

Design/Constructability Staff Review Team

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Oak View Group:

- A. Provide a world-class civic arena (the “Arena”) to attract and present music, entertainment, and sports events, potentially including NBA and NHL events, to Seattle and the region.**

This is a definite strength for this Proposer. By lowering the bowl, and developing a structural plan to transfer load from the four buttresses, they have created essentially a new building, with a large event floor and concourses at new levels. Figure #1 shows the current KeyArena floorplan in red overlaid on OVG’s floorplan. You can see the increased area on all 4 sides of the building.

With a large entry at the south end, from the upper level, all patrons drop down into the various building levels (Figure 2).

Loading begins at John St, with a tunnel on the 1st Ave N Garage lot, which allows for the needed 50’ drop before entering the new south end space.

They have provided a new seating bowl and are using 34” riser treads and 20” seating in the lower bowl and 33” treads and 20” seats in the upper bowl. There are multiple upper bowl levels, with the north upper bowl beginning at the suite level, a south seating “party deck” and stacked seating above the upper bowl on the east and west sides. This means that all of their seating fits within the current KeyArena roofline. (Figures 3 and 4)

They solve the ice sheet/basketball floor geometry gap - almost 100’ difference between length of ice sheet and length of basketball floor, meaning almost 50’ of space at end of basketball setup until dasher - with adjustable raked seating built into the lower bowl. This creates much better end-zone seating for basketball. (Figure 5)

Overall, the details in their lower and upper bowl make this clearly the more intimate and preferable seating bowl of the two proposals.

The design disperses premium seating and food and beverage opportunities throughout, with a diversity of locations and offerings and flexibility for future changes.

Estimated percentage of reuse of the existing building is:

100% of roof

75% of curtain wall
50% of catwalks

B. Provide for Project design and Arena operations in a manner that integrates with and enhances connections to Uptown and adjoining neighborhoods and aligns with the Urban Design Framework (“UDF”).

This is a weakness for this Proposer in comparison to the other proposals. Their efforts are focused mainly on the arena. They have a large plaza to the west along 1st Ave N, but no connection at the south end of the arena to the campus as is very desired by the neighborhood.

Improving connections to and from the Seattle Center was a key recommendation of the 2016 Uptown UDF. The framework specifically identified Thomas Street as a key east/west pedestrian corridor. The OVG proposal does not appear to activate the pedestrian environment along Thomas.

Their proposed above-grade parking structure along Thomas St is not compatible with new zoning development standards, and although they suggest that it could benefit the neighborhood by allowing the redevelopment of the Mercer Garage site as part of Seattle Center’s NE quadrant work, the ingress and egress of over 1,500 cars to the area of John/Thomas/1st Ave N. seems very disruptive to the area.

PLEASE NOTE: *As of May 29, 2017, OVG has removed the above-grade portion of the proposed parking garage and indicate that the area to the south “now is a plaza. There is a lot more open space with a focus on the neighborhood.” (Seattle Times, 5/29/17) The new estimate for underground parking on that site is 400 stalls. While we do not have drawings that detail these changes, these seem to be improvements over the original proposal.*

C. Provide for design, permitting, development, demolition (if applicable), and construction of the Arena (the “Project”) with minimal City financial participation.

Schedule:

Both projects will have the challenge of a new zoning code going into effect at some point in the vesting process which may add time to their schedule.

OVG’s schedule is detailed on the entitlements, which raises some questions. We’ve listed just a few of the schedule choices for illustration of how aggressive this schedule is:

- Schedule assumes a selection to be complete in “second half of May”, when RFP sets date as end of June 2017, already six week disconnect.
- This puts their “July 10, 2017” conclusion of Due Diligence at risk.
- Due Diligence leads into the entitlement period as July 10, 2017 to Nov. 23, 2018. Since it cannot start on July 10th, the end date is at risk.
- They welcome the Landmark designation of the current arena and propose Federal Historic Tax credits as part of financing and list the start of the City Landmarks Certificate of Approval process as July 10, 2017. This is premature by multiple months as the Nomination, Designation, Controls and Incentives negotiation and City Council ordinance adopting the Controls and Incentives must all be completed prior to starting the Certificate of Approval Process.

OVG is also proposing a subterranean street vacation, which is also not included in the entitlement schedule.

Given that the early milestones in their entitlement process/schedule are unrealistic, the 21-month construction duration (24-month including demolition are comparable with SP's 26-month), which has the most complexity and risk with the deeper excavation (Figure 6), also seems very tight and possibly unrealistic. Please note the construction process is not detailed in their schedule.

The imperative with a schedule this aggressive is to ensure that the City is not penalized in any way if or when the private developer is not able to meet the schedule. This will need to be addressed in negotiations with the successful proposer.

Budget:

We continue to assess the construction budget as we have asked for more detail. It appears they are estimating \$327M as the hard costs for the arena alone, which includes the tunnel and ground floor of the south end hole/loading area. All other floors of their south structure are in the \$25M parking structure, which is included in their hard cost budget but noted as funded by others in another section of the RFP. This apparent discrepancy should be resolved.

They have 1% for Art as a line item, but not funded. Their response to our question on this suggested that, while they view some portion of the architecture as "art", they would also fund public art. Their budget has sales tax listed as \$40M however, in another section of the RFP they state it is their expectation/hope to not pay this and other taxes, fees, etc. They have construction contingencies are lower (\$25M vs SP's \$88M) and they seek to reduce haz-mat and cost over-run risks which may be more of an issue with this proposal given their additional excavation.

We have not been able to review the detail of their \$326M hard cost and \$51.5M FF&E estimate. What we heard from this team is:

We are using target construction values based on only a concept level of design documentation... Our cost model is tracking higher than our budget right now but we have target values on a list of value engineering that we will implement and once we start more detailed design, we will be able to take the concept presented in the RFP and work the design to achieve our budget. ICON and Populous have worked a design to hit target budgets time and time again and will do so successfully here as well. (Tim Romani e-mail, 5/9/17)

At concept level design such as this, it's normal to have a rough order of magnitude budget and VE targets, but we need to note that the Seattle Partners construction budget is further along in development and more conservative in approach. This makes it especially important that the City not be responsible for any cost overruns. Proposers will need to "own" their budget as well as their schedule and the City will need to guard against risk-shifting language on either of these issues.

Landmarks:

Assuming a Landmarks Designation and Controls and Incentives for the exterior of the current facility, this is potentially a strength for this proposal. Their southern addition of glass

lobby/atrium allows the existing roof to remain intact and legible, also restorable at a potential future date.

They note in their responses to our questions that they will need to remove the western bays of the “Bressi Garage” on the 1st Ave N site to construct their loading tunnel, so we will need to work with them on this if the “Bressi Garage” is designated as a Landmark. Since their three-story development on this site has no programmatic or financial nexus to the arena, our Review Team suggest that any development on south site be deferred to a future phase.

Zoning & Other issues:

This proposal has one significant zoning challenge: the 850-car garage is not permitted at the street edge under the current or future zoning. This could be addressed by adding pedestrian related programming at the street level and breaking up the length of the building, which will exceed maximum width in the new, Seattle Mixed, zoning.

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This project will need a subterranean street vacation, which will introduce another level of public benefit in addition to whatever is negotiated for the use of the City’s arena property, as well as Seattle Design Commission review and approval.

The complexity of the zoning and street vacation is another reason why the entitlement schedule is unrealistic.

D. Provide for the continuous, successful, sustainable operation of the Arena as a world-class civic venue with minimal City financial participation.

From a design perspective, this is a strength for this proposal, as the design includes sufficient space on its levels and in the seating bowl for future flexibility. We will leave it to the Operations and Financial Teams to provide more detail on this goal.

E. Provide for mitigation of transportation impacts due to Project construction and Arena operations.

Construction:

OVG proposes to close one block of Thomas St during construction. Due to the amount of excavation and hauling needed for this proposal (Figure 6), there will be potential traffic impacts on neighboring streets. It requires a detail analysis and mitigation measures to reduce impacts during construction.

Operations:

During building operation, there may be concerns about truck loading at John and 1st Ave N. (Figure 7). We suggest they investigate the Barclays Center’s solution of using truck elevators and turn-tables before finalizing this design element.

The addition of 850 parking stalls to the 650 parking stalls already in the Thomas/John/1st Ave N vicinity does not seem realistic. Both ingress and especially egress post-event will create congestion that these small streets cannot accommodate.

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Overall, while their truck loading solution is better than Seattle Partners, their freight mobility plan and overall responses are weaker than Seattle Partners. Their response to our questions did list some specific financial commitments to transportation mitigation so we will leave analysis of these to the Transportation Team.

F. Provide Project construction and Arena operations in a manner that is equitable for workers and consistent with the City’s Race and Social Justice Initiative.

They commit to the construction-related Community Workforce Agreement in their RFP response and repeated that in their presentation. That is a small part of an authentic approach to equitable development and we will leave the complete assessment to the Social Equity Team. We see no substantive difference between the two Proposers on this goal.

G. Provide for Project design and Arena operational integration with Seattle Center, contributing positively to the vibrancy of Seattle Center.

The Century 21 Master Plan Goals listed in the RFP are:

- Long term investments should enhance the Center’s ability to meet its mission, bringing people together to share our communal artistic, civic and cultural expressions.
- The campus should provide programs, services and attractions for people of every age, background, heritage, culture and ability as well as for neighborhood residents and workers who may visit every day and for those who travel distances to get here.
- Seattle Center should strive to enliven the campus throughout the hours of the day and the days of the year, balancing out the peaks and valleys of programs and activities.
- The International Fountain and open space around it should be preserved as the “heart” of Seattle Center.
- Development should invigorate and update the campus to appeal to the next generation of users, yet changes should honor the campus’ historic character.
- Pedestrian friendly planning should unify the campus, enhancing the comfort and safety of people on foot.
- All planning and design work should promote environmental sustainability.
- Pathways and pedestrian connections into and through the campus should be clearly legible.
- Design should emphasize flexibility, vibrancy, legibility and artistic expression.
- Campus edges should open to the community and entries should be inviting and festive.

- Future Seattle Center development should build on the tradition of being a good neighbor to surrounding residents and businesses.
- Transportation planning must be a central element of any development.

Clearly Oak View Group's proposal meets many of these objectives with their "world class arena" design; however, their parking garage abutting the south end decreases, rather than increases, the opportunity for pedestrian connections to and through the campus and does not help open the campus edges to the community.

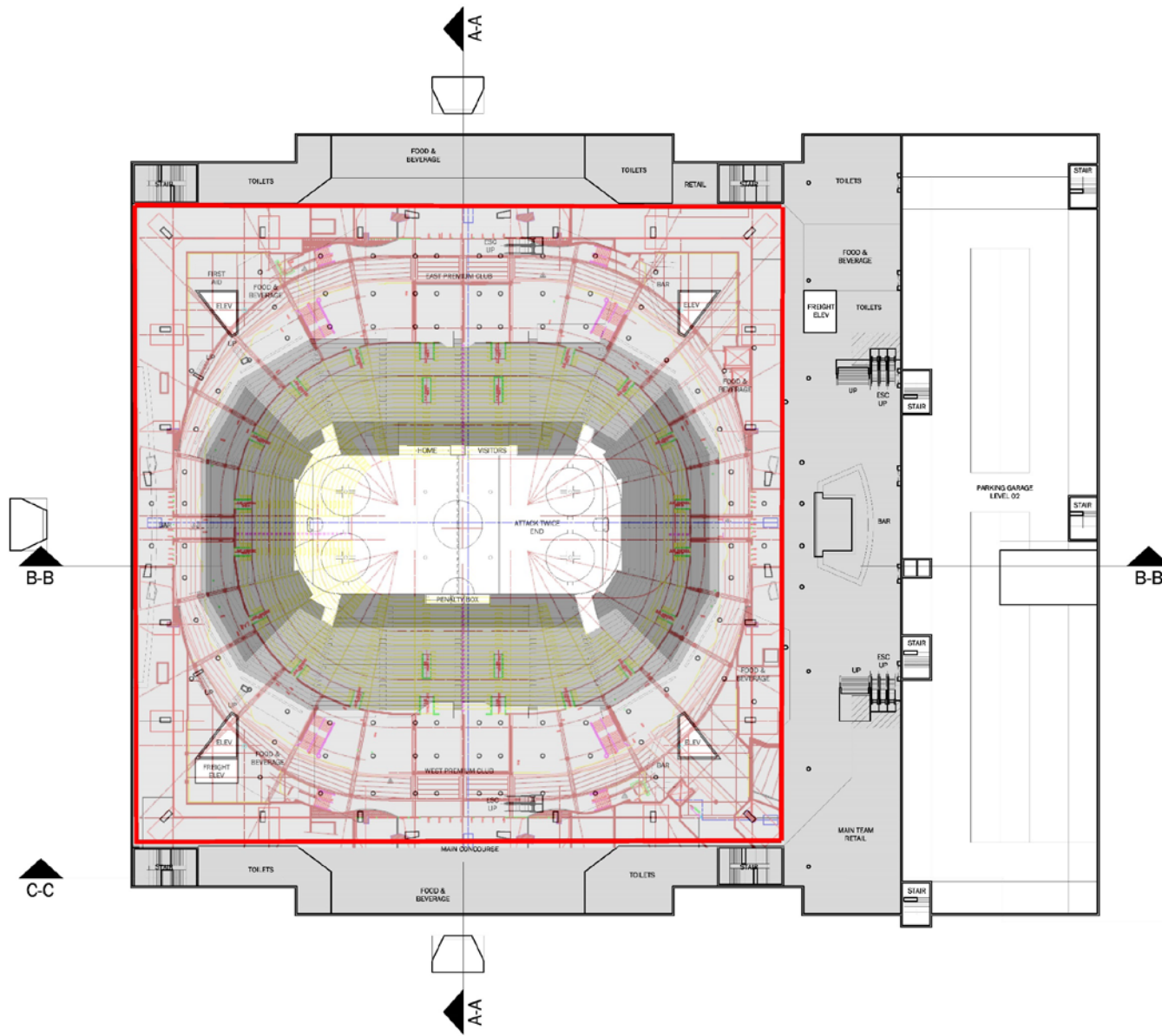
PLEASE NOTE: *As of May 29, 2017, OVG has removed the above-grade portion of the proposed parking garage and indicate that the area to the south "now is a plaza. There is a lot more open space with a focus on the neighborhood." (Seattle Times, 5/29/17). Per the Master Plan principles, what is being characterized as "a plaza" (Figure 8) will need additional improvements to create activation and we know that OVG still needs to locate their ticket office(s). There may be opportunity to replace the Restroom Pavilion and the Skatepark in this area.*

This proposer was clear in their presentation that they had not yet turned their focus to the rest of the campus and that they will financially assist with relocating tenants. In their answers to our questions, they stated they would put forward \$500K towards "short term and long term" tenant relocation needs. This may prove to be insufficient and will need to be addressed if the City ends up negotiating with this proposer.

We also noted with their design team that their exiting stair at the NW corner of the building would need to be reworked to allow vehicle access to the upper Northwest Courtyard and KEXP, which they agreed would be easy for them to accommodate.

Overall, the design of the arena itself is the strength of this proposal and as such can contribute positively to the vibrancy of Seattle Center, provided the weaknesses of the perimeter integration are addressed. To fully meet the Master Plan Design Guidelines, both of these proposals would benefit from the early engagement of a Landscape Architect with experience with public open space.

There are unrealized opportunities to integrate a vista to the east with both projects as a reknitted Harrison St. will make this building visible and accessible from South Lake Union. To fully meet the Master Plan Design Guidelines, both of these proposals would benefit from the early engagement of a Landscape Architect with experience with public open space.



300 - MAIN CONCOURSE

FLOOR SLAB = 153,800 SF
 FIXED SEATING BOWL = 26,000 SF
 RETRACTABLE SEATING = 20,900 SF

LEGEND:

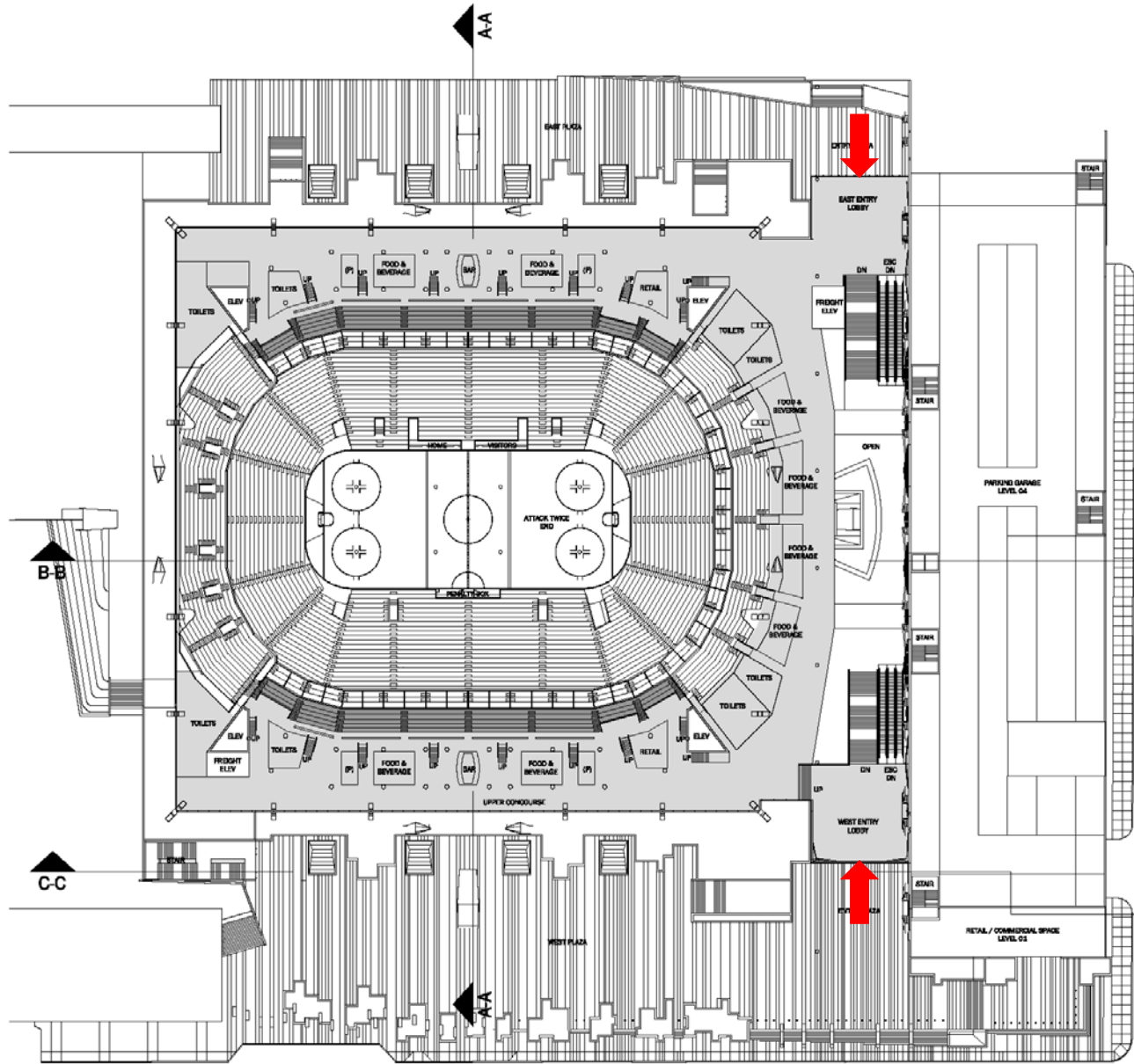
- FLOOR SLAB
- FIXED SEATING BOWL
- RETRACTABLE SEATING

SCALE:
 1/32" = 1'-0"

NORTH

FIGURE 1
 CURRENT KEY ARENA,
 OUTLINE IN RED

KEY ARENA RENOVATION



500 - UPPER CONCOURSE

FLOOR SLAB = 62,900 SF
 FIXED SEATING BOWL = 7,200 SF

LEGEND:

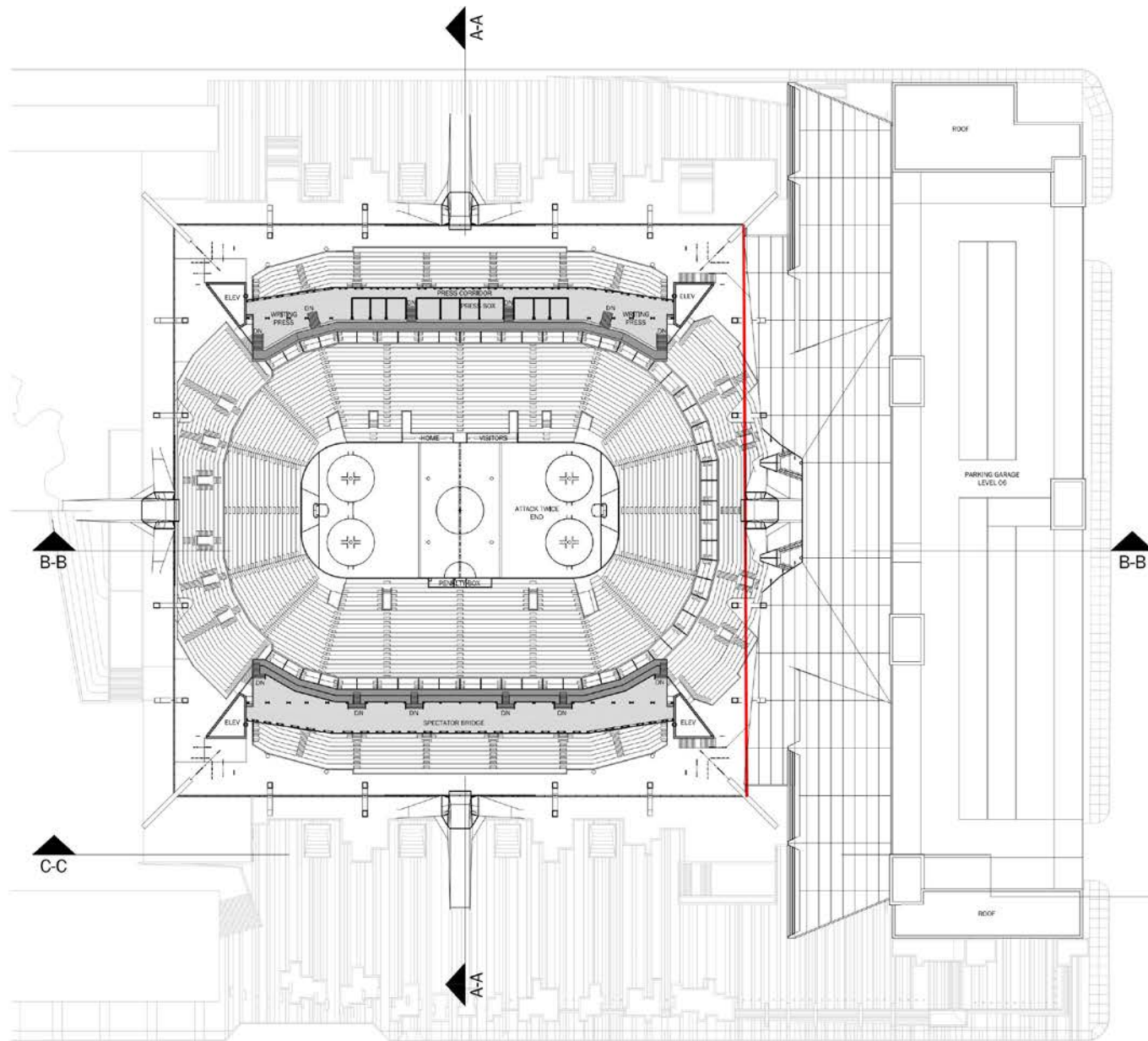
- FLOOR SLAB
- FIXED SEATING BOWL
- RETRACTABLE SEATING

SCALE:
 1/32" = 1'-0"



FIGURE 2
 UPPER CONCOURSE
 GRADE LEVEL
 ENTRIES

KEY ARENA RENOVATION



600 - PRESS LEVEL

FLOOR SLAB = 11,700 SF
 FIXED SEATING BOWL = 4,500 SF

LEGEND:

- FLOOR SLAB
- FIXED SEATING BOWL
- RETRACTABLE SEATING

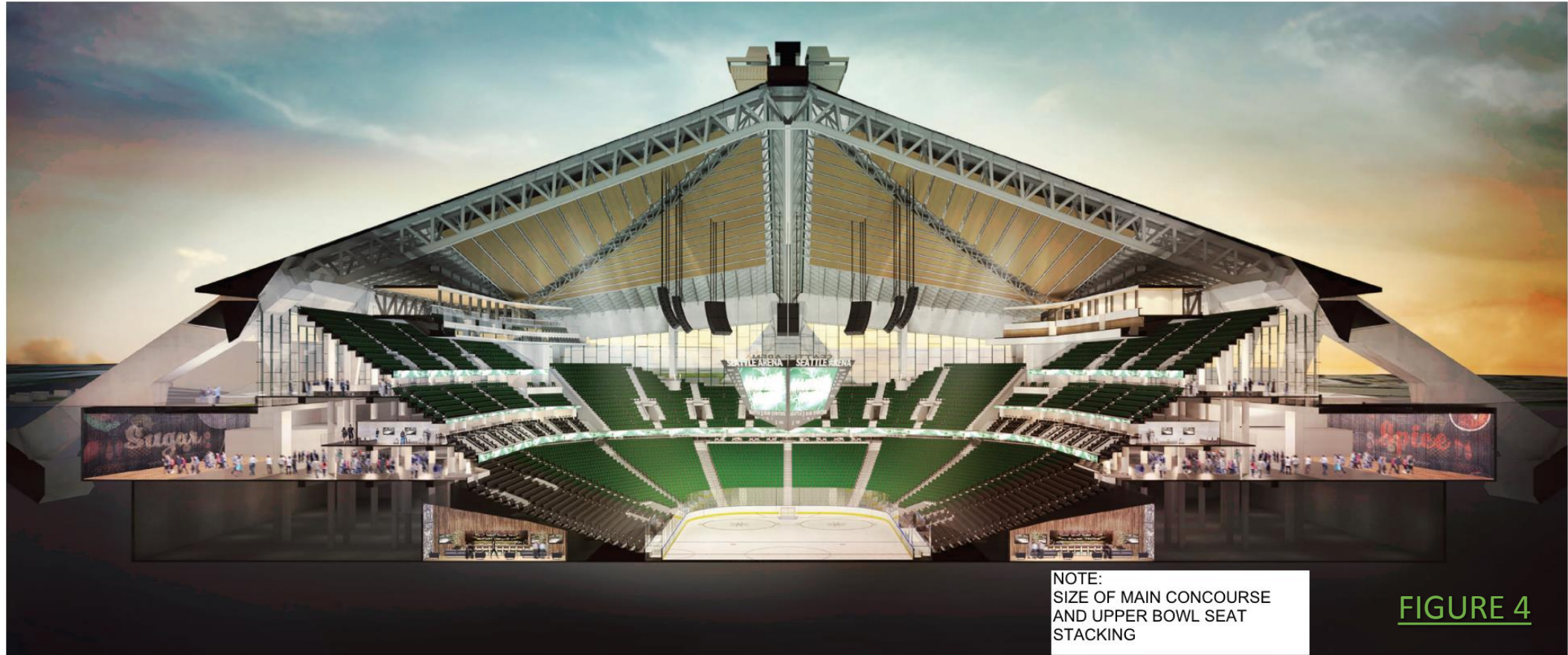
SCALE:
 1/32" = 1'-0"

NORTH

FIGURE 3
 RED LINE INDICATES
 KEY ARENA SOUTH
 EDGE

KEY ARENA RENOVATION

EAST-WEST TRANSVERSE SECTION



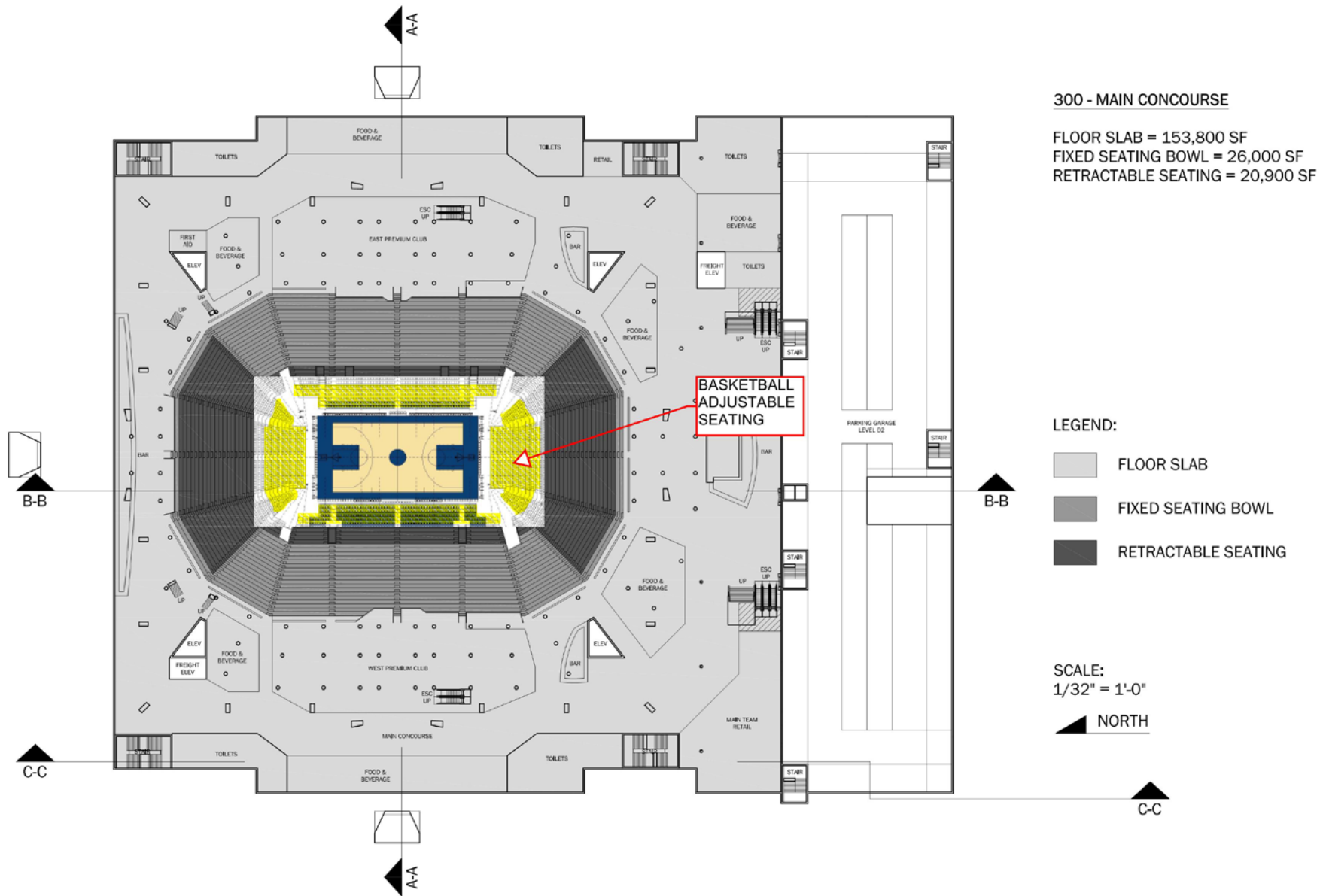


FIGURE 5

KEY ARENA RENOVATION

NORTH IS SIMILAR, BUT WALL LINE IS AT APPROX ROOF DRIP LINE

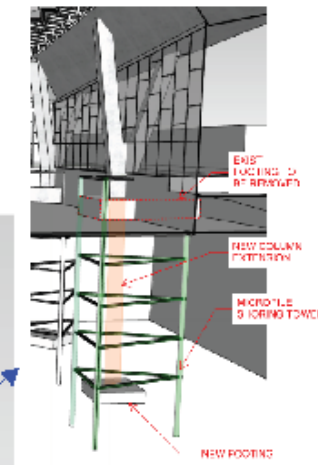
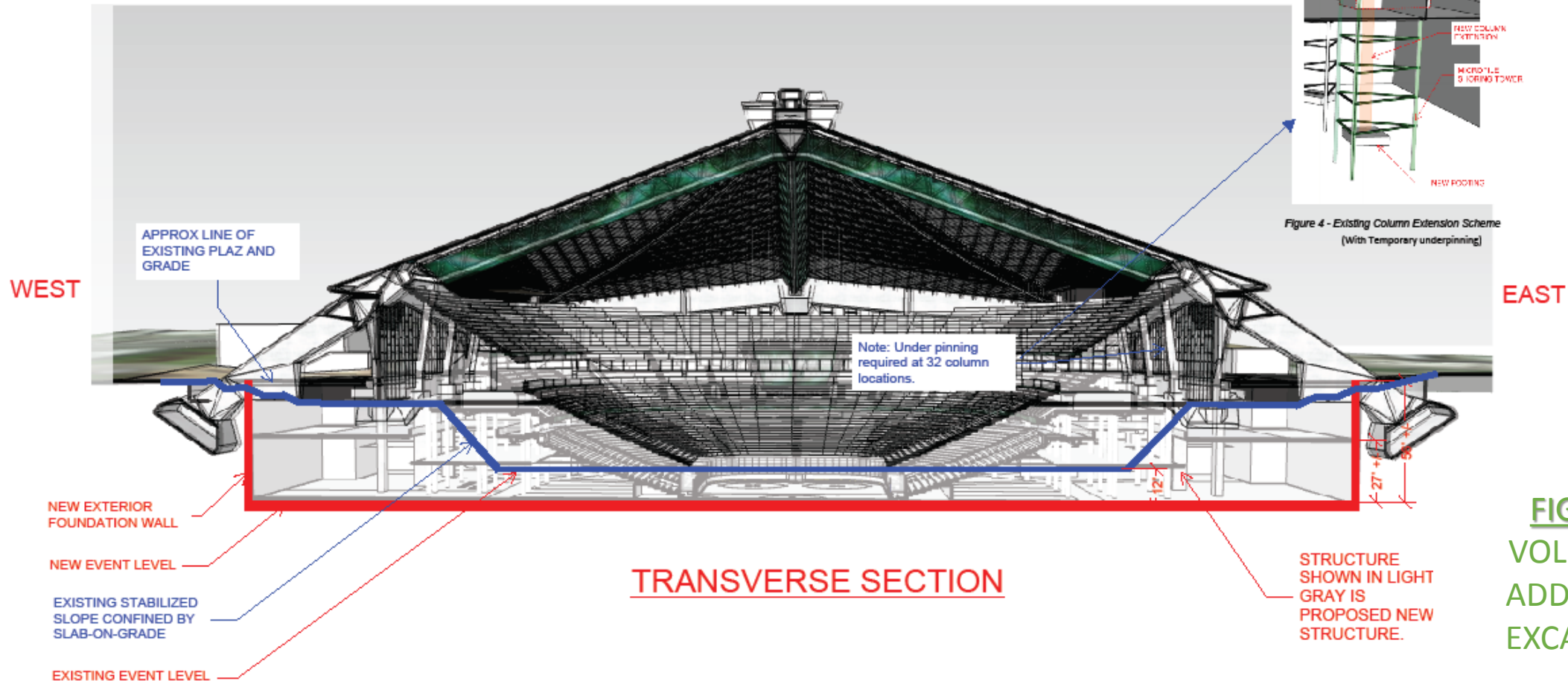


Figure 4 - Existing Column Extension Scheme (With Temporary underpinning)



TRANSVERSE SECTION

PARKING GARAGE AT SOUTH CREATES DIFFERENT CONDITION

STRUCTURE SHOWN IN LIGHT GRAY IS PROPOSED NEW STRUCTURE.

FIGURE 6
VOLUME OF ADDITIONAL EXCAVATION

Note: at East and West (and North with easement variance), it may be possible to use permanent tiebacks with Z-Pile or H-Pile/Lagging and one side formed walls.

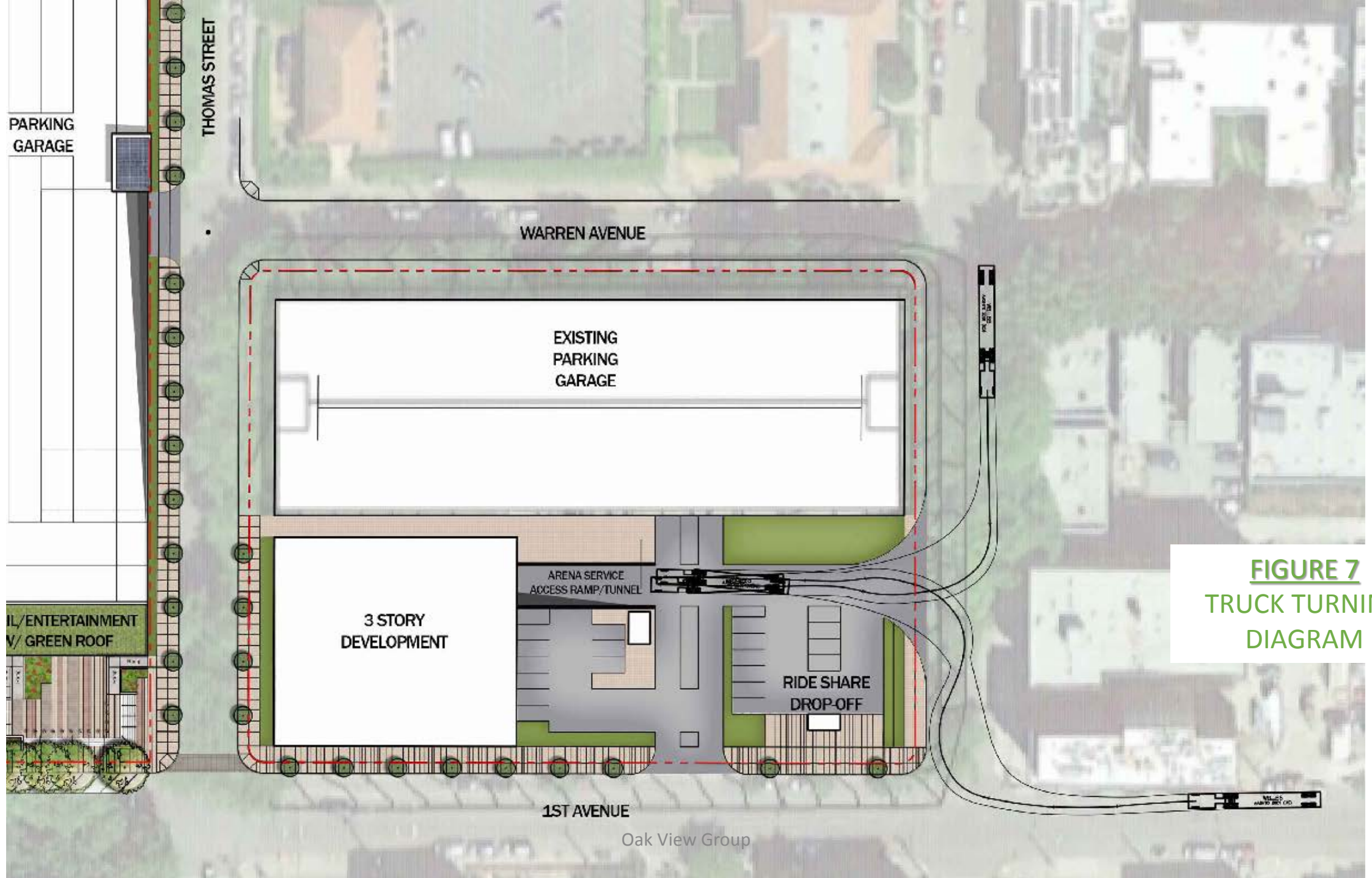


FIGURE 7
TRUCK TURNING
DIAGRAM



VIEW FROM CORNER OF 1st AVE & THOMAS ST



Oak View Group

FIGURE 8
SEATTLE TIMES
5/29/17