, Pride and Bumbershoot use for production and performer staging. Since the removal of this site is permanent, we request the long-term options for operations space during community events. Additionally, the Next 50 Pavilion will be occupied by the service group that currently resides in the building next to the 1st Ave Parking Garage. We would like to know if this will restrict access to the surrounding play area and if that will continue once the Arena is in operation and the Thomas St. building has been restored.

O-0015-16 **Chapter 8 - Noise and Vibration**

Construction Impact

Further analysis of noise and vibration issues for Seattle Center campus organizations located on the north side of campus should be completed to determine the full impact and appropriate mitigations. Further analysis should also include the daytime and cumulative impact of vibration and noise sources and the impact of truck haul routes on noise and vibration. Considerations for level of construction being negotiated during major community events should also include the noise and vibration impact on the west side lawn area. Fisher Pavilion and Green, as well as the Fountain Lawn are areas that hold key performances and activities during those events and should be evaluated during the testing process. While identified as a "significant impact" in the DEIS, the specific impacts on recording, broadcasting,

RESPONSE

O-0015-13 Section 3.4.1, Construction Impacts (Land Use), of the Final EIS has been revised to reflect updated information on potential construction impacts in the International Plaza, also referred to as the Northwest Courtyard. The tenants of the Northwest Rooms would be able to access their facilities from the International Plaza during construction. The breezeway would also remain open for public access for the duration of construction. See updated information in Section 2.6, Construction, in the Final EIS for the extent of construction. See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0015-14 See Common Response REC-2: DuPen Fountain.

O-0015-15 See Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

O-0015-16 Additional noise monitoring has been conducted near the Northwest Rooms; see Common Response NOISE-1: Additional Noise Monitoring and Analysis. Pile driving is no longer a proposed method of construction; see updates to Chapter 2, Description of Alternatives, and Section 8.5.1, Construction Impacts, in Chapter 8, Noise & Vibration. Figures 8-4 and 8-5 show the extent of construction impacts from night-time cumulative construction activities with and without a noise barrier. See Section 13.5 of the Final EIS for a discussion of cumulative noise impacts, which includes foreseeable projects in addition to the proposed project.

The evaluation of potential vibration impacts has been revised in the Final EIS, and potential impacts from vibration to sensitive receptors in the Northwest Rooms would be significant.

O-0015

COMMENT

O-0015-16 film and theater presentation, screen-printing, public concerts and daily working conditions should be studied through testing locations beyond the short-term and long-term monitoring stations in the DEIS.

O-0015-17 **Chapter 9 - Visual Resources**
Operational Impact
We believe that the Uptown neighborhood and Seattle Center Resident Organizations must be part of establishing any modifications to The Century 21 Design Guidelines and Uptown Design Guidelines as necessitated by Alternative 1, including the significant impact highlighted in the DEIS with regard to light and glare. It is important that the final lighting and signage plan reflect both the spirit of Seattle Center and the Uptown Arts & Cultural District and the rights of the nearby residents.

O-0015-18 **CHAPTER 10 - Air Quality**
Construction Impact
Air quality is not listed as a significant impact; however, air quality impacts the overall general comfort and experience of all patrons and staff working at our organizations, and has implications for those with medical conditions. As a result, we believe air quality should be classified as a significant impact.

The commitments to monitor and respond to this issue seem narrow for a project of this size and scope. As our revenues rely on the exceptional experience of patrons and participants, as well as on the good health and wellbeing of the artists who perform in these venues, as well as our staff, we ask for the FEIS to define more specific standards, monitoring, and expectations.

O-0015-19 Additionally, we have institutions with museum environments that require a specific level of air quality and tailored HVAC systems for the historic and cultural artifacts that they curate (Chapter 6 - Historic and Cultural Resources). The increased air pollution will likely increase the frequency check and replace filtration systems to avoid damage. We ask for a plan to provide assistance/mitigation for the increased impacts on these systems throughout campus.

O-0015-20 **CHAPTER 11 - Public Services**
Construction Impacts
The construction easement and design causes the loss of public restrooms on 2nd Avenue/Key Roadway. Given the patron and public use of the Center, the loss of these facilities is a significant impact to experience and service. We request a specific plan to ensure that an equal number of viable public options are provided both to accommodate the many events produced on the Seattle Center campus, as well as reduce to the impact of overflow on Resident Organizations with accessible restrooms.

O-0015-21 It is important that there is documented acknowledgement that there will be increased rodent activity due to the increase of noise, vibration, and destruction of habitat resulting from construction. This increases health, safety, and experiential concerns for everyone on the Seattle Center and Uptown area close to the Arena. We strongly suggest that OVG institute aggressive pest control measures leading up to and during the construction period. These should go beyond current requirements for building codes because we want eradicate rather than simply drive the rodents into other residents spaces.

RESPONSE

O-0015-17 The City and Seattle Center are committed to involving citizens in any changes to the design standards for the area, and will continue to consult stakeholders throughout the design process.

O-0015-18 See Common Response AQ-1: Dust from Construction.

O-0015-19 See Common Response AQ-1: Dust from Construction. These measures would reduce construction dust along the haul route, including on Harrison St.

O-0015-20 See Response to Comment O-0015-4.

O-0015-21 As noted in updated Sections 11.4.1 and 11.5.1 in Chapter 11, Public Services and Utilities, in the Final EIS, rodent abatement will begin a minimum of 15 days prior to any clearing or demolition. An eradication plan must be approved by the Seattle-King County Health Department and SDCI prior to issuance of a demolition permit.

O-0015

COMMENT

O-0015-22

Additional Notes of Ongoing Concern

Outside of the DEIS, it is important to recognize the following issues of concerns to the Resident Directors Arena Integration Committee that will be addressed through the other transaction documents.

- Continuation of the Ombudsperson position, the OVG Community Liaison position, and the Community Coordination Committee, all established prior to the start of construction to coordinate between community, City, OVG, and Seattle Center and its Resident Organizations.
- Event operations, including pre-and post-event security. We'd like to better understand the details of security planning and presence for Arena events, including improvements to security and police presence in the neighborhood and, specifically, the Seattle Center campus. Post-event trash clean-up is critical. We'd like to better understand the timeliness and standards of cleanliness and how far this will extend both on the Seattle Center campus and into the surrounding neighborhood.
- Cross-promotional and economic development opportunities that can support the work of Seattle Center Resident Organizations (advertising at Arena events, package deals, use of local musicians at events, etc.).

O-0015-23

Public awareness and communication during development period

While support of Seattle Center is very strong, awareness of the events and activities that are available to the public is a constant challenge for Seattle Center and each resident organization. During the two-year period of Arena construction, this concern will be heightened as the public may believe the Center is closed for construction.

Therefore, it is of utmost importance to have a strategic and well-funded marketing/communications plan to ensure the public knows that Seattle Center is vital, open and operating. Seattle Center, its Resident Organizations and vendors must coordinate on frequent and sustained messaging to support the vibrant campus activities that will continue to take place, including promotion of specific activities and events, and recommendations on access, transit and parking options. Due to the nature of their non-profit business models, many of the arts and cultural institutions operate with small margins and a drop-in subscriber and/or single ticket sales would have significant impacts.

On top of the immediate challenges of Arena construction, the City will also be in the midst of 'the period of maximum constraint' due to the demolition of the Viaduct and the removal of buses from the bus tunnel. This will further compound the real and perceived transportation and access challenges of getting to Seattle Center. We know from our polling that is the number one reason people do not visit Seattle Center more frequently.

OVG and the City of Seattle must mitigate the perception that Seattle Center is too hard to get to or too much of a mess from construction. Specifically, OVG and the City of Seattle need to fully fund a

RESPONSE

O-0015-22 As stated in your comment, these issues will be addressed in commitments contained in Transaction Documents related to the proposed project, including the Development Agreement and Seattle Center Integration Agreement. OVG has committed to continuing to work with Seattle Center tenants and other neighbors during construction, and to provide for further communications, coordination, and integration actions during arena operations. Community benefits provided under these agreements include: continuing the OVG Community Liaison position, holding monthly meetings, appointing an ombudsperson on the Seattle Center staff, maintaining public areas to keep them clean and safe, and providing meeting space for community organization meetings.

O-0015-23 See Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0015

COMMENT

RESPONSE

designated, strategic marketing and communications budget for the construction phase, unlike anything Seattle Center has ever had.

O-0015-23 In conclusion, we, the appointed members of the Seattle Center Resident Director Arena Integration Committee believe that our concerns and comments should be addressed in the Final Environmental Impact Statement to ensure that our arts and cultural organizations and Seattle Center as a whole continue to thrive during construction and beyond.

Thank you for your consideration of our comments and concerns.

Sincerely,

Seattle Center Resident Director Arena Integration Committee Organizations:

Bill & Melinda Gates Foundation
Chihuly Garden and Glass
Museum of Pop Culture
Northwest Folklife
Pacific Northwest Ballet
Pacific Science Center
Seattle Center Foundation
Seattle Monorail Services
SIFF (Seattle International Film Festival)
Seattle Repertory Theatre

cc: Robert Nellams, Director, Seattle Center Department, City of Seattle

O-0016

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Thursday, June 7, 2018 3:13 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: South Lake Union Community Council DEIS Comments - Seattle Center Arena Renovation Project (SDCI # 3029061)
Attachments: Key Arena DEIS Comments.pdf

FYI – sending a few more as well, some of which may be repeats.

From: Kyle Ducey <KDucey@wgclark.com>
Sent: Thursday, June 07, 2018 10:40 AM
To: PRC <PRC@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: South Lake Union Community Council DEIS Comments - Seattle Center Arena Renovation Project (SDCI # 3029061)

Dear Mr. Shaw,

O-0016-1 The South Lake Union Community Council (SLUCC) has drafted comments on the DEIS for the Seattle Center Arena project. Our focus in the attached letter is to comment on mobility impact to our neighborhood. The SLUCC transportation committee has worked diligently to assess the impacts on our neighborhood, and to look at creative solutions for mobility. If you have any questions or concerns, please don't hesitate to reach out to me.

Please confirm that you have received our comments, and I look forward to your response.

Kyle Ducey

President
South Lake Union Community Council

You have received this email as a stakeholder in South Lake Union, if you are no longer a stakeholder or no longer want to receive updates from the South Lake Union Community Council, please reply to this e-mail and I will remove you from our list.

1

RESPONSE

O-0016-1 Comment noted.

O-0016

COMMENT

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Seattle Department of Construction and Inspections,
PRC Attention: Public Resources Center or John Shaw
P.O. Box 34019
700–5th Avenue, Suite 2000
Seattle, WA 98124-4019
E-mail to: prc@seattle.gov

Subject: Seattle Center Arena Renovation Project (SDCI # 3029061)
Comments on Draft Environmental Impact Statement (DEIS)
Transportation Comments

Dear Mr. Shaw:

The South Lake Union Community Council, through its diversity of elected members representing residents, property owners, large and small businesses, non-profits and arts organizations, is the recognized leadership group with the City of Seattle for the broader South Lake Union Community. We provide the following comments on the *Seattle Center Arena Renovation Project DEIS*.

The South Lake Union Community Council is focusing on the mobility impacts on our North Downtown neighborhood and requests project mitigation to advance mobility and accessibility. While the South Lake Union neighborhood stands to be enhanced by the Arena redevelopment and events that it is expected to bring to North Downtown and the Seattle Center campus, the community expects added pressure on an already stressed mobility network that serves employers, residents and visitors of North Downtown and the Center-City core.

O-0016-2

As a community, we are interested in furthering recommendations envisioned in the SLU/Uptown Mobility Plan and thoughtfully bringing current our mobility infrastructure that both serves our workforce (now approaching some 50,000), our residential and vulnerable populations, and those who simply travel through SLU to reach Center City and other communities, such as during Seattle Center Arena events.

We seek an integrated mobility network to augment Link Light Rail when it comes to North Downtown and the Seattle Center through the dense SLU, Denny Triangle and Uptown neighborhoods. These recommendations, which were developed for the SLU Community Council through its Transportation Committee that includes representatives from Denny Triangle, Uptown, Belltown, and South Lake Union, will enable our transportation infrastructure to be supportive of our current residents and employers, workforce and visitors, while mitigating the pressures placed by Seattle Center Arena events, to ensure that we remain inviting to new opportunities.

Our expectation is for these recommendations to be implemented or scheduled for implementation in advance of Opening Day of the revitalized Seattle Center Arena in 2020.

Thank you for your consideration.

Sincerely,

Kyle Ducey
President, South Lake Union Community Council

Kyle Ducey
President
W.G. Clark

Andrea Owner
Vice President
Plymouth Housing Group

John Thomas
Treasurer
NBBJ Architects

Matthew Curry
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Kristie Logan
Seattle Cancer Care Alliance

Matthew Mauer
Vulcan Inc.

Our priorities within the SLU Urban Design Framework & SLU/Uptown Mobility Plan
Equitable Housing | Design Review Collaboration | Public Safety
Equitable Community Engagement | Activation of Public Places | Sustainable Urban Mobility

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RESPONSE

O-0016-2 The comment regarding the South Lake Union Community Council's commitment to implementing recommendations in the SLU/Uptown Mobility Plan is noted. Specific mitigation recommendations provided as comments on the Draft EIS were considered when developing the list of physical improvements. See the Draft AAMP for the list of physical improvement projects. Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0016

COMMENT

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SOUTH LAKE UNION COMMUNITY COUNCIL

Seattle Center Arena Renovation Project (SDCI # 3029061)
Comments on Draft Environmental Impact Statement (DEIS)
Transportation Comments

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O-0016-3

1. TRANSIT SERVICE

Mitigation must focus on transit service improvements until light rail service reaches Seattle Center

- Additional transit capacity to serve pre-event loads
- Additional late-night service to serve post-event demand
- Mitigation measures to achieve higher transit usage prior to commencement of light rail service:
  a. Upgrade Monorail capacity including subsidized trips for SCA event ticket holders
  b. Shuttles / Custom Bus Service to regional hubs
  c. Improve pedestrian access to Aurora Ave. Transit Hub – upgrade walking routes between Arena and this Hub. Upgraded lighting, wayfinding and real-time transit information along Thomas and/or Harrison Streets
  d. Incentivize use of transit for Arena employees and staff with extensions to other City/Seattle Center venue staff.
  e. Manage and Enforce Transportation Network Company (TNC) Use (Ride hailing through phone applications).
  ~ Create TNC hub(s) and marketing program for pick-up activity
  ~ Work with TNCs to add "geocoding", "in-app instructions" and "pin-drop" features in applications. Avoids congestion due to random ride request outside of hub(s).
  ~ Enforce "No Stopping" in travel lanes, transit lanes and bike lanes.

O-0016-4

2. TRAFFIC FLOW OPTIMIZATION

Optimize traffic flow on major access/egress routes

- Improvements and traffic management strategies should focus on these key corridors: Mercer Street, Denny Way, SR 99, Dexter Avenue N, Harrison Street, and 6th Avenue N.
  Tactical applications
  a. Complete Adaptive Signal System on Denny Way and future SR 99 connections
  b. Optimize Adaptive System on Mercer Street for pre- and post-event conditions
  c. Optimize SR 99 on/off-ramp intersections for peak event flows

Note: *It is important that the Arena team coordinate with WSDOT and SDOT on optimal configuration along SR 99 connection points and access routes.* ***Likewise is it important to coordinate community needs in the SLU neighborhood.***

Our priorities within the SLU Urban Design Framework & SLU/Uptown Mobility Plan
Equitable Housing | Design Review Collaboration | Public Safety
Equitable Community Engagement | Activation of Public Places | Sustainable Urban Mobility

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RESPONSE

O-0016-3 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0016-4 Comment noted. See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0016

COMMENT

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3. WAYFINDING & WEB DIRECTIONS

O-0016-5

- Update and augment motorist wayfinding – based on end-of-trip parking location.
- Modify and augment web directions.
  Seattle Center and Arena team should work with web-based navigation applications (Google Maps, Bing, etc.) to modify and augment directions, and provide optimized routing based on parking garage location. Links to directions should be provided as part of parking reservation systems described below.

4. PARKING MANAGEMENT

O-0016-6

Implement parking management programs that reduce on-street vehicle circulation including:

- Modify 1st Avenue N to prioritize transit functions *IF* paired with a business parking program in the 1st Avenue N garage that mitigates for the loss of on-street parking.
- Modify 2nd Avenue N for egress flows. Recommend that two lanes be provided to support this post-event egress.
  a. Revise placement of Protected Bike Lane on 2nd Avenue North to support egress
- Maintain planned 450 new parking spaces beneath arena, *with* a required parking reservation system *and* modifications to 2nd Avenue North to support egress.
- Investigate partnerships with private parking facilities to supply parking for 15-year period before Link Light Rail is extended into North Downtown and Seattle Center.
- Consider parking strategies that help neighborhood businesses during non-event periods to mitigate for likely loss of parking along key access routes such as 1st Avenue N. including:
  a. Prioritize use of Mercer Garage for art-group patrons.
  b. Implement advance reservation/payment system for parking including early arrival / late departure incentives and include other parking facility operators.
  c. Implement short-term parking program in 1st Avenue N and/or Mercer Garages similar to WSDOT program in Pioneer Square and along the Waterfront that mitigated parking losses for the SR 99 project.
  d. Implement shuttles or circulator routes and incentives connecting to parking in
  South Lake Union, Denny Triangle or downtown.
  e. Parking programs implemented for the Arena should extend to all users at the Seattle Center, and include non-event days.

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RESPONSE

O-0016-5 Seattle Center and OVG will work collaboratively to develop systems for motorist wayfinding and parking garage optimization, in accordance with the terms of the Seattle Center Integration Agreement.

See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0016-6 Parking management and access strategies are being developed as part of the Draft AAMP. The Seattle Center Integration Agreement establishes a framework for the City to work collaboratively with OVG on parking garage management, maintenance, and operations. See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0016

COMMENT

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O-0016-7

5. PEDESTRIAN CONNECTIVITY & SAFETY

Improve pedestrian connections including the following suggestions:

- Incorporating pedestrian crossing protocols in the adaptive signal systems. Primary pedestrian routes to transit hubs, the TNC hub, and parking garages should be identified, and pedestrian crossing protocols established within the signal timing algorithms.
- Improve Thomas "Green" Street crossings ultimately connecting I-5 to Puget Sound including signalization of intersection of 1st Ave N/Thomas Street and funding traffic signal at Dexter Ave. N/Thomas Street.
- Improve lighting and pedestrian facilities along primary walking routes to the Arena. This should include larger curb bulbs at main intersection crossings and better lighting along primary walking corridors i.e. Thomas Street, Harrison Street and 2nd Avenue N.

O-0016-8

6. **EXPLORE WATER-BASED MOBILITY UTILIZING LAKE UNION, LAKE WASHINGTON & PUGET SOUND**

South Lake Union has long advocated implementation of multiple, diverse mobility modes to service increased demand and interest in transportation. Recently, several privately funded and public initiatives to implement and operate foot ferry service (both fast ferry and circulator water taxi) have expressed interest servicing commuters, event attendees and visitors to the Seattle Center, Uptown, Belltown and Downtown, through South Lake Union. These services would likely connect the Arena, Seattle Center and North Downtown via terminals in South Lake Union from points around Lake Union (Univ. of Washington) and East King County points on Lake Washington (Renton, Bellevue, Mercer Island, Kirkland and Kenmore), as well as connecting Myrtle Edwards Park (5 blocks from Seattle Center) to points along Puget Sound, including Tacoma, Kitsap and Snohomish Counties, and Everett. The following are a path forward:

- Encourage environment that embraces public and/or private development of sustainable water-based transportation into and out of North Downtown
- Develop a fast-ferry mobility strategy for North Downtown
- Identify potential private and public terminal locations / partners in South Lake Union, and along the western edge of Uptown/Queen Anne at the shore of Puget Sound
- Identify public-realm activation opportunities as a part of public space activations
- Encourage multi-modal mobility bundling as a part of Arena event ticketing

O-0016-9

7. COORDINATE MITIGATION WITH MOBILITY IMPROVEMENTS ENVISIONED IN THE SEATTLE DEPARTMENT OF TRANSPORTATION NORTH DOWNTOWN MOBILITY ACTION PLAN

Arena mitigation should support access to and mobility through North Downtown, including Uptown, Belltown and South Lake Union neighborhoods. A full description of the plan is located at https://www.seattle.gov/transportation/projects-and-programs/programs/transportationplanning/north-downtown-mobility-action-plan

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RESPONSE

O-0016-7 See the Draft AAMP, which is available at https://www.seattle.gov/arena, for additional details about measures to reduce single- or low-occupancy vehicle trips.

Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0016-8 Comment noted. Water-based mobility measures have not been included in the potential mitigation for the Seattle Center Arena Renovation Project because there are more easily implementable strategies that could mitigate the identified impacts. However, the AAMP is a flexible document that will be updated as the transportation context evolves. If the concept of a foot ferry or water taxi service becomes likely through a private and/or public entity, such measures could be considered and incorporated into the AAMP during regular monitoring and review processes.

O-0016-9 SDOT is developing a North Downtown Mobility Action Plan (NODO MAP) that identifies transportation improvements in the Uptown, Belltown, and South Lake Union neighborhoods. These improvements are in addition to improvements that are required to address impacts caused by the Seattle Center Arena Renovation Project. It is possible that some projects identified within the NODO MAP also would be identified as mitigation requirements for the Renovation Project. However, OVG is only responsible for its proportional share of the mitigation cost as some physical improvement projects are not needed exclusively due to Seattle Center Arena impacts. Some proposed physical improvement projects would also require funds from the City, or from the $40 million transportation improvement commitment OVG made above and beyond SEPA mitigation, because OVG may not be required to remedy impacts to existing conditions or impacts from other current or anticipated development.

O-0016

COMMENT

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O-0016-10 **8. COMPLETE SEATTLE STREETCAR NETWORK WITH CENTER CITY CONNECTOR**
A contiguous Seattle Streetcar network from SLU to Pioneer Square completes a circulator mode for Seattle's transportation network providing important "last mile" access to the regional LINK light rail spine for residents and workforce in Belltown, Uptown, Denny Triangle, and South Lake Union. Completion of the Center City Connector validates the public and private investment in the SLU-Downtown and Pioneer Square-Capitol Hill Streetcar Lines and provides a contiguous transit service as an important circulator for the City's investment in its Seattle Center Arena redevelopment.

O-0016-11 **9. DETAIL FULL EIS MITIGATION PLAN, INCLUDING TIMING AND RESPONSIBILITY**
Fully develop the mitigation plan in the Final EIS with a matrix listing all of the transportation measures that the Arena should be required to implement prior to opening day or contribute a funding share. The FEIS should also detail specific actions for the Traffic Management Plan and Demand Management Plans.

Kyle Ducey
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RESPONSE

O-0016-10 See Common Responses MIT-1: Mitigation, and TRAN-1: Request for Mitigation Commitment or Mitigation Detail for a discussion of potential mitigation measures.

O-0016-11 The role of the Final EIS is to propose potential mitigation elements that the City believes could meaningfully contribute to reducing impacts of the project. Final mitigation commitments and the timetable under which they will be implemented will be conditioned in City actions, such as the project's Master Use Permit or, with respect to construction traffic management, in separate building and SDOT permit processes.

See Sections 4.5.1 and 4.5.2 for a comprehensive list of potential mitigation measures for transportation impacts. See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0017

COMMENT

June 7, 2018

Seattle Department of Construction and Inspections, PRC
Attention: Public Resource Center or John Shaw
700 5th Ave, Suite 2000
P.O. Box 34019
Seattle, WA, 98124-4019

Re: Seattle Center Arena Renovation Project (SDCI # 3029061)
Draft Environmental Impact Statement (DEIS) Comments

Dear Mr. Shaw,

Thank you for taking the time to consider the concerns of The Vera Project (VERA) and our fellow Seattle Center resident organizations, all of which help to make up the cultural fabric of not only the Uptown/Lower Queen Anne neighborhood, but the City of Seattle at large. The Vera Project is acutely aware that the Seattle Center Arena Renovation Project (SDCI # 3029061) has the potential to provide enormous benefit to the city, neighborhood, Seattle Center campus, and our own programming, and we are dedicated to working collaboratively to ensure that this project equitably serves our shared community.

O-0017-1 While our constituency looks forward to this project's completion and the associated potential opportunities and community benefit, critical impacts specific to The Vera Project have yet to be addressed in the Draft Environmental Impact Statement (DEIS), all of which we request to be covered in the Final Environmental Impact Statement (FEIS). Additionally, there are both construction and operational impacts to Northwest Resident Organizations—made up of SIFF, KEXP, and The Vera Project—that we would like to see addressed within the FEIS. If these concerns are not recognized and thoughtfully considered, The Vera Project's ability to serve the City of Seattle may be irreparably damaged. Should project complications halt VERA's core services, or worse, force us to cease organizational operations, our community of volunteers, members, music-makers, culture-consumers and creators, show-goers, outcasts, and the general public who connect deeply with our work will be displaced and further marginalized. The Vera Project's entire community is committed to both preventing such an outcome and bolstering the value and impact of this project.

Before listing out chapters and sections of note in the DEIS, we would like to put our concerns into context with what we do and who we are as an organization. Rooted in

Page 1

305 Harrison Street, Seattle WA 98109 Phone: (206) 956-VERA Fax: (206) 374-VERA all ages • music • art theveraproject.org

RESPONSE

O-0017-1 It is acknowledged that The Vera Project provides live music opportunities and arts-based education for the Seattle community, with an emphasis on young people ages 14-24. The Final EIS provides information specific to The Vera Project about potential land use impacts in Chapter 3, and potential noise impacts in Chapter 8. The Final EIS also lists The Vera Project in Appendix B, and in Appendix E, Table E-1 as one of the Recreational Attractions and Events at Seattle Center.

O-0017

COMMENT

grassroots activism and community organizing, The Vera Project was founded in 2001 as a solution to the draconian Teen Dance Ordinance and associated, rampant inaccessibility of live music and arts education programming for young people. Since then, we have become a nationwide model for accessible live music opportunities and arts-based education for everyone. We help to build a competent, professional, and enthusiastic workforce for Seattle's music, art, and event-production industries, while simultaneously creating space for emerging and established musicians and artists in our 350 person capacity showroom that draws over 13,000 attendees annually. Though we are, and will always be, a welcoming space for attendees of all ages, we have a special focus on young people ages 14-24 who make up over 60% of our audience.

O-0017-1 The Vera Project's mission is to fuel personal and community transformation through collaborative, youth-driven engagement in music and art. We do that in a number of ways: education and experiential learning via workshops and classes, accessible presentation of and participation in visual arts and live music opportunities, and community participation in the form of volunteering, membership, and committees. Within our visual arts programs, our community gallery hosts 10 art shows a year, and our silkscreen studio and lab provide community members an affordable space to create their products year-round. To complement our live sound offerings, we also have a recording studio and host a minimum of 48 audio engineering classes, 36 silkscreen workshops, and 6 five-week DJ classes annually. This is all in addition to the 100–150 all ages concerts a year in our safe space with up to 14 volunteer opportunities per show. We onboard new volunteers several times a month and offer these volunteers opportunities to participate in our unique member-led governance structure via 5 programmatic committees that meet monthly in perpetuity and keep us accountable, responsive, and relevant. Overall, The Vera Project annually provides programming to over 30,000 people and creates thousands of volunteer opportunities and even more resources for our youth members and beyond, all directly guided by the communities we serve.

We believe the significant construction impacts during the Seattle Center Arena Renovation will impede The Vera Project from conducting our aforementioned programming and operating within our normal course of business, preventing us from fulfilling our critical mission to the City of Seattle and its youth and arts communities. Below are the specific elements we are interested in providing comment on or are requesting to be added to the FEIS.

Chapter 3 - Land Use

Construction Impacts

O-0017-2 The Vera Project is concerned that construction activities will make it difficult for visitors and patrons to attend shows, events, classes, and other gatherings at our space. In particular, we are concerned about the closure of the western half of 2nd Avenue North from Thomas Street to the south edge of the Northwest Rooms. The closure of the International Plaza north of Key Arena will also impede visitors' ability to locate and

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RESPONSE

O-0017-2 Visitor and patron access to The Vera Project would be maintained throughout construction. Seattle Center currently facilitates coordination among its tenants to coordinate events and programming, and that would continue during and after the renovation. Seattle Center does not currently require scheduling agreements among its tenants. That would remain the case if the Seattle Center Arena Renovation Project goes forward. Seattle Center encourages and promotes communication and coordination by other means. The Seattle Center Integration Agreement establishes a framework for sharing advance information between Seattle Center and OVG regarding major events, festivals, and protected speech events on campus, including arena events. In addition, Seattle Center would continue to coordinate with its tenants about event and construction schedules to reduce potential for scheduling conflicts. It is acknowledged that construction activities may discourage some patrons of Seattle Center, particularly during peak construction periods. OVG is contributing toward a Seattle Center marketing plan during construction. See also Common Response LU 2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0017

COMMENT

O-0017-2 attend events at The Vera Project. In essence, this closure shuts down critical entry points to a venue that inherently lacks public visibility in light of its location below street level.

Operational Impacts

O-0017-3 Additionally, The Vera Project is concerned that the increased number of events at the Arena will adversely affect the character of our neighborhood, especially without a post-event trash clean-up plan in place prior to commencement of these events.

Chapter 4 - Transportation

Construction Impacts

O-0017-4 The Vera Project is concerned that the street and bike lane closures during construction will adversely affect attendees and other patrons of our organization and their ability to get to our venue and events in a timely manner. Traffic in the Uptown/Lower Queen Anne area is already difficult for many of our community members to navigate, especially during peak hours. Moreover, parking is of great concern as there will be fewer parking spots available during this construction process. This is particularly impactful for the bands that load in to our venue for both live music concerts

O-0017-5 and to record in our studio, as well as for screenprinters who heft boxes of shirts or reams of heavy paper; as such, we request some form of designated, permanent loading access for VERA at the intersection of Warren and Republican.

Operational Impacts

O-0017-6 Additionally, we do not believe the DEIS adequately addresses the impacts that Key Arena's operations will have upon parking and transportation for attendees to The Vera Project's events once construction is complete, most importantly, the time period following the projected completion of this project before the anticipated completion of ST3. Finally, The Vera Project requests additional information on public information campaigns regarding the Monorail and how this transportation option can serve to connect commutes to Arena events, and lighten up our traffic and parking concerns.

Chapter 5 - Earth

Construction Impacts

O-0017-7 Construction activities for this project will almost certainly cause a massive exodus of rats and vermin from the Key Arena area. The Vera Project requests the FEIS address this inevitability and any mitigation or fumigation efforts that will attend it.

Chapter 6 - Historical and Cultural Resources

O-0017-8 Construction Impacts

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RESPONSE

O-0017-3 The increased number of events and visitors at the renovated arena will likely be accompanied by increased trash. Seattle Center currently provides a post-event trash clean-up plan for their events, and will adapt that clean-up plan in coordination with OVG to ensure that litter and trash do not substantially increase. These details will be outlined in the Seattle Center Integration Agreement. Post-event trash is not expected to adversely affect the character of the neighborhood.

O-0017-4 Comment noted. OVG will develop a Construction Management Plan to identify potential mitigation measures to address the impacts of construction.

Also see Common Response LU-1: Mitigation for Seattle Center Tenants During Construction, and Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0017-5 The City and OVG recognize the importance of maintaining access to The Vera Project and other Seattle Center tenants during construction. The MOA for Event Curbside Management, which covers the intersection of Warren Ave N and Republican St, will remain in effect until Seattle Center and SDOT reach a new agreement. OVG does not propose closing the intersection of Warren Ave and Republican St, nor is truck loading or staging proposed for Republican St or Warren Ave, at the north end of the site.

O-0017-6 Parking and transportation impacts of the Seattle Center Arena Renovation Project are described in Section 4.4.3, Operations Impacts, in the Final EIS. The Transportation analysis in the Final EIS has been revised to include a discussion of an interim condition (2025) once the ST2 projects are complete, but before ST3 projects are complete; refer to the conclusion of Section 4.4.3.

Also see Common Response TRAN-1: Request for Mitigation Detail or Commitment, Common Response LU-1: Mitigation for Seattle Center Tenants During Construction, and Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0017-7 Sections 11.4.1 and 115.1 in Chapter 11, Public Services and Utilities, have been revised in the Final EIS to address the potential for impacts from rodents during construction. Rodent abatement will begin a minimum of 15 days prior to any clearing or demolition. An eradication plan must be approved by the Seattle-King County Health Department and SDCI prior to issuance of a demolition permit.

O-0017

COMMENT

O-0017-8 The Vera Project is concerned that the construction of this project will significantly impact the Northwest Rooms and International Plaza. These activities will affect the facade and other landmark-designated features of these structures, both through vibration during excavation and shoring and other construction activities. Although OVG has committed to conducting necessary vibration monitoring for the Northwest Rooms and International Plaza, monitoring is not akin to mitigation of these activities and impacts. The Vera Project requests the FEIS addresses these impacts, especially regarding structural issues that may further impede VERA's ability to conduct its regular programming and office hours.

Chapter 7 - Recreation

Construction Impacts

O-0017-9 The Vera Project is not listed within the portion of the DEIS concerning "Construction Impacts to Northwest Rooms." As with KEXP, The Vera Project also hosts concerts and other live music events. However, our events are unique in the fact that they are always all-ages, alcohol-free, and in a safe space that is designed to be welcoming to young people participating in music and arts activities in a way that cannot be replicated anywhere else in the City.

O-0017-10 Additionally, the closure of school bus loading zones will impact schools visiting The Vera Project that will be unable to park their buses during their visits. We receive such visits, on average, once a month during the school year, and it is essential to our viability for school-aged young people, their schools, and their families

O-0017-11 Finally, the closure of the DuPen Fountain for the period of construction is of concern, as it brings people to our area of campus that may never have known about us before, and inhibits our ability to invite passersby into our space. Simply, the closure of the fountain would detract folks from stumbling upon us, which is a significant passive outreach mechanism for an organization with a tiny marketing and outreach budget.

Operational Impacts

O-0017-12 The significant increase in events at the Arena will cause an increase in noise that will be noticeable and potentially distracting to attendees of events at The Vera Project. Staff of The Vera Project can already hear activities, including sound checks, during these events. Without mitigation, our events will likely be unable to productively function.

Chapter 8 - Noise and Vibration

O-0017-13 The Vera Project is concerned that the noise and vibrations during construction will adversely affect our educational projects, in particular our recording studio, our audio engineering programs, and the entirety of our silkscreen programs.

Sensitive Receptors

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RESPONSE

O-0017-8 Potential construction-related vibration impacts to sensitive operations of the Northwest Rooms, including The Vera Project, are identified in Section 8.5.1 of the Final EIS as significant. Monitoring of vibration levels is not mitigation but a measure to identify if further mitigation is warranted. Potential vibration mitigation measures identified in the Final EIS include that contractors use alternative compaction equipment (specified in the measure). This measure is important because, as shown in Table 8-6, vibratory rollers are the equipment with the highest potential to generate vibration.

With regard to the potential for building damage from construction activities, the Final EIS has been updated to reflect that impact and vibratory pile driving are no longer proposed; however, due to proximity, there is a potential significant impact to the Northwest Rooms building from vibratory rollers, hoe rams, and drill rigs if operated in close proximity.

O-0017-9 Section 7.4.1, Construction Impacts, of the Final EIS has been revised to include The Vera Project in the description of the Northwest Rooms.

O-0017-10 A Construction Management Plan will address accommodation of the displaced uses including the 1st Ave N loading zone. In the Final EIS, an additional bullet has been added to Section 4.5.1, Construction (subsection Street Use Permits) to clarify that this includes school bus loading.

O-0017-11 OVG will fund a Seattle Center public outreach and marketing plan, including measures to help Seattle Center tenants maintain visibility during construction. See Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction, and Common Response REC-2: DuPen Fountain.

O-0017-12 See Response to Comment O-0014-52.

O-0017

COMMENT

O-0017-13 The DEIS does not adequately address the impacts that the operation of large trucks and heavy construction equipment will have on our ongoing activities. Noise and vibrations from construction and operations will adversely interfere with music recording and production. Noise and vibrations will also move our silkscreen presses, which will need to be re-leveled whenever they are moved. This process takes between 2-5 hours each time and will effectively shut down this program if the silkscreen presses need to be releveled every week.

O-0017-14 Noise Monitoring

Pursuant to the DEIS, there will be neither long- nor short-term noise monitors at the Northwest Rooms. The Vera Project requests that such monitors are installed to determine how noise affects operations at VERA as well as KEXP and SIFF, and act upon those operational impacts accordingly.

O-0017-15 Construction Impacts

Both daytime and nighttime noise and vibrations from construction activities will impact The Vera Project's recording studio, silkscreen studio, educational programs, and concert programming in a way that is not adequately addressed within the DEIS. Particularly within the first six months of construction, construction noise and attending vibrations will adversely affect The Vera Project's ability to continue it's programming, particularly in both its recording studio as well as its silkscreen studio. These impacts will be present under both Alternatives in the proposed construction plan, with Alternative 2 merely resulting in a decrease impact during night hours but for a longer period of time. Neither of these Alternatives provide for sufficient mitigation for out programmatic longevity.

O-0017-16 Mitigation During Construction

Construction mitigation efforts outlined within the DEIS do not address several key issues, most notably including mitigation compensation needs and whether trucks and other heavy construction equipment creating noise and vibrations will be permitted to queue and/or idle on the corner of Warren and Republican near The Vera Project/KEXP breezeway.

As stated, the DEIS outlines do not address whether The Vera Project will be provided reasonable and adequate compensation for mitigation efforts that our organization and community may need to undertake if its programming is unable to continue within its normal course during construction activities. Nor does the DEIS address compensation for The Vera Project in the event relocation of some or all of its programming is required during construction.

Moreover, regarding possible relocation, the DEIS does not provide a timeline for when the evaluation of whether The Vera Project will need to relocate will occur and who will make that determination. If it is determined VERA needs to move during the

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RESPONSE

O-0017-13 The Draft and Final EIS state that construction noise has the potential to impact The Vera Project. The Final EIS was updated to reflect updated project description information, and noise contours (Figures 8-4 and 8-5) have been added to the Final EIS that graphically identify areas of potential noise impact both with and without a noise barrier.

With regard to potential construction-related vibration impacts to The Vera Project, see the Response to Comment O-0017-8. The Vera Project is identified as a sensitive receptor in the Draft and Final EIS because it is a performance space. Its functions as a recording studio and silk screen studio were added to Chapter 8 of the Final EIS. While silk screen operations are not specifically recognized in the FTA guidance, it is reasonable to assume, based on the comment, that they have comparable sensitivity to those receptors for which criteria have been established. Consequently, the analysis of the Final EIS addresses the sensitivity of silk screening by associating this activity as comparable to that of a recording studio.

O-0017-14 Comment noted. See Common Response NOISE-1: Additional Noise Monitoring and Analysis.

O-0017-15 The City and OVG are committed to working with The Vera Project to continue its programming and activities throughout construction. See Response to Comment O-0017-13.

O-0017-16 Truck loading or staging is not proposed for Republican St or Warren Ave, at the north end of the site. The breezeway of the Northwest Rooms is no longer under consideration for construction access and would remain open for the duration of construction. OVG has hired a Community Liaison to coordinate with affected Seattle Center tenants including The Vera Project and other members of the community. This is a permanent position to continue after construction is completed. This liaison will work to ensure that advance noticing is adequate for organizations to continue planned programming. See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction, and Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0017

COMMENT

first 6 months of construction, or at any point during the construction process, The Vera Project will need to undertake significant marketing efforts to inform our community and patrons of our new location. We request the FEIS address this possibility and what funds, if any, will be available to The Vera Project to assist with the aforementioned.

O-0017-16 Although the DEIS states a Community Liaison will be retained to work with community organizations to minimize noise and vibration impacts, a timeline for this retainer and the availability of this individual are not provided within the Statement. Moreover, The Vera Project is concerned that, in light of the number of organizations impacted by this construction and the significant degree each organization will be impacted, one individual for this role will be insufficient.

While The Vera Project appreciates that it will be notified by the contractor prior to commencing impact operations, it requests a delineation of resources that will be available to The Vera Project to notify our community of these impacts and the cancellation, relocation, or rescheduling of any of our programming upon which our community and attendees rely.

Chapter 10 - Air Quality and GHG Emissions

Construction Impacts

O-0017-17 The Vera Project is concerned that the air emissions generated from the use of heavy construction equipment, trucks, and construction workers traveling to and from the site will be a significant issue, and that dust from such activities will infiltrate our facilities and diminish our ability to continue programming. VERA's community of staff, members, volunteers, board members, show attendees, and artists who regularly harness our space may no longer desire to or will be unable to utilize our facilities due to low air quality. If our safe space is no longer available for these community members, they will effectively have nowhere else to go for the community resources of which we are the sole provider.

Mitigation During Construction

The plan outlined within the DEIS do not adequately address the effect dust and emissions from construction and hauling will have on surrounding organizations or how this will be mitigated during the construction process. We request the FEIS address how dust and emissions will affect the air quality in the Northwest Rooms and International Plaza.

Chapter 11 - Public Services

Construction Impact

O-0017-18 The Vera Project is concerned that its water and electricity services will be adversely impacted, and even disrupted entirely, during construction activities. If our facilities lose access to the water and electricity routed to our building, especially without

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RESPONSE

O-0017-17 See Common Response AQ-1: Dust from Construction.

O-0017-18 To minimize the impact to nearby users, contractors will be required to provide a minimum of 48 hours' notice prior to disconnecting any utility service. OVG and Seattle Center are committed to ensuring that utility cut-overs are performed and scheduled to minimize disruption to adjacent tenants.

O-0017

COMMENT

O-0017-18 notice or preparation, VERA would be unable to operate any of our programming, including our audio programs, screenprinting, concerts, and other public programs on-site.

Chapter 13 - Cumulative Impacts

O-0017-19 The Vera Project is concerned about the cumulative impact of this Arena project upon our organization and our neighborhood in light of the concurrent demolition of the Alaskan Way Viaduct, Seattle Waterfront Project, and the SR 99 surface "reknitting." This is not adequately addressed within the DEIS.

Overall Concerns

In addition to and in further explanation of the concerns detailed above, The Vera Project is deeply troubled at the prospect it will not be able to continue its programming during this construction process; programming that has become critical to both the VERA community as well as the City at large. Noise and vibrations from construction activities may require the cessation of our silkscreen programming as well as our audio recording, engineering, and other educational programming entirely. Additionally, impacts on transportation to and parking in our neighborhood will decrease attendance for these programs as well as our all-ages concerts. VERA is the only all-ages venue of its kind in the City of Seattle and the importance of this safe space for our City's youth cannot be overstated.

O-0017-20 Transportation and parking concerns, as well as air quality impacts, will also decrease interest in rentals of our facility. Currently, private rentals of the VERA space serve as a critical line item budget for our non-profit organization and, without these, we will be unable to remain a financially viable organization.

Moreover, The Vera Project is troubled that the Arena project and its attending construction activities will prohibit our organization from expanding our programming to meet the needs of our community, innovate and expand current models of creative workforce development, provide an out-of-school "alternative" arts education, and serve as a source of youth empowerment via intergenerational cooperative leadership.

The Vera Project is a unique organization unlike any other within the City of Seattle, serving otherwise unrepresented communities and citizens. We hope you can understand and appreciate the critical need to maintain our programming during these construction activities. Again, we are deeply committed to lending an active, productive voice to this process and working collaboratively to ensure the success of the Seattle Center Arena Renovation Project (SDCI # 3029061) for all involved parties and the Greater Seattle Community.

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RESPONSE

O-0017-19 Chapter 13, Cumulative Impacts, in the Final EIS has been revised to clarify that Seattle Center tenants, as well as residents and businesses, would likely be affected by increased traffic congestion and parking demand from concurrent construction projects.

O-0017-20 See responses to comments about transportation, noise, vibration, air quality, and land use above. OVG has committed to working with Seattle Center tenants prior to, during, and after construction has completed. See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction. The Development Agreement and Seattle Center Integration Agreement will include commitments for the OVG Community Liaison and a representative from Seattle Center staff (Ombudsperson) who will assist in coordination with Seattle Center tenants.

O-0017

COMMENT

RESPONSE

Thank you for the opportunity to comment on the DEIS.

Sincerely,

Ashraf Hasham, Executive Director

Amy Piñon, Board President

Kimberly West, Board Member

Ricky Graboski, Development and Community Engagement Manager

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O-0018

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Thursday, June 7, 2018 3:14 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Seattle Center Arena Project - (SDCI # 3029061)
Attachments: DEIS.CommentLetter.WalkBikePriorities.pdf

FYI.

From: Clara Cantor <Clara@seattlegreenways.org>
Sent: Wednesday, June 06, 2018 6:19 PM
To: PRC <PRC@seattle.gov>
Cc: Durkan, Jenny <Jenny.Durkan@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Harrell, Bruce <Bruce.Harrell@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>; O'Brien, Mike <Mike.OBrien@seattle.gov>; Johnson, Rob <Rob.Johnson@seattle.gov>; Mosqueda, Teresa <Teresa.Mosqueda@seattle.gov>; Foster, Marshall <Marshall.Foster@seattle.gov>; Nellams, Robert <Robert.Nellams@seattle.gov>; Macek, Ian <Ian.Macek@seattle.gov>; Stickel, Karl <Karl.Stickel@seattle.gov>; Sparrman, Goran <Goran.Sparrman@seattle.gov>; Lance Lopes <llopes@oakviewgroup.com>; Steve Mattson <smattson@oakviewgroup.com>; Vicky Clarke <vickyc@cascadebicycleclub.org>; Andrew Koved <akoved@gmail.com>; Rick Browning <rick@kpg.com>; John Stewart <stewartj@seanet.com>
Subject: Seattle Center Arena Project - (SDCI # 3029061)

Mr. Shaw,

O-0018-1 Please see the attached letter below for submission of public comments on the Seattle Center Arena Renovation Project - (SDCI #3029061) DEIS by Seattle Neighborhood Greenways, Cascade Bicycle Club, and Feet First.

In this letter, we outline our recommendations for transportation mitigations that would decrease negative impacts made on neighborhood mobility by Arena attendees.

We look forward to working with the City of Seattle and the Oak View Group as the redevelopment moves forward. Please contact me if you have any questions or require any clarification on the comments and recommendations.

Thank you,

Clara Cantor

--
Clara Cantor

(206) 681-5526
Community Organizer
Seattle Neighborhood Greenways
Website - Twitter - Facebook

1

RESPONSE

O-0018-1 Comment noted.

O-0018

COMMENT

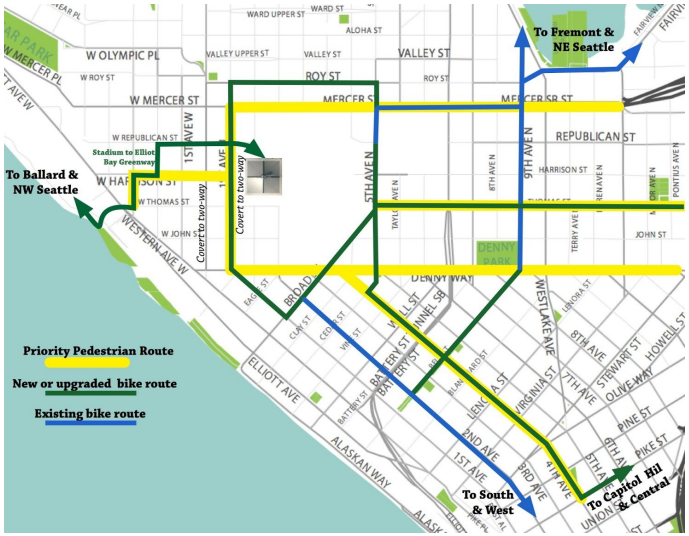
To: John Shaw, City of Seattle Department Construction and Inspections

From: Seattle Neighborhood Greenways, Cascade Bicycle Club, Feet First
Re: Seattle Center Arena Renovation Project – (SDCI # 3029061) Draft Environmental Impact Statement (DEIS)
Date: June 6, 2018

O-0018-2

Seattle Neighborhood Greenways, Cascade Bicycle Club, and Feet First endorse a shared vision in which the renovated Arena at Seattle Center includes a world class street network that moves people of all ages and abilities safely and efficiently by creating a connected network of walking and biking routes. These routes would serve the needs of the Uptown, SLU, and Belltown neighborhoods, but also serve as key access corridors for the Arena, Seattle Center, and the City of Seattle as a whole.

We collectively agree that the city can achieve this vision by implementing the following hub and spoke design of walkable and bikeable streets radiating out from the Seattle Center which connects into and through Uptown as well as externally to existing city-wide routes.



RESPONSE

O-0018-2 Your comments are noted and were considered when developing detailed mitigation measures as part of the Draft AAMP. See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0018

COMMENT

RESPONSE

O-0018-2

Based on our review of the Draft Environmental Impact Statement (DEIS) for the Seattle Center Arena Renovation Project – (SDCI # 3029061) we provide the following recommendations for transportation mitigations that would decrease negative impacts made on neighborhood mobility by Arena attendees:

Recommendations for street improvements surrounding Seattle Center:

1. **Queen Anne Ave and 1st Ave N** - Decouple and return both streets to two-way operation, increasing comfort and safety for people walking immediately in front of the arena. This allows space for two-way protected bike lanes on 1st Ave N and for transit-priority on Queen Anne Ave. As an interim safety solution while the street decoupling project is studied, new protected bike lanes on Queen Anne Ave and 1st Ave N would allow access to the Arena from the existing 2nd Ave bicycle route. (2)(5)
2. **Roy St** - Upgrade from striped bike lanes to protected bike lanes. (5)
3. **5th Ave N** - Build protected bike lanes connecting Belltown to Seattle Center, including intersection improvement at 5th Ave N and Mercer. (2)
4. **Broad St** - Build protected bike lanes connecting the 2nd Ave bike route to Uptown, 5th Ave N, and the Thomas St Greenway. (3)(4)
5. **Valley St and Olympic Pl** - Facilitate safer and stronger pedestrian connections from Queen Anne residential walkshed areas by improving facilities such as stairway connections (1st Ave N and Valley, Warren Ave N and Valley, 1st Ave W and Olympic Pl), implementing wayfinding and other intersection and sidewalk safety improvements.

Recommendations for street improvements connecting the Arena to the Waterfront and North:

6. **Harrison St** - Improve with wayfinding and other features for people walking and biking. This creates an intuitive and comfortable experience to the John Coney Overpass to the waterfront and the Elliot Bay Trail. (1)(2)(3)(4)

Recommendations for street improvements connecting the Arena to SLU and East:

7. **Thomas St Neighborhood Greenway** - Construct the neighborhood greenway as a safe, calm and enjoyable place to walk and bike with minimal or no car traffic, added greenery, wayfinding, placemaking, and other community-identified enhancements. This creates a critical connection between Seattle Center and SLU, including the transit hub on Aurora Ave. (2)(3)(4)
8. **Mercer and Denny** - Prioritize pedestrian movement along the Mercer corridor (including Roy) and Denny by installing Pedestrian Recall, upgrading the signal technology so that it can detect pedestrians and vary crossing times in response to pedestrian volumes, allowing for sufficient time to cross streets (especially for the elderly), and reducing unnecessary “don’t walk” time by integrating historical pattern learning. (1)(2)(3)(5)

Recommendations for street improvements connecting the Arena to Downtown and South:

9. **4th Ave** - Improve for people walking and biking with wayfinding, protected bicycle lanes, and other community-identified features. This creates a critical connection between Seattle Center and Downtown, including regional transit hubs at Westlake and King St Station. (1)(5)

O-0018

COMMENT

O-0018-2

10. **Bell St** - Build protected bike lanes northeast of the shared street space. This provides a critical connection between Belltown, the 7th Ave protected bike lane, and SLU. (5)

Other recommendations:

11. Partner with stationless bike share companies to identify and provide staging and parking corrals that are conveniently located for Arena attendees, and are outside of the pedestrian right-of-way.
12. Enhance and expand bicycle parking with adequate space for 8% of event capacity. Provide bicycle parking and end-of-trip facilities that are highly accessible (close to entrances), safe, and secure (high quality and located in well-lit locations). Contract to provide temporary bike valet parking for large events, ensuring sufficient bike parking as now required in City of Seattle Ordinance 125558.
13. Designate TNC pickup locations a few blocks away from the Arena entrance and 1st Ave N.
14. Incorporate high quality wayfinding (highly visible, consistently and predictably located, and easy to read) & lighting throughout the network for both pedestrian and bicycling routes. (1)(2)(3)
15. Review and enforce traffic control plans at construction sites to ensure safety for people walking and biking. (1)

For questions: Contact: Clara@Seattlegreenways.org

Signed,

Clara Cantor
Community Organizer
Seattle Neighborhood Greenways

Vicky Clarke
Seattle Policy Manager
Cascade Bicycle Club

Maggie Darlow
Board President
Feet First

Key:

(1) As included in the City of Seattle North Downtown Mobility Action Plan (MAP) Tier 1 Pedestrian Projects
(2) As included in the City of Seattle North Downtown Mobility Action Plan (MAP) Tier 1 Bicycle Projects
(3) As included in the City of Seattle North Downtown Mobility Action Plan (MAP) Tier 1 Public Realm Projects
(4) As included in the Lake2Bay design

RESPONSE

O-0019

COMMENT

RE: Northwest Folklife Commentary on Seattle Center Arena Renovation Project DEIS

June 7, 2018

Seattle Department of Construction and Inspections, PRC
Attention: Public Resource Center or John Shaw
700 5th Avenue, Suite 2000
P.O. Box 34109
Seattle, WA 98124-408

RE: Seattle Center Arena Renovation Project Draft Environmental Impact Statement

Dear Mr. Shaw,

We represent Northwest Folklife, an independent, non-profit arts organization that produces the Northwest Folklife Festival, one of oldest and largest community-centered arts, heritage and cultural festivals in the region, as well as the nation. In addition to holding the 47th Annual Northwest Folklife Festival on the Seattle Center grounds, we occupy the entire third floor, as well as parts of the ground floor of the Blue Spruce building on Thomas Street. In October, we will have to vacate this building that has been our "home" for over 30 years, as it is being demolished to make way for the underground loading and parking and a new entry plaza for the Arena.

Although the DEIS recognizes some of the impacts to areas and residents of the Seattle Center campus, the document does not fully address or examine impacts to long-standing community events which occupy multiple parts or most of the campus for weekend/weeklong terms throughout the year, particularly the late spring, summer and early fall months. In order to fully understand the issues that we raise, it is probably helpful to provide some context:

O-0019-1 The mission of Northwest Folklife is to create opportunities for all to celebrate, share and participate in the evolving cultural traditions of the Pacific Northwest. We carry out our mission in a variety of ways, most notably through the annual production of the Northwest Folklife Festival; which is a four-day long event held every Memorial Day weekend that is accessible to all – an event without a ticket or gates – that relies on the community support of sponsors, donors, volunteers, as well as earned income from food/beverage vendors and merchants. It is estimated that 225,000 - 250,000 people attend the Festival, annually. In 2018, there were over 6,000 performers from across the Pacific Northwest region that were showcased in programs co-curated by over 110 Community Coordinators representing an even wider scope of arts, heritage and cultural communities. Our festival is truly unique from most other contemporary music festivals, not only because of the broad range of arts and cultures reflected, but because of the particular participatory aspect of our mission. At any given moment during the Northwest Folklife Festival, there will be hundreds, if not thousands of people learning and sharing songs, dances, stories, skills and traditions. Opportunities to explore, experience and "see" the region in this fashion, AND that ensure equitable access to these activities are extremely rare. If the production and/or revenue of this event is adversely impacted by the renovation (particularly the excavation phase activities), the organization will be extremely challenged in its capacity as a community resource and asset.

O-0019-2 Our comments on areas of the DEIS are as follows:

RESPONSE

O-0019-1 It is acknowledged that Northwest Folklife produces the Northwest Folklife Festival as a long-standing community event that celebrates and shares the cultural traditions of the Pacific Northwest. The festival is recognized in both the Draft EIS and Final EIS in Appendix E, as follows: "The Northwest Folklife Festival has been held annually at Seattle Center since 1972. The festival, held over Memorial Day weekend, features music and dance performances, storytelling, art, participatory dances, workshops, crafts, and food. The 2017 festival featured over 7,000 performers (Seattle Center, 2017b)." The festival is also included in Appendix B. Seattle Center and OVG are committed to working closely with Seattle Center tenants to ensure that these organizations remain viable throughout construction. See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0019-2 OVG has committed to relocating NW Folklife into new offices in the Armory, at no cost to the Folklife Organization. New furniture will be provided, and there will be no rent, consistent with current practices. The move will be completed by October 1 to avoid potential conflicts with 2019 NW Folklife Festival planning. See also Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

O-0019

COMMENT

RE: Northwest Folklife Commentary on Seattle Center Arena Renovation Project DEIS

O-0019-2 **Section 1.9 SIGNIFICANT AND UNAVOIDABLE IMPACTS**
This section should note the displacement of organizations and operational facilities, including Northwest Folklife, from the Blue Spruce building (and nearby) structures. The rehousing of TFM services into the Next 50 Pavilion will cause a loss of production space to episodic events, like the Northwest Folklife Festival.

O-0019-3 Additionally, the construction period of the project will restrict access to facilities and spaces used by episodic campus-wide events, such as the Northwest Folklife Festival, and will pose challenges to a major vendor thoroughfare, and source of revenue, for the events – Key Roadway – by limiting space and removing access to power and water required for food vendor placement. The removal of Pavilion B will continue to impact operations for these events due to the loss of a key production and operations space.

O-0019-4 **Section 2.6 CONSTRUCTION**
We would like to see a more detailed plan of construction level during scheduled Seattle Center community events. While this plan lists 6 months of excavation and hauling, some in person presentations have stated an 8-9 month timeframe for this phase. During this period, haul routes outlined cut through the middle of campus or out of the east side of the construction area. Staging and vendor set up on those routes will not safely allow the movement of those vehicles, even after hours.

O-0019-5 Additionally, we would like it to be clearly defined as to the level of construction that will be acceptable during those events, where noise and vibration will certainly impact the main stages on the Fisher Green, in the Fisher Pavilion and the Fountain Lawn – particularly remembering that folk-oriented genres, while amplified, are not to be blasted at high volumes to audiences.

O-0019-6 **Section 3 LAND USE**
Just as stated above and in the Resident Director Arena Integration Committee commentary:
In addition to safety and wayfinding, the decrease in space (Pavilion B and the Next 50 Pavilion), the proposed construction easement and the removal of power and water sources that are used by long-standing episodic events (Northwest Folklife Festival, Bite of Seattle, Pride, Bumbershoot, Festál, etc.) on the 2nd Avenue/Key Roadway are of serious concern to those event producers. This corridor is used heavily as a food and merchant vendor space which provides significant revenue for these events. These annual events are some of the largest moment-in-time events at Seattle Center, bringing together the community in tangible and unique ways, and we ask to see a more robust proposal for accommodating all of these events.

O-0019-7 As the viability of the walkways is important to both pedestrians at the Festival and to the booths that line them, we would like to be assured of the ability of the Harrison and Key Roadways to withstand the quantity of heavy weight-bearing vehicles over the duration of the haul-out period. There should be a more defined accountability for any damage to these major Seattle Center pedestrian thoroughfares.

O-0019-8 **Section 4 TRANSPORTATION**
Parking:
The loss of the 1st Avenue, Bressi Garage, will be significant, not only to the patrons of the residents and events on Seattle Center Campus, but particularly to performers at the Northwest Folklife Festival, as

RESPONSE

O-0019-3 OVG has committed to working with Seattle Center and will work as needed to accommodate a number of the needs of the Northwest Folklife Festival (NWFL) including the use of vacated streets on Seattle Center campus. OVG will move the construction fence back to allow the NWFL (and other large festivals) to use vacated 2nd Ave N, and also will not allow truck hauling on the Seattle Center campus during NWFL. See Section 2.6, Construction, for more information.

See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0019-4 Section 2.6, Construction, in the Final EIS has been updated to show the construction plans by phase. These plans include the most recent information on proposed fence lines, street closures, and haul routes.

A haul route from the east side of the arena along vacated Harrison St through the Seattle Center campus would only be used overnight and would not be used on nights that conflict with the 8 events listed in Table 2-2.

Construction estimates represent the anticipated likely outcome during construction, based on experience with other large projects. Construction is dynamic and conditions can change. While 6 months is the approximate time for excavation and hauling, it may extend longer.

O-0019-5 See Common Response NOISE-1: Additional Noise Monitoring and Analysis.

O-0019-6 See Response to Comment O-0019-3 above.

O-0019-7 OVG has committed to repairing any pavement damage on designated haul routes.

O-0019

COMMENT

RE: Northwest Folklife Commentary on Seattle Center Arena Renovation Project DEIS

O-0019-8

well as for other Resident arts organizations. This is the closest Center parking to the staging of multiple areas of the Festival and has also been perceived as safer than the Mercer Street Garage. Because our performers must bring instruments, garments and other equipment, and many of them are coming from places outside of Seattle or the metro-area, taking public transport is not often an option. As the Seattle Center is home to several cultural institutions, we would like to see more specific planning that includes artist convenience and safety considered as an integral part of transportation.

When the Arena is in operation, the needs of other organizations should be considered in the escalated need for parking, especially for the performers and artists.

O-0019-9

Truck and bus staging:
Currently, the refrigeration trucks for the Northwest Folklife Festival are staged on Thomas Street just west of 2nd Avenue. There are appropriate power sources installed there. They are there from approximately the week before, during the Festival and for the load out days after the event. We would like to know where these types of necessary vehicles will be able to stage and operate when the construction easement restricts 2nd Avenue and Thomas Street. Also, during the Festival, many of the merchants and vendors that are placed on Fisher Terrace also stage or park in that zone. Again, there has been some mitigation provided for the school and charter buses to offload and load, but no satisfactory plan for event related commercial vehicles.

O-0019-10

Mitigation:
We would like to see more timely and tangible accommodations for the increased levels of traffic and potential congestion to traffic flow. In comprehensive conversations about the future of mobility and transport for the City, the One Center City Advisory Group was stopped short of examining the feasibility of a 'hub' at Seattle Center. We would like to see evidence that the transportation systems are in collaborative relationship with the Seattle Center, the Uptown community and OVG in bringing some relief to the challenges that traffic and lack of adequate parking will surely pose as the Area comes into full operation, as well as in the period leading up to it.

O-0019-11

Section 6 HISTORIC AND CULTURAL RESOURCES
It is important to recognize that beyond physical artifacts, buildings and relics, part of the mission of Northwest Folklife is to engage community in the active preservation of cultural traditions and art forms through participation, practice and understanding. In the interpretation of what is "registered" or "certified" as historic or landmark status, we would like to have it stated that while that protection of artifacts is important, the ability to recognize resources and platforms for cultural practice is equally as important in preserving culture.

We would like to see an adequate response to the disruption of our most important cultural resources, the people who practice, teach, share, and therefore, perpetuate traditions and communicate history, firsthand. Not only does Northwest Folklife strive to provide this resource for a multitude of communities that have immigrated to the region, we have worked with a council of Indigenous Peoples to provide programming within and in tandem with the Northwest Folklife Festival. The restriction of space and the unspecified level of disruption to community events at Seattle Center is already taxing our limited organizational resources to adequately plan and budget for the accommodations/modifications

RESPONSE

O-0019-8 It is acknowledged that patrons and performers of events at Seattle Center would be inconvenienced during peak construction periods. Seattle Center and OVG will develop a Construction Management Plan that ensures access for employees, visitors, and performers at Seattle Center.

While the site is under construction, the Mercer Garage and 5th Ave N Garage would remain open. Once the arena renovation is complete, per the Seattle Center Integration Agreement, the 1st Ave N Garage and new underground parking would be operated by OVG. Similar to the way Seattle Center has historically managed the 1st Ave N Garage, priority use would be for arena events, and campus use will be available on non-event days.

O-0019-9 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail. Also, Section 4.5, Avoidance, Minimization, and Mitigation Measures in the Final EIS includes potential mitigation related to the MOA for Event Curbside Management between SDOT and Seattle Center such that construction activities, events, and loading needs for Seattle Center can be accommodated.

O-0019-10 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0019-11 It is acknowledged that NWFL engages the community in the active preservation of cultural traditions and art forms through participation, practice, and understanding and is an important organization for preserving cultural traditions. Consistent with WAC 197-11 and Seattle Municipal Code 25.05, Chapter 6, Historic and Cultural Resources, provides the analysis of physical historic and cultural resources protected under existing regulations, ordinances, and policies, and potential impacts on those features. Although NWFL is a long-running valuable cultural event, it is not a protected resource in this sense. NWFL (as a provider of cultural traditions) is recognized in Chapter 7, Recreation, along with other Seattle Center-wide events and festivals that provide cultural and artistic contributions. NWFL is included as an organization that may be impacted by the construction of the proposed project (see Section 7.3.4) and in Land Use Appendix B. Seattle Center currently facilitates coordination among its tenants on issues such as event schedules and will continue to do so prior to, during, and after construction. See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction, and Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0019

COMMENT

RE: Northwest Folklife Commentary on Seattle Center Arena Renovation Project DEIS

O-0019-11 (that may or may not need to be made) in programming and operations that we will have to employ during, and potentially, after construction – as not all details of facilities in return to operations have been specified. In order for us to continue to be a sustainable resource to cultural communities, we need to have much more specific schedules, facilities impact information and plans for mitigation from the City, Seattle Center and OVG in a much more timely manner, remembering that we will also be planning and executing a full move of our organization as we budget and plan for our 2019 programs.

Chapter 7 RECREATION

O-0019-12 We strongly believe there needs to be further study to understand and mitigate against the specific construction impacts on our programming partners: KEXP, Vera Project, SIFF, and Art/Not Terminal. This should include the impact on the direct and safe entrance and exit to these Northwest Courtyard tenants for patrons and employees and the impact on their ability for continued programming. Details of construction impacts and schedule information should be provided in the FEIS.

O-0019-13 As the DuPen Fountain and Northwest Courtyard will be closed for the period of construction, we would like to see the FEIS include a commitment by OVG restoration of DuPen Fountain and surrounding area to offset the loss of these recreational areas to the public during the construction period. We strongly encourage the design of restoration to include "plug and play" access for the plaza so that the outside can easily be activated for public benefit and enhance the use and safety of this area.

Chapter 8 NOISE AND VIBRATION

O-0019-14 In agreement with the Resident Director Arena Integration Committee commentary:
Further analysis of noise and vibration issues for Seattle Center campus organizations located on the north side of campus should be completed to determine the full impact and appropriate mitigations. Further analysis should also include the daytime and cumulative impact of vibration and noise sources and the impact of truck haul routes on noise and vibration. Considerations for level of construction being negotiated during major community events should also include the noise and vibration impact on the west side lawn area. Fisher Pavilion and Green, as well as the Fountain Lawn are areas that hold key performances and activities during those events and should be evaluated during the testing process. While identified as a "significant impact" in the DEIS, the specific impacts on recording, broadcasting, film and theater presentation, screen-printing, public concerts and daily working conditions should be studied through testing locations beyond the short-term and long-term monitoring stations in the DEIS.

Chapter 10 AIR QUALITY

O-0019-15 Also, in full agreement with the Resident Director Arena Integration Committee commentary:
Air quality is not listed as a significant impact; however, air quality impacts the overall general comfort and experience of all patrons and staff working at our organizations, and has implications for those with medical conditions. As a result, we believe air quality should be classified as a significant impact.

The commitments to monitor and respond to this issue seem narrow for a project of this size and scope. As our revenues rely on the exceptional experience of patrons and participants, as well as on the good health and wellbeing of the artists who perform in these venues, as well as our staff, we ask for the FEIS to define more specific standards, monitoring, and expectations.

RESPONSE

O-0019-12 Potential construction impacts on KEXP, The Vera Project, SIFF, and A/NT Gallery are acknowledged in Section 3.4.1, Construction Impacts (Land Use). Text of this section has been revised in the Final EIS to provide additional information about construction impacts to the entrances and exits to the International Plaza (i.e., Northwest Courtyards). However, OVG will ensure that access to these organizations is maintained for the duration of construction. OVG will provide updated information regarding specific impacts and mitigation for Northwest Rooms tenants during finalization of construction plans and Transaction Documents. See also See Common Response LU-1: Mitigation for Seattle Center Tenants During Construction, and Common Response LU-2: Marketing and Promotional Plan for Tenants During Construction.

O-0019-13 See Common Response REC-2: DuPen Fountain.

O-0019-14 See Common Response NOISE-1: Additional Noise Monitoring and Analysis. Section 8.5.1, Construction Impacts of the Final EIS has been revised to reflect additional information and analysis of noise impacts.

O-0019-15 See Common Response AQ-1: Dust from Construction.

O-0019

COMMENT

RE: Northwest Folklife Commentary on Seattle Center Arena Renovation Project DEIS

O-0019-16 Additionally, we have institutions with museum environments that require a specific level of air quality and tailored HVAC systems for the historic and cultural artifacts that they curate (Chapter 6 - Historic and Cultural Resources). The increased air pollution will likely increase the frequency check and replace filtration systems to avoid damage. We ask for a plan to provide assistance/mitigation for the increased impacts on these systems throughout campus.

O-0019-17 **Chapter 11 PUBLIC SERVICE**
The construction easement and design causes the loss of public restrooms on 2nd Avenue/Key Roadway. Given the patron and public use of the Center, the loss of these facilities is a significant impact to experience and service. We request a specific plan to ensure that an equal number of viable public options are provided both to accommodate the large-scale events produced on the Seattle Center campus, as well as reduce to the impact of overflow on Resident Organizations with accessible restrooms.

O-0019-18 We would like to see regularly scheduled assessments of the amount of excess pollution/particulate sediment affecting the main public spaces with a planned course of action to keep those spaces inviting and useable throughout the construction period.

O-0019-19 **ADDITIONAL NOTES OF ONGOING CONCERN**
Outside of the DEIS, it is important to recognize the following issues of concerns to the Resident Directors Arena Integration Committee that will be addressed through the other transaction documents.

- Continuation of the Ombudsperson position, the OVG Community Liaison position, and the Community Coordination Committee, all established prior to the start of construction to coordinate between community, City, OVG, and Seattle Center and its Resident Organizations.
- Event operations, including pre-and post-event security. We'd like to better understand the details of security planning and presence for Arena events, including improvements to security and police presence in the neighborhood and, specifically, the Seattle Center campus. Post-event trash clean-up is critical. We'd like to better understand the timeliness and standards of cleanliness and how far this will extend both on the Seattle Center campus and into the surrounding neighborhood.
- Cross-promotional and economic development opportunities that can support the work of Seattle Center Resident Organizations and Seattle Center event partners (advertising at Arena events, package deals, use of local musicians at events, etc.).

O-0019-20 **PUBLIC AWARENESS AND COMMUNICATION DURING DEVELOPMENT PERIOD**
While support of Seattle Center is very strong, awareness of the events and activities that are available to the public is a constant challenge for Seattle Center and each resident organization. During the two-year period of Arena construction, this concern will be heightened as the public may believe the Center is closed for construction.

Therefore, it is of utmost importance to have a strategic and well-funded marketing/communications plan to ensure the public knows that Seattle Center is vital, open and operating. Seattle Center, its Resident Organizations and vendors must coordinate on frequent and sustained messaging to support the vibrant campus activities that will continue to take place, including promotion of specific activities

RESPONSE

O-0019-16 See Chapter 10, Air Quality and GHG, in the Final EIS for additional potential mitigation measures for minimizing dust. Potential mitigation measures include BMPs to control dust. Section 10.5, Avoidance, Minimization, and Mitigation Measures, has been updated in the Final EIS to include as a potential mitigation measure preparation of a Dust Control Plan that would require street sweeping to reduce dust from vehicle tires, tire washing, and ongoing dust monitoring.

O-0019-17 See Response to Comment I-0002-1.

O-0019-18 The project would be constructed in accordance with applicable state and City of Seattle permits, which will specify a range of BMPs and temporary erosion and sedimentation control (TESC) measures designed to reduce or control potential surface, ground, or runoff water impacts. The Construction Manager will adhere to the Best Management Practices (BMPs) included in the Stormwater Pollution Prevention Plan (SWPPP) that will be required as part of the Construction Stormwater General Permit to be obtained from the Washington State Department of Ecology.

O-0019-19 Community commitments are outlined in the Community Benefits Summary, and include an Ombudsperson and OVG Community Liaison. Issues such as trash pick-up and security will be outlined in the Seattle Center Integration Agreement, which will be available shortly after the Final EIS is published. The Community Benefits Summary is available at https://www.seattle.gov/arena.

O-0019-20 Seattle Center currently works with Northwest Folklife and other tenants to market and promote their programming, and this coordination in marketing efforts is expected to continue. In addition, OVG is committed to working with Northwest Folklife to discuss appropriate signage, marketing, and promotional opportunities. See Common Response LU-2: Marketing and Promotional Plan for Tenants During Construction, and Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0019

COMMENT

RE: Northwest Folklife Commentary on Seattle Center Arena Renovation Project DEIS

O-0019-20

and events, and recommendations on access, transit and parking options. Due to the nature of their non-profit business models, many of the arts and cultural institutions operate with small margins and a drop-in subscriber and/or single ticket sales would have significant impacts.

On top of the immediate challenges of Arena construction, the City will also be in the midst of 'the period of maximum constraint' due to the demolition of the Viaduct and the removal of buses from the bus tunnel. This will further compound the real and perceived transportation and access challenges of getting to Seattle Center.

OVG and the City of Seattle must mitigate the perception that Seattle Center is too hard to get to or too much of a mess from construction. Specifically, OVG and the City of Seattle need to fully fund a designated, strategic marketing and communications budget for the construction phase, unlike anything Seattle Center has ever had.

O-0019-21

FINAL NOTE
While interacting with this scope of project is (hopefully) not an ongoing issue for Northwest Folklife, we would like the City to recognize the extreme burden on resources that thorough examination of the DEIS documents and preparing commentary has placed on the Resident Organizations at the Seattle Center. By and large we are non-profit arts and cultural organizations, who simply seek to protect the viability of our organizations through this transition and have been offered minimal assistance and resources to make this process more accessible. While a few organizations had the ability to retain legal assistance or advice and generously shared their observations or responses, as you can see even by this submission at the final hour of commentary that this work exponentially added to the multitude of tasks we already face in serving our missions day-to-day. Further, the internal mitigations and operational challenges that our organization will have to negotiate through, before and during the construction period, are made more difficult by the compacted timelines and incomplete information we have been offered in order to accommodate OVG's development and business timelines. We hope that there will be some proper acknowledgement of this and steps taken to prevent this from becoming the standard operating procedure of City projects.

Regards,

Reese Tanimura
Managing Director, Northwest Folklife

Kelli Faryar,
Executive Artistic Director, Northwest Folklife

Rafael Maslan,
Board President, Northwest Folklife

RESPONSE

O-0019-21 The City and OVG acknowledge the construction-related impacts to Seattle Center tenants, as described in Common Response LU-1: Mitigation for Seattle Center Tenants During Construction. As noted in that response, the City and OVG will work closely with Seattle Center tenants to ensure that the organizations remain viable throughout construction of the renovated arena.

O-0020

COMMENT

MoPOP

MUSEUM
OF
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CULTURE

June 7, 2018

Seattle Department of Construction and Inspections, PRC
Attention: Public Resources Center or John Shaw
700–5th Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

E-mail to: prc@seattle.gov

Subject: Seattle Center Arena Renovation Project (SDCI # 3029061)
Comments on Draft Environmental Impact Statement (DEIS)

MoPOP.org

ADMINISTRATIVE OFFICE
120 6th Avenue N
Seattle, WA 98109

MUSEUM
325 5th Avenue N
Seattle, WA 98109

Dear Mr. Shaw:

O-0020-1

The Museum of POP Culture (MoPOP) would like to take this opportunity to comment on the Seattle Center Arena Renovation Project Draft Environmental Impact Statement (DEIS). The Museum of POP Culture has been a resident on the Seattle Center campus since June 28th of 2000, and is on track to receive 700,000 visitors this year. Formally known as Experience Music Project (EMP), MoPOP is a leading-edge nonprofit museum, dedicated to the ideas and risk-taking that fuel contemporary popular culture. We support the arena renovation project, and look forward to the opportunity to collaborate with OVG, the City of Seattle, and other Seattle Center campus residents.

MoPOP understands there are several community organizations submitting comments addressing the DEIS. However, we would like to address specific concerns that have a direct impact to museum operations. As an iconic building home to thousands of unique and rare artifacts, it is important we take every precaution protecting the environment they are housed in, both internally and externally.

Again, thank you for the opportunity to address our concerns regarding the DEIS, we look forward to reviewing the Final Environmental Impact Study.

O-0020-2

Chapter 4, Transportation, Parking & Pedestrian Access:

RESPONSE

O-0020-1 Comment noted.

O-0020-2 The Final EIS includes Figures 2-11 and 2-12 that show the construction plans by phase. These plans include the most recent information on proposed fence lines, street closures, and haul routes.

Since the time the Draft EIS was published, OVG and Seattle Center have considered a haul route from the east side of the arena along vacated Harrison St through the Seattle Center campus. Per the Development Agreement, Seattle Center's Construction Coordinator will monitor mitigation on-campus throughout construction and coordinate tenant event schedules as needed to make adjustments to the night-time hauling plan. The Construction Management Plan approved by SDOT would ensure that safety considerations for all Seattle Center tenants are adequately addressed, and would include requirements for necessary cleanup in any affected areas of the campus.

Potential for vibration impacts and monitoring during construction are addressed in Section 8.5.1, Construction Impacts (Noise & Vibration).

O-0020

COMMENT

MoPOP

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O-0020-2

MoPOP produces up to 250 venue experiences annually, many of which are after standard business hours. The 5th and Harrison turnaround is often utilized for charter buses, valet service, ride share drop off, and event load in. Not only is this a hub for pedestrian and vehicle traffic, the center island houses an original Oldenberg statue. We have significant concerns about the potential effects on museum operations, pedestrian traffic, and potential damage to the sculpture if the proposed haul routes on Harrison St., across 5th Ave N, and continuing to highway 99 are utilized. To limit the impact to museum operations and maximize guest and pedestrian safety we propose considering alternative routes for trucks leaving the construction site.

We feel the Harrison Street route is unacceptable for the following reasons:

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ADMINISTRATIVE OFFICE
120 6th Avenue N
Seattle, WA 98109

MUSEUM
325 5th Avenue N
Seattle, WA 98109

O-0020-3

1) Trucks heading north on Harrison from the arena construction site, would need to transition from road to pedestrian sidewalk, then back onto the pavement of the turnaround. This poses a safety risk to vehicles and pedestrian's attending MoPOP after hours. This was not addressed in the DEIS.
2) We anticipate the number of trucks hauling dirt from the site will experience some load loss as they make their way through the turnaround. Cleanup in the turnaround was not specifically addressed in the DEIS.
3) Trucks passing through the turnaround will be several feet away from the Oldenburg sculpture. Ground vibrations, dust, and truck exhaust could affect the appearance and structural integrity of the sculpture. There is not an art protection/restoration plan in the DEIS.

O-0020-4

4) MoPOP hosts many evening venue experiences throughout the year, on average, ending at 12 am. Without access to the haul route schedule, or the flexibility to blackout dates and times, there would be direct impact to Museum operations. If there is no option for an alternate route, we propose a transparent schedule that can be shared with campus residents and is flexible to suit the needs of both parties to ensure that operational requirements are not jeopardized. This was not addressed in the DEIS.

Chapter 10, Air Quality:

O-0020-5

The DEIS does not address air quality as being a significant impact. Last year, the museum's cooling system suffered a catastrophic failure in one of three chillers. This anomaly quickly began to spread to the remaining two units, until the system was flushed. It has been posited that our proximity being near South Lake Union

RESPONSE

O-0020-3 See Section 8.5.1, Construction Impacts (Noise & Vibration), in the Final EIS for discussion of vibration impacts. See Section 10.4.1, Construction Impacts (Air Quality and GHG Emissions), in the Final EIS for discussion of impacts from exhaust emissions and fugitive dust. Potential mitigation measures in the Final EIS include wheel washing and covering all trucks that haul soil and street sweeping to reduce dust from vehicle tires. The vibration levels produced by trucks driving along Harrison St would be below the threshold for damage to sensitive buildings and historic structures, as trucks would have independent suspension, which do not generate vibrations barring roadway discontinuities. Exhaust emissions from trucks along Harrison St could impact the appearance of the Oldenburg sculpture. Potential mitigation measures for this impact could be cleaning of sculpture during and after construction, as needed. See Chapter 6, Historic and Cultural Resources, in the Final EIS for discussion of this potential impact.

O-0020-4 See Response to Comment O-0020-2.

O-0020-5 See Common Response AQ-1: Dust from Construction. With respect to operational CO emissions, predicted emissions are less than significant and no mitigation is warranted. Additionally, as indicated in Table H-2 of Appendix H in the Final EIS, the maximum recorded CO concentrations in the urban Seattle area over the past 3 years have been less than 25% of the state and federal standard and are expected to decline further in the future.

O-0020

COMMENT

MoPOP

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construction projects and construction on the North End Tunnel a few blocks away, may have contributed to higher than normal particulate matter (PM) settling into our open-air cooling towers on the roof, thus compromising our chillers. We also notice an increase in filters changes throughout our buildings HVAC systems.

O-0020-5

1) We monitor and control tight temperature deltas in the museum for the preservation of our artifacts. As noted in the DEIS page 10-11; it is acknowledged, the estimated emissions for CO in 2020 would be just under the threshold, then dropping significantly by year 2035. We recommend a more aggressive and clear approach for the reduction of CO emission prior to 2020 and to monitor particulate matter throughout the construction phase.

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ADMINISTRATIVE OFFICE
120 6th Avenue N
Seattle, WA 98109

MUSEUM
325 5th Avenue N
Seattle, WA 98109

Chapter 11, Public Services:

When the tunnel boring project reached the north end several blocks away, Seattle Center campus residents saw an increase in the rodent population around campus. It has been proposed that this is directly related to ground vibrations and excavation in the area. MoPOP has a strict policy regarding what rodent and pest mitigation products may be allowed into the museum environment. This policy is in place for the preservation of the museum artifacts and safety of our staff and visitors.

O-0020-6

1) An increase in rodent activity around the museum presents a risk to our artifacts, health and safety concerns for our visitors, and to our staff. We propose an extensive campus wide rodent control program be in place prior to construction, and for that program to continue until the construction project is complete.

In conclusion, MoPOP would like to thank you for your time, and hope you will consider our recommendations and include them in the Final Environmental Impact Study.

Sincerely,

Museum of POP Culture

RESPONSE

O-0020-6 As noted in Sections 11.4.1 and 11.5.1 of Chapter 11, Public Services and Utilities, in the Final EIS, rodent abatement will begin a minimum of 15 days prior to any clearing or demolition. An eradication plan would be approved by the Seattle-King County Health Department and SDCI prior to issuance of a demolition permit.

O-0021

COMMENT

PACIFIC SCIENCE CENTER

200 Second Avenue N
Seattle, Washington
98109-4895

(206) 443-2001
pacificsciencecenter.org

Pacific Science Center ignites curiosity in every child and fuels a passion for discovery, experimentation, and critical thinking in all of us.

June 7, 2018

John Shaw
Public Resource Center (PRC)
Seattle DCI, PRC
P.O. Box 34019
Seattle, WA 98124-4019

Re: Seattle Center Arena Project Draft Environmental Impact Statement Comments

Dear Mr. Shaw:

O-0021-1

Thank you for providing an opportunity to comment on the Seattle Center Arena Project Draft Environmental Impact Statement (DEIS). The potential enhancement to Seattle Center and the surrounding areas that the proposed project represents is significant and impressive. We hope our comments on the DEIS provide additional means to improve an already compelling plan.

Pacific Science Center, like the Seattle Center Arena, has been serving our community since 1962. We seek to ignite curiosity in every child and fuel a passion for discovery, experimentation, and critical thinking in all of us. The renovation and revitalization of the arena can and will play a role in our pursuit of that mission. Construction activities provide an intriguing and rare opportunity to see science, technology and engineering at work on a truly large scale. The new venue, when complete, will serve as another central reason for residents of our region to spend time at Seattle Center. Efficient and effective plans for construction and operation will be essential to achieving the benefits of this effort.

We are excited and enthusiastic about the potential benefits of a revitalized Seattle Center Arena and support either Alternative 1 or Alternative 2 as described in the DEIS. However, we ask that the City of Seattle and Oak View Group (OVG) conduct the construction and ongoing operations of the Arena, under either Alternative, in a manner that does not diminish the increasingly important role that Seattle Center and its residents, such as Pacific Science Center, have been playing and will continue to play in the life and vibrancy of our city and region. To that end, please consider the following comments on the DEIS and a few specific requests for inclusion in the Final Environmental Impact Statement (FEIS).

Chapter 3 – Land Use

O-0021-2

The long-term increase in visitation to Seattle Center area, including Pacific Science Center that the revitalization of the arena is likely to produce is compelling. However, the 2+ year construction period can have the opposite effect if not attentively managed. During the recent renovation of the Space Needle, we have seen a decline in visitation to the area and we are concerned that, without creative and aggressive solutions, construction at the arena site will have similar but longer lasting and more significant effects. We request that the FEIS include specific plans for mitigating this risk and that the plans include resources for executing a coordinated marketing and communications campaign designed to ensure ongoing visitation to Seattle Center during the construction period. This campaign would need to provide much more than the typical “open during construction” signage seen at other projects. Rather, it would be a comprehensive and integrated awareness effort designed to draw people to Seattle Center and its resident organizations during construction.

RESPONSE

O-0021-1 Comment noted.

O-0021-2 It is acknowledged that the 2-year construction period could discourage visitors to the Pacific Science Center, particularly during peak construction activity. See Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0021

COMMENT

Chapter 4 – Transportation

O-0021-3

The DEIS thoroughly and extensively addresses a number of traffic and transportation concerns, both during the construction period and during regular post-construction operations. However, several potential issues related to transportation during construction need to be clarified in the FEIS and Construction Management Plan (CMP):

- The DEIS specifies (in both Alternative 1 and Alternative 2) that the south curbside lane of Thomas St between Warren Ave N and 2nd Ave N would be open for one way vehicle circulation. We request that the FEIS specify that vehicles be allowed to travel westbound on Thomas St from 2nd Ave N to Warren Ave N in order to accommodate traffic circulation after drop-off, including regular school buses delivering children to Pacific Science Center.
- No impact is specified for 2nd Ave N from Denny Way to Thomas St. We request that the FEIS explicitly exclude that portion of 2nd Ave N from any construction-related closures, as it will become an important thoroughfare for vehicular, pedestrian, and bicycle traffic.
- The DEIS notes that up to 290 trucks per day will travel to and from the project site during construction and that the truck circulation pattern is likely to be inbound via Denny Way and 1st Ave N and outbound via 1st Ave N and Mercer St. We request that the FEIS and CMP adhere to that proposed circulation pattern. Any other routes would be highly disruptive and potentially dangerous, both to pedestrians and other vehicles.
- We request that the FEIS and CMP specify that, during the construction period, at least four weeks' advance notice be given for additional or irregular street closures. The notice would be provided via a regularly updated and accurate online calendar, fully accessible to the public.
- The DEIS currently describes parking for construction workers as possibly offsite, with a shuttle, or in the 1st Ave N Garage. We request that the FEIS and CMP specify that such a solution be mandatory to reduce reliance on parking resources that will already be reduced significantly below current levels.

Chapter 7 – Recreation

O-0021-4

As noted in our comments on *Chapter 3 – Land Use* above, the construction period has the potential to significantly reduce visitation to Seattle Center, the surrounding areas, and Seattle Center's resident organizations. We note in the DEIS that Seattle Center and OVG are working on a Development Agreement that will outline how construction activities would minimize impacts to Seattle. We request that the Development Agreement and FEIS, as appropriate, incorporate the construction activities themselves into the plans to keep Seattle Center front of mind as a recreational destination. The construction activities will be a fascinating source of endless curiosity for many and should be planned and presented, within the bounds of visitor safety, as an attraction for recreation rather than as a detriment or something to be avoided.

Chapter 8 – Noise and Vibration

O-0021-5

We request that the proposed Noise Management and Mitigation Plan (NMMP) include opportunities for neighbors to identify construction-related activities that are generating noise above the expectations described in the DEIS. In addition, should construction activities generate excessive or unexpected noise, the NMMP should provide mechanisms for appealing to construction managers for further mitigation efforts and resources.

Chapter 11 – Public Services & Utilities

O-0021-6

We request that the FEIS and CMP include rodent mitigation efforts prior to commencing construction activities. Such mitigation is common for significant construction projects, both residential and commercial, but the DEIS does not currently contemplate such activities. We also request that FEIS require the City of Seattle and OVG, likely via the Seattle Center Integration Plan, to address the potential for significant increases in litter around Seattle

RESPONSE

O-0021-3 Section 2.6, Construction, has been updated. This section includes the most recent information on proposed fence lines, street closures, and haul routes. No closures of 2nd Ave N between Denny Way and Thomas St are anticipated. No travel lane closures are anticipated on Thomas St between 2nd Ave N and Warren Ave N.

The Construction Management Plan to be approved by SDOT, SDCI, and Seattle Center will stipulate advance notice procedures for any street closures. During the construction period, OVG has committed to providing 2 weeks' advanced notice for additional or irregular SDOT approved street closures. OVG has committed to maintaining an updated and accurate website, with construction activities identified. See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0021-4 Comment noted. Construction details will be developed in a Construction Management Plan, with a focus on feasibility and safety. Mitigation measures will be finalized during the permitting process. The OVG Community Liaison will coordinate with Seattle Center tenants, including the Pacific Science Center, to allow the construction to provide educational opportunities when feasible and safe.

O-0021-5 Section 8.6.1, Construction (Noise & Vibration) of the Final EIS includes a list of potential measures that could be included in the NMMP. This Community Liaison has been hired and will work with the affected Seattle Center tenants and other stakeholders throughout construction and after construction is completed.

Additionally, the potential mitigation measures for noise impacts have been updated in the Final EIS; see Section 8.6, Avoidance, Minimization, and Mitigation Measures for more details.

O-0021

COMMENT

O-0021-6

Center and the adjoining neighborhoods that would be caused by a doubling of events at the revitalized Seattle Center Arena. Additional litter collection and removal resources may be required to accommodate the large increase in visitation to the area.

Thank you for your consideration of our proposals and requests. We are available for further discussion with the City of Seattle or OVG as you commence construction and begin to plan long-term operation.

Sincerely,

Will Daugherty

Will Daugherty
President & CEO
Pacific Science Center

RESPONSE

O-0021-6 As noted in Section 11.4.1 and 11.5.1 in Chapter 11, Public Services and Utilities, in the Final EIS, rodent abatement will begin a minimum of 15 days prior to any clearing or demolition. An eradication plan must be approved by the Seattle-King County Health Department and SDCI prior to issuance of a demolition permit.

Litter control measures will be detailed in the Seattle Center Integration Agreement. OVG will be responsible for litter pick-up following events at the arena, and Seattle Center will be responsible for litter pick-up following other events at the Seattle Center.

O-0022

COMMENT

Seattle Center Arena DEIS Response
Transportation

commute seattle

To: John Shaw, Seattle Department of Construction and Inspections
From: Commute Seattle
Re: Comments on Seattle Center Arena Renovation Project Draft Environmental Impact Statement
Date: June 7, 2018

Commute Seattle, founded by the Downtown Transportation Alliance in 2004, is one of the nation's leading Transportation Management Associations. Our role at the center of a public-private partnership is to provide transportation demand management expertise to our city's largest employers and services to organizations citywide.

O-0022-1 In our role, we do not regularly provide feedback on Draft Environmental Impact Statements. However, due to a nexus of responsibilities[1], we believe it is important to share our transportation demand management recommendations (TDM) on this matter. TDM is a transformative, low-cost tool to reduce stress on and increase capacity of our transportation system. Our city has led the nation on TDM, growing jobs at a record pace while simultaneously reducing net peak commuter vehicles in the center city over a seven-year period. The changes proposed at Seattle Center provide an important opportunity to apply all that we have learned to ensure our community can have great teams and great events without losing mobility for either attendees or workers and residents in the surrounding area. To achieve these exceptional outcomes, we recommend the following:

O-0022-2

1. **Priorities.** The DEIS has clearly indicated that excessive Single Occupancy Vehicle (SOV) usage requires mitigation. Prioritizing the most space-efficient modes (including the provision of requisite capacity) has proven key to reducing SOV usage and should be the highest priority. This includes providing legible, connected networks and ensuring transit is fast, frequent and reliable. We therefore recommend:

    a. Monorail improvements to double monorail capacity and better connect the monorail to the existing transportation network should be funded. This encourages transit usage for some, and reduces demand for parking in proximity to the arena for those that drive, distributing the parking and street demand throughout the city's transportation network where excess parking and road capacity is widely available.

    b. Buses operating in vicinity of the arena must have their own dedicated lane to ensure highest capacity vehicles are not delayed by lowest-capacity vehicles.

[1] A) Commute Seattle serves on the Seattle Center Arena Mobility Transportation Subcommittee. B) Commute Seattle has a responsibility to employers to recommend policies that aid mobility for their workforces. C) Commute Seattle was formed to serve as the local TDM experts and implementers to the community.

RESPONSE

O-0022-1 Comments noted; refer to the more specific responses below.

O-0022-2 Section 4.5, Avoidance, Minimization, and Mitigation Measures (Transportation) of the Final EIS includes a potential mitigation measure to develop a demand management plan as part of the AAMP. A draft of the AAMP has been released concurrent with the Final EIS. It includes incentives to encourage patrons to use non-auto modes to reduce the number of private auto and ridehailing trips to the arena. The commenter provides recommendations for a variety of multi-modal improvements in the vicinity of the project and the greater Seattle Center area. Specific mitigation recommendations in the vicinity of the project that were provided as comments on the Draft EIS were considered when developing the list of physical improvements provided in the Draft AAMP. Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0022

COMMENT

Seattle Center Arena DEIS Response
June 7, 2018

commute seattle

O-0022-2

c. Bike lanes should be protected, located so as not to conflict with buses, and connected to the existing network (2nd Ave, Thomas St, and others). Bikes will be one of the fastest first/last mile connections to the arena before and after events, aided by the presence of bikeshare options.

d. Pickup/dropoff for higher capacity or most space-efficient vehicles should be prioritized over pickup/dropoff of lower capacity vehicles. This means that buses, bikes and shuttles should be prioritized over carpools, which are prioritized over SOVs.

e. Transportation Network Companies (TNCs) should not be given preferential treatment over higher capacity vehicles. Coordinated TNC pickup/dropoff is recommended. These areas should be well marked and placed in a location to support the most efficient operation of the overall transportation system, and not in locations that inhibit operations of higher-capacity modes.

f. Accommodations should be made for bikeshare parking and secured bike storage/bike corrals for major events.

g. Walking connections should feel safe, spacious, inviting, well lit, well connected and prioritized from all directions.

O-0022-3

2. **Incentives.** Transit incentives are a major reason why our transit system has achieved the highest ridership growth in the nation over the past fifteen years. Combining incentives with a transit system that has fast, frequent and reliable connections will result in significant mode shift towards transit options before and after events.

a. Events with event capacity greater than 10,000 attendees should be required to include free transit access as part of the event ticket for all attendees, paid for by the event producer or venue owner. Fees for the event producer should be tied to event ridership surveys, covering costs for riders who do not already have free transit provided by their employer. Phoenix and the 2018 Mariners/Sound Transit partnerships provide examples of successful event transit incentive models.

O-0022-4

3. **Performance Targets.** From our work with Seattle-area companies, it is clear that aggressive Transportation Management Plan (TMP) modesplit requirements play an important role in promoting investment, innovation, and positive outcomes.

a. The arena should similarly have an average modesplit target set for major events. The transit modesplit component should be no less than 25% in 2020 and increase over time through 2035.

b. Drive-alone modesplit targets should also be set for employees and contractors working at the arena.

RESPONSE

O-0022-3 Specific mitigation recommendations provided as comments on the Draft EIS were considered when developing demand management strategies as part of the AAMP. A draft of the AAMP has been released concurrent with the Final EIS.

O-0022-4 To mitigate the potential impacts of large volumes of vehicle traffic accessing the arena, the City and OVG have developed a Draft AAMP, which is available for review at https://www.seattle.gov/arena. In addition to traffic management strategies, the document includes potential demand management strategies to limit auto traffic (parking and ridehailing) associated with the arena. The AAMP includes performance goals and monitoring.

See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0022

COMMENT

Seattle Center Arena DEIS Response
June 7, 2018

commute seattle

O-0022-5

4. Other

a. Online wayfinding/directions should prioritize highest capacity modes first (transit, bikes and shuttles prioritized over carpools, prioritized over SOVs)

b. Parking options provided online should emphasize *existing parking capacity* in downtown and SLU and highlight ease of connections to the arena and time/cost savings of avoiding arena traffic.

Sincerely,

Jonathan Hopkins
Executive Director
Commute Seattle

RESPONSE

O-0022-5 To mitigate the potential impacts of large volumes of vehicle traffic accessing the arena, the City and OVG has developed a Draft Arena Access Management Plan (AAMP). which is available for review at www.seattle.gov/arena. The Draft AAMP includes traffic management strategies, demand management strategies, and a parking reservation system. See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0023

COMMENT

Pottery Northwest
226 First Avenue North
Seattle, WA 98109
206-285-4421
potterynorthwest.org

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Pottery Northwest is a 501(c)3 not for profit organization. (Tax ID 91-0815956)

June 6, 2018

Seattle Department of Construction and Inspections, PRC
Attention: Public Resources Center or John Shaw
700–5th Avenue, Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Subject: Seattle Center Arena Renovation Project (SDCI # 3029061)
Comments on Draft Environmental Impact Statement (DEIS)

Dear Mr. Shaw:

Thank you for the opportunity to comment on the Seattle Center Arena Project Draft Environmental Impact Statement (DEIS). Pottery Northwest (PNW) was founded on the Seattle Center Campus in 1966 and continues to be one of the longest operating resident arts organizations at the Center. We represent a community of thousands of individuals committed to the ceramic arts in Seattle, as well as the community of artists in Seattle and Uptown. We are charged with assessing the plans and policies that will affect the ongoing vitality of Pottery Northwest and the Seattle Center. We are very interested in the success of the arena redevelopment project and how it influences and affects the future of the Seattle Center and Pottery Northwest, in particular.

O-0023-1

PNW is committed to continuing to deliver our mission and fulfill our vision – to further excellence in the ceramic arts through building a passionate community for clay – and to serve an urban public that is hungry for arts education and art-making experiences. Our offering is strongly aligned with Seattle Center's purpose: to create exceptional events, experiences and environments that delight and inspire the human spirit to build stronger communities.

Below are the elements on which we wish to comment or request be added to the Final Environmental Impact Statement (FEIS).

Chapter 1, Project Background

O-0023-2

We notice that in section *1.2 Project Background the Bressi Garage* – PNW's home for over 40 years – is included in the Project Site whereas in section *7.3.2 Recreation within the Project Site* does not include PNW and the Bressi Garage. Rather PNW is included in Section *7.3.3 Recreation Adjacent to the Project Site*. We recommend that PNW be included in section *7.3.2 Recreation within the Project Site* and that the attached addendum reflecting our 2017 programming be added as a FEIS Addendum.

O-0023-3

We urge all involved to remember that PNW conducts programs **every day and often 24 hours each day** in the landmarked Bressi Garage. Any reference throughout the document to the Bressi Garage directly impacts PNW, although PNW is not always referenced alongside the Bressi Garage mentions. We ask that readers of the DEIS connect the live, active, thriving organization of PNW with every mention of the Bressi Garage.

RESPONSE

O-0023-1 Seattle Center features arts, cultural, sports, and entertainment attractions and is one of the top attractions in the region. The City recognizes Pottery Northwest as an important contributor to the arts at Seattle Center, and acknowledges its commitment to excellence in ceramic arts.

O-0023-2 Section 7.3.2 of the Final EIS has been revised to include Pottery Northwest. Appendix B has been revised to include the 2017 programming at Pottery Northwest.

O-0023-3 Pottery Northwest will remain in in its current location during construction, unless it is determined by a building inspector that the building would be unsafe during this period. Should that occur, OVG will work with Pottery Northwest and Seattle Center to ensure that ongoing programs can continue to operate. Section 3.4 of the Final EIS has been revised based on updated information from OVG.

O-0023

COMMENT

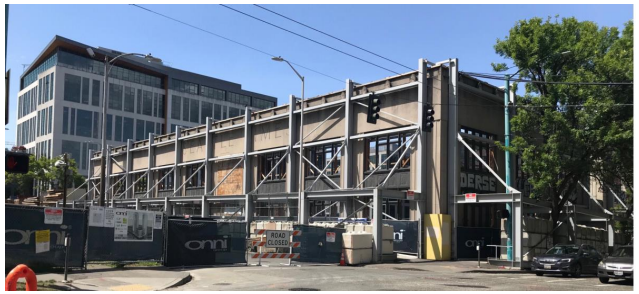
Pottery Northwest Response to the DEIS - June 6, 2018 2

O-0023-4

Chapter 3, Land Use
We appreciate the offer of advanced or appropriate notice to tenants during the construction period. PNW also recognizes that we may need to be temporarily relocated during construction. PNW establishes its program offerings of classes, workshops, and gallery exhibits at least six months in advance of such offerings. Accordingly, PNW contracts with artists for teaching engagements and/or the creation of work for gallery exhibits, and promotes to our constituents those class offerings and exhibits. Many of our classes and workshops are full within days of initial promotion. To uphold contractual obligations with our artists, meet our promises to our constituents and maintain our fiscal responsibilities, we need **a minimum of six months notice** prior to temporary relocation or shut down.

Additionally, we are concerned that construction activity – specifically, a fence surrounding the area including PNW and temporary seismic supports – will make it difficult for visitors, patrons and delivery services to know that PNW is open for business during construction (See Figure 1 for seismic support example). PNW requests support from OVG in developing an effective, multi-platform marketing and communication plan to maintain visibility during this period, which includes signage and way finding.

Figure 1 - Example of temporary seismic support of historical building walls during construction



O-0023-5

Chapter 5, Earth
PNW wishes to confirm that there will be ongoing vibration and seismic monitoring of the Bressi Garage throughout the project.

O-0023-6

Chapter 6, Historic and Cultural Resources
As 52-year tenants of Seattle Center located in the Bressi Garage for 40 of those years, we are committed to the future of this designated landmark. PNW encourages the FEIS to commit OVG to specific actions to ensure the safety and integrity of the Bressi Garage during the tunneling portion of their construction project. We recommend that OVG be required to develop an inadvertent discovery plan (IDP) to outline how unanticipated historical or cultural artifacts will be protected and managed. We also want to bring to your attention that PNW's ceramic arts collection includes valuable pieces (including individual art works exceeding $70k in value) that must be packed and moved off-site into safe storage prior to construction.

O-0023-7

We are concerned that the PNW kiln yard will be demolished with no offer of relocation or description of reinstallation. The PNW kiln yard is where the work of students, residents, visiting artists, workshop attendees, etc. is fired in gas kilns. Without these kilns, we are like a restaurant without a commercial kitchen; it will significantly limit our offerings. While we can make use of our considerably smaller electric kilns for *some* of the work created, until the gas kilns are reconnected, we would need to replace the lost

RESPONSE

O-0023-4 Seattle Center currently works with Pottery Northwest to coordinate events and programming, and that coordination will continue. OVG is committed to ensuring that Seattle Center tenants maintain access throughout construction. See also Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction. Pottery Northwest would be able to remain during construction, they would not be within the construction fence, and access to their location would not change.

O-0023-5 Vibration monitoring has been added as a potential measure in Section 8.6, Avoidance, Minimization, and Mitigation Measures. Monitoring would be conducted to determine if there are potential impacts that require action.

O-0023-6 OVG has prepared and will implement an Inadvertent Discovery Plan (IDP) for use during construction. Additional potential mitigation measures include preparation and implementation of an Archaeological Monitoring Plan and monitoring of select areas by a professional archaeologist during ground-disturbing activities. Impacts to Bressi Garage will be managed in coordination with the Seattle Landmarks Preservation Board. No impacts to the ceramic arts collection at Pottery Northwest are anticipated, as the collection will be moved off-site prior to construction. OVG will pay to remove and store the collection to protect it during construction activities. See Section 6.5, Avoidance, Minimization, and Mitigation Measures (Historic and Cultural Resources) in the Final EIS.

O-0023-7 The eastern portion of the kiln sheds would be demolished to allow for tunnel construction. The existing deteriorated slab under the kiln shed area on the south exterior end of Bressi Garage would be replaced. OVG will coordinate with Pottery Northwest and Seattle Center to ensure that the kiln yard functions are maintained. See Section 3.4.1, Construction Impacts, in the Final EIS for updated impacts discussion. Pottery Northwest would be able to remain during construction, they would not be within the construction fence, and access to their location would not change.

O-0023

COMMENT

O-0023-7 gas kiln yard capacity with approximately seven electric kilns and corresponding electrical service. We should add that we currently do not have the physical space for seven additional kilns. In addition, without gas kilns, and specifically our gas soda kilns, we will lose students who repeatedly take classes at PNW in order to engage in these unique firings. A reduction in the variety of firing options would not only decrease our ability to attract students, but also decrease our appeal to future resident artists. Accordingly, we request a **minimum six months** notice, financial support for additional kilns, and short-term relocation into a temporary structure with sufficient space and utility viability for kilns prior to demolition.

Chapter 7, Recreation

O-0023-8 Given that PNW is a long-term tenant at Seattle Center, we request that the FEIS include a firm commitment by OVG to keep PNW on our current site into the future. Additionally, we recommend that OVG keep PNW on the present site during construction as long as the following conditions can be ensured: mitigated noise levels that allow students to hear their instructors, 48-hour notification of potential power outages (PNW regularly fires kilns for several days and any power interruptions during firings result in loss of work), and no danger of wall collapse, which would prevent safe entry to retrieve all contents.

O-0023-9 Again, we ask to be included in section *7.3.2 Recreation within the Project Site* and that the attached addendum reflecting our programming be added as a FEIS Addendum.

O-0023-10 We take exception to the characterization in italics below of "less-than-significant impact" in *7.3.5 Uptown*: "*Construction impacts to tenants in the Northwest Rooms and Bressi Garage are described in Chapter 3, Land Use, and Chapter 8, Noise and Vibration. Some recreational programming provided by those tenants, such as concerts at KEXP and pottery classes at Pottery Northwest, may be less frequent or unavailable during the construction period. Because other opportunities for this programming are available in the Seattle area, this would be a less-than-significant impact.*"

Pottery Northwest is a hub of artistic activity every day/week/year. PNW offers 24/7 access to the studio premises to our artists-in-residence. Two hundred students per quarter have access to the studio from 10 a.m. – 10 p.m. every day during their 10-week courses; kilns are firing student and artist-in-residence work every week and often for longer than 24 hours. There is no other ceramic art institution in the City of Seattle or the West Coast that offers this level of access. We request the language simply acknowledge the true level of impact to the community served.

O-0023-11 We acknowledge and are grateful for the promise in section *7.5.2 Operations* that "OVG would provide for the return of PNW to the Bressi Garage building." We request OVG partner with PNW to craft a post-construction, gas kiln yard restoration plan.

Chapter 8, Noise and Vibration

O-0023-12 PNW classes run throughout the day and into the evening every day (including weekends). If students cannot hear their instructors, it is impossible for them to learn. A shaking building makes it challenging to throw a pot on the wheel or construct detailed and fragile sculpture. Additionally, resident artists have access to the studio 24/7 to complete their work.

Also, due to the age of the Bressi Garage, any major earthwork may create occupational hazards for PNW staff, students and resident artists in the form of airborne dust, crumbling mortar falling into people's ceramic work, etc. Further, we are concerned that should PNW be briefly shut down during tunneling, that safe return to the site may be impossible due to dust or damage to the building.

Should noise and vibration interrupt operations for more than one month, we request a minimum of **six months notice** and relocation into a temporary structure with sufficient space and utility for kilns prior to this interruption.

Chapter 9, Visual Resources

RESPONSE

O-0023-8 Pottery Northwest would not need to relocated during the construction period, unless the building is deemed unfit by a building inspector. Section 7.4, Potential Impacts (Recreation) has been updated.

O-0023-9 Section 7.3.2, Recreation Within the Project Area, has been revised in the Final EIS to include Pottery Northwest. Appendix B in the Final EIS has been revised to include the 2017 programming at Pottery Northwest.

O-0023-10 Additional information on the programming provided by Pottery Northwest has been added to Section 7.3.2, Recreation Within the Project Site. Pottery Northwest would not be relocated during the construction period, and programming would continue to be available to students and recreationists at the current location. Although not expected, it is possible that a building inspector may determine that it is unsafe for Pottery Northwest to remain in the building. If that were to occur and if the recreational activities could not be accommodated elsewhere, impacts would be considered significant. Land use impacts to Pottery Northwest are described in Chapter 3, and noise and vibration impacts are described in Chapter 8.

O-0023-11 The eastern portion of the kiln shed would be demolished to allow for construction of the tunnel. The existing deteriorated slab under the kiln shed area on the south exterior end of Bressi Garage would be replaced. OVG will coordinate with Pottery Northwest and Seattle Center to ensure that the kiln yard functions are maintained.

O-0023-12 The tunnel under Bressi Garage would be constructed using a mining method that produces less vibration and noise than the other methods previously proposed. See Section 2.6, Construction, of the Final EIS for information. Pottery Northwest would not have to be relocated during the construction period, and programming would continue to be available to students and recreationists at the current location. See Response to Comment O-0023-4 for advance notice information.

O-0023

COMMENT

Pottery Northwest Response to the DEIS - June 6, 2018 4

O-0023-13 We notice the following "Under Alternative 1, the exterior of the Bressi Garage building would be preserved or restored following construction. *Removal of the kiln shed* would increase visibility of the Bressi Garage Landmark. Adverse impacts to Bressi Garage are not anticipated." Please see our earlier response to this under Chapter 7, Recreation. The kiln yard is crucial to operation of PNW and must be maintained and/or relocated during Construction and Operations and retained for the future.

O-0023-14 **Chapter 10, Air Quality**
We are concerned about the air quality Seattle Center tenants and neighbors will experience near the construction site and haul routes, given the intensity of truck traffic in the demolition and excavation phases. It appears more could be done to mitigate potential construction equipment fumes and dust. The sustainability commitments also seem low for a project of this scope and profile. The DEIS indicates a project commitment "to a minimum LEED threshold," while we read of extraordinary sustainable innovation at the new arenas in Sacramento and San Francisco. The FEIS should articulate more specific and ambitious sustainability goals.

O-0023-15 **Chapter 11, Public Services**
PNW fires kilns every week and often for longer periods than 24 hours. Sudden interruptions in power can destroy hundreds of pieces of artwork and disrupt the flow of scheduled classes. Also, PNW has students on-site from 10 a.m. – 10 p.m. and artists-in-residence have 24/7 access to the studio. Interruption of running water or drainage of sinks for cleaning can cause serious long-term dust-related health issues in a ceramics studio. Additionally, any loss of restroom access would cause significant issues for our constituents.

We request 48-hour advanced notice of any interruptions of public service, so PNW can adjust firing schedules and water usage accordingly. We request portable restrooms should that be an issue. Finally, should random interruption in public service be a frequent occurrence for more than one month, we request a **minimum of six months notice** and relocation into a temporary structure with sufficient space for kilns and electrical power prior to this interruption.

O-0023-16 PNW already has rodent issues. We request to see acknowledgement that increased rodent activity during excavation is a public services environmental issue. The Seattle Center campus is experiencing an increase in rodent activity because of the tunnel boring and other construction projects near campus. This presents health and safety concerns for patrons, visitors, and staff of Seattle Center and its resident organizations. We propose that OVG commit to a very proactive campus-wide rodent control program, which exceeds the requirements of Section 3303.15 of the Seattle Building Code for rat eradication.

Sincerely,

James Lobb, Executive Director
Tara Wefers, Board President
Sue Rose, Board Vice President
Michelle Wernli, Board Treasurer
Anne Foster, Board Secretary

Cc: City Councilmembers: Sally Bagshaw, Lisa Herbold, Rob Johnson, Debora Juarez;
City staff: Randy Engstrom, Marshall Foster, Tom Israel, Robert Nellams, Matthew Richter, Karl Stickel;
OVG: Lance Lopes

Attachment: Pottery NW Programming Addendum

RESPONSE

O-0023-13 See Response to Comment O-0023-10. The east side of the kiln shed would be removed along with one existing oven, which will be relocated.

O-0023-14 See Common Response AQ-1: Dust from Construction regarding measures to reduce fugitive dust during construction. The project description has been refined since the publication of the Draft EIS, with updated LEED goals. The project is targeting a LEED BD+C v4 Certification. See Section 2.4, Comparison of Alternatives, in the Final EIS for details. No significant greenhouse gas impacts were identified and, consequently, no mitigation measures are identified.

O-0023-15 During construction, contractors will provide a minimum of 48 hours' notice prior to disconnecting any utility service. As described in Section 11.4.1, Construction Impacts (Public Services & Utilities) in the Final EIS, long-term utility disruptions are a possibility during construction, but are not anticipated. The Development Agreement will outline the procedures for utility disruption during renovation of the arena, and potential mitigation measures to be implemented during utility disruptions to water, restrooms, electricity, or other utilities.

O-0023-16 As noted in Sections 11.4.1 and 11.5.1 of Chapter 11, Public Services and Utilities, in the Final EIS, rodent abatement will begin a minimum of 15 days prior to any clearing or demolition. An eradication plan consistent with the requirements of Section 3303.15 of the Seattle Building Code will be approved by the Seattle-King County Health Department and SDCI prior to issuance of a demolition permit.

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COMMENT

RESPONSE

Activities and Events that Used Bressi Garage on Seattle Center Campus in 2017

Date	Name	Type	Start Time
1/2/17	Canvas as Clay	Class	6:00 PM
1/2/17	Day Clay	Class	10:00 AM
1/2/17	Glaze of Our Lives	Class	6:00 PM
1/3/17	Altered States of Throwing	Class	6:00 PM
1/3/17	Sculpting About Architecture	Class	6:00 PM
1/4/17	When Wheely Met Slabby	Class	6:00 PM
1/5/17	Thinking About a Studio Practice?	Class	10:00 AM
1/5/17	Welcome to the Wheel World	Class	6:00 PM
1/5/17	Who Says a Watched Pot Never Coils	Class	6:00 PM
1/6/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/6/17	Zak Helenske Exit Show	Opening Reception	6:00 PM
1/7/17	Bootcamp	Class	10:00 AM
1/8/17	Welcome to the Wheel World	Class	10:00 AM
1/9/17	Canvas as Clay	Class	6:00 PM
1/9/17	Day Clay	Class	10:00 AM
1/9/17	Glaze of Our Lives	Class	6:00 PM
1/9/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/10/17	Altered States of Throwing	Class	6:00 PM
1/10/17	Sculpting About Architecture	Class	6:00 PM
1/10/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/11/17	MMSC academy	School Group	10:30 AM
1/11/17	When Wheely Met Slabby	Class	6:00 PM
1/11/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/12/17	Thinking About a Studio Practice?	Class	10:00 AM
1/12/17	Welcome to the Wheel World	Class	6:00 PM
1/12/17	Who Says a Watched Pot Never Coils	Class	6:00 PM
1/12/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/13/17	Clay Night	Class	6:00 PM
1/13/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/14/17	Bootcamp	Class	10:00 AM
1/15/17	WA Clay Arts Assoc. Meeting	Private Event	2:00 PM
1/15/17	Welcome to the Wheel World	Class	10:00 AM
1/16/17	Canvas as Clay	Class	6:00 PM
1/16/17	Day Clay	Class	10:00 AM
1/16/17	Glaze of Our Lives	Class	6:00 PM
1/16/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/17/17	Altered States of Throwing	Class	6:00 PM
1/17/17	Sculpting About Architecture	Class	6:00 PM
1/17/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/18/17	When Wheely Met Slabby	Class	6:00 PM
1/18/17	Zak Helenske Exit Show	Exhibition	10:00 AM

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1/19/17	Thinking About a Studio Practice?	Class	10:00 AM
1/19/17	Welcome to the Wheel World	Class	6:00 PM
1/19/17	Who Says a Watched Pot Never Coils	Class	6:00 PM
1/19/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/20/17	Clay Night	Class	6:00 PM
1/20/17	Premera Group	Team Building Event	1:00 PM
1/20/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/21/17	Bootcamp	Class	10:00 AM
1/22/17	Welcome to the Wheel World	Class	10:00 AM
1/23/17	Canvas as Clay	Class	6:00 PM
1/23/17	Day Clay	Class	10:00 AM
1/23/17	Glaze of Our Lives	Class	6:00 PM
1/23/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/24/17	Altered States of Throwing	Class	6:00 PM
1/24/17	Sculpting About Architecture	Class	6:00 PM
1/24/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/25/17	MMSC academy	School Group	10:30 AM
1/25/17	When Wheely Met Slabby	Class	6:00 PM
1/25/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/26/17	Thinking About a Studio Practice?	Class	10:00 AM
1/26/17	Welcome to the Wheel World	Class	6:00 PM
1/26/17	Who Says a Watched Pot Never Coils	Class	6:00 PM
1/26/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/27/17	Ballard Middle School	School Group	10:30 AM
1/27/17	Clay Night	Class	6:00 PM
1/27/17	Zak Helenske Exit Show	Exhibition	10:00 AM
1/28/17	Bootcamp	Class	10:00 AM
1/29/17	Welcome to the Wheel World	Class	10:00 AM
1/30/17	Canvas as Clay	Class	6:00 PM
1/30/17	Day Clay	Class	10:00 AM
1/30/17	Glaze of Our Lives	Class	6:00 PM
1/31/17	Altered States of Throwing	Class	6:00 PM
1/31/17	Sculpting About Architecture	Class	6:00 PM
2/1/17	When Wheely Met Slabby	Class	6:00 PM
2/2/17	Thinking About a Studio Practice?	Class	10:00 AM
2/2/17	Welcome to the Wheel World	Class	6:00 PM
2/2/17	Who Says a Watched Pot Never Coils	Class	6:00 PM
2/3/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/3/17	Andrew Hoeppner Exit Show	Opening Reception	6:00 PM
2/4/17	Bootcamp	Class	10:00 AM
2/5/17	Welcome to the Wheel World	Class	10:00 AM
2/6/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/6/17	Canvas as Clay	Class	6:00 PM

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2/6/17	Day Clay	Class	10:00 AM
2/6/17	Glaze of Our Lives	Class	6:00 PM
2/7/17	Altered States of Throwing	Class	6:00 PM
2/7/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/7/17	MMSC academy	School Group	10:30 AM
2/7/17	Sculpting About Architecture	Class	6:00 PM
2/8/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/8/17	When Wheely Met Slabby	Class	6:00 PM
2/9/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/9/17	Thinking About a Studio Practice?	Class	10:00 AM
2/9/17	Welcome to the Wheel World	Class	6:00 PM
2/9/17	Who Says a Watched Pot Never Coils	Class	6:00 PM
2/10/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/11/17	Bootcamp	Class	10:00 AM
2/12/17	Welcome to the Wheel World	Class	10:00 AM
2/13/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/13/17	Canvas as Clay	Class	6:00 PM
2/13/17	Day Clay	Class	10:00 AM
2/13/17	Glaze of Our Lives	Class	6:00 PM
2/14/17	Altered States of Throwing	Class	6:00 PM
2/14/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/14/17	Couple's Night	Class	6:00 PM
2/14/17	Sculpting About Architecture	Class	6:00 PM
2/15/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/15/17	SAM Supporters	Private Event	9:20 AM
2/15/17	When Wheely Met Slabby	Class	6:00 PM
2/16/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/16/17	Thinking About a Studio Practice?	Class	10:00 AM
2/16/17	Welcome to the Wheel World	Class	6:00 PM
2/16/17	Who Says a Watched Pot Never Coils	Class	6:00 PM
2/17/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/17/17	Randy Johnston & Jan McKeachie-Johnst	Lecture	7:00 PM
2/18/17	Bootcamp	Class	10:00 AM
2/18/17	Randy Johnston Workshop	Workshop	10:00 AM
2/19/17	Welcome to the Wheel World	Class	10:00 AM
2/20/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/20/17	Canvas as Clay	Class	6:00 PM
2/20/17	Day Clay	Class	10:00 AM
2/20/17	Glaze of Our Lives	Class	6:00 PM
2/21/17	Altered States of Throwing	Class	6:00 PM
2/21/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/21/17	Sculpting About Architecture	Class	6:00 PM
2/22/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM

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2/22/17	MMSC academy	School Group	10:30 AM
2/22/17	When Wheely Met Slabby	Class	6:00 PM
2/23/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/23/17	Thinking About a Studio Practice?	Class	10:00 AM
2/23/17	Welcome to the Wheel World	Class	6:00 PM
2/23/17	Who Says a Watched Pot Never Coils	Class	6:00 PM
2/24/17	Andrew Hoeppner Exit Show	Exhibition	10:00 AM
2/24/17	Clay Night	Class	6:00 PM
2/25/17	Bootcamp	Class	10:00 AM
2/26/17	Welcome to the Wheel World	Class	10:00 AM
2/27/17	Canvas as Clay	Class	6:00 PM
2/27/17	Day Clay	Class	10:00 AM
2/27/17	Glaze of Our Lives	Class	6:00 PM
2/28/17	Altered States of Throwing	Class	6:00 PM
2/28/17	Sculpting About Architecture	Class	6:00 PM
3/1/17	When Wheely Met Slabby	Class	6:00 PM
3/2/17	Thinking About a Studio Practice?	Class	10:00 AM
3/2/17	Welcome to the Wheel World	Class	6:00 PM
3/2/17	Who Says a Watched Pot Never Coils	Class	6:00 PM
3/3/17	Amy Simon’s Exit Show	Exhibition	10:00 AM
3/3/17	Amy Simon’s Exit Show	Opening Reception	6:00 PM
3/4/17	Bootcamp	Class	10:00 AM
3/4/17	North Seattle College raku firing	Private Event	11:00 AM
3/5/17	Dirk Statche lecture for clay club	Lecture	5:00 PM
3/5/17	Welcome to the Wheel World	Class	10:00 AM
3/6/17	Amy Simon’s Exit Show	Exhibition	10:00 AM
3/6/17	Canvas as Clay	Class	6:00 PM
3/6/17	Day Clay	Class	10:00 AM
3/6/17	Glaze of Our Lives	Class	6:00 PM
3/7/17	Altered States of Throwing	Class	6:00 PM
3/7/17	Amy Simon’s Exit Show	Exhibition	10:00 AM
3/7/17	Sculpting About Architecture	Class	6:00 PM
3/8/17	Amy Simon’s Exit Show	Exhibition	10:00 AM
3/8/17	When Wheely Met Slabby	Class	6:00 PM
3/9/17	Amy Simon’s Exit Show	Exhibition	10:00 AM
3/9/17	Thinking About a Studio Practice?	Class	10:00 AM
3/9/17	Welcome to the Wheel World	Class	6:00 PM
3/9/17	Who Says a Watched Pot Never Coils	Class	6:00 PM
3/10/17	Amy Simon’s Exit Show	Exhibition	10:00 AM
3/10/17	Clay Night	Class	6:00 PM
3/10/17	Susan from Glasgow	Tour	10:00 AM
3/11/17	Bootcamp	Class	10:00 AM
3/12/17	Welcome to the Wheel World	Class	10:00 AM

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3/13/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/14/17	Key Bank	Private Event	5:30 PM
3/15/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/16/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/16/17	PreFest Northwest - Multiple Wkshps	Workshops	10:00 AM
3/17/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/17/17	PreFest Northwest - Multiple Wkshps	Workshops	10:00 AM
3/19/17	PreFest Northwest - Multiple Wkshps	Workshops	10:00 AM
3/19/17	PreFest Northwest Party	Fundraising Party	5:00 PM
3/20/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/20/17	PreFest Northwest - Multiple Wkshps	Workshops	10:00 AM
3/21/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/22/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/23/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/24/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/27/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/27/17	Pinch Me	Class	6:00 PM
3/27/17	Putting the Pieces Together	Class	6:00 PM
3/28/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/28/17	Face Off	Class	6:00 PM
3/28/17	Functional Design	Class	10:00 AM
3/28/17	Surface Decoration	Class	6:00 PM
3/29/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/29/17	Sculpturing	Class	6:00 PM
3/29/17	Survey Sample	Class	10:00 AM
3/29/17	Welcome to the Wheel World	Class	6:00 PM
3/30/17	Amy Simon's Exit Show	Exhibition	10:00 AM
3/30/17	Thinking About a Studio Practice?	Class	6:00 PM
3/31/17	Amy Simon's Exit Show	Exhibition	10:00 AM
4/1/17	Welcome to the Wheel World	Class	10:00 AM
4/2/17	Soda Squad	Class	10:00 AM
4/3/17	Pinch Me	Class	6:00 PM
4/3/17	Putting the Pieces Together	Class	6:00 PM
4/4/17	Clay Night	Class	6:00 PM
4/4/17	Face Off	Class	6:00 PM
4/4/17	Functional Design	Class	10:00 AM
4/4/17	Surface Decoration	Class	6:00 PM
4/5/17	Sculpturing	Class	6:00 PM
4/5/17	Survey Sample	Class	10:00 AM
4/5/17	Welcome to the Wheel World	Class	6:00 PM
4/6/17	Thinking About a Studio Practice?	Class	6:00 PM
4/8/17	Welcome to the Wheel World	Class	10:00 AM
4/9/17	Soda Squad	Class	10:00 AM

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COMMENT

4/10/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/10/17	Pacific Scence Center camp	Day Camp	1:30 PM
4/10/17	Pacific Scence Center camp	Day Camp	1:30 PM
4/10/17	Peninsula college	Tour	10:00 AM
4/10/17	Pinch Me	Class	6:00 PM
4/10/17	Putting the Pieces Together	Class	6:00 PM
4/11/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/11/17	Face Off	Class	6:00 PM
4/11/17	Functional Design	Class	10:00 AM
4/11/17	Surface Decoration	Class	6:00 PM
4/12/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/12/17	Sculpturing	Class	6:00 PM
4/12/17	Survey Sample	Class	10:00 AM
4/12/17	Welcome to the Wheel World	Class	6:00 PM
4/13/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/13/17	Robert Bruce Neontot	Private Event	6:00 PM
4/13/17	Thinking About a Studio Practice?	Class	6:00 PM
4/14/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/14/17	50 years of Pottery Northwest	Opening Reception	6:00 PM
4/14/17	Central Washington University	Tour	4:30 PM
4/14/17	NCECA petchakutcha	Lecture	6:00 PM
4/15/17	Private Event	Private Event	2:00 PM
4/15/17	Welcome to the Wheel World	Class	10:00 AM
4/16/17	Soda Squad	Class	10:00 AM
4/17/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/17/17	Pinch Me	Class	6:00 PM
4/17/17	Putting the Pieces Together	Class	6:00 PM
4/18/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/18/17	Center School	School Group	1:00 PM
4/18/17	Face Off	Class	6:00 PM
4/18/17	Functional Design	Class	10:00 AM
4/18/17	Surface Decoration	Class	6:00 PM
4/19/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/19/17	Fort Worden/ PT Art/ Centrum	Tour	11:00 AM
4/19/17	Sculpturing	Class	6:00 PM
4/19/17	Survey Sample	Class	10:00 AM
4/19/17	Welcome to the Wheel World	Class	6:00 PM
4/20/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/20/17	Thinking About a Studio Practice?	Class	6:00 PM
4/21/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/21/17	Center School	School Group	1:00 PM
4/21/17	Clay Night	Class	6:00 PM
4/22/17	Welcome to the Wheel World	Class	10:00 AM

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4/23/17	Soda Squad	Class	10:00 AM
4/24/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/24/17	Pinch Me	Class	6:00 PM
4/24/17	Putting the Pieces Together	Class	6:00 PM
4/25/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/25/17	Center School	School Group	1:00 PM
4/25/17	Face Off	Class	6:00 PM
4/25/17	Functional Design	Class	10:00 AM
4/25/17	Surface Decoration	Class	6:00 PM
4/26/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/26/17	Sculpturing	Class	6:00 PM
4/26/17	Survey Sample	Class	10:00 AM
4/26/17	Welcome to the Wheel World	Class	6:00 PM
4/27/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/27/17	Thinking About a Studio Practice?	Class	6:00 PM
4/28/17	50 years of Pottery Northwest	Exhibition	10:00 AM
4/28/17	Center School	School Group	1:00 PM
4/28/17	Clay Night	Class	6:00 PM
4/29/17	Welcome to the Wheel World	Class	10:00 AM
4/30/17	Soda Squad	Class	10:00 AM
5/1/17	Handbuilding	Class	6:00 PM
5/1/17	Putting the Pieces Together	Class	6:00 PM
5/2/17	Center School	School Group	1:00 PM
5/2/17	Face Off	Class	6:00 PM
5/2/17	Functional Design	Class	10:00 AM
5/2/17	Surface Decoration	Class	6:00 PM
5/3/17	Sculpturing	Class	6:00 PM
5/3/17	Survey Sample	Class	10:00 AM
5/3/17	Welcome to the Wheel World	Class	6:00 PM
5/4/17	Thinking About a Studio Practice?	Class	6:00 PM
5/5/17	Center School	School Group	1:00 PM
5/5/17	Student Show	Exhibition	10:00 AM
5/5/17	Student Show	Opening Reception	6:00 PM
5/6/17	Welcome to the Wheel World	Class	10:00 AM
5/7/17	Soda Squad	Class	10:00 AM
5/8/17	Center School	School Group	1:00 PM
5/8/17	Handbuilding	Class	6:00 PM
5/8/17	Putting the Pieces Together	Class	6:00 PM
5/8/17	Student Show	Exhibition	10:00 AM
5/9/17	Face Off	Class	6:00 PM
5/9/17	Functional Design	Class	10:00 AM
5/9/17	Student Show	Exhibition	10:00 AM
5/9/17	Surface Decoration	Class	6:00 PM

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5/10/17	Sculpturing	Class	6:00 PM
5/10/17	Student Show	Exhibition	10:00 AM
5/10/17	Survey Sample	Class	10:00 AM
5/10/17	Welcome to the Wheel World	Class	6:00 PM
5/11/17	Center School	School Group	1:00 PM
5/11/17	Student Show	Exhibition	10:00 AM
5/11/17	Thinking About a Studio Practice?	Class	6:00 PM
5/12/17	Student Show	Exhibition	10:00 AM
5/13/17	Welcome to the Wheel World	Class	10:00 AM
5/14/17	Soda Squad	Class	10:00 AM
5/15/17	Center School	School Group	1:00 PM
5/15/17	Handbuilding	Class	6:00 PM
5/15/17	Putting the Pieces Together	Class	6:00 PM
5/15/17	Student Show	Exhibition	10:00 AM
5/16/17	Face Off	Class	6:00 PM
5/16/17	Functional Design	Class	10:00 AM
5/16/17	Student Show	Exhibition	10:00 AM
5/16/17	Surface Decoration	Class	6:00 PM
5/17/17	Sculpturing	Class	6:00 PM
5/17/17	Student Show	Exhibition	10:00 AM
5/17/17	Survey Sample	Class	10:00 AM
5/17/17	Welcome to the Wheel World	Class	6:00 PM
5/18/17	Center School	School Group	1:00 PM
5/18/17	Picasso Party	Private Event	4:00 PM
5/18/17	Student Show	Exhibition	10:00 AM
5/18/17	Thinking About a Studio Practice?	Class	6:00 PM
5/19/17	Bobby Tso	Private Event	1:00 PM
5/19/17	Student Show	Exhibition	10:00 AM
5/20/17	Clay Night	Class	6:00 PM
5/20/17	Welcome to the Wheel World	Class	10:00 AM
5/21/17	Soda Squad	Class	10:00 AM
5/22/17	Center School	School Group	1:00 PM
5/22/17	Handbuilding	Class	6:00 PM
5/22/17	Putting the Pieces Together	Class	6:00 PM
5/22/17	Student Show	Exhibition	10:00 AM
5/23/17	Face Off	Class	6:00 PM
5/23/17	Functional Design	Class	10:00 AM
5/23/17	Picasso Party	Private Event	5:00 PM
5/23/17	Student Show	Exhibition	10:00 AM
5/23/17	Surface Decoration	Class	6:00 PM
5/24/17	Marysville - Pilchuck High School	Tour	12:00 PM
5/24/17	Sculpturing	Class	6:00 PM
5/24/17	Seattle Acedemy of Arts and Sciences	Tour	10:30 AM

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5/24/17	Student Show	Exhibition	10:00 AM
5/24/17	Survey Sample	Class	10:00 AM
5/24/17	Welcome to the Wheel World	Class	6:00 PM
5/25/17	Center School	School Group	1:00 PM
5/25/17	Student Show	Exhibition	10:00 AM
5/25/17	Thinking About a Studio Practice?	Class	6:00 PM
5/26/17	Center School Raku	School Group	1:30 PM
5/26/17	Clay Night	Class	6:00 PM
5/26/17	Student Show	Exhibition	10:00 AM
5/27/17	Welcome to the Wheel World	Class	10:00 AM
5/28/17	Soda Squad	Class	10:00 AM
5/29/17	Handbuilding	Class	6:00 PM
5/29/17	Putting the Pieces Together	Class	6:00 PM
5/30/17	Face Off	Class	6:00 PM
5/30/17	Functional Design	Class	10:00 AM
5/30/17	Surface Decoration	Class	6:00 PM
5/31/17	Sculpturing	Class	6:00 PM
5/31/17	Survey Sample	Class	10:00 AM
5/31/17	Welcome to the Wheel World	Class	6:00 PM
6/1/17	Thinking About a Studio Practice?	Class	6:00 PM
6/2/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/2/17	Robert Bruce Neontot	Opening Reception	6:00 PM
6/3/17	Harvey Mug	Private Event	3:00 PM
6/3/17	Welcome to the Wheel World	Class	10:00 AM
6/4/17	Mitchel Wong	Private Event	3:00 PM
6/4/17	Soda Squad	Class	10:00 AM
6/5/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/6/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/7/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/8/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/9/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/12/17	Quing Qu welcome party	Private Event	6:00 PM
6/12/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/13/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/14/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/15/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/16/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/17/17	Melany	Private Event	1:00 PM
6/18/17	Soda Farewell	Class	10:00 AM
6/19/17	Handbuilt	Class	6:00 PM
6/19/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/19/17	Welcome to the Wheel World	Class	6:00 PM
6/20/17	Majolica Magic	Class	6:00 PM

RESPONSE

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COMMENT

6/20/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/21/17	Garden Club	Class	6:00 PM
6/21/17	Get a Handle on It	Class	10:00 AM
6/21/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/21/17	Sculpturing: Negative Space	Class	6:00 PM
6/22/17	Guided By Projects	Class	10:00 AM
6/22/17	Low Fire Reduction Throwdown	Class	6:00 PM
6/22/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/23/17	Quing Qu artist talk	Lecture	7:00 PM
6/23/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/24/17	Welcome to the Wheel World	Class	10:00 AM
6/25/17	Soda Farewell	Class	10:00 AM
6/26/17	Handbuilt	Class	6:00 PM
6/26/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/26/17	Welcome to the Wheel World	Class	6:00 PM
6/27/17	Majolica Magic	Class	6:00 PM
6/27/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/28/17	Garden Club	Class	6:00 PM
6/28/17	Get a Handle on It	Class	10:00 AM
6/28/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/28/17	Sculpturing: Negative Space	Class	6:00 PM
6/29/17	Guided By Projects	Class	10:00 AM
6/29/17	Low Fire Reduction Throwdown	Class	6:00 PM
6/29/17	Robert Bruce Neontot	Exhibition	10:00 AM
6/30/17	Robert Bruce Neontot	Exhibition	10:00 AM
7/1/17	Welcome to the Wheel World	Class	10:00 AM
7/2/17	Soda Farewell	Class	10:00 AM
7/3/17	Handbuilt	Class	6:00 PM
7/3/17	Welcome to the Wheel World	Class	6:00 PM
7/5/17	Garden Club	Class	6:00 PM
7/5/17	Get a Handle on It	Class	10:00 AM
7/5/17	Sculpturing: Negative Space	Class	6:00 PM
7/6/17	Guided By Projects	Class	10:00 AM
7/6/17	Low Fire Reduction Throwdown	Class	6:00 PM
7/7/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/7/17	Coleton Lunt exit show	Opening Reception & Le	6:00 PM
7/8/17	Welcome to the Wheel World	Class	10:00 AM
7/9/17	Soda Farewell	Class	10:00 AM
7/10/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/10/17	Handbuilt	Class	6:00 PM
7/10/17	Welcome to the Wheel World	Class	6:00 PM
7/11/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/11/17	Majolica Magic	Class	6:00 PM

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COMMENT

7/12/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/12/17	Garden Club	Class	6:00 PM
7/12/17	Get a Handle on It	Class	10:00 AM
7/12/17	Sculpturing: Negative Space	Class	6:00 PM
7/12/17	Torrie	Private Event	1:00 PM
7/13/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/13/17	Guided By Projects	Class	10:00 AM
7/13/17	Low Fire Reduction Throwdown	Class	6:00 PM
7/14/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/15/17	Welcome to the Wheel World	Class	10:00 AM
7/16/17	Soda Farewell	Class	10:00 AM
7/17/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/17/17	Handbuilt	Class	6:00 PM
7/17/17	Welcome to the Wheel World	Class	6:00 PM
7/18/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/18/17	Majolica Magic	Class	6:00 PM
7/19/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/19/17	Garden Club	Class	6:00 PM
7/19/17	Get a Handle on It	Class	10:00 AM
7/19/17	Sculpturing: Negative Space	Class	6:00 PM
7/20/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/20/17	Guided By Projects	Class	10:00 AM
7/20/17	Low Fire Reduction Throwdown	Class	6:00 PM
7/21/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/21/17	Microsoft	Team Building Event	1:00 PM
7/22/17	Ageis Living	Private Event	10:00 AM
7/22/17	Welcome to the Wheel World	Class	10:00 AM
7/23/17	Soda Farewell	Class	10:00 AM
7/24/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/24/17	Terracotta on the Wall	Class	6:00 PM
7/24/17	Welcome to the Wheel World	Class	6:00 PM
7/25/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/25/17	Crash Course on the Wheel	Class	6:00 PM
7/25/17	Majolica Magic	Class	6:00 PM
7/26/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/26/17	Garden Club	Class	6:00 PM
7/26/17	Get a Handle on It	Class	10:00 AM
7/26/17	Pacific Science Center	Day Camp	1:30 PM
7/26/17	Sculpturing: Negative Space	Class	6:00 PM
7/27/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/27/17	Guided By Projects	Class	10:00 AM
7/27/17	Low Fire Reduction Throwdown	Class	6:00 PM
7/28/17	Clay Night	Class	6:00 PM

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COMMENT

7/28/17	Coleton Lunt exit show	Exhibition	10:00 AM
7/29/17	Welcome to the Wheel World	Class	10:00 AM
7/30/17	Soda Farewell	Class	10:00 AM
7/31/17	Historic Landmark dept	Tour	3:30 PM
7/31/17	Terracotta on the Wall	Class	6:00 PM
7/31/17	Welcome to the Wheel World	Class	6:00 PM
8/1/17	Crash Course on the Wheel	Class	6:00 PM
8/2/17	Garden Club	Class	6:00 PM
8/2/17	Get a Handle on It	Class	10:00 AM
8/2/17	Sculpturing: Negative Space	Class	6:00 PM
8/3/17	Guided By Projects	Class	10:00 AM
8/3/17	Low Fire Reduction Throwdown	Class	6:00 PM
8/5/17	Welcome to the Wheel World	Class	10:00 AM
8/6/17	Soda Farewell	Class	10:00 AM
8/7/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/7/17	Terracotta on the Wall	Class	6:00 PM
8/7/17	Welcome to the Wheel World	Class	6:00 PM
8/8/17	Crash Course on the Wheel	Class	6:00 PM
8/8/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/8/17	NW Center Kids event	School Group	12:30 PM
8/9/17	Garden Club	Class	6:00 PM
8/9/17	Get a Handle on It	Class	10:00 AM
8/9/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/9/17	Pacific Science Center	Summer Camp	1:30 PM
8/9/17	Sculpturing: Negative Space	Class	6:00 PM
8/10/17	Guided By Projects	Class	10:00 AM
8/10/17	Low Fire Reduction Throwdown	Class	6:00 PM
8/10/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/11/17	Clay Night	Class	6:00 PM
8/11/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/12/17	Welcome to the Wheel World	Class	10:00 AM
8/14/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/14/17	Terracotta on the Wall	Class	6:00 PM
8/14/17	Welcome to the Wheel World	Class	6:00 PM
8/15/17	Crash Course on the Wheel	Class	6:00 PM
8/15/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/16/17	Garden Club	Class	6:00 PM
8/16/17	Get a Handle on It	Class	10:00 AM
8/16/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/16/17	Sculpturing: Negative Space	Class	6:00 PM
8/17/17	Guided By Projects	Class	10:00 AM
8/17/17	Low Fire Reduction Throwdown	Class	6:00 PM
8/17/17	Luke Armitstead Exit Show	Exhibition	10:00 AM

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COMMENT

8/18/17	Clay Night	Class	6:00 PM
8/18/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/19/17	Welcome to the Wheel World	Class	10:00 AM
8/21/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/21/17	Pacific Science Center	Summer Camp	1:30 PM
8/21/17	Terracotta on the Wall	Class	6:00 PM
8/21/17	Welcome to the Wheel World	Class	6:00 PM
8/22/17	Crash Course on the Wheel	Class	6:00 PM
8/22/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/23/17	Garden Club	Class	6:00 PM
8/23/17	Get a Handle on It	Class	10:00 AM
8/23/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/23/17	Sculpturing: Negative Space	Class	6:00 PM
8/24/17	Guided By Projects	Class	10:00 AM
8/24/17	Low Fire Reduction Throwdown	Class	6:00 PM
8/24/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/25/17	Luke Armitstead Exit Show	Exhibition	10:00 AM
8/25/17	Luke Armitstead Exit Show	Opening Reception & Le	6:00 PM
8/26/17	Welcome to the Wheel World	Class	10:00 AM
8/29/17	Pacific Science Center	Summer Camp	1:30 PM
9/2/17	Making a Vase for Ikebana	Workshop	1:00 PM
9/15/17	ClayFest Northwest Exhibition	Exhibition	10:00 AM
9/15/17	ClayFest Northwest Salad Bowl	Fundraising Gala	5:00 PM
9/16/17	ClayFest Northwest - Multiple Wkshps	Workshops	10:00 AM
9/28/17	Animal Pots	Class	10:00 AM
9/28/17	Getting Moldy	Class	6:00 PM
9/28/17	Welcome to the Wheel World	Class	6:00 PM
9/30/17	Low Fire Soda	Class	10:00 AM
10/1/17	Throwing & Altering	Class	10:00 AM
10/2/17	Handbuilt Pottery	Class	6:00 PM
10/2/17	Welcome to the Wheel World	Class	6:00 PM
10/3/17	Glazed & Confused	Class	6:00 PM
10/3/17	Sculpting in the Daylight	Class	10:00 AM
10/4/17	Intermedvanced	Class	6:00 PM
10/4/17	Superior Exteriors	Class	6:00 PM
10/5/17	Animal Pots	Class	10:00 AM
10/5/17	Getting Moldy	Class	6:00 PM
10/5/17	Welcome to the Wheel World	Class	6:00 PM
10/6/17	Dry Soda 3	Exhibition	10:00 AM
10/6/17	Dry Soda 3	Opening Reception	6:00 PM
10/7/17	Low Fire Soda	Class	10:00 AM
10/8/17	Throwing & Altering	Class	10:00 AM
10/9/17	Dry Soda 3	Exhibition	10:00 AM

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COMMENT

10/9/17	Handbuilt Pottery	Class	6:00 PM
10/9/17	Welcome to the Wheel World	Class	6:00 PM
10/10/17	Dry Soda 3	Exhibition	10:00 AM
10/10/17	Glazed & Confused	Class	6:00 PM
10/10/17	Sculpting in the Daylight	Class	10:00 AM
10/10/17	That Ming You Do	Class	6:00 PM
10/11/17	Dry Soda 3	Exhibition	10:00 AM
10/11/17	Intermedvanced	Class	6:00 PM
10/11/17	Superior Exteriors	Class	6:00 PM
10/12/17	Animal Pots	Class	10:00 AM
10/12/17	Dry Soda 3	Exhibition	10:00 AM
10/12/17	Getting Moldy	Class	6:00 PM
10/12/17	Perugia Sister City Association	Tour	3:00 PM
10/12/17	Welcome to the Wheel World	Class	6:00 PM
10/13/17	Clay Night	Class	6:00 PM
10/13/17	Dry Soda 3	Exhibition	10:00 AM
10/14/17	Low Fire Soda	Class	10:00 AM
10/14/17	Pizza Afternoon	Workshop	1:00 PM
10/15/17	Throwing & Altering	Class	10:00 AM
10/16/17	Dry Soda 3	Exhibition	10:00 AM
10/16/17	Handbuilt Pottery	Class	6:00 PM
10/16/17	Welcome to the Wheel World	Class	6:00 PM
10/17/17	Dry Soda 3	Exhibition	10:00 AM
10/17/17	Glazed & Confused	Class	6:00 PM
10/17/17	Sculpting in the Daylight	Class	10:00 AM
10/17/17	That Ming You Do	Class	6:00 PM
10/18/17	Chinese YZ Creative Center	Tour	11:00 AM
10/18/17	Dry Soda 3	Exhibition	10:00 AM
10/18/17	Intermedvanced	Class	6:00 PM
10/18/17	Superior Exteriors	Class	6:00 PM
10/19/17	Animal Pots	Class	10:00 AM
10/19/17	Dry Soda 3	Exhibition	10:00 AM
10/19/17	Getting Moldy	Class	6:00 PM
10/19/17	Welcome to the Wheel World	Class	6:00 PM
10/20/17	Clay Night	Class	6:00 PM
10/20/17	Dry Soda 3	Exhibition	10:00 AM
10/21/17	Low Fire Soda	Class	10:00 AM
10/22/17	Throwing & Altering	Class	10:00 AM
10/23/17	Dry Soda 3	Exhibition	10:00 AM
10/23/17	Handbuilt Pottery	Class	6:00 PM
10/23/17	Welcome to the Wheel World	Class	6:00 PM
10/24/17	Dry Soda 3	Exhibition	10:00 AM
10/24/17	Glazed & Confused	Class	6:00 PM

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COMMENT

10/24/17	Sculpting in the Daylight	Class	10:00 AM
10/24/17	That Ming You Do	Class	6:00 PM
10/25/17	Dry Soda 3	Exhibition	10:00 AM
10/25/17	Intermedvanced	Class	6:00 PM
10/25/17	Superior Exteriors	Class	6:00 PM
10/26/17	Animal Pots	Class	10:00 AM
10/26/17	Dry Soda 3	Exhibition	10:00 AM
10/26/17	Getting Moldy	Class	6:00 PM
10/26/17	Welcome to the Wheel World	Class	6:00 PM
10/27/17	Clay Night	Class	6:00 PM
10/27/17	Dry Soda 3	Exhibition	10:00 AM
10/28/17	Low Fire Soda	Class	10:00 AM
10/29/17	Throwing & Altering	Class	10:00 AM
10/30/17	Handbuilt Pottery	Class	6:00 PM
10/30/17	Puget Sound Community School	School Group	10:00 AM
10/30/17	Welcome to the Wheel World	Class	6:00 PM
10/31/17	Glazed & Confused	Class	6:00 PM
10/31/17	Puget Sound Community School	School Group	10:00 AM
10/31/17	Sculpting in the Daylight	Class	10:00 AM
10/31/17	That Ming You Do	Class	6:00 PM
11/1/17	Intermedvanced	Class	6:00 PM
11/1/17	Puget Sound Community School	School Group	10:00 AM
11/1/17	Superior Exteriors	Class	6:00 PM
11/2/17	Animal Pots	Class	10:00 AM
11/2/17	Getting Moldy	Class	6:00 PM
11/2/17	Puget Sound Community School	School Group	10:00 AM
11/2/17	Welcome to the Wheel World	Class	6:00 PM
11/3/17	Puget Sound Community School	School Group	10:00 AM
11/4/17	Happyness is a Warm Extruder	Workshop	10:00 AM
11/4/17	Rakool	Class	10:00 AM
11/5/17	Throwing & Altering	Class	10:00 AM
11/6/17	Handbuilt Pottery	Class	6:00 PM
11/6/17	UnWedged	Exhibition	10:00 AM
11/6/17	Welcome to the Wheel World	Class	6:00 PM
11/7/17	Glazed & Confused	Class	6:00 PM
11/7/17	Sculpting in the Daylight	Class	10:00 AM
11/7/17	That Ming You Do	Class	6:00 PM
11/7/17	UnWedged	Exhibition	10:00 AM
11/8/17	Intermedvanced	Class	6:00 PM
11/8/17	Superior Exteriors	Class	6:00 PM
11/8/17	UnWedged	Exhibition	10:00 AM
11/8/17	UW Masters Architecture school	School Group	2:00 PM
11/9/17	Animal Pots	Class	10:00 AM

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COMMENT

11/9/17	Getting Moldy	Class	6:00 PM
11/9/17	UnWedged	Exhibition	10:00 AM
11/9/17	Welcome to the Wheel World	Class	6:00 PM
11/10/17	UnWedged	Exhibition	10:00 AM
11/10/17	UnWedged	Opening Reception	6:00 PM
11/11/17	Rakool	Class	10:00 AM
11/12/17	Throwing & Altering	Class	10:00 AM
11/13/17	Handbuilt Pottery	Class	6:00 PM
11/13/17	UnWedged	Exhibition	10:00 AM
11/13/17	Welcome to the Wheel World	Class	6:00 PM
11/14/17	Glazed & Confused	Class	6:00 PM
11/14/17	Sculpting in the Daylight	Class	10:00 AM
11/14/17	That Ming You Do	Class	6:00 PM
11/14/17	UnWedged	Exhibition	10:00 AM
11/15/17	Intermedvanced	Class	6:00 PM
11/15/17	Superior Exteriors	Class	6:00 PM
11/15/17	UnWedged	Exhibition	10:00 AM
11/16/17	Animal Pots	Class	10:00 AM
11/16/17	Getting Moldy	Class	6:00 PM
11/16/17	UnWedged	Exhibition	10:00 AM
11/16/17	Welcome to the Wheel World	Class	6:00 PM
11/17/17	UnWedged	Exhibition	10:00 AM
11/18/17	Rakool	Class	10:00 AM
11/18/17	Shunpike fundraiser event	Private Event	2:00 PM
11/19/17	Throwing & Altering	Class	10:00 AM
11/20/17	Handbuilt Pottery	Class	6:00 PM
11/20/17	UnWedged	Exhibition	10:00 AM
11/20/17	Welcome to the Wheel World	Class	6:00 PM
11/21/17	Glazed & Confused	Class	6:00 PM
11/21/17	Sculpting in the Daylight	Class	10:00 AM
11/21/17	That Ming You Do	Class	6:00 PM
11/21/17	UnWedged	Exhibition	10:00 AM
11/22/17	Intermedvanced	Class	6:00 PM
11/22/17	Superior Exteriors	Class	6:00 PM
11/22/17	UnWedged	Exhibition	10:00 AM
11/25/17	Rakool	Class	10:00 AM
11/26/17	Throwing & Altering	Class	10:00 AM
11/27/17	Handbuilt Pottery	Class	6:00 PM
11/27/17	Welcome to the Wheel World	Class	6:00 PM
11/28/17	Glazed & Confused	Class	6:00 PM
11/28/17	Sculpting in the Daylight	Class	10:00 AM
11/28/17	That Ming You Do	Class	6:00 PM
11/29/17	Intermedvanced	Class	6:00 PM

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COMMENT

11/29/17	Superior Exteriors	Class	6:00 PM
11/30/17	Animal Pots	Class	10:00 AM
11/30/17	Getting Moldy	Class	6:00 PM
11/30/17	Welcome to the Wheel World	Class	6:00 PM
12/1/17	Holiday Market	Exhibition	10:00 AM
12/1/17	Holiday Market	Opening Reception	6:00 PM
12/2/17	Holiday Market	Exhibition	10:00 AM
12/2/17	Rakool	Class	10:00 AM
12/3/17	Holiday Market	Exhibition	10:00 AM
12/3/17	Throwing & Altering	Class	10:00 AM
12/4/17	Handbuilt Pottery	Class	6:00 PM
12/4/17	Holiday Market	Exhibition	10:00 AM
12/4/17	Welcome to the Wheel World	Class	6:00 PM
12/5/17	Glazed & Confused	Class	6:00 PM
12/5/17	Holiday Market	Exhibition	10:00 AM
12/5/17	Sculpting in the Daylight	Class	10:00 AM
12/5/17	That Ming You Do	Class	6:00 PM
12/6/17	Holiday Market	Exhibition	10:00 AM
12/6/17	Intermedvanced	Class	6:00 PM
12/6/17	Superior Exteriors	Class	6:00 PM
12/7/17	Animal Pots	Class	10:00 AM
12/7/17	Getting Moldy	Class	6:00 PM
12/7/17	Holiday Market	Exhibition	10:00 AM
12/7/17	Welcome to the Wheel World	Class	6:00 PM
12/8/17	$3 bill cinema fundraiser event	Private Event	10:30 AM
12/8/17	Holiday Market	Exhibition	10:00 AM
12/9/17	Holiday Market	Exhibition	10:00 AM
12/10/17	Holiday Market	Exhibition	10:00 AM
12/11/17	Artist Tour	Tour	2:30 PM
12/11/17	BAM Docents	Tour	10:00 AM
12/11/17	Holiday Market	Exhibition	10:00 AM
12/12/17	Holiday Market	Exhibition	10:00 AM
12/13/17	Holiday Market	Exhibition	10:00 AM
12/14/17	Holiday Market	Exhibition	10:00 AM
12/15/17	Holiday Market	Exhibition	10:00 AM
12/16/17	Holiday Market	Exhibition	10:00 AM
12/17/17	Holiday Market	Exhibition	10:00 AM
12/18/17	Holiday Market	Exhibition	10:00 AM
12/19/17	Holiday Market	Exhibition	10:00 AM
12/20/17	Holiday Market	Exhibition	10:00 AM
12/21/17	Holiday Market	Exhibition	10:00 AM
12/22/17	Holiday Market	Exhibition	10:00 AM

RESPONSE

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COMMENT

End Time	Producer	Location
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
1:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
1:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
6:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
8:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
1:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
1:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
1:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
6:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
6:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
1:30 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
6:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
1:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
6:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
6:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
1:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
6:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
1:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
1:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
6:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
6:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
9:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage
6:00 PM	Pottery Northwest	Pottery Northwest - Bressi Garage

RESPONSE

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COMMENT

SIFF
305 Harrison St
Seattle, WA 98109
www.siff.net
T: 206.464.5830
F: 206.264.7919

June 7, 2018

John Shaw
Public Resource Center (PRC)
Seattle DCI. PRC
P.O. Box 34019
Seattle, WA 98124-4019

Re: Seattle Center Arena Project Draft Environmental Impact Statement Comment

Dear Mr. Shaw,

O-0024-1 Thank you for taking the time to receive our comments on the Draft Environmental Impact Study (DEIS) for Seattle Center Arena. We are excited by the enormous potential of this project for our city and for its positive long-term impact on SIFF. Our SIFF Film Center - home to our staff, education programs and a 99-seat cinema - is located directly across the North Courtyard from the new Arena, a location we have inhabited since our renovations of the space in 2006. Our SIFF Cinema Uptown Theater, located 3 blocks from the Arena, is a 3-screen cinema complex owned by SIFF and serving as our flagship location for year-round and annual Festival programming. SIFF currently programs over 360 days a year. Our two locations make SIFF both a Seattle Center Resident Organization and Uptown neighborhood partner alongside the Arena. Because of our proximity, it is important for us to add comment to the Environmental Impact Study while still in its draft form, ensuring the most successful integration of the Arena into the Seattle Center campus and Uptown Neighborhood.

O-0024-2 In addition to our comments on specific items included in the DEIS, we are concerned that the true impact of construction of this Arena cannot be fully determined until a construction team is finalized and approved. Can you please address how this uncertainty will be addressed in the Final Environmental Impact Statement (FEIS)? Additionally, we would like further review of how the Arena will ramp up towards the estimated 250 events per year, as we know the impact and mitigations will alter impact and mitigation recommendations in the FEIS.

O-0024-3 We are also concerned that during the two-year period of Arena construction and the associated mess and traffic hurdles will negatively impact SIFF's attendance and revenues. OVG and the City of Seattle must mitigate the perception that the Uptown Neighborhood and Seattle Center are closed and/or too hard to get to during construction by fully funding a designated, strategic marketing/communications budget for the construction phase.

SIFF's specific comments on the DEIS include:

Chapter 3 - Land Use:

O-0024-4 During construction, we are concerned for the safety of patrons and participants leaving events on campus or in the neighborhood at or after 10pm. Our programming often runs past this hour and the various proposed hauling routes can impact safety. Pedestrians need to be ensured of safe crossing across the campus. We believe there should be an articulated plan in the FEIS for hauling routes, signage, and coordination with facilities to provide increased safety for pedestrian traffic flow and safety.

RESPONSE

O-0024-1 Seattle Center tenants, including SIFF, are an integral part of Seattle Center; Seattle Center will continue to work with these organizations. See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0024-2 The EIS is intended to disclose the potential impacts, recognizing that some impacts could be reduced through the implementation of mitigation measures. Areas of uncertainty are addressed by employing a worst-case analysis, consistent with WAC 197-11-080(3)(b). See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0024-3 The Draft and Final EIS acknowledge that the proposed Seattle Center Arena Renovation Project may impact the Seattle International Film Festival (SIFF) during construction.

See Common Responses LU-1: Mitigation for Seattle Center Tenants During Construction, and LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0024-4 Section 2.6, Construction, in the Final EIS includes updated information on proposed fence lines, street closures, and haul routes. As stated in Section 4.5.1 of the Final EIS, OVG would work with SDOT, Seattle Center, King County Metro, and SDCI to prepare a Construction Management Plan before any grading or demolition permits are issued. That plan would address pedestrian safety, for example by providing adequate flaggers, wayfinding, signage, and personnel to ensure safe access for Seattle Center visitors. The Development Agreement will also include plans to provide safe passage for pedestrians during night hauling across the Seattle Center campus. OVG and Seattle Center are committed to ensuring pedestrian safety throughout the construction period.

O-0024

COMMENT

SIFF
305 Harrison St
Seattle, WA 98109
www.siff.net
T: 206.464.5830
F: 206.264.7919

O-0024-5

CHAPTER 4 - Transportation
While SIFF has many comments on the transportation impacts outline in the DEIS, we believe these concerns have been clearly articulated in comment letters from the Seattle Center Advisory Group, Resident Directors, Mercer Stakeholders and the Uptown Alliance. Our primary concerns include: FEIS operational impacts and mitigation focused on transit service improvements until light rail service reaches Seattle Center, a third traffic analysis taking into account ST2 in 2025, consideration of the Monorail Station Feasibility Study, TNC management systems established though hubs and other strategies, adaptive signal systems on Denny Way, Mercer Street and future SR 99 connections and adaptive lights for cars and pedestrians, and traffic police operators pre- and post-event in order to help move traffic out of parking garages and through challenging intersections.

O-0024-6

Furthermore, we believe it's important to implement a parking management program that reduces on-street vehicle circulation. We believe that an advance reservation and payment system for parking will help attendees know where to park ahead of time and plan accordingly. Programs or mobile apps implemented for the Arena and related to parking should be extended to all end users at Seattle Center and include non-Arena event days. Based on its proximity to arts organizations, the Mercer Garage should be prioritized for art-group patrons. Additionally, regarding parking, we believe ADA accessibility and parking should be a priority to ensure ease of access for all.

O-0024-7

Chapter 7 - Recreation
We believe there needs to be further study to understand and mitigate against the specific construction impacts on SIFF and our Northwest Courtyard neighbors based on the final construction footprint and the impact of the final boundary on SIFF's public entrance through the Lower Courtyard. We are concerned that with the closing of the DuPen Fountain the construction zone will move directly outside of our entrance. We are also concerned that proposed hauling routes though the Upper Courtyard Breezeway and construction on both Upper and Lower Courtyards will significantly impact visitors to SIFF. We would like to see study and mitigation that recognizes that safe, clear, well-lit and direct passage to our front door is necessary for our business and viability. The SIFF Film Center is programmed regularly though out the year with film screenings, film classes, youth education programs and camps, volunteer program administration (SIFF has over 800 volunteers annually), and the programming of our partners. This includes The Film School and the 20+ SIFFSupports community groups, such as the Northern Lights Film Festival, Tasveer South Asian Film Festival and Seattle Turkish Film Festival use the SIFF Film Center as their primary programming location.

O-0024-8

Closing of the Courtyard and Fountain during the construction period will also impact our ability to conduct our youth education programs at the SIFF Film Center, as these programs are dependent on SIFF students filming in natural light and has traditionally occurred in the Courtyards and other campus spaces. SIFF's viability is dependent on the direct revenues we receive though our SIFF Film Center programs and on the public benefit we provide as a term of our Seattle Center lease.

O-0024-9

Understanding that the DuPen Fountain and Northwest Courtyard will be closed for the period of construction, we would also like to see the FEIS include a commitment by OVG to complete restoration of DuPen Fountain and surrounding areas to offset the loss of these recreational areas

RESPONSE

O-0024-5 Comment noted. Responses to the specific comments cited may be found with those letters.

The Final EIS has been revised to describe transportation impacts in 2025, as well as consideration of the Monorail Station Feasibility Study. Specific mitigation measures requested are noted. See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0024-6 Comments noted. A parking reservation system and Best Management Practices are included in recommendations to be incorporated into the AAMP. Additionally, the Seattle Center Integration Agreement will establish a framework for Seattle Center and OVG to work collaboratively on parking management, maintenance, operations, and implementation of parking technologies.

See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0024-7 See Common Response REC-2: DuPen Fountain. The breezeway in the Northwest Rooms is no longer being considered for access use during construction and would remain open throughout construction. The stairs accessing SIFF and The Vera Project would also remain open. The text in Section 3.4, Potential Impacts (Land Use) of the Final EIS has been updated with new information to include additional potential construction impacts. See also Section 2.6, Construction, for details.

See also Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0024-8 OVG and Seattle Center are committed to working with SIFF to resolve potential impacts to programming during construction. See Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0024-9 See Common Response REC-2: DuPen Fountain.

O-0024

COMMENT

SIFF
305 Harrison St
Seattle, WA 98109
www.siff.net
T: 206.464.5830
F: 206.264.7919

O-0024-9 to the public during the construction period. We believe there is great potential to add to the public benefit though this renovation.

O-0024-10 **Chapter 8 - Noise and Vibration**
We ask for further analysis of noise and vibration issues for the SIFF Film Center, Vera Project, KEXP and the organizations located on the north side of campus. Currently the only short- and long-term monitoring stations for noise and vibrations are on the south and west sides of the project. This testing should be conducted with the final construction strategies in place, specifically the understanding if pile driving will be used as a construction method. We would also like to see truck hauling and the cumulative impact of noise studied. We understand the DEIS states the potential impact of construction noise on SIFF, but only KEXP is identified as having a significant impact during daytime construction. We would like further study in the FEIS to test and prove there will not be a significant wider daytime impact. We are also concerned that night-time construction noise impacts on our business are determined "significant" but we do not feel the mitigation solutions offered in the DEIS are adequate, as the SIFF Film Center is a programmed regularly with film screenings and education programs at night. Finally, the DEIS states that "vibrations generated by impact equipment COULD result in significant impacts to the operations" of KEXP, Vera Project and SIFF and we would like conclusive study into this included in the FEIS.

O-0024-11 **CHAPTER 10 - Air Quality**
We request further study and mitigation with regards to construction impacts of air quality. We believe this will be of significant impact for our SIFF Film Center offices and the 30+ employees and volunteers working her daily during the construction period due to the immediate proximity of the excavation and hauling routes for the north side construction. We would like mitigation suggestions beyond those related to hauling policies in the DEIS. We believe improved HVAC and air filtrations for the Northwest Rooms should be considered to ensure safety and comfort for our workers and patrons. We also ask we ask for the FEIS to define more specific standards, monitoring and expectations.

Thank you for your consideration of our comments and concerns.

Sincerely,

Sarah Wilke
Executive Director, SIFF

cc: Robert Nellams, Director, Seattle Center Department, City of Seattle

www.siff.net

RESPONSE

O-0024-10 See Response to Comment O-0015-16. Additional analysis of potential impacts to SIFF has been included in the revised Section 8.5.1, Construction Impacts, of the Final EIS.

O-0024-11 Section 10.5, Avoidance, Minimization, and Mitigation Measures of the Final EIS has been updated to include preparation of a Dust Control Plan, which identifies measures to manage and minimize dust at the property boundary. The measures include installation of dust curtains and ongoing dust monitoring. Also see Common Response AQ-1: Dust from Construction.

O-0025

COMMENT

Seattle Children's Theatre
201 Thomas Street
Seattle, WA 98109
206.443.0807

Kevin Malgesini
Managing Director
Courtney Sale
Artistic Director
Trustees
Stacie Foster
President
Aiko Bethea
First Vice President
Barbara Larimer
Second Vice President
Ryan Boone
Treasurer
Mimi Gan
Secretary
Eve Alvord
Meghan Amrofell
Jennifer Berger
Shari Bitcon
Heather Blahous
Ryan Boone
Kendall Cammermeyer
Lara Constable
Gillian Crismier
Bob Evans
Matt Eyler
Marie Farrelly
Kate Forsyth
Alice Forsythe
Tiffany Gilbert
Jerome Greene
Karin Jones
David Landau
M.J. McDermott
Natalie Matthews
Zoey Minkove
Eleanor Nolan
Alexander Oki
Laurie Oki
Andrew Parcel
Louise Pietrafesa
Natasha Rivers
Scott Ruthfield
Lee-Norah Sanzo
Laura Smith
Stephanie True
Heather Wilde
Wanda Wong

June 7, 2018

Seattle Department of Construction and Inspections, PRC
Attention: Public Resource Center or John Shaw
700 5th Ave, Suite 2000
P.O. Box 34019
Seattle, WA, 98124-4019

Dear Mr. Shaw:

Thank you for the opportunity to respond to the draft Environmental Impact Statement (DEIS) for the Key Arena Renovation. Seattle Children's Theatre (SCT) appreciates the chance to detail how our mission and our operation will be impacted by the construction and operation of the new Seattle Center Arena. We are excited to work with you on the growth of the Arena and the Seattle Center, which will ultimately lead to increased access to the Center for all.

The DEIS fails to fully identify the probable, significant adverse environmental impacts of the construction and operation of the Seattle Center Arena on the Seattle Children's Theatre. The City has failed to meet its legal burden of properly identifying these impacts, and therefore SCT cannot fully anticipate how the proposal might adversely impact the Theatre. We look forward to working with you as you more fully identify the impacts and the proposed mitigation measures.

O-0025-1

A. Background of Seattle Children's Theatre

The mission of Seattle Children's Theatre (SCT) is to provide children of all ages access to professional theatre, with a focus on new works and theatre education.

History

Seattle Children's Theatre has a long history of artistic innovation and excellence. In our 44-year history, we have produced 256 plays, including 113 world premiere productions, all crafted to communicate with young audiences. Our plays provide an entry point to the arts for the children we serve, and we believe that they deserve to see hopeful stories with meaningful themes of compassion, friendship, courage, and joy. And, we believe that they are enriched by opportunities to use their imaginations and ask their own questions, embraced by a creative, responsive community. Our audiences deserve the best quality SCT can provide—innovative original plays; high production values; and excellent teaching methods.

RESPONSE

O-0025-1 Comment noted. The EIS has been prepared with the intention of identifying the probable significant impacts. WAC 197-11-402(6) states "The basic features and analysis of the proposal, alternatives and impacts shall be discussed in the EIS and shall be generally understood without turning to other documents..." As such, the EIS does not describe all possible impacts or detailed mitigation measures. See Common Response MIT-1: Mitigation, regarding potential mitigation measures. OVG has committed to working with Seattle Center tenants throughout construction, to ensure they can continue their operations and programming.

O-0025

COMMENT

O-0025-1

The 2017-18 Season marked the first curated by our new Artistic Director Courtney Sale, and our patrons, educators, and community have all responded positively. Her energy and vision ensure that we cement SCT's legacy as a pioneer in Theatre for Young Audiences while moving boldly into an era of growth and evolution for the theatre, including a renewed emphasis on social justice programming and partnerships. The Board of Trustees recently hired Kevin Malgesini as its new Managing Director to dynamically support the mission of the Theatre.

The SCT Board of Trustees is made up of 39 volunteers from the community and is led by President Stacie Foster, local attorney, and Vice President Aiko Bethea, diversity, equity, and inclusion strategist. Governance of SCT is organized through a system of standing committees which allow SCT to effectively engage the professional expertise of these dedicated volunteers.

SCT employs up to 350 individuals each year. On a typical day during the season, our staff includes 57 full time staff, plus up to 10 performers and stage managers. We also employ as many as 50 faculty members in our education programs. Our performance and production staff is entirely composed of members of 4 separate unions, who are guaranteed a certain number of hours of work under their contracts with SCT.

Access

O-0025-2

Seattle currently welcomes approximately 1,000 new residents on a weekly basis. While we hold a 44-year-old reputation as an artistic pillar within the city, it is mission critical we engage new families and households. That is, we must both keep existing patrons and welcome new families as youth and families age out of our programming over time.

SCT makes great effort in all our programs to ensure that our message of access and inclusiveness reaches diverse audiences wherever they are and, hopefully, draws them to our theater and programs. We began by identifying groups to include in free ticket offers such as family shelters, transitional programming services and community centers in areas where the populations of under-served people are greatest. This program serves over 800 constituents from organizations such as Sacred Heart Shelter, Oasis Youth Center, Big Brother Big Sisters and United Way of Snohomish County.

We have been able to offer more complimentary tickets to students who would not have been able to attend SCT otherwise. This year we extended our complimentary ticket policy to families with foster children. Active foster parents may receive complimentary child tickets for all foster children in their care. Additionally, families receiving state food assistance and/or Apple Health (Medicaid) are offered highly-discounted adult tickets and free child tickets.

Access has long been a key component in SCT's mission; however, we identified the need for intentional and thorough examination of what "access" truly means and how it shows up our organization. With the support and inspiration of the Charlotte Martin Foundation, we engaged outside Equity Consultants to support our trajectory over the next two years. Though we are early in this work, already we feel the effect. In one example, on our stages this season, we have increased representation of actors of color forty nine percent over last year. Additionally, we have grown our sensory friendly performances to include all shows, as well as added audio description services, which we previously had not offered. Equity and Inclusion work will yield a top to bottom transformation of our organization. We feel a profound sense of urgency in making these imperative changes for the future health of the theatre.

RESPONSE

O-0025-2 It is acknowledged that Seattle Children's Theatre is a high-quality professional theater for young audiences located at Seattle Center that also provides free educational resources and subsidies to community members. The Draft and Final EIS, Appendix E, Table E-1 lists the Seattle Children's Theatre as one of the recreational attractions and events at Seattle Center and references the SCT website.

OVG has committed to working with Seattle Children's Theatre to ensure that the theater continues to operate throughout construction.

See Common Response LU-1: Mitigation for Seattle Center Tenants During Construction for additional information.

O-0025

COMMENT

O-0025-2 Partnership is vitally important to SCT, and we collaborate to offer innovative, multi-disciplinary programs with many organizations: Woodland Park Zoo, Pacific Science Center, MOHAI, MoPOP, Seattle Aquarium, Frye Art Museum, The School of Acrobatics and New Circus Arts, Jet City Improv, Museum of Flight, Densho, Wing Luke Museum, and the Pocket Theatre. Many of these take place at the partner locations, contributing to SCT's geographical, programming and demographic diversity, while allowing partners to increase the size, range and diversity of their programming, bringing the benefits of an increased audience base, lower program costs, and artistic/educational cross-fertilization and enhanced creativity.

Mainstage Productions in SCT's Two Theatres

O-0025-3 SCT has two separate resident theatre spaces: The Charlotte Martin Theatre seats 480 and the Eve Alvord Theatre seats 275. Often, there are two plays being performed at the same time for different ages of audience. Thus, our audience on a given weekday matinee or weekend evening performance can easily reach 700 or more. SCT performs 11 shows a week, and five of those shows are during the school days, Tuesday-Friday of the school year. We call those our school shows, and they supplement our public shows on Thursday and Friday evening, and twice each day on Saturdays and Sundays.

Our annual audience is nearly 120,000 patrons. In our 2017-18 Season more than 60,000 attended public performances, in a combination of subscribers and single ticket buyers. The remainder, approximately 55,000, attended a school performance. For schools that are able to pay, SCT typically charges $12.00 per ticket, which is less than our costs; each seat costs an average of $53.00 to produce. We strive to make the highest-quality interactive, innovative and engaging theatre education experiences and techniques accessible to all young people in our region. SCT's School Children Access Program (SCAP) serves 400 schools annually, reaching over 55,000 children and teachers. SCAP provides free educational resources, and free tickets for low-income students and all teachers, and heavily subsidized tickets for all students. For the most part, those children and teachers arrive on to the school performances in yellow school busses, which pull up on Second Avenue North, unload their precious cargo, then travel along Thomas Street to First Avenue or Queen Anne Avenue, where they wait until the performance is finished. Then, the busses retrace their routes to pick up the children in front of SCT.

Education Programs at SCT

SCT links our productions to our drama school with the students' learning experience in a variety of ways. Each year, approximately 3,500 students in grades K-12 are served by SCT Drama School's nearly 300 courses. Those classes take place during the summer and all throughout the school year. Classes range from story drama for very young children to ensemble/community-building classes (that emphasize listening, sharing and supporting), to more advanced classes that explore the requirements of realizing a script on stage.

B. Comments on the DEIS

O-0025-4 The National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) require the City to take a hard look at the direct, indirect and cumulative effects of its proposed action—the renovation of Key Arena—in order to inform decision makers about the environmental impacts of the action. The proposed Key Arena redevelopment threatens SCT's continued operation and growth in numerous ways and the DEIS fails to address and quantify the probable, significant adverse environmental impacts on SCT. Thus, the DEIS is inadequate.

RESPONSE

O-0025-3 Your comments providing background on Seattle Children's Theatre audience mix, performances, and programs are noted. School bus parking and loading/drop-off would continue at 2nd Ave N and Thomas and at Republican St during construction. See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0025-4 The Seattle Center Arena Renovation Project is subject to SEPA but is not subject to NEPA. See responses to specific comments below. The purpose of the EIS is to describe probable significant impacts; however, as stated in WAC 197-11-402(6), "The basic features and analysis of the proposal, alternatives, and impacts shall be discussed in the EIS and shall be generally understood without turning to other documents; however, an EIS is not required to include all information conceivably relevant to a proposal..." See Common Response MIT-1: Mitigation, for a discussion about the required level of detail for mitigation to be included in an EIS.

O-0025

COMMENT

O-0025-4 SCT respectfully requests that the Final EIS address the data deficiencies below, create new mitigation measures to address the negative impact, and that the Development Agreement and the Integration Agreement address these concerns. For the reasons discussed below, SCT believes that the DEIS is insufficient and that some of the environmental impacts need further analysis and mitigation proposals.

Alternatives Analysis

O-0025-5 Under NEPA and SEPA, the alternatives analysis is at the heart of any environmental review and an EIS must assess a reasonable range of alternatives. In addition to the no action alternative, the DEIS considers two alternatives that are virtually identical. The Modified Proposal (Alternative 2) has relatively minor differences (e.g., signage, fewer on-site and off-site parking spaces, no night-time construction, traffic patterns) from the OVG Proposal. DEIS at Table 2-1. The similarity is further supported by the fact that the environmental impacts are virtually identical, with only minor distinctions in a few impact areas. DEIS at Table 1-2. Agencies have a duty to seek out and develop alternatives and to offer a choice among options for decision makers and the public. The City should have developed at least one additional alternative, which could have included an alternative with more effective mitigation measures to decrease the impact to SCT and others in the vicinity of the proposed renovation.

Land Use

O-0025-6 The DEIS fails to adequately identify and address the direct and indirect land use impacts associated with the construction and operation phases. With respect to construction impacts, the DEIS acknowledges that "[c]onstruction activities would involve . . . day- and night-time noise, temporary street closures, temporary closures of portions of Seattle Center grounds, and temporary displacement of existing programming or uses. The activities would individually and cumulatively affect neighboring uses. Construction activities are not expected to be disruptive enough to adjacent land uses to cause a change in land use, but would cause inconveniences." DEIS at 3-7. The DEIS continues: "During construction, indirect impacts to nearby properties and businesses could occur from the loss of on-street parking, construction noise, and construction traffic. These disturbances, concurrent with other construction projects in the study area, would create intermittent inconvenience to businesses and residents that could ultimately contribute to some residents or business patrons deciding to leave the area, or businesses deciding to relocate." DEIS at 3-10.

The Theatre agrees with the DEIS that the construction impacts—including day-time noise, street closures, loss of parking, increased traffic, massive dust, and increased rats—will harm SCT as an adjacent land user, and could result in patrons leaving the area. The DEIS lacks any quantitative analysis of the size and scope of the impact, so it is unclear how the DEIS concludes that the construction activities are at most an "inconvenience" to SCT. Thus, the DEIS is inadequate.

O-0025-7 Appendix B, Table B-3 provides a table of the activities considered for the land use analysis. That table misrepresents SCT's activities in 2017. First, it does not include any of SCT's performances between January – August 2017. DEIS at Appendix B-3 to B-10. Second, it does not account for any of the drama school activities and drama school performances that occur throughout the year. Drama School activities are particularly concentrated in the summer months (when there are not mainstage performances) and continue throughout the school year. Between mainstage performances and drama school, SCT operates year round. Yet the land use analysis ignored any activity between January and late September and did not consider education programming held at SCT. Thus, the land use analysis—

RESPONSE

O-0025-5 Note that the Seattle Center Arena Renovation Project is not subject to NEPA, and the EIS has been prepared in accordance with SEPA requirements. The EIS evaluates two alternatives, including "reasonable alternatives that could feasibly attain or approximate a proposal's objectives, but at a lower environmental cost" (WAC 197-11-440 (5)(b)). Alternative 2 reduces impacts to Landmark historical resources, visual resources, and reduces night-time noise impacts. Also see Common Response ALT-1: Range of Alternatives.

O-0025-6 The Draft and Final EIS provide quantitative analysis for elements of the environment, as well as measures to avoid, minimize, or mitigate these potential impacts; see Chapter 4, Transportation, Chapter 8, Noise and Vibration, and Chapter 10, Air Quality and GHG (including dust). A qualitative analysis was used for land use construction impacts such as the cumulative, but temporary, effects of several types of inconveniences for users of the many businesses and organizations in the project area (quantified in other sections of the EIS); it is not feasible to construct the kind of predictive models that are used for impacts such as air, noise, and traffic for each of the unique businesses and organizations, especially those at Seattle Center. Although the land use impacts are not significant, the Draft and Final EIS identify avoidance, minimization, and potential mitigation measures in Section 3.5 for these temporary construction impacts.

See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction, and Common Response AQ-1: Dust from Construction.

O-0025-7 The tables in Appendix B in the Draft EIS included information provided to the EIS Consultant Team from Seattle Center and its tenants. This list of events provided by Seattle Children's Theatre has been added to the tables in Appendix B in the Final EIS. Text has been added to the Final EIS, Section 3.4, to acknowledge that the potential construction impacts to Seattle Children's Theatre would be year-round.

O-0025

COMMENT

O-0025-7 and particularly the impacts on SCT—is inadequate because it relies on an underestimate of SCT's activities.

O-0025-8 Under the proposed alternatives, SCT believes it will be difficult to deliver on its mission and service to the community. The proposed construction will limit access to SCT's theatre and education spaces, and could threaten the short-term and long-term financial health of the organization. The Theatre has a budget of approximately $8 million annually, and about $4.5 million is from earned income in ticket sales to public performances, so any loss of ticket sales puts SCT's financial health at risk. In addition, SCT uses its facility for fundraising activities, which promote contributed income which comprises the balance of SCT's budget. Decreased access to the facility also puts these fundraising activities at risk. As a nonprofit theatre, any detrimental effect on earned income, and/or contributed income, could lead to SCT's demise.

O-0025-9 Seattle Children's Theatre is concerned that if families have difficulty approaching and parking at the theatre, or difficulty coming to the box office, they could choose not to purchase tickets for that show or the next show, or let their subscription lapse. Additionally, stakeholders and contributors might choose not to attend SCT's annual gala fundraiser, held at the theatre, due to concerns about construction and parking. This construction (and operation) threatens SCT's mission and business, and is much more significant than an "inconvenience." The DEIS fails to consider the probable significant adverse impact in our theater's ability to thrive under such circumstances.

O-0025-10 The mitigation measures proposed are inadequate and would not help SCT. The DEIS identifies one mitigation measure as providing "advance notice to tenants during the construction period." SCT's performance schedule is announced more than one year in advance, the majority of tickets are sold and visits are planned by families and schools weeks and months in advance of performances. In addition, all of SCT's employees are members of labor unions, and are subject to contracts which guarantee them a certain number of hours work per season, at certain times. As such, advance notice is useless to SCT as it has no flexibility in its schedule of performances or employees. It is impractical for SCT to relocate on either a temporary or a permanent basis, and it has no desire to do so. That mitigation measure is similarly ineffective.

O-0025-11 Another proposed mitigation measure, a "robust" marketing plan to ensure the public knows that the Seattle Center and its residents are open for operation could be of limited assistance; however, we look forward to seeing the details of this marketing plan; and we hope to be significantly involved in the development and roll out of the marketing plan. The DEIS mentions the possibility of financial assistance for a displaced business, DEIS at 3-12, but were SCT to stay in its same location that measure would not be available. To minimize the land use (and concomitant economic) impact on existing businesses in Seattle Center, SCT recommends that the financial assistance mitigation measure should be expanded to include compensation to existing businesses for anticipated or actual economic impacts during construction (and into the operations period).

O-0025-12 With respect to the operations phase, the DEIS discusses the upside: the possibility of increased business to restaurants and bars after the renovation. DEIS at 3-13. As written, the DEIS fails to consider longer-term negative operational impacts to businesses—and SCT fears that it could take some time to bring former patrons back to the theater after the arena is open.

RESPONSE

O-0025-8 Comment noted. The Final EIS acknowledges the short-term impacts to Seattle Center tenants, including Seattle Children's Theatre, during construction of the renovated arena. See Common Responses LU-1: Mitigation for Seattle Center Tenants During Construction, and LU -2: Marketing and Promotional Plan for Seattle Center Tenants During Construction for additional details.

O-0025-9 The Draft and Final EIS acknowledge the effects that traffic congestion, parking, and construction could have on Seattle Children's Theatre and other nearby land uses, and refers to these as inconveniences because that is how individuals would experience them. For example, many current organizations at Seattle Center moved to the Center when professional basketball and other events were already being held at KeyArena along with other large-scale events throughout the year, demonstrating that such events were not deleterious to their mission. Large-scale construction takes place throughout the city and causes similar inconveniences for customers and patrons of businesses without resulting in cessation of operations. While not considered a significant impact on land use, the EIS acknowledges these adverse effects and proposes mitigation. Seattle Center and OVG are committed to working with Seattle Children's Theatre to minimize potential disruptions to the theater's operations. See Common Response LU-1: Mitigation for Seattle Center Tenants During Construction for a description of potential measures to reduce disruption to tenants such as Seattle Children's Theatre during construction.

O-0025-10 Seattle Center and OVG will communicate with Seattle Center tenants to coordinate regarding events and performances and the related construction mitigation measures. See Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

O-0025

COMMENT	RESPONSE
	O-0025-11 See Common Response LU-1: Mitigation for Seattle Center Tenants During Construction, and Common Response: LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.
	O-0025-12 Section 3.4.2 of the Draft and Final EIS describes impacts associated with the increased frequency of events, which would increase visitation on the Seattle Center campus and neighboring areas, also noting that the area is already a highly used sports, recreation, and entertainment destination and that the increase would not represent a substantial change from existing conditions. Section 13.2 describes cumulative impacts to land use associated with increased intensity of usage at Seattle Center. The Final EIS, Section 3.5.2, Operations (Avoidance, Minimization, and Mitigation Measures), provides potential operation mitigation for Alternatives 1 and 2, including OVG providing a Community Liaison (this full-time liaison has been hired). See also LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction.

O-0025

COMMENT

Transportation

The DEIS fails to address the transportation of the children, families, schools, administrative staff, and theater professionals who all come to the Seattle Center on a daily basis. Seattle Children's Theatre generally performs 11 shows a week, and five of those shows are performed Tuesday-Friday during the school year. These school shows are in addition to our six public shows on Thursday and Friday evening and twice each day on Saturdays and Sundays. In addition, each year approximately 3,500 students in grades K-12 are served by SCT Drama School's nearly 300 courses, which take place on campus. Those classes are held during the summer and all throughout the school year.

For the most part, those children and teachers arrive for the school performances on yellow school busses, which pull up on Second Avenue North, unload their precious cargo, then travel along Thomas Street to First Avenue or Queen Anne Avenue, where they wait until the performance is finished. Then, the busses retrace their routes to pick up the children in front of SCT.

O-0025-13 Under the proposed construction plan, Second Avenue North, between John Street and Thomas Street, and Thomas Street between Warren Ave. North and Second Ave North will be used for truck queuing. See DEIS at 2-18, 3-9, 4-42. Those are the streets that the school busses currently use to drop off and pick up children for daily school performances at SCT. According to page 2-18 of the DEIS, up to 290 trucks a day would be moving through the Center, using Second Avenue as one of the primary access points. In addition, a number of streets around SCT (Thomas, Second Ave North and First Avenue North) will be completely or partially closed during construction. DEIS at 4-42. The DEIS identifies the loss of bus /truck staging for two years during construction as a significant impact, (DEIS at 4-44 but see DEIS at 4-90 where summary Table 4-23 which indicates there is no significant impact) but does not indicate how those impacts will be addressed other than a vague reference to an amendment of the existing Seattle Center MOA Event Curbside Management (DEIS at 4-82, 4-126).

The DEIS does not recognize the significant impact of this truck queuing and limited school bus and patron parking on SCT and its guests. The Transportation analysis does not even consider the intersections of critical importance to SCT: the intersections along 2nd Avenue North at Thomas as well as Warren Avenue North and John Street. These roads are included in Figure 4-1 but never analyzed in the DEIS transportation analysis as demonstrated in Figure 4-2. Failure to include these critical SCT drop off points in the transportation analysis means the current transportation flows and the effects due to the renovation on SCT were never considered (see, e.g., Figures 4-19, 4-22). This omission of critical data on the impacts of SCT and other Seattle Center occupants must be corrected.

O-0025-14 Sidewalks, pedestrian crossing, and parking would also be closed along Thomas and other routes. DEIS at 4-43. Further transportation analysis must be done, and it must be done with the children's safety as the utmost goal. There are no mitigation measures in place that appear to address these serious safety concerns.

O-0025-15 The SCT is very concerned about construction and post-construction parking situation. Under the average scenario, and even more so under the above average scenarios on weekday and Saturday evenings when SCT has performances that are likely to draw visitors at the same time as Seattle Center Arena events, there will be limited parking, additional cars circulating and looking for parking, and the need to park further away. DEIS at 4-81. While these may be of less concern to the Arena, these are significant problems for SCT's patrons. SCT visitors include families with small children and multiple children. Walking longer distances is difficult for families bringing multiple children, as well as diaper

RESPONSE

O-0025-13 The Final EIS has been updated to include Figure 2-11 showing the construction plans by phase and Figure 2-12 showing potential haul routes. These plans include the most recent information on proposed fence lines, street closures, and haul routes.

During construction, 2nd Ave N would only be used for truck staging between John St and Thomas St at night (subject to Seattle Center events); this has been updated in Table 2-2 in the Final EIS. During construction, 2nd Ave N south of Thomas St would remain open. OVG's proposed construction plan allows for both travel lanes along Thomas St to remain open for most of the construction period (at least one travel lane would remain open at all times). This would allow vehicles (including school buses) to drop off and pick up passengers along 2nd Ave N (consistent with the current MOA) and then turn west on Thomas St. These closures are disclosed in the Final EIS. The Draft EIS identified construction impacts to transit facilities, pedestrians, bicycles, parking, truck/bus staging, event loading/unloading, and safety. The thresholds of significance stated in the EIS categorize the safety impacts related to closed pedestrian and bicycle facilities, and reduction in bus/truck staging as significant. OVG will develop a Construction Management Plan to identify potential mitigation measures to address these significant impacts. The MOA for Event Curbside Management will remain in effect until Seattle Center and SDOT reach a new agreement.

Strategies to address congestion along the streets cited by the commenter are included in the Draft AAMP. The Draft AAMP is available at https://www.seattle.gov/arena.

O-0025

COMMENT	RESPONSE
	O-0025-14 The Draft and Final EIS identify construction impacts to transit facilities, pedestrians, people riding bicycles, parking, truck/bus staging, event loading/unloading, and safety in Section 4.4.2. Using the thresholds of significance described in Section 4.4.2, the EIS categorizes the safety impacts as significant with respect to closed pedestrian and bicycle facilities, and reduction in bus/truck staging. OVG will develop a Construction Management Plan to identify potential mitigation measures to address these significant impacts, for example by providing new pathways, adequate flaggers, and personnel to ensure safe access for Seattle Center visitors. See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.
	O-0025-15 Seattle Center acknowledges the concern about construction and post-construction impacts to Seattle Children's Theatre. Section 3.4.1, Construction Impacts (Land Use), includes information on access during construction. While the site is under construction, the Mercer Garage and 5th Ave N Garage will remain open. Once the arena renovation is complete, per the Seattle Center Integration Agreement, the 1st Ave N Garage and new underground parking will be operated by OVG. Similar to the way Seattle Center has historically managed the 1st Ave N Garage, priority use will be for arena events, and would be available for other campus uses on non-event days.

O-0025

COMMENT

O-0025-15 bags, strollers and various paraphernalia associated with family outings. SCT is concerned that difficult parking will make many guests late to performances and could deter families from attending future performances. These parking problems are exacerbated under Alternative 2, which has fewer parking spaces available. The proposed mitigation measures appear to be harmful to SCT since they involve significant changes to the streets adjacent to SCT's entrance and potential use as bus layover, pedestrian access and bicycle lanes during the construction period. DEIS at 4-120. Given the anticipation that the number of events will double (DEIS at 4-89) and that evening events will start at the same time that SCT's patrons come to performances, post-construction mitigation measures also fail to address SCT's serious concerns.

O-0025-16 Finally, the DEIS does not address the price of parking, which will undoubtedly increase with higher demand and limited supply. The higher cost of parking will have an impact on SCT that was never considered in the DEIS. SCT's patrons are likely to be much more price sensitive than those attending an Arena Event. That is, a patron who pays $25 for a ticket to an SCT performance will not be willing to pay as much for parking as an Arena patron with season tickets to a sports team or a $125 concert ticket.

Safety

O-0025-17 The DEIS fails to address the safety of SCT's patrons during the construction period. Children love dump trucks, and 290 dump trucks a day, queueing, loading, and unloading, will be a significant diversion, and danger, to the children who visit SCT and the Center. The DEIS does not address this danger, which poses a significant impact. The final EIS must provide a further analysis of the safety issues posed to children visiting Seattle Center and SCT.

O-0025-18 The DEIS also fails to identify the significant adverse impact on SCT, and on its patrons, of the increased dust caused by construction. Children and families will be highly sensitive to dust and pollutants, and SCT requests that the FEIS address mitigation of those substances.

Recreation

O-0025-19 Both Seattle 2035 Comprehensive Plan (QA-P15) the Seattle Center Master Plan contemplate "provid[ing] capacity for existing and future arts, cultural and recreational programs, to be nurtured, grown and developed." DEIS at 7-2, 7-3. Yet the DEIS fails to adequately consider SCT and the other existing arts programs located on Seattle Center.

The DEIS identifies the impact of construction activities as significant if "construction were to displace recreational features of programming that cannot be accommodated elsewhere in the greater Seattle area or for which equivalent recreational opportunities are not available." DEIS 7-8. That definition of "significant" fails to accommodate SCT's unique niche in family programming and education. The DEIS does not address SCT's programming and its unique theatre directly: "Some recreational programming provided by those tenants, such as concerts at KEXP and pottery classes at Pottery Northwest, may be less frequent or unavailable during the construction period. Because other opportunities for this programming are available in the Seattle area, this would be a less-than-significant impact." DEIS at 7-10. This analysis is flawed as SCT makes its livelihood on performances for youth and families in the community, its programming is not available anywhere else in the City, and there will be a significant impact on SCT during the construction phase.

RESPONSE

O-0025-16 The purpose of an EIS is to disclose probable adverse environmental impacts that are significant. While the price of parking may increase or decrease based on numerous factors, it is speculative to project the effect of possible changes on patronage to Seattle Center events or its tenants. The effect of the proposal on the availability of parking is described in Section 4.4, Potential Impacts, in the Final EIS.

O-0025-17 OVG will work with SDOT, Seattle Center, King County Metro, and SDCI to prepare a Construction Management Plan before any grading or demolition permits are issued. That plan would address pedestrian safety, for example by providing pathways, screening, adequate flaggers, and personnel to ensure safe access for Seattle Center visitors, including the large number of children who visit the Center on a daily basis. See Section 4.5.1, Construction (subsection Construct Management Plan) for information.

O-0025-18 While Seattle Children's Theatre is not specifically identified as a sensitive receptor with respect to air quality in the Draft EIS, Section 10.4 of the Final EIS includes an updated discussion of localized impacts from the generation of fugitive dust, and Section 10.5.1 includes an updated list of potential mitigation measures. See also Common Response AQ-1: Dust from Construction.

O-0025-19 Construction impacts to visitors to Seattle Children's Theatre are acknowledged in Section 7.4.1. Noise impacts to the theater are described in Chapter 8, Noise & Vibration (see Section 8.5.1), and access issues are described in Chapter 3, Land Use (see Section 3.4.1).

O-0025

COMMENT

O-0025-19 It is important to note that the proposed Seattle Center Arena serves a different population than SCT. While SCT strives for inclusiveness, access, and diversity among its patrons, the new tenants of the Arena will likely attract a less diverse, more affluent crowd. The DEIS fails to address this very significant impact.

Noise and Vibration

O-0025-20 The DEIS identifies certain "sensitive receptors", including "hospitals, nursing homes, senior citizen centers, schools, churches, libraries, recording studios, concert halls, and residences", DEIS at 8-3, citing FTA (Federal Transit Administration). 2006. Transit Noise and Vibration Impact Assessment Manual (available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf). The DEIS claims that, according to the FTA: "Performance spaces, are not considered sensitive receptors for noise by FTA (such as the SIFF Film Center, the Vera Project, Seattle Children's Theatre, Seattle Repertory Theatre, and Cornish Playhouse) but are considered in this EIS because they share similar characteristics to concert halls, which are sensitive receptors." The DEIS gets it wrong here as FTA indicates that receptors include auditoriums, ***theaters***, and museums. FTA 2006 at Table 6-1 (p. 6-6). As a result, SCT should have received the same level of analysis, particularly given its close proximity to the construction activity. Instead, however, the focus of the DEIS is on impacts to KEXP, the Vera Project, SIFF Film Center, and A/NT Gallery. For example, the DEIS notes: "Noise generated from standard construction equipment (including off-highway trucks) would expose people to, or generate, noise levels that would result in sustained and substantial annoyance and disruption of activities for receptors." DEIS at 8-13. Critical noise impacts include pile driving, loading trucks at "just north of the intersection of 2nd Ave N and Thomas St" and adjacent areas. The DEIS misstates the impact to SCT, claiming this noise "may affect [SCT]", DEIS at 8-15, but concludes the impacts would "be less than significant" (DEIS at 8-16) while finding the impacts could be significant at SIFF and the Vera Project (DEIS at 8-18).

SCT will also be exposed to unusual noise impacts during the construction period. SCT has performances during the day, and at night, so there is no time that the noise and vibration impact will be insignificant. SCT disagrees that impacts of noise and vibration would be less than significant. DEIS at 8-15, 8-16.

Given SCT's proximity, the timing of SCT's performances, and the proposed activity, none of proposed mitigation impacts would alleviate SCT's concerns about noise. The measures include e.g., relocating KEXP's recording studio operations but that does not help SCT. Other measures could make things worse. One measure is to locate "stationary noise sources to be as far as possible . . . from adjacent receptors, including KEXP, the Vera Project, SIFF Film Center." SCT is concerned that would result in the stationary noise sources being located closer to SCT; however, those noise impacts have not been modeled. As noted above, prior notification of anticipated noisy and disruptive impacts will not help SCT.

O-0025-21 SCT is particularly concerned about the noise for one group of its patrons. Part of SCT's mission for Access is to include programming for hearing impaired and sight impaired students and patrons. In addition, SCT provides at least one sensory friendly performance for each of its productions to accommodate youth and families who may be uncomfortable in a standard performance. The sensory friendly performances include modifications to light, noise, and audience spacing. Increased noise and vibration during such performances will have significant and adverse impacts on the target audience—both as they come to the theater and while they are watching a performance.

RESPONSE

O-0025-20 The Draft EIS did analyze the impacts to Seattle Children's Theatre as a sensitive receptor for noise, as described in Section 8.1.2. The language in this section was updated in the Final EIS, and a summary of impacts table has been added (Table 8-8). It is noted in the Final EIS that Seattle Children's Theatre is a sensitive receptor for noise during both the day and night. At night, impacts to Seattle Children's Theatre would be significant; however, these impacts would be reduced to less-than-significant with implementation of recommended mitigation measures.

Note that SEPA allows mitigation for impacts that are less-than-significant; see measures outlined in Section 8.6, Avoidance, Minimization and Mitigation Measures.

See also Common Response NOISE-1: Additional Noise Monitoring and Analysis.

O-0025-21 Seattle Children's Theatre programming needs for access for hearing impaired and sight impaired students and patrons, as well as sensory friendly performances are acknowledged. The Draft and Final EIS disclose the potential for noise and vibration impacts. Potential mitigation measures include modifying construction schedules to avoid adversely affecting sensitive uses such as theaters. Additional information about monitoring and additional noise analysis is described in Common Response NOISE -1: Additional Noise Monitoring and Analysis.

O-0025

COMMENT

C. Conclusion

O-0025-22

In summary, SCT is not only a national and international treasure, but also a landmark institution in Seattle's cultural and recreational milieu. Seattle is an entrepreneurial city, and the entrepreneurial brain is fueled by creative endeavors. Studies show that children who are exposed to art, when their minds are malleable, are more likely to have higher reading and academic skills, social skills, and emotional control. https://www.arts.gov/news/2015/arts-and-early-childhood-development-focus-new-nea-research

Those are all skills that Seattle needs in its children, and its citizens. The leaders of tomorrow are shaped by the arts of today, and SCT has played a leading role in the education of children throughout the region. It is vital that this work continue, and grow. It is critical that the City of Seattle take a hard look at the environmental impacts associated with the Seattle Center Arena project, and that the DEIS accurately reflect the significant adverse environmental impacts associated with the project.

For the reasons discussed above, SCT believes that its mission and operation will be severely impacted by the construction and operation of the Seattle Center Arena and that the impacts have been significantly underestimated in the DEIS. Seattle Children's Theatre requests that mitigation measures will continue to be added and analyzed to minimize the potentially devastating effect of this project on SCT, and on the community it serves.

Sincerely,

Stacie Foster
President, Board of Trustees
Seattle Children's Theatre

Kevin Malgesinsi
Managing Director
Seattle Children's Theatre

RESPONSE

O-0025-22 Comments noted; please see the responses to specific comments above, and see Common Response LU-1: Mitigation for Seattle Center Tenants During Construction, and in Section 1.2 of the Final EIS.

O-0026

COMMENT

Transportation Choices
transit for all

To: John Shaw, Seattle Department of Construction and Inspections
From: Transportation Choices Coalition
Re: Comments on Seattle Center Arena Renovation Project Draft Environmental Impact Statement
Date: June 7, 2018

Thank you for the opportunity to comment on the Seattle Center Arena Renovation Draft Environmental Impact Statement (DEIS). Located within the city's largest arts and culture district, the Seattle Center Campus, including the Key Arena, is a hub for art, festivals, theatre and cultural activities and gatherings meant for all. Renovating the arena will bring renewed energy to this vibrant area, and offers the opportunity to improve accessibility as well as alleviate major mobility challenges in one of the city's most congested areas.

O-0026-1

Currently, Uptown, South Lake Union, and Belltown - although served by frequent transit service - have the among highest rates of drive-alone commuters in the Center City.[1] Despite city-wide goals to reduce single-occupancy vehicle (SOV) travel[2], as written the DEIS largely focuses on the impacts to and strategies for continuing to accommodate vehicle use. TCC believes investing in high-quality transit, walking, and biking networks and programs will incentivize people to use efficient, sustainable, and affordable modes of travel. The DEIS and related mitigation must consider this modern approach to accommodate future demand and growth.

As such, we offer the following comments on the DEIS as well as recommended mitigation:

O-0026-2

1. **Develop transportation and demand management plans that will reduce vehicle dependency in this area.** These plans must include aggressive mode share goals, implementation and funding plans; plus performance indicators and accountability measures for major events as well as for arena employees and contractors. We strongly recommend providing fully subsidized ORCA passes for workers and financial incentives for those walking or biking, and require employee parking be paid at a daily rate, with subsidized rates available for lower-income workers. Require large events (10,000 or more attendees) to provide free transit passes integrated into tickets.

2. **Prioritize investments in transit capacity, priority, speed and reliability in the years prior to the Link Light Rail extension to Seattle Center.** Investments in Monorail improvements can increase capacity to 6,000 people per hour, creating an important and viable connection from the Westlake hub to Seattle Center for those arriving by light rail. Moving forward quickly on Monorail integration with ORCA and the adoption of a low-income ORCA Lift rate will also be critical to leveraging this mode. To accommodate pre-event loads, boost bus service on lines that are already at or exceeding capacity. Additional late night service may be needed to serve post-event loads.

[1] https://commuteseattle.com/wp-content/uploads/2018/02/2017-Commuter-Mode-Split-Survey-Report.pdf
[2] See policies and goals throughout Seattle' Comprehensive Plan: http://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/SeattlesComprehensivePlan/SeattleComprehensivePlanCouncilAdopted2017.pdf

RESPONSE

O-0026-1 The Final EIS outlines a plan including demand management strategies, to be called the Arena Access Management Plan (AAMP), that specifically aims to reduce the number of vehicle trips (both parking and ridehailing/drop-off) at arena events. A number of strategies to encourage the use of other modes and reduce vehicle trips are outlined in the AAMP description in the EIS. See also Common Response TRAN-2: City Policy to Decrease Dependency on Low-Occupancy Vehicles.

O-0026

COMMENT

Transportation Choices
transit for all

O-0026-2

3. **Coordinate transportation and demand management plans with non-arena Seattle Center Campus events and demands.** Arena transportation and demand management programs must be developed in the broader context of Seattle Center campus in order to be effective. This must include consideration of attendance at multiple concurrent events on campus. This coordination should include an economic plan to shift Seattle Center away from its current dependence on parking revenue, which incentivizes low occupancy vehicle trips.

4. **Prioritize the safety and mobility of people walking and biking.** The DEIS finds no "high collision" intersections in the study area, however increased crowds, vehicle and TNC traffic, as well as expected growth will increase the likelihood of conflict. Mitigation including improved signal priority, street crossings, building out the protected bicycle network and adding wayfinding between the arena and transit and rideshare hubs, as well as bicycle and vehicle parking is appropriate. Improving options for people walking and biking will also contribute to reducing vehicle dependency in this area.

5. **Explicitly describe the mitigation plan in the Final EIS.** The FEIS describes generally what mitigation might be considered for the identified impacts, however greater detail including timelines, responsibilities, and specifics of the Transportation Management and Demand Management Plans must be laid out.

TCC wishes to voice support for the many neighborhood-based groups that have spent many hours over the years planning for growth in this area. We urge the use of existing local and city-wide planning documents and policies, including the Uptown Urban Design Framework, Vision Zero, the 2017 Comprehensive Plan, and others. As written in a 2017 Uptown & Seattle Center Strategic Parking Study document, and re-stated in a coalition letter led by Uptown Alliance, "decisions made about Uptown and Seattle Center will impact Seattle's environment, access to arts and cultural events, jobs, affordable housing, racial equity, and social justice for years to come."

Sincerely,

Kelsey Mesher, Advocacy Director
Transportation Choices Coalition

RESPONSE

O-0026-2 The commenter provides recommendations for a variety of mitigation measures and acknowledges the importance of the planning documents previously developed for Uptown and the surrounding neighborhoods. Specific mitigation recommendations provided as comments on the Draft EIS were considered when developing the list of physical improvements in the Draft AAMP, available at https://www.seattle.gov/arena. See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

See the construction and operations subsections of Section 4.4, Potential Impacts, of the Final EIS for pedestrian and bicycle safety.

Construction: The first criterion for a significant construction impacts relates to construction activity that results in modifications to transportation facilities, which could substantially increase the number of conflicts between modes. Based on this criterion, the EIS concludes that there is a significant impact to pedestrian and bicycle safety during construction (see Final EIS Section 4.4.2, Construction Impacts). Potential mitigation measures for these impacts are included in Section 4.5, Avoidance, Minimization, and Mitigation Measures. Construction safety will be addressed through the development of the Construction Management Plan. Operations: In addition to the collision rate criterion referenced by the commenter, the EIS includes a criterion stating that a significant arena operations impact to safety is identified if pedestrian or bicycle safety is compromised as a result of modal conflicts. Based on this criterion, the EIS concludes that there would be a significant impact to safety due to increased modal conflicts during the pre-event peak hour (see Final EIS Section 4.4.3, Operations Impacts). Potential mitigation measures for these impacts are included in Section 4.5, Avoidance, Minimization, and Mitigation Measures under the Measures for Pedestrian Impacts and Measures for Bicycle Impacts subsections.

The Final EIS also includes analysis of the City's Bicycle and Pedestrian Safety Analysis (BPSA) for intersections that are most likely to be affected by the project. See Section 4.4.3, Operations Impacts, in the Final EIS.

O-0027

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Thursday, June 7, 2018 3:15 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Seattle Center Arena Project - (SDCI # 3029061)
Attachments: Uptown Alliance_Final_ DEIS_Letter_06.06.2018.pdf

FYI.

From: Deborah Frausto <dfconsults@comcast.net>
Sent: Wednesday, June 06, 2018 4:50 PM
To: PRC <PRC@seattle.gov>
Cc: Durkan, Jenny <Jenny.Durkan@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Harrell, Bruce <Bruce.Harrell@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>; O'Brien, Mike <Mike.OBrien@seattle.gov>; Johnson, Rob <Rob.Johnson@seattle.gov>; Mosqueda, Teresa <Teresa.Mosqueda@seattle.gov>; Foster, Marshall <Marshall.Foster@seattle.gov>; Nellams, Robert <Robert.Nellams@seattle.gov>; Macek, Ian <Ian.Macek@seattle.gov>; Stickel, Karl <Karl.Stickel@seattle.gov>; Sparrman, Goran <Goran.Sparrman@seattle.gov>; Lance Lopes <llopes@oakviewgroup.com>; Steve Mattson <smattson@oakviewgroup.com>; akoved@gmail.com; Alana Knaster <asknaster@aol.com>; Charlie Bauman <charlie@barrientosryan.com>; Clara Cantor <Clara@seattlegreenways.org>; Dean McColgan <dmccolgan1@msn.com>; Deborah Frausto <dfconsults@comcast.net>; elmonrad@gmail.com; erin.tighe@me.com; Hattie Andres, Executive Assistant <executive.assistant@seattlerep.org>; Jeff Herrmann <jeff.herrmann@seattlerep.org>; John Stewart <stewartj@seanet.com>; Jonathan Hopkins <jonathanh@commuteseattle.com>; 'Katherine Idziorek' <katherineidziorek@gmail.com>; Matt Adkins <matthew.t.adkins@gmail.com>; Nancy Silberg <nsilberg@silberg.net>; Richard Browning, AIA <rdbrowning@icloud.com>; Rick Hooper <rick.hooper2@gmail.com>; Robert Cardona <robert.cardona.206@gmail.com>; Tyler Szabo <Tyler.Szabo@gmail.com>; Vicky Clark <vickyc@cascadebicycleclub.org>; Yolanka Wulff <yolankaw@commuteseattle.com>
Subject: Seattle Center Arena Project - (SDCI # 3029061)

Mr. Shaw:

O-0027-1 Please accept the attached letter for submission of public comments on the Seattle Center Arena Renovation Project – (SDCI # 3029061) Draft Environmental Impact Statement (DEIS) by the Uptown Alliance Arena DEIS Review Committee.

These twenty-one (21) signatures represent a coalition and endorsement from residents, neighborhood and advocacy organizations, and the American Institute of Architects, Seattle Chapter. This group met through the month of May and focused their review on the Transportation section of the DEIS.

We all look forward to partnering with the City of Seattle and the Oak View Group as this project moves forward. Please do not hesitate to contact me if you have any questions or need clarification about our comments. Thank you for this opportunity.

Sincerely,

Debi

Deborah L. Frausto
425.445.8352

Uptown Alliance, Seattle Center Arena Committee Chair
www.linkedin.com/in/deborahfrausto
f: @SeattleUptownAlliance t: @seattleua i: @uptownalliance

RESPONSE

O-0027-1 Comment noted.

O-0027

COMMENT

Arena DEIS Review Committee **June 6, 2018**

Seattle Department of Construction and Inspections, PRC
Attention: John Shaw
700 5th Avenue, Suite 2000, PO Box 34019
Seattle WA 98124-4019
Email: prc@seattle.gov

RE: Seattle Center Arena Renovation Project – (SDCI # 3029061)
Draft Environmental Impact Statement (DEIS)

Dear Mr. Shaw,

Thank you for this opportunity to provide the enclosed comments on the Seattle Center Arena Renovation Project DEIS. Through the month of May, Uptown Alliance and other neighborhood and advocacy groups (Belltown Community Council, Queen Anne Community Council, American Institute of Architects , Cascade Bicycle, Commute Seattle, Feet First, Queen Anne Greenways, Seattle Neighborhood Greenways and Uptown Arts and Culture Coalition) met regularly to discuss and formulate comments on the transportation analyses and proposed mitigation in the DEIS. Together we offer these comments.

Over the years, Uptown Alliance and our community partners have forged a vision for a future with less reliance on low occupancy vehicles and one which increases multimodal choices, creating more equitable access throughout Seattle. It includes active sidewalks and streets that are safe, welcoming and open to all. That vision celebrates bringing together locals and visitors from around the world to experience the uniqueness of Seattle Center, its resident organizations and our neighborhoods.

O-0027-2

We're not alone in this vision. It's supported by choices made by Seattleites with record transit ridership, neighborhood walkability scores and the decline of households with vehicles. It is also embraced in adopted planning documents across many City departments and specific to this project: 2017 Comprehensive Plan; Uptown Urban Design Framework (UDF); North Downtown Mobility Action Plan (NODO MAP) Guiding Principles; Vision Zero, Move Seattle Levy's Promise; City of Seattle's Clean Driving Initiative; Arena Community Advisory Group Guiding Principles for Transportation and Mobility; City of Seattle and The Oak View Group MOU, Exhibit I; and many others.

This widely endorsed future can be more than just an aspiration. It will take an investment of time, money, and perhaps most importantly a willingness to change our current methods and measures away from low occupancy vehicles in favor of pedestrians, bicyclists and transit riders. When the Seattle SuperSonics played in Key Arena the highest and best use of undeveloped land in Uptown was surface parking lots that accommodated large crowds of sports event attendees causing gridlock on nearby streets. Since that time, the urban landscape adjacent to Seattle Center has dramatically changed. Uptown, Belltown and South Lake Union have become a dense urban center. The Arena renovation provides a unique opportunity to be transformational and move the needle in a substantial way to support Seattle's urban neighborhoods and realize the vision of Uptown and its neighbors.

Page 1

Uptown Alliance Arena Review Committee June 6, 2018

RESPONSE

O-0027-2 Your comments about the efforts of the Uptown Alliance DEIS Review Committee to develop comments on the Draft EIS are noted. It is acknowledged that the renovation of the Seattle Center Arena could affect land use practices in Uptown, Belltown, and South Lake Union. Land use impacts of the proposal are described in Chapter 3.

The purpose of this EIS to evaluate and disclose direct and indirect impacts associated with the proposed renovation of KeyArena. In reviewing potential mitigation measures, City decision-makers may opt for those measures that prioritize multi-modal transportation options. See Common Response TRAN-2: City Policy to Decrease Dependency on Low-Occupancy Vehicles.

As a component of the EIS process for this project, SDOT has worked with Seattle Center and other City departments to develop a Draft AAMP with the goal of reducing the identified impacts. The Draft AAMP is available at https://www.seattle.gov/arena. The Seattle Center Integration Agreement will also establish a framework and expectations for coordinating certain procedures and infrastructure across the arena premises and the Seattle Center campus. The draft agreement was developed using input from a working group of Seattle Center tenants, and includes provisions for managing parking and use of curbspace during events. Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail, and Common Response MIT-1: Mitigation for additional discussion about the appropriate level of detail for mitigation in an EIS.

O-0027

COMMENT

RESPONSE

We found the DEIS and accompanying mitigation measures, with its nearly exclusive focus on low occupancy vehicles, does little to change the status quo. Mitigation for the Arena must focus on prioritizing multimodal transportation options during the next 15 years to help reduce the need for automobiles and parking until light rail comes to Uptown and Seattle Center. We expect that a detailed comprehensive Mitigation Plan (including measurable performance goals, strategies, timing, funding, roles and responsibilities, annual reporting on operations to evaluate whether goals are being met, and if not, what further mitigation is needed to meet goals) will be part of the Final EIS and in place by opening day of the Arena.

Currently, Seattle Center operates on an economic model that relies heavily on parking revenue, which in turn encourages the use of low occupancy vehicles, contrary to the goals and objectives of the Uptown UDF as well as the multimodal and equitable access goals held by the City. The result is increasing congestion in surrounding neighborhoods and frustrating (and potentially dangerous) experiences for fans and patrons attending arena and other Seattle Center events. The Arena can serve as a catalyst to strengthen Seattle Center's long-term economic vitality as an iconic regional and local destination. This requires that Seattle Center develops an economic model that reflects the City's stated mode split priorities and a revenue source that replaces the current dependency on parking fees.

O-0027-2

The DEIS also misses the opportunity to recommend that Seattle Center and all its resident organizations work together in developing a comprehensive Transportation Management Plan (TMP). If the Arena's TMP operates in isolation then its benefits will be limited.

Let's always remember this:

"Decisions made about Uptown and Seattle Center will impact Seattle's environment, access to arts and cultural events, jobs, affordable housing, racial equity, and social justice for years to come,"
– Uptown & Seattle Center Strategic Parking Study, January 2017.

We couldn't agree more. We can either collectively get this right before the first puck drops or we will struggle for decades to come. We welcome the renovated Arena as an exciting new addition to Seattle Center and believe working together we have an opportunity to become a model for other cities around the world showing how a world class venue surrounded by vibrant urban neighborhoods can support each other in creating livable, safe and welcoming communities while providing a great fan experience for event attendees. Let's show the world the creativeness of a Seattle solution!

Please see our attached mitigation requests that we believe will make that future a bright one for all.

Sincerely,

Matt Adkins
Uptown Alliance

Charlie Bauman
Belltown Resident

Rick Browning, AIA
American Institute of Architects,
Seattle Chapter member

Clara Cantor
Seattle Neighborhood Greenways

Robert Cardona
Uptown Alliance

Vicky Clarke
Cascade Bicycle
Seattle Policy Manager

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Uptown Alliance Arena Review Committee June 6, 2018

O-0027

COMMENT

Maggie Darlow,
Feet First, Board President

Cyrus Despres
Uptown Arts & Culture Coalition,
Board President

Deborah Frausto
Uptown Alliance

Jeff Herrmann
Uptown Arts & Culture Coalition

Rick Hooper
Uptown Alliance, Co-President

Katie Idziorek
Uptown Alliance

Alana Knaster
Uptown Arts & Culture Coalition

Andrew Koved
Queen Anne Greenways

Dean McColgan
Belltown Community Council,
President

Ellen Monrad
Queen Anne Community Council,
Chair

Sidney Scarboro, AIA
American Institute of Architects,
Seattle Chapter Board President

Nancy Silberg
Uptown Alliance

John Stewart, Feet First
Policy Committee Chair

Tyler Szabo
Uptown Resident

Erin Tighe
Uptown Resident

Cc: Seattle Mayor Jenny Durkan;
City Councilmembers: Sally Bagshaw, Lorena González, Bruce Harrell, Lisa Herbold, Rob Johnson, Debora Juarez, Teresa Mosqueda, Mike O'Brien, Kshama Sawant;
City staff: Marshall Foster, Robert Nellams, Karl Stickel, Goran Sparrman, Ian Macek
Oak View Group: Lance Lopes, Steve Mattson

Following: Comments and Mitigation Summary (page 4) and Details (pages 5 – 8)

Page 3

Uptown Alliance Arena Review Committee June 6, 2018

RESPONSE

O-0027

COMMENT

Arena DEIS Review Committee
Comment and Mitigation Summary

DEIS Comment and Mitigation Summary *(details on following pages)*

O-0027-3

1. **Reduce dependency on low-occupancy vehicles enabling Seattle Center neighborhoods to be more livable, walkable, safe and welcoming |** The DEIS points to a continued car-dependent future with increased congestion and degraded quality of life for residents and visitors alike. **Mitigation:** Use measurable performance goals, strategies, timing, funding, roles and responsibilities, annual reporting on operations to evaluate whether goals are being met, and if not, what further mitigation is needed to meet goals; fund measures to increase other modes of transportation for walking, bicycling, transit and Monorail ridership; and lessen congestion to and through surrounding neighborhoods.

O-0027-4

2. **Develop TMP and DMP programs with measurable performance goals and annual report card |** The DEIS offers no specific goals or performance measures for the TMP or DMP. Additionally, the methodology of using Average and Above Average attendance at the Arena fails to recognize the reality of compounded impacts of multiple events regularly held on Seattle Center campus. **Mitigation:** Provide detailed TMP and DMP plans in the FEIS including measurable performance goals, strategies, timing, funding, roles and responsibilities, annual reporting on operations to evaluate whether goals are being met, and if not, what further mitigation is needed to meet goals. Mitigation should also include use of an attendance range, such as described in the *"Uptown and Seattle Center Parking Study,"* (2017) and partnering with Seattle Center and resident organizations to develop an integrated TMP and DMP program for the entire campus.

O-0027-5

3. **Mitigate impacts to surrounding neighborhoods |** Fehr & Peers Technical Memo #4 describes "spillback" traffic into surrounding neighborhoods as inevitable as the streets studied in the DEIS become more congested during Arena construction and operation. Drivers using GPS apps, or their own knowledge of the street grid, will attempt shortcut routes using alternate arterials and residential streets in Uptown, Queen Anne and Belltown. **Mitigation:** Engage these communities and fund measures to lessen impacts to residents and local businesses.

O-0027-6

4. **Expand safety definition and improve safety conditions |** The DEIS assessment on safety is based on a narrow definition driven by a private vehicle-only focus that is inconsistent with the high priority City of Seattle places on its Vision Zero Plan. The DEIS assumes that if intersections do not meet a "threshold for collision" there are no concerns and thus no safety mitigation measures required. **Mitigation:** Include considerations of worker, pedestrian, and bicycle safety during both construction and operations and fund a North Downtown Vision Zero area.

O-0027-7

5. **Narrow horizon year gap |** The DEIS ignores the 15-year gap between the chosen 2020 and 2035 Horizon Years. Between 2018-2034 significant changes will occur in the North Downtown neighborhoods and Seattle Center campus: such as street grid re-connections over SR-99 (Harrison, Republican, Thomas); development spurred by Uptown rezone; a new Seattle Public High School high school; ST2 light rail stations connecting more people to the Monorail; One Center City plan completion with some or all projects implemented; major waterfront amenities open with a circulator; the Alaskan Way Viaduct Reconstruction Project completed and open; ST3 station location study; potential new connection to SR 99 via Harrison Street; and incremental road and transit improvements. **Mitigation:** Prioritize mitigations during this period when traffic impacts will be at their peak, just before the ST3 light rail line opens.

O-0027-8

6. **Ensure mitigation is in place by opening day of the Arena | Mitigation:** Provide a comprehensive mitigation plan that gives a roadmap of how all necessary steps will be in place by opening day of the Arena to mitigate impacts outlined above. The plan must include measurable performance goals, strategies, timing, funding, roles and responsibilities, annual reporting on operations to evaluate whether goals are being met, and if not, what further mitigation is needed to meet goals.

Page 4

Uptown Alliance Arena Review Committee June 6, 2018

RESPONSE

O-0027-3 The mode split estimates used in the Draft and Final EIS were based on existing data and comparable venues, and did not assume specific demand management strategies to reduce vehicle trips because none had been identified as part of the proposed project. See Appendix C, Tech Memo 5, Project Travel Characteristics – Year 2020 and Appendix C, Tech Memo 7, Project Travel Characteristics – Year 2035 for details. See also Common Responses TRAN-1: Request for Mitigation Commitment or Mitigation Detail, TRAN-2: City Policy to Decrease Dependency of Low-Occupancy Vehicles, and TRAN-3: Mode Split - Transportation Methods Used to Access Events.

O-0027-4 As described in the Draft and Final EIS, transportation and demand management strategies have been developed and included in the Draft AAMP. The AAMP includes performance goals and periodic monitoring, the Draft AAMP is available at https://www.seattle.gov/arena. See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0027-5 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

Trip distribution and assignment were determined using the PSRC regional travel demand model (which is the standard regional tool for this type of analysis) and data for actual events (see Appendix C, Tech Memo 5, Project Travel Characteristics – Year 2020 and Tech Memo 7, Project Travel Characteristics – Year 2035). While some people may divert to traveling via different routes such as over Queen Anne Hill rather than using a more direct route, based on the forecasted travel times in the PSRC model it is unlikely to be a substantial number of trips.

O-0027

COMMENT	RESPONSE
	O-0027-6 Safety of people walking and biking is discussed in both the Construction and Operations sections of Chapter 4. The first criterion for a significant construction impacts relates to construction activity that results in modifications to transportation facilities, which could substantially increase the number of conflicts between modes. Based on this criterion, the EIS concludes that there is a significant impact to pedestrian and bicycle safety during construction (see Final EIS Section 4.4.2, Construction Impacts). Potential mitigation measures for these impacts are included in Section 4.5, Avoidance, Minimization, and Mitigation Measures. Construction safety will be addressed through the development of the Construction Management Plan, for example by providing adequate flaggers and personnel to ensure safe access for Seattle Center visitors. Operations: In addition to the collision rate criterion referenced by the commenter, the EIS includes a criterion stating that a significant arena operations impact to safety is identified if pedestrian or bicycle safety is compromised as a result of modal conflicts. Based on this criterion, the EIS concludes that there would be a significant impact to safety due to increased modal conflicts during the pre- and post-event peak hour (see Final EIS Section 4.4.3, Operations Impact). Potential mitigation measures for these impacts are included in Section 4.5, Avoidance, Minimization, and Mitigation Measures under the Measures for Pedestrian Impacts and Measures for Bicycle Impacts subsections. The collision data provided in Table 4-4 of the Final EIS include all reported collisions regardless of mode, not just those involving vehicles. The final column of the table states the most common type of collision, with some intersections being identified as having pedestrian or bicycle involved collisions as the most common type. To supplement the Draft EIS analysis, the Final EIS includes analysis of the City's Bicycle and Pedestrian Safety Analysis (BPSA) intersections that are most likely to be affected by the project. See Section 4.4.3, Operations Impacts, in the Final EIS. Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0027

COMMENT	RESPONSE
	O-0027-7 The commenter correctly notes that the City's land use and transportation network would continue to evolve between the horizon years studied in the EIS. Note that the SR 99 Alaskan Way Viaduct Replacement Project and street grid connections at the North Portal are assumed to be in place for both the 2020 and 2035 analyses. As stated in Section 4.4.3, Operations Impacts, the horizon years were selected because 2020 is assumed to be the year of opening of the arena, and year 2035 provides a longer term cumulative condition that is consistent with the City's land use and transportation plans as well as regional plans. To address comments regarding the interim condition, particularly after completion of the ST2 light rail extension, a discussion of how mode share could change by 2025 has been added to the Final EIS. This includes findings regarding the change in auto trips and transit ridership. The mode shares were developed with consideration of the findings of the Monorail Stations Reconfiguration Evaluation Report (2018). See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.
	O-0027-8 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail. See the Draft AAMP, which is available at https://www.seattle.gov/arena, for additional details about measures to reduce single- or low-occupancy vehicle trips.

O-0027

COMMENT

Arena DEIS Review Committee Comment and Mitigation Details

1. Reduce dependency on low-occupancy vehicles enabling Seattle Center neighborhoods to be more livable, walkable, safe and welcoming

The DEIS points to a continued car-dependent future with increased congestion and degraded quality of life for residents and visitors alike. Use aggressive multimodal, equitable access goals with specific performance measures to reduce automobile travel; increase other modes of transportation for walking, bicycling, transit and Monorail ridership; and lessen congestion to and through surrounding neighborhoods. Anticipate large crowds of pedestrians pre and post event and make the necessary improvements to optimize pedestrian movement and safety.

1. Provide a Transportation Mitigation Plan (TMP) and Demand Management Plan (DMP) in the FEIS that includes measurable performance goals, strategies, timing, funding, roles and responsibilities, annual reporting on operations to evaluate whether goals are being met, and if not, what further mitigation is needed to meet goals.
2. Set aggressive multimodal performance goals and measures that result in the reduction of automobile travel and increase other modes of transportation for walking, bicycling, transit and Monorail ridership. This will provide more equitable access to the Seattle Center and lessen congestion to and through surrounding neighborhoods.
3. Establish and fund a three-party working group – Arena, Seattle Center, and City of Seattle – to explore a new revenue model that moves the entire Seattle Center, its resident organizations and programming away from the existing economic mode that is dependent upon parking fees which incentivizes low occupancy vehicle trips. Use existing adopted City-wide and Uptown/Seattle Center planning documents for target outcomes (Uptown UDF, Vision Zero, Move Seattle Levy promise, 2017 Comprehensive Plan and others).

O-0027-9

Mitigation for mode-splits:

4. Fund bicycle, pedestrian and transit connectivity improvements for more seamless integration with existing networks within the 1-mile pedestrian and 3-mile bicycle shed.
5. Provide updated and augmented wayfinding to the Arena for all modes including walking and bicycling, making the network more accessible for all.
6. Use Multi-Modal Level of Service (MMLOS) for intersections in the study area as the basis for mitigations to ensure private vehicle throughput is not prioritized at the expense of other modes.

Mitigation for parking:

7. Implement parking management programs that reduce on-street vehicle circulation and favors non-event attendees and local businesses such as shorter-term uses, resident permits, etc.
8. Implement advance reservation/payment system for parking at time of ticket purchase.
9. Retrofit existing buildings and ensure new buildings comply with the forthcoming Drive Clean Seattle initiative to make sure building and parking infrastructure can accommodate electric vehicles.
10. Reduce the Arena dependence on the Mercer St Garage by prioritizing parking in 1st Avenue N garage and underground Arena parking for Arena ticket holders. Give priority use of Mercer St Garage for art-group patrons on days with scheduled arts events (e.g. opera, ballet, theater).
11. Provide dedicated off-street parking and other transportation incentives for construction workers in order to maintain street parking in neighborhoods for local business and community activities.
12. Integrate Arena parking management programs for all users at the Seattle Center and its resident organizations.
13. Monitor the use of both the Mercer St Garage and the Fifth Avenue North garage annually on event days. If either garage drops below a mutually agreed upon amount per game day per season the City could proceed to redevelop the Mercer St Garage. Review the need for continued use of Mercer St Garage by December 31, 2027.

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Uptown Alliance Arena Review Committee June 6, 2018

RESPONSE

O-0027-9 The mode split estimates used in the Draft and Final EIS were based on existing data, comparable venues, and recent travel trends. The substantial ridehailing and auto shares assumed allow for potential traffic impacts (and potential mitigation measures such as transit incentives) to be identified rather than underestimating their impact.

To mitigate the potential impacts of large volumes of vehicle traffic accessing the arena, the City and OVG have developed a Draft AAMP, which is available https://www.seattle.gov/arena. The mitigation suggestions in this comment were also considered in developing the AAMP. In addition to traffic management strategies, the document includes potential demand management incentives and disincentives to limit auto traffic (parking and ridehailing) associated with the arena. See also Common Responses TRAN-1: Request for Mitigation Commitment or Mitigation Detail, and TRAN-2: City Policy to Reduce Dependence on Low-Occupancy Vehicles.

O-0027

COMMENT

RESPONSE

O-0027-9

Mitigation for pedestrian connections and access:

14. Fund and construct City of Seattle North Downtown Mobility Action Plan (MAP) Tier I Pedestrian Projects (except Public Realm Project C).
15. Establish a minimum 12 – 15% goal for pedestrian use in the TMP based on SDOT's finding that walking is the City's fastest growing mode and peer cities' mode splits.
16. Implement Pedestrian Recall at all signals within the study area to prioritize pedestrian movement.
17. Optimize variable volumes of pedestrian traffic flow at key intersections by providing pedestrian volume detection in conjunction with variable crossing times similar to existing Adaptive Traffic Control for vehicles.
18. Implement Seattle's Vision Zero Plan for pedestrian safety during both Arena construction and operations.
19. Fund signalizing the intersection of 1st Avenue N/Thomas Street and contribute to funding a traffic signal at Dexter Avenue N/Thomas Street to facilitate walk-in trips to the Arena.
20. Fund improved lighting and pedestrian facilities along primary walking routes to the Arena. This should include larger curb bulbs at main crossing intersections as well as better lighting along primary walking corridors.
21. Fund crosswalk improvements including better light and paint at the mid-block of Queen Anne Avenue between Mercer St and Republican Avenue where Metro D line has a stop.
22. Fund improved pedestrian access to the Aurora Avenue Transit Hub. The walking route between the Arena and this hub along Thomas and/or Harrison Street alignments should be upgraded with better lighting, wayfinding, and real-time transit information.
23. Employ traffic police at major events at large events to more efficiently manage pre and post event traffic making conditions safer for pedestrians and more efficient for vehicle travel.

Mitigation for bicycle connections and access:

24. Fund and construct MAP Tier I Bicycle Projects.
25. Establish a minimum 12.5% goal for bicycle use in the TMP
26. Implement Seattle's Vision Zero Plan for bicycle safety during both construction and operations.
27. Provide bicycle parking and end-of-trip facilities that are highly accessible (close to entrances), safe and secure (high quality and located in well-lit locations). Contract to provide temporary bike valet parking for large events ensuring sufficient bike parking as now required in City of Seattle Ordinance 125558.
28. Designate adequate and convenient space for bikeshare parking outside the pedestrian right of way.
29. Create bike share hubs and/or painted bicycle areas for picking up and dropping off bicycles in Westlake and other areas so event attendees will know where they can find a bike to get to the Arena.
30. Enforce "No Stopping" in travel lanes, transit lanes, and bike lanes.

Mitigation for transit use and access:

31. Fund and construct MAP Tier I Transit Projects.
32. Establish a minimum 35% goal for transit use in the TMP and develop a plan with Metro and Sound Transit to reach that goal.
33. Fund additional transit capacity to serve pre-event loads since most buses coming out of downtown Seattle towards Seattle Center are already at or above capacity during pre-event times that coincide with peak commute hours. Additional late-night service may be needed to serve the higher discharge surge after an event.
34. Work with Metro and Sound Transit to secure commitments for both increased capacity and frequency of bus and light rail service corresponding to event times.
35. Provide a plan and necessary funding for Metro bus layovers that does not compromise street parking for local businesses, nearby residents or street right of way for planned bicycle facility improvements.
36. Fund the Monorail improvements necessary for more frequent service runs before and after events and make access improvements at each station to increase accessibility that, per estimates, will double its capacity to 6000 riders.
37. Subsidize transit trips for event ticketholders (Metro, Monorail and Sound Transit) as is commonplace for other major sporting destinations in Seattle.
38. Incentivize use of transit for Arena employees, staff and construction workers.
39. Implement shuttles or circulator routes and incentives connecting to parking in South Lake Union, Denny Triangle or downtown similar to those used for UW games.

O-0027

COMMENT

O-0027-9

40. Implement shuttles or custom bus service to regional hubs for routes such as Ballard and the University District that are shown to be well above capacity with event conditions.
41. Modify 1st Avenue N to prioritize transit functions during events.
42. Ensure a reliable bus-only lane is available to connect existing bus corridors to the Arena (i.e. buses should not be in mixed traffic during major events when traveling from 3rd Avenue to the Arena).
43. Fund a study to look at de-coupling Queen Anne Avenue and 1st Avenue N, an idea supported in the UDF, especially if it allows a North-South bus-only corridor free of car use during major events to ensure maximum outload capacity.
44. Enforce "No Stopping" in travel lanes, transit lanes, and bike lanes.

O-0027-10

2. Develop TMP and DMP programs with measureable performance goals and annual report card

The DEIS offers no specific goals or performance measures for the TMP or DMP. Additionally, the methodology of using Average and Above Average attendance at the Arena fails to recognize the reality of compounded impacts of multiple events regularly held on Seattle Center campus. Provide detailed TMP and DMP plans in the FEIS. Mitigation should also include partnering with Seattle Center and resident organizations to develop an integrated TMP and DMP program for the entire campus.

Mitigation for TMP and DMP:

1. Provide a TMP and DMP in the FEIS that includes measurable performance goals, strategies, timing, funding, roles and responsibilities, annual reporting on operations to evaluate whether goals are being met, and if not, what further mitigation is needed to meet goals.
2. Use an attendance range, such as described in the *"Uptown and Seattle Center Parking Study,"* (2017) that considers multiple events on given days or during certain seasons (i.e. fall/winter sports and performance seasons) and gives a more accurate attendance count from which to develop an effective TMP and DMP plans.
3. Develop and fund educational and marketing campaigns for transportation options other than low occupancy vehicles targeted to Arena attendees.
4. Require large events (i.e. over 10,000 attendees) to provide a free transit pass, Monorail ticket or shuttle ride automatically included in every ticket and purchased by the event producer for paying attendees. This emulates a best business practice in the Puget Sound area that encourages usage of the most efficient modes.
5. Set aggressive employee and contractor mode split targets within the TMP and include a requirement of fully subsidized ORCA passes for both. Provide facilities for employees who bicycle such as shower facilities and secure bicycle parking.
6. Require and fund the Arena and Seattle Center to work together to do the following:
   - Educate and engage all resident organizations to collectively develop an integrated multimodal transportation and parking TMP with goals and performance criteria that prioritize transit, walking, and biking to be in place by opening day of the Arena.
   - Develop a campus-wide parking reservation system that is easy for the public to use.
   - Expand Downtown Seattle Parking (DSP) and E Park to include Seattle Center and Uptown parking facilities.
   - Implement a custom shuttle system for major events to get patrons to and from surrounding transit hubs, similar to those used for UW games.
   - Develop an integrated Schedule Coordination Program for Seattle Center and all its resident organizations.

O-0027-11

3. Mitigate impacts to surrounding neighborhoods

Fehr & Peers Technical Memo #4 describes "spillback" traffic into surrounding neighborhoods as inevitable as the streets studied in the DEIS become more congested during Arena construction and operation. Drivers using GPS apps, or their own knowledge of the street grid, will attempt shortcut routes using alternate arterials and residential streets in Uptown, Queen Anne and Belltown. Engage these communities and fund measures to lessen impacts to residents and local businesses.

Mitigation for neighborhoods:

1. Fund a study and work with neighboring communities to look at impacts to 15th Avenue W, West Mercer Place, Queen Anne Drive at Aurora, Nickerson St, Westlake Avenue, the impacts from opening of the SR 99 north portal

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Uptown Alliance Arena Review Committee June 6, 2018

RESPONSE

O-0027-10 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

O-0027-11 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

Trip distribution and assignment were determined using the PSRC regional travel demand model (which is the standard regional tool for this type of analysis) and data for actual events (see Appendix C, Tech Memo 5, Project Travel Characteristics – Year 2020 and Tech Memo 7, Project Travel Characteristics – Year 2035). While some people may divert to traveling via different routes such as over Queen Anne Hill rather than using a more direct route, based on the forecasted travel times in the PSRC model it is unlikely to be a substantial number of trips. While there is potential benefit for SDOT to prepare a larger mobility study to understand how opening of the SR 99 tunnel could affect regional traffic in Uptown (Queen Anne), Belltown, and South Lake Union, this type of mitigation would not have a direct nexus with arena impacts as it covers a much larger area and addresses larger, regional travel patterns, and thus would be outside the scope of this project.

O-0027

COMMENT

O-0027-11

and other general impacts on traffic through Belltown resulting from the lack of exits created by the Alaskan Way Replacement Project.
2. Explore expansion of Residential Parking Zones (RPZs) in surrounding neighborhoods. If expanded RPZs are supported, fund enforcement and education to prevent Arena customers and employees from circling the neighborhood looking for free parking.
3. Fund additional enforcement of existing regulations to mitigate impacts in adjacent neighborhoods such as blocking the intersection box and running red lights.

O-0027-12

4. Expand safety definitions and improve safety conditions

The DEIS assessment on safety is based on a narrow definition driven by a private vehicle-only focus that is inconsistent with the high priority City of Seattle places on its Vision Zero Plan. The DEIS assumes that if intersections do not meet a "threshold for collision" there are no concerns and thus no safety mitigation measures required. Include considerations of worker, pedestrian, and bicycle safety during both construction and operations and fund a North Downtown Vision Zero area.

Mitigation for safety:

1. Use the Vision Zero Plan as the standard for measuring safety.
2. Create a North Downtown Vison Zero focus area.
3. Fund sidewalks improvements to accommodate large crowds to safely gather while waiting to cross the street at major crossings for events.
4. Support bike share programs education and enforcement to ensure bikes don't block sidewalks especially in areas with increased pedestrians.
5. Fund special events coordinator position with the Seattle Fire Department and cover the costs for all Seattle police Department officers and parking enforcement personnel, similar to the 1st & Goal.

O-0027-13

5. Narrow horizon year gap

The DEIS ignores the 15-year gap between the chosen 2020 and 2035 Horizon Years. Between 2018-2034 significant changes will occur in the North Downtown neighborhoods and Seattle Center campus: such as street grid re-connections over SR-99 (Harrison, Republican, Thomas); development spurred by Uptown rezone; a new SPS high school; ST2 light rail stations connecting more people to the Monorail; One Center City plan completion with some or all projects implemented; major waterfront amenities open with a circulator; the Alaskan Way Viaduct Reconstruction Project completed and open; ST3 station location study; potential new connection to SR 99 via Harrison Street; and incremental road and transit improvements. Prioritize mitigations during this period when traffic impacts will be at their peak, just before the ST3 light rail line opens.

Mitigation for year gap:

1. Focus mitigation measures on reducing low occupancy vehicles trips to the Arena and Seattle Center for the next 15 years, between 2019 and 2034.
2. Prioritize the most impactful mitigation which may require additional analysis for the year 2025.

O-0027-14

6. Ensure mitigation is in place by opening day of the Arena

Provide detailed Mitigation Plan in the FEIS that includes measurable performance goals, strategies, timing, funding, roles and responsibilities, annual reporting on operations to evaluate whether goals are being met, and if not, what further mitigation is needed to meet goals.

RESPONSE

O-0027-12 See Response to Comment O-0027-6.

O-0027-13 The Final EIS includes a discussion of how the 2025 mode split may change with physical improvements and ORCA integration at the Monorail and expansion of the Sound Transit light rail network. See the end of Section 4.4.3, Operations Impacts, in the Final EIS. Also see Common Responses TRAN-1: Request for Mitigation Commitment or Mitigation Detail, and TRAN-3: Mode Split - Transportation Methods Used to Access Events.

O-0027-14 See the Draft AAMP, which is available at https://www.seattle.gov/arena, for additional details about measures to reduce single- or low-occupancy vehicle trips.

Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

I-0001

COMMENT

From: Sean Tufts <stufts@capitalpacific.com>
Sent: Tuesday, April 24, 2018 6:54 AM
To: PRC
Subject: Seattle Center Arena

I-0001-1 I am a huge NBA (and will be a big NFL) fan and supporter of professional sports in Seattle. If there is any consideration at all for traffic, parking and impact to a neighborhood, this is a short discussion. Although it would be much more convenient for me to attend games here, the impact to Mercer Street, zero access to light rail, Amazon, Expedia, etc. will cause significantly more harm than good. There is a much better option in the Stadium District. Shared parking, light rail, access to 2 freeways vs none, not to mention continued help to the businesses surrounding that area, are only some of the reasons.

I understand Key is a city asset and one that they want help to solve, but putting that burden on the rest of us forever is foolish and short sided.

I-0001-2 There could potentially be 150-200 events at Key if you include NHL, NBA & concerts. Mercer and our traffic infrastructure can NOT support that in this neighborhood location that already struggles mightily with traffic and congestion. The parking solution and monorail access offered by OVG group is laughable at best.

Thank you for your consideration.

SEAN TUFTS
PARTNER
PH: 206.693.3352 | CELL: 206.550.1557
CAPITALPACIFIC.COM

CAPITAL PACIFIC
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1

RESPONSE

I-0001-1 See Common Response ALT-1: Range of Alternatives.

I-0001-2 Comment noted.

I-0002

COMMENT

From: Michael Chandler <Mike@nwfolklife.org>
Sent: Wednesday, April 25, 2018 5:41 PM
To: PRC
Subject: Seattle Center Arena

I have looked at some of this EIS, man its lengthy.
A few questions.

I-0002-1 1- The restroom pavilion is being removed, and not replaced. Is there any plan to increase capacity with the existing public bathrooms at Seattle Center, since that was one of only 3 public restroom facilities on campus? and by far the largest.

I-0002-2 2- During construction the Dupen Fountain is going to be removed, is there a plan to replace it? Could it be maybe left out and re-imagine how to utilize that space better for the Seattle Center campus?

I-0002-3 3- There is a thing that mentions the number of community events being held in the new Area will jump from 7 (currently) to 14 dates? What is that about? The King County Clinic is maybe 5-6 of those dates…what would the rest be?

I-0002-4 4- do you have any details about what "construction easements into East of the SC campus means?

thanks.

Michael Chandler
Northwest Folklife Festival Director.

1

RESPONSE

I-0002-1 The Restroom Pavilion on vacated 2nd Ave N would not be replaced. Seattle Center is in the process of renovating the other public restrooms along 2nd Ave N, which are located under the SIFF facility (Alki Room). The renovation includes an overall modernization, including ADA improvements, new fixtures and finishes, and improved lighting and wayfinding. In addition, there are multiple public restrooms on all 4 floors of the Armory, which is a public facility that is open 362 days per year.

I-0002-2 The DuPen Fountain is an important element of the City's public art collection and the Seattle Center campus and will remain. See Common Response REC-2: DuPen Fountain.

I-0002-3 Seattle Center requested as part of the lease agreement that times and spaces be reserved for up to 14 possible community events after the arena is renovated. The 7 community events in the No Action Alternative reflect actual number of events that were held in 2016 and 2017. For Alternatives 1 and 2, the number of events proposed by OVG reflects a full schedule assuming both NBA and NHL teams would be playing at the renovated arena. A framework for managing community events will also be outlined in the Seattle Center Integration Agreement.

I-0002-4 More information on construction, including the construction easements, has been provided in the Final EIS. See Section 2.6, Construction.

I-0003

COMMENT

From: Stacy Leland <stacy.leland@yahoo.com>
Sent: Wednesday, April 25, 2018 1:30 PM
To: PRC
Subject: Fw: Project #3029061

Subject: Project #3029061

I-0003-1 Not sure I understand the point of allowing for public comment when it has been clear for a long time this project is being pushed onto the citizens of Seattle come hell or high water. It makes NO SENSE to undertake a renovation of Key Arena when:

I-0003-2 1) Chris Hansen already owns property and is fully ready and prepared to pay for a dedicated stadium in SODO, where train, transit & walking methodology ALREADY EXISTS. Saying that traffic from I-5 to the Key will take 10 minutes is so ridiculous, I hardly know how to respond. 10 minutes? Now that's fake news. Right up there with the other comment

I-0003-3 along the lines of "well traffic is already bad, so why not make it worse." This is 'city planning' at its worst. the monorail is no help in this parking madness because anyone coming from the suburbs would still need to park downtown to catch the monorail, so that really only services folks who live downtown. Parking at a meter is impossible due to the length of time allotted on meters (and the parking is impossible anyway).

I-0003-4 2) The Key has actually started to make money for the city's general fund over the last several years after being subsidized for years and now it would be closed during renovation. Brilliant.

I-0003-5 3) This urban area is a mecca for arts: opera, Seattle Rep, Intiman, Book-It etc. You are greatly adding to the already chaotic environment of competing events in this area, when it would be much more organized & productive to keep the sports stadiums in the same area.

I-0003-6 In all the years since the Key was last renovated, there has been no improvement to trains/transit in this area. This whole boondoggle of a project should never have even been considered at the Key without the train/transit/traffic infrastructure having *already* been addressed and vastly improved. When something this illogical moves forward, it all SCREAMS of someone being in someone's pocket.

I-0003-7 Generations of my family are big Sonic fans & long to get a professional basketball team back in this city (I used to attend the games with my dad as a kid back when they were affordable tickets), but only if it's done right and on sensible terms. This is a horrible project being foisted on the city & will actually make me reconsider re-upping my Seattle Rep subscription, which I've had for 20+ years, because I really don't need the hassle of even worse parking issues. I would take the train if it existed, but wait, nope it doesn't.

I-0003-8 Please reconsider this boondoggle before it moves any farther forward, and resite the stadium to SODO with Chris Hansen's team. Get out of the pocket of big money.

1

RESPONSE

I-0003-1 Comment noted.

I-0003-2 See Common Response ALT-1: Range of Alternatives.

I-0003-3 Travel times on study area travel corridors are based on results from the microsimulation model, which is described in Appendix C of the Final EIS, Tech Memo 4, Existing Conditions. Parking impacts in the area surrounding Seattle Center are identified in the Final EIS, Section 4.4.3, Operations Impacts. The Draft AAMP, which is available at https://www.seattle.gov/arena, includes measures to streamline attendees' search for parking, and reduce vehicles 'cruising' for parking.

I-0003-4 Comment noted.

I-0003-5 Seattle Center is a regional center for performance, arts, sports, and recreation and is already home to more than 30 arts, cultural, sports, and entertainment organizations, family attractions, and tourist amenities. The KeyArena building has been and continues to operate as a major sports stadium in the region on the Seattle Center campus. Seattle Center coordinates with its tenants regarding schedules, and that practice will continue during and after renovation occurs.

I-0003-6 Comment noted.

I-0003-7 Comment noted.

I-0003-8 See Common Response ALT-1: Range of Alternatives.

I-0004

COMMENT

From: dmoon@ardorbrio.com
Sent: Wednesday, May 09, 2018 9:44 PM
To: PRC
Subject: Seattle Center Arena

Name

Andrew Sang

Address

6548 39th Ave NE
Seattle, Washington 98115
United States
Map It

Phone

(858) 436-5307

Comment

I-0004-1 With respect to transportation, I hope that we shall relegate automobile transportation to our dead last priority. I don't care about traffic in the slightest, since there is no way we can accommodate significant numbers of cars. I hope that this project can pursue bold measures to move people via public transportation instead, and bicycle/walking too.

1

RESPONSE

I-0004-1 See Common Response TRAN-2: City Policy to Decrease Dependency on Low-Occupancy Vehicles.

I-0005

COMMENT

From: dmoon@ardorbrio.com
Sent: Wednesday, May 09, 2018 8:29 PM
To: PRC
Subject: Seattle Center Arena

Name

Leslie Helm

Address

2410 29th ave w Seattle
United States
Map It

Email

Lesliehelm@comcast.net

Comment

I-0005-1 I-0005-2 The arena will create a traffic nightmare in Queen Anne and make it Impossible for magnolia residents to get to the new tunnel entrance. The basketball arena should go in sodo, which has far superior transportation infrastructure.

1

RESPONSE

I-0005-1 Comment noted.

I-0005-2 See Common Response ALT-1: Range of Alternatives.

I-0006

COMMENT

From: Kenneth Barger <kennethbarger@q.com>
Sent: Tuesday, May 15, 2018 7:58 PM
To: PRC
Subject: Seattle Center Arena

Greetings,

I-0006-1 I'm a native Seattleite and a skateboarder since the early 1980s. I understand the new arena plans will displace SeaSk8, the current skatepark on the edge of the Seattle Center. I encourage you to plan for an adequate and timely replacement. The current park is one of the larger and better facilities in town, and its location makes it accessible to a lot of skaters.

I can't overstate the importance of these facilities to young people. Skateboarding is a wholesome, healthy, and fun outdoor activity that serves as an alternative to other, less uplifting activities, from the destructive (drugs, gangs, crime) to the just plain useless (video games and cell phone apps). It has been a hugely positive influence in the lives of countless people. And this is skateboarding's greatest era--we have great stuff to skate, people are doing amazing moves, and finally, after decades of almost total male dominance, women and girls are making a major impact in the sport.

And Seattle and the Puget Sound region are a huge part of this. People travel from far away to skate the Pacific Northwest. I don't have hard data for this, but I think it's accurate to say that the three metropolitan areas in the world with the greatest concentration of good skateparks are Vancouver, BC, Seattle, and Portland. SeaSk8 is a major part of this.

Assuming you do build a replacement facility, it will be the fourth iteration of SeaSk8. I think some skaters preferred SeaSk8 2, but personally, I think they have gotten progressively better. Let's keep it up. Get Grindline or Dreamland to design and build it, and make sure it has a big enough footprint and a broad enough variety of terrain that skaters of different ages and abilities can get down at the same time.

I'd be interested in knowing if there are public hearings on this. Would be glad to attend and elaborate on my thoughts a little more.

Proud to be a Seattle skater,

--

Kenneth Barger
(206) 778-1055

The Get Rad Skatepark Tour for Children's Health II went down on August 26, 2017!

www.getrad4kids.com

1

RESPONSE

I-0006-1 See Common Response REC-1: Skatepark Closure.

I-0007

COMMENT

From: Russell Browne <brownemuscles@yahoo.com>
Sent: Tuesday, May 15, 2018 7:14 PM
To: PRC
Subject: Seattle Center Arena

I-0007-1 So, I just found out you are removing the SeaSkate skatepark in the Seattle center without plans to replace it. Since this is the forth location and I'm not sure how many different actual parks have been built, it seems you would know, it is well used and a replacement plan needs to be done before it is removed.

Thank you for your time,

Russell Browne

Sent from my iPhone

1

RESPONSE

I-0007-1 See Common Response REC-1: Skatepark Closure.

I-0008

COMMENT

From: Lisa James <echo4earth@yahoo.com>
Sent: Tuesday, May 15, 2018 11:28 AM
To: PRC
Subject: Seattle Center Arena

I-0008-1 I work in the immediate area of Seattle Center. My strong inclination is that the arena should be moved to the SODO area that is the hub of the athletic events and has metro transit in spades to the area to support the masses. The Seattle Center area is the hub of the arts and entertainment events. My coworkers and neighbors were all shocked and disappointed when *Teatro ZinZanni* was demolished as everyone had friends and family that used to come from states away to attend events there (not for high and college athletic events btw). Seattle Center has an energy and vibe that is creative and exuberant without registering on a seismograph. It is about fantasy and music. Artglass and fountains. It is home to residential neighborhoods and bike ways to Lake Union.

I-0008-2

I-0008-3 Move Key Arena and all the associated noise and traffic woes to the SODO area where there is immediate access to trains, lightrails, 2 freeways and multiple highways.

1

RESPONSE

I-0008-1 See Common Response ALT-1: Range of Alternatives.

I-0008-2 Seattle Center is well known for attracting and supporting the arts and cultural organizations and professional sports organizations in addition to having over 44 acres of open space that help to create the 'energy and vibe' the comment refers to. Seattle Center is committed to continuing to support those organizations during construction and after as operations continue. Seattle Center will continue to provide for multi-modal transportation options like bikeways as part of their ongoing plans and operations.

I-0008-3 See Common Response ALT-1: Range of Alternatives.

I-0009

COMMENT

From: Lipscomb (US), Kern T <kern.t.lipscomb@boeing.com>
Sent: Tuesday, May 15, 2018 11:16 AM
To: PRC
Subject: Seattle Center Arena

I-0009-1 This has to be the worst ever construction project. This will become another homeless encampment.
Worse possible place for a renovated arena.

I-0009-2 Can't get around Seattle now as it is, when this is done? Twice as bad. No one will want to even go down there.
I sure hope this project has been thought through, but as it looks like on the surface.
It has not? Then Seattle is in for another nightmare.

Kern

1

RESPONSE

I-0009-1 Comment noted.

I-0009-2 Comment noted.

I-0010

COMMENT

From: Dan Linge <dan.linge@gmail.com>
Sent: Tuesday, May 15, 2018 7:29 AM
To: PRC
Subject: Seattle Center Arena Opposition

I-0010-1 I am writing as a resident of Seattle to express my strong opposition to the proposed renovation to Key Arena. I find the proposal to be wholly lacking and inferior to a potential development of a stadium in the stadium district south of downtown. That area is FAR better equipped to manage the traffic and congestion that will come with any stadium solution as that area already has far better transit connections (e.g., light rail, major highways both N/S and E/W) than will exist in the next 10 years in Seattle Center. Please use common sense and put Seattle's next stadium where it belongs- in the STADIUM district south of downtown.

Best,
Daniel Linge

1512 Nob Hill Ave. N.
Seattle, WA 98109

1

RESPONSE

I-0010-1 See Common Response ALT-1: Range of Alternatives.

I-0011

COMMENT

From: Mickeydang9@gmail.com
Sent: Tuesday, May 15, 2018 7:45 PM
To: PRC
Subject: Seattle Center Arena

Name

Mickey Mouse

Address

11221
Luther Ave s.
Seattle Washington
United States
Map It

Phone

(206) 723-7150

Email

Mickeydang9@gmail.com

Comment

I-0011-1 Add the supersonics back for basketball
And also put a hockey/basketball in the
Key arena.

1

RESPONSE

I-0011-1 Comment noted.

I-0012

COMMENT

From: kevdnw@gmail.com
Sent: Tuesday, May 15, 2018 4:06 AM
To: PRC
Subject: Seattle Center Arena

Name

Kevin David

Address

6708 Fremont Ave N Seattle
United States
Map It

Email

kevdnw@gmail.com

Comment

I-0012-1 We are spending $50 Billion to build a Light Rail system centered in SODO, also known as the Stadium District. Instead of placing an NBA and NHL arena in this appropriate location, the City Council is blocking the 100% private financing of a SODO arena to force a renovation of the Key Arena, the reason we lost the Sonics. Forcing tens of thousands of fans traveling North-South on Light Rail to bottleneck at Westlake to get to the Key. It is nonsensical, corrupt and goes against everything this Council claims to believe in, reducing the number of cars on our streets and building the most attractive privately funded arena to attract an NHL and NBA team. You must reconsider this bad decision.

1

RESPONSE

I-0012-1 See Common Response ALT-1: Range of Alternatives.

The EIS is intended to describe the full range of environmental impacts associated with proposal. The City Council will consider financial considerations along with environmental and community considerations when evaluating approval of the lease agreement.

I-0013

COMMENT

Seattle Department of Construction & Inspections
seattlecenter

Seattle Center Arena Renovation
Draft EIS Comment Form

Thank you for attending the meeting! Your ideas are important to us and we welcome public input during the comment period (through June 7, 2018). You may fill out this comment form or submit comments at SeattleCenterArenaEIS.org or via email to prc@seattle.gov.

Name: Jim Wood

Contact:

Please share your comments:

I-0013-1 Colossal waste of money to make bad traffic much worse. Instead of wasting money in this fashion fix our crumbling infrastructure.

RESPONSE

I-0013-1 Comment noted.

I-0014

COMMENT

Seattle Department of Construction & Inspections
seattlecenter

Seattle Center Arena Renovation
Draft EIS Comment Form

Thank you for attending the meeting! Your ideas are important to us and we welcome public input during the comment period (through June 7, 2018). You may fill out this comment form or submit comments at SeattleCenterArenaEIS.org or via email to prc@seattle.gov.

Name: Patty Stover

Contact:

Please share your comments:

I-0014-1 We are already funding 2 huge projects: Light Rail & Tunnel - not to mention Sea Wall! We already have 2 beautiful stadiums, one of which could accommodate city's needs.
PLEASE DO NOT build / renovate new coliseum!

RESPONSE

I-0014-1 Comment noted.

I-0015

COMMENT

From: Scott Irwin
To: PRC
Subject: The New Key Arena
Date: Friday, May 18, 2018 2:07:48 PM

Hello,

The plans (at quick glance) look great and I love that the Arena is getting polished up with the addition of a new southern entrance.

I-0015-1 However, I do have one concern. I live across the street at 315 1st Avenue N in The Astro apartments. My unit faces Key Arena with a row of trees on either side of 1st Avenue N. This double line of foliage helps buffer sound and provides extra privacy from a busy area. With the renovation I expect it will become busier and louder.

I have looked at some of the PDFs though not all. Can you confirm no trees will be removed along 1st Avenue North opposite The Astro apartment building?

Thank you.
Scott

RESPONSE

I-0015-1 No trees are proposed to be removed along either side of 1st Ave N between Thomas St and Republican St. See Figure 12-1 in Chapter 12, Plants, in the Final EIS.

I-0016

COMMENT

From: Legh Burns
To: PRC
Subject: Seattle Center Arena
Date: Wednesday, May 23, 2018 4:06:12 PM

To whom this concerns,

I-0016-1

The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

In 2006, the Seattle City Council adopted a resolution "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city." SeaSk8 reflects Seattle's commitment to building world-class skate parks and is home to a vibrant and diverse community of passionate skateboarders.

The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As an advocate for Seattle skateboarders, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Preventing negative impacts upon the youth served by Skate Like a Girl and SeaSk8's dedicated community of park users is of critical importance.

Thank you,
Legh J. Burns

re-souL
5319 Ballard Ave NW
Seattle, WA 98107
206.789.7312
www.resoul.com

RESPONSE

I-0016-1 See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0017

COMMENT

From: Carter Lauren Grant
To: PRC
Subject: Seattle Center Arena
Date: Wednesday, May 23, 2018 3:30:10 PM

This is something that is important to me. Development in Seattle needs to be thoughtful of people and all living things.

I-0017-1

The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

In 2006, the Seattle City Council adopted a resolution "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city." SeaSk8 reflects Seattle's commitment to building world-class skate parks and is home to a vibrant and diverse community of passionate skateboarders.

The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As an advocate for Seattle skateboarders, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Preventing negative impacts upon the youth served by Skate Like a Girl and SeaSk8's dedicated community of park users is of critical importance.

Thank you,
Carter Grant

RESPONSE

I-0017-1 See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0018

COMMENT

From: Alex Schollen
To: PRC
Subject: Seattle Center changes to Arena and non-profit impact
Date: Thursday, May 24, 2018 11:38:35 AM

Losing SeaSk8 skatepark will be a direct negative impact to community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8 gets an equal replacement and is treated as a priority by Seattle Parks & Recreation and Seattle Center.

SeaSk8 is home to a diverse community of skateboarders and is a reflection of Seattle City Council's 2006 resolution of "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city."

Regarding location, the EIS states, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I ask Seattle to make sure that the replacement skatepark not far in location, equal in size, and equal in skateable features. SeaSk8 is also a home base of sorts for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl.

I-0018-1 Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate.

No replacement office space for Blue Spruce non-profit tenants has been included in renovation construction plans. This leaves the responsibility on Seattle Center to rehouse Blue Spruce nonprofits into limited available office spaces on Seattle Center campus. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The loss of SeaSk8 will cause a projected loss of $10,000 in Skate Like a Girl's summer camp revenue. This loss will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As a volunteer for Skate Like a Girl's free 12&Under lessons and school based programs, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Please help to minimize negative impacts upon the youth served by Skate Like a Girl and SeaSk8's community of park users. This is of critical importance to me.

Thank you,
Alex Schollen

RESPONSE

I-0018-1 See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0019

COMMENT

From: Sean Watson
To: PRC
Subject: Seattle center arena
Date: Thursday, May 24, 2018 10:00:54 AM

I-0019-1

The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

In 2006, the Seattle City Council adopted a resolution "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city." SeaSk8 reflects Seattle's commitment to building world-class skate parks and is home to a vibrant and diverse community of passionate skateboarders.

The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As an advocate for Seattle skateboarders, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Preventing negative impacts upon the youth served by Skate Like a Girl and SeaSk8's dedicated community of park users is of critical importance.

Thank you,

Sean Watson
All Together Skatepark
Operations Supervisor
206.632.7090 Park
206.851.0594 Cell
www.alltogetherskatepark.com

RESPONSE

I-0019-1 See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0020

COMMENT

From: Kwame Salmi-Adubofour
To: PRC
Subject: Seattle Center Arena and Seask8
Date: Sunday, May 27, 2018 3:02:47 PM

Hello. My name is Kwame Salmi-Adubofour and I have been a Seattle resident my entire life. I'm a huge supporter of our local skateboarding community, and I am concerned about the relocation of SeaSk8.

The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

In 2006, the Seattle City Council adopted a resolution "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city." SeaSk8 reflects Seattle's commitment to building world-class skate parks and is home to a vibrant and diverse community of passionate skateboarders.

I-0020-1 The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As an advocate for Seattle skateboarders, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Preventing negative impacts upon the youth served by Skate Like a Girl and SeaSk8's dedicated community of park users is of critical importance.

Thank you,
Kwame Salmi-Adubofour

RESPONSE

I-0020-1 See Common Responses LU-1: Mitigation for Seattle Center Tenants During Construction, REC-1: Skatepark Closure, and LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0021

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Friday, June 1, 2018 3:16 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Seattle Center Arena

Arena DEIS comment.

From: ccfriday@gmail.com <ccfriday@gmail.com>
Sent: Tuesday, May 29, 2018 4:40 PM
To: PRC <PRC@seattle.gov>
Subject: Seattle Center Arena

Name

Cristina Friday

Address

United States
Map It

Email

ccfriday@gmail.com

Comment

I-0021-1

The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

In 2006, the Seattle City Council adopted a resolution "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city." SeaSk8 reflects Seattle's commitment to building world-class skate parks and is home to a vibrant and diverse community of passionate skateboarders.

The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As an advocate for Seattle skateboarders, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Preventing negative impacts upon the youth served by Skate Like a Girl and SeaSk8's dedicated community of park users is of critical importance.

Thank you,
Cristina Friday

1

RESPONSE

I-0021-1 See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0022

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Friday, June 1, 2018 3:15 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Seattle Center Arena

Arena DEIS comment.

From: Tanya Briggs <tanyakbriggs@msn.com>
Sent: Tuesday, May 29, 2018 4:23 PM
To: PRC <PRC@seattle.gov>
Subject: Seattle Center Arena

I-0022-1 The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

In 2006, the Seattle City Council adopted a resolution "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city." SeaSk8 reflects Seattle's commitment to building world-class skate parks and is home to a vibrant and diverse community of passionate skateboarders.

The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As an advocate for Seattle skateboarders, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Preventing negative impacts upon the youth served by Skate Like a Girl and SeaSk8's dedicated community of park users is of critical importance.

Thank you,
Tanya Briggs

1

RESPONSE

I-0022-1 See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0023

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Friday, June 1, 2018 3:15 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Seattle Center Arena

Arena DEIS comment.

From: kristina.lynn.goetz@gmail.com <kristina.lynn.goetz@gmail.com>
Sent: Tuesday, May 29, 2018 3:16 PM
To: PRC <PRC@seattle.gov>
Subject: Seattle Center Arena

Name

Kristina Goetz

Address

809 S Henderson St Seattle
United States
Map It

Phone

(407) 496-0997

Email

kristina.lynn.goetz@gmail.com

Comment

I-0023-1 | I-0023-2 | Please keep the skate park in Seattle Center - one of the most used spaces for youth. What a tragedy it will be torn down. Please also let Pottery NW keep their home. These spaces are precious to our city.

1

RESPONSE

I-0023-1 See Common Response REC 1: Skatepark Closure.

I-0023-2 Your comment about the importance of Pottery Northwest is noted. Pottery Northwest will remain in in its current location during construction. Section 3.4, Potential Impacts (Land Use) of the Final EIS has been revised based on updated information from OVG.

I-0024

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Friday, June 1, 2018 3:16 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Seattle Center Arena

Arena DEIS comment. (Last one for now.)

-----Original Message-----
From: Don Project <business@thedonproject.com>
Sent: Tuesday, May 29, 2018 5:39 PM
To: PRC <PRC@seattle.gov>
Subject: Seattle Center Arena

I-0024-1

The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

In 2006, the Seattle City Council adopted a resolution "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city." SeaSk8 reflects Seattle's commitment to building world-class skate parks and is home to a vibrant and diverse community of passionate skateboarders.

The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As an advocate for Seattle skateboarders, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Preventing negative impacts upon the youth served by Skate Like a Girl and SeaSk8's dedicated community of park users is of critical importance.

Thank you,
Don Burress
High School Teacher and former skateboarder

1

RESPONSE

I-0024-1 See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0025

COMMENT

From: Shaw, John
Sent: Tuesday, June 5, 2018 2:50 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Seattle Center Renovation EIS

FYI.

From: Matthew Lee Johnston <sonifi@gmail.com>
Sent: Monday, June 04, 2018 2:35 PM
To: PRC <PRC@seattle.gov>
Cc: Ryan Barth <ryanpbarth@gmail.com>; Scott Shinn <scott.shinn@parents4sk8parks.org>; Kristin Ebeling <kebeling@skatelikeagirl.com>; Lisa Stewart <lisa@skatelikeagirl.com>; Nancy Chang <nancy@skatelikeagirl.com>; Hannah Levy <Hlevy@skatelikeagirl.com>
Subject: Seattle Center Renovation EIS

To Whom It May Concern,

My comment is in regards to the removal of the skatepark as part of the Key Arena remodel and the impact that will have on the city and the neighborhoods around Seattle Center.

I-0025-1

- **As our only large-scale public common space, Seattle Center has slowly been converted into an outdoor mall full of pay-to-play experiences**. As one of the last remaining spaces on the Seattle Center campus dedicated to a free and accessible activity for all ages, races, and genders. It is also a wonderful place for spectating as a non-participant. I have also seen people in wheelchairs using it as a place to move around and be active.

  Losing this free and active space in the Seattle Center that is so wonderful for so many, and replacing it with more pay-to-play offerings, reduces inclusion and accessibility and therefore has a greatly negative impact on the city and surrounding neighborhoods.

- **Seattle Center Skatepark is home base for Skate Like a Girl who regularly changes the lives of children and young adults in our city at a time when they need help the most.** Kids, adults, and parents of all ages benefit greatly from the programming SLAG brings to the Seattle Center skatepark. But the large number of teens who call this skatepark home as a result of SLAG's non-profit effort, have had their lives changed with the guidance and support SLAG provides, at a time for many of these youth is a critical point for self-discovery and connecting with community, Vera Project gets a lot of credit and support from the city for the exact same thing, but no one would ever thing of just demolishing the Vera Project.

  Losing Skate Like a Girl's programming and their ability to provide it in a central Seattle location because there is no longer a skatepark, would negatively impact families and youth across the city who rely on these programs.

Thank you for your consideration.

Matt Johnston

RESPONSE

I-0025-1 It is acknowledged that the skatepark is an important, unique, free amenity at Seattle Center, with users from broad and varied backgrounds and abilities. The Final EIS has been revised to reflect this input. As noted in Section 7.6, loss of the skatepark without a replacement within or adjacent to Uptown would be a significant adverse impact. See Common Response REC-1: Skatepark Closure, and LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0026

COMMENT

From: Shaw, John
Sent: Tuesday, June 5, 2018 2:49 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Seattle Center Arena

FYI.

From: Tutle, Cathy
Sent: Monday, June 04, 2018 3:32 PM
To: PRC <PRC@seattle.gov>
Subject: Seattle Center Arena

Name

Cathy Tuttle

Address

4412 Corliss Ave N
Seattle, WA 98103
United States
Map It

Phone

(206) 713-5869

Email

cathy.tuttle@gmail.com

Comment

I-0026-1 I'd love to be able to safely ride and park my bike or easily take the bus to the new arena. I hope your transportation plans allow me to not rely on a car or taxi to get to the arena!

Thanks!

RESPONSE

I-0026-1 Comment noted. See the Draft AAMP, which is available at https://www.seattle.gov/arena, for additional details about measures to reduce single- or low-occupancy vehicle trips.

I-0027

COMMENT

From: Shaw, John
Sent: Tuesday, June 5, 2018 2:50 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Seattle Center Arena

FYI.

From: growlernoise@gmail.com <growlernoise@gmail.com>
Sent: Monday, June 04, 2018 2:16 PM
To: PRC <PRC@seattle.gov>
Subject: Seattle Center Arena

Name

Joe Kunzler

Address

901 METCALF ST
PMB 21
Sedro Woolley, WA 98284
United States
Map It

Phone

(360) 499-2997

Email

growlernoise@gmail.com

Comment

I-0027-1 a) Support the woonerf

I-0027-2 b) Until Sound Transit light rail can get to Key Arena, fully support an area for King County Metro bus & TNC drop-off and pick-up with a bus bulb, large shelter and good lighting. Homeless encampments are to be kept at least several hundred feet away as they're a deterrent to some using transit.

I-0027-3 c) Do what you can on the monorail. Need ORCA integration and good planning to consider the monorail & link to Sound Transit light rail at Westlake part of the solution.

RESPONSE

I-0027-1 Comment noted.

I-0027-2 Comment noted. As described in Sections 4.5.1 and 4.5.2 of the Final EIS, OVG will work with Metro to ensure that bus drop-off proposals are safe and usable. King County Metro transit services and ridehailing services will be addressed in the Draft Arena Access Management Plan (AAMP), which is available at https://www.seattle.gov/arena.

I-0027-3 Comment noted. The preparation of the Draft AAMP, which is available at https://www.seattle.gov/arena, takes into consideration opportunities to encourage Monorail travel and the findings of the Monorail Stations Reconfiguration Evaluation report.

I-0028

COMMENT

From: Sylvia Raskin <sraskin@navicet.com>
Sent: Friday, June 01, 2018 5:42 PM
To: PRC
Subject: Seattle Center Area & Skatepark

Hello,

I-0028-1 The loss of the SeaSk8 skatepark will directly impact the community of skateboarders who activate one of Uptown's last standing recreational spaces. It is critical that SeaSk8's relocation is equitable in measure and treated as a priority by Seattle Parks & Recreation and Seattle Center throughout the 24-month relocation period.

In 2006, the Seattle City Council adopted a resolution "recognizing skateboarding as a healthy and popular recreation and resolved to establish a network of skateparks of various sizes throughout the city." SeaSk8 reflects Seattle's commitment to building world-class skate parks and is home to a vibrant and diverse community of passionate skateboarders.

The EIS outlines, "If the replacement skatepark is not located within or adjacent to Uptown, this recreational use would be lost for the neighborhood, which would be a significant impact. However, this impact could be avoided if a location for a replacement skatepark can be found within or adjacent to Uptown." I urge Seattle Department of Construction and Inspections to ensure that a replacement skatepark is equitable in location, size, and skateable features. SeaSk8 is also a "home court" for local Seattle nonprofit and Blue Spruce tenant, Skate Like a Girl. Skate Like a Girl's free youth clinics, accessible summer camps, and Ladies* Night programs at SeaSk8 have transformed the skate park into space that truly reflects the values of Seattle Center, a park that now welcomes folks of all races, ages, genders, and abilities to participate. No replacement office space for Blue Spruce nonprofit tenants has been included in renovation construction plans, instead placing the responsibility on the Seattle Center to rehouse Blue Spruce nonprofits into limited Seattle Center office spaces. SDCI should further investigate the serious impacts of the transition on Blue Spruce nonprofits, and the inevitable impacts on the health and well being of the communities each organization serves. The temporary loss of the SeaSk8 skate park will position Skate Like a Girl for a projected loss of $10,000 in summer camp revenue. This loss of revenue will impact the nonprofit's capacity to host free and accessible recreational programming for Seattle youth in the 2019-2020 year.

As an advocate for Seattle skateboarders, I urge SDCI to prioritize mitigating the environmental impacts resulting from the upcoming demolition and relocation of SeaSk8 and the demolition of the Blue Spruce building. Preventing negative impacts upon the youth served by Skate Like a Girl and SeaSk8's dedicated community of park users is of critical importance.

Thank you,

Sylvia Raskin

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RESPONSE

I-0028-1 See Common Responses REC-1: Skatepark Closure and LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0029

COMMENT

From: margaret.mccauley@gmail.com
To: PRC
Subject: Comment on the Arena Renovation Project Draft EIS
Date: Tuesday, June 05, 2018 3:02:27 PM

Please accept my comment(s) on the Arena Renovation Project Draft EIS

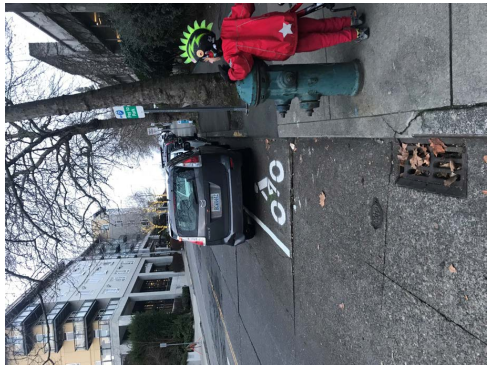
I-0029-1 What happens at the Arena affects the Uptown neighborhood. The Uptown neighborhood has frequent transit service and also one of the highest drive-alone commute rates in the Center City. As part of the Arena Renovation Project the City should invest in transit, walking, and biking networks around the Seattle Center to reduce vehicle dependency.

I-0029-2 I am attaching a photograph from a trip my family made recently to see a play at the Seattle Children's Theater. The public spaces at the Center and around it are a valuable limited, shared, public resource. Storing private property is not the highest and best use of this valuable resource. We need to boost the safety and mobility of people to come to and enjoy the Arena and the Center. We cannot do this if we use the limited space for storing vehicles.

I-0029-3 Reducing vehicle dependency will also reduce the adverse impacts of the Arena on coho salmon. Effects on Threatened and Endangered Species are an important aspect for any EIS to consider.
Here is a link to an article on this, which links to the scientific research.
https://www.seattletimes.com/seattle-news/environment/whats-killing-coho-study-points-to-urban-road-runoff/

Additional studies since 2015 have confirmed these findings.

I am a Seattle home owner, voter, public school parent, and full time downtown office job holder.
Margaret McCauley
98144



RESPONSE

I-0029-1 Comment noted. See Common Response TRAN-2: City Policy to Decrease Dependency on Low-Occupancy Vehicles.

I-0029-2 Comment noted. See also the Draft AAMP, which is available at https://www.seattle.gov/arena, for potential measures to reduce low-occupancy vehicle trips, and Common Response TRAN-2: City Policy to Decrease Dependency on Low-Occupancy Vehicles.

I-0029-3 Comment noted.

I-0030

COMMENT

From: jimfclarke@gmail.com
To: PRC
Subject: Seattle Center Arena
Date: Wednesday, June 06, 2018 10:02:41 AM

Name

Jim Clarke

Address

8833 22ND AVE SW
seattle, WA 98106
United States
Map It

Phone

(206) 683-7308

Email

jimfclarke@gmail.com

Comment

Hello
I'm a 47 year old skateboarder from Seattle who has been going over this same thing for over 20 years now and I'm sorry we have to argue this point again. I also have 2 teenage skateboarder children who have been lucky enough to grow up enjoying the skatepark at seattle center right where it should be, it's a destination for them and friends from all over the city to meet and get some exercise and enjoy the center. It must be replaced,..... again. I'm sorry we have wasted so much money doing it over and over but believe me that is not the idea coming from the skateboarding community but we are here to support and advise on what we can do best now to move forward. It took a long time for Seattle to become what it is for the alternative sports and the kids in this generation don't remember not having the facilities we do now so it's hard to motivate them to show up for exciting city meetings.. they are at the parks where they should be. Let's not take that away, let's make it better each time we remake it.

I-0030-1

RESPONSE

I-0030-1 See Common Response REC-1: Skatepark Closure.

I-0031

COMMENT

From: DouglasRamsey@hotmail.com
To: PRC
Subject: Seattle Center Arena
Date: Wednesday, June 06, 2018 10:03:06 AM

Name

Douglas Ramsey

Address

23112 SE 8th St
Sammamish, WA 98074
United States
Map It

Phone

(425) 417-2807

Email

DouglasRamsey@hotmail.com

Comment

I-0031-1 David Stern has mentioned on more than one occasion that his greatest regret during his tenure as Commissioner of the NBA was to oversee the removal of the Sonics from Seattle. Moving forward, the greatest mistake the City of Seattle or its citizenry could now make would be to underappreciate the great opportunity before us with a group like OVG, who obviously understand the dynamics and complexities of building a major facility and populating it with live entertainment and sports franchises commensurate with the World-Class city that Seattle has become. Good luck to OVG and thank you for recognizing the opportunity here in Seattle.

RESPONSE

I-0031-1 Comment noted.

I-0032

COMMENT

From: Josh Shea
To: PRC
Subject: Seattle Center Arena
Date: Wednesday, June 06, 2018 7:51:39 AM

Seattle Department of Construction and Inspections:

I spoke at the Seattle Center Arena EIS Scoping meeting and submitted comments via email at that time. I was one of the commenters referenced in the DEIS discouraged with the "alternatives" proposed to be studied. I remain discouraged.

In the DEIS, it is stated that the reason that no off-site arena is to be considered as an alternative is because the objective (singular) of the project is the renovation of KeyArena. I can appreciate that logic on its face; the city and Seattle Center have long faced the question of what to do with that albatross as is.

However, if a renovation is the lone objective, why aren't more alternative renovations being considered? The so-called Modified Proposal is the lone alternative in the DEIS, and is essentially the same as the OVG Proposal but with slight reductions in some minor aspects and a slightly longer timeline to build. Ultimately, it would have the same effect on the Seattle Center campus and the surrounding neighborhoods (which I live and work in) as the full OVG proposal.

I-0032-1 There were a number of possible ways to renovate the Arena in the infamous AECOM report that set the city down this path, and additional ideas since. I heard an interesting idea from a local developer, Sam Farrazaino, on the Seattle Growth Podcast, that would have the Arena become an artist enclave and a great fit within that neighborhood. There also was the idea proposed by the Sonics Arena group, to make the Arena a multi-venue music facility and in turn creating a 6,000-7,000 seat indoor venue that would be unique to the city along with a 3,000+ seat amphitheater that would blend in seamlessly with the Center. Creating a variety of music venues would also come with the benefit of not allowing Seattle to become part of the Live Nation-Ticketmaster monopoly. This scenario has been under heavy scrutiny again recently (https://www.nytimes.com/2018/04/01/arts/music/live-nation-ticketmaster.html - http://www.latimes.com/opinion/op-ed/la-oe-pascrell-live-nation-concert-ticketing-20180517-story.html) and is exactly what many local musicians and industry people feared and voiced to City Council as this deal was considered.

If the objective is simply to get KeyArena renovated, there are a number of alternatives that should be given consideration and which would be much more cohesive with Seattle Center and the surrounding neighborhoods, and which will not cause damage to the local music industry.

Of course, the remainder of the DEIS belies the idea that the objective is simply a renovation, but rather that the objective is to land NHL and NBA franchises. The NHL franchise is virtually assured already, and is somewhat considered a given that will happen along with this renovation. The DEIS however contemplated that the Arena would host the NHL, NBA and other events. The hypothetical NBA franchise and its effect was an overriding theme throughout the DEIS. I recall a recent City Council meeting at which the DEIS was being presented and Mr. Shaw noting that it wouldn't always be "sold-out concerts or sold-out basketball games," omitting hockey games.

I-0032-2 So, if the real objective or an additional objective of this project is to Bring Back Our Sonics, should not other arena proposals with THAT objective be considered, or at least included as an alternative in the EIS? There is an excellent privately financed proposal languishing in City Hall from the Sonics Arena group to build a better arena in the Stadium District in SODO. While SDCI can't dictate to SDOT to get the proposal (in the form of a street vacation application) over to City Council, it certainly can include that concept as an alternative to putting the proposed NBA arena into a city park within a neighborhood that has long moved on from the way things were in 2008.

Perhaps most importantly, albeit likely out of the spectrum of the EIS, is whether the deal that this renovation is part of is even good enough to achieve the real/additional objective. Recent reports from a veteran NBA reporter and league insider indicate it may not be, matching many fans' skepticism: https://basketball.realgm.com/wiretap/249943/seattles-keyarena-renovation-plan-may-not-meet-nbas-standards

I-0032-3 Speaking of Sonics Arena, I know that an objection raised at times in the past and present is the need for a scheduling agreement between the arena operators and the surrounding venues. After hearing the speakers at the DEIS public meeting, it was apparent that the same standards need to be in place at Seattle Center. Representatives from Seattle Children's Theater indicated that the Theater may not survive at all with this renovation, and certainly not without scheduling safeguards. KEXP again reiterated its issues with the renovation process and the effect it would have on its adjacent operations.

I-0032-4 Most recently, I went for a walk through the Center on what happened to be the final night of the Northwest Folklife Festival.

RESPONSE

I-0032-1 See Common Response ALT-1: Range of Alternatives, which outlines the City's objectives for renovating KeyArena and the alternatives developed to address those objectives. As described in Section 1.4 of the Draft EIS, the scoping process limited the elements of the environment addressed in the EIS to the elements identified in that section. Those elements do not include the socioeconomic factors described in the comment. Analysis of the financial viability of the proposed project is expected to be part of the City Council's decision-making process regarding the Lease Agreement and related Transaction Documents.

I-0032-2 See Common Response ALT-1: Range of Alternatives.

I-0032-3 Seattle Center facilitates coordination between tenants on schedules and will continue to do so prior to, during, and after construction. The Seattle Center Integration Agreement establishes a framework for sharing advance information between Seattle Center and OVG regarding major events, festivals, and protected speech events on campus, including arena events. In addition, OVG is contributing toward a Seattle Center marketing plan during construction. See also Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction. Construction impacts to Seattle Center tenants and surrounding uses were described in the Draft EIS and have been updated in the Final EIS to reflect additional information regarding construction impacts and potential mitigation measures. See Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

I-0032-4 The Northwest Folklife Festival at Seattle Center would not end as a result of the proposed project. OVG and Seattle Center are working with Seattle Center tenants as well as festival directors to minimize potential impacts during and after construction. The construction fence will preserve access along the east half of vacated 2nd Ave N. OVG will use vacated Harrison St for truck hauling at night except for during 8 campus-wide events, including Northwest Folklife Festival. See Section 2.6, Construction, for updated details about construction. See also Common Response ALT- 1: Range of Alternatives, and Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

I-0032

COMMENT

I-0032-4

This also was the first night of the NHL's championship series in Las Vegas, the league's current expansion team. I asked some Northwest Folklife representatives if this would be the end of the Festival at the Center. One wasn't sure how or where, but felt it would continue. Another felt it could continue at the Center if "construction walls" were put up, but noted that more damaging is that their offices are within the Arena itself and that they don't know where they will go. Unrelated, he noticed my Sonics shirt and agreed the team was unlikely to return to Seattle Center and that this entire project should be taking place in SODO.

I'm curious if the scheduling agreements of the variety deemed so critical as to an arena in SODO are being insisted upon at Seattle Center, which appears to have many more people and organizations and events that will be affected or harmed by this project. The skate park community was able to achieve some consideration after considerable lobbying of the City Council. Are other organizations that are unable to do that same lobbying out of luck?

I-0032-5

In conclusion:

1) If the objective is a renovation of KeyArena, other types of renovations should be weighed as alternatives.

2) If the objective or an objective is to land an NBA franchise, other proposed arena projects shold be weighed as alternatives.

3) Either way, there should be an insistence on scheduling agreements with all who would be affected by this project, and those people and organizations accounted for to make sure they are protected.

Thank you,

Joshua Shea

RESPONSE

I-0032-5 See Common Response ALT-1: Range of Alternatives and Common Response LU-1: Mitigation for Seattle Center Tenants During Construction. Seattle Center facilitates coordination between its tenants on schedules and will continue to do so prior to, during, and after construction.

I-0033

COMMENT

From: seantufts@gmail.com
To: PRC
Subject: Seattle Center Arena
Date: Wednesday, June 06, 2018 10:02:56 AM

Name
Sean Tufts
Address
3455 11th Ave W Seattle, WASHINGTON 98119 United States Map It
Phone
(206) 550-1557
Email
seantufts@gmail.com

I-0033-1

RESPONSE

I-0033-1 No comment provided.

I-0034

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Thursday, June 7, 2018 3:15 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Public Comment on Key Arena Expansion

FYI.

From: Ryan Devlin <ryrydevdev@gmail.com>
Sent: Wednesday, June 06, 2018 3:40 PM
To: PRC <PRC@seattle.gov>
Subject: Public Comment on Key Arena Expansion

Hello-

I-0034-1 I wanted to weigh in on the Key Arena expansion project while the period of public comment was still open. I've worked in the arts here in Seattle for my entire career. I'm a musician, DJ, events producer, and promoter. I presently work for City Arts magazine, and recently worked on the programming team for Folklife. My wife is a fellow musician and attorney, who sits on the board of The Vera Project. Even as Seattle has become less affordable to artists, we've championed our home and tried to foster the creative elements of our city that gives this city a sense of place.

The corridor or arts organizations directly next to Key Arena, including KEXP, The Vera Project, SIFF, and Folklife represent the lifeblood of the Seattle arts economy and artistic identity. In learning about the proposed expansion of Key Arena I'm highly concerned about the adverse effects the construction and expansion of the arena will have on these organizations. In my capacity as a concert promoter, I helped raise some of the money for KEXP's new home and got to see first hand the great coordinated, herculean effort put forth in order to give our city this world-class campus. There is nothing like The Vera project anywhere else, and it represents a safe space for a lot of non-binary Seattle youth, as well as an education space for tons of upcoming bands and artists. Folklife's ability to giving voice to a broad base of populations in Seattle is unparalleled.

It sounds like KEXP's operations will be greatly interrupted, and even shut down due to this process, and I know Folklife is losing their offices as well as several stages for the festival. I'm uncertain what the effect will be on SIFF and the Vera, but I know for sure there will be noise, dust, rodents, and parking issues associated with this arena expansion. I wanted to express my desire for the city to do what it can to interceed and make sure these institutions get the resources they need to stay afloat and continue serving Seattle. I know first hand how fragile the arts ecosytem in a city is. Lots of cities have hockey arenas, only Seattle has KEXP, The Vera, Folklife, and SIFF. The arts community will be looking towards the city to ensure this vital corridor of organizations remains healthy through this process

Many thanks-
Ryan Devlin

1

RESPONSE

I-0034-1 Your comment about the importance of arts organizations at Seattle Center is noted. Seattle Center tenants including KEXP, The Vera Project, Folklife, and SIFF are an integral part of Seattle Center; Seattle Center will continue to work with these organizations. See Common Responses LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction, and LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0035

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Friday, June 8, 2018 12:46 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: comment - reference project number #3029061

Last one of this batch.

From: Les Berenson MD <lesberenson@yahoo.com>
Sent: Thursday, June 07, 2018 11:54 AM
To: PRC <PRC@seattle.gov>
Subject: comment - reference project number #3029061

I-0035-1

I'm commenting on the Seattle Center EIS for Seattle Center overhaul.
Seattle is supposed to be a leader in movements like this,
not being held back because of big business connections and
lack of insight to health and safety issues. Seattle has intention
of being carbon neutral 30 years from now in 2050.
This plan is too car centric , dependent on vehicles
(not mass transportation, bikes, foot traffic)
and will increase not decrease green house gas emissions.

This project should increase this vision not impede it.
With the explosion of people entering Seattle this plan
will aggravate the traffic and issues not the opposite.
Please donate be shortsighted

Les Berenson MD
6603 Aurora Ave No
seattle, WA 98103

With Gratitude and Thanksliving

Live YOUR Life With Passion & Authenticity

Les Berenson MD, FACP
Internal and Wellness Medicine
Coordinator Seattle Basket Brigade & GMO Free Washington
E-Mail : LesBerenson@yahoo.com

206 290 - 0409 (cell)
Seattle, WA.

www.LesBerensonMD.com

1

RESPONSE

I-0035-1 SEPA requires that an EIS disclose the impacts of a project, and disclose whether a project would be consistent with plans and policies. Goal EN G3 of the City of Seattle Comprehensive Plan (2016) sets a target for Seattle to be carbon neutral by 2050. Section 10.4, Potential Impacts, of the EIS describes the impacts of transportation on GHG and discloses that that the project would not be consistent with Goal EN G3. Potential mitigation measures for transportation would reduce, but not eliminate this inconsistency.

I-0035

COMMENT

RESPONSE

****
If you or your family friends or loved ones are eating ANY foods
at home or in restaurants that are NOT organic (or labeled Non GMO),
with the ingredients:
Corn, Sugar , Soy, or Canola or if the foods contain Beef, Chicken or Turkey -

90% is likely genetically modified, having the potential
to damage your DNA, causing health concerns and
has likely been sprayed with Monsanto's Roundup Herbicide several times.

Are you aware what YOU and YOUR FAMILY are eating ?
www.GMOFreeWashington.com (see the GMO documents section for tips)

2

I-0036

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Friday, June 8, 2018 12:46 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Comment on Project Number #3029061.

From: Alec Connon <alecconnon@gmail.com>
Sent: Thursday, June 07, 2018 12:01 PM
To: PRC <PRC@seattle.gov>
Subject: Comment on Project Number #3029061.

Dear Sir / Madam -

I-0036-1

I am writing regards the planned upgrades to the Key Arena and the Environmental Impact Statement around the project,

The expected impacts of the Key Arena project are clearly not in line with the City's intention of becoming carbon neutral by 2050. A car-centric Key Arena transportation plan -- whether focused on low-occupancy vehicles or TNCs -- results in net increases in greenhouse gases, and both alternatives outlined presume dependency on vehicles.

Greater mitigations, paid for by OVG, should occur to bolster multi-modal transportation. The vision for Seattle Center and Uptown is one in which people arrive by transit, bike, and foot, and can do so safely and quickly. The arena project should help accelerate this vision, not hinder it. Current impacts are still too great and more mitigation is needed.

We need a plan for a carbon neutral arena.

Yours sincerely,
Alec
206-258-9176
5131 South Mead Street,
Seattle, 98118

1

RESPONSE

I-0036-1 SEPA requires that an EIS disclose the impacts of a project, and disclose whether a project would be consistent with plans and policies. Goal EN G3 of the City of Seattle Comprehensive Plan (2016) sets a target for Seattle to be carbon neutral by 2050.Section 10.4, Potential Impacts, of the EIS describes the impacts of transportation on GHG and discloses that the project would not be consistent with Goal EN G3. Potential mitigation measures for transportation would reduce, but not eliminate this inconsistency.

I-0037

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Friday, June 8, 2018 12:44 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Project 3029061 key arena expansion

From: Robert Kaminski <robert.kaminski91@gmail.com>
Sent: Thursday, June 07, 2018 3:13 PM
To: PRC <PRC@seattle.gov>
Subject: Project 3029061 key arena expansion

Hello, please find my comments for the proposed key arena expansion.

I-0037-1

- The expected impacts of the project are not in line with the City's intention of becoming carbon neutral by 2050. A car-centric arena transportation plan -- whether focused on low-occupancy vehicles or TNCs -- results in net increases in greenhouse gases, and both alternatives outlined presume dependency on vehicles. We need a plan for a carbon neutral arena.
- Greater mitigations, paid for by OVG, should occur to bolster multi-modal transportation. The vision for Seattle Center and Uptown is one in which people arrive by transit, bike, and foot, and can do so safely and quickly. The arena project should help accelerate this vision, not hinder it. Current impacts are still too great and more mitigation is needed.

Thank you,
Bob kaminski
6057 6th Ave NE

--
love and solidarity,
bob kaminski

1

RESPONSE

I-0037-1 SEPA requires that an EIS disclose the impacts of a project, and disclose whether a project would be consistent with plans and policies. Goal EN G3 of the City of Seattle Comprehensive Plan (2016) sets a target for Seattle to be carbon neutral by 2050. Section 10.4, Potential Impacts, of the EIS describes the impacts of transportation on GHG and discloses that the project would not be consistent with Goal EN G3. Measures to reduce transportation impacts would reduce but not eliminate this inconsistency.

I-0038

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Friday, June 8, 2018 12:45 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: DEIS comments, Project Number 3029061

From: Alice Lockhart <aliceelockhart@gmail.com>
Sent: Thursday, June 07, 2018 1:50 PM
To: PRC <PRC@seattle.gov>
Subject: DEIS comments, Project Number 3029061

Hello SDCI,

I-0038-1 I'm very concerned about the Seattle Center Area Renovation Project, AKA Key Arena with lots of additional parking and very little additional transit.

It is not in keeping with Seattle's pledge to be carbon neutral by 2050, nor with published plans for a walkable Seattle Center and uptown.

I request that:

I-0038-2 The final EIS should include an analysis of the effect of added traffic on the surrounding area. This analysis should include region-wide traffic impacts that result from providing parking facilities for events at Key Arena, and consider removal of existing parking, and requiring funding for transit to and from Key Arena instead.

-- No plan that increases the already substantial traffic generated by Key Arena should be allowed to move forward.
-- Traffic impact analysis should include financial impact of time lost to others, including individuals, buses, and public transit, due to sitting in stalled traffic to and from Key Arena. Mitigation for this should be required.

I-0038-3 The final EIS should include an analysis of the GHG (Greenhouse Gas) emissions, and if the project results in an increase in GHG emissions, either revert to Alternative 1 (no changes) or require a new, carbon neutral alternative. At a time when Seattle is behind on its climate plan, and climate impacts are being felt world-wide, public projects that increase climate-destroying emissions are unconscionable (and likely illegal).

-- The GHG analysis should include GHG emissions not just from cars driving to and from events, but from increased emissions from other traffic due to traffic impacts of traffic to and from events.

I-0038-4 The final option include NO additional parking. Additional parking is NOT in keeping with Seattle's plan for walkability and carbon neutrality.

The final option should include no additional lanes for cars into or out of Seattle Center parking -- Seattle Center is a precious resource belonging to the people of Seattle, not to sports team owners or to people driving to events from out of town.

I-0038-5 Plans should require greater mitigations, paid for by OVG, These should be required bolster multi-modal transportation. The vision for Seattle Center and Uptown is one in which people arrive by transit, bike, and foot, and can do so safely and quickly. The arena project should help accelerate this vision, not hinder it. Current impacts are still too great and more mitigation is needed.

Thank you for your consideration,

Alice Lockhart

RESPONSE

I-0038-1 SEPA requires that an EIS disclose the impacts of a project, and disclose whether a project would be consistent with plans and policies. Goal EN G3 of the City of Seattle Comprehensive Plan (2016) sets a target for Seattle to be carbon neutral by 2050. Section 10.4, Potential Impacts (Air Quality and GHG Emissions), of the EIS describes the impacts of transportation on GHG and discloses that the project would not be consistent with Goal EN G3. Measures to reduce transportation impacts would reduce but not eliminate this inconsistency.

I-0038-2 Chapter 4 of the Final EIS includes a comprehensive transportation impact analysis as requested by the commenter, including additional analysis requested by public comments and SDOT. It is acknowledged that increased traffic delays result in reduced productivity and lost time for individuals sitting in stalled traffic. As described in Section 1.4 of the Final EIS, the scoping process limited the elements of the environment addressed in the EIS to the elements identified in that section. Those elements did not include the socioeconomic factors described in the comment.

I-0038-3 The Draft EIS includes an analysis of GHG emissions, as does the Final EIS. SEPA rules require a reasonable range of alternatives [WAC 197-11-402 (1)]. The EIS includes a reasonable range of alternatives, given that the project objective is to renovate the arena to accommodate music, entertainment, and sports events, which would draw additional and larger crowds than the arena draws at present. A carbon-neutral alternative is not included because it is impractical to construct a venue for these types of facilities that could not be accessed by private vehicles that emit GHGs. The GHG analysis in Chapter 10, Air Quality and GHG Emissions, of the Draft EIS is based on EPA's MOVES model, which uses accepted methods for estimating GHG based on VMT, average speed distribution, and other factors. The model does not consider local congestion, but it does take into account average speed of the vehicles associated with the project. The GHG emissions that would result from slowing of non-project local traffic would be negligible compared to the GHG generated by the project itself, because of the high volume of traffic from the project, with the vast majority of the VMT occurring outside of the areas of local congestion.

I-0038-4 Comment noted.

I-0038

COMMENT	RESPONSE
	I-0038-5 Comment noted. See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail, and Common Response TRAN-2: City Policy to Reduce Dependency on Low-Occupancy Vehicles. The mitigation suggestions in this comment have been considered in developing the Draft AAMP, which is available at https://www.seattle.gov/arena.

I-0039

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Friday, June 8, 2018 12:44 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: Comment on EIS for project #3029061

From: Dave McCaul <dmccauliflower@gmail.com>
Sent: Thursday, June 07, 2018 2:42 PM
To: PRC <PRC@seattle.gov>
Subject: Comment on EIS for project #3029061

Dear Seattle Public Resource Center:

I-0039-1 I would like to comment on the Seattle Center Arena Renovation Project DEIS. As a climate justice advocate and bike commuter who works in Belltown, I am concerned that this renovation project risks exacerbating traffic in uptown/Belltown. More importantly, the project could make it near-impossible to meet the Greenhouse Gas emissions benchmarks defined by Seattle's City Climate Action Plan.

To quote from the 2014 Seattle Community Greenhouse Gas Emissions Inventory, "To achieve the 2030 goal of reducing passenger transportation emissions 82%, Seattle would need to reduce emissions from passenger vehicles by an average of 7.5% each year from 2008 onwards."

7.5% is profoundly more aggressive than the average 0.5% reduction that the city has experienced between 2008 and 2014. Meeting this goal will necessitate that any new infrastructure, or revisions to existing infrastructure, encourages and plans for low-emission or carbon-free transit.

I am asking that the transportation section of the DEIS be revised with this in mind.

Thank you,

Dave McCaul
dmccauliflower@gmail.com

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RESPONSE

I-0039-1 Goal EN G3 of the City of Seattle Comprehensive Plan 2035 (2016) sets GHG reduction targets for Seattle, including the goal to be carbon neutral by 2050. Section 10.4.2, Operations Impacts, of the EIS describes the impacts of transportation on GHG and discloses that the project would not be consistent with Goal EN G3. Measures to reduce transportation impacts would reduce but not eliminate this inconsistency. For additional discussion of potential mitigation for transportation impacts, see Chapter 4.5, Avoidance, Minimization, and Mitigation Measures (Transportation), of the Final EIS.

I-0040

COMMENT

From: Shaw, John <John.Shaw@seattle.gov>
Sent: Friday, June 8, 2018 12:45 PM
To: Molly Adolfson; Claire Hoffman
Subject: FW: comment on project #3029061

From: Mary Paterson <marycpaterson@gmail.com>
Sent: Thursday, June 07, 2018 1:24 PM
To: PRC <PRC@seattle.gov>
Subject: comment on project #3029061

Dear City of Seattle;

Thank you for taking comments on the proposal for the new Seattle Center Key Arena project. Seattle and regional sports fans will be inspired by the athleticism and competition the new arena will house!

Shouldn't the new structure also inspire civic pride in what we are doing to create a livable city and a livable future for our children and their children?

I-0040-1 I am concerned because the expected impacts of the project are not in line with the City's intention of becoming carbon neutral by 2050. It's not a good sign that the fiscal picture for the arena is based on a car-centric arena transportation plan -- whether low-occupancy vehicles or TNCs -- because this plan results in net increases in greenhouse gases,

I thought that the vision for Seattle Center/South Lake Union/Uptown includes people-centered transit by transit, bike, and on foot, safely and quickly. The arena project should help accelerate this vision, not hinder it. Current impacts are still too great. Greater mitigations, paid for by OVG, should occur to bolster multi-modal transportation.

Seattle can and needs to do better to create the carbon-neutral future it says it wants -- and we all need. Inspire us not only with a new sports arena but with a transportation plan to and from it that is safe, efficient, and not car-centric!

Sincerely,
Mary Paterson
11532 Lake City Way
Seattle 98125

1

RESPONSE

I-0040-1 SEPA requires that an EIS disclose the impacts of a project, and disclose whether a project would be consistent with plans and policies. Goal EN G3 of the City of Seattle Comprehensive Plan 2035 (2016) sets GHG reduction targets for Seattle, including the goal to be carbon neutral by 2050. Section 10.4.2, Operations Impacts, of the EIS describes the impacts of transportation on GHG and discloses that the project would not be consistent with Goal EN G3. Measures to reduce transportation impacts would reduce but not eliminate this inconsistency. For additional discussion of potential mitigation for transportation impacts, see Section 4.5, Avoidance, Minimization, and Mitigation Measures (Transportation), of the Final EIS.

I-0041

COMMENT

Key Arena DEIS Comments
Don Tanner (2018.06.07)
tannerdh@msn.com

I-0041-1

The traffic study does not address degradation of level of service to zero – gridlock, where traffic stops moving in any direction. I have been a daily witness to the increasing severity and incidents of gridlock events around the Seattle Center area. These events are not all associated with major traffic accidents that block, for example, SR-99 Southbound. These are becoming the normal part of the afternoon commute, lasting well into the Arena-going period of 5:30pm-6:30pm identified in the EIS.

Currently, the area around the Seattle Center has become isolated from the rest of the city by the following, which are permanent conditions but not accounted for in the DEIS as existing conditions:
(1) The Mercer Corridor project reduced the eastbound capacity of Mercer by half, from 6 lanes (4 one-way) to 3 (two-way).
(2) Southbound SR-99 capacity has been reduced by 1/3 (3 lanes to 2) since start of the tunnel construction.
(3) The highest capacity southbound arterial, 2nd Ave, was reduced by 1/3 (3 general traffic lanes to 2), by the addition of the bike way.
(4) The congestion on Elliot Way and 15th Ave W due to the significant increase in population density in Ballard.

In the future, traffic gridlock will get worse when the Belltown SR-99 ramp closes, and Expedia (with a new, large parking garage) moves in along Elliot Ave.

The DEIS should include information on the number and duration of current traffic gridlock events around Seattle Center in the afternoon, and future projections (2020 and 2035) for:
(1) The average travel time from Queen Anne Ave N to I-5. (I have observed this currently as 40 minutes to 60 minutes, i.e gridlock).
(2) Average travel time along Denny from Seattle Center to Capitol Hill
(3) Frequency and severity of gridlocks in lower Queen Anne and in Belltown, and the level of resilience in the road network. (An extreme event happened on a Friday afternoon in August, 2015, when traffic backed up to Highland Drive. The only way around it was to drive to North Capitol Hill by way of University Bridge [I-5 was flowing during this event]. Gridlock occurances since then have been more common, and almost as severe).

I-0041-2

Further, the DEIS should include an impact analysis of the following:
(1) General economic impact of chronic traffic stoppages;
(2) Quality of life impact; and

I-0041-3

(3) Most importantly, health impact from the lowered air quality due to the stalled traffic. It is well known that stalled traffic pollutes more than moving traffic, and with the large number of people now living in the affected area, chronic exposure to NOX, CO and PM2.5 well above safe norms will be common. The regional air quality standards ignore these local impacts.

RESPONSE

I-0041-1 The existing conditions analysis is based on traffic counts and roadway configurations in fall 2017. The conditions and configurations mentioned by the commenter are included in that analysis. Traffic growth generated by other permitted project (e.g., Expedia) and the new SR 99 configuration is included in the 2020 analysis.

Travel times along the Mercer St and Denny Way corridors are summarized in Tables 4-8, 4-9, 4-15, 4-16, 4-24, 4-25, 4-32, and 4-33 in the Final EIS.As noted by the commenter, more frequent events with high attendance would cause additional traffic congestion. The analyses of Average and Above Average Seattle Center attendance describe the severity of impacts and the impact of the frequency of that congestion. These impacts are discussed in Section 4.4.3, Operations Impacts, subsection Frequency of Events. More specific information about the change in the frequency of events can be found in Section 2.4, Comparison of Alternatives in the Final EIS.

I-0041-2 As described in Section 1.4 of the Draft EIS, the scoping process limited the elements of the environment addressed in the EIS to the elements identified in that section. Those elements do not include the socioeconomic factors described in the comment. Analysis of the financial viability of the proposed project is expected to be part of the City Council's decision-making process whether to proceed with the project.

The Draft and Final EIS disclose potential construction and operational traffic impacts; Section 4.4 of the Final EIS has been revised with updated information and analysis. It is acknowledged that traffic stoppages can result in lost productivity for individuals and other indirect impacts to individuals who are affected by them.

Quality of life is not an element of the environment under SEPA. However, Sections 3.4.1 and 3.4.2 of the EIS evaluate elements of the environment that contribute to the quality of life for people who live, work, and recreate in the project area.

I-0041

COMMENT

I-0041-3

According to studies available at NIH.org, such exposure increases morbidity and mortality for those who live nearby. Moreover, the effect of incremental increase in traffic is nonlinear:

> An incremental analysis, which expresses the change in health risks for small increases in traffic volume, showed non-linear effects. For a freeway, "U" shaped trends of incremental risks were predicted for on-road populations, and incremental risks are flat at low traffic volumes for near-road populations. For an arterial road, incremental risks increased sharply for both on- and near-road populations as traffic increased. These patterns result from changes in emission factors, the NO_2–NO_x relationship, the travel delay for the on-road population, and the extended duration of rush hour for the near-road population. This study suggests that health risks from congestion are potentially significant, and that additional traffic can significantly increase risks, depending on the type of road and other factors. Further, evaluations of risk associated with congestion must consider travel time, the duration of rush-hour, congestion-specific emission estimates, and uncertainties.
> Air Pollution and Health Risks Due to Vehicle Traffic, K.Zhang (Sci Total Environ, 2013 Apr 15)
> [https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4243514/]

RESPONSE

I-0041-3 The comment suggests that three specific air pollutants (NOx, CO, and PM2.5) would have higher concentrations and would exceed safe norms. The latter portion of the comment, beginning with 'an Incremental analysis" appears to be a verbatim quote from the abstract for a 2013 NIH study cited at the end of the comment. However, the conclusions of that report differ from the conclusions drawn by the commenter. The report cites numerous uncertainties and notes a number of assumptions used for the analysis that may be unrealistic. The EIS relies on adopted air quality standards, which take into account chronic exposure and sensitive populations. It is not correct that state and federal ambient air quality standards ignore local effects. Localized air monitoring is conducted at multiple locations throughout Puget Sound to determine areas where pollutant levels are highest and establish consistency with ambient air quality standards. In the most recent years for which data are available, air monitoring stations on Queen Anne Hill and on Denny Way at Boren Ave showed no exceedances of standards and steady declines in the 3 pollutants listed in the comment.

I-0042

COMMENT

From: Iris Antman <antwomaniris@gmail.com>
Sent: Thursday, June 07, 2018 3:38 PM
To: PRC
Subject: Key Arena Renovation

I-0042-1 It is imperative that renovation include concepts and applications for arriving at Seattle Center and the Arena via public transit. It is past time to turn towards mass transit to get around our city and stop relying on fossil fuel burning cars. PLEASE consider the future of our city, country, and world and the health of your children and grandchildren and all living beings as you continue your planning.

Sincerely,
Iris Antman
Resident of Seattle since 1982

1

RESPONSE

I-0042-1 Comment noted. See Section 4.4.3, Operations Impacts, for a discussion of transportation impacts during operations of the proposed project and Section 4.5.2, Operations (Avoidance, Minimization, and Mitigation Measures), for potential mitigation measures for transportation impacts.

See also Common Response TRAN-2: City Policy to Decrease Dependency on Low-Occupancy Vehicles.

I-0043

COMMENT

From: vooph@hotmail.com
To: Lynsey Burgess
Subject: Seattle Center Arena
Date: Sunday, June 17, 2018 1:08:47 PM

Name

Damian

Address

7706 15th Ave. NE
Seattle, WA 98115
United States
Map It

Phone

(111) 111-1111

Email

vooph@hotmail.com

Comment

I-0043-1 The skatepark is a vital aspect of public community and builds toward future citizenship in the right way. Please reconsider removing it entirely from you plan.

RESPONSE

I-0043-1 See Common Response REC-1: Skatepark Closure.

I-0044

COMMENT

From: Tuck Tucker <tuckerprguy@hotmail.com>
Sent: Thursday, June 07, 2018 4:02 PM
To: PRC
Subject: Seattle Center Arena EIS comment

To whom it may concern -

I-0044-1 Hello, I thought I'd add my two-cents during the last hours of accepting comments about the upcoming Seattle Center Arena project (which I am VERY much in favor of!)

My comments are in regards to the Monorail: I have been reading all of the articles about how to optimize its capacity, but I have yet to see any recent mention of the main bottleneck in regards to the Monorail, which is the truncating of the two tracks down at Westlake Center. In the old days (for those of us who have been here long enough to remember...) the tracks did not bottleneck at that end of the line, so the two trains could truly run concurrently. In its present formation, only one train at a time can "dock" at Westlake Center. I can't help but think that if that station were rebuilt to accommodate the two tracks/trains, the capacity of the Monorails to move passengers to and from Seattle Center could be increased even more than the current projections.

Oh, and of course I also think that travel on the Monorail should be free for ALL Seattle Center ticketholders - not just Arena attendees - to encourage even more transit access to the Center.

That's all, folks! Thanks for your work on this exciting project!

Sincerely,
Gary Tucker
206.328.8825
tuckerprguy@hotmail.com

P.S. Full disclosure: I currently work at PNB, and have over the years been employed at other organizations on the Seattle Center campus.

1

RESPONSE

I-0044-1 Comment noted. The Seattle Center Monorail Stations Reconfiguration Evaluation Report (VIA Architects, 2018) was referenced in preparing the Final EIS and the Draft AAMP. The mitigation suggestions in this comment were considered when developing the Draft AAMP, which is available at https://www.seattle.gov/arena.

I-0045

COMMENT

From: sarah shifley <sarah.shifley@gmail.com>
Sent: Thursday, June 07, 2018 7:05 PM
To: PRC
Subject: Seattle Center Arena Renovation Project

Dear SDCI,

I-0045-1 I am writing to provide comments on the Transportation section of the recently released Key Arena renovation EIS. As the EIS makes clear, the proposed renovation would increase Seattle's greenhouse gas emissions GHG, despite the fact that the city has made commitments to achieve carbon neutrality by 2050.

Such a major renovation should have built into it safe and reliable multi-modal carbon-free transportation. If that is not possible, then renovation should be postponed until such time as it is. If the city decides to allow Oak View Group to go forward with the renovation, I urge the City to impose the mitigation measures outlined in the letter from the Uptown Alliance Arena DEIS Review Committee (dated June 7, 2018) and ensure that all such costs be be borne by Oak View Group and not Seattle residents.

Sincerely,
Sarah Shifley

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RESPONSE

I-0045-1 SEPA requires that an EIS disclose the impacts of a project, and disclose whether a project would be consistent with plans and policies. Goal EN G3 of the City of Seattle Comprehensive Plan 2035 (2016) sets GHG reduction targets for Seattle, including the goal to be carbon neutral by 2050. Section 10.4.2, Operations Impacts, of the EIS describes the impacts of transportation on GHG and discloses that the project would not be consistent with Goal EN G3. Measures to reduce transportation impacts would reduce but not eliminate this inconsistency. For additional discussion of potential mitigation for transportation impacts, see Chapter 4, Transportation, of the Final EIS.

I-0046

COMMENT

From: Ryan Barth <ryanpbarth@gmail.com>
Sent: Thursday, June 07, 2018 11:42 PM
To: PRC
Cc: Matthew Lee Johnston; Scott Shinn; Kristin Ebeling; Lisa Stewart; Nancy Chang; Hannah Levy; Ryan Barth
Subject: Seattle Center Renovation EIS

To Whom It May Concern,

I-0046-1

This email provides my comments on the Seattle Center Renovation EIS as it relates to removal of the Seattle Center skatepark as part of the Key Arena remodel and the negative impact this removal will have on both the citizens of Seattle and the visitors from around the world.

The Seattle Center Skatepark is one of the only remaining facilities at the Seattle Center that offers free recreational experiences for people of all ages, color, backgrounds, and abilities. It provides a direct outlet for at-risk youth teens/tweens and facilitates inclusion by all members of this great city. It offers non-participating spectators, such as tourists and people from throughout the Northwest, the ability to watch and directly interact with our diverse skateboarding community and feel the creative vibe of our city.

The Seattle Center Skatepark is also the home skatepark for the non-profit Skate Like a Girl organization. They empower girls, women, teens/tweens, moms, dads, and all walks of life in between to get on a skateboard, build confidence, learn to fail, and build relationships with people their typical daily lives may never allow them to do so otherwise. They provide free lessons to literally thousands of kids per year, provide them with free gear, and provide them the confidence to take control of their lives.

The Key Arena remodel destroys this free public amenity, eliminates the skateboarding community that has organically grown for the last 8 years, displaces at-risk youth without a replacement facility, and prohibits the Skate Like a Girl organization from fulfilling their mission to empower the citizens of Seattle through skateboarding. The remodel commercializes one of the last remaining facilities that serves the underserved, which goes against the mission of the Seattle Center.

It is imperative that the City of Seattle expeditiously fund, site, design and construct a permanent replacement skatepark within the immediate vicinity of the Seattle Center so it can continue to serve the surrounding neighborhood in the core of the City and visitors from around the world.

Thank you for your time and consideration,

Ryan Barth

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RESPONSE

I-0046-1 It is acknowledged in Section 7.6 of the Draft and Final EIS that the skatepark is an important and unique resource at Seattle Center, and that permanent loss of this facility would be a significant adverse impact to recreation. Seattle Center is working to find a replacement skatepark in the vicinity of Seattle Center. See Common Response REC-1: Skatepark Closure, and Common Response LU-3: Mitigation for Tenants of the Blue Spruce Building.

I-0047

COMMENT

From: zachary.b.williams@gmail.com
Sent: Wednesday, June 06, 2018 11:07 AM
To: PRC
Subject: Seattle Center Arena

Categories: Myrna

Name

Zach Williams

Address

4400 S Holly St
Seattle, Washington 98118
United States
Map It

Email

zachary.b.williams@gmail.com

Comment

I-0047-1 I would question the assumption that 63%-68% of all attendees need to arrive at the arena in private vehicles. If we design primarily for cars, it will induce demand for them, and cause a parking + traffic nightmare that negatively affects everyone. If we prioritize walking, biking, and transit, and make them more attractive than driving, then more people will use those more spatially efficient modes, and we will get a vibrant, accessible Seattle Center (and surrounding neighborhoods) that work for people rather than cars. Some specific recommendations:

I-0047-2 Recommendations for street improvements surrounding Seattle Center:

1. Decouple Queen Anne Ave and 1st Ave N and return both to two-way operation, increasing comfort and safety for people walking immediately in front of the arena. This allows space for two-way protected bike lanes on 1st Ave N and transit-priority on Queen Anne Ave. As an interim solution while this is studied, protected bike lanes on Queen Anne Ave and 1st Ave N allow access to the Arena from the existing 2nd Ave bicycle route.

2. Upgrade Roy St, which currently has striped bike lanes, to protected bike lanes.

3. Build 5th Ave N protected bike lanes connecting Belltown to the Seattle Center, including intersection improvement at 5th Ave N and Mercer.

4. Build Broad St protected bike lanes connecting the 2nd Ave bike lane to Uptown, 5th Ave N, and the Thomas St Greenway.

Recommendations for street improvements connecting to the Waterfront and North:

5. Improve Harrison St for people walking and biking with wayfinding other features to create an intuitive and comfortable experience to the John Coney Overpass to the waterfront and the Elliot Bay Trail.

Recommendations for street improvements connecting to SLU and East:

6. Create a Thomas St Neighborhood Greenway the is a calm and enjoyable place to walk and bike with minimal or no car traffic, added greenery, wayfinding, placemaking, and other community identified enhancements. This creates a critical connection between Seattle Center and SLU, including the transit hub on Aurora Ave.

7. Prioritize pedestrian movement on Mercer and Denny by installing Pedestrian Recall, upgrading the signal technology so that it can detect pedestrians, allowing for sufficient time to cross streets (especially for the elderly), and integrating historical pattern learning to reduce unnecessary "don't walk" time.

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RESPONSE

I-0047-1 The mode split estimates used in the Draft and Final EIS were based on existing data and comparable venues, and did not assume specific demand management strategies because none had been identified as part of the proposed project. See Tech Memo 5, Project Travel Characteristics – Year 2020 and Tech Memo 7, Project Travel Characteristics – Year 2035 in Appendix C of the Final EIS for details. The demand management strategies in the Draft AAMP, which is available at https://www.seattle.gov/arena, will be shaped to shift trips from vehicles to more sustainable transportation modes. Also see Common Response TRAN-3: Mode Split - Transportation Methods Used to Access Events.

I-0047-2 The comment includes a number of recommendations for mitigation, which were considered when developing the Draft AAMP. The Draft AAMP is available at https://www.seattle.gov/arena. Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

I-0047

COMMENT

I-0047-2

Recommendations for street improvements connecting to Downtown and South:

8. Improve 4th Ave for people walking and biking with wayfinding, protected bicycle lanes, and other community identified features. This creates a critical connection between Seattle Center and Downtown, including regional transit hubs at Westlake and King St. Station.

9. Build Bell St protected bike lanes (north east of the shared street space), providing a critical connection between Belltown and SLU.

I-0047-3

Other recommendations:

10. Partner with stationless bike share companies to provide staging and parking corrals outside of the pedestrian right-of-way.

11. Enhance and expand bicycle parking with adequate space for 8% of event capacity, potentially including temporary bicycle valet parking for large events.

12. Designate TNC pickup locations a few blocks away from the Arena entrance and 1st Ave N.

13. Incorporate excellent wayfinding & lighting throughout the network for both pedestrian and bicycling routes.

14. Review and enforce traffic control plans at construction sites to ensure safety for people walking and biking.

2

RESPONSE

I-0047-3 The comment includes a number of recommendations for mitigation that were considered, along with other measures, by SDOT when developing the Draft AAMP, which is available at https://www.seattle.gov/arena. See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

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SEATTLE CENTER ARENA RENOVATION

DRAFT EIS PUBLIC HEARING

MONDAY, MAY 14, 2018

6:30 P.M.

SEATTLE CENTER ARMORY

MODERATORS: JOHN SHAW, SDCI

JULIE LEVITT, Seattle Center

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JULIE LEVITT: Good evening, everyone. Welcome to Seattle Center. Thank you for spending this lovely summer evening with us.

My name is Julia Levitt. I am a member of the staff of Seattle Center's Redevelopment Team, and I'm just very pleased to have everyone here engaging in this public process. I'm going to give a quick overview of the context of this process and then hand it over on to my colleague John Shaw. Please have the next slide.

For context, we're all here to discuss the Seattle Center Arena Renovation Project. A little bit of history quickly. The -- in January 2017, the City of Seattle issued a request for proposals, an RFP, for the redevelopment of KeyArena, a historic building, into on world class sports and entertainment facility. The City received two proposals and went through an extensive review engaging staff and expert consultants and ultimately selected Oak View Group, or OVG, as its development partner for this project. The proposed renovation would extend the building's useful life and also its role as an economic engine for Seattle Center and for the City.

The City and OVG went on to sign a Memorandum of Understanding in December to outline many

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of the deal's main terms. Shortly after the MOU was signed, OVG and Seattle engaged with the National Hockey League about bringing in expansion teams to Seattle as soon as 2020.

We're now moving forward with the necessary design and permitting processes required to begin the project. The State Environmental Protection Act or SEPA's process of publicly studying and disclosing potential environmental impacts of the project is a critical part of that. And, again, we thank you all for spending your time to review the study, to think critically, and to share your feedback with us. The Seattle Department of Construction and Inspections is leading this effort, so I will now hand over to my colleague John Shaw who will talk more about the study.

JOHN SHAW: Thank you, Julia, and thank you everybody for coming out on this beautiful evening.

I'm going to briefly walk through little bit of SEPA process so you'll understand the context of what we're asking for tonight, and talk a little bit the alternatives that were studied in the Draft EIS, and briefly summarize some of the impacts that they found.

SEPA requires local and state agencies

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to consider the likely environmental consequences of governmental actions when making decisions. An EIS provides a discussion of preferred alternative on reasonable alternatives to that preferred alternative, an identification of significant environmental impacts, and identification of mitigation measures that would avoid or reduce those impacts.

The SEPA portion of this project began last August when we kicked off the identification of the alternatives. The scoping period was covered last September and October. There was scoping meeting out here last September, which some of you probably participated in. As Julia mentioned, last December there was a Memorandum of Understanding signed between the City and OVG for renovation of KeyArena. And on April 23rd, three weeks ago, the Draft EIS was published.

That started the 45-day comment period, which we're almost halfway through now. And this public hearing is part of that comment period. It closes on June 7th, and tonight we encourage you to offer your comments on the Draft EIS. But if you prefer to submit comments in writing, there are various methods for doing that, and we'll cover those at the end of the presentation.

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There are three alternatives studied in the EIS. The first required by SEPA under state is called the No Action Alternative. And it's what would occur if were no change to existing conditions. Some -- not quite the same as saying its current conditions, because we look a couple years into the future when the arena is expected to be renovated and open with new activity. And we look at what the likely conditions are at that point in time. So, background growth may occur between now and 2020. The No Action Alternative provides a baseline against which impacts of the Action Alternatives can be compared.

And the first alternative we studied was the proposal by Oak View Group to renovate Seattle Center Arena. It would add an entry atrium, below-grade parking, and a tunnel under Thomas Street. In the Alternative 1, the below-grade parking access out on Thomas Street would have underground parking for around 450 vehicles. In addition, the First Avenue North garage, which is just south of that entrance into the Thomas Street underground parking, would continue to operate with the current complement of 620 parking spaces.

The Oak View Group's proposal would retain the landmark building features, the roof, the

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entry and structure, the curtain wall, and the tripod and v-shaped support columns. Oak View Group has been working carefully with the Landmarks Board in their Department of Neighborhoods to ensure that as a landmark structure all appropriate modifications to the building meet with Landmark Staff and Landmark Board approval.

The second alternative was developed to attempt to reduce some of the impacts that we that found from the first alternative were anticipated would be part of the results of the analysis of the first alternative. The modifications to the building would be essentially the same. The modifications to the landmark structures would be identical to Alternative 1.

Construction would be six months longer than an Alternative 1. Alternative 1 assumed there would be work overnight that would require a noise variance from SDCI. Alternative 2 assumes there is no nighttime work that the existing noise ordinance controls would apply, and much of the construction work would stop at 7:00 p.m. This extends the construction period.

Another set of modifications were attempts to remove some of the immediate impacts of the

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transportation a little bit away from the active area around the arena; to that extent, only 200 spaces would be built below the arena instead of the 450 as part of Alternative 1.

And the First Avenue North garage, although it would still have 620 spaces that it currently has, only 400 of those spaces would be accessed. The rest would be limited and not available for patrons. The idea being to remove some of the parking and some of the pre and especially post-event circulation away from the area immediately around the arena a little bit further out and away from the pedestrians and transit-uses that are also going very active during an arena event.

There being a narrow access the Thomas Street; two lanes instead of three, and Thomas Street between First Avenue North and Warren Avenue North would be designed a with a "woonerf," which is a transportation planning concept that uses physical design features such as cabling or constrained rights-of-way to give priority to pedestrian and bicycle movements and de-emphasize autos. Autos would still be able use it, but they would typically operate at much slower speeds.

One other distinction between the two

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alternatives that wasn't identified in the slides, is the impact to Bressi Garage. Bressi Garage also is a landmark feature, and the Alternative 1 proposal would have truck loading accessed off of First Avenue North. The tunnel would dive underneath Bressi Garage, go underneath Thomas Street, and access eight loading bays underneath the Seattle Center Arena.

Alternative 2 would have essentially the same access point on First Avenue North, would wind up in the same place under the Seattle Center Arena and go under Thompson Street, but it would go further to the east and go underneath the First Avenue North Garage and reduce it's impacts on Bressi Garage. So in these ways, the Alternative 2 analysis in the EIS attempted to address some of the likely impacts from Alternative 1.

The Draft EIS has ten chapters that cover a number of different elements of the environment The key ones, the ones in which we found potentially significant impacts, are highlighted in red: Transportation, historic and cultural resources, recreation, noise and vibration, and visual resources. Going to briefly walk through what we found and then the rest of the time will be for public comments.

Construction transportation issues

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especially were evaluated for both Alternative 1 and Alternative 2. Thomas Street under both alternatives between First Avenue North and Warren Avenue North would be closed for staging and access. Under Alternative 2, because of the lack of nighttime work, the closure would be for roughly six months longer.

First Avenue North, the east curb-side parking lane between John Street and the Metro bus stop, the area essentially, that is the western edge of the KeyArena site now, would be closed for 18 months. And then intermittently during the last six months, this would be the primary route trucks going to and leaving the construction site would -- would use to access the site.

Again, Alternative 2 would provide the same closure of that curb-side parking lane, but would occur for a longer period of time because of the lack of nighttime work.

The nighttime work during demolition excavation for months one through six in Alternative 1, possibly longer in Alternative 2. Truck hauling under Alternative 1 would occur 18 hours a day. Again overnight work would be allowed. Under Alternative 2, it would be limited to about eight hours on day.

The operations findings for 2020

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indicated that even without the arena project there's going to be increased congestion in the area around Seattle Center and between Seattle Center and I-5. But there will be even more traffic impacts with events at the arena. Congestion would worsen, particularly westbound traffic heading away from the freeway heading to the arena before an event, and then after the event leaving the arena and heading to I-5 and other destinations.

The traffic congestion would affect buses and transit as well as autos. Speed and reliability would decrease, and there would be some crowding impacts on buses headed to U-District and Ballard after an event.

Ridehailing was studied and there would be impacts to ridehailing drop off, localized impacts to nonautomotive would occur. Some areas of heavy pedestrian concentrations were identified, and then there would be parking impacts mainly related to people circulating, trying to find parking spaces either on street or off street.

The renovation of Seattle Center Arena would increase events that occur in Seattle Center Arena from roughly 100 events a year to 250. That is a worst-case scenario. It seems both basketball and

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hockey teams located within the arena, and, of course, although the analysis assumed a sell out crowd for the purposes of evaluating what the impacts would be and identifying mitigation, there would not be sellout crowds 150 games a year.

Very briefly, the other elements that were studied in some of the impacts that were found historic and cultural features, could be construction-related impacts to the landmark-designated features on KeyArena, Bressi Garage, and Northwest Rooms, and International Plaza. Those would be reduced somewhat under Alternative 2.

Impacts to recreation would involve construction impacts to some facilities and programming on the Seattle Center campus as well as a relocation of the skatepark. Noise and vibration construction impacts would occur to sensitive receptors including some Seattle Center tenants such as KEXP and some nearby residents, and nighttime construction noise would occur under Alternative 1.

And visual resources under Alternative 1, the proposal is for some signs that would be larger and brighter than the existing signage that is on KeyArena now. Alternative 2 assumes signage relatively consistent with current signage and the evaluation of

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those impacts would be that there'd be no particular difference between those impacts and the current signage.

That's the quick overview. Obviously, there's plenty more in the document. We encourage you to take a look at it and provide your comments; several ways to do that. You're welcome to speak at tonight's meeting. Several folks who have signed up, we'll be calling their names shortly. But if you're interested in speaking and would like the sign up again there are still some sign-up sheets at the front table.

You're also welcome to fill out a comment form. There are comment forms at the front tables there where you came in, and you can send an email to prc@seattle.gov, and I believe there are some postcards back there with this common information. Just make sure you include Seattle Center Arena in the subject line, or you can mail a letter to the address there. And I'll leave that up on the screen if anybody wants to jot it down.

That concludes what I had to say. I just want to speak for a minute about the public comment process. We'd like everybody to hold their comments to three minutes just in case a number of folks want to comment and make sure everybody does have

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a chance to have their say. I'll call the names out here and please come up and use the microphone.

We do have a court reporter taking down what folks say, so there will be a transcript of this available. And speak into the mic. Make sure that she's able to capture everything that we all say. And to make sure we keep track of the time, Lisa Adolfson with DSA Associates will have some cards indicating when one minute is left and 30 seconds are left. So that can just help you gauge how much more time you have before you want to wrap up your comments. Thank you all for coming.

And the first person to sign up as Sophia Hall.

SOPHIA HALL: Good evening, Members of the Seattle City -- Members of the Seattle City Council. Thank you for holding this hearing on the sufficiency of the Draft Environmental Impact Statement. I'm here to address the sufficiency of the EIS on Seattle's Children's Theater. My name is Sophia Hall, I'm on senior at Woodinville High School. Next fall I will attend Yale University to major in theater and biology. I am actor and the multiple summer season shows I participate in with the SCT Drama School were huge part of my acting education and personal growth.

H-0001-1

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H-0001-1 Comment noted.

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H-0001-1

Each year, approximately 3,500 students engaged in grades K through 12 are served by SCT Drama School's nearing 300 courses. Classes range from story theater for very young children to more than advance classes that explore requirements of realizing scripts on the stage.

Each year the winter and spring break classes as well as summer classes provide a safe enriching environment for children. For their parents, SCT provides the security of knowing their children are encouraged to grow in diversity and creativity helping to build a more vibrant and just world.

H-0001-2

But the KeyArena redevelopment plan threatens SCT's drama school. The transportation plan does not adequately address the significance impacts of the proposed truck cueing and street closures. Under the proposed construction plan, Second Avenue North and parts of Thomas Street will be used for truck cueing.

Those are the streets where parents, including my own, drop off and pick up their children from drama school, and the teachers meet the students at the corner of Second Avenue and Thomas. That's often the street that school buses currently use for drop off and pick up students for daily school performances at SCT.

RESPONSE

H-0001-2 The Final EIS includes Figures 2-11 and 2-12 showing the construction plans by phase. These plans include the most recent information on proposed fence lines, street closures, and haul routes. Although trucks would travel along 2nd Ave N to reach the construction site, it would only be used for truck staging at night. The text in Table 2-2 regarding truck staging on 2nd Ave N has been clarified in the Final EIS. The north parking lane of Thomas St would be closed for construction, but the travel lanes would remain open throughout construction so that vehicles (including school buses) could drop off and pick up passengers along 2nd Ave N and then turn onto Thomas St. The Construction Management Plan will identify if flaggers will be required to facilitate movement along Thomas St and/or 2nd Ave N. These full and partial closures are disclosed in the EIS, and traffic operations impacts are identified. In addition, significant impacts related to the reduction in bus/truck staging areas are identified.

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H-0001-3

According to the DEIS, up to 290 trucks a day, seven days a week would be moving through the center using Second Avenue as one of the primary access points. In addition, a number of streets around SET: Thomas, Second Avenue North and First Avenue North will be completely or partially closed during construction.

H-0001-4

The DEIS does not admit the significant impacts of street closures, truck cueing, and limited parking on SET and its guests. The proposed redevelopment plan needs to take into account the critical role the SCT plays in our community. And the City Council needs to be sure that the very significant impact on SET will be addressed in the plan. At the very least, you should ensure that any impact on SCT and on its students will be completely mitigated. Thank you very much.

JOHN SHAW: Thank you, Sophia.

Next, Nava Ruthfield?

H-0002-1

NAVA RUTHFIELD: Hello. My name is Nava Ruthfield. I'm ten years old and in the fifth grade. I am a part of the Seattle Children's Theater Drama School and Theater Program. I'm here to testify about the impact of the proposed redevelopment of KeyArena on Seattle Children's Theater. The Draft EIS does not address the significant impacts that the

RESPONSE

H-0001-3 This comment summarizes street closures. To clarify, the street closure along 2nd Ave N affects the west half of the vacated portion north of Thomas St, and the closure along 1st Ave N affects the eastern loading lane, not any travel lanes.

Construction impacts to transit facilities, pedestrians, bicycles, parking, truck/bus staging, event loading/unloading, and safety are described in Section 4.4.2 of the Draft and Final EIS. Using the thresholds of significance stated in Section 4.4.2, the safety impacts related to closed pedestrian and bicycle facilities, and reduction in bus/truck staging are characterized as significant. OVG will develop a Construction Management Plan to identify potential mitigation measures to address these significant impacts. Routes for truck hauling through the Seattle Center campus, including on vacated 2nd Ave N, will be further addressed in the Development Agreement between the City and OVG, including mutually agreed requirements for plans to address safety, pedestrian routes, and event conditions.

H-0001-4 The Draft and Final EIS identify construction impacts to transit facilities, pedestrians, bicycles, parking, truck/bus staging, event loading/unloading, and safety. Using the thresholds of significance in Section 4.4.2, Construction Impacts, the EIS categorizes the safety impacts related to closed pedestrian and bicycle facilities, and reduction in bus/truck staging as significant. OVG will develop a Construction Management Plan to identify potential mitigation measures to address these significant impacts.

See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

H-0002-1 The Final EIS acknowledges that Seattle Children's Theatre is a high-quality professional theater for young actors and audiences at the Seattle Center that also provides free educational resources and subsidies to community members. The Final EIS, Appendix E, Table E-1 lists Seattle Children's Theatre as one of the recreational attractions and events at Seattle Center and also references the organization's website.

OVG and Seattle Center are committed to working with Seattle Children's Theatre. The Transaction Documents will outline measures to ensure that Seattle Center tenants continue to operate throughout construction and operations. See also Common Response LU-1: Mitigation for Seattle Center Tenants During Construction.

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H-0002-1

construction and operations will have on SET.

Seattle Children's Theater is one of largest fully professional theaters for young audience in the world. Its mission is to provide the highest quality professional theater access to all families in the Puget Sound region regardless of income.

SCT's School Children Access Program serves 400 schools annually reaching almost 60,000 children and teachers. It provides free educational resources, free tickets for low-income students, and heavily subsidized ticket for all students and teachers.

H-0002-2

The construction and operation of the new KeyArena will have a profound impact on the theatre I love. The DEIS does not address this. First, the DEIS fails to address the safety of children during the construction period. Children love dump trucks and the 290 dump trucks a day cueing, loading, unloading, will be a significant diversion and danger to the children who visit SCT and the Center.

H-0002-3

Also, we know that construction will create a huge influx of rats on the Seattle Center grounds. Rats will pose a big health and safety issue to children and families visiting SCT. The DEIS, with its definition of the significant impacts on recreation

RESPONSE

H-0002-2 As stated in Section 4.5.1, Construction, OVG would work with SDOT, Seattle Center, King County Metro, and SDCI to prepare a Construction Management Plan before any grading or demolition permits are issued. That plan would address pedestrian safety, for example by providing adequate flaggers, pedestrian pathways, and personnel to ensure safe access for Seattle Center visitors.

H-0002-3 As noted in Sections 11.4.1, Construction Impacts, and 11.5.1, Construction (in Public Services and Utilities) in the Final EIS, rodent abatement will begin a minimum of 15 days prior to any clearing or demolition. An eradication plan must be approved by the Seattle-King County Health Department and SDCI prior to issuance of a demolition permit.

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H-0002-3

does not recognize SCT's unique leash in family programming and education.

H-0002-4

It is not enough that other theaters are available. SCT's education and performance capabilities are unique in Seattle. The DEIS must recognize and accommodate the significant impact of construction on SCT. Thank you for your time.

JOHN SHAW: Thank you.

Courtney Sale?

H-0003-1

COURTNEY SALE: Good evening and thank you. And special thank you to Sophia and Nava. I am Courtney Sale. I'm the artistic director of Seattle Children's theater which has been located on campus for more than 25 years of its 44-year existence. I'm so happy to be here and to share comments with you all.

The DEIS does not adequately recognize the significant impacts of the KeyArena project on SCT; nor does it adequately address potential mitigation. SCT is one largest fully professional theaters for families of young audience in the world. Our mission is to provide children of all ages access to professional theater with a focus on new works in theater education.

H-0003-2

Our place provides an entry point to the Arts for the children we serve, and we believe that

RESPONSE

H-0002-4 Comment noted. Section 3.4.1, Section 7.4.1, and Section 8.4.1 of the Final EIS outline construction-related impacts related to land use, recreation, and noise and vibration, respectively, to Seattle Children's Theatre and other Seattle Center tenants.

H-0003-1 It is acknowledged that Seattle Children's Theatre is a highly regarded professional theater serving young audiences and providing children of all ages access to professional theater. The Final EIS, Appendix E, Table E-1 lists Seattle Children's Theatre as one of the recreational attractions and events at Seattle Center and also references the organization's website. The Draft and Final EIS also acknowledge potential impacts on Seattle Center tenants (including Seattle Children's Theatre) during construction and operations under the proposed project.

H-0003-2 See Response to Comment H-0001-9.

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they deserve to see hopeful stories with meaningful themes of compassion, empathy and joy. And we believe that they are enriched by the opportunities to use their imagination, ask their own questions, embraced by a responsive community.

H-0003-2 The proposed KeyArena redevelopment threatens SCT's operation in various ways. The DEIS fails to address the significant negative impacts which we will feel. You heard Sophia address transportation and Nava addressed safety impacts. But the DEIS does not recognize the significant impacts of the -- of the proposal on SCT's operation.

H-0003-3 The DEIS identifies the recreational impacts it calls "significant." But that definition of "significant" fails to recognize SCT's unique leash in family programming and education. SCT's education and performance capabilities are unique in Seattle. The DEIS must recognize and accommodate the significant impact on construction on SCT.

H-0003-4 The DEIS says that as part of the process of mitigation, the SC Development Agreement will contain measures to reduce impact of visitors during construction and OVG and the City will accommodate the schedules of existing tenants. However, SCT does not have flexibility in its schedule.

RESPONSE

H-0003-3 Sections 3.4, Potential Impacts (Land Use), and Section 7.4, Potential Impacts (Recreation), have been revised in the Final EIS to provide additional detail about construction impacts to Seattle Center tenants, including Seattle Children's Theatre. The definition of 'significant' as used in SEPA (WAC 197-11-794) means a reasonable likelihood of more than a moderate adverse impact on environmental quality. While individuals and organizations may experience impacts they consider to be significant, the Lead Agency must look at the regulatory framework, including SEPA policies, and consider these impacts and tradeoffs throughout the study area. Regardless of whether an impact is considered significant under SEPA, Seattle's SEPA policies provide authority to require mitigation for adverse impacts.

H-0003-4 It is acknowledged that the Seattle Children's Theatre schedule is constrained by contracts and other prior commitments. Seattle Center currently facilitates coordination among its tenants to coordinate events and programming, and that would continue during and after the renovation. Seattle Center does not currently require scheduling agreements among its tenants. That would remain the case if the Seattle Center Arena Renovation Project goes forward. Seattle Center encourages and promotes communication and coordination by a range of means. The Seattle Center Integration Agreement establishes a framework for sharing advance information between Seattle Center and OVG regarding major events, festivals, and protected speech events on campus, including arena events. In addition, OVG is contributing toward a Seattle Center marketing plan during construction. See also Common Response LU-2: Marketing and Promotional Plan for Seattle Center Tenants During Construction. The purpose of the EIS is to disclose impacts and propose mitigation measures. The EIS informs decision-makers and provides a basis for the City to craft mitigation measures to address specific adverse environmental impacts that are identified in the EIS. See Common Response MIT-1: Mitigation.

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H-0003-4

All of our production crew and adult actors are member of labor Unions and they are subject to contracts which guarantee them a certain number of hours of work per season at certain times. SCT simply has no ability to change its schedule to accommodate construction.

H-0003-5

Finally, DEIS recognizes that some Seattle Center spaces will be subject to loud noise and vibration. However, SCT will be exposed to unusual noise impacts. SCT provides performances during the day for schools, at night for families, there's -- so there is no time that we will not be affected by noise and vibration. We provide shows for young children, for deaf children, hard of hearing children, children with the sensory sensitivities. All of those constituencies will be impacted by the noise and vibration interfering with shows. The Final EIS needs to take these impacts into account. Thank you for your time.

JOHN SHAW: Thank you, Courtney.

Don Mary (sic).

JOHN SHAW: I apologize. I think that's Marcy.

DON MARCY: That's correct.

JOHN SHAW: I'm sorry.

DON MARCY: No problem. Good evening.

RESPONSE

H-0003-5 Section 8.1.2 of the Draft EIS identified the Seattle Children's Theatre as a sensitive receptor for noise and vibration, and it was identified as potentially impacted by daytime construction noise. The Final EIS has been updated to note that the Seattle Children's Theatre also has night-time events that may also be affected. The Final EIS has been updated to include more detailed information characterizing the current noise conditions at the Seattle Children's Theatre. See Section 8.4.2, Existing Noise Environment and Appendix F, Noise Monitoring for updated data, and Section 8.5.1, Construction Impacts, for changes to construction impacts.

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H-0004-1

My name is Donald Marcy. I'm an attorney in Cairncross & Hempelmann in Seattle. I'm appearing this evening on behalf of KEXP Radio Station. KEXP is an independent nonprofit arts organization that has a radio station, public music venue near the gathering space, event space, multiple audio and recording mastering screening rooms for recording and broadcasting live performance music events.

We will be submitting a comment letter to further state our concerns about the Draft EIS, but we want to take this opportunity to provide some particular concerns this evening. KEXP appreciates that the Draft EIS recognized that there be significant impacts to its operation. However, KEXP believes that the Draft EIS does not fully understand and recognize the impact that construction activities at KeyArena will have on their operations, particularly, if construction impacts are so bad that they have to temporarily relocate to another space.

H-0004-2

So I'd like to talk about three topics. First I'd like to talk about some omissions in the Draft EIS, second, some specific sections of the Draft EIS where further analysis where is warranted, and finally, I'd like the provided some additional context about KEXP, so perhaps you can understand our concerns

RESPONSE

H-0004-1 Comment noted. Section 8.5, Potential Impacts (Noise & Vibration) of the Final EIS has been revised with additional information regarding impacts to KEXP and other Seattle Center tenants during construction activities. See also Common Response NOISE-1: Additional Noise Monitoring and Analysis.

H-0004-2 Comment noted. Section 2.2, Alternative 1: OVG Proposal, and Section 2.6, Construction, of the Final EIS have been updated to reflect project design changes, including work adjacent to the Northwest Rooms (and KEXP). Sections 3.4, 6.4, and 8.4 have been updated in the Final EIS to include impacts to land use, historic and cultural resources, and noise and vibration, respectively. See also Common Response NOISE-1: Additional Noise Monitoring and Analysis.

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H-0004-2

a little more accurately.

There were a few items the Draft EIS omitted that ought to be recognized. One of the items is going to happen in the process of renovating KeyArena is there's going to be six very large fence that are constructed outside of the KeyArena in order to provide exhaust systems for their HVAC system. And the location of those and their impacts were not reviewed in the Draft EIS.

H-0004-3

The Draft EIS does not discuss how the closure, temporary closures of Harrison Street will fully impact KEXP. The bands that perform live at the radio station and get their equipment in and out of station, they do that on Harrison Street. The Draft EIS does not discuss potential impacts to KEXP from closure of one or two of their entrances during construction and excavation.

H-0004-4

There is specific sections also that need additional analysis. Section 5.5.1 contains an inadequate mitigation for the vibration and noise impacts. Section 7.4.1 inaccurately describes the construction impacts to KEXP programming as "less than significant." Section 8.12 of the Draft EIS does not include all the spaces within KEXP that are impacted by the noise and vibration. Besides the recording studio,

RESPONSE

H-0004-3 Harrison St is not adjacent to KEXP; Republican St is the adjacent street and would not be closed during construction. The Memo of Agreement between Seattle Center and SDOT that provides for KEXP's curbside use on Republican St will remain in effect during the construction period.

H-0004-4 Chapter 5 evaluates geology, soil, and groundwater, none of which are expected to be significantly impacted by the proposed project. Section 7.4.1, Construction Impacts, of the Draft EIS stated that events at KEXP may be less frequent or unavailable during construction, which would not meet the criteria for a significant recreation impact during construction. Section 8.5.1 of the Draft EIS identified potentially significant construction noise impacts to KEXP and provides an estimate of noise levels that could be experienced. This section has been updated in the Final EIS. See Section 8.4.2 and Appendix F, Noise Monitoring, for updated noise monitoring data.

See also Common Response NOISE-1: Additional Noise Monitoring and Analysis.

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there's the DJ booth, the live room, two audio editing rooms, two rooms for mastering and production, and there's the gathering space.

H-0004-5

Section 8.2.1 does not disclose any noise monitoring that was performed in the proximity of KEXP's location. Section 8.5.1 contains the discussion of various sources of noise, but nowhere in there does it note that KEXP is nearby and will be impacted by those. Section 8.6 discussions potential mitigation measures, but is not very creative or thorough in terms of those potential mitigation measures.

JOHN SHAW: Thank you, Mr. Marcy. I think the time is up.

DON MARCY: Okay. Thank you.

JOHN SHAW: Thank you.

Debbie Green.

H-0005-1

DEBBIE GREEN: Good evening. Thank you for your time for allowing me to speak on behalf of the residents of the Expo Apartments on Warren and Republican and then First Avenue. We're at the north side of the KeyArena on the other side of KEXP.

So at looking at the proposals of how the venue would be redone, there is a viewing station on the north side -- a viewing platform. So, my residents have just asked for me to make this public

RESPONSE

H-0004-5 See Response to Comment H-0001-17.

H-0005-1 The proposed project is being designed to provide a safe environment for all users, and to discourage criminal activities. The viewing platform is no longer part of the project design on the north side of the arena under either action alternative. See Section 2.2, Alternative 1: OVG Proposal, and Section 2.3, Alternative 2: Modified Proposal.

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comments that it would be great if that was removed from the plans, because this is area already has an abundance of both homeless an criminal activity at all times of the day and night. And so, we suggest that that area should not encourage the loitering that we currently see now.

Thank you.

JOHN SHAW: Thank you, Debbie.

Megan Ching?

H-0006-1

MEGAN CHING: Good evening for having me. I'm Megan Ching. I'm the general manager for Seattle Monorail Services. As you all know, the monorail was will built for the 1962 World's Fair, and it was created with a purpose of moving people.

During the fair it carried over 8,000,000 passengers. That's 44,000 passengers every day. In the late 1980s the monorail downtown station was modified to accommodate creation of Westlake Center Mall. The station reconfiguration resulted in a reduction of overall capacity. Even so, we still carry over 2,000,000 passengers every year with over 99.9 percent reliability.

With modest improvements in Westlake Center Station, we can can double our capacity. We'll be able to move almost 3,000 passengers an hour from

RESPONSE

H-0006-1 Comment noted. The Final EIS includes a discussion of how the mode split may change by 2025. See Section 4.4.3, Operations Impacts, in the Final EIS.

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one station to the other. There's an abundance of parking downtown especially on weekends and in the evenings. And doubling down on the parking with access to the monorail will help alleviate parking problems downtown or here at Seattle Center.

By leveraging the monorail and making moderate improvements, we can bring the region's light rail system to the arena's front door now. And when light rail reaches Northgate, Federal Way, and the East Side in 2024, we'll have an even bigger positive impact more than a decade before light rail is scheduled to

H-0006-1 reach here in Uptown.

We'll work with Seattle Center Organizations today, and we will actively engage with LP Group to pursue integrating monorail fare into the event tickets, enhancing the connection to link light rail, and promoting downtown parking. We believe the DEIS should consider the monorail a bigger part of the transportation solution for arena redevelopment.

In 1962 the monorail was a great innovation and forward thinking. And by leveraging it now, we can continue to be innovative and forward thinking. Thanks.

JOHN SHAW: Thank you, Megan.

Nancy Silberg.

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NANCY SILBERG: My name is Nancy Silberg. I only live few blocks away from the KeyArena. The EIS says that traffic congestion will worsen with the arena project, while making it slower and congested most of the time. This is not acceptable. We need more attention to the detail in the mitigation. Here is what I suggest as a few additions.

H-0007-2

Number one, expand the residential parking zones so that neighbors can continue to park near their homes; two, publicize the residential parking zones to arena customers and employees, so that they do not circle the neighborhoods looking for free parking; three, run shuttles from South Lake Union and Belltown, so that people can use excess parking capacity in the buildings and reduce the number of cars

H-0007-3

in Uptown; four, make improvements to the monorail soon to enable both cars to run at the same time and to speed the process of customers entering and leaving at Westlake. This uses current infrastructure, current parking, and transit downtown, and reduces congestion

H-0007-4

near the arena. Complete this work no later than the opening of the new arena. And last, incorporate shuttle and monorail tickets with arena event tickets to reduce barriers to their use.

RESPONSE

H-0007-1 Comment noted. The potential mitigation measures have been updated in the Final EIS. See also Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

H-0007-2 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

H-0007-3 The mitigation recommendations provided as comments on the Draft EIS were considered when developing the list of physical improvements included in the Draft AAMP, which is available at https://www.seattle.gov/arena.

Also see Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

H-0007-4 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

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Thank you for the opportunity to comment.

JOHN SHAW: Thank you, Nancy.

Jahi Bouvier?

H-0008-1 JAHI BOUVIER: Good evening. I want to say thank you for this opportunity to speak on my gripe now. One of my biggest things as a resident of the Queen Anne area and just growing up in the Seattle region and Seattle Skyway area, I feel like there's an ample opportunity for us in the construction to be at the forefront of innovation, or at least be able to partner with those that are deciding to push innovation.

H-0008-2 So I feel like the expansion of the monorail, developing that in sort of a fashion where it can possibly go to the SoDo District. And I feel like it would be a great opportunity to possibly collaborate with those who were bidding for the space with the KeyArena to have their ideas brought out and hopefully make some sort of connection where we can build in that vicinity in the SoDo area; not for an arena, but more so parking. Be able to use that as a way to transport those from the monorail by the Seattle Center, possibly, to just eliminate traffic.

H-0008-3 You know, just off the top being

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H-0008-1 Comment noted.

H-0008-2 See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail.

H-0008-3 Comment noted.

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resident here, parking is horrible. You know, living in the apartment where they charge for parking, I feel like this is ample opportunity for the City of Seattle to initiate something where they can use possibly like, again, on the innovative front, use the space at the

H-0008-4

Seattle Center KeyArena as a way to put possibly solar panels on there. Give people a discount with electricity. Give people an opportunity to cut down on paying for those apartment spaces.

H-0008-5

Since you have to pay for parking, maybe they can use those funds to cut down and allow the residents to eliminate that parking, so we don't have to park on street. We can park at our apartments. And so, you know, something along those lines, just bringing out ideas trying to figure out the way. I feel like Elon Musk has a pretty solid idea with tunneling down in LA. That's why I feel like there's a way we can possibly do the same here and challenge the rest of the world. Thank you.

JOHN SHAW: Thank you, Jahi.

And one person put a question mark as to whether they wanted to comment now. Mike?

MIKE WARREN: You can't read my last --

JOHN SHAW: Sorry, I can't read your last name.

RESPONSE

H-0008-4 The proposed project incorporates a number of energy efficiency features. However, the arena roofline is a Landmark-designated feature and is subject to review and approval by the Landmarks Preservation Board. See Section 2.2, Alternative 1: Oak View Group Proposal, and Section 2.3, Alternative 2: Modified Proposal, for discussion of energy-efficiency features.

H-0008-5 Comment noted. See Common Response TRAN-1: Request for Mitigation Commitment or Mitigation Detail for additional discussion about parking.

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MIKE WARREN: Sorry about that. My name is Mark Warren, and I am -- I appreciate the work that you're doing as you look at the impacts in the Uptown area and down -- of course, downtown. I'm concerned -- the only thing I want to bring out is that with these changes, we're going to see more and more traffic going over Queen Anne Hill where we've already got some problems. And I just want to make sure as you look at the issues, you don't forget those areas supposedly outside of your -- outside of your focus, which are really going to be seriously affected.

And then I'm really thinking right now in terms of 15th down to get to, you know, from -- as people go from Ballard down through to get to -- to the new arena. As people go over and go from Aurora there. In both cases they say, oh my God, things are really awful, and they start to go over Queen Anne. And then

H-0009-2

they start looking instead at the bottom of the hill for parking, the younger healthier ones all do their parking on the top of the hill. Thank you.

JOHN SHAW: Thank you, Michael.

That is everybody who has signed up. Is there anybody else who would like to make a public comment at this time? If not, I'll thank you all for coming out and let you know that the next step is the

RESPONSE

H-0009-1 Trip distribution and assignment were determined used the PSRC regional travel demand model (which is the standard regional tool for this type of analysis) and data for actual events (see Appendix C, Tech Memo 5, Project Travel Characteristics – Year 2020 and Tech Memo 7, Project Travel Characteristics – Year 2035). While it is possible that some people may divert to traveling over Queen Anne Hill rather than using a more direct route, based on the forecasted travel times in the PSRC model, it is unlikely to be a substantial number of trips.

H-0009-2 The parking study area was set based on a typical distance that a patron would be willing to walk for parking (roughly a half mile). It is possible that some arena visitors would park outside that area, but it is unlikely to be a substantial number of people, and the effects would be relatively dispersed. The exception to this is if the remote parking area has a shuttle or is directly connected by frequent transit, such as the Monorail. These factors were considered as part of the parking distribution analysis and are considered as part of the demand management strategies in the Draft AAMP.

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production of the Final EIS. That's slated for later this summer. In that we will have of all your comments reflected and responses those comments, as well as continuing work on mitigation from any of the impacts that have been discussed tonight.

Thank you all for coming.