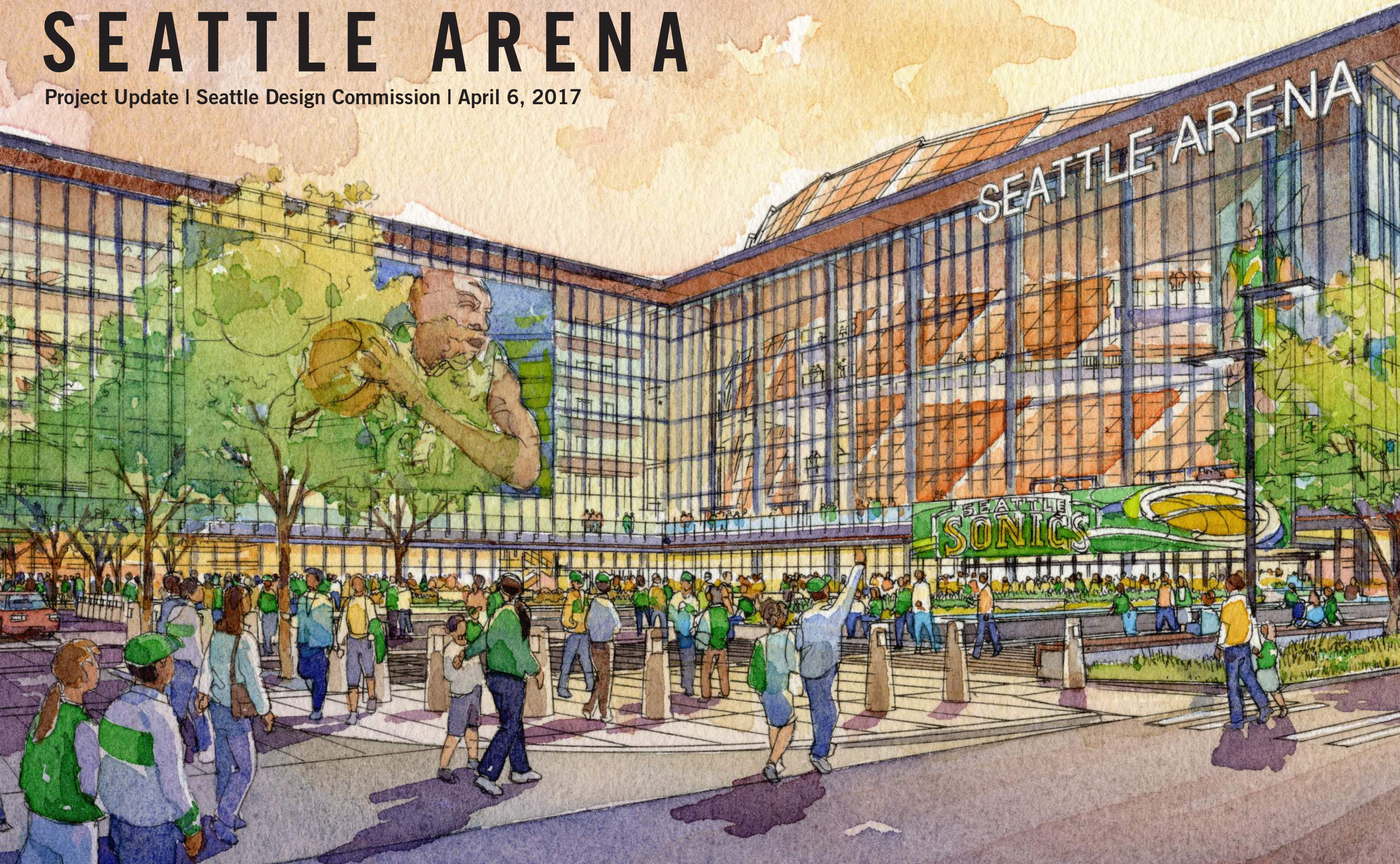


SEATTLE ARENA

Project Update | Seattle Design Commission | April 6, 2017



AGENDA

Status of Entitlements, Council Conditions & Agreements

Project Updates

1. Role of Occidental for vehicular circulation
2. Pedestrian network to and around site
3. Location and commitment to required and off-site market-based parking
4. S. Massachusetts Street alignment
5. Role of the Arena access road
6. Occidental from S. Mass to Edgar Martinez
7. S. Massachusetts Substation

Vacation / No Vacation Alternatives

Public Realm Review

Public Benefit Review

ENTITLEMENTS

MOU

Master Use Permit

FEIS

Design Review

2017 Street Vacation Petition

COUNCIL & OTHER CONDITIONS

(Adopted by 2017 Street Vacation Petition)

Joint Scheduling Agreement (Burgess)

Labor / Community Agreements (from MOU, now voluntary)

Access Road (Burgess)

South Massachusetts Street (Burgess)

No Vacation Without Team (Bagshaw, Herbold)

Pedestrian Improvements (Bagshaw, Herbold)

City-Approved Events (Bagshaw, Herbold)

Free Speech / Local Artist (Gonzalez)

PROJECT UPDATE

URBAN DESIGN MERIT - COMMISSIONERS' PREVIOUS COMMENTS

Circulation & Access

1. Shared use of access road is important
2. Appreciate implementing vision of stadium district
3. Support curbless S. Mass. St.
4. Pedestrian bridge is required

Parking & Utilities

1. Support a parking solution that uses existing parking facilities instead of new parking garage
2. If new parking garage required, a mix of uses should be part of the garage
3. Preference for undergrounding utilities wherever possible to improve ped experience
4. Applaud approach for managing black/stormwater on site

Open Space

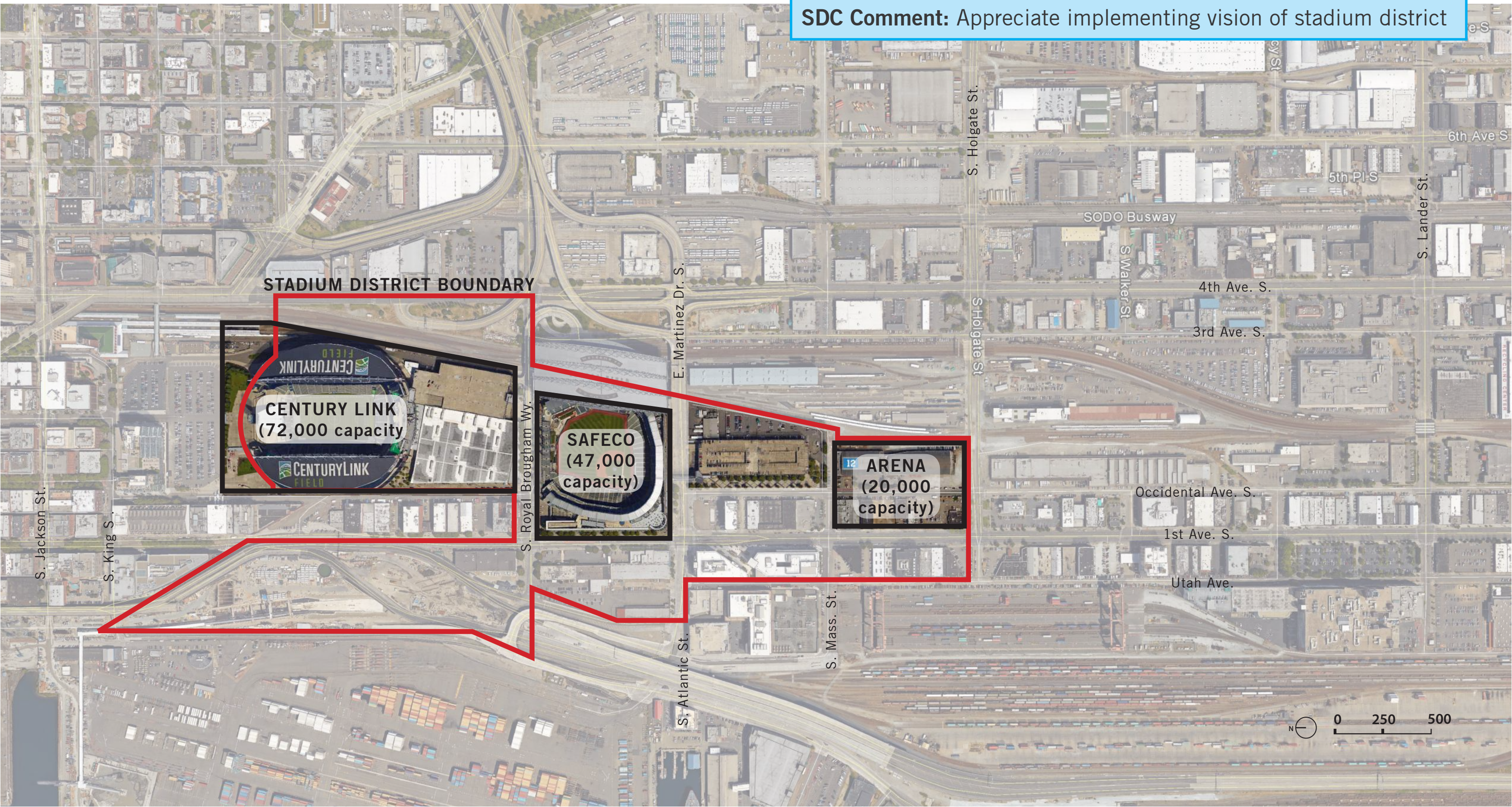
1. Open space accommodates ped volumes of Arena
2. Should benefit all equitably, programming should be a part of Arena plan
3. Lighting on non-event days is important

Voted 8-0 to Approve Urban Design Merit, May 21, 2015

EXISTING AND PROPOSED SPORT FACILITIES

Project Update

SDC Comment: Appreciate implementing vision of stadium district



PAST AND PROPOSED STREET VACATIONS

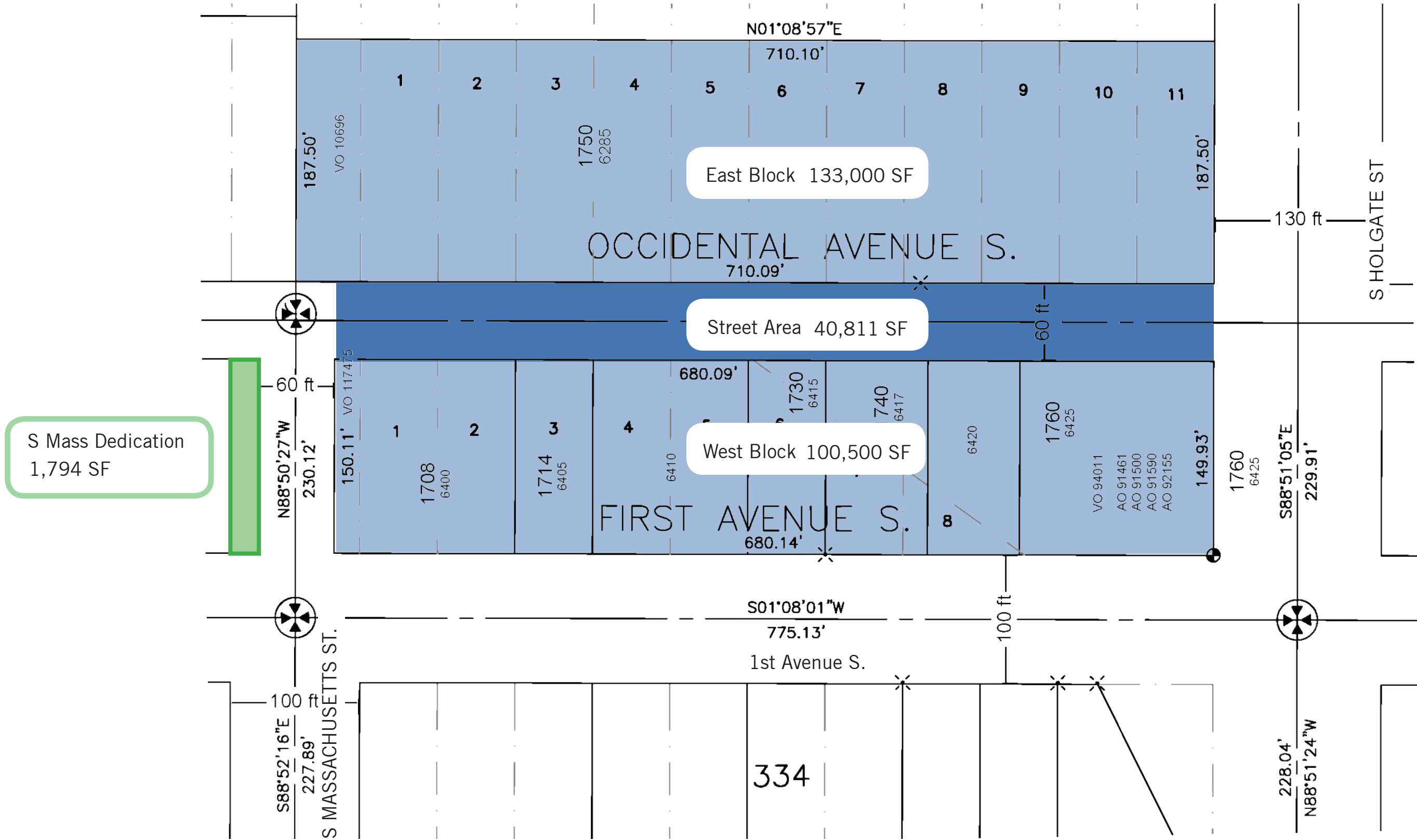
Project Update



OCCIDENTAL AVENUE S. - PROPOSED STREET VACATION

Project Update

Council Condition: No Vacation Without Team (Bagshaw, Herbold)



OCCIDENTAL AVENUE S. - EXISTING CONDITIONS

Project Update



Looking North From S. Massachusetts St.



Looking South From S. Massachusetts St.

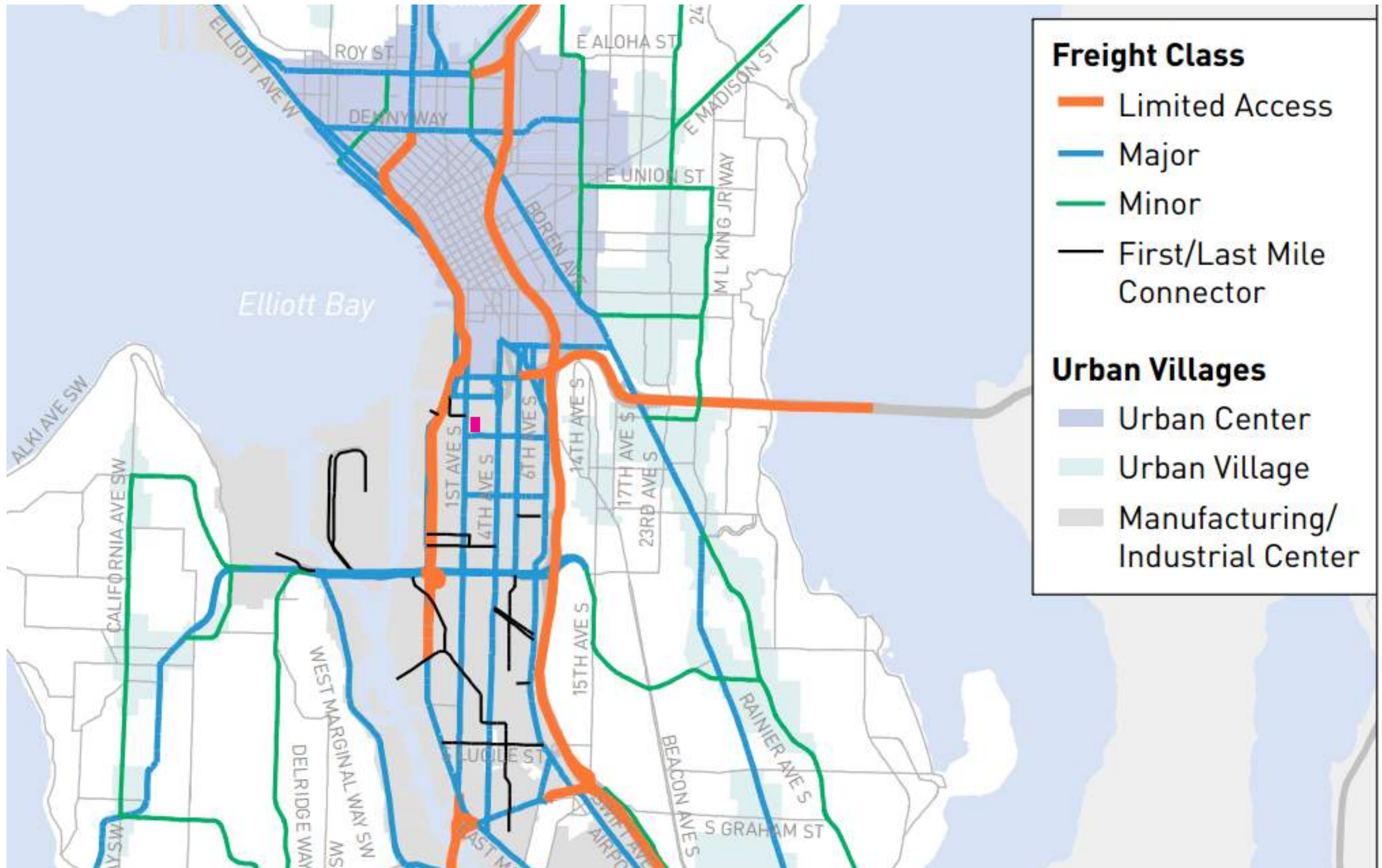


Looking North From S. Holgate St.



FREIGHT MASTER PLAN

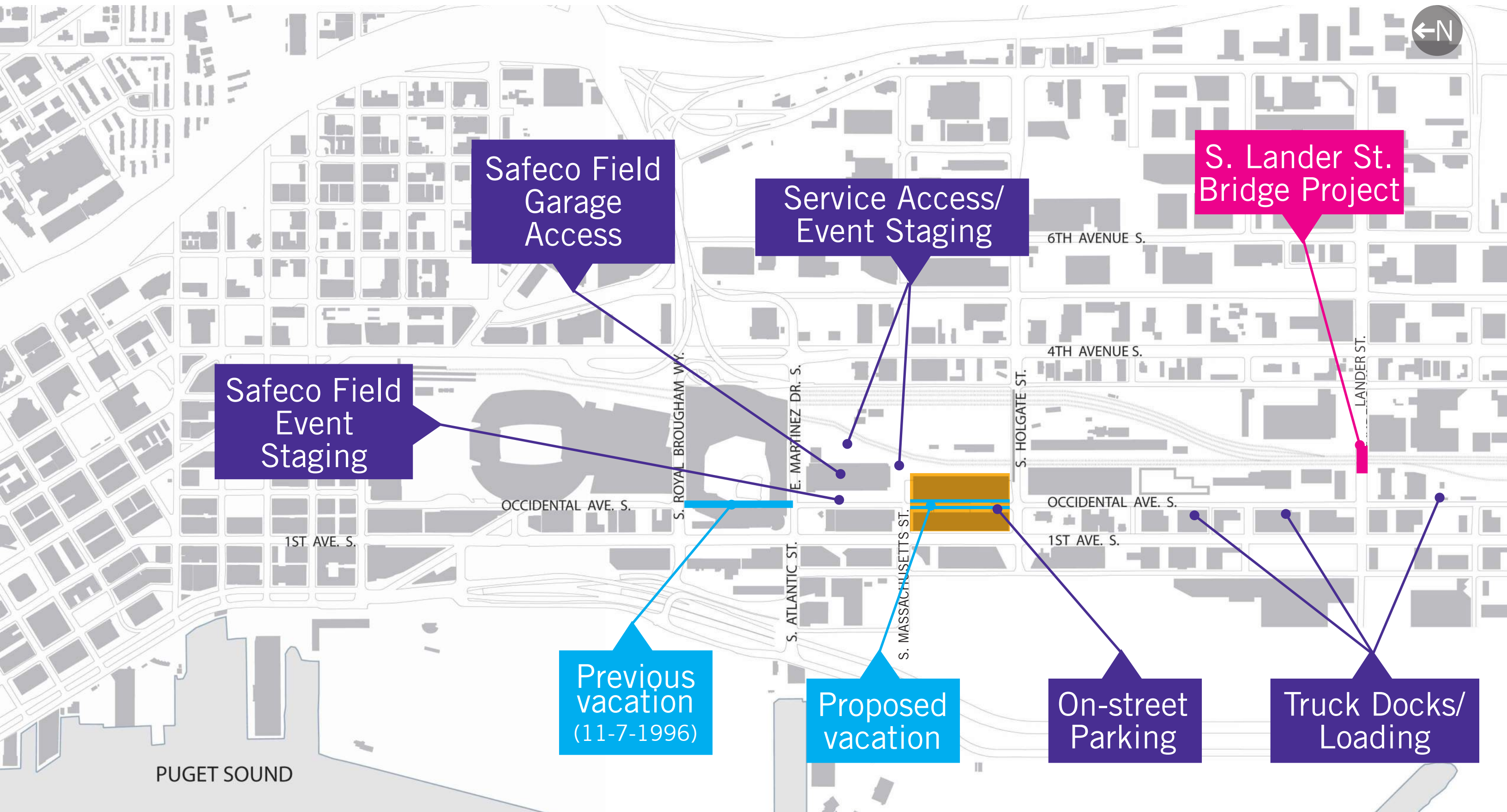
Project Update



Source: SDOT

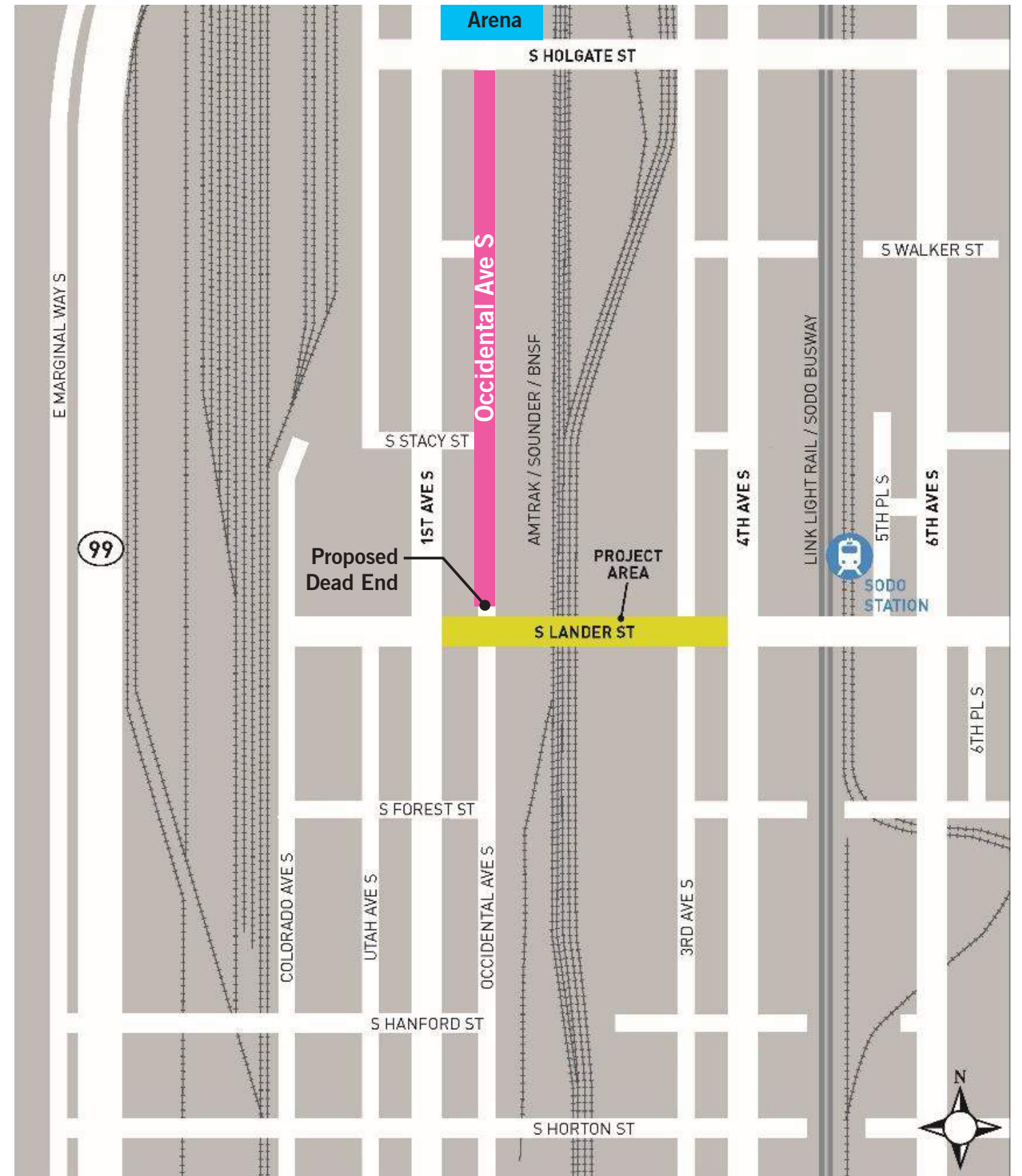
OCCIDENTAL AVENUE S. - EXISTING CONDITIONS

Project Update



Background

- New overpass bridge over the railroad tracks on S Lander St between 1st Ave S and 4th Ave S
- Project benefits:
 - Relieve traffic
 - Improve safety
 - Increase freight mobility
- High priority project for city, region, and state



S LANDER ST OVERPASS BRIDGE PROJECT

Project Update

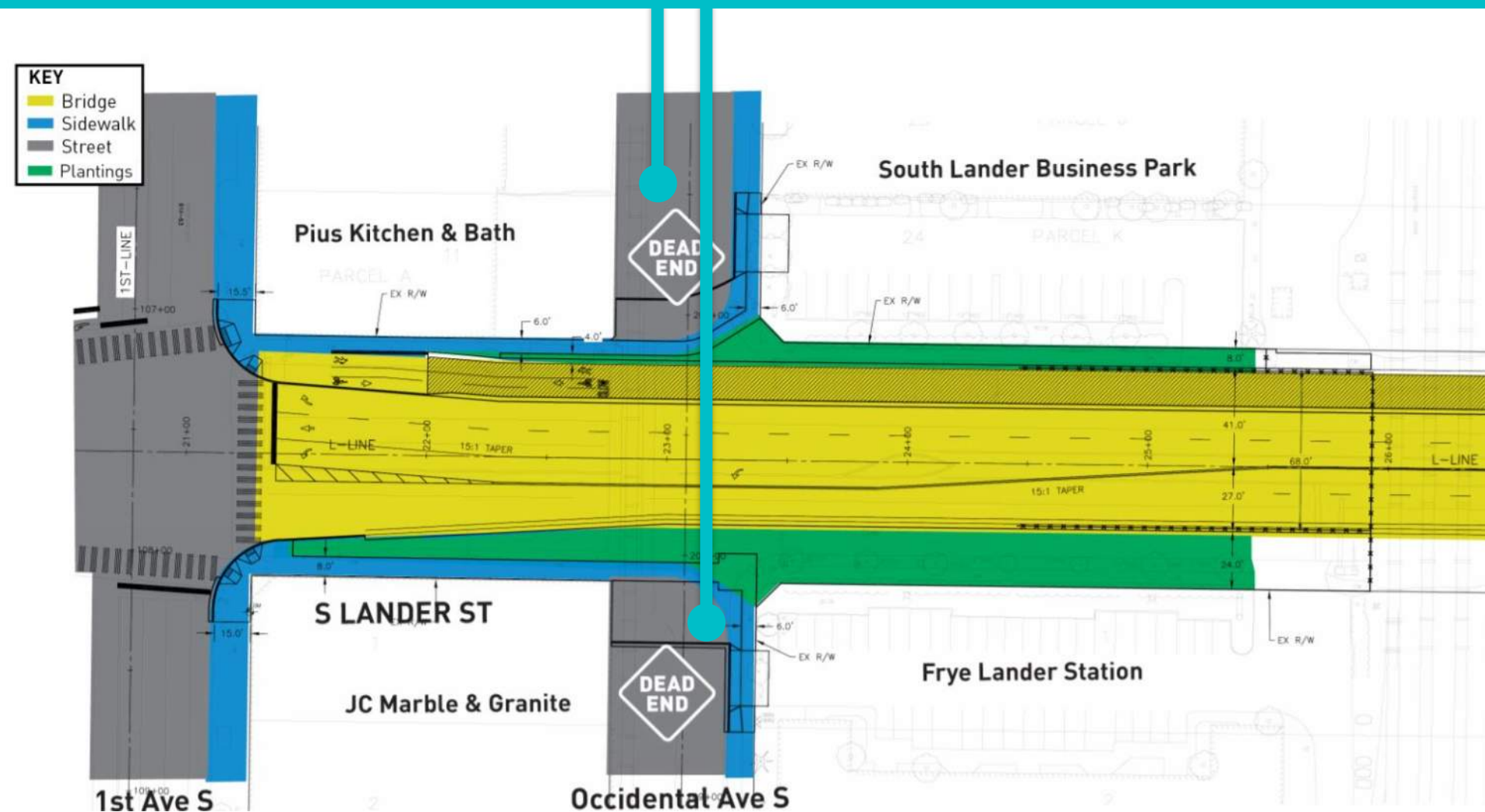


Source: SDOT

Proposed design – WEST of tracks

Occidental Ave S:

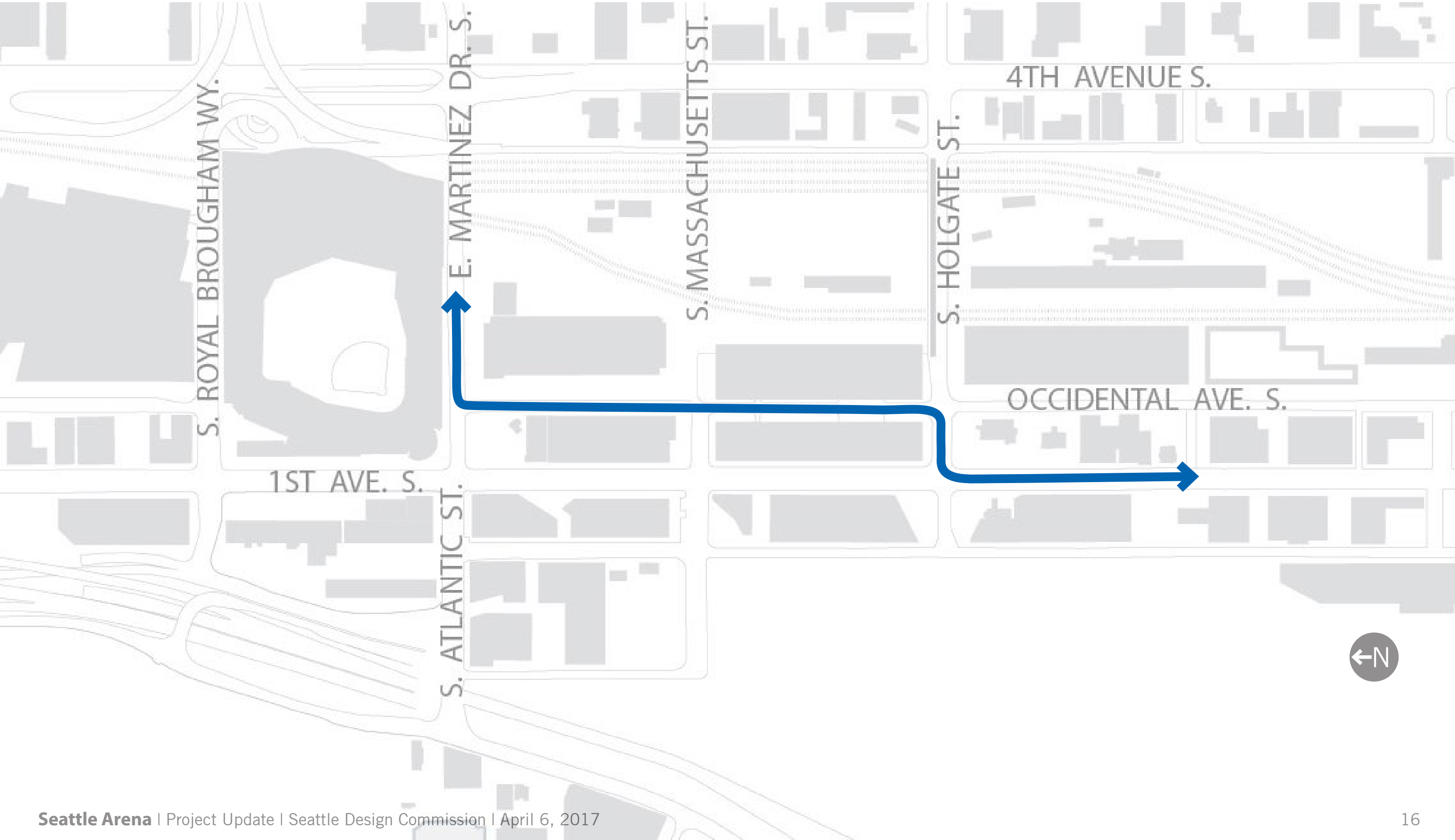
- Proposed dead-ends
- Based on community feedback, stakeholder input, and recent traffic analysis (limited use of north/south through traffic)



Source: SDOT

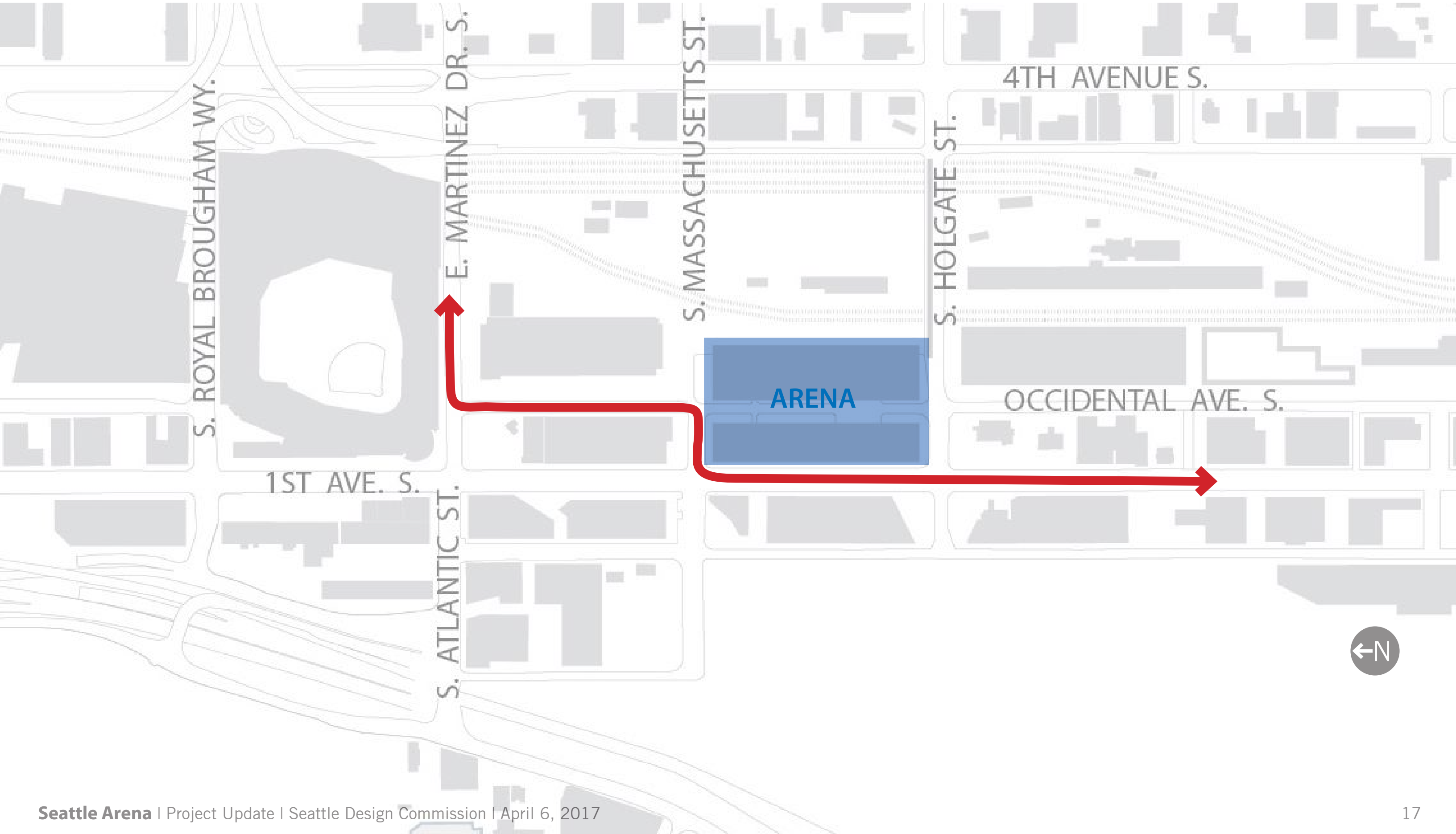
EXISTING DIVERSION ROUTE

Project Update



FUTURE ROUTE WITH ARENA

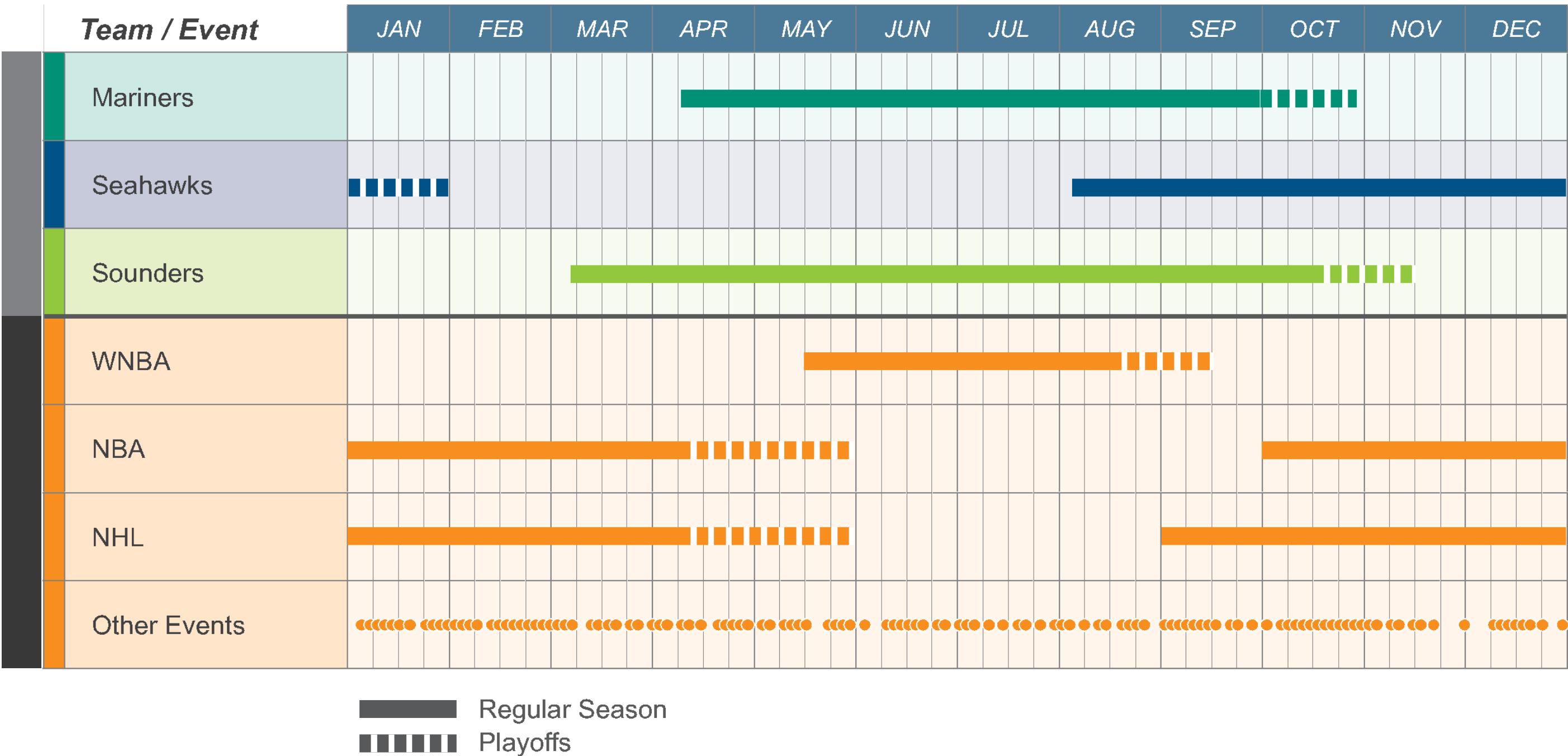
Project Update



EVENT CALENDARS

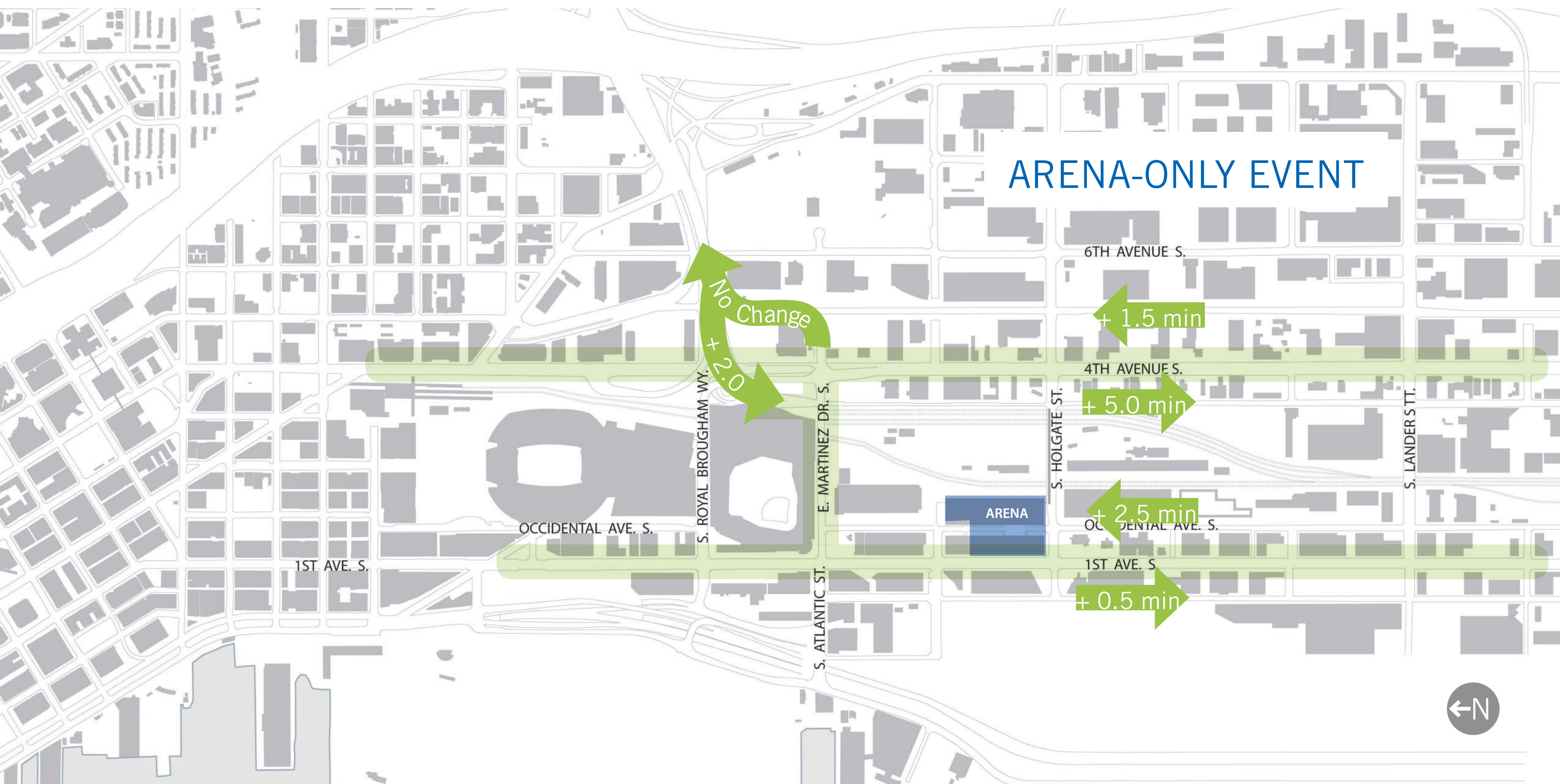
Project Update

Council Condition: Joint Scheduling Agreement (Burgess)



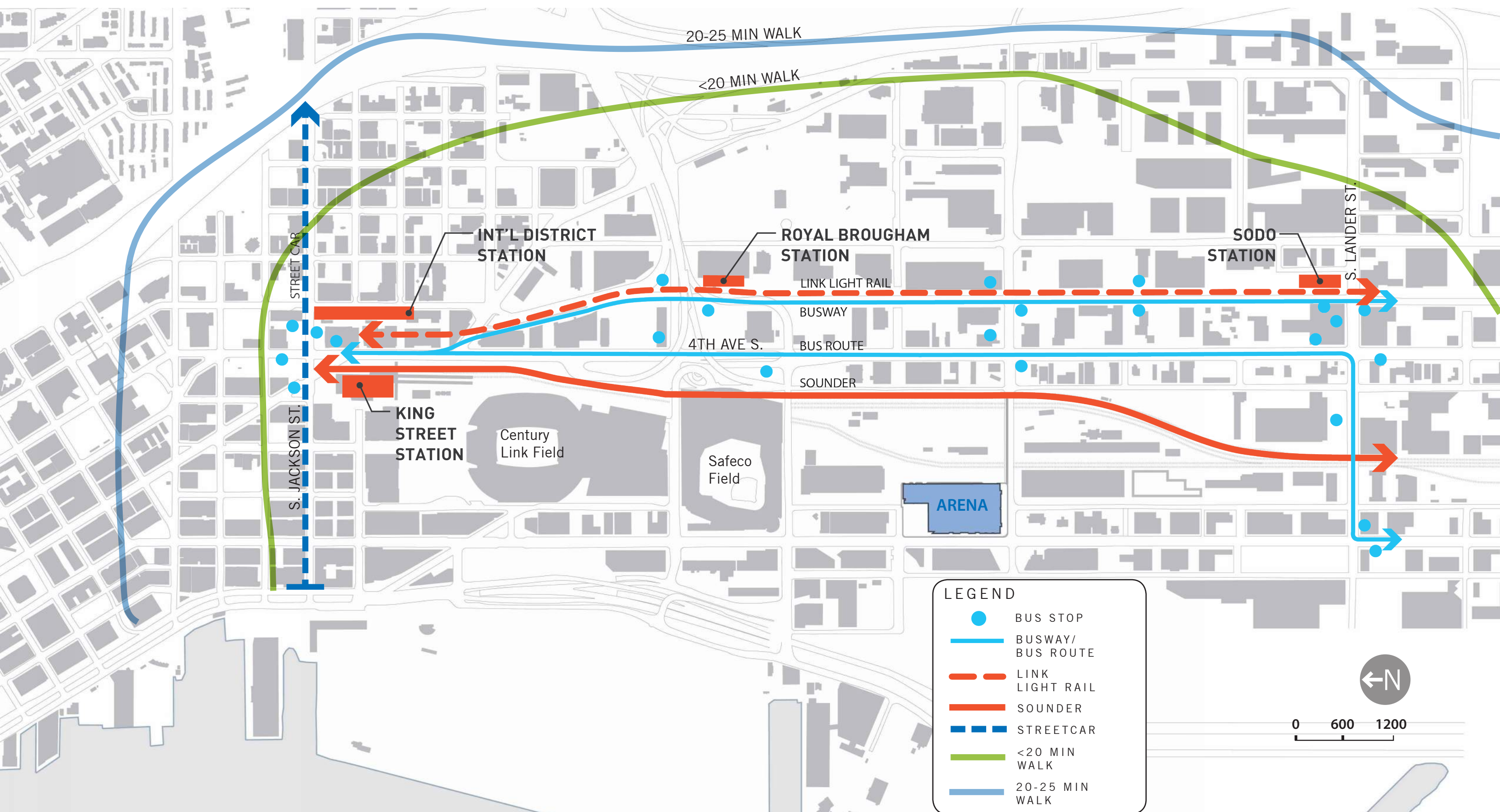
2018 CORRIDOR TRAVEL TIMES (PM PEAK HOUR)

Project Update



PUBLIC TRANSIT

Project Update



WALKSHED

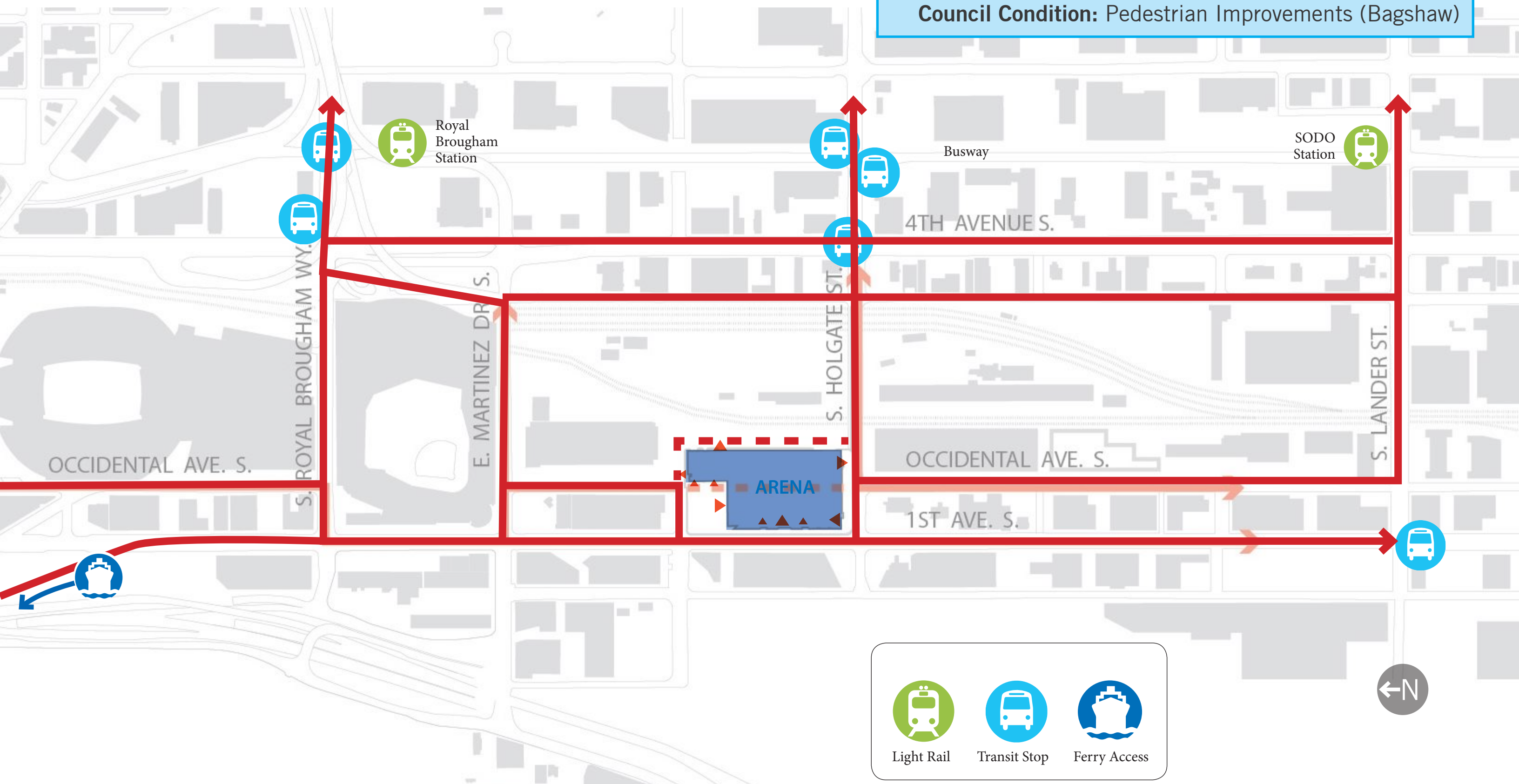
Project Update



PEDESTRIAN CIRCULATION

Project Update

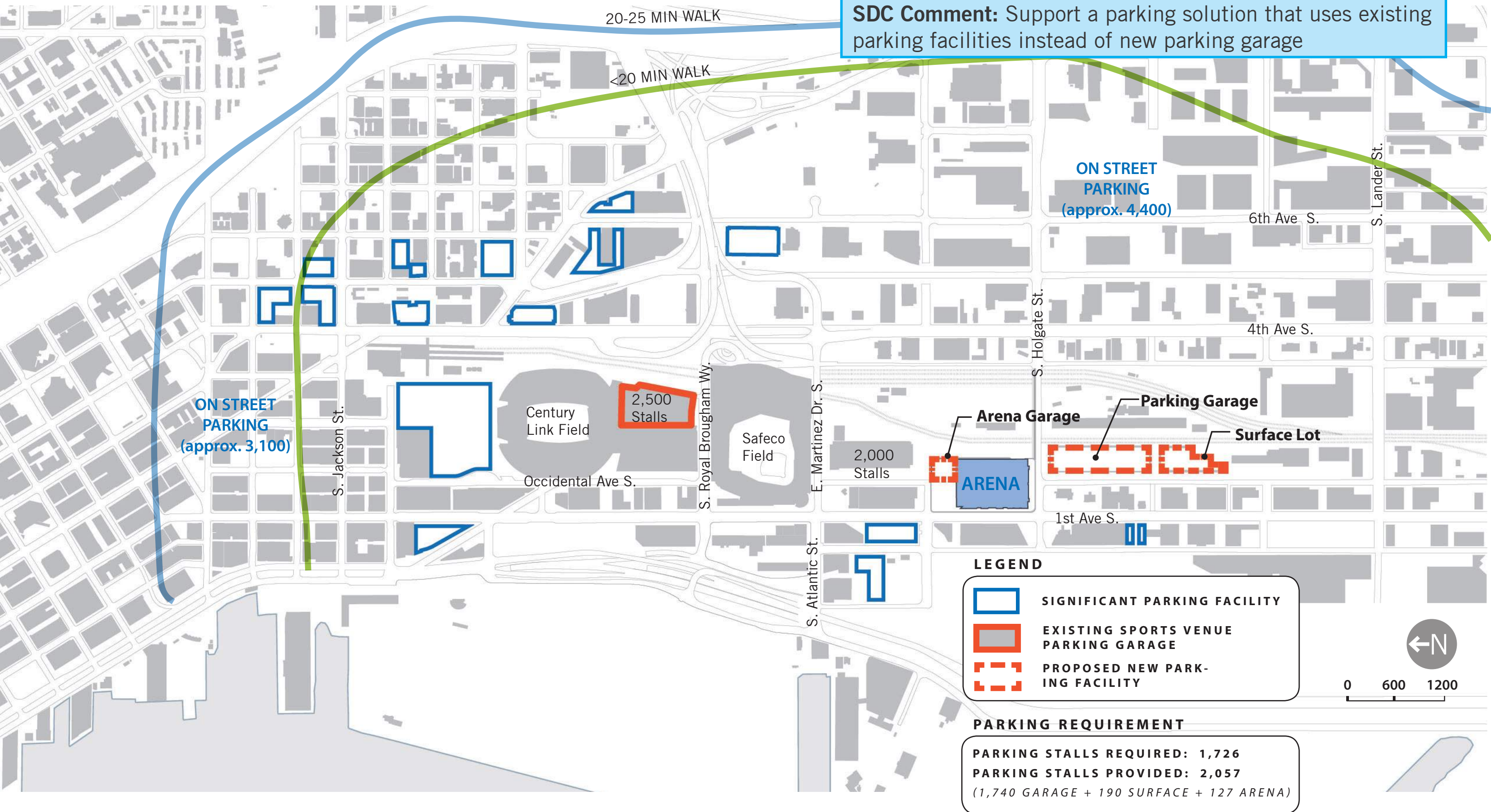
Council Condition: Pedestrian Improvements (Bagshaw)



PARKING

Project Update

SDC Comment: Support a parking solution that uses existing parking facilities instead of new parking garage



LEGEND

-  SIGNIFICANT PARKING FACILITY
-  EXISTING SPORTS VENUE PARKING GARAGE
-  PROPOSED NEW PARKING FACILITY

PARKING REQUIREMENT

PARKING STALLS REQUIRED: 1,726
PARKING STALLS PROVIDED: 2,057
(1,740 GARAGE + 190 SURFACE + 127 ARENA)



0 600 1200

PARKING COMMITMENTS

Project Update

BASE SCENARIO

WAREHOUSE GARAGE & SURFACE LOT

CODE REQUIRED PARKING: 1,726 SPACES

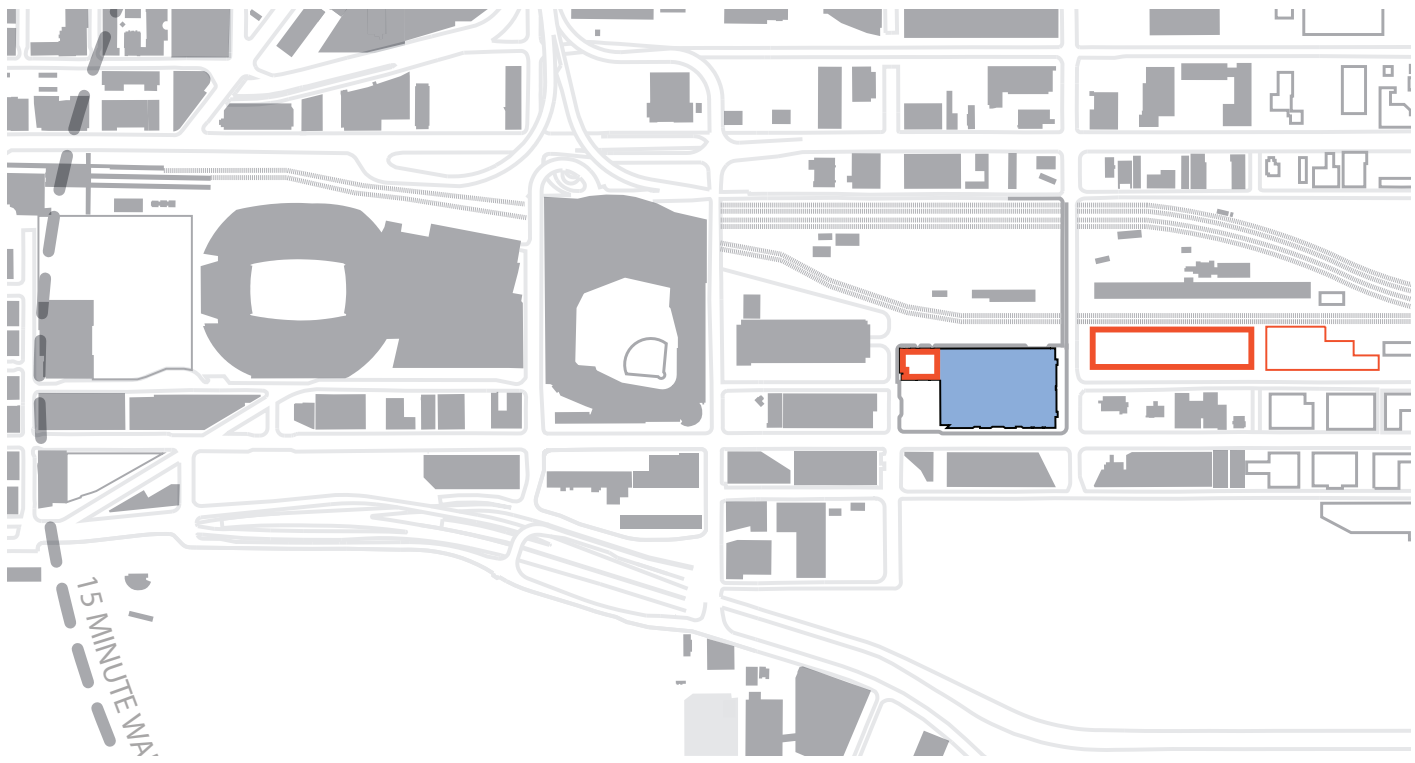
ARENA GARAGE: 127 SPACES

WAREHOUSE GARAGE: 1,754 SPACES

WAREHOUSE SURFACE LOT: 196 SPACES

PROJECT PROVIDED PARKING: 2,077 SPACES

All code-required parking to be provided in proposed parking garage and surface lot to be constructed on applicant owned property immediately south of arena.



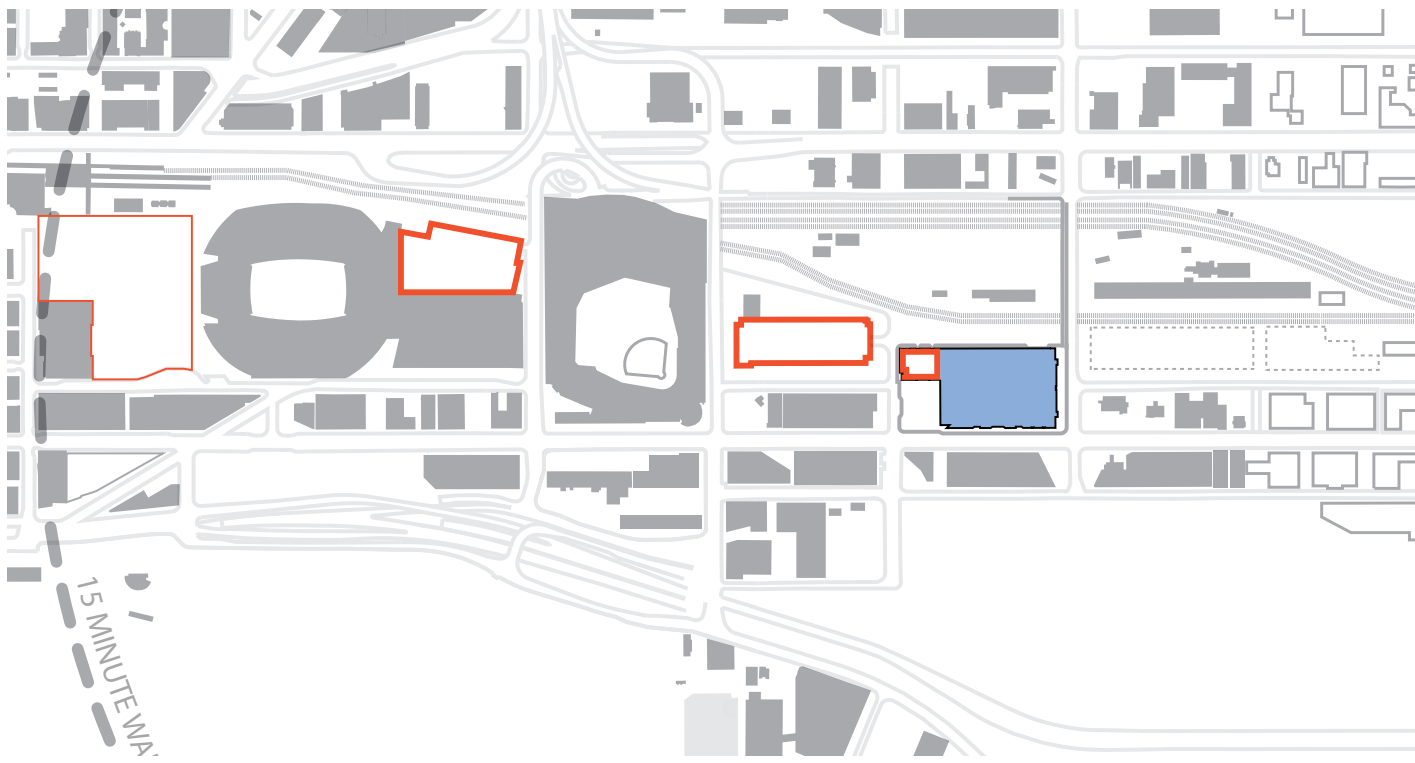
PREFERRED SCENARIO

PARKING LEASE AGREEMENT

- ARENA GARAGE: 127 SPACES
- CENTURYLINK GARAGE: 3,100 SPACES
- CENTURYLINK SURFACE LOT: 779 SPACES
- SAFECO GARAGE: 2,000 SPACES

PROJECT PROVIDED PARKING: 6,006 SPACES

All code-required parking to be provided in existing parking garages and surface lots north of arena within the Stadium Transition Overlay District through potential shared-use agreements.

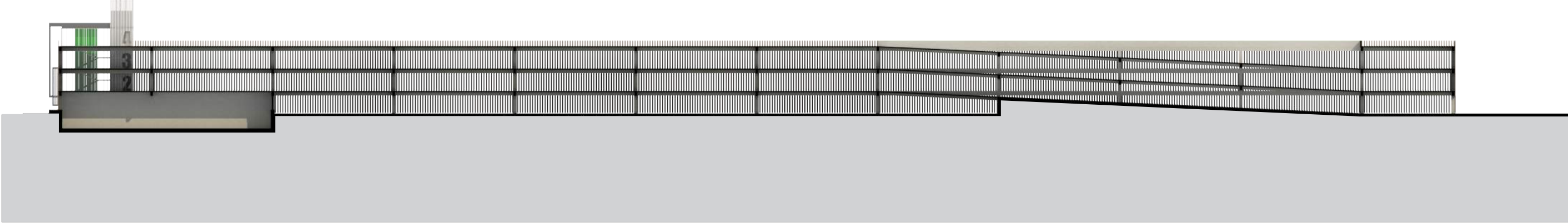
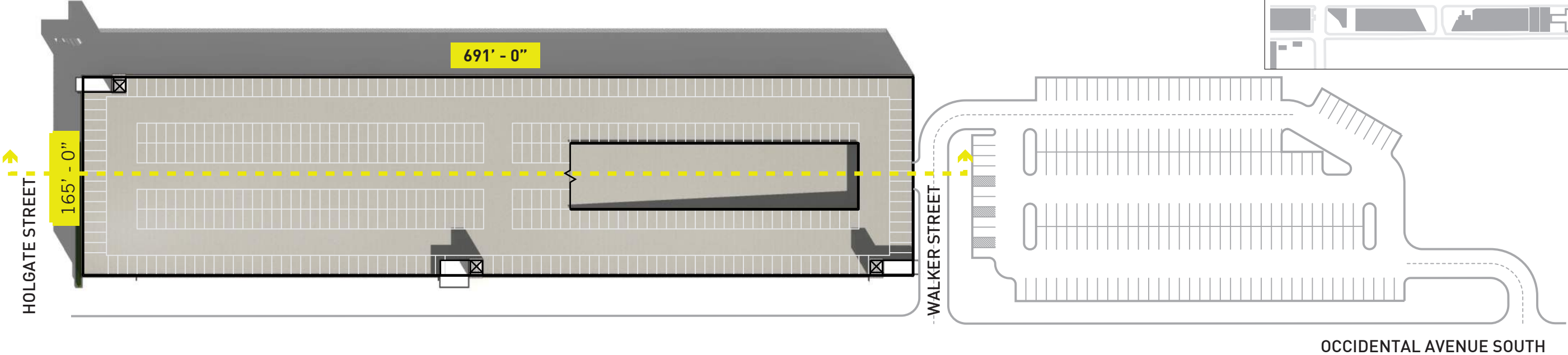


PROPOSED PARKING STRUCTURE

Project Update

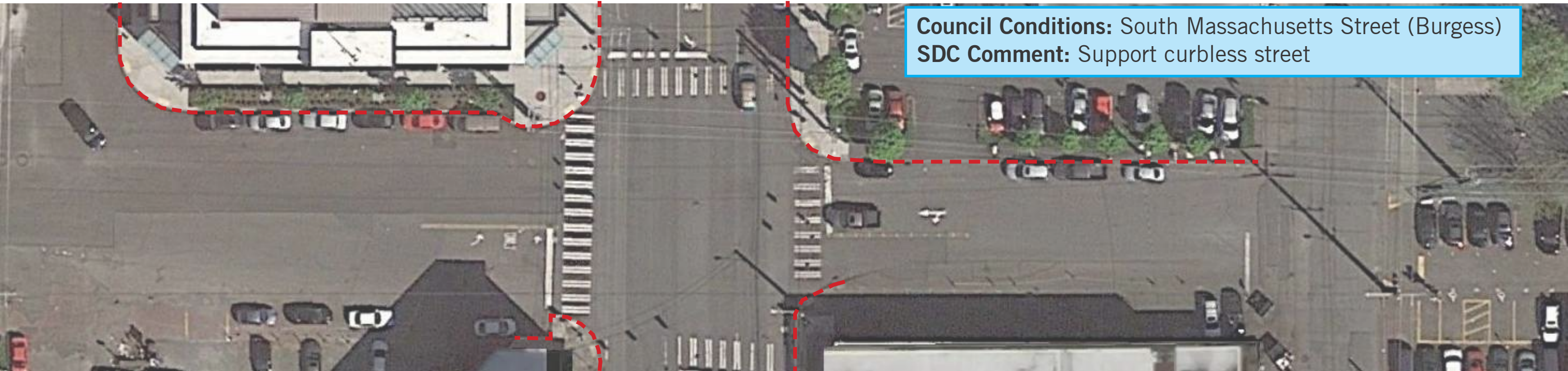
SDC Comment: If new parking garage required, a mix of uses should be part of the garage

WAREHOUSE GARAGE: 1,754 SPACES
WAREHOUSE SURFACE LOT: 196 SPACES
TOTAL: 1,950 SPACES

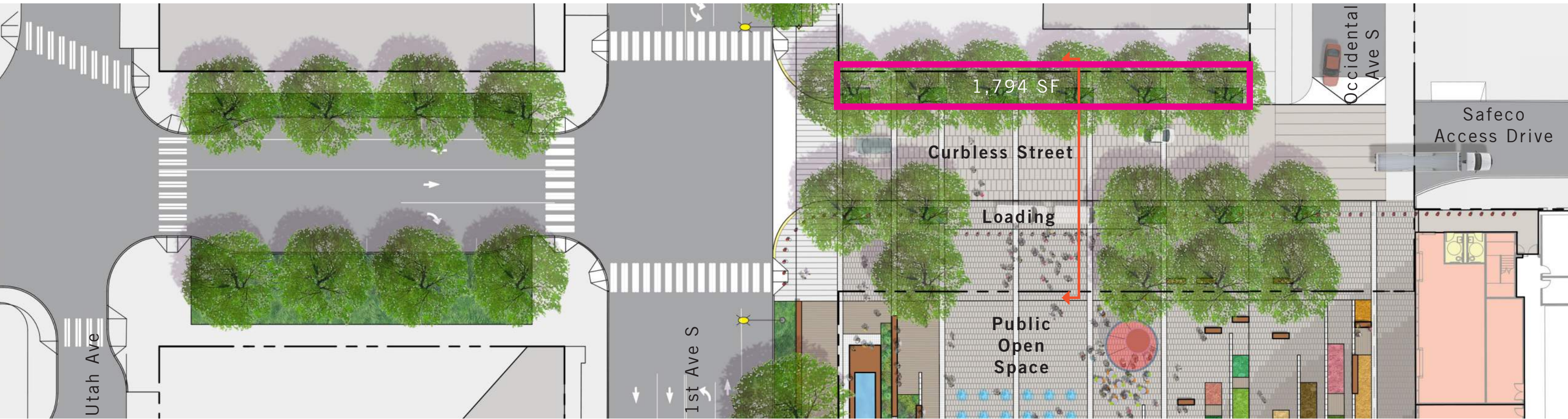


S MASSACHUSETTS ST ROW IMPROVEMENTS

Project Update



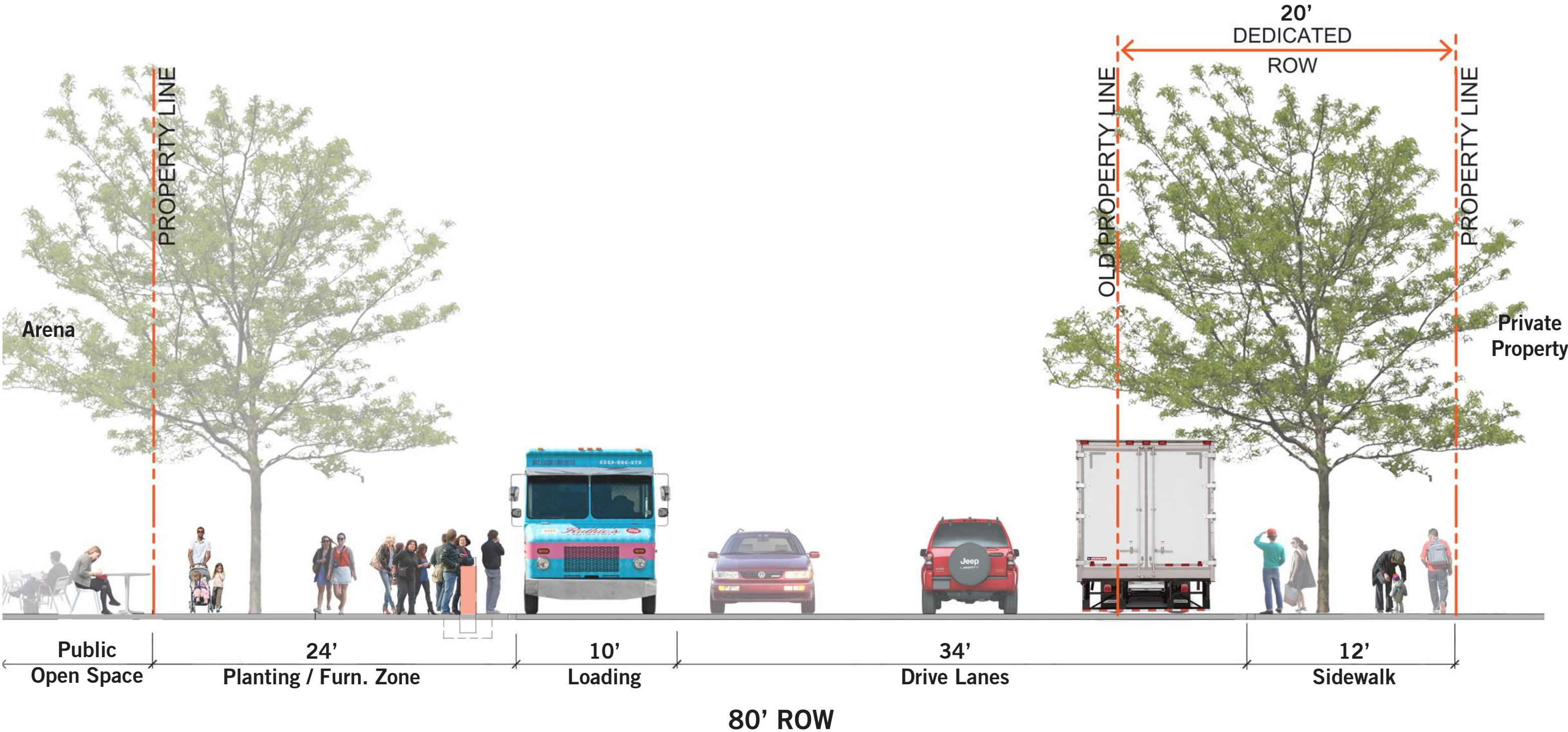
Existing Condition



Proposed Street Alignment and Improvements

S. MASSACHUSETTS ST ROW IMPROVEMENTS

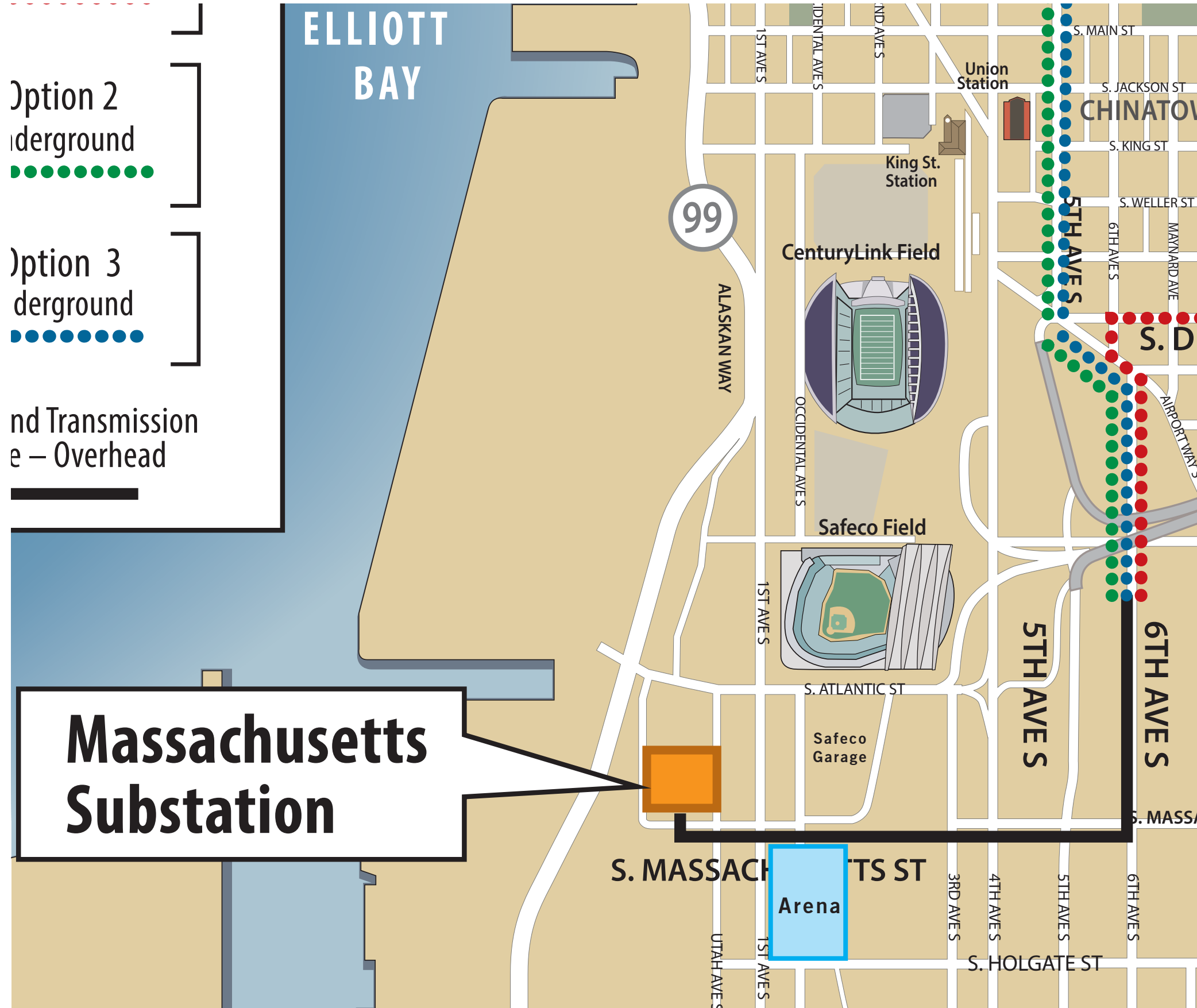
Public Realm



S Massachusetts St east of 1st Ave S.

S MASSACHUSETTS SUBSTATION

Project Update



Source: Denny Substation Project, Seattle City Light

ARENA ACCESS ROAD

Project Update

Council Conditions: Access Road (Burgess)

SDC Comment: Shared use of Access Road important



S. OCCIDENTAL & 1ST AVE STREET CONCEPT PLAN

SOURCE: DDR 8 - City of Seattle, Department of Planning and Development.
Available at: http://www.seattle.gov/dpd/publications/directors_rules/DDR8-2015.pdf



1st Ave S // Looking North



1st Ave S // Looking South



1st Ave S // Looking South

1st Ave S



Occidental Ave S // Pioneer Square



Occidental Ave S // Centurylink

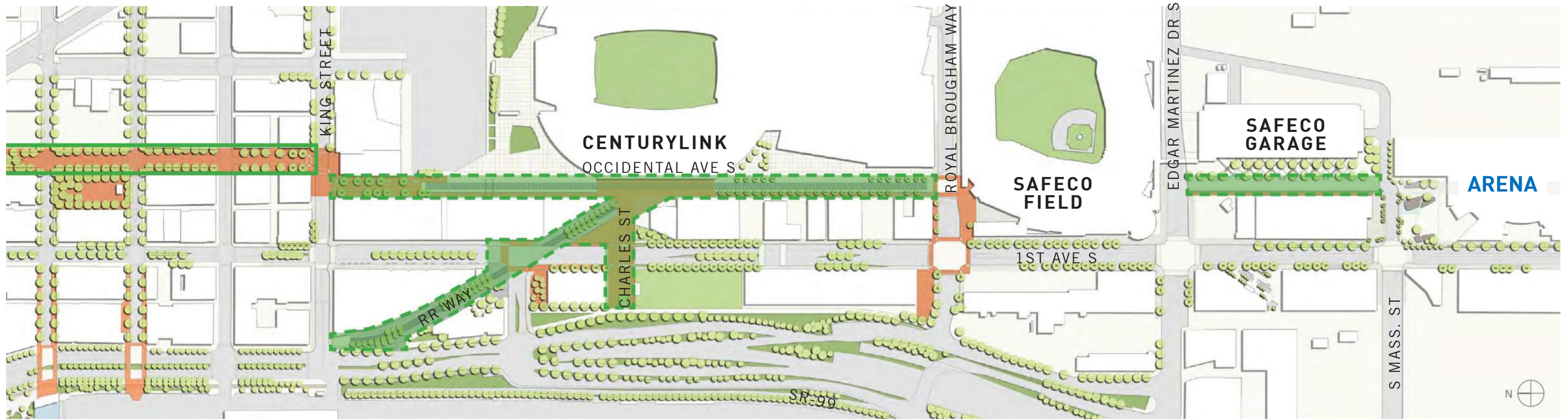
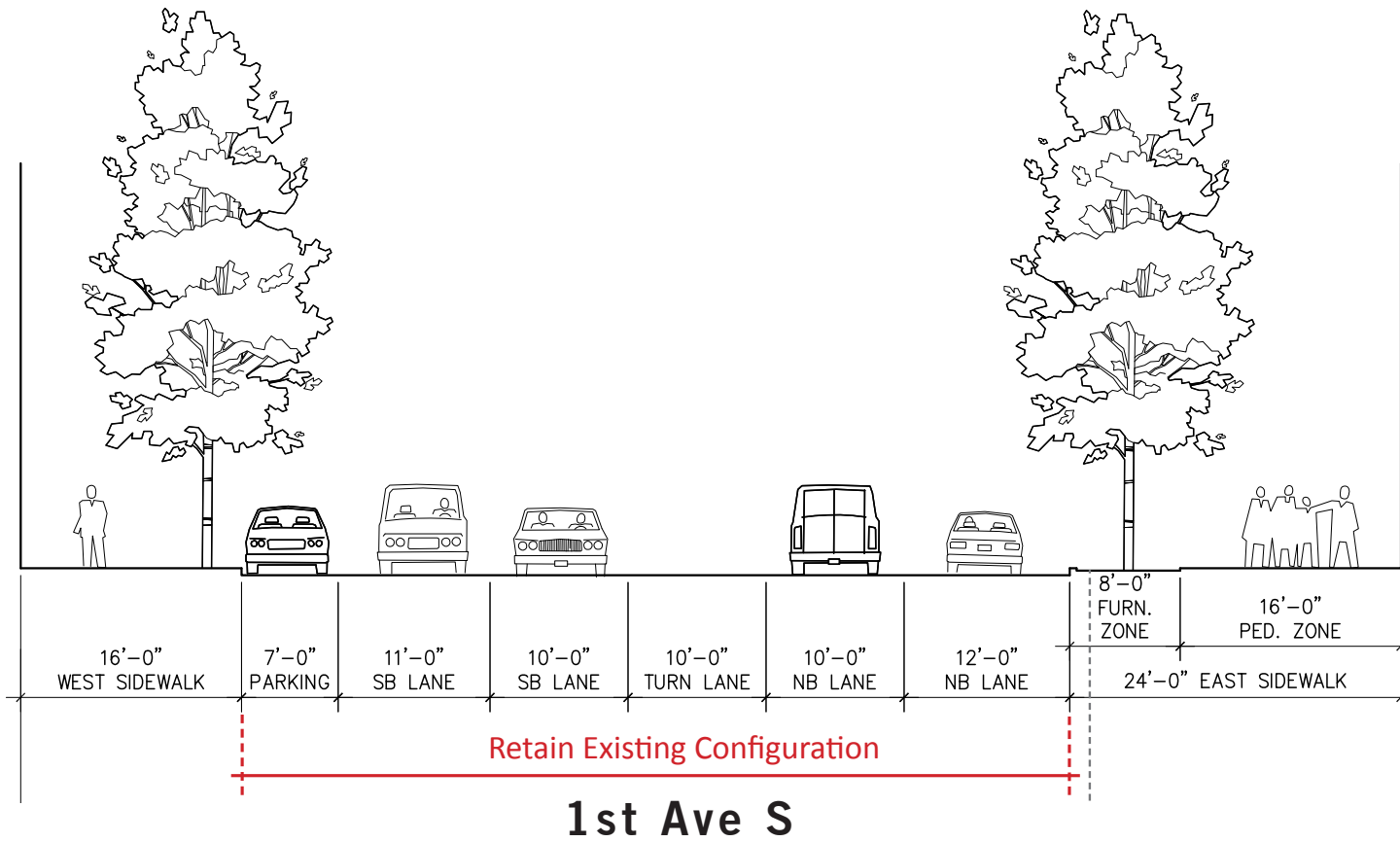


Occidental Ave S // Safeco Garage

Occidental Ave S

S. OCCIDENTAL & 1ST AVE STREET CONCEPT PLAN

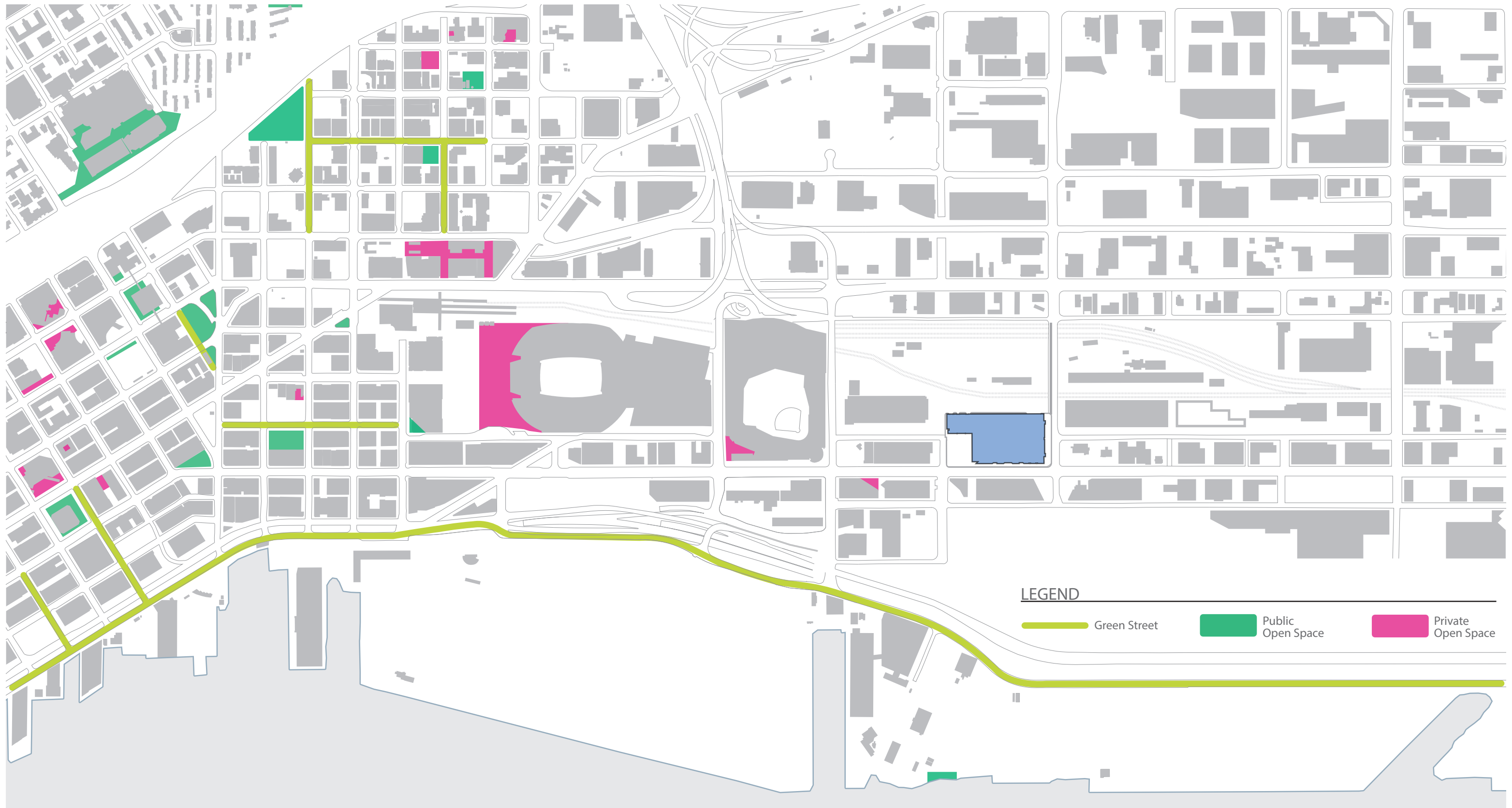
SOURCE: DR 8 - 2015 - City of Seattle, Department of Planning and Development.
 Available at: http://www.seattle.gov/dpd/publications/directors_rules/DDR8-2015.pdf



 NEIGHBORHOOD GREEN STREET DESIGNATION (Proposed)  GREEN STREET DESIGNATION (Existing)

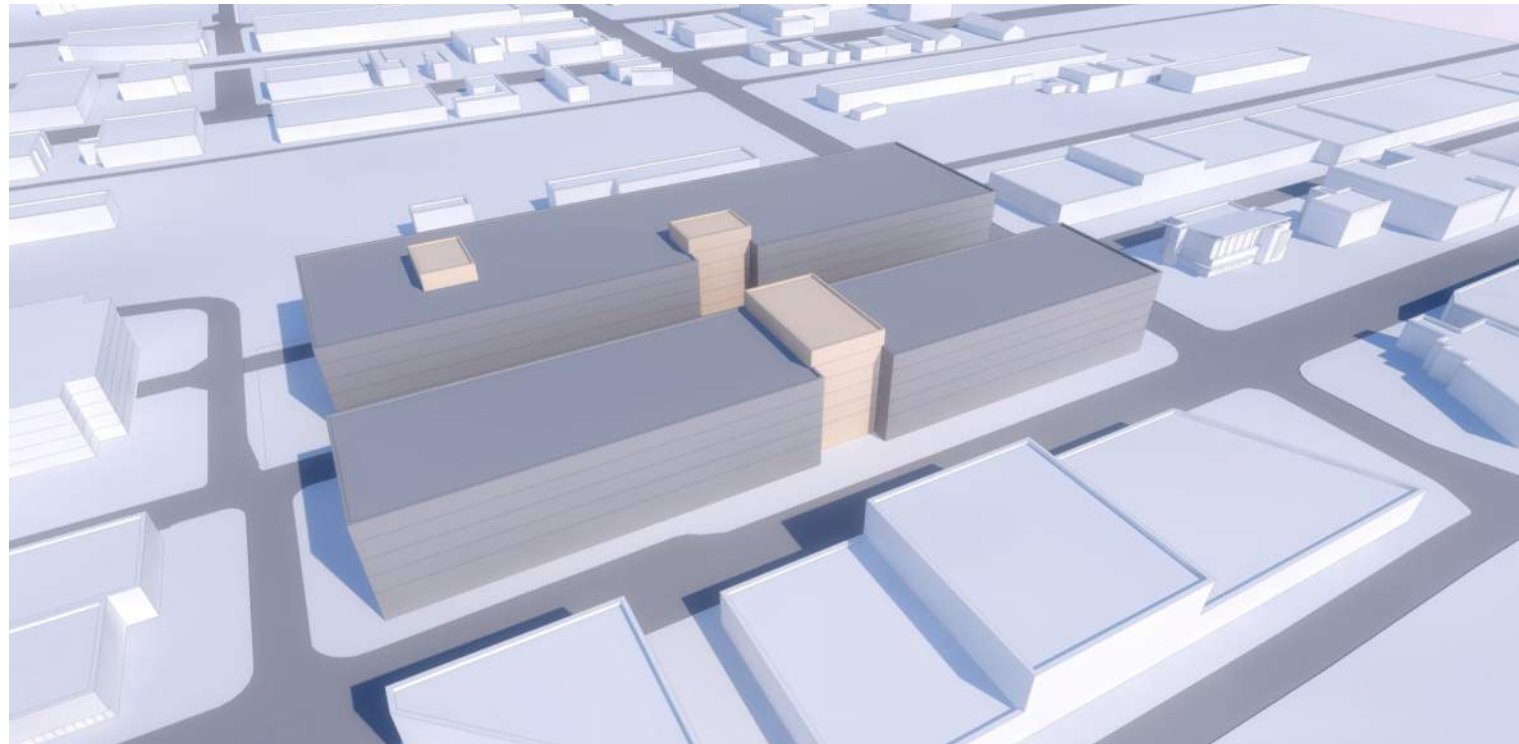
EXISTING OPEN SPACE

Project Update



**VACATON / NO VACATION
ALTERNATIVES**

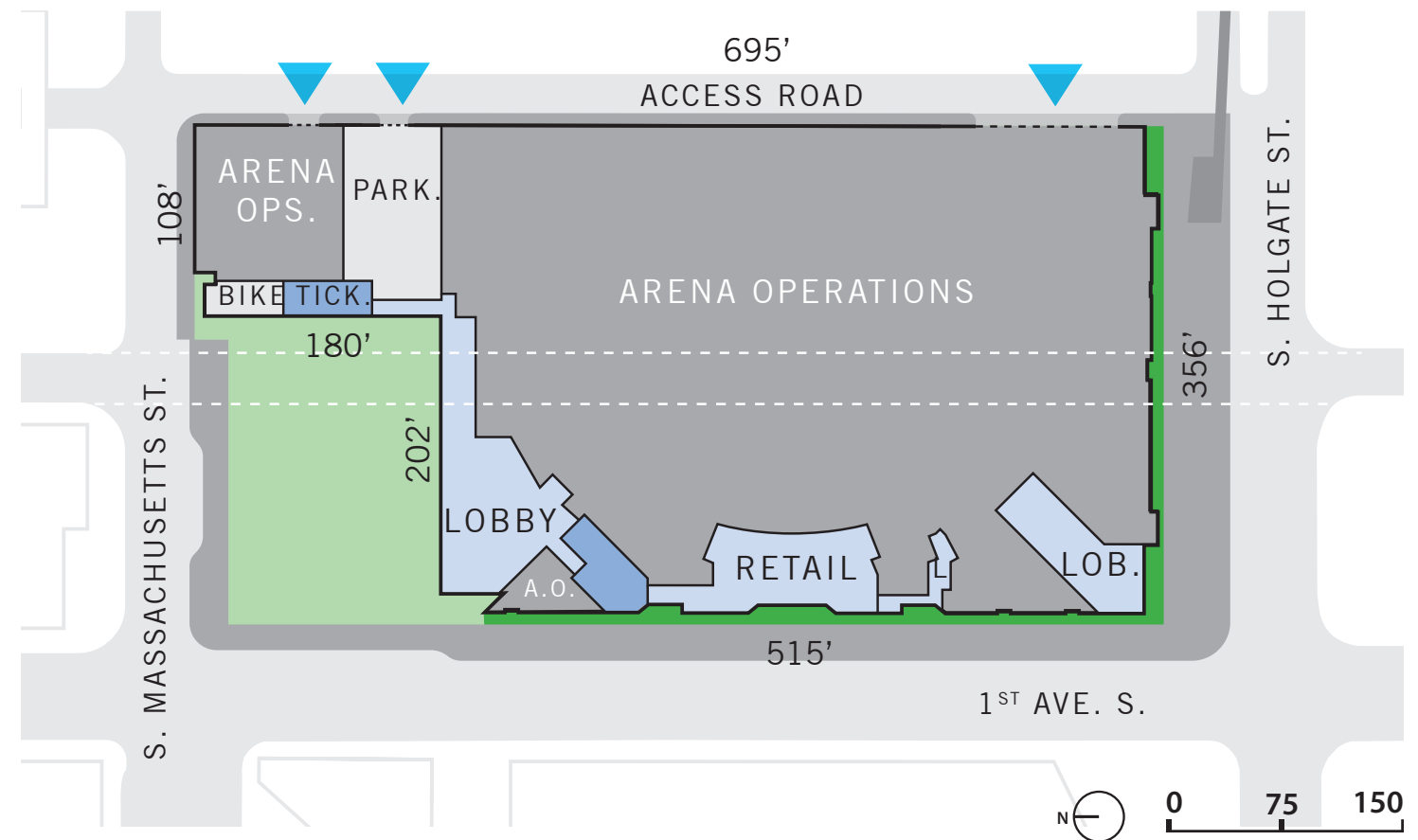
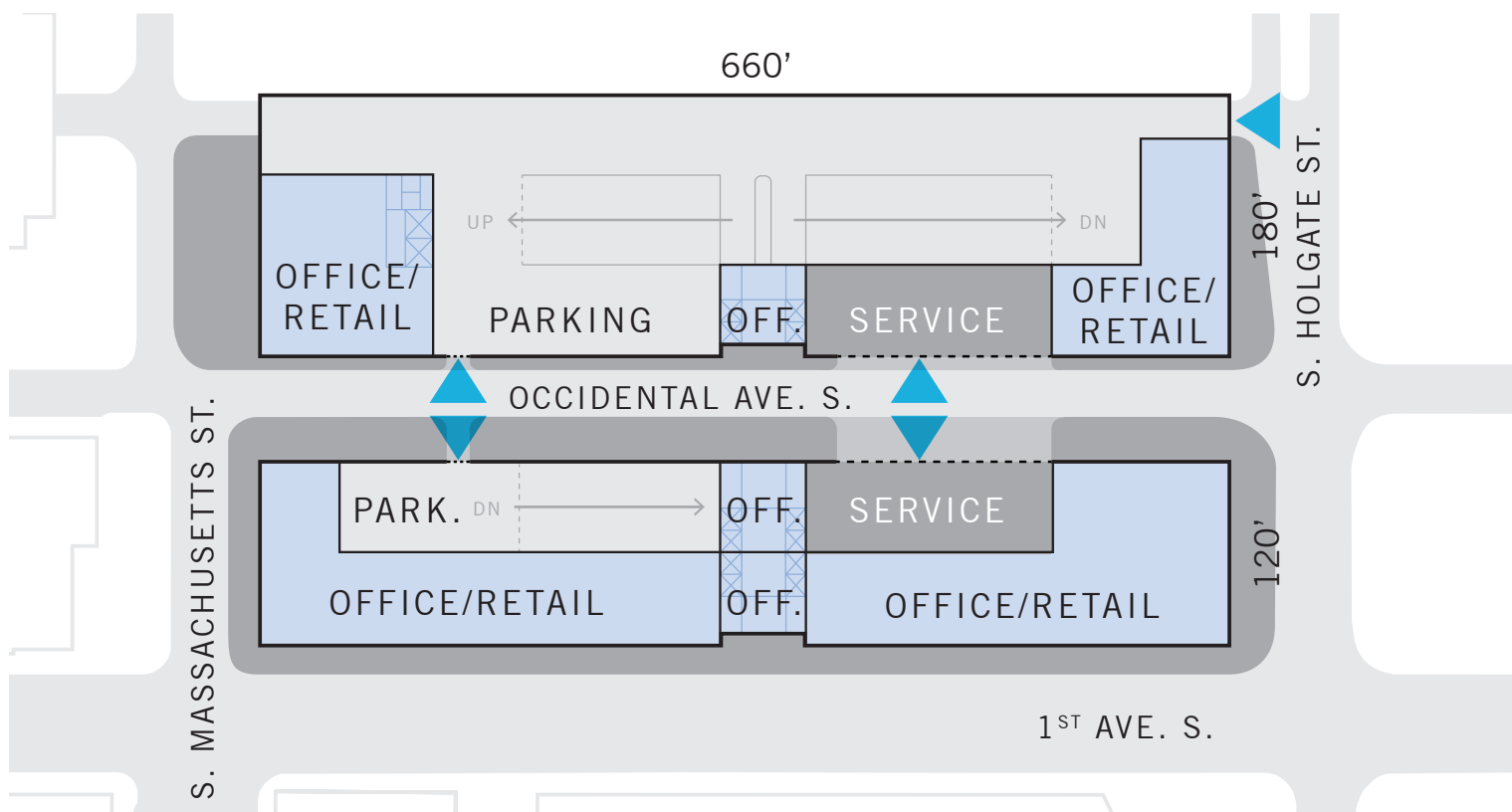
STREET LEVEL USES



1 NO STREET VACATION

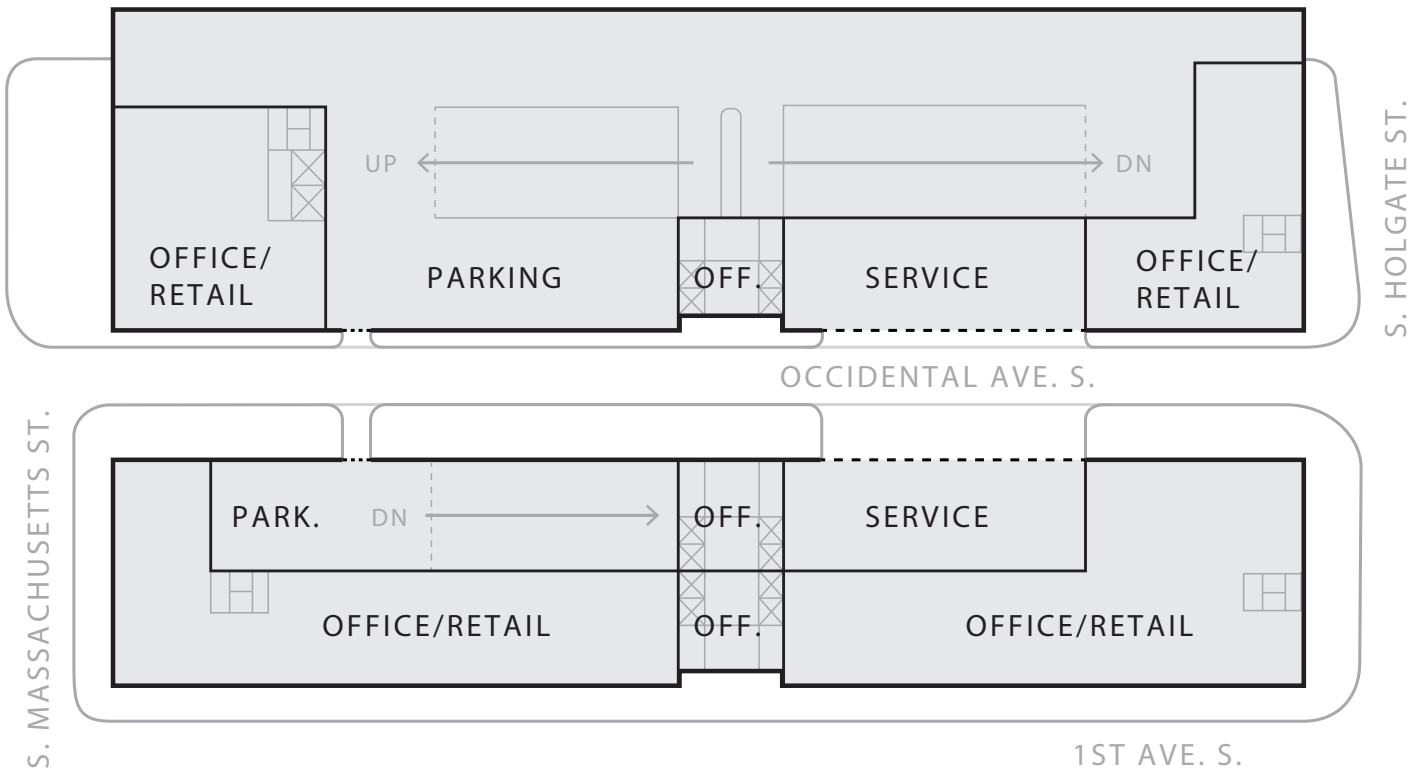


2 FULL STREET VACATION (CURRENT PROPOSAL)



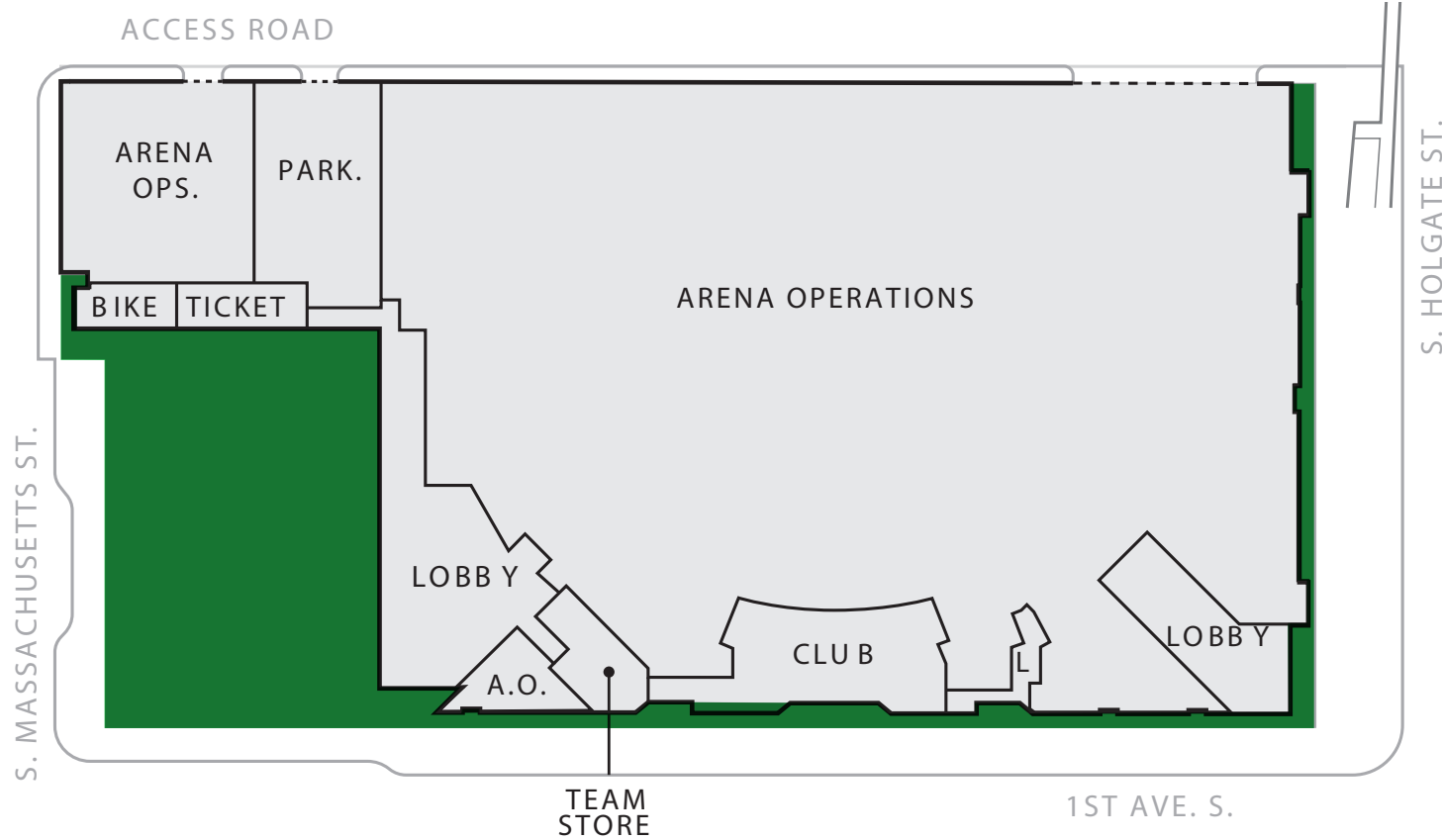
OPEN SPACE

Vacation / No Vacation



NO STREET VACATION

No Open Space Requirement



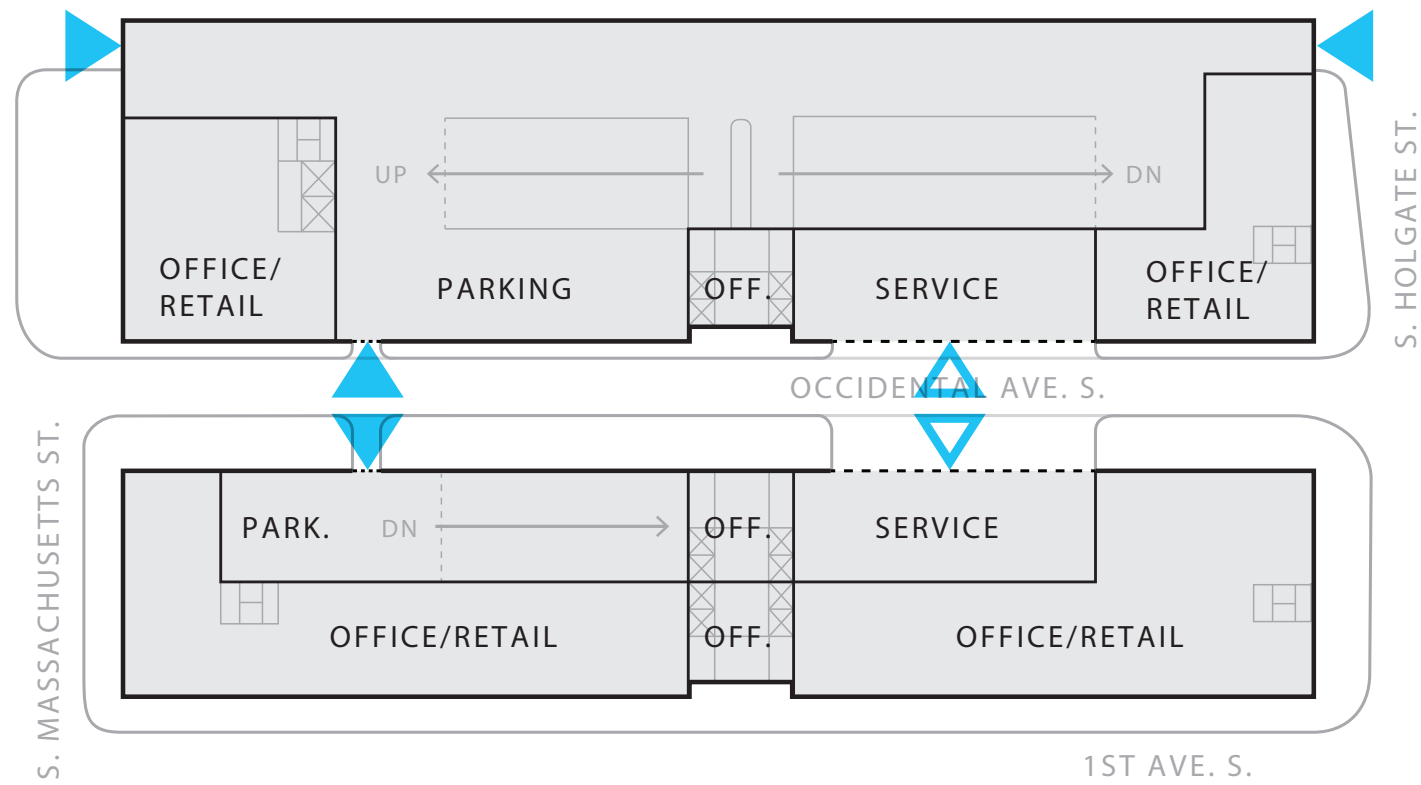
FULL STREET VACATION

36,370 SF PLAZA

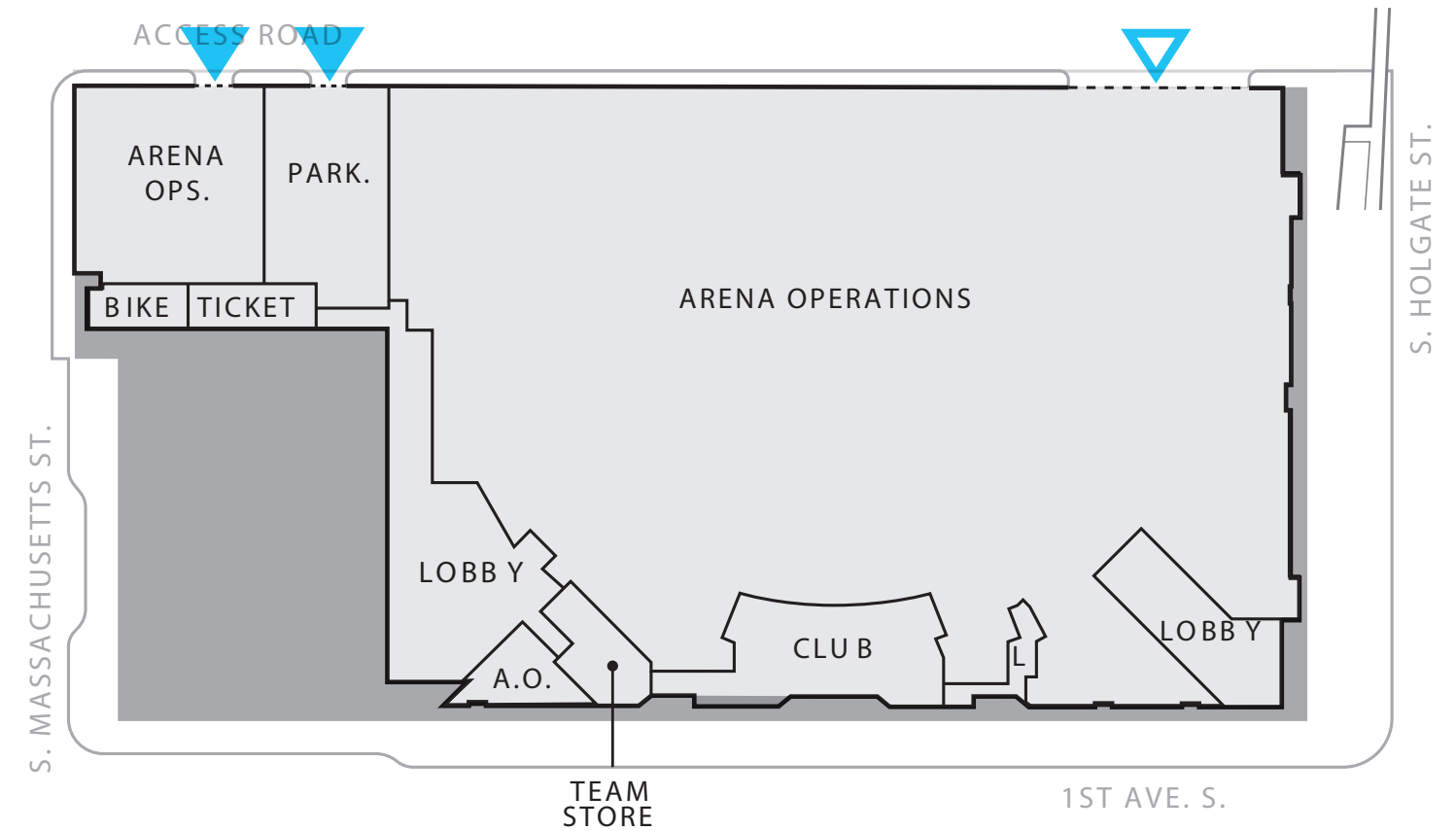
53,700 SF TOTAL

VEHICLE ACCESS

Vacation / No Vacation



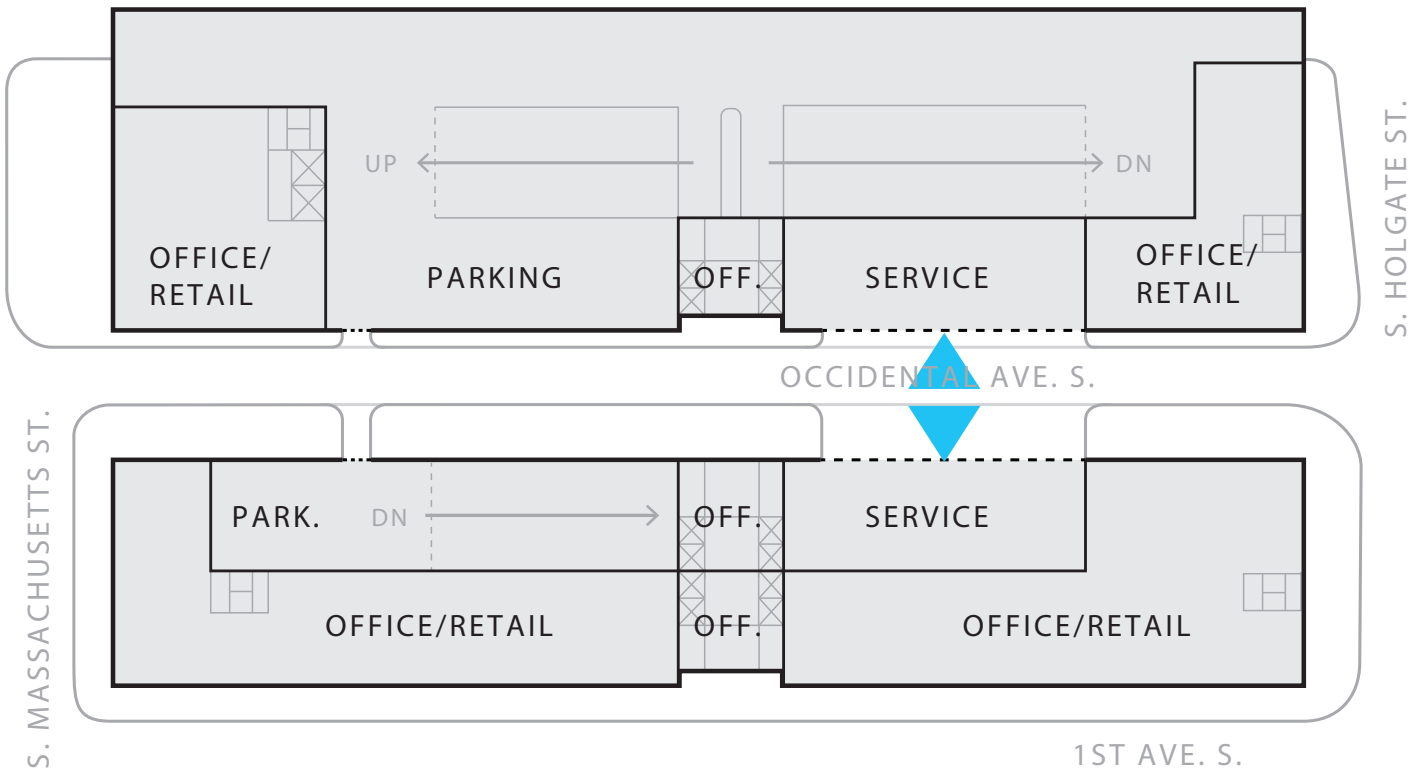
NO STREET VACATION



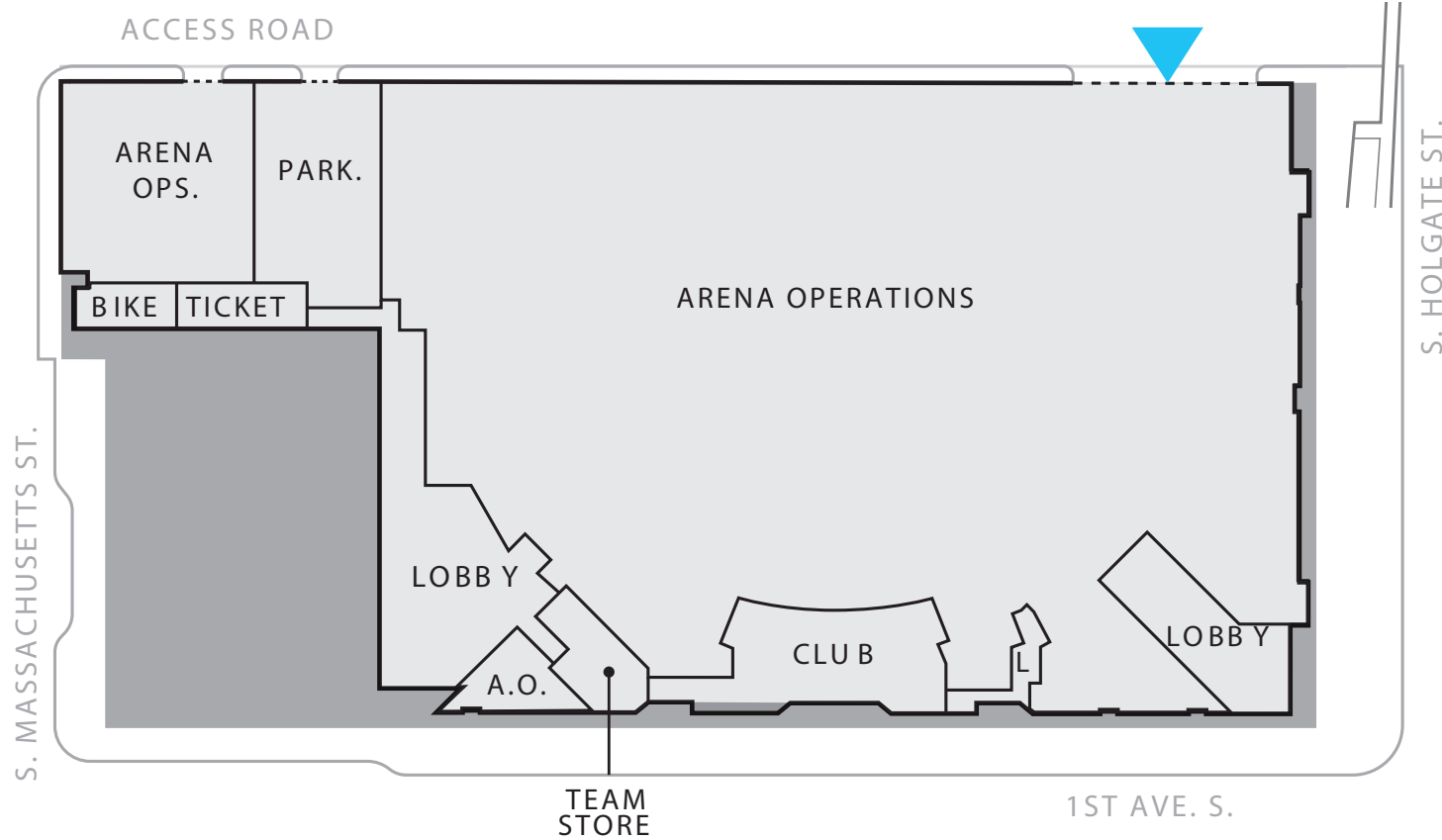
FULL STREET VACATION

SERVICE VEHICLE ACCESS

Vacation / No Vacation



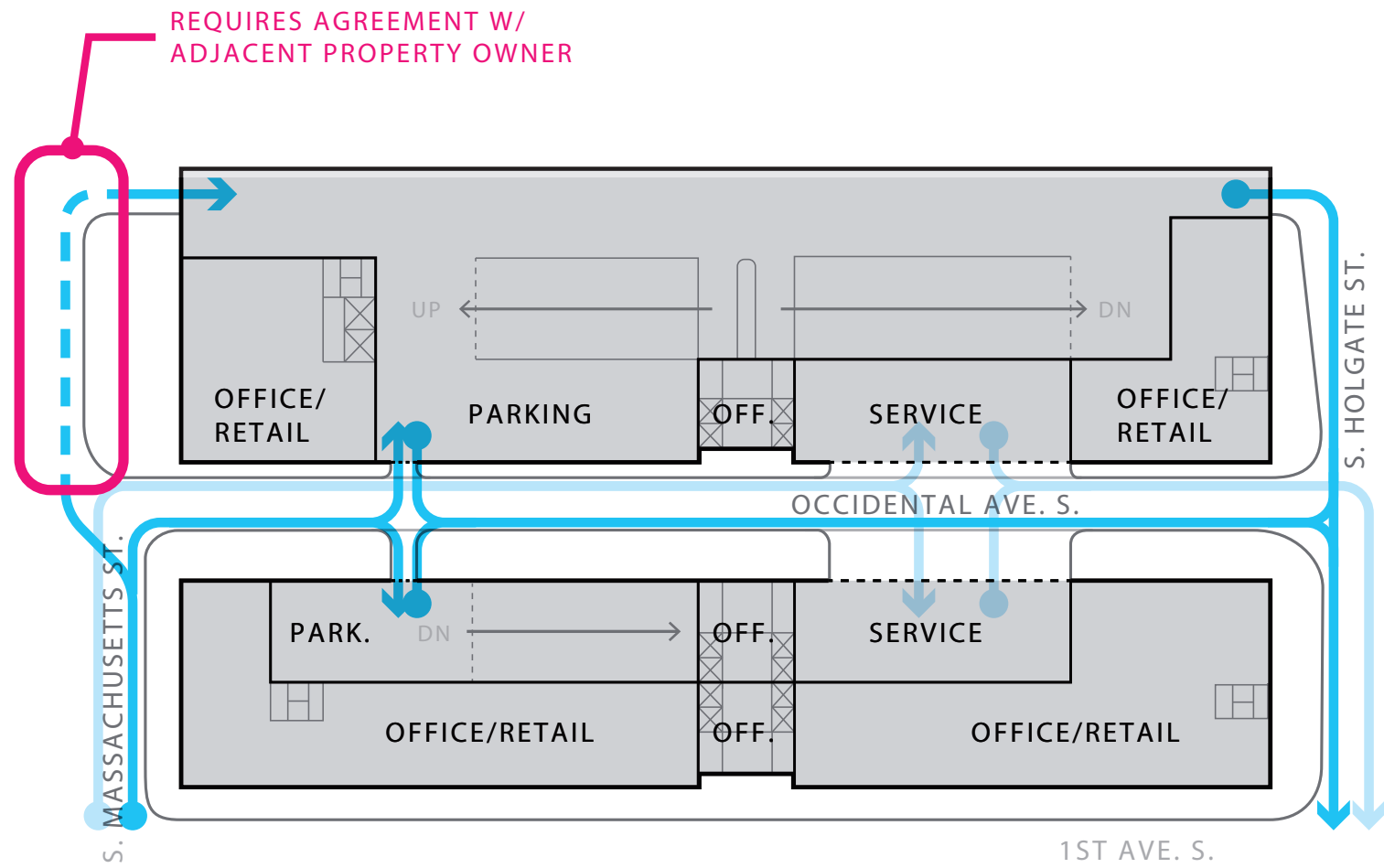
NO STREET VACATION



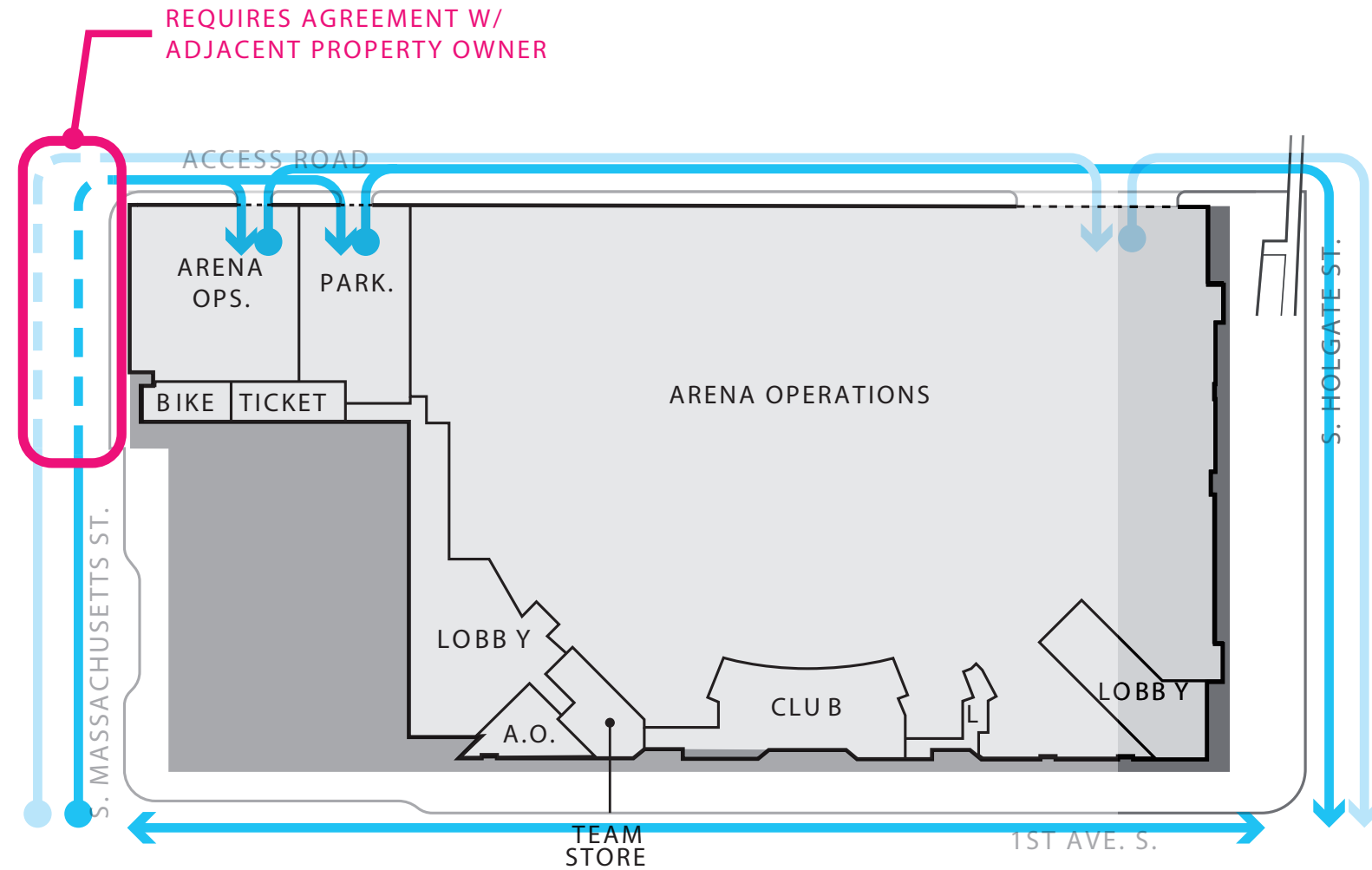
FULL STREET VACATION

VEHICLE CIRCULATION

Vacation / No Vacation



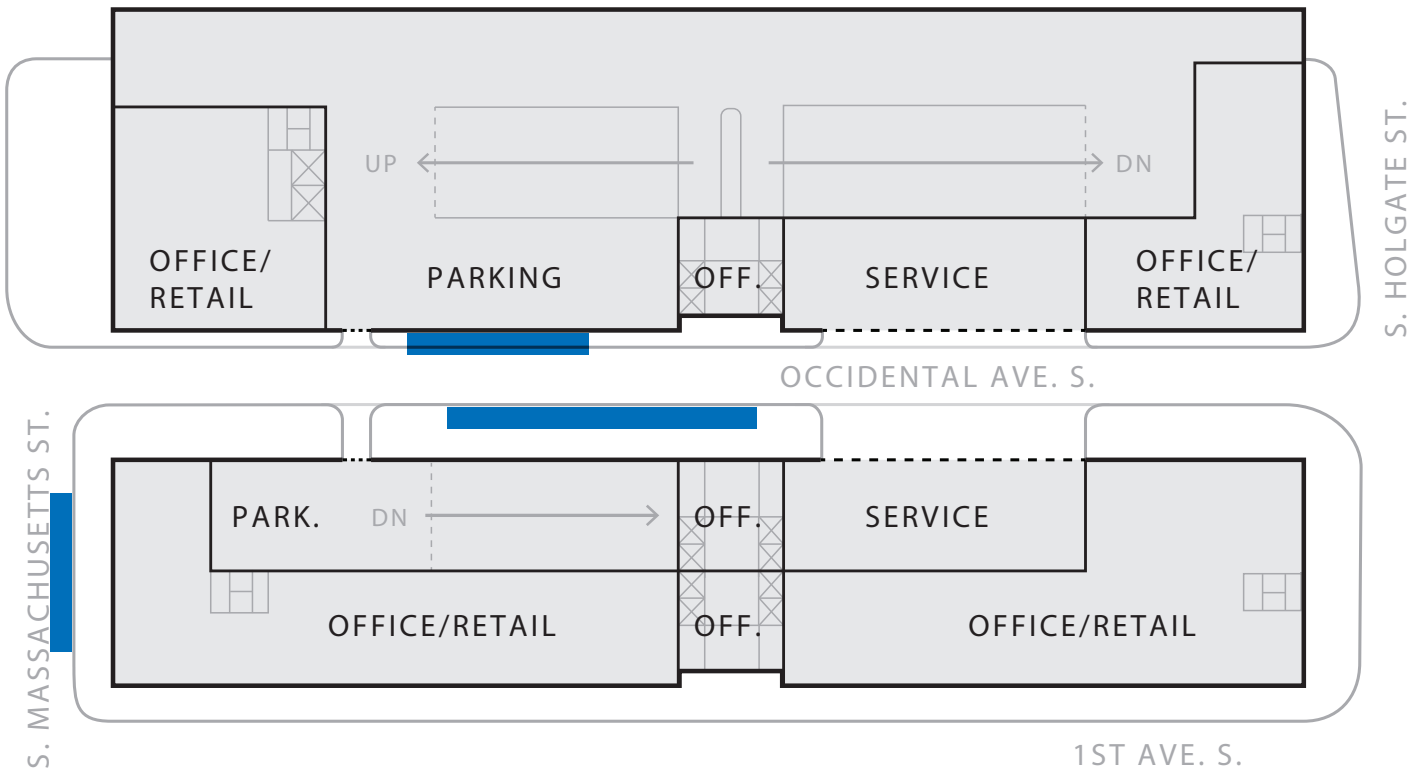
NO STREET VACATION



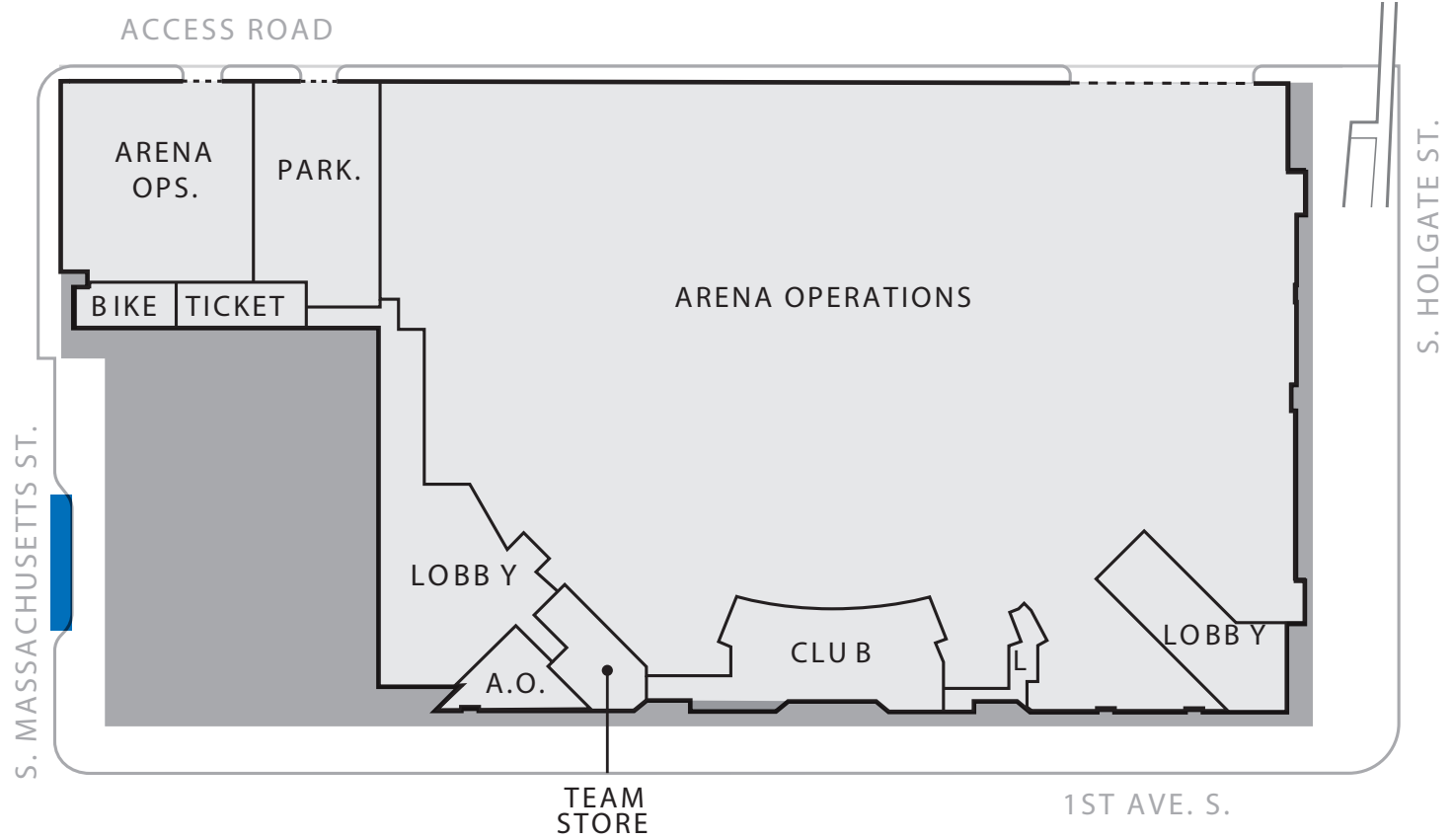
FULL STREET VACATION

DROP-OFF

Vacation / No Vacation



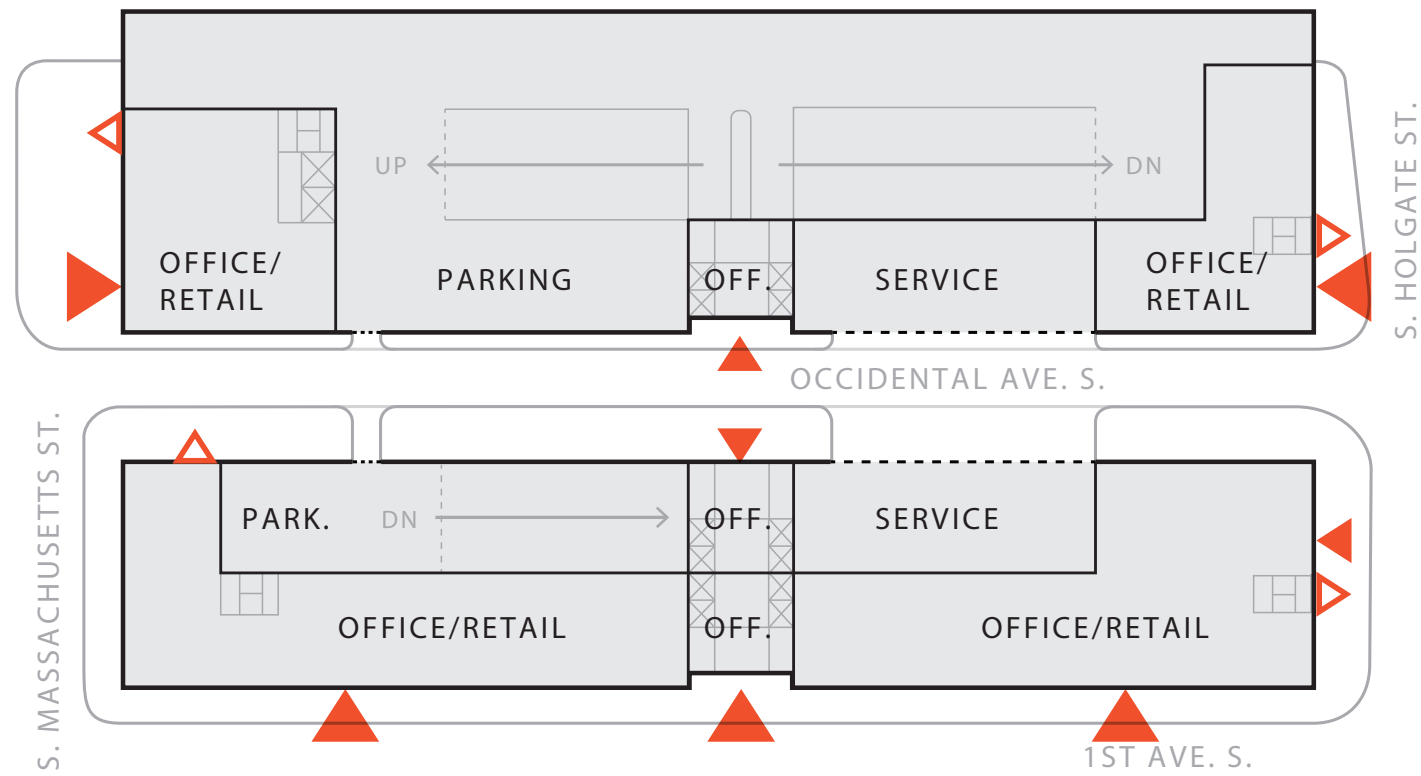
NO STREET VACATION



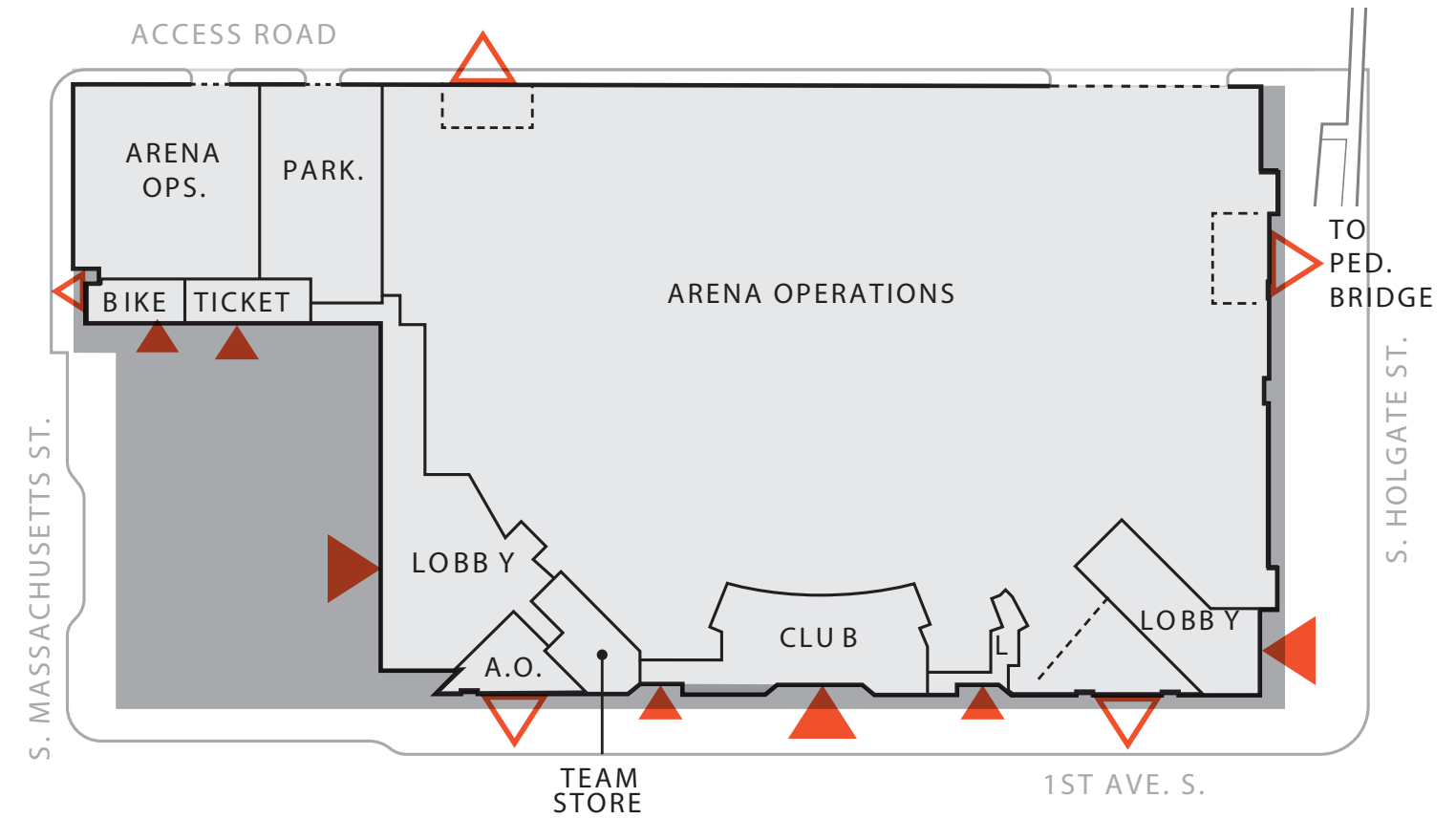
FULL STREET VACATION

PEDESTRIAN ACCESS

Vacation / No Vacation



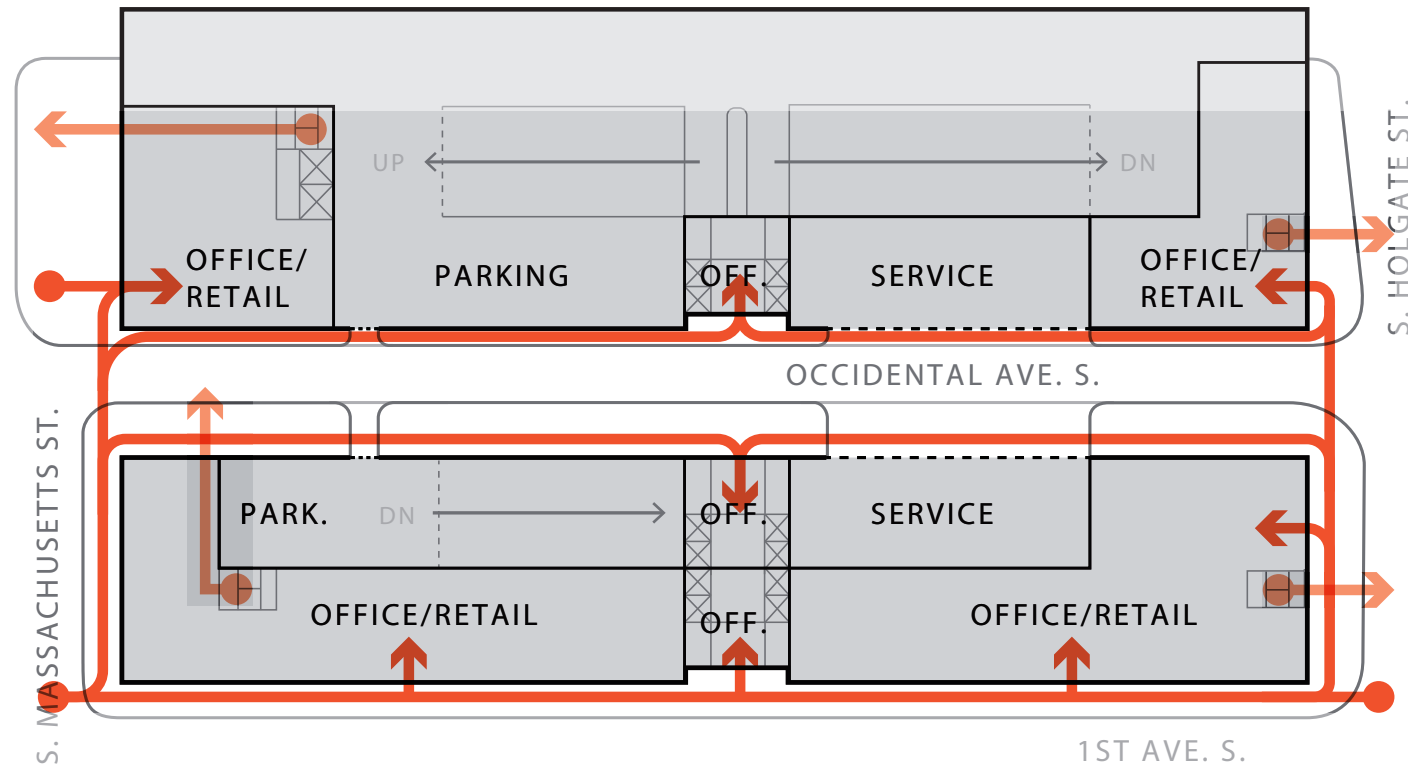
NO STREET VACATION



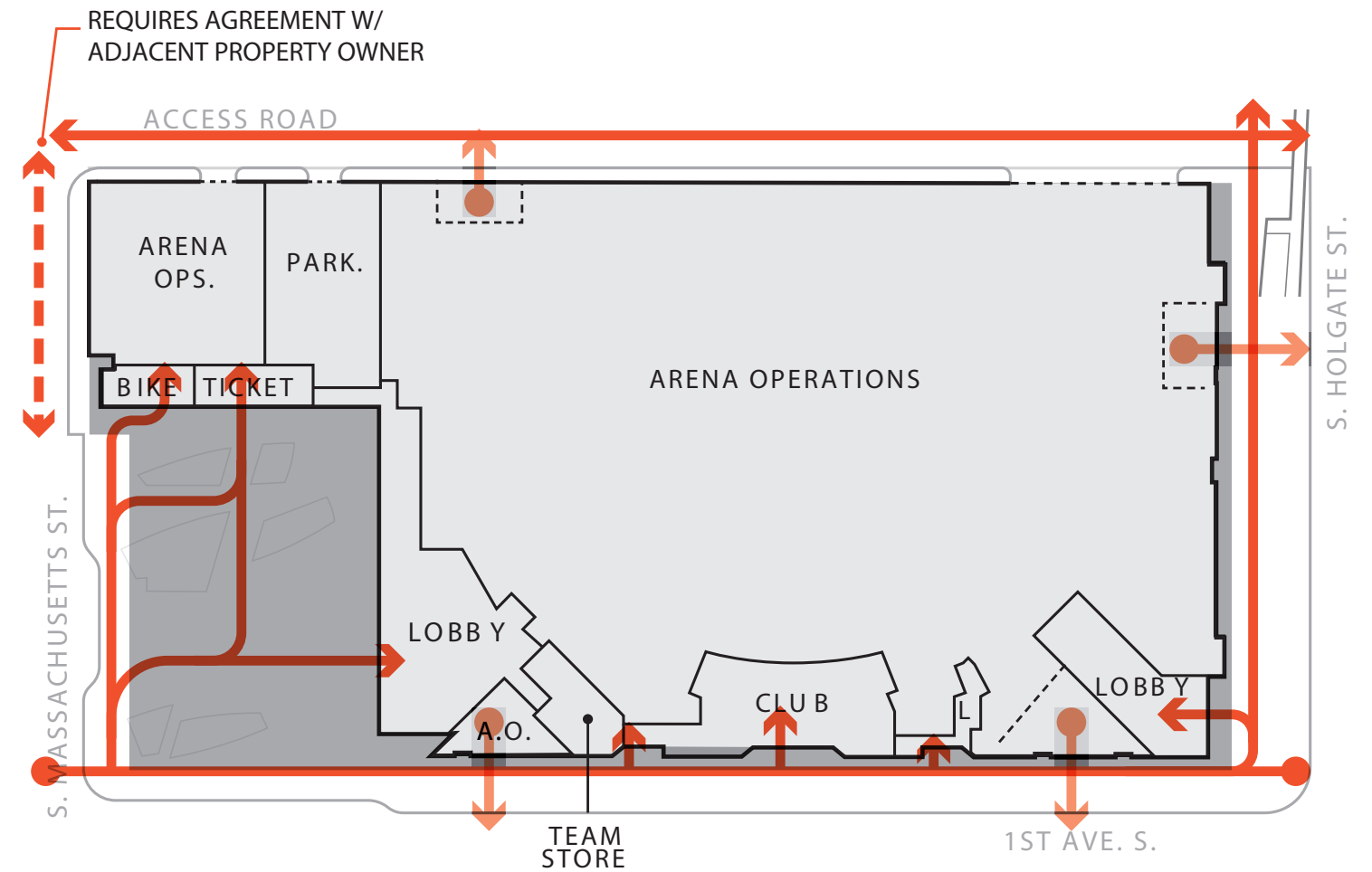
FULL STREET VACATION

PEDESTRIAN CIRCULATION

Vacation / No Vacation



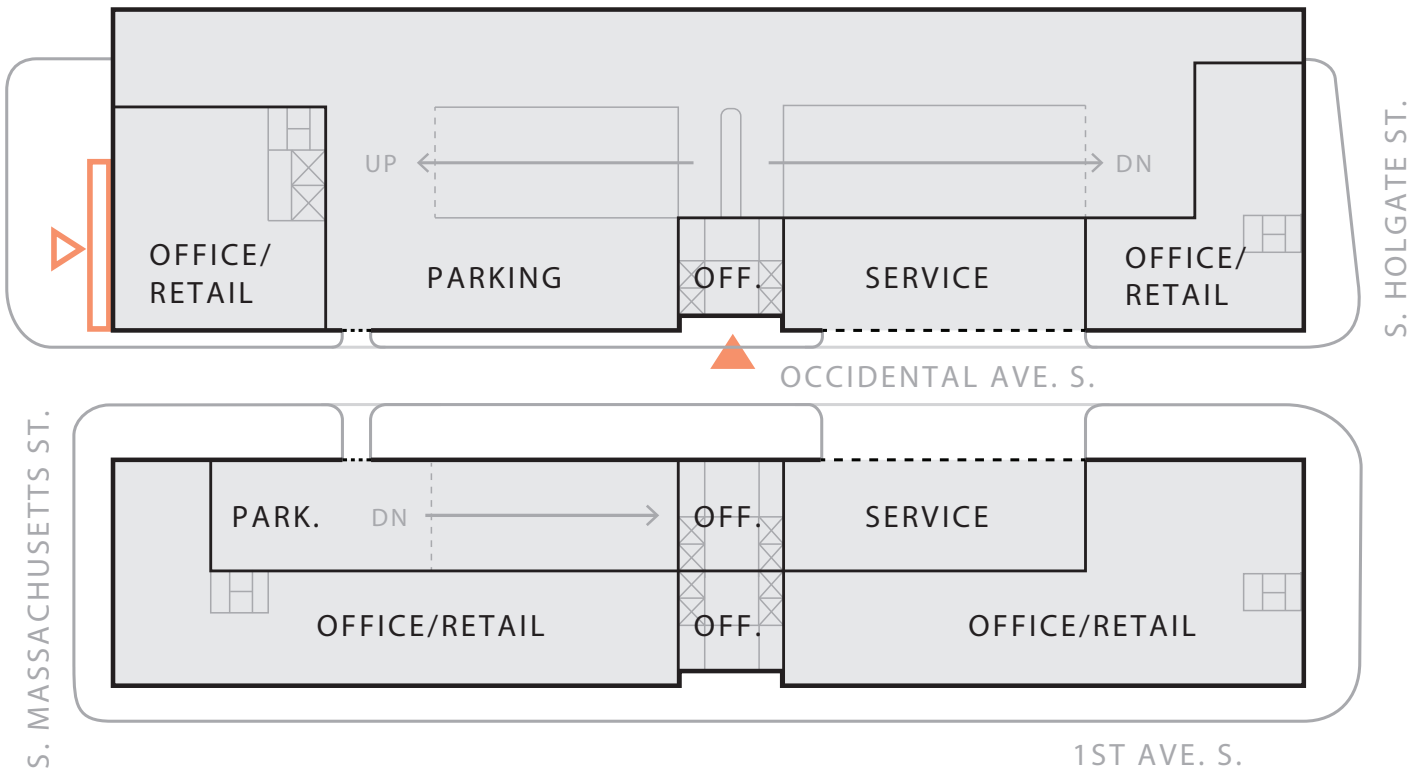
NO STREET VACATION



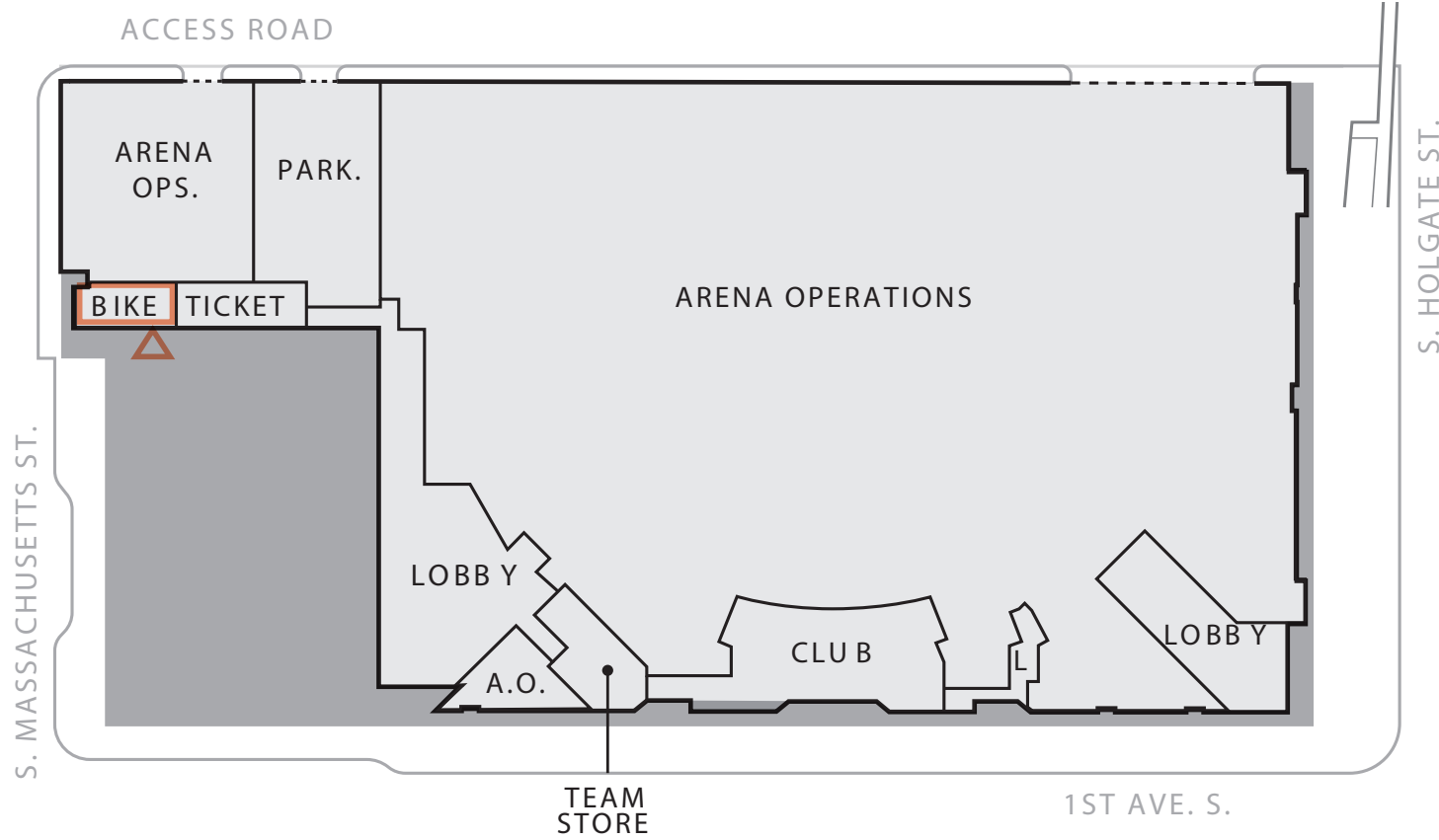
FULL STREET VACATION

BIKE ACCESS

Vacation / No Vacation



NO STREET VACATION

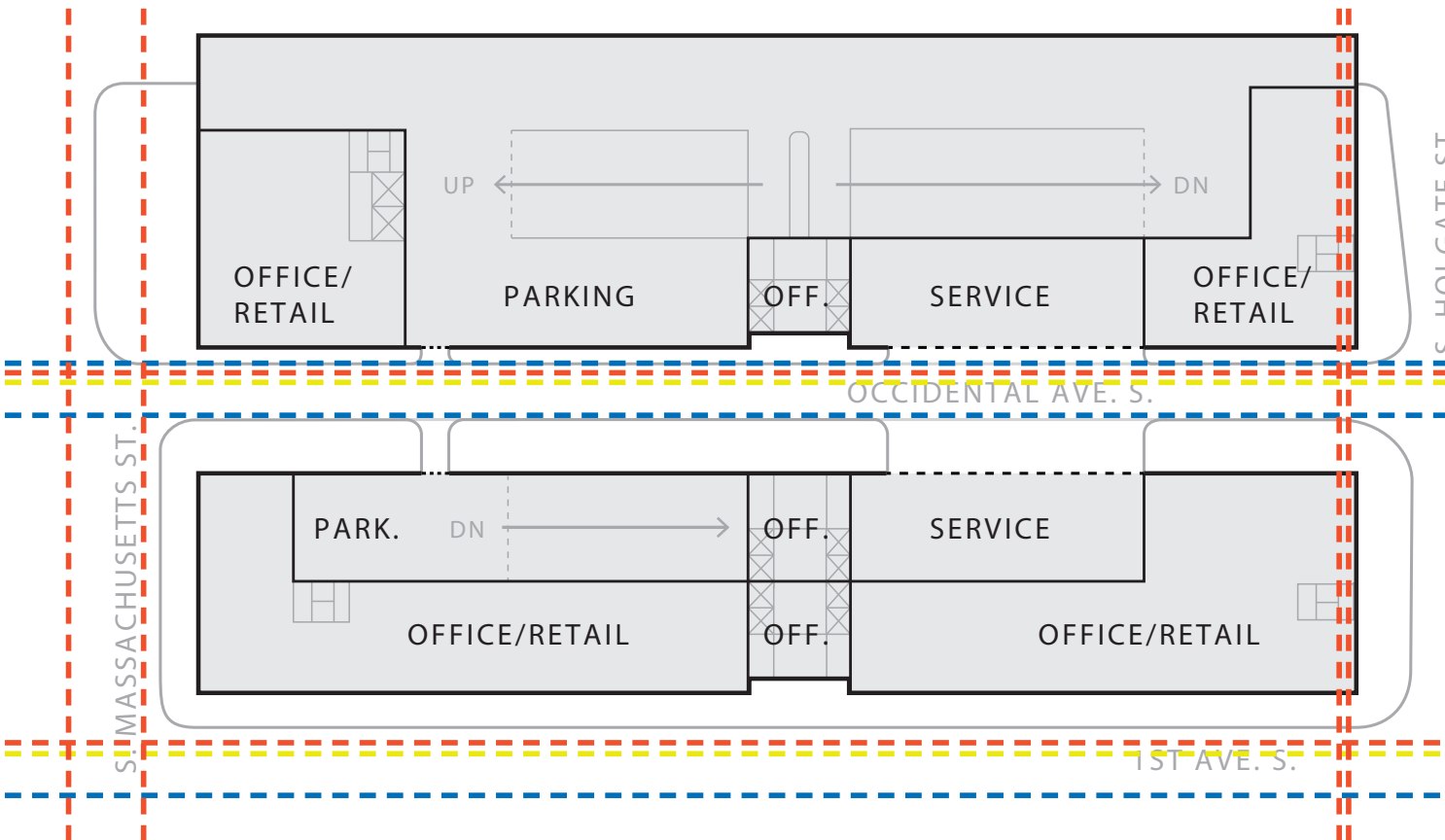


FULL STREET VACATION

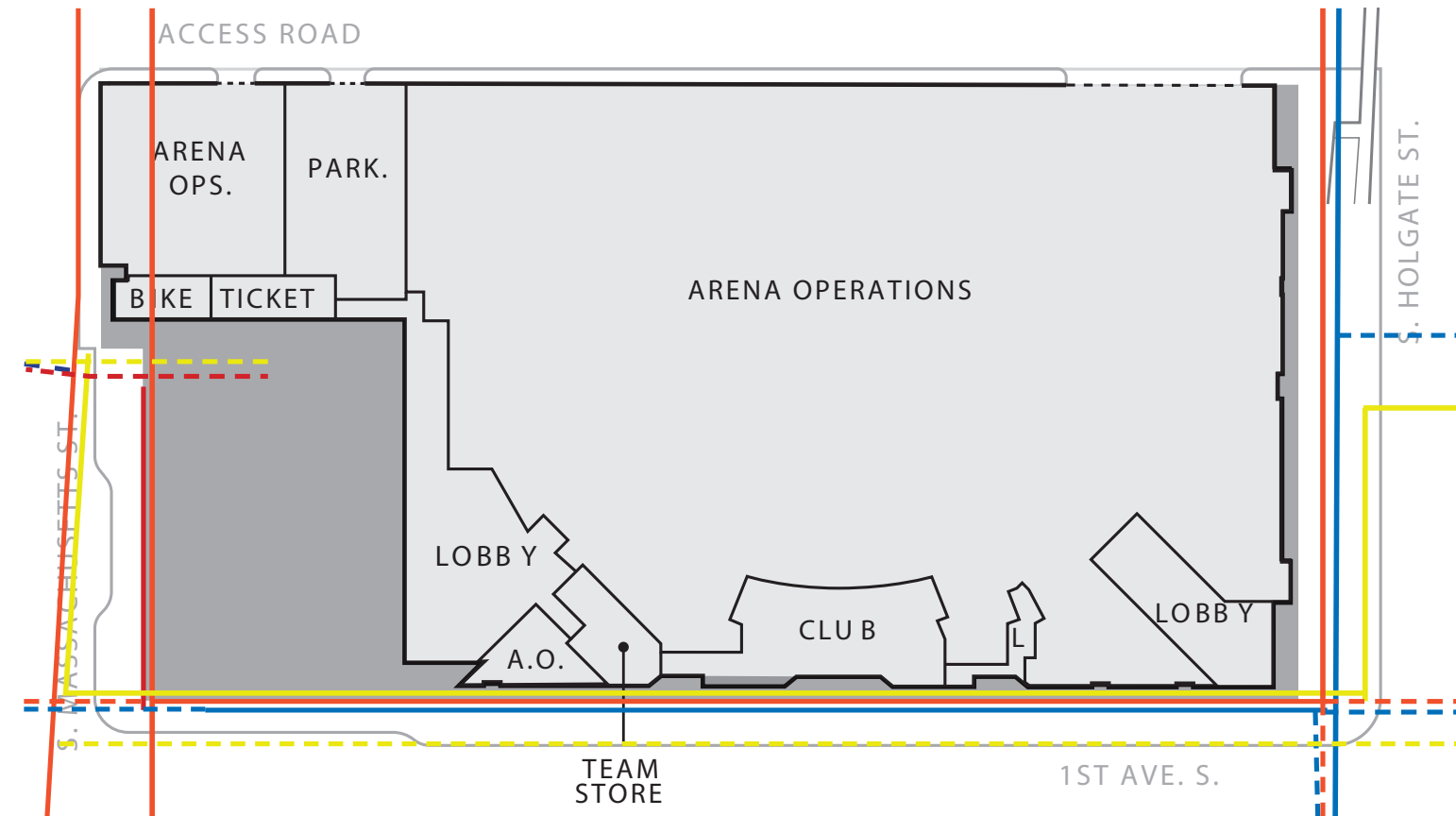
DRY UTILITIES

Vacation / No Vacation

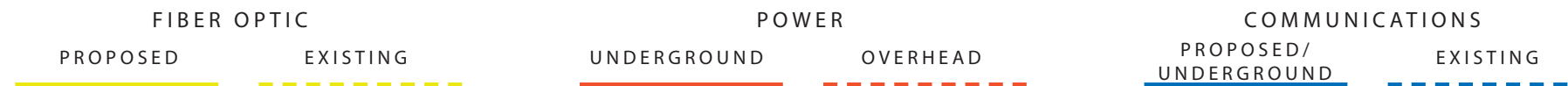
SDC Comment: Preference for undergrounding utilities wherever possible to improve ped experience



NO STREET VACATION

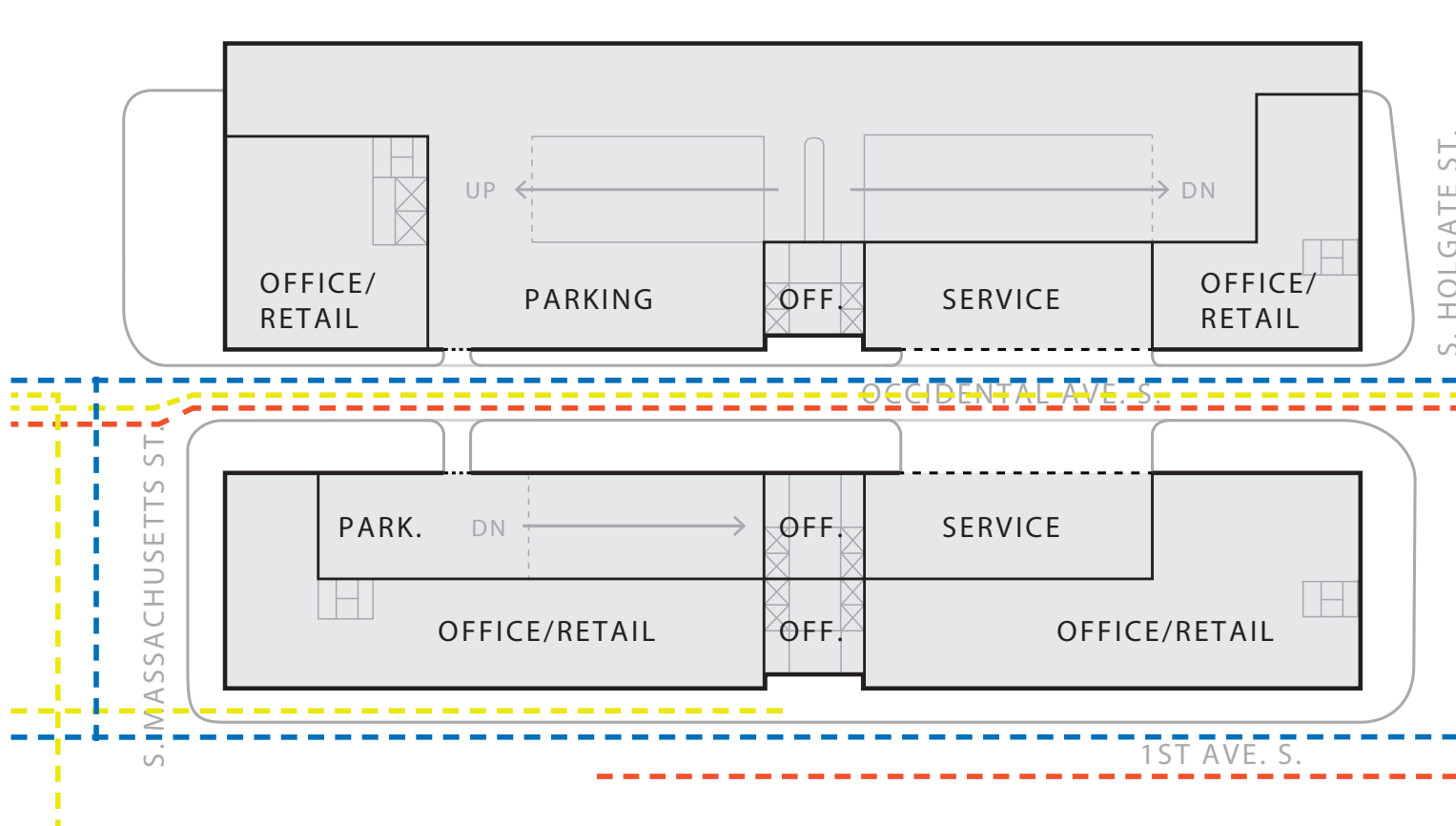


FULL STREET VACATION

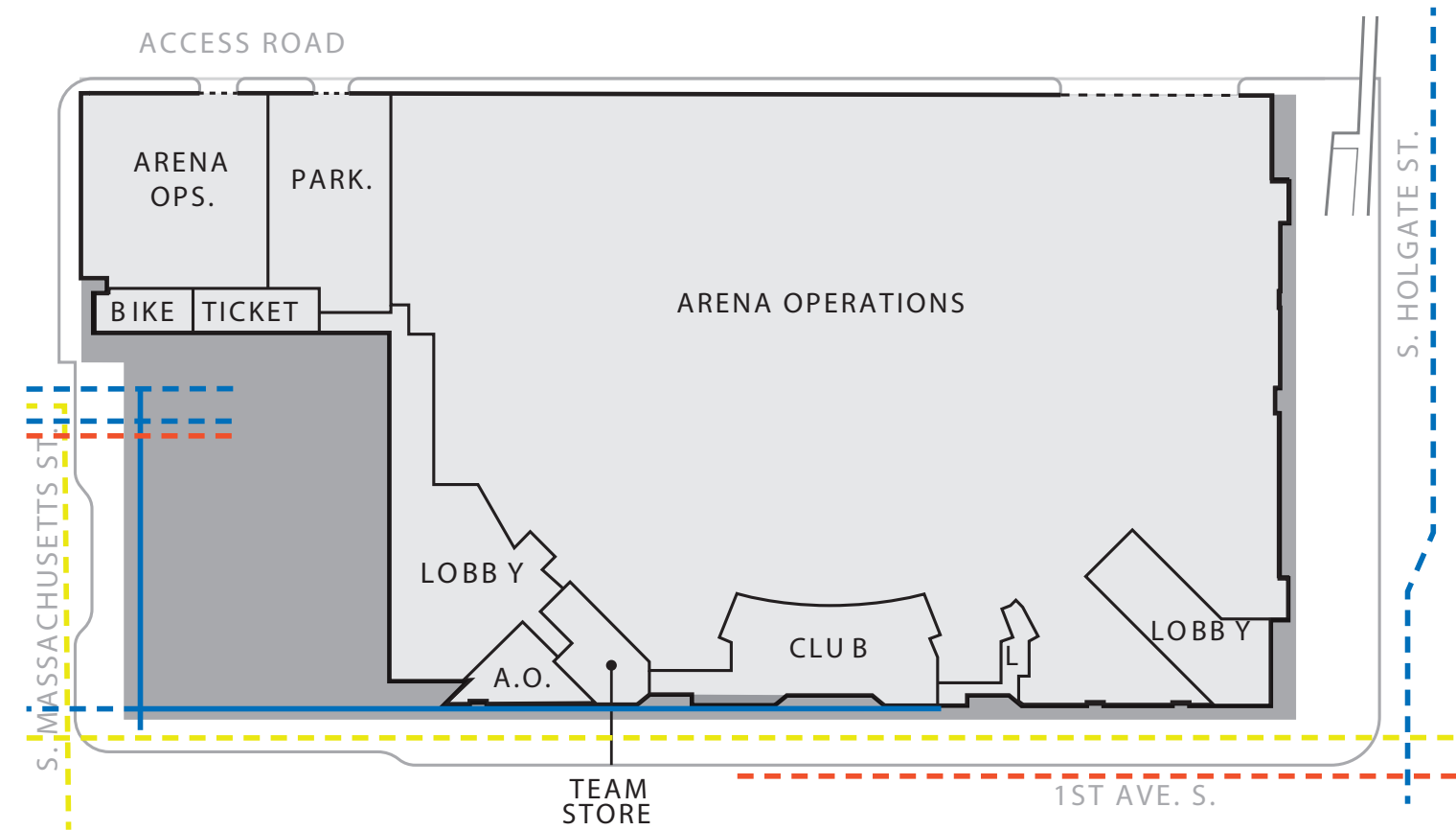


WET UTILITIES

Vacation / No Vacation



NO STREET VACATION



FULL STREET VACATION

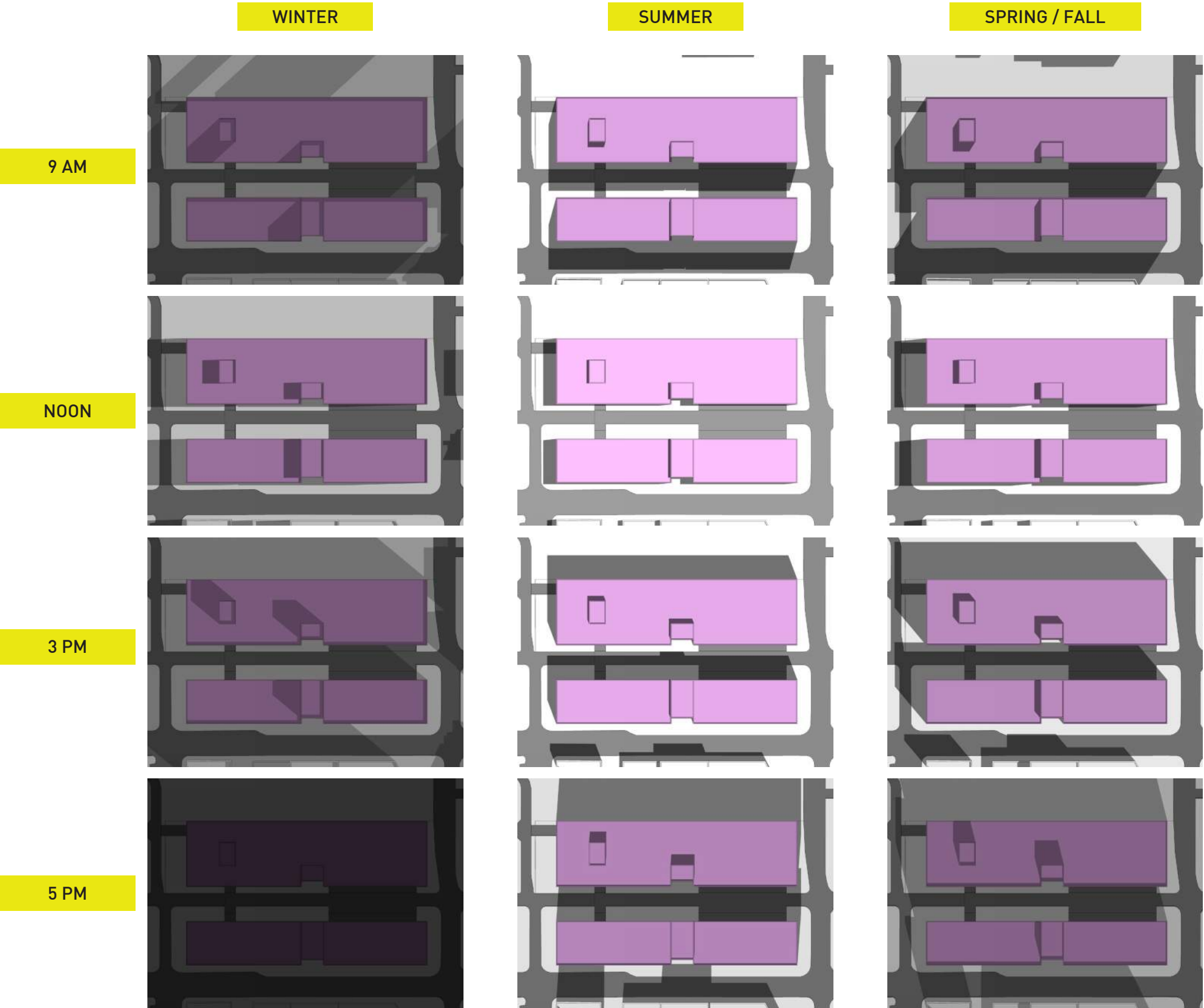
COMBINED SEWER
PROPOSED EXISTING

GAS
PROPOSED EXISTING

WATER
PROPOSED EXISTING

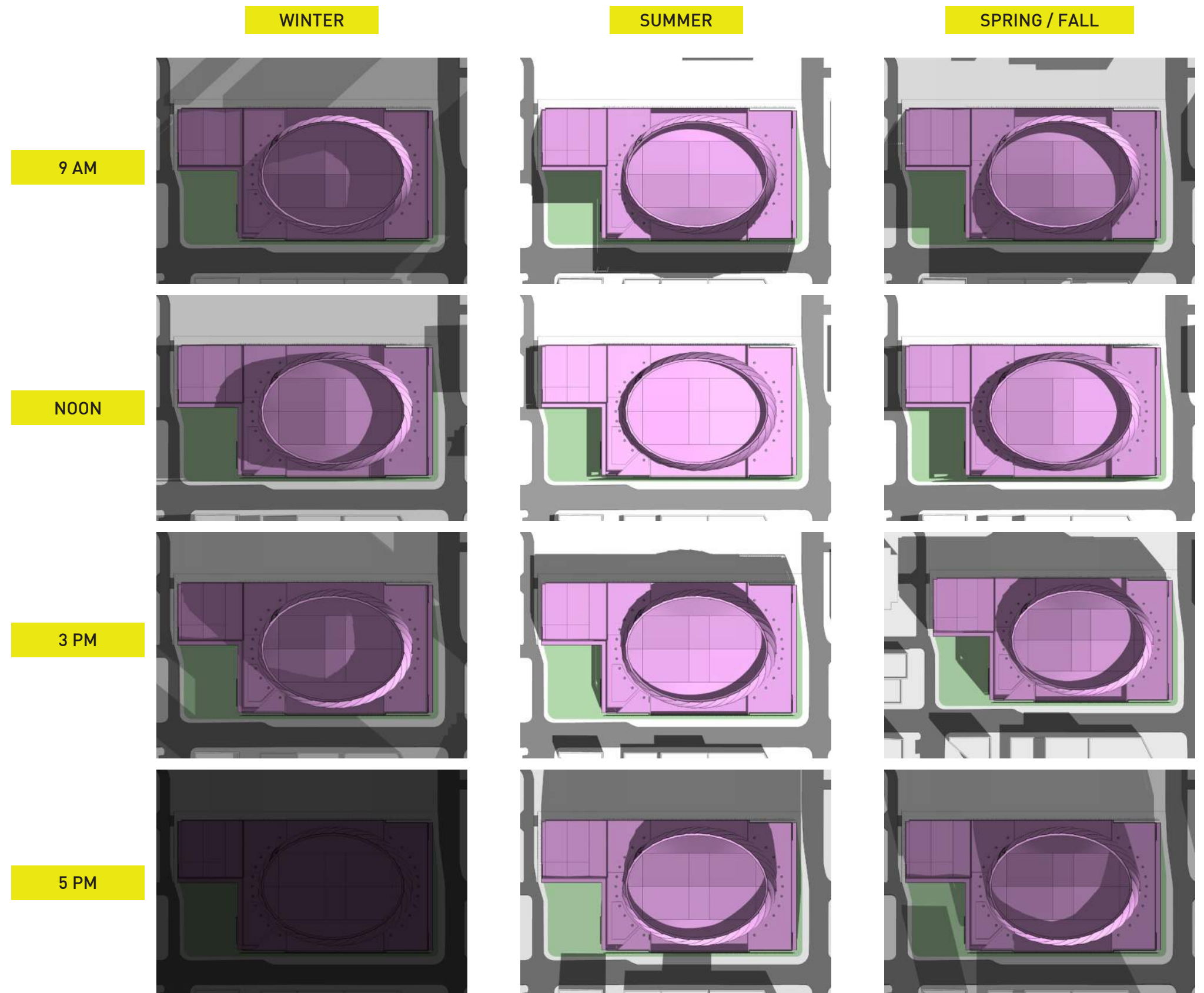
SHADOW STUDY - NO VACATION

Vacation / No Vacation



SHADOW STUDY - VACATION

Vacation / No Vacation

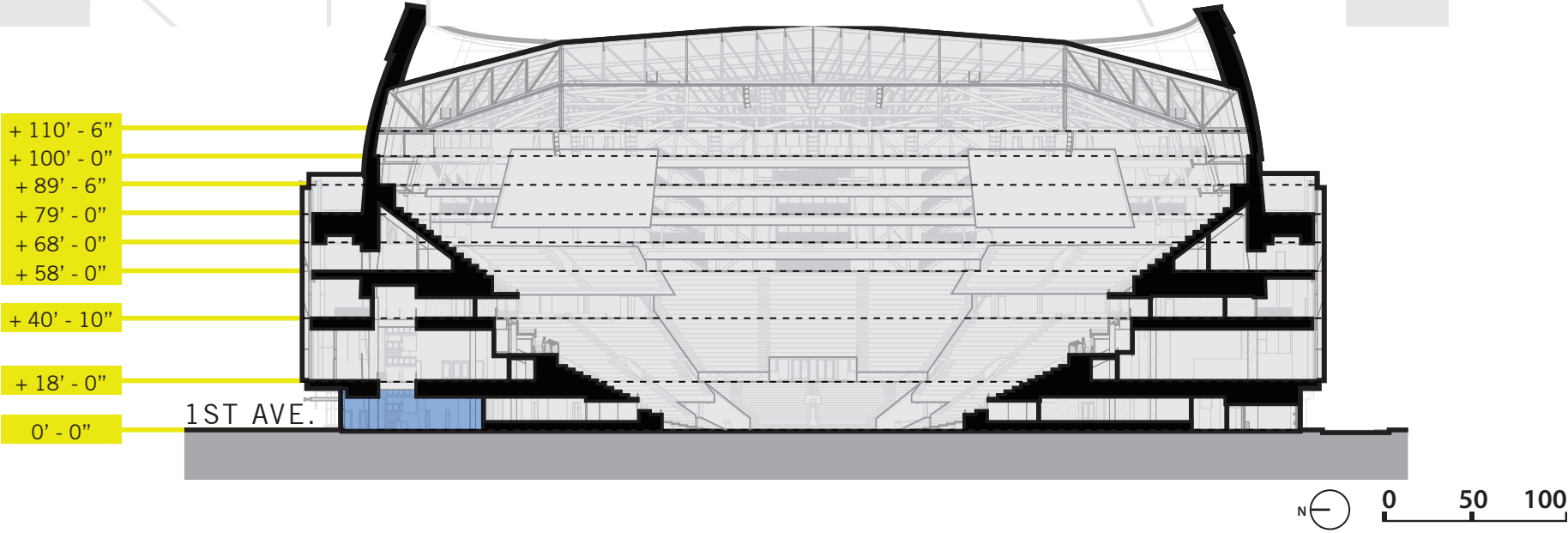
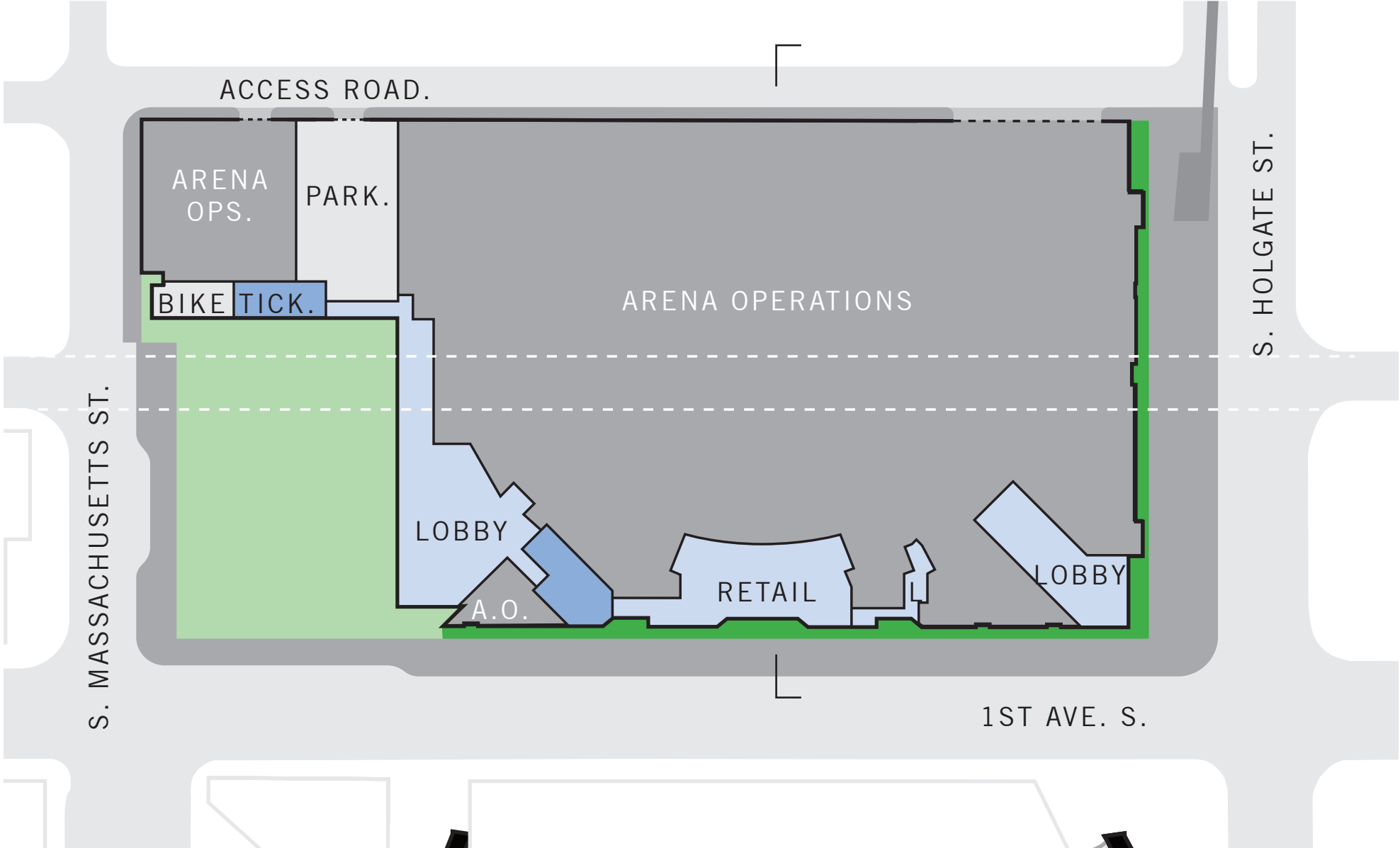


STREET VACATION

Vacation / No Vacation

SUMMARY

- Allows for a site large enough for an 18,000 – 20,000 seat multi-purpose arena in an area of Seattle that is proven to handle an arena facility;
- Provides large public open space which does not currently exist in the SODO District;
- Fits in context of Stadium District;
- Building does not shade neighboring buildings;
- Utilities are upgraded, and placed underground;
- Provides consolidated service access on private access road;
- Provides pedestrian bridge over Holgate assisting in mitigation of rail/vehicular/pedestrian conflicts;
- Provides approximately the same traffic generation as no-vacation development scenario;
- Peak traffic at off-peak times, not during peak downtown commute or peak Port operation times
- Provides extensive public benefits to the community.



PUBLIC REALM REVIEW

PUBLIC BENEFITS - COMMISSIONERS' PREVIOUS COMMENTS

Comments

1. Programming should be included for plaza, diversity should be considered
2. Support S. Mass. Curbless street, support large trees in plaza
3. Design of 1st Ave S. Rain Garden is an asset for the City, should break it up a bit for peds
4. Art plan should be flexible so it doesn't impede plaza events
5. Bike plan is great public benefit
6. Signage plan is good, but needs to be in addition to any required mitigation

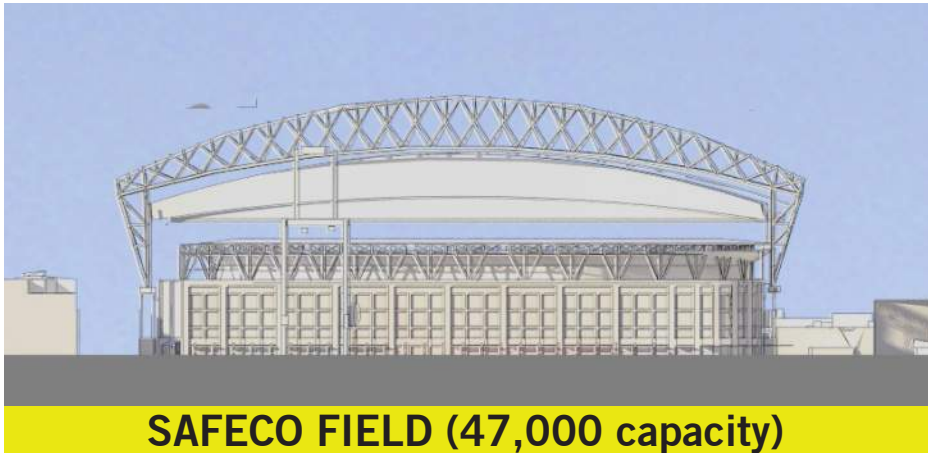
Voted 6-0 to Approve Public Benefit, Sep 3, 2015

EXISTING AND PROPOSED SPORT FACILITIES

Public Realm



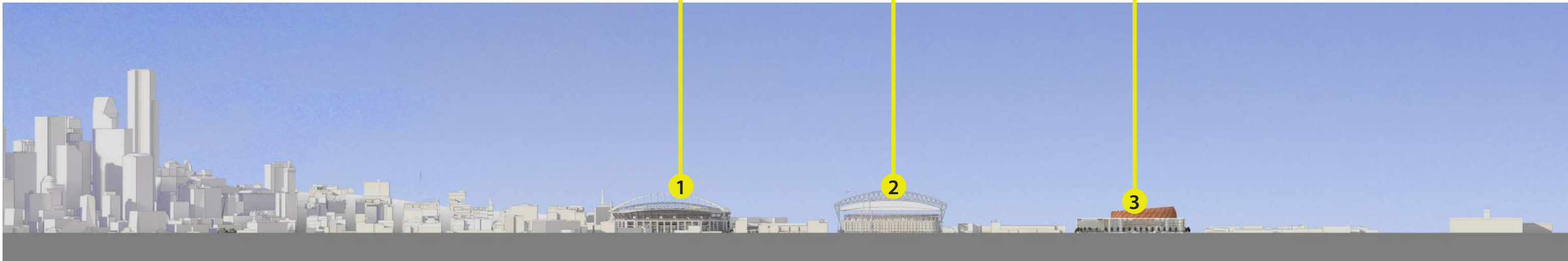
CENTURYLINK FIELD (72,000 capacity)



SAFECO FIELD (47,000 capacity)



PROPOSED ARENA (20,000 capacity)



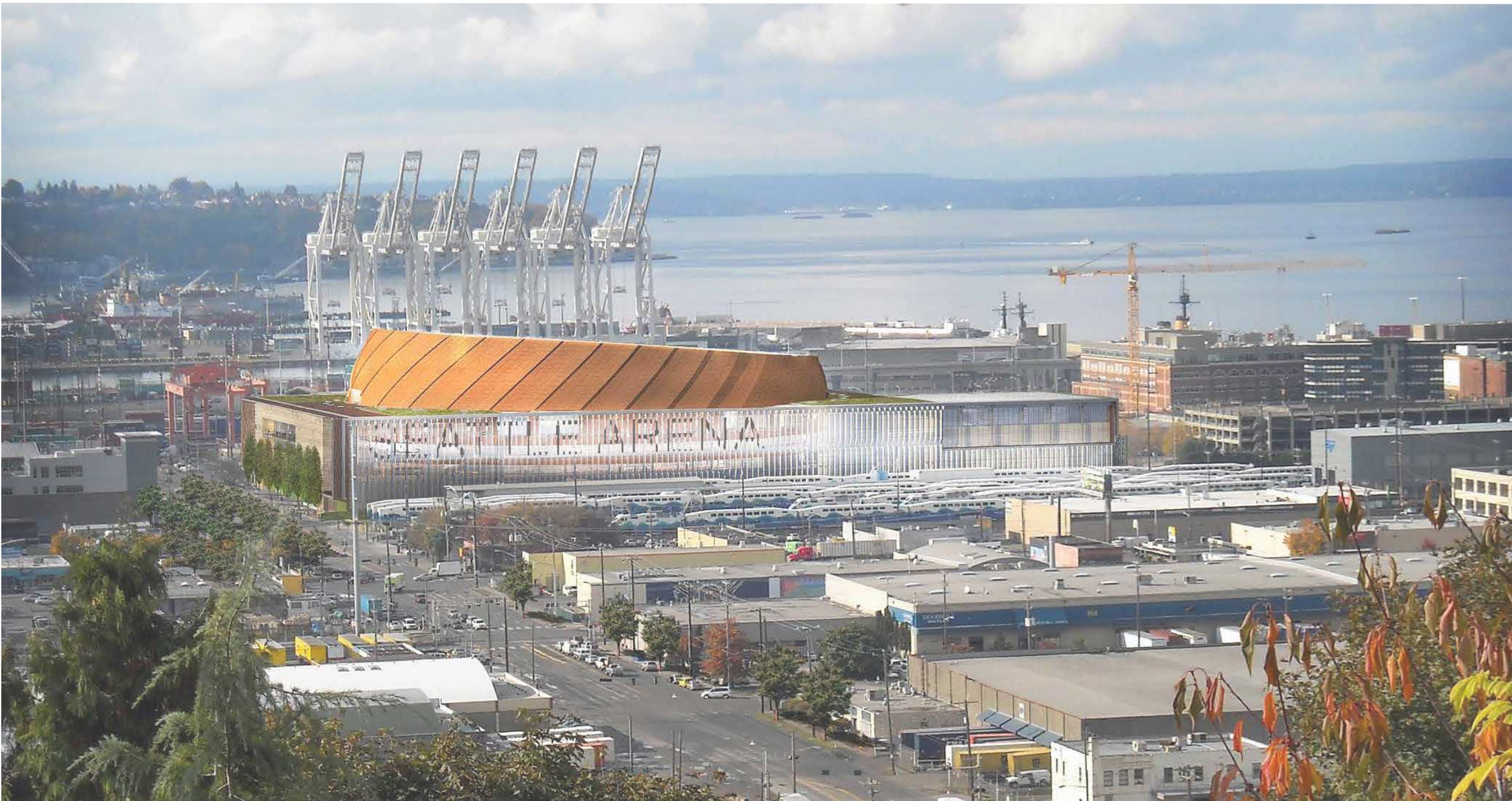
ARENA PROPOSAL

Public Realm



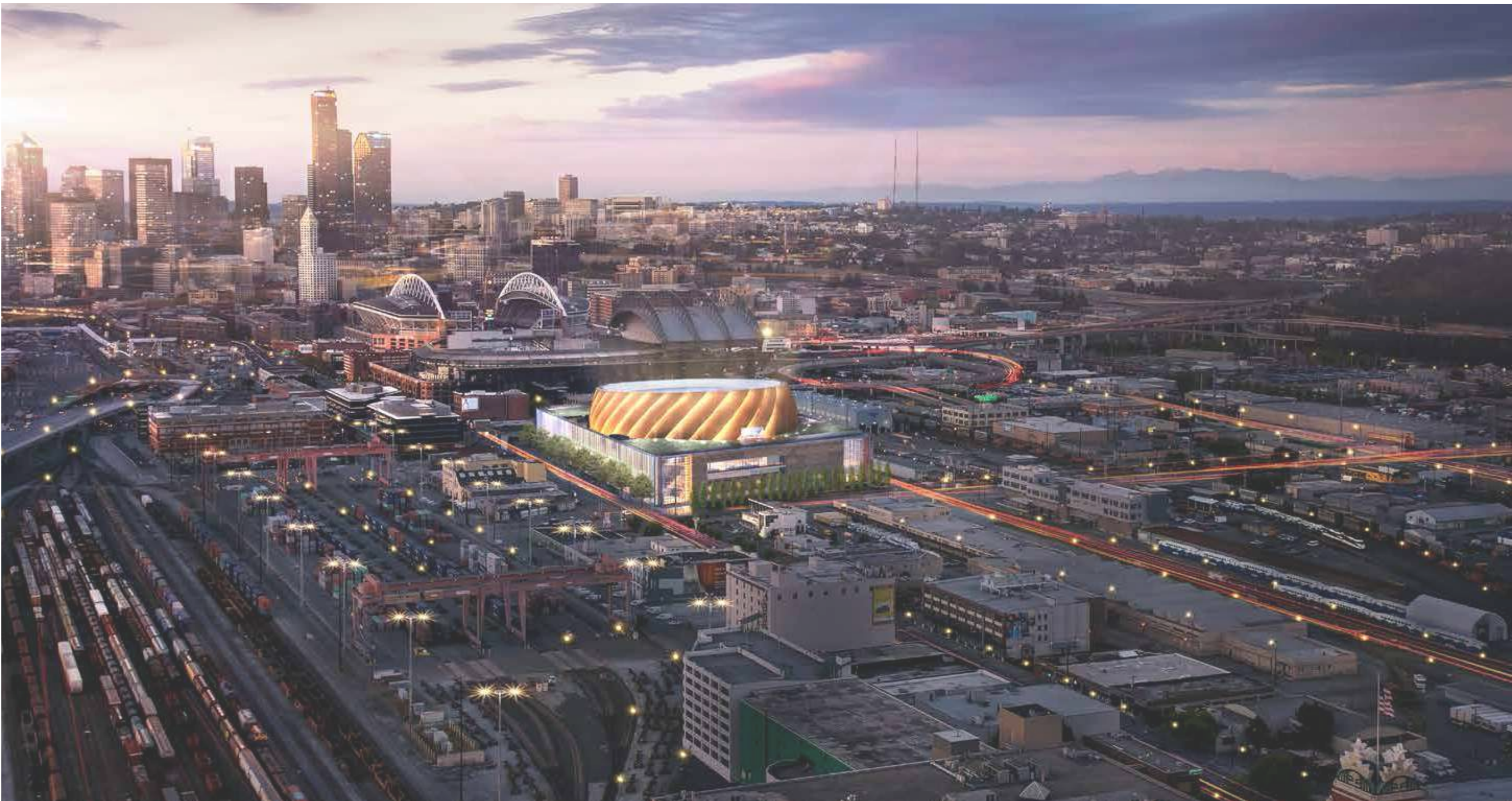
ARENA PROPOSAL

Public Realm



ARENA PROPOSAL

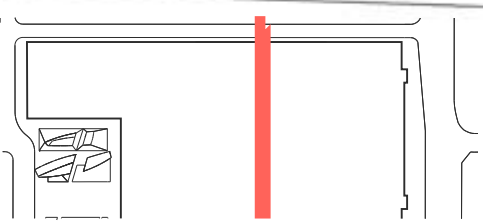
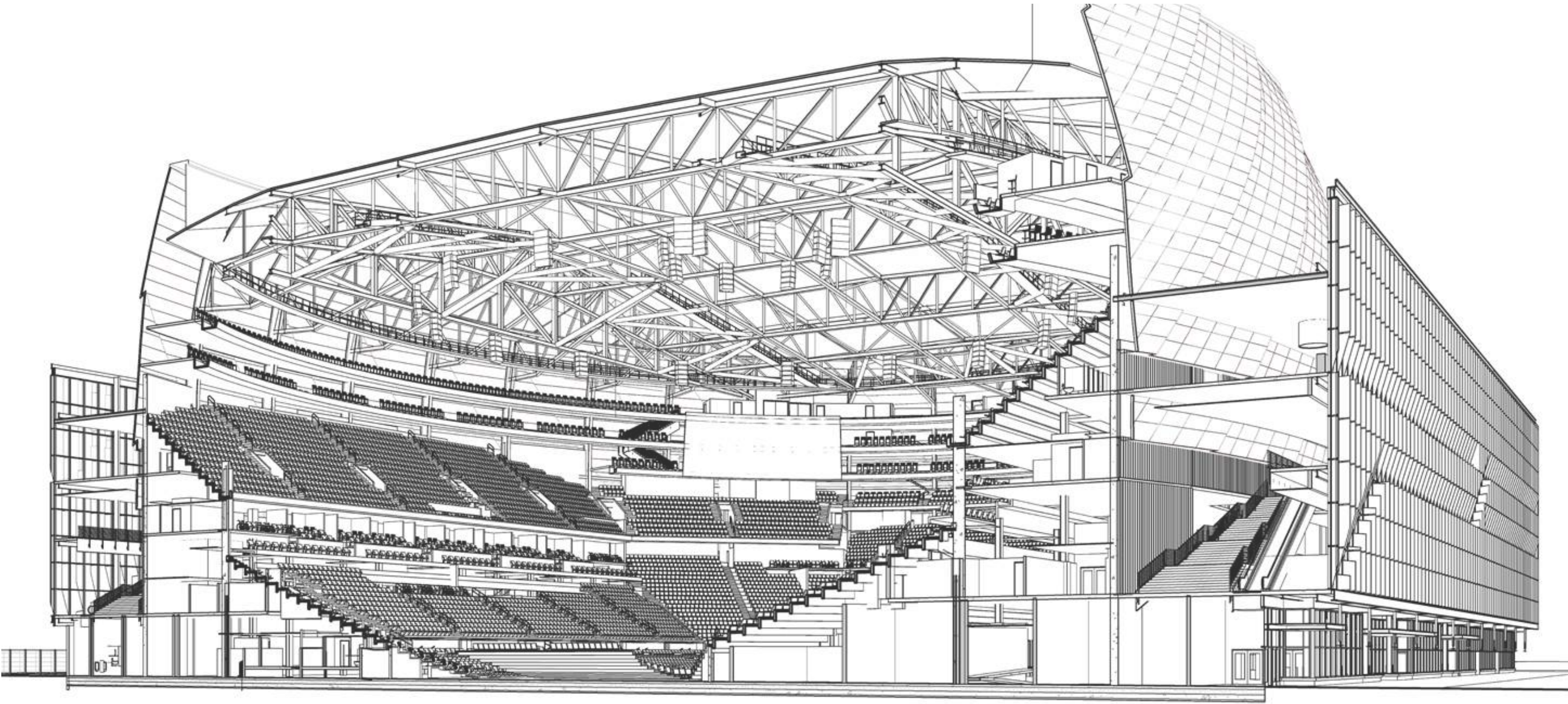
Public Realm





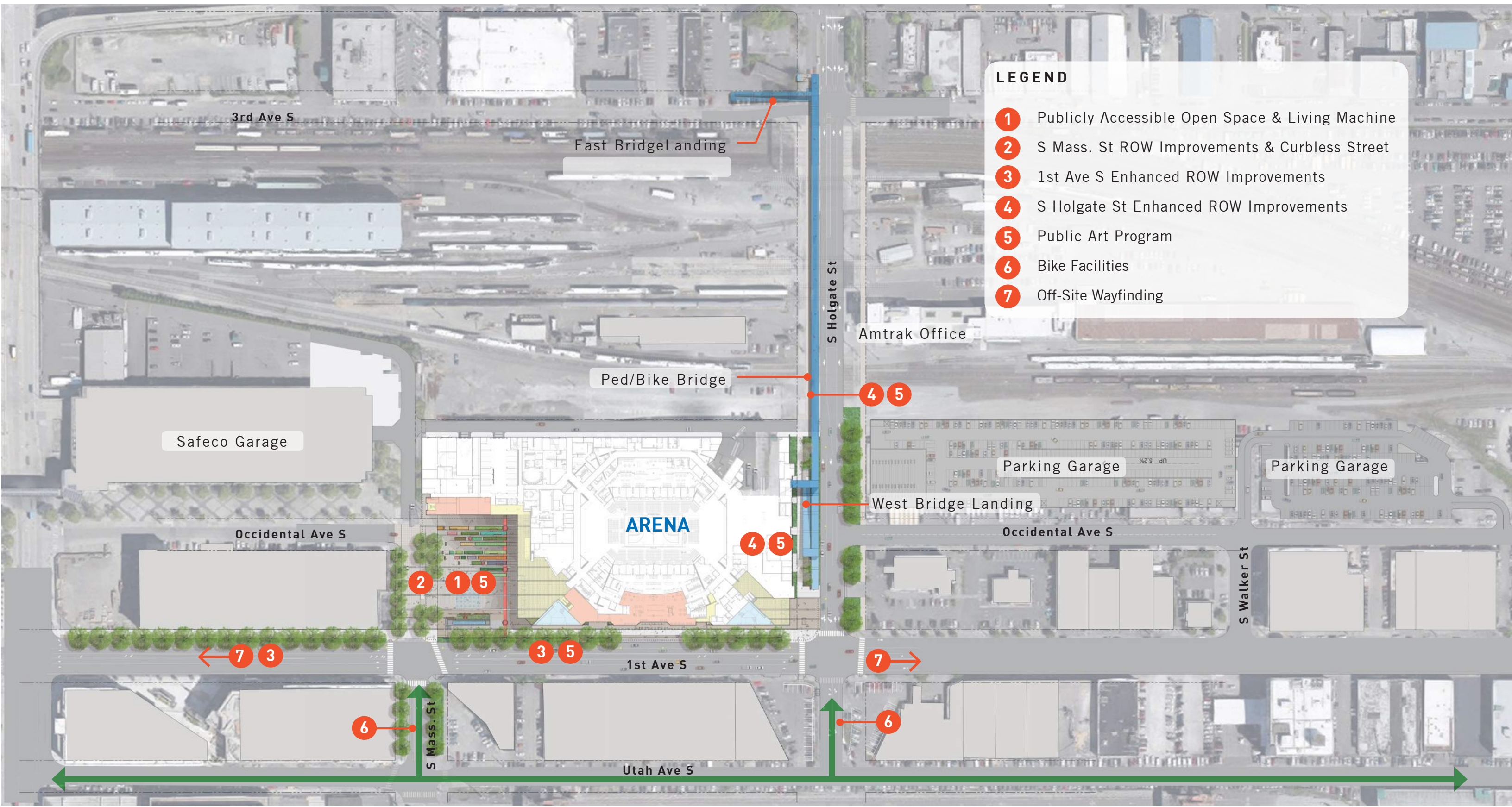
ARENA PROPOSAL

Public Realm



SITE PLAN

Public Realm

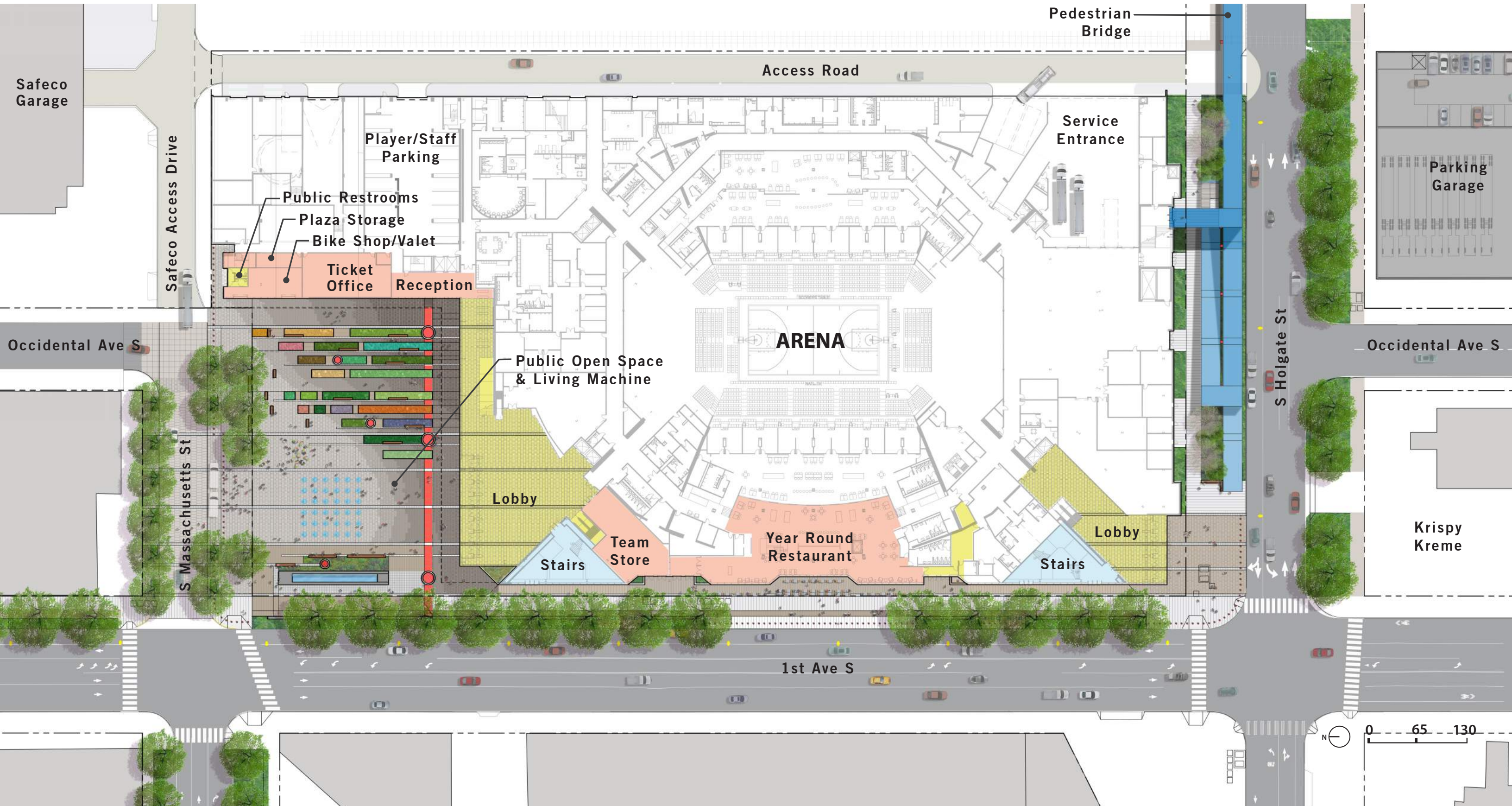


LEGEND

- 1 Publicly Accessible Open Space & Living Machine
- 2 S Mass. St ROW Improvements & Curbless Street
- 3 1st Ave S Enhanced ROW Improvements
- 4 S Holgate St Enhanced ROW Improvements
- 5 Public Art Program
- 6 Bike Facilities
- 7 Off-Site Wayfinding

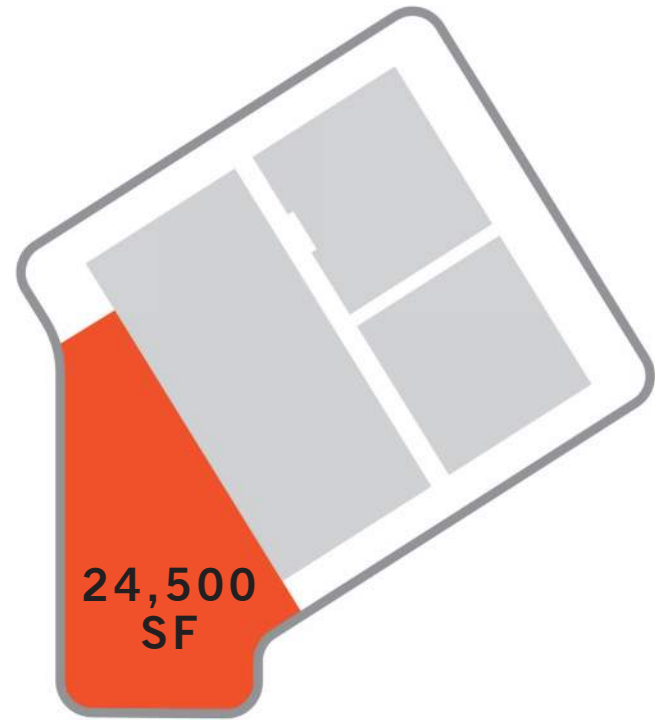
SITE PLAN - ENLARGEMENT

Public Realm

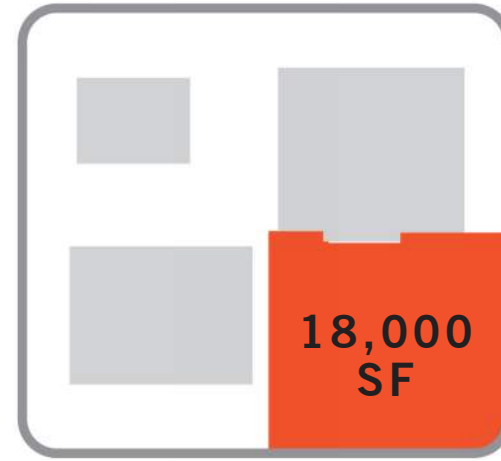


PUBLIC OPEN SPACE & LIVING MACHINE

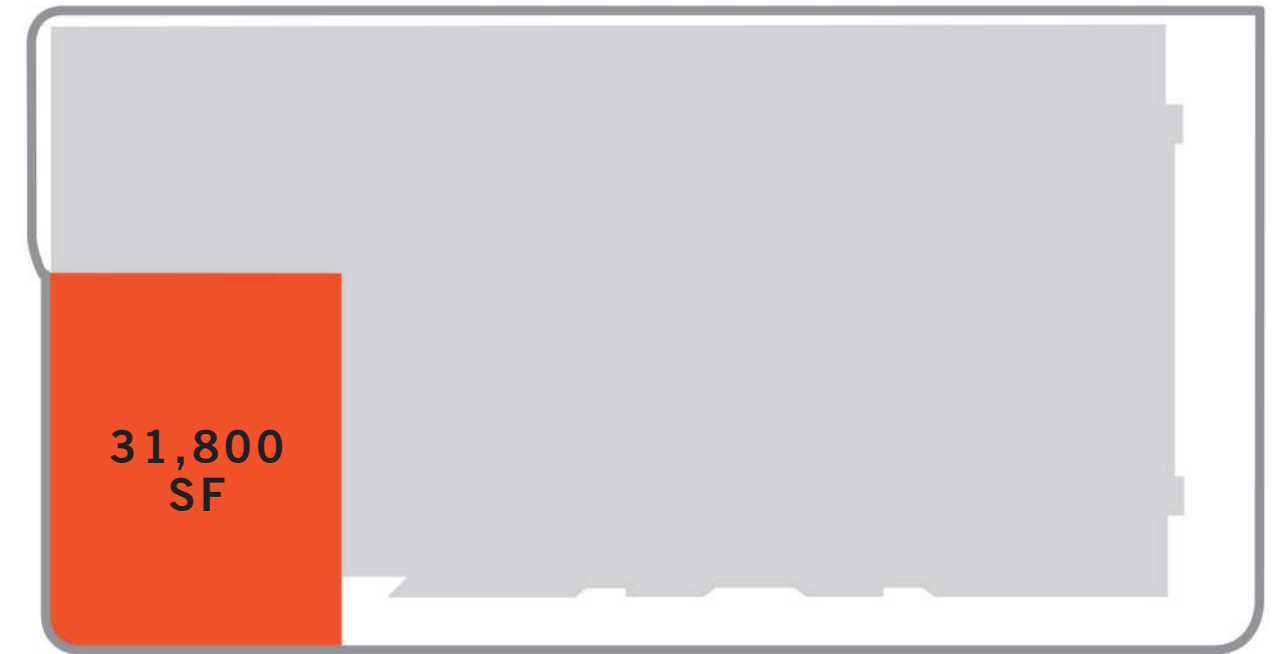
Public Realm



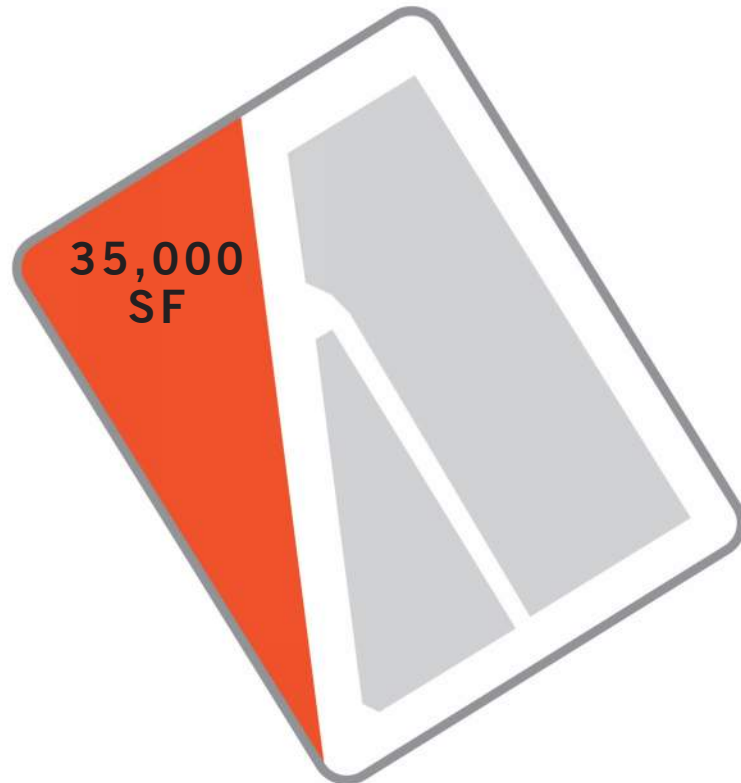
Pioneer Square



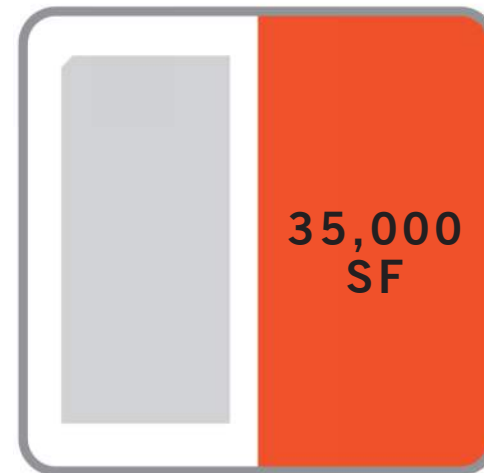
Hing Hay Park



Arena Public Open Space



Westlake Park



Occidental Park

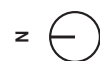
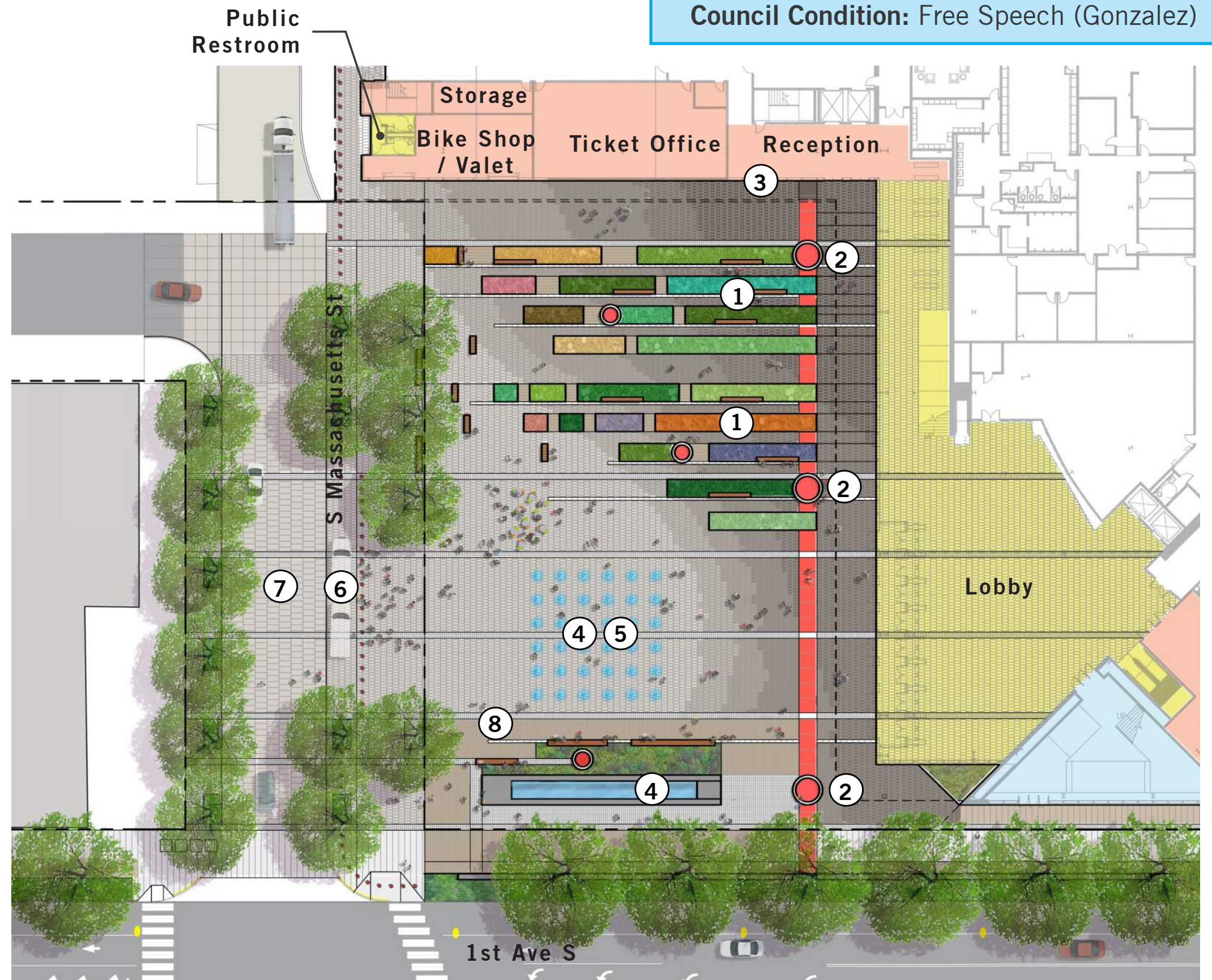
PUBLIC OPEN SPACE & LIVING MACHINE

Public Realm

Council Condition: Free Speech (Gonzalez)

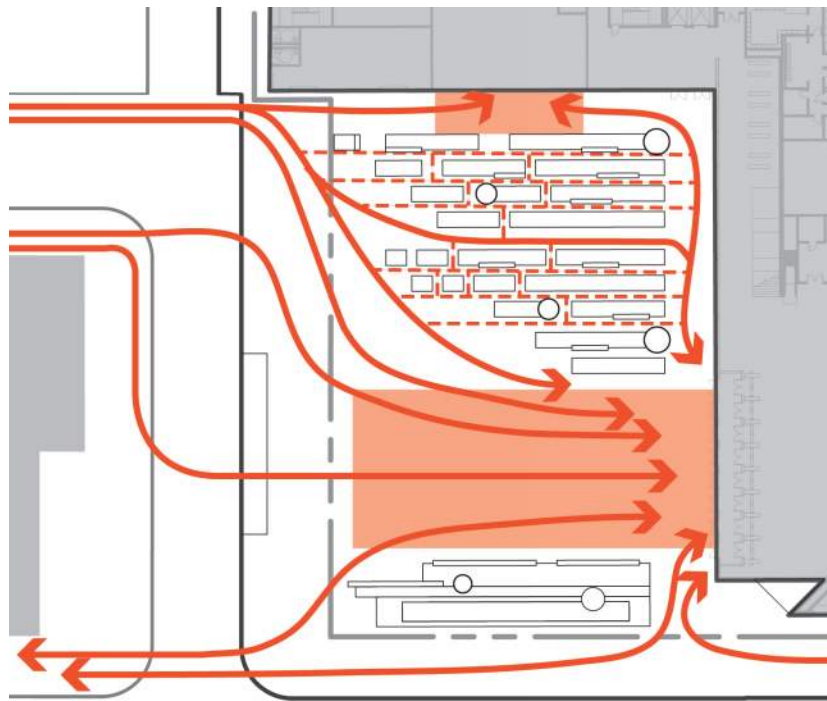
LEGEND

- ① Living Machine Gardens
- ② Living Machine Markers & Access Hatches
- ③ Interactive Display Panel
- ④ Water Feature
- ⑤ Programmable Community Area
- ⑥ Daytime Loading Zone
- ⑦ S. Mass. Curbless Street
- ⑧ Significant Artwork

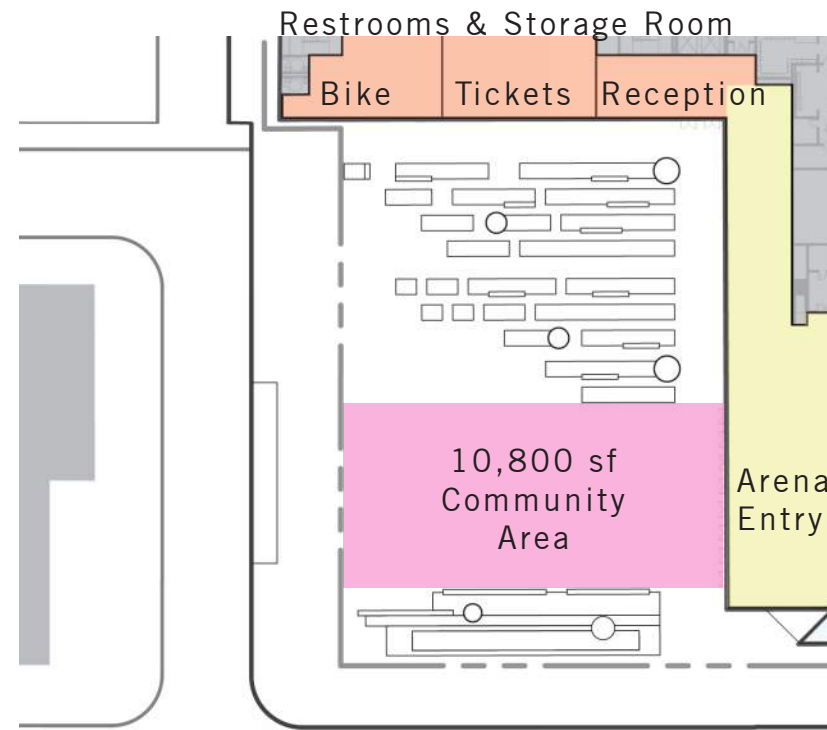


PUBLIC OPEN SPACE & LIVING MACHINE

Public Realm



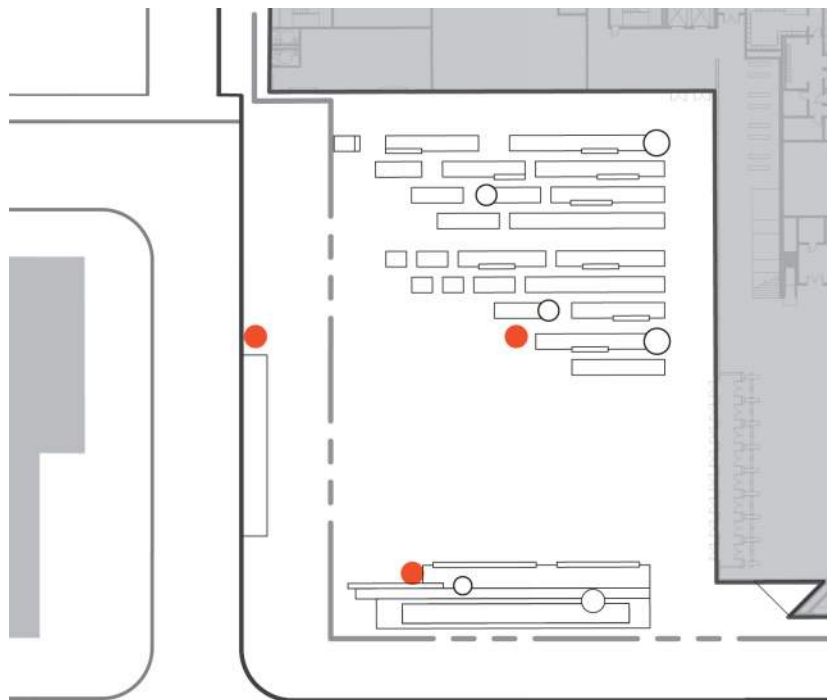
Circulation



Active Uses



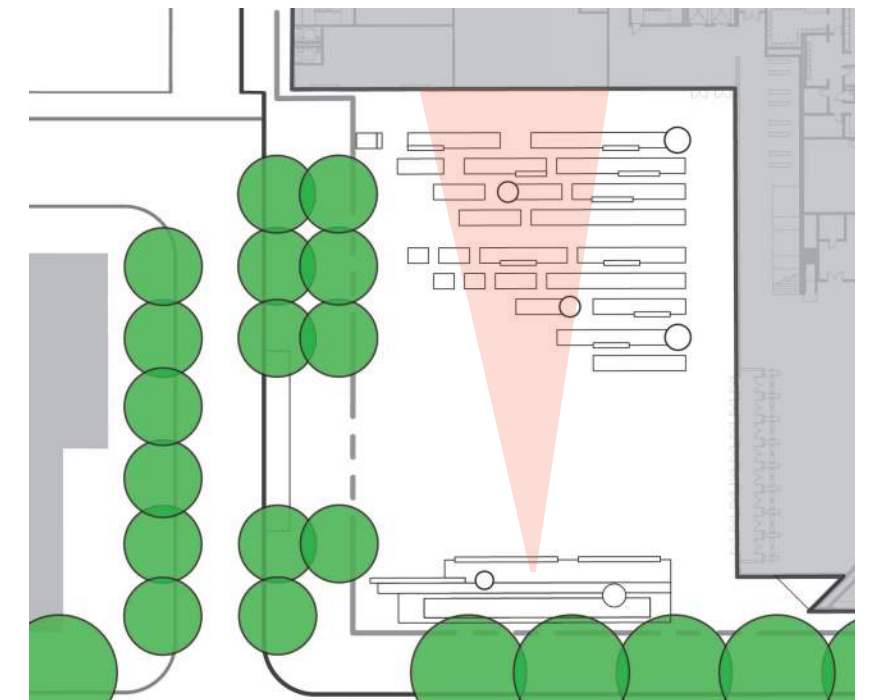
Fixed Seating



Event Utilities



Planting / Water

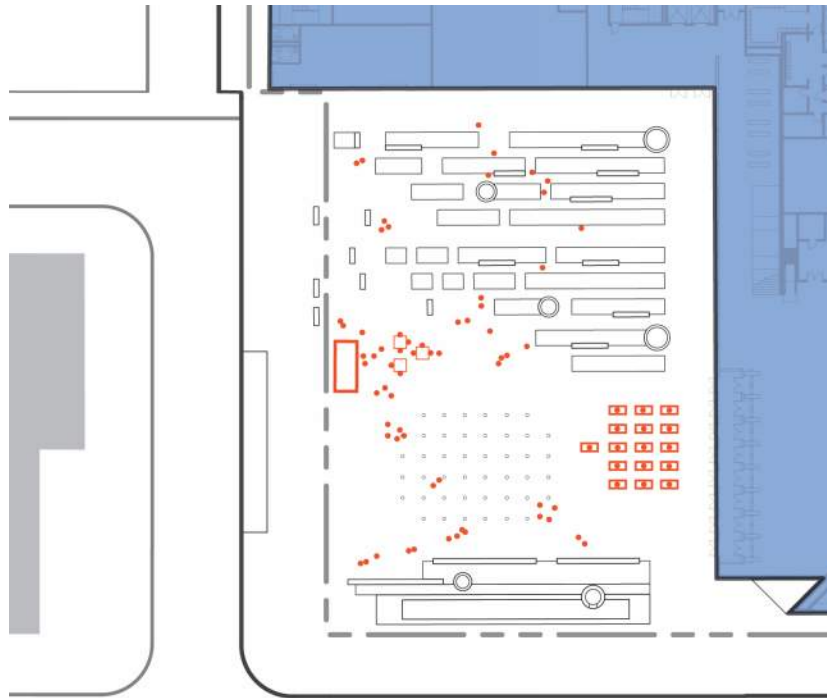


Tree Canopy

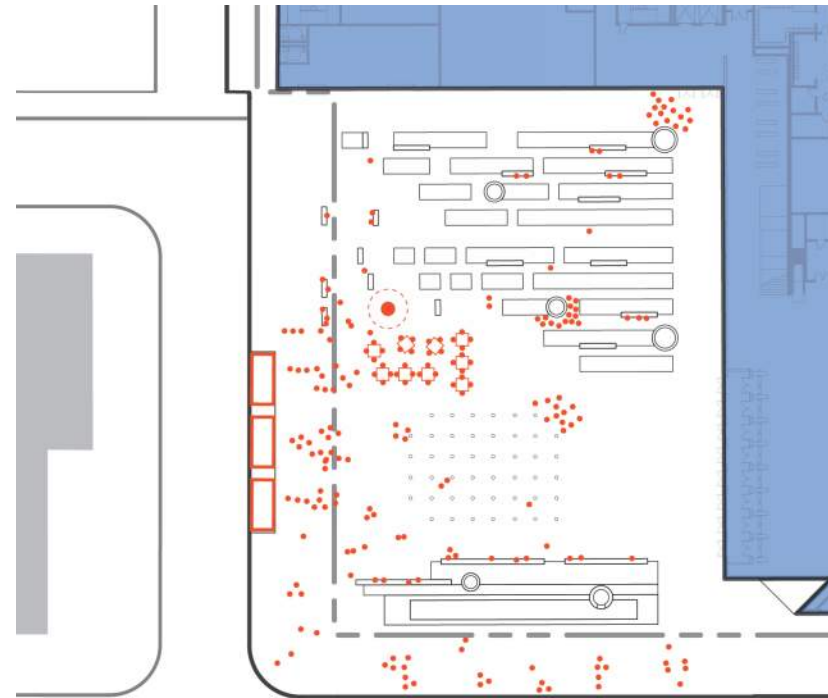
PUBLIC OPEN SPACE & LIVING MACHINE

Public Realm

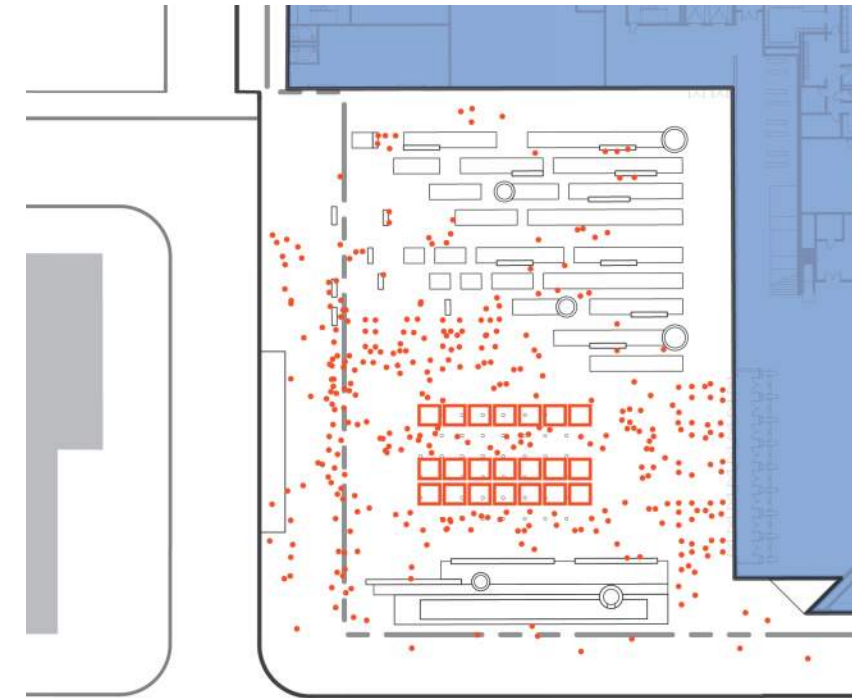
SDC Comments: Open space accommodates ped volumes of Arena



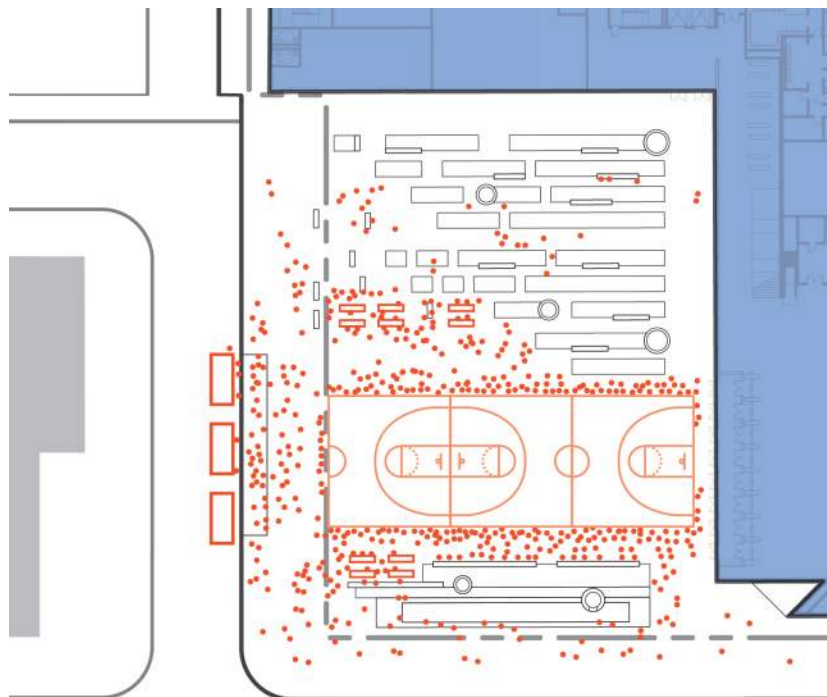
Daily Activities



Lunch /
Food Truck



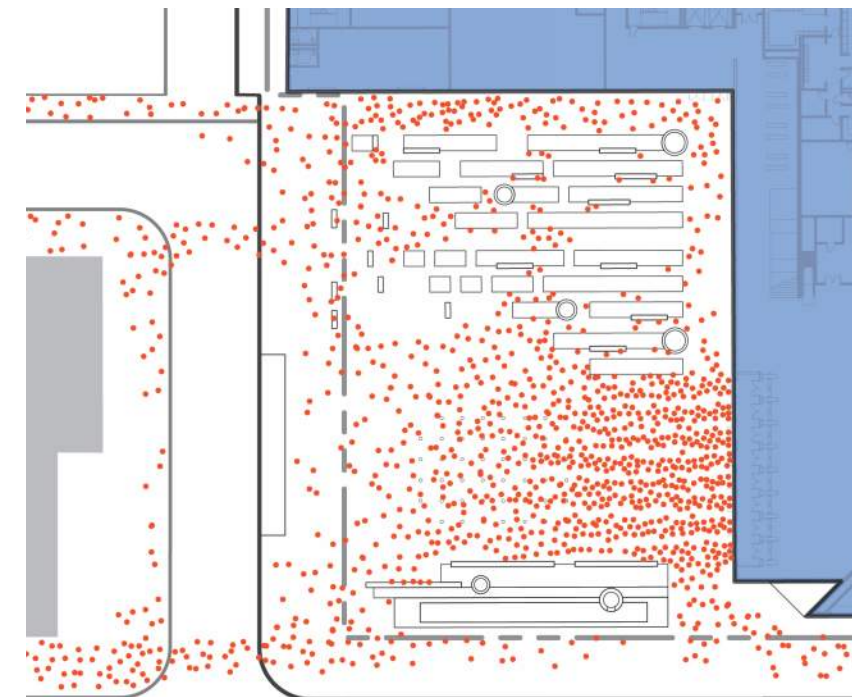
Farmer's
Market



3 On 3 Tournament



Big Screen Event

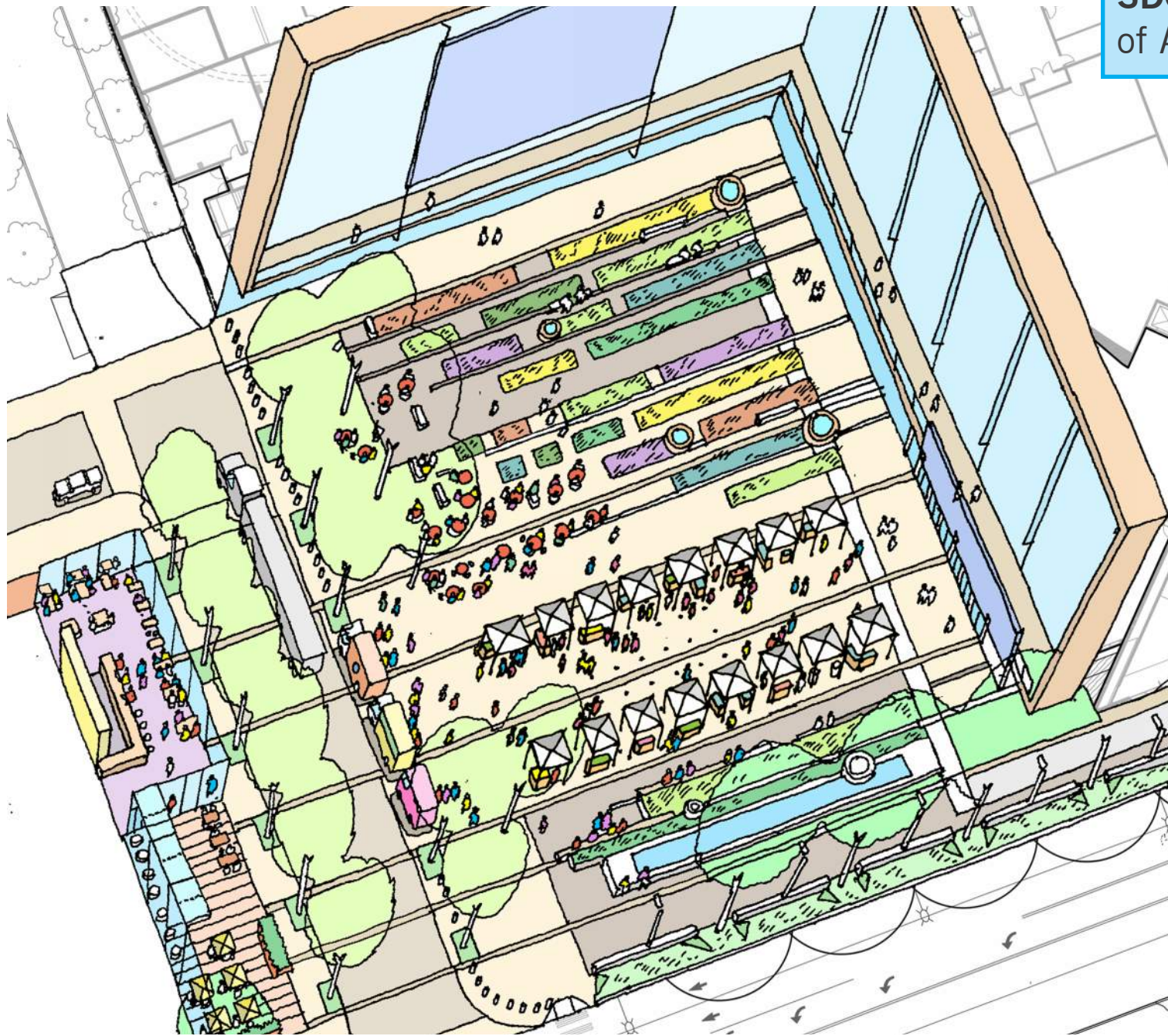


Game Day

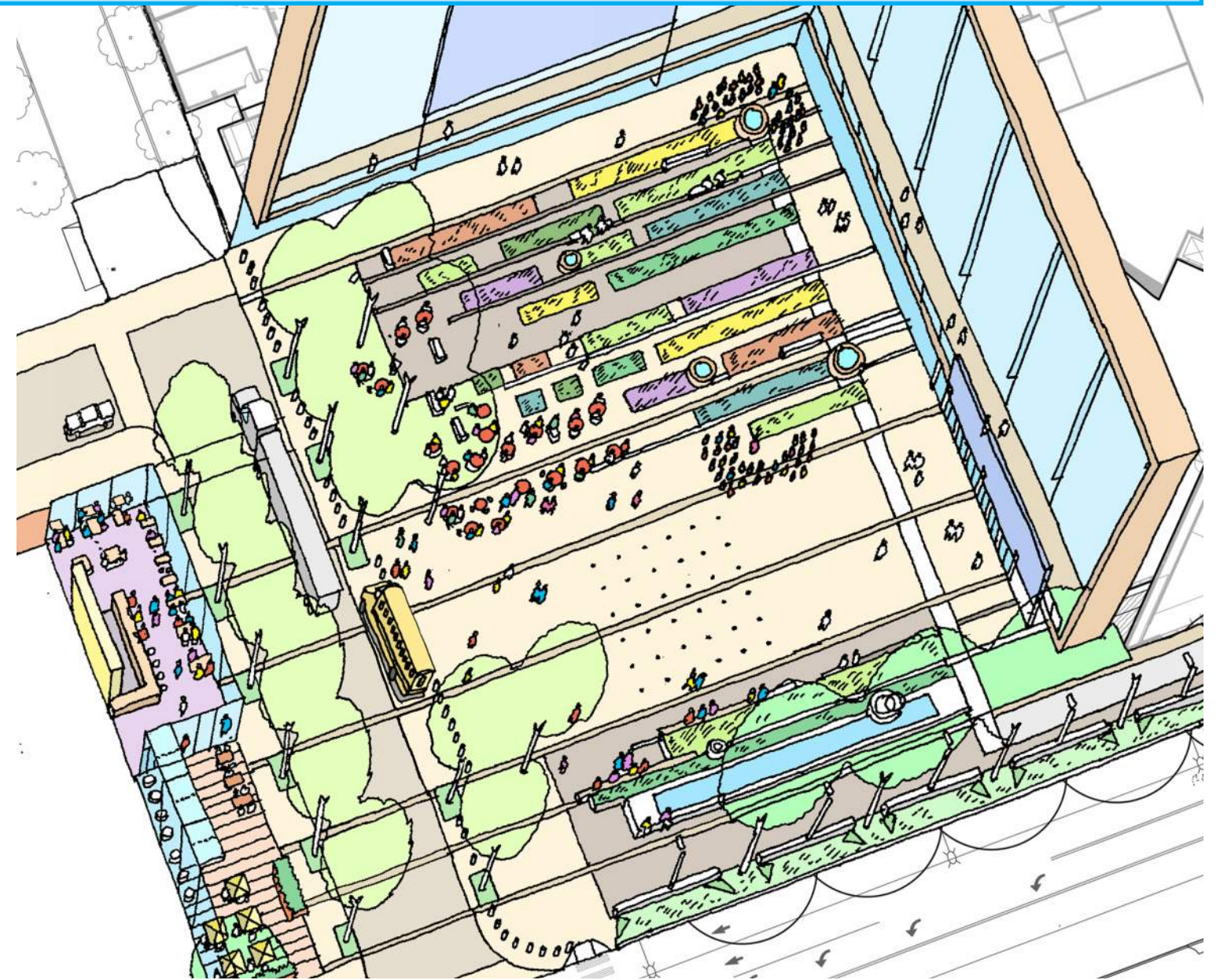
PUBLIC OPEN SPACE & LIVING MACHINE

Public Realm

SDC Comments: Should benefit all equitably, programming should be a part of Arena plan and lighting on non-event days is important



Outdoor Market / Art Fair

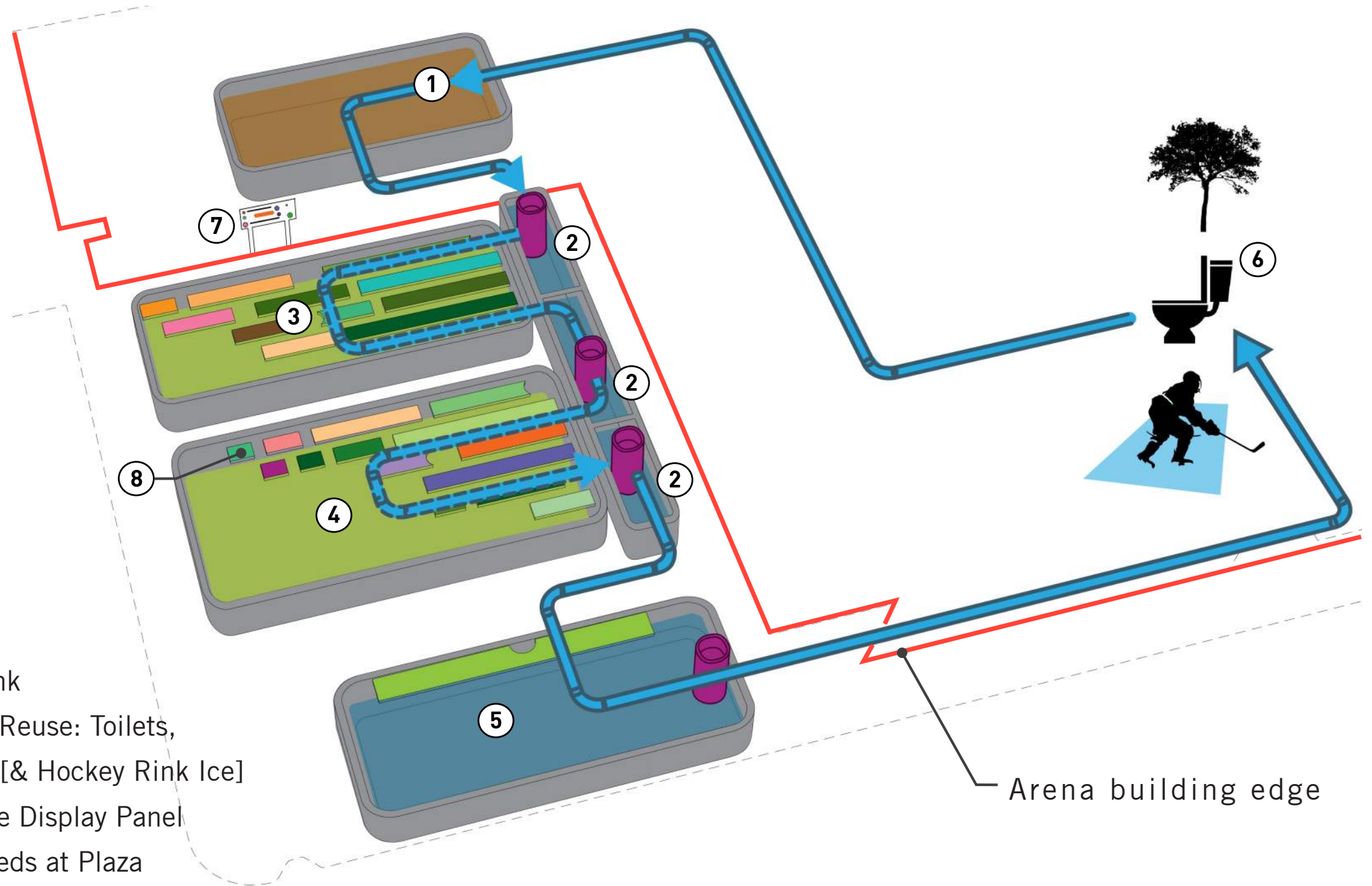


Educational Tour / Outdoor Classroom

SDC Comment: Applaud approach for managing black/stormwater on site

The project proposes to treat all of its waste with an ecological sewage treatment facility called a Living Machine. A majority of the Living Machine will be located in the publicly accessible open space for display and interpretation. Treated water will be re-used in the building for toilet flushing, landscape irrigation and other potential re-use. Key elements include:

- 99% reduction in wastewater
- Removing 4 million gallons of sewer each year from the overflowing combined sewer system (not required by code)
- District opportunity as the reclaimed water system is scalable to serve parcels to the north
- Educational opportunities



LEGEND

- | | |
|-------------------------------------|--|
| ① Settling Tank | ⑤ Reuse Tank |
| ② Equalization & Recirculation Tank | ⑥ Potential Reuse: Toilets, Irrigation [& Hockey Rink Ice] |
| ③ Stage 1 Treatment Cells | ⑦ Interactive Display Panel |
| ④ Stage 2 Treatment Cells | ⑧ Garden Beds at Plaza |

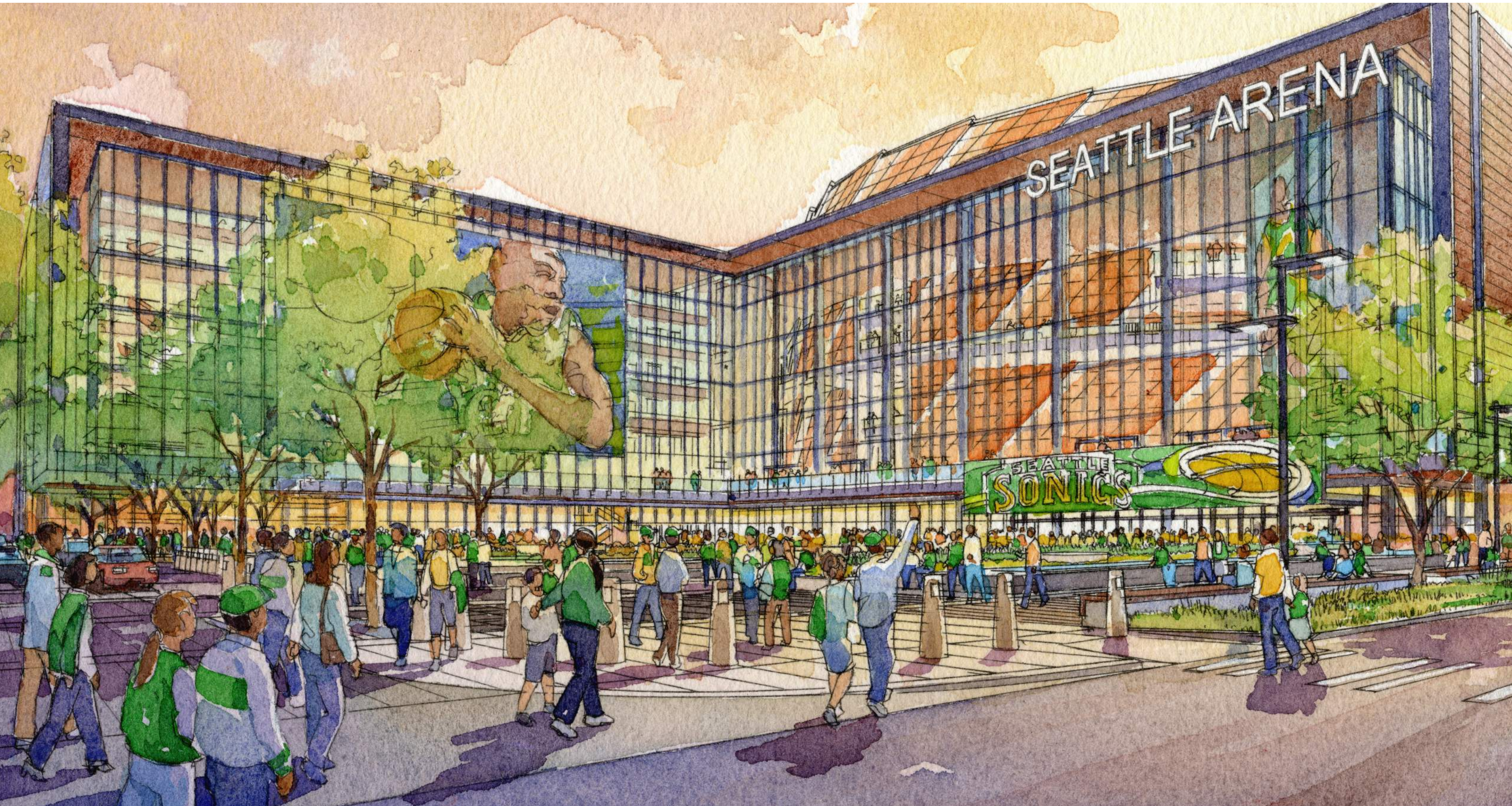
LIVING MACHINE AND PUBLIC OPEN SPACE

Public Realm



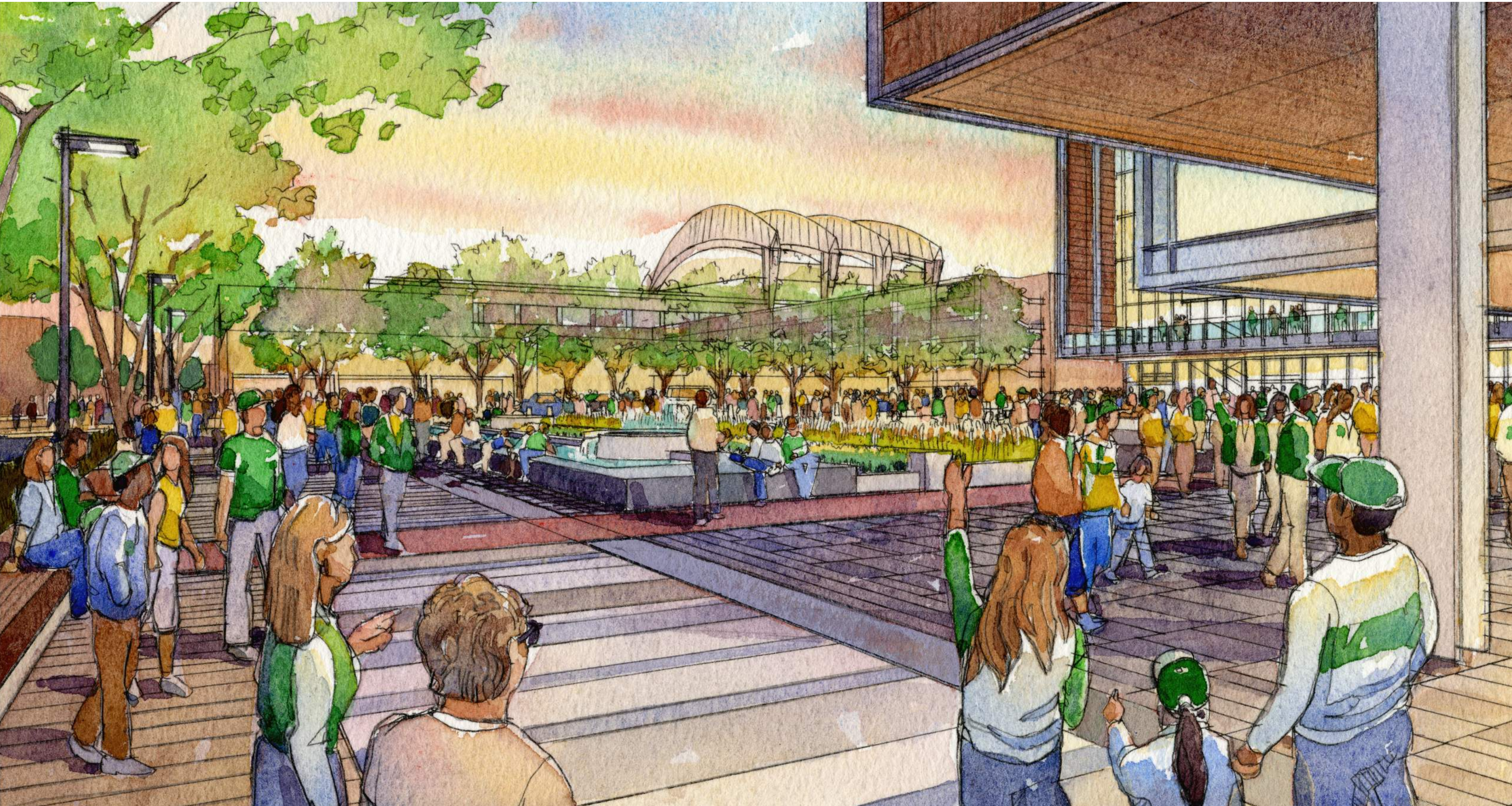
LIVING MACHINE AND PUBLIC OPEN SPACE

Public Realm



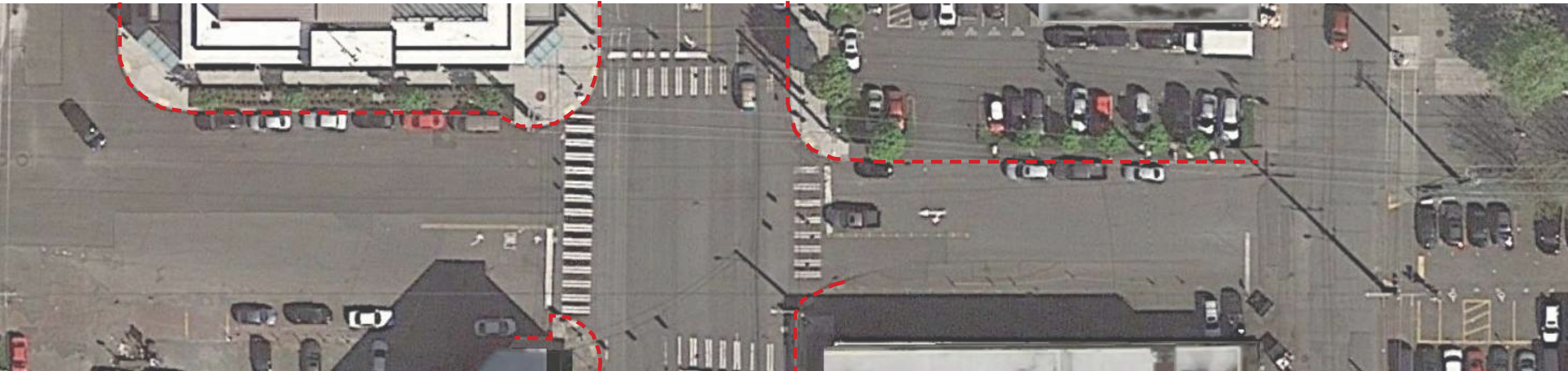
LIVING MACHINE AND PUBLIC OPEN SPACE

Public Realm

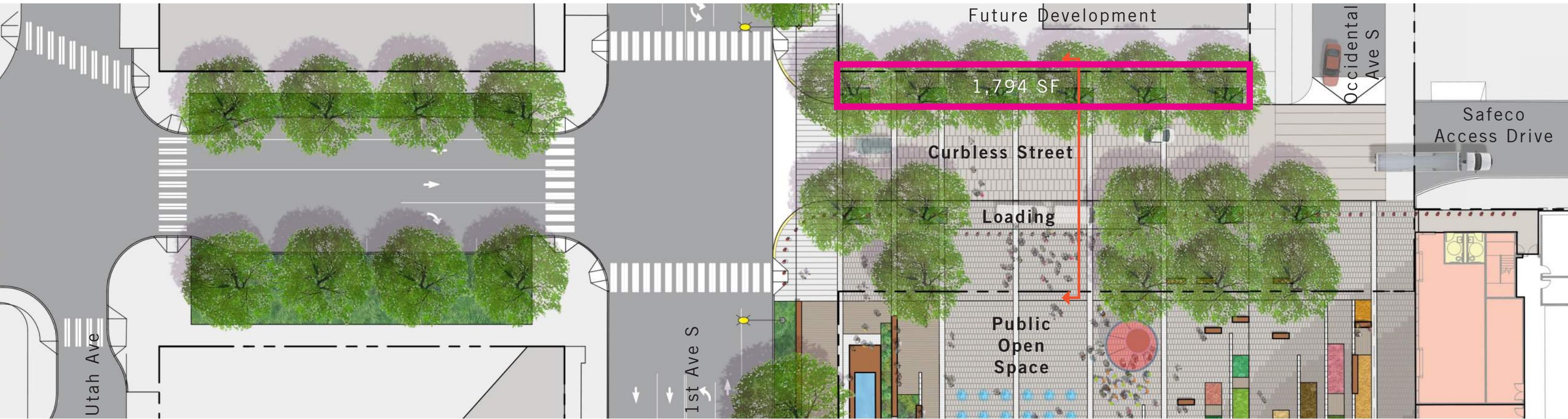


S MASSACHUSETTS ST ROW IMPROVEMENTS

Public Realm



Existing Condition

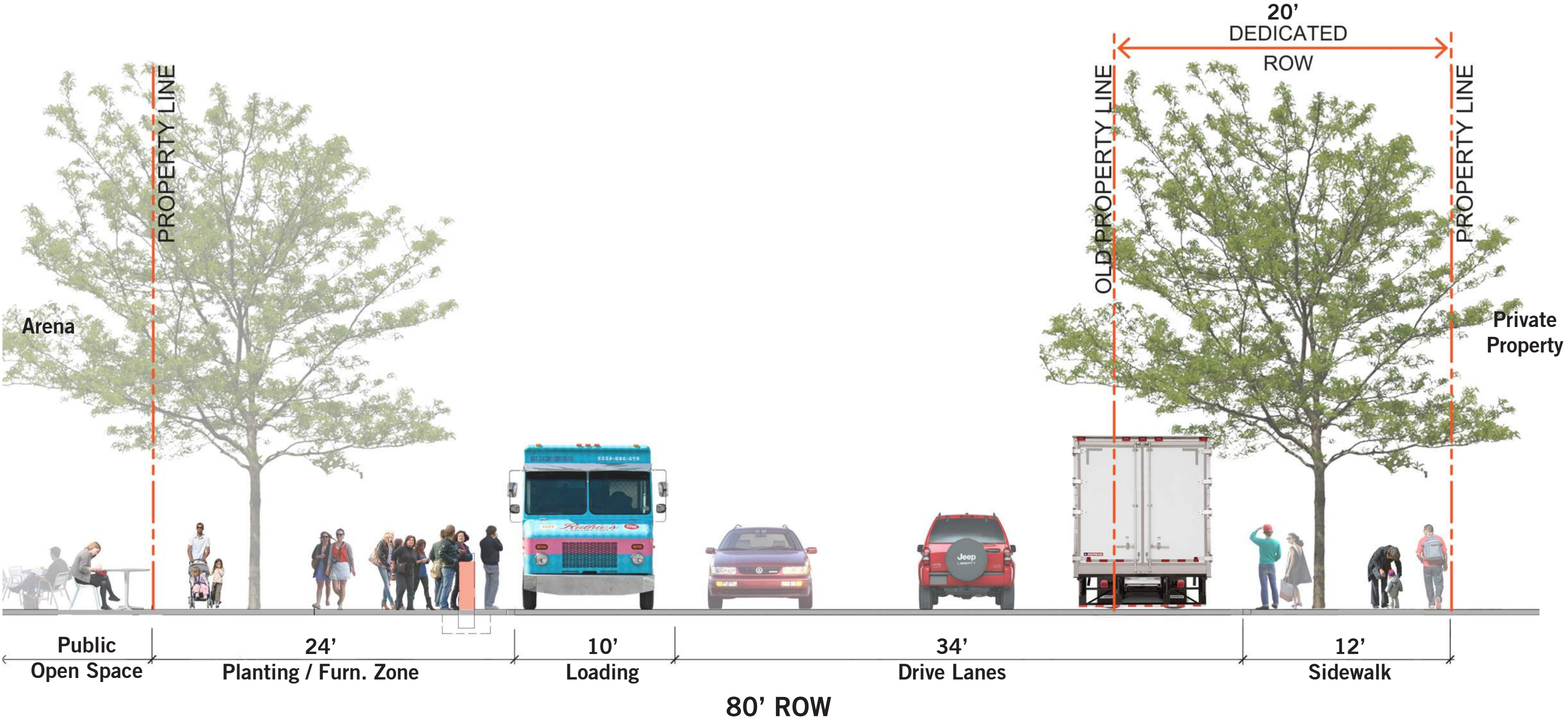


Proposed Street Alignment and Improvements



S. MASSACHUSETTS ST ROW IMPROVEMENTS

Public Realm

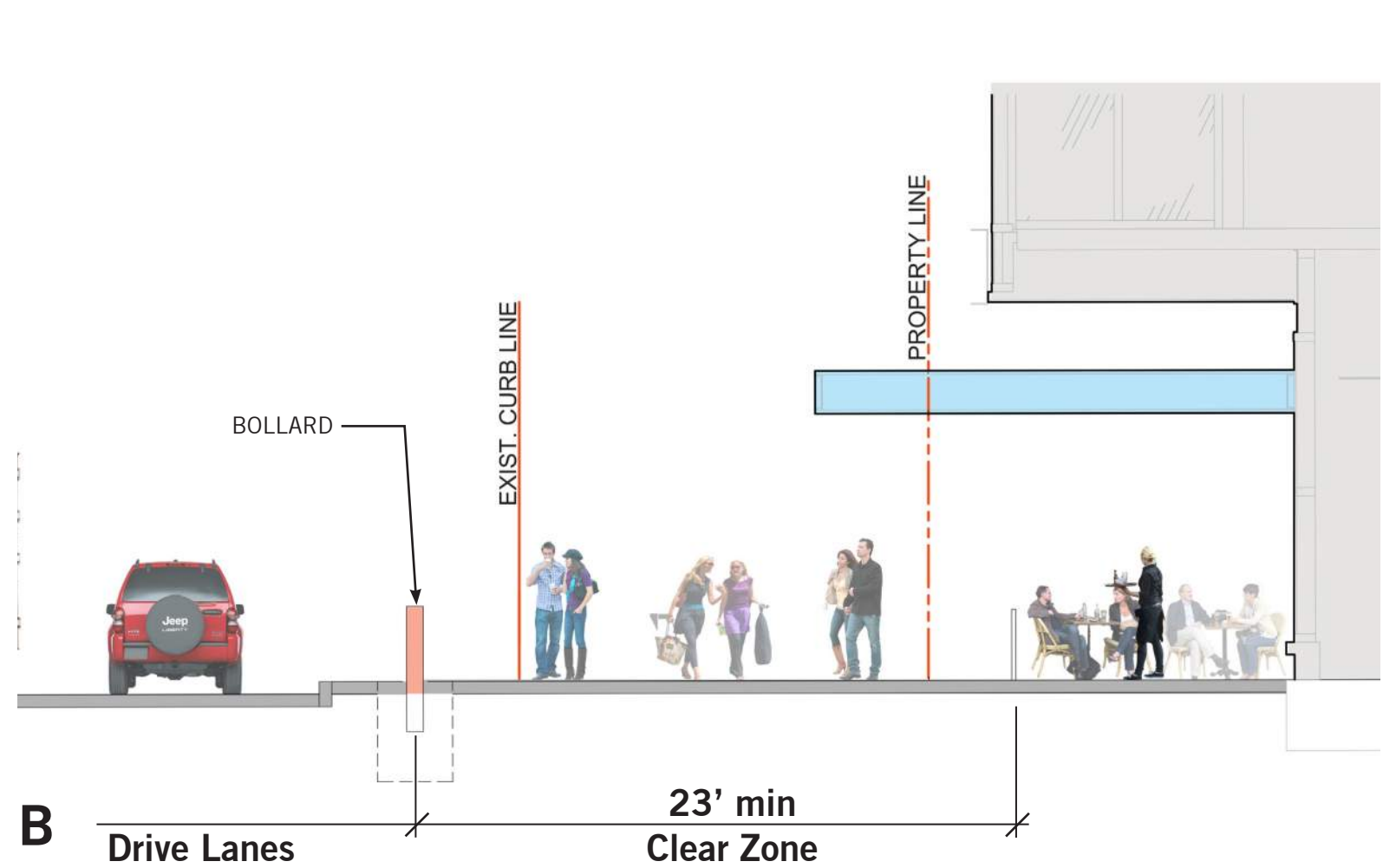
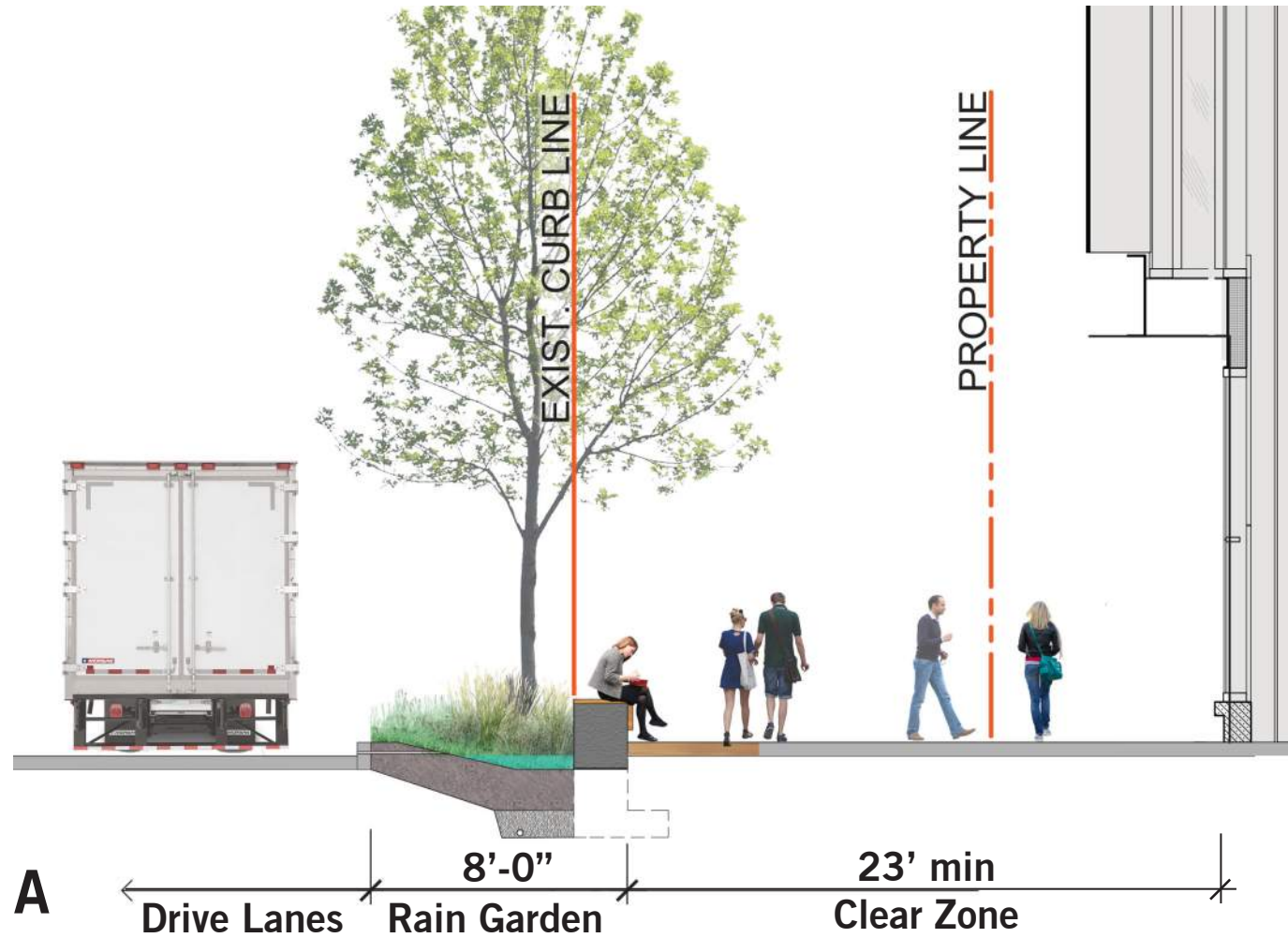
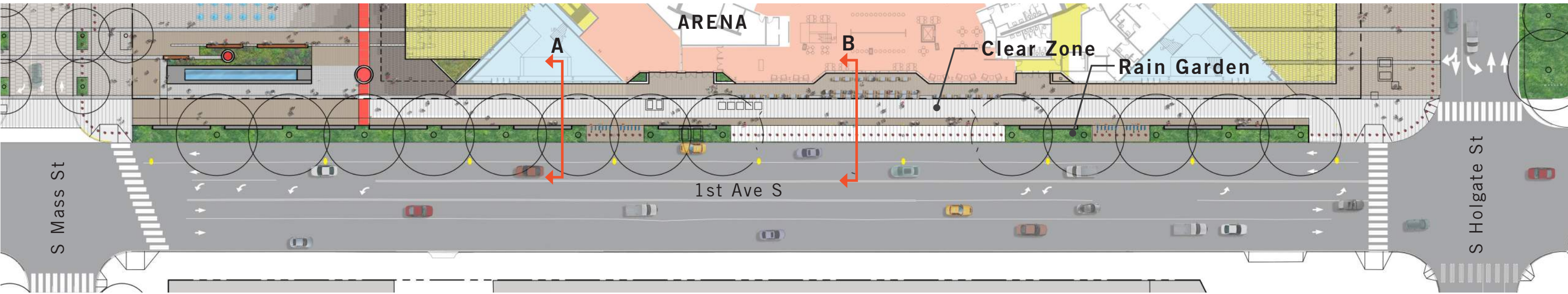


S Massachusetts St east of 1st Ave S.

1ST AVE S. ROW IMPROVEMENTS

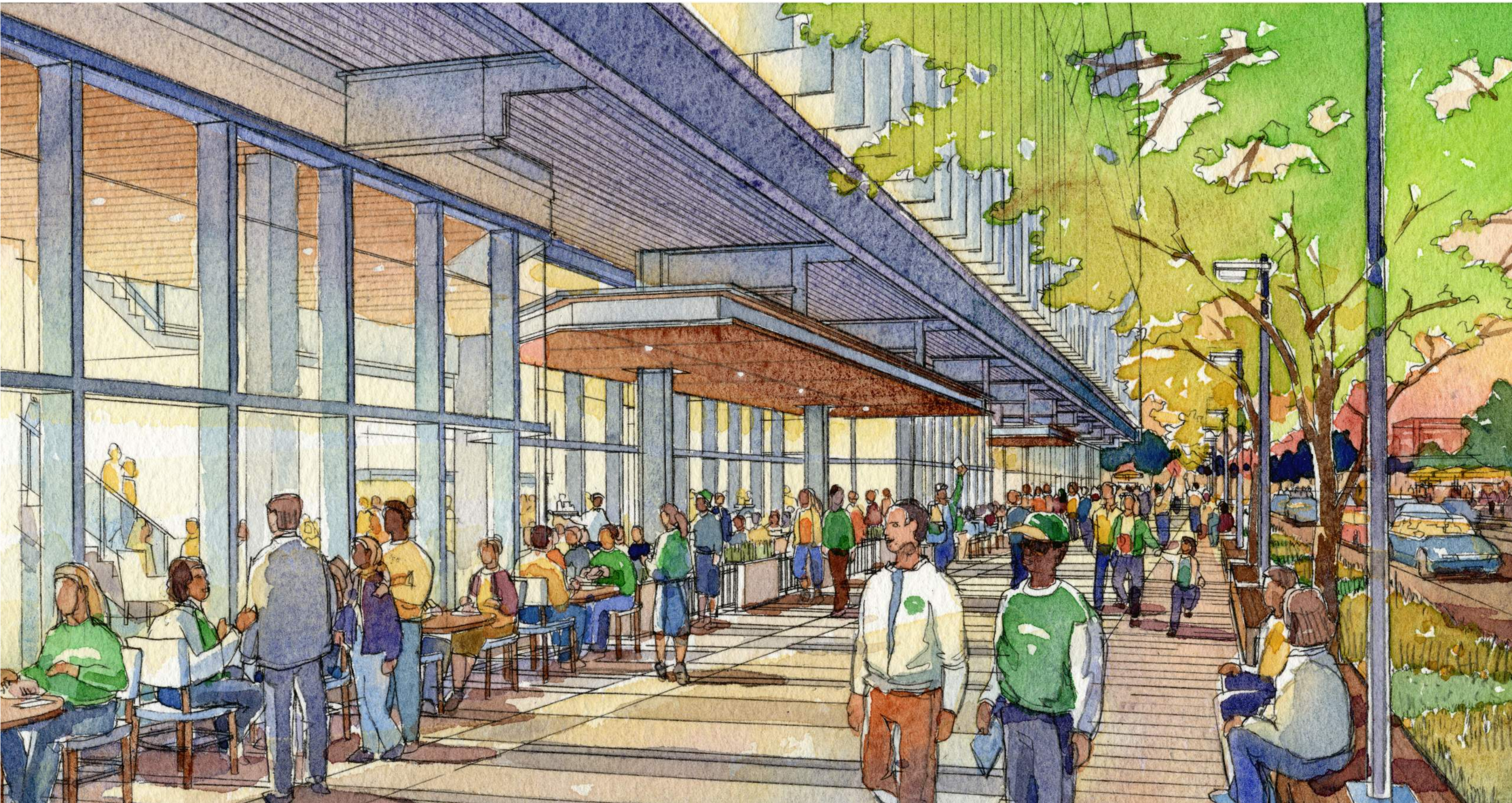
S Massachusetts St to S Holgate S (Arena Frontage)

SDC Comments: Design of 1st Ave S. Rain Garden is an asset for the City, should break it up a bit for peds



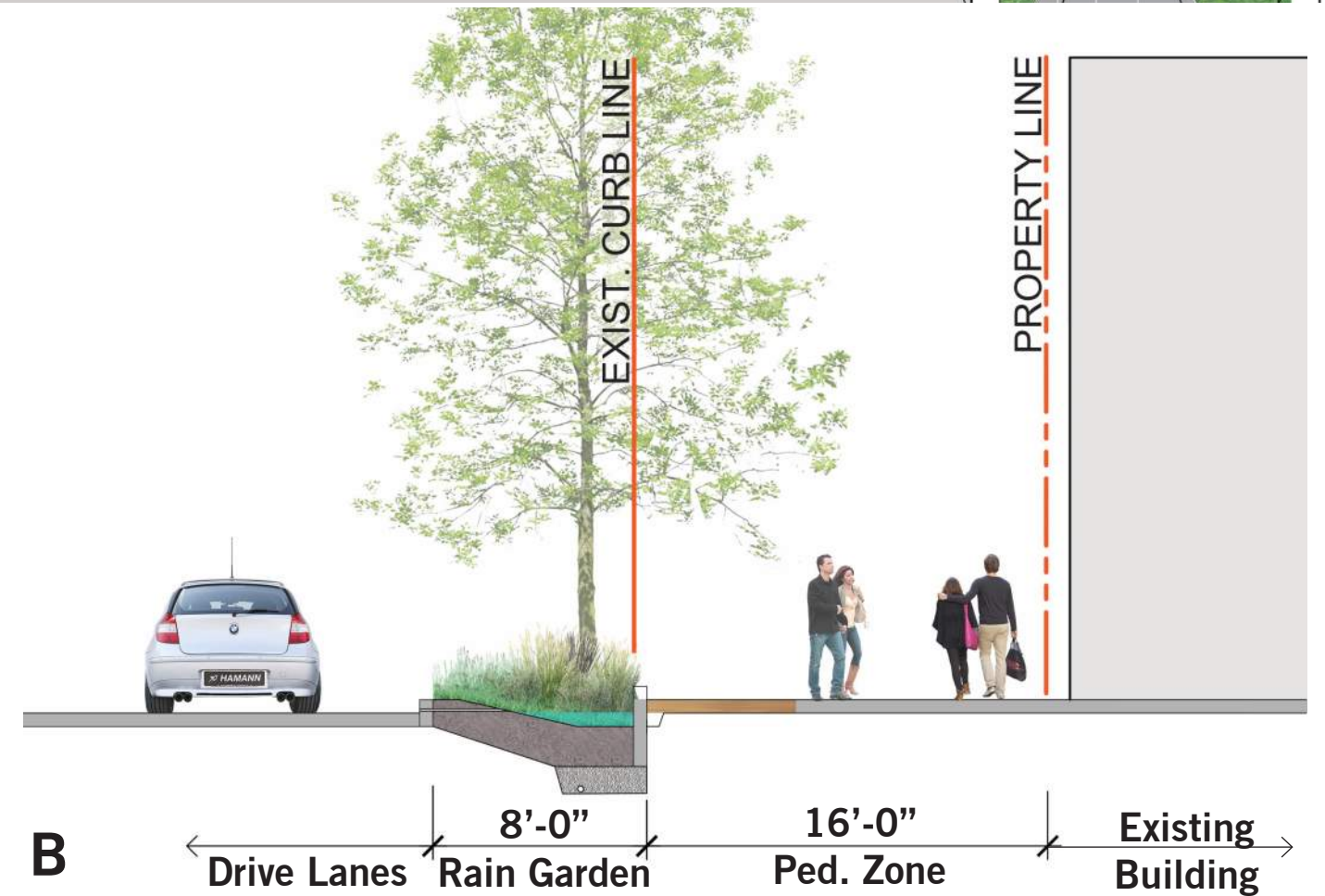
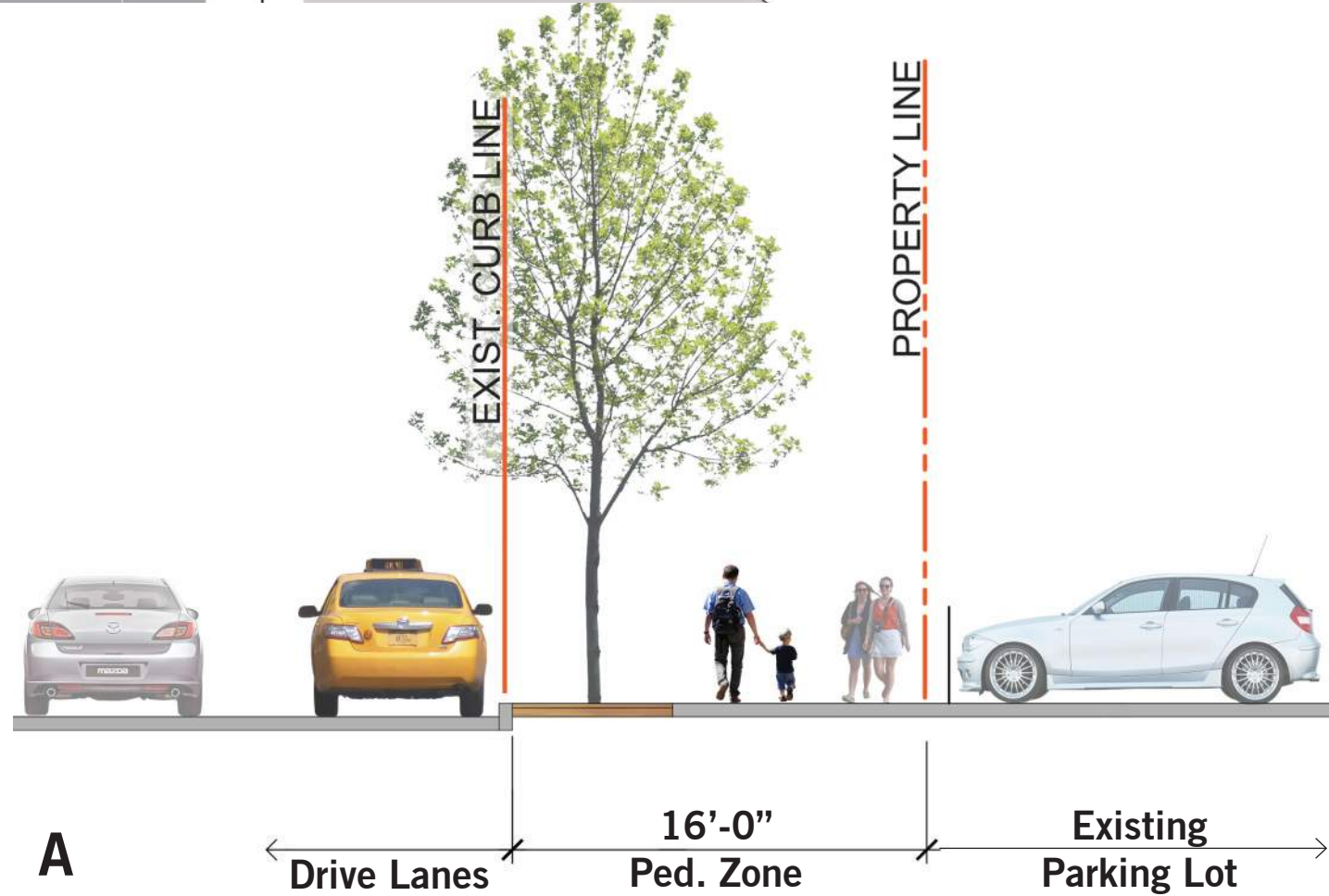
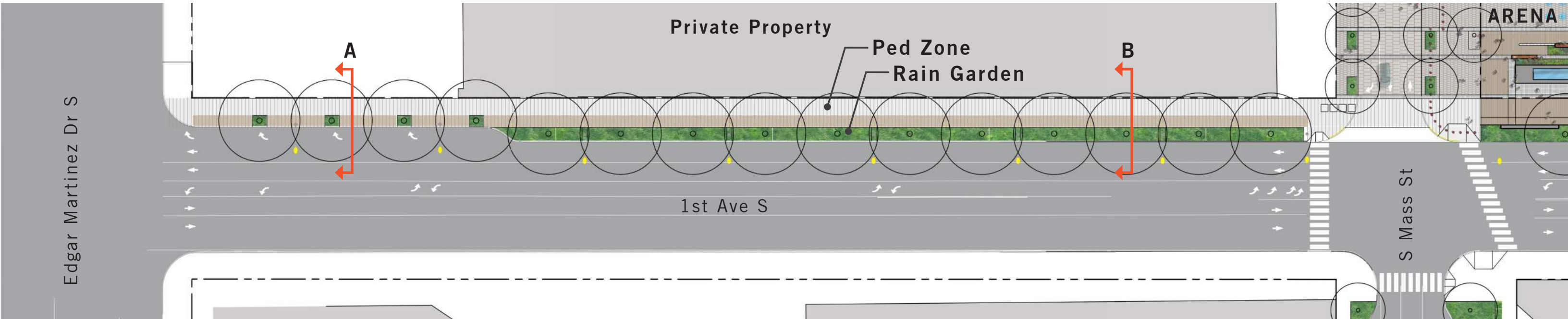
1ST AVENUE S.

S Massachusetts St to S Holgate S (Arena Frontage)



1ST AVE S. ROW IMPROVEMENTS

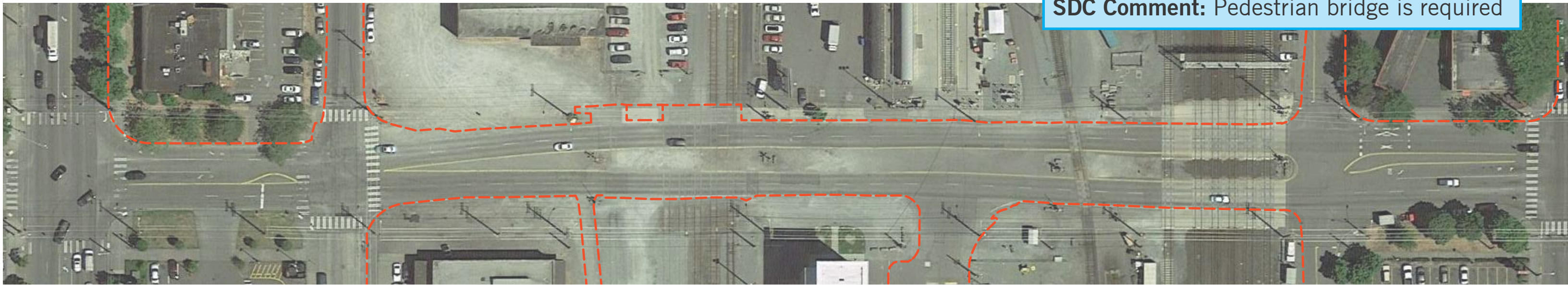
Edgar Martinez Dr S to S Massachusetts St (block north of Arena site)



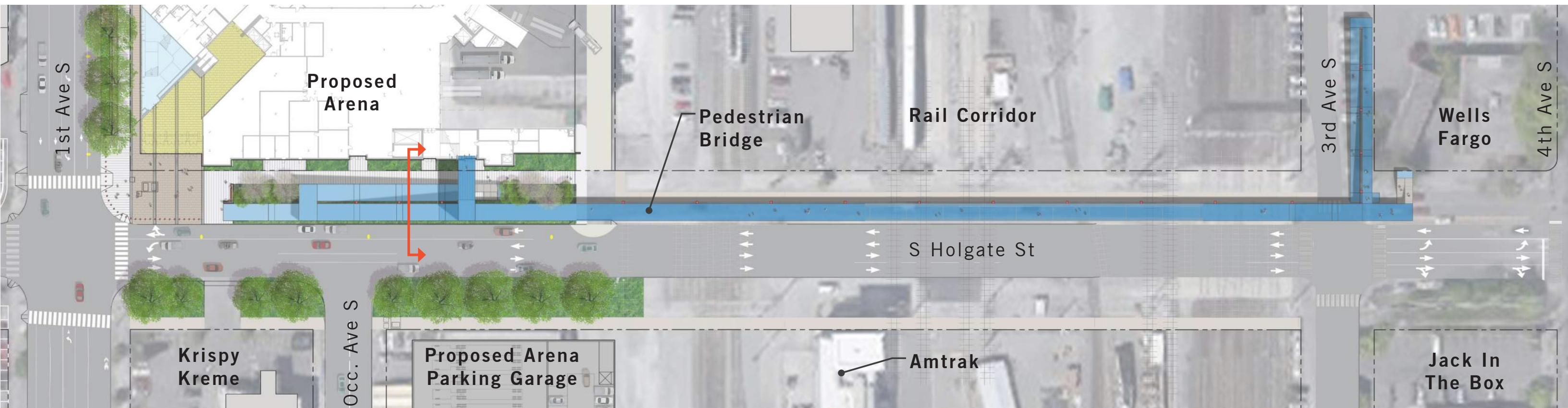
S. HOLGATE ST ROW IMPROVEMENTS

Public Realm

SDC Comment: Pedestrian bridge is required



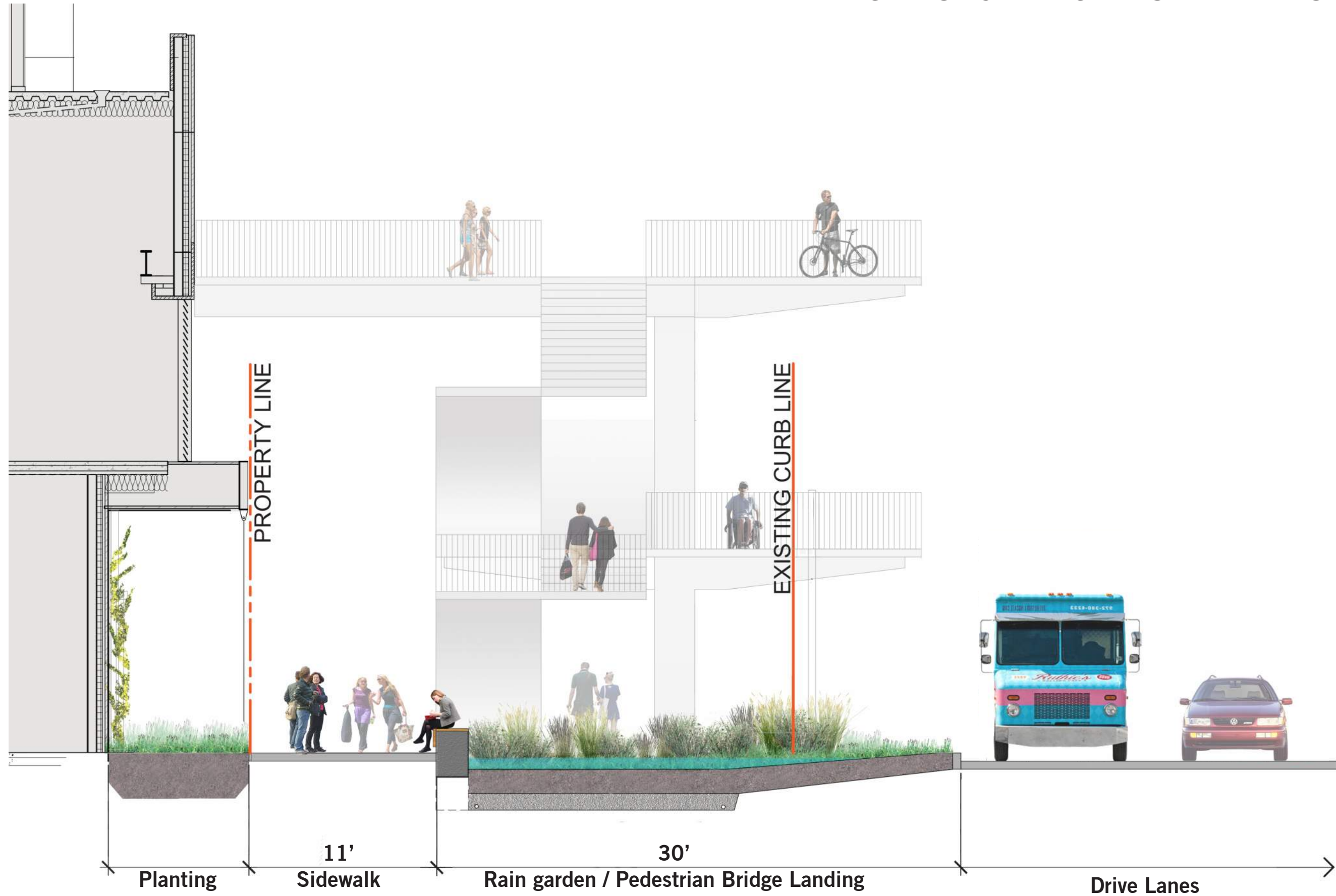
Existing Condition



Proposed Street Alignment and Improvements

S. HOLGATE ST ROW IMPROVEMENTS

Public Realm



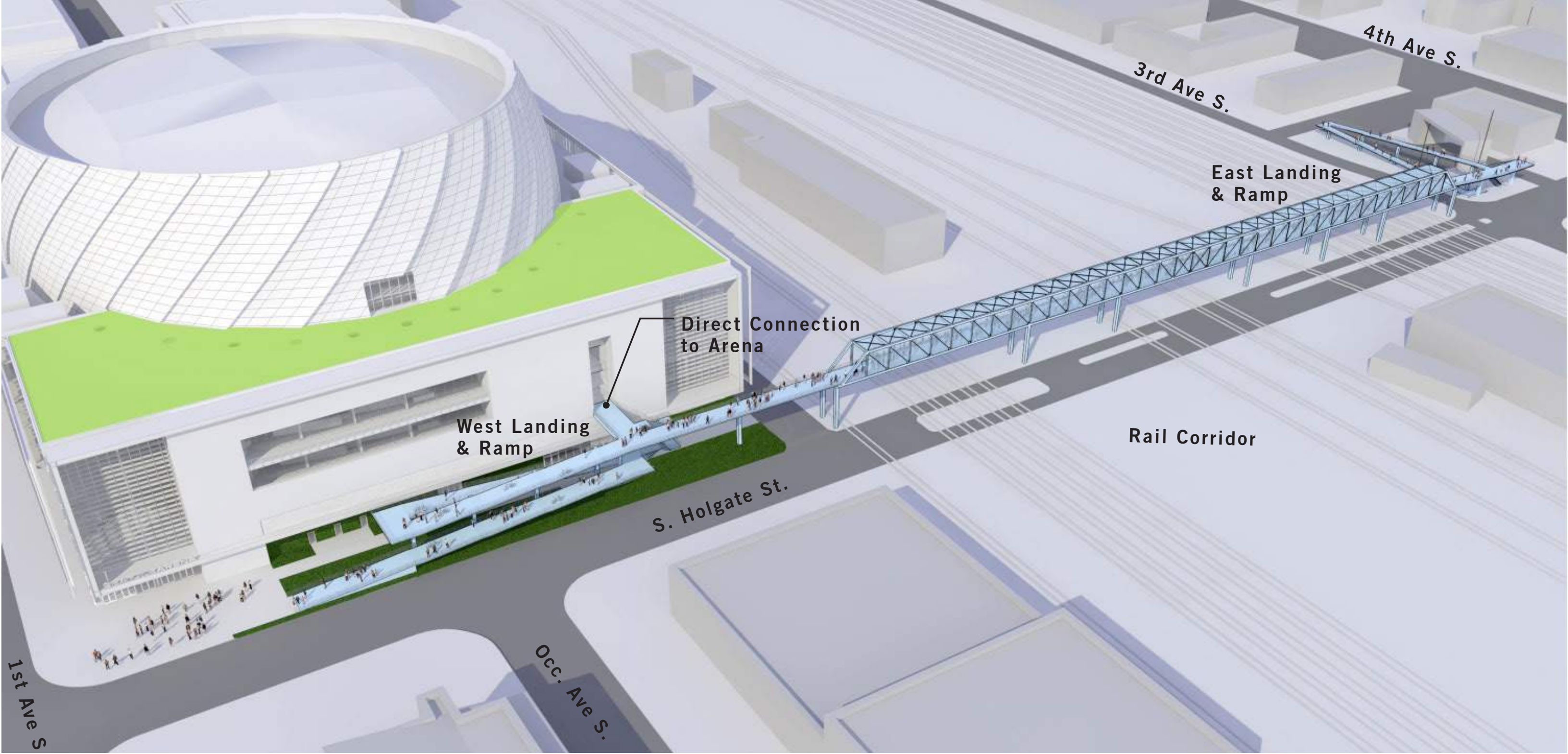
S. HOLGATE STREET ENTRANCE

Public Realm



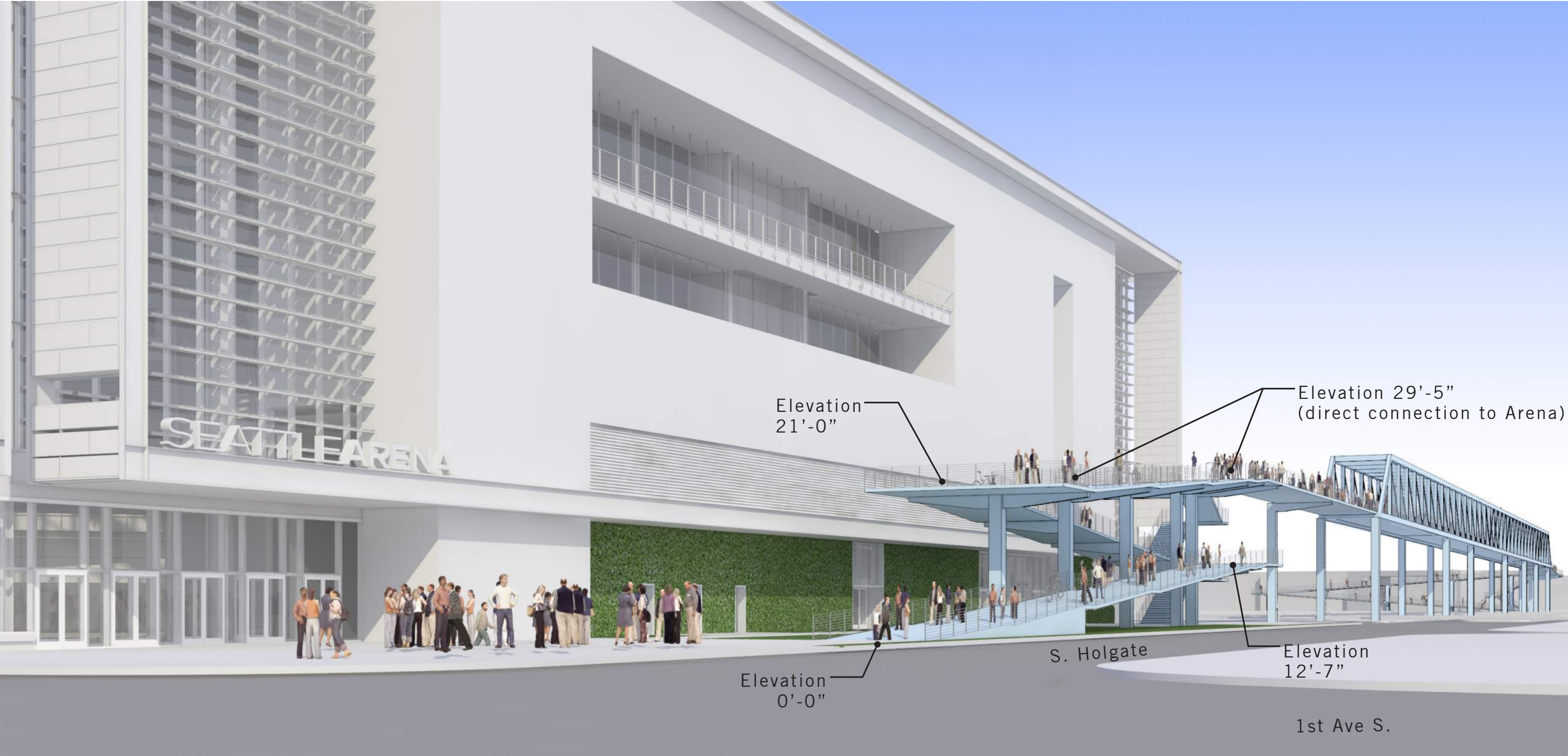
S. HOLGATE PEDESTRIAN BRIDGE

Public Realm



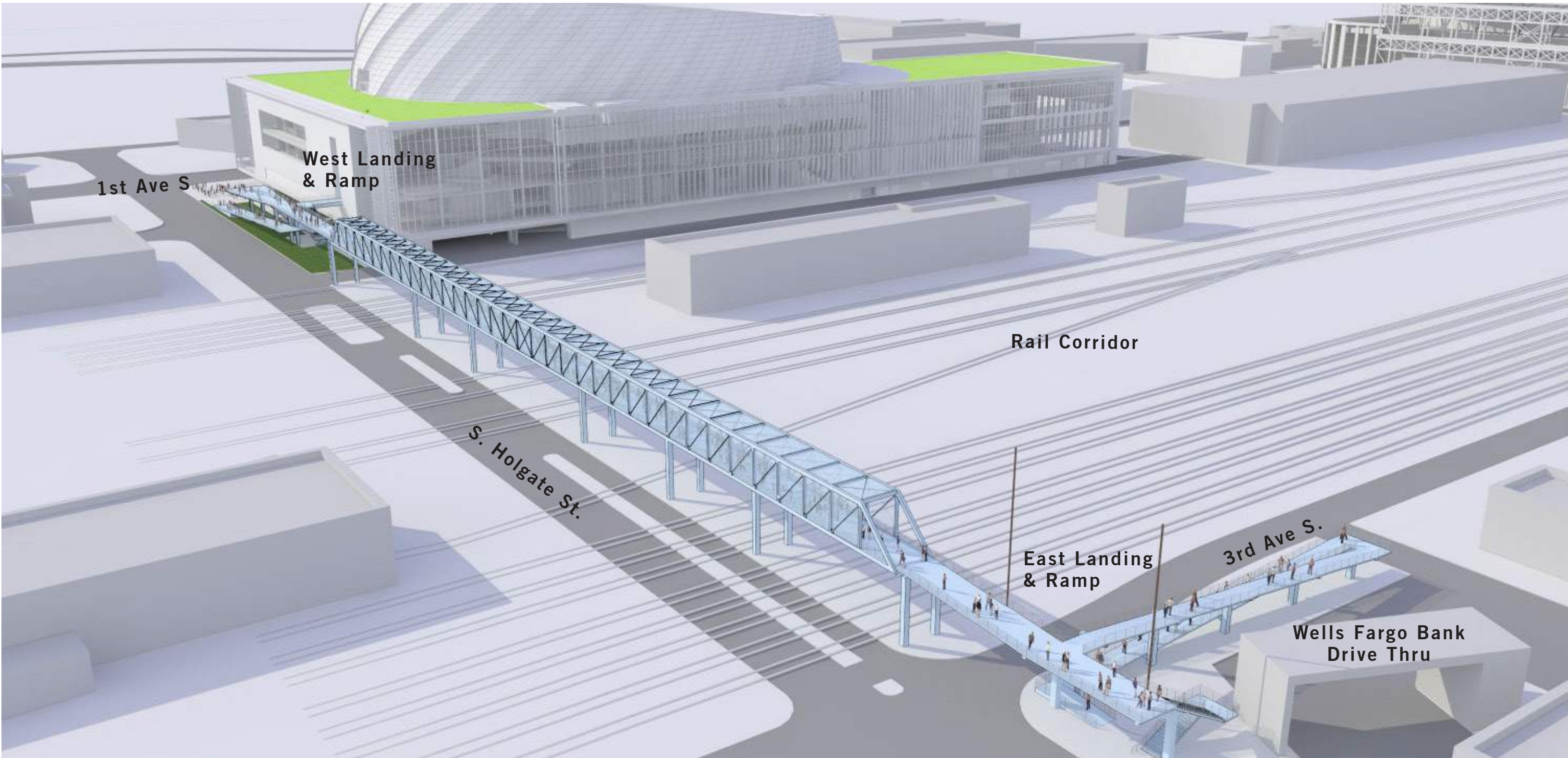
S. HOLGATE PEDESTRIAN BRIDGE

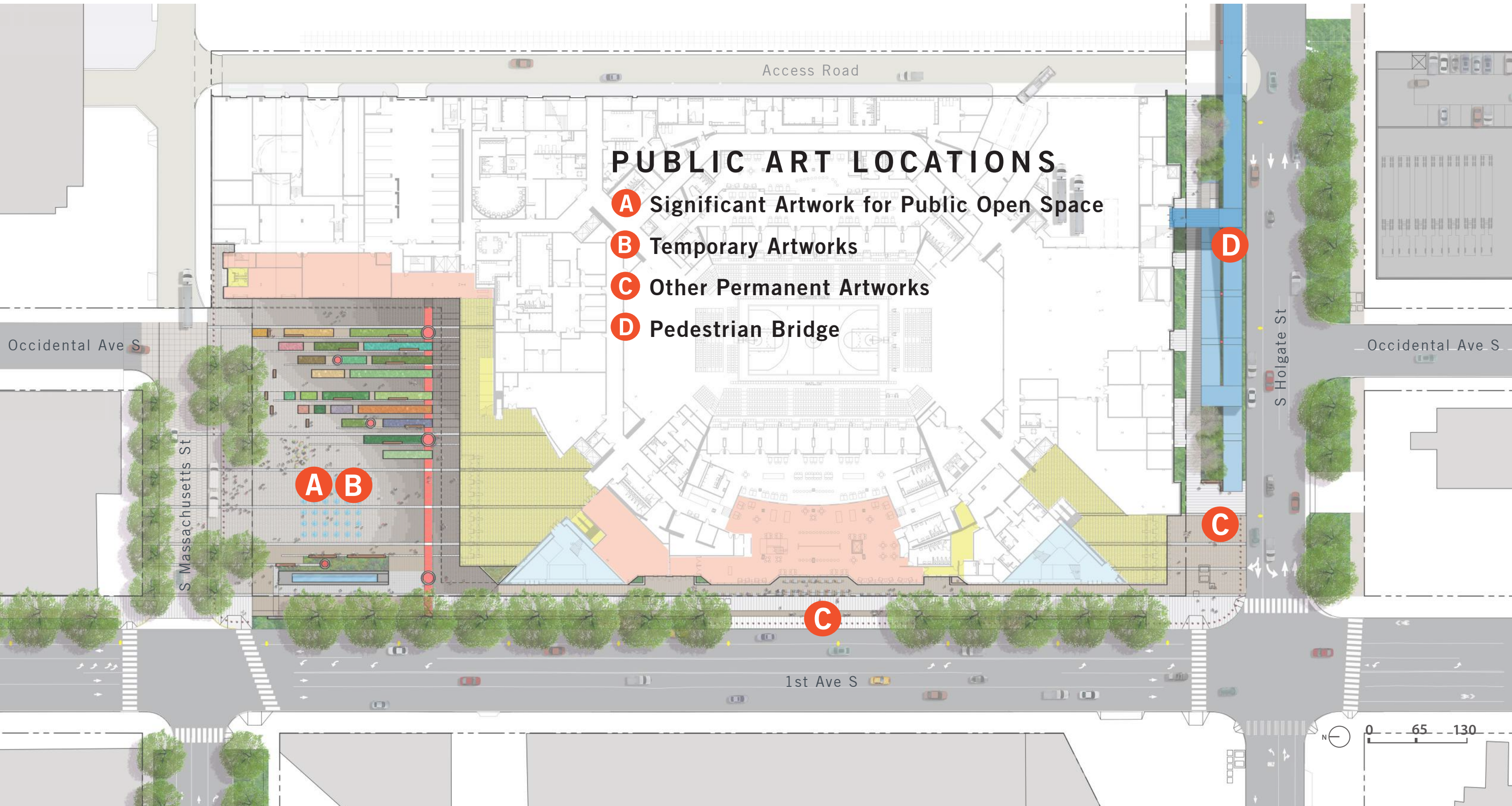
Public Realm



S. HOLGATE PEDESTRIAN BRIDGE

Public Realm





Council Condition: Local Artist (Gonzalez)

SDC Comment: Art plan should be flexible so it doesn't impede plaza events

Budget

- 1.5% of Project Budget (construction cost + consultant fees)
- Arena project budget: estimated at \$550m
- Pedestrian bridge project budget: TBD
- Cost included: commissions, collaborative design/artist fees, management/admin fees, temporary art programs and installations

Management

- Public Art Manager appointed by owner at beginning of project
- Manages selection and approval processes
- Supports technical, design and construction interface with design team
- Supports commissioned artists as needed with the team and with input from the native and neighboring communities
- Seeks input for final art plan from neighboring communities, tribes, and artists, and conducts special outreach to include a diverse range of artists within the program

Selection Process & Approvals

- Assemble Standing Art Advisory Committee (SAAC)
- 5-7 members consisting of project Public Art Manager, artist(s), design team member(s), owner rep, community member
- Process conducted according to best practices of the field managed by Public Art Manager
- SAAC combined w/ select members of the Public Art Advisory Committee (PAAC) approve proposals
- Open and invitational calls

Maintenance

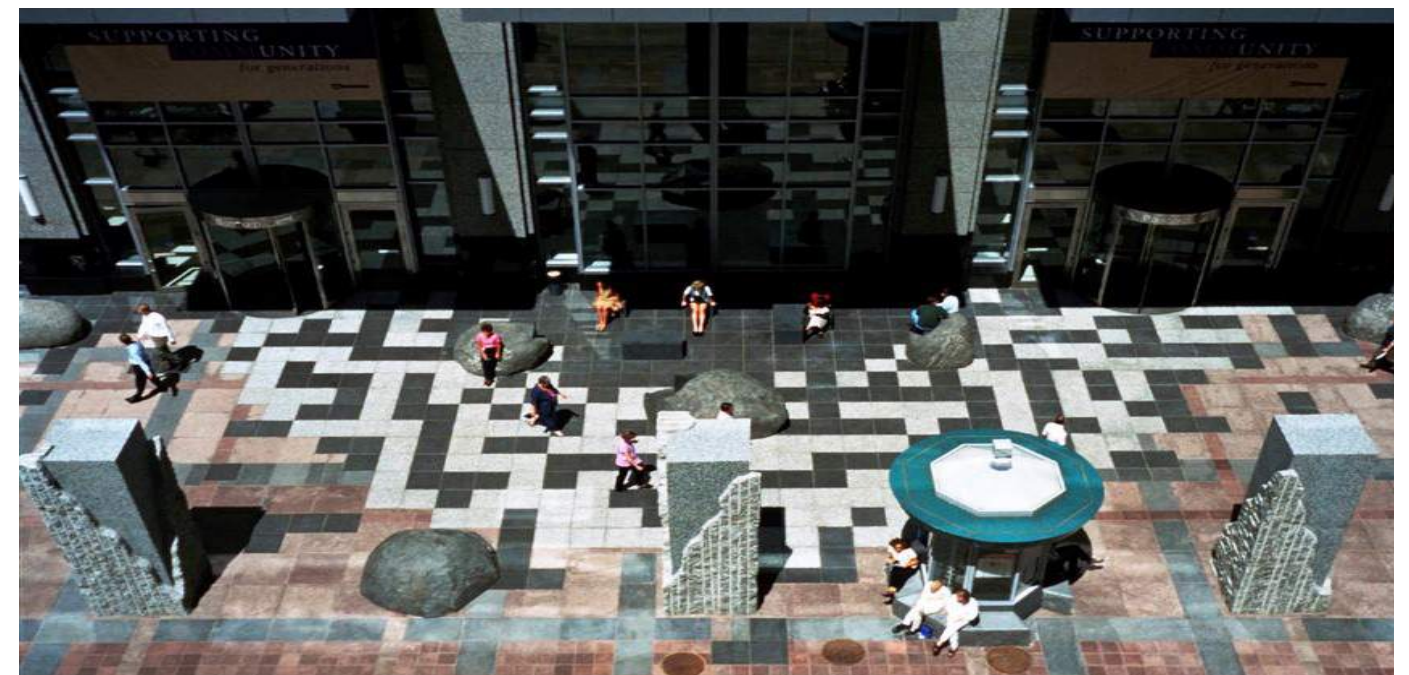
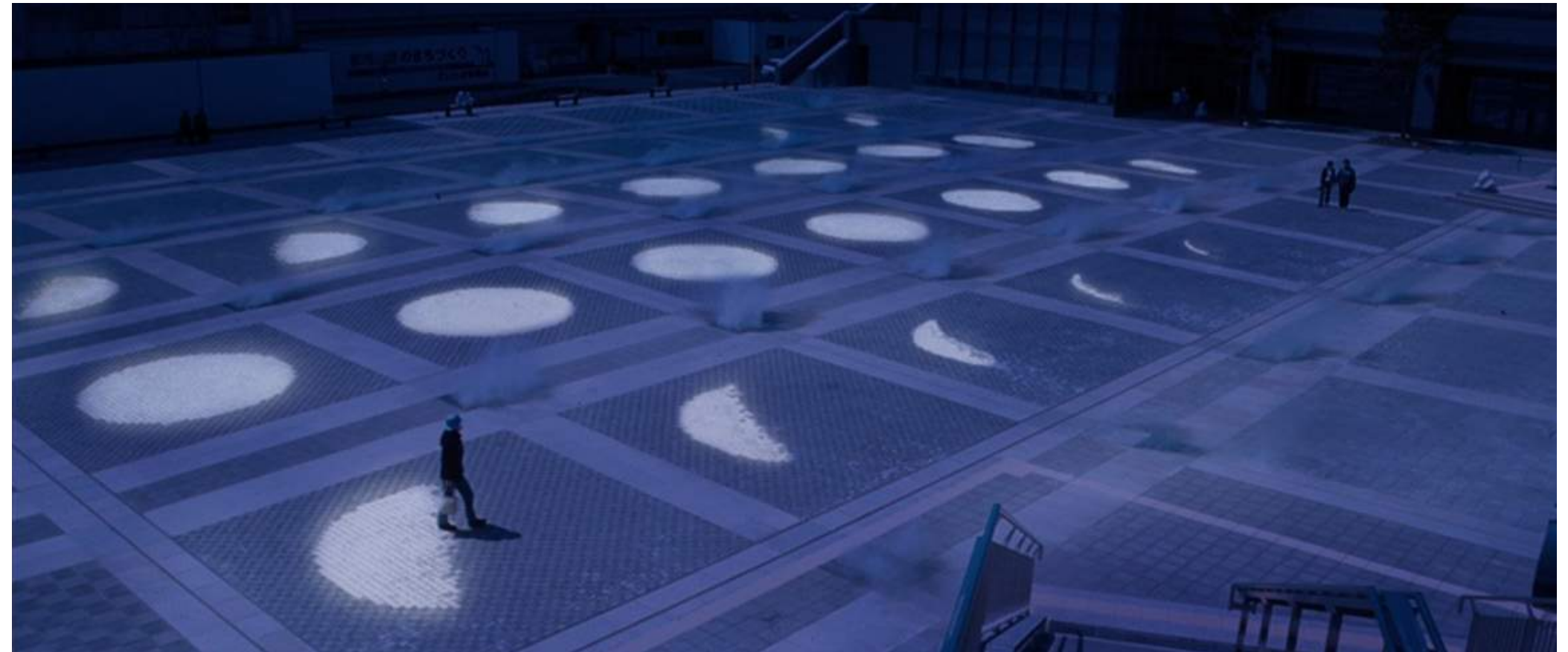
- On-going responsibility of ArenaCo
- Maintenance done by or in close consultation w/pro art conservators / tech pros

Role of Lead Artist

- Artist collaborates with design team in a fundamental way to incorporate art thinking and concepts early into the design of plaza, living machine, water features, streetscape, bridge
- Design and Integrate artwork within site/ structures above whenever possible
- Fabricate and oversee installation of the designed elements during construction phase
- Further develop artwork sites and opportunities with the team
- Help develop and initiate management and maintenance plans
- Provide some interface with construction/ design teams as next phase begins
- Select an artist who can think holistically about large urban projects as well as small details, experienced in planning and other process issues, is collaborative and engages with other designers

Timing: Approval-Construction

Estimated Budget: \$500,000-750,000



Typology A:

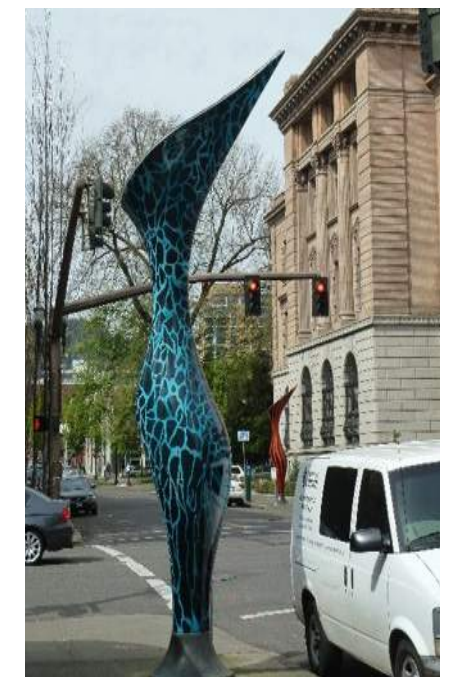
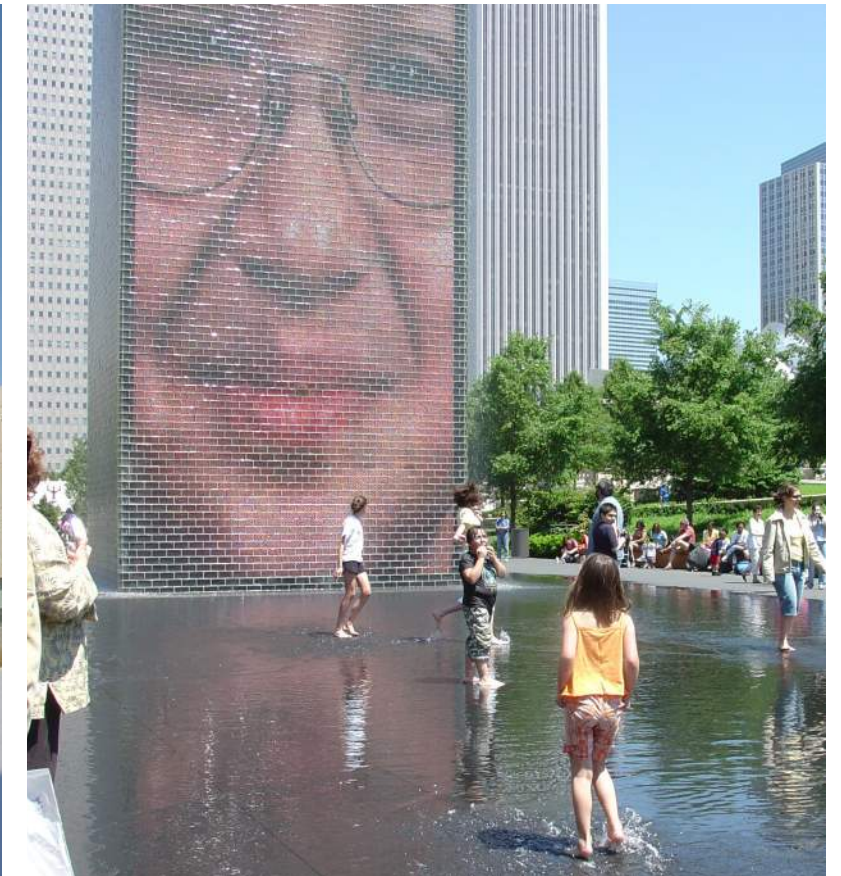
Significant Artwork for the Plaza

- A Major permanent anchor project in plaza
- Artwork of significant scale and impact with civic and regional aspirations
- Could be a single piece or in multiple parts and include force protection/bollards if desired
- Artist of international/national stature; possibly from Pacific Rim/Western US
- Prioritize art with conceptual rigor, nuanced meanings, yet with broad appeal

Selection Process: Limited Invitational

Timing: After construction is approved/confirmed

Estimated Budget Range: \$2.5-3.5 Million



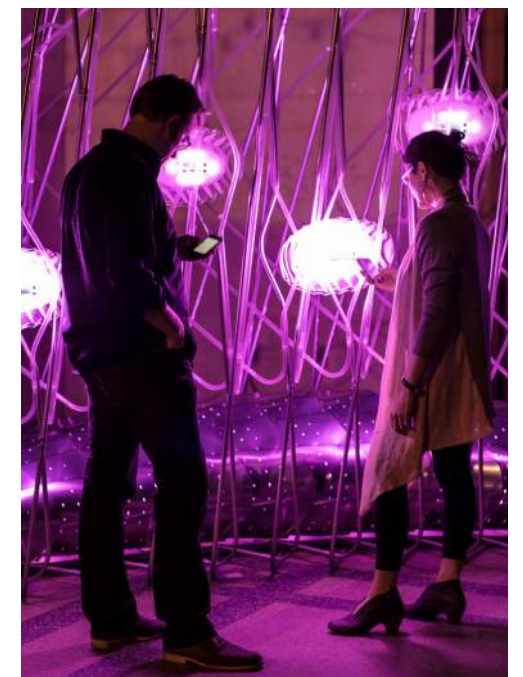
Typology B:

Temporary Artworks

- Activate the site by including artworks on a temporary, yet on-going basis
- Include a wide range of aesthetic bases, artists, media and processes
- Diverse timelines encouraged, with types that include:
 - Projection/lighting
 - Performance
 - Short-term sculptures or exhibitions
 - Event-based or seasonal
- Set up management/curatorial program system: staff or contract
- Incorporate within programming agreements as they are made for daily or special events

Selection Process: Curatorial, Open call or invitational

Timing: Build in infrastructure early in CD phase. Include in Opening Event and once facility is open



Typology C:

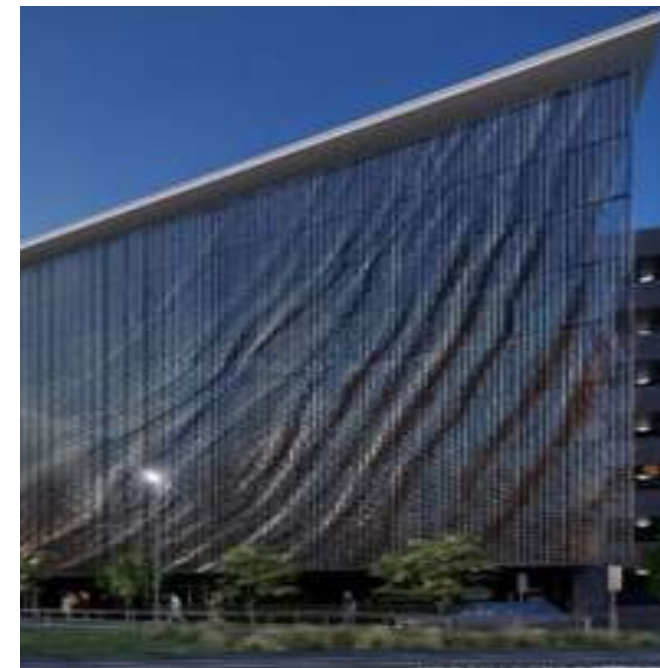
Other Permanent Artworks

- Other permanent artworks that strengthen the site experience
- Enhance edges, walls, connections
- Examples include sculptural force protection along S. Massachusetts St.; facades, streetscape along S. Holgate
- Include diverse scales, conceptual bases, media and artists, possibly from Pacific Rim or Western US base
- Prioritize art with conceptual rigor, nuanced meanings, yet with broad appeal
- Could include seasonal, diurnal, or other temporally short, though permanent work

Selection Process: Open Call and/or Invitational

Timing: As soon as construction is confirmed

Estimated Budget: Several Projects: Total \$2.5-3.5 Million



Typology D:

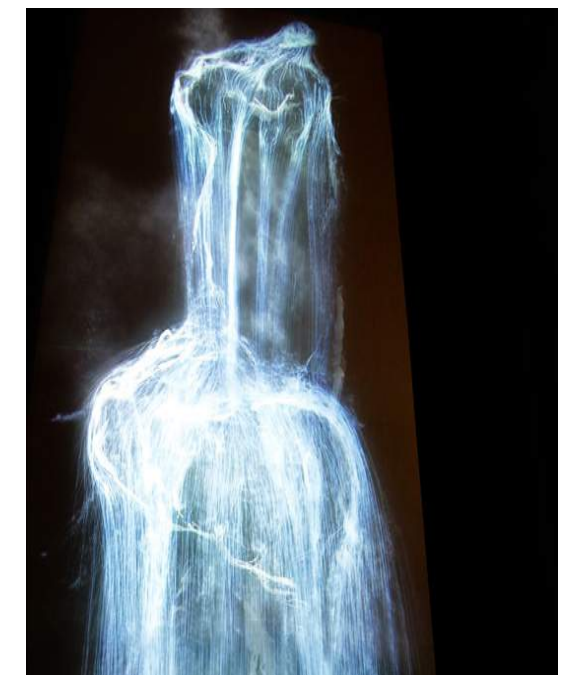
Collaborative Design /Integration
for the Pedestrian Bridge

- Artist collaborates in a fundamental and integrated way to incorporate art thinking and concepts early into bridge design
- Fully participate with engineers and other designers to create a bridge that is also an entrance to the city
- Possibly plan for other artist participation once approvals are obtained and bridge is moving ahead
- Select an artist who can think sculpturally about infrastructure projects, is experienced with and understands constraints and opportunities of engineering and structural issues, is collaborative and can engage with other designers

Selection Process: Limited Invitational

Timing: Approval-Construction

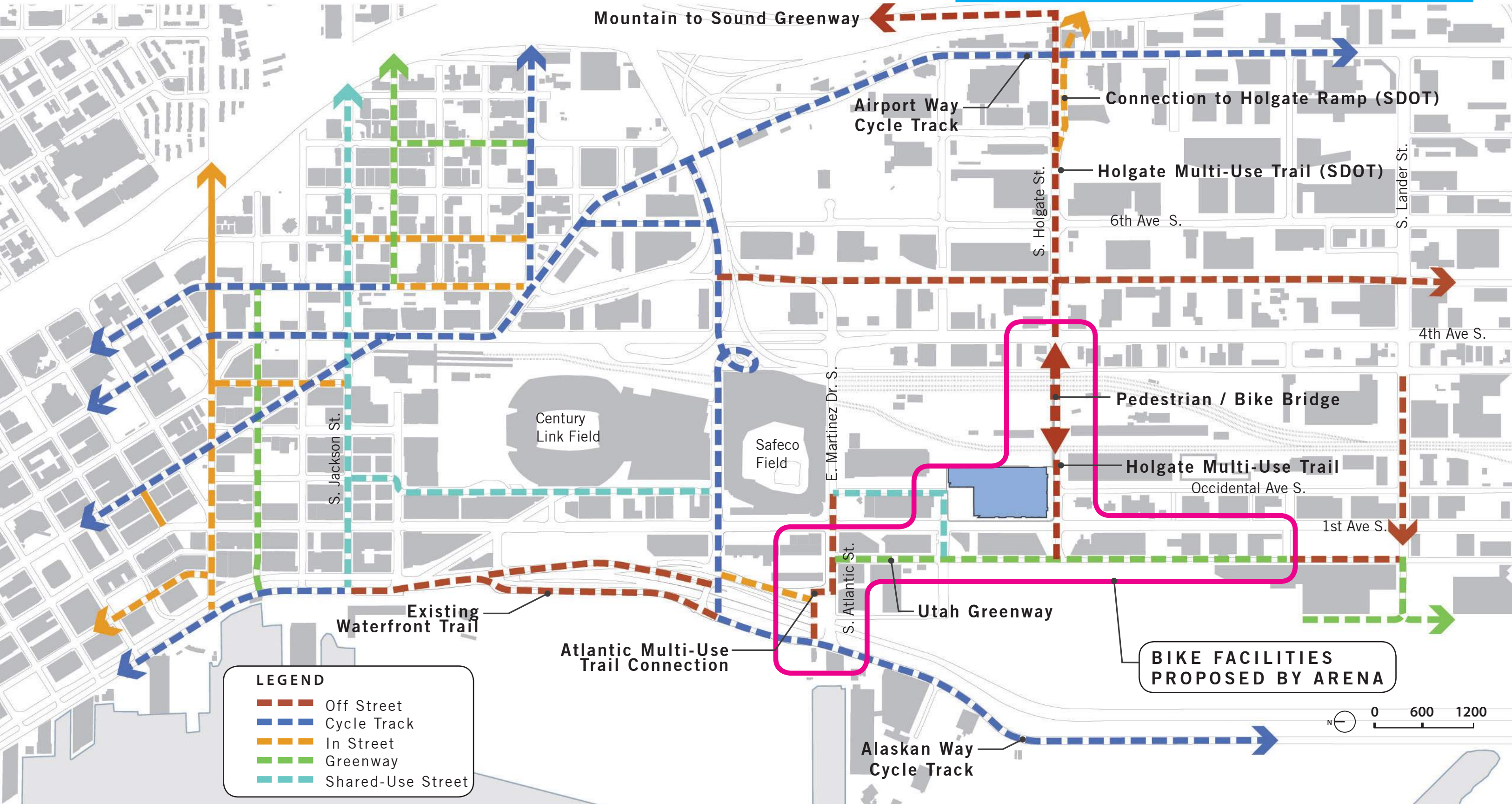
Estimated Budget: 1.5% of Bridge Project Budget



BICYCLE FACILITIES

Public Realm

SDC Comments: Bike plan is a great public benefit



BICYCLE FACILITIES

Public Realm



Waterfront Trail



Beneath Alaskan Way Viaduct



S Atlantic St // Looking East at Safeco Field



Utah Ave S // Looking North



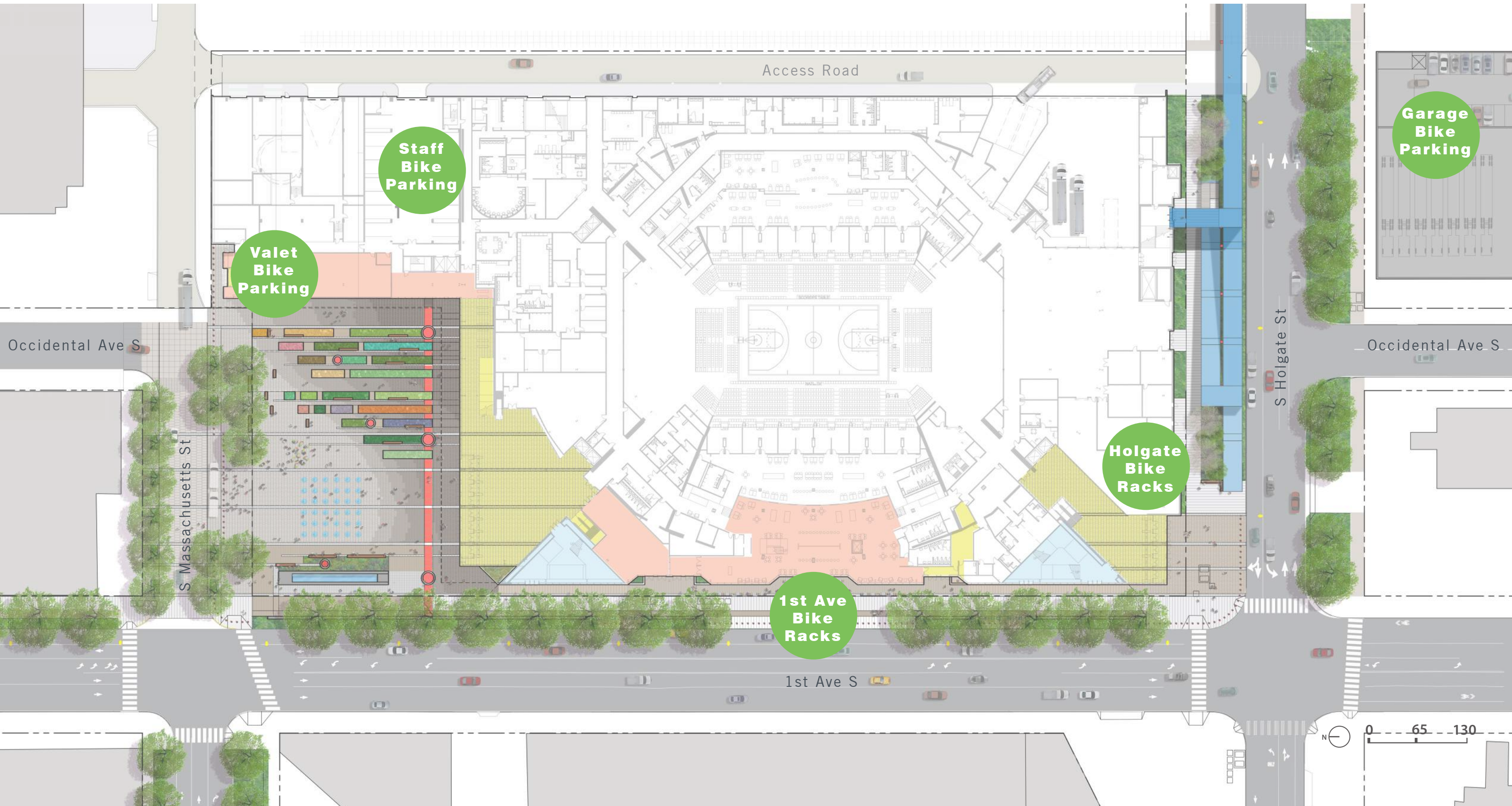
Utah Ave S // Looking South



S Massachusetts St // Looking East

BICYCLE FACILITIES

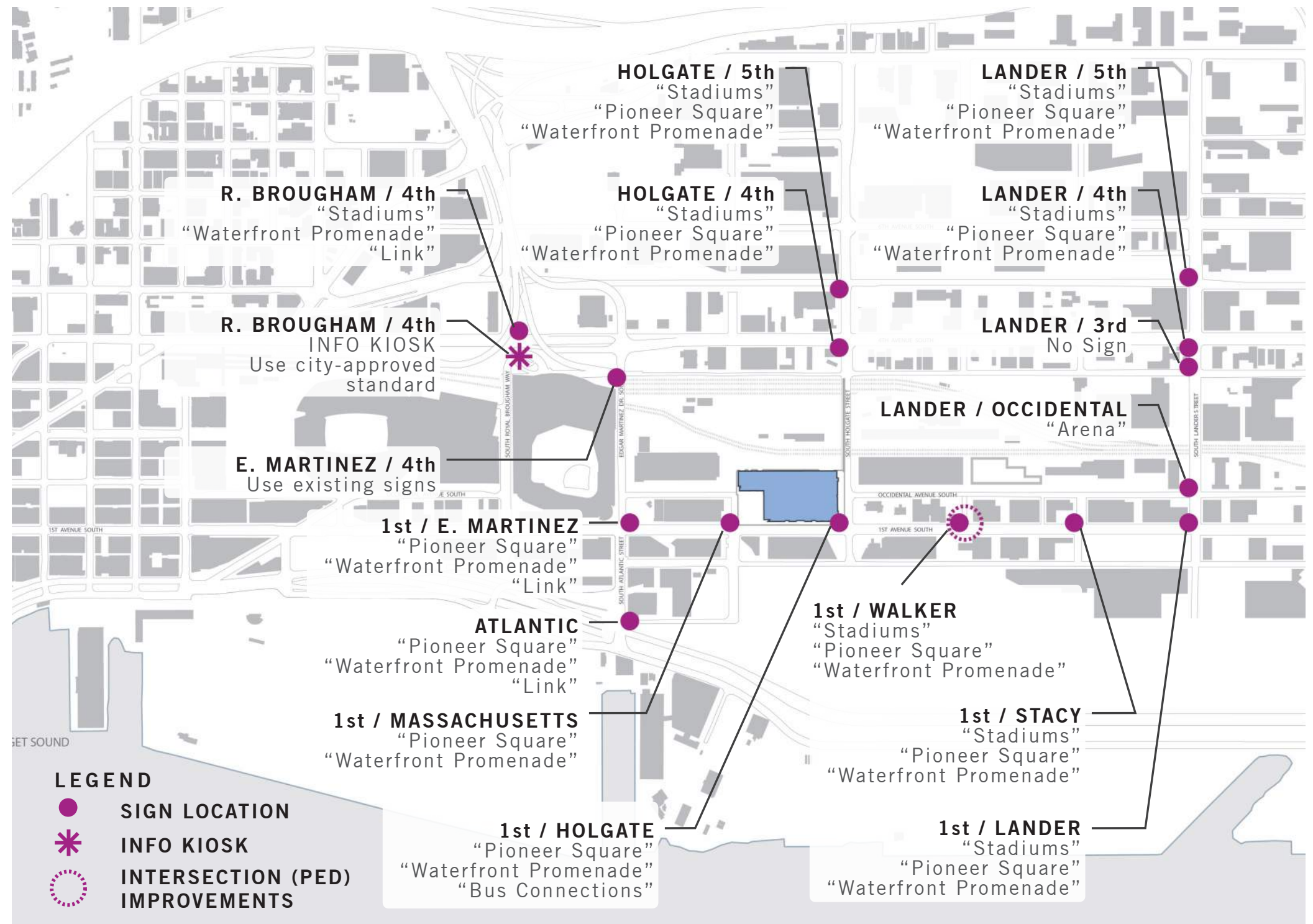
Public Realm



OFF-SITE WAYFINDING

Public Realm

SDC Comment: Signage plan is good, but needs to be in addition to any required mitigation



PUBLIC BENEFITS REVIEW

PUBLIC BENEFITS SUMMARY

Public Benefits



LEGEND

- 1 Publicly Accessible Open Space & Living Machine
- 2 S Mass. St ROW Improvements & Curbless Street
- 3 1st Ave S Enhanced ROW Improvements
- 4 S Holgate St Enhanced ROW Improvements
- 5 Public Art Program
- 6 Bike Facilities
- 7 Off-Site Wayfinding
- 8 Spokane St Freight Only Lanes Pilot Project
- 9 1st Ave / S. Atlantic St Signals, Lighting & Turning
- 10 RR Crossing Delay Warning System

PUBLIC BENEFITS MATRIX & COSTS

Public Benefits

PUBLIC BENEFIT	DESCRIPTION	PROPOSED	CODE	EIS	COST RANGE
1 Publicly Accessible Open Space & Living Machine Gardens	Flexible accessible plaza open space	31,800 sf	None	Ped safety & crowd control (Queuing at Ticketing and Ingress/Egress at Lobby)	\$9m - \$12m
	Living Machine: on-site waste water treatment and reuse	4m gal capacity			
	Seasonal programming (food trucks, movable seating, etc.)	Programming Doc			
	Utility connections for public event use	3 event connections			
	Public restroom access	2 restrooms			
	Plaza storage room	500 SF			
	Public seating (permanent)	300+ LF seating			
	Water features	2 water features			
	Drinking fountains	2 drinking fountains			
	Pedestrian lighting (poles, bollards and surface lighting)	1/2 FC average			
2 S Massachusetts St ROW Improvements & Curbless Street	Dedication of private property to public ROW	2,400 SF	New curbs, sidewalk (min. 6' width) and street trees	None	\$800k - \$1.0m
	Realignment / improvement of curbless street between 1st & Occidental (east)				
	Concrete and granite resurfacing, drainage, channelization and signage	16,000 SF			
	Street Trees	15 trees			
	Seating	20 LF seating			
	Pedestrian lighting (poles and bollards)	1/2 FC average			
	Realignment / improvement of standard curb / gutter street between 1st & Utah (west)				
	Asphalt resurfacing, curb & gutter, drainage, channelization and signage	12,500 SF			
	Street Trees	4 trees			
Rain Garden	2,600 SF				
3 1st Ave S Enhanced ROW Improvements	Improvements between Massachusetts and Holgate		New curb, sidewalk (16' width per Street Concept Plan), and street trees	Ped safety & crowd control (Ingress/Egress at Team Store and Year-Round Club/ Stairs)	\$900k - \$1.1m
	Rain garden	5,800 SF			
	Pedestrian lighting (poles)	17 light poles			
	Seating	460 LF seating			
	Improvements between Mass. and E. Martinez (sidewalk, street trees, rain garden)				
	Sidewalk	9,300 SF			
	Rain garden	4,700 SF			
	Pedestrian lighting (poles)	16 light poles			
				23' Min Clear Zone	

PUBLIC BENEFITS MATRIX & COSTS

Public Benefits

PUBLIC BENEFIT	DESCRIPTION	PROPOSED	CODE	EIS	COST RANGE
4 S Holgate St Enhanced ROW Improvements	Arena Frontage Improvements		New curb, sidewalk (min. 6' width), and street trees	Ped safety & crowd control (Ingress/Egress at Lobby)	\$1.4m - \$1.6m
	Rain garden	8,500SF			
	Pedestrian lighting (poles)	6 light poles			
	Seating	20+ LF seating			
	Off-site Improvements				
	Street re-alignment, asphalt resurfacing and repair, channelization and signage	141,500 SF			
	Drainage improvements	as required			
	Sidewalk north side (6' wide)	575 LF			
	Sidewalk south side (6' wide)	960 SF			
	Rain garden (south side between 1st and Occidental)	3,975 SF			
	Street Trees (south side between 1st and Occidental)	8 trees			
5 Public Art Plan	Art Program Budget	1.5% of Project Cost	None	None	Min. \$8.0m
	Public Art Program led by collaborating / lead artist	multiple installations			
	Collaboration on plaza and bridge design	1 major installation			
	Plaza anchor artwork (other artist)	1 major installation			
	Other integrated permanent artworks (site elements, facade/walls)	multiple installations			
	Temporary artworks (programmatic, projections, performance)	multiple installations			
6 Bike Facilities	Bike facilities from existing waterfront trail to Arena site & S Stacy Street		None	None	\$1.3m - \$1.5m
	Atlantic street multi-use trail	600 LF			
	Utah Ave greenway: South Atlantic to South Stacy	2,800 LF			
	S. Massachusetts St. multi-use trail (min 10' width)	175 LF			
	S. Holgate St bike multi-use trail (min 10' width)	160 LF			
	Bike wayfinding signage	12+ signs			
	Bike signal at S Atlantic St crossing	1 bike signal			
7 Off-site Wayfinding	Wayfinding signage per SDOT standard (locations TBD by SDOT)	15 signs	None	Signs in Vicinity of Arena	\$50k - \$60k
	Information kiosk per SDOT standard (location TBD by SDOT)	1 kiosk			

PUBLIC BENEFITS MATRIX & COSTS

Public Benefits

PUBLIC BENEFIT	DESCRIPTION	PROPOSED	CODE	EIS	COST RANGE
8 2016 Freight Master Plan #36: Spokane Street Freight-Only Lanes Pilot Project	Phase 1 planning	Funding for Planning Study	None	None	\$200k
9 2016 Freight Master Plan #38: 1st Ave S/ Atlantic Street	Equipment Improvements	Funding for Project	None	None	\$600k
	Signals				
	Lighting				
	Truck turning options at intersections				
10 2016 Freight Master Plan #42: RR Crossing Delay Warning System	Intelligent Transportation System (ITS)	Funding for Project	None	None	\$500k
	Equipment to monitor and inform drivers of closures and alternative routing				
TOTAL PUBLIC BENEFITS					\$22.8m-26.6m

SEATTLE ARENA

Project Update | Seattle Design Commission | April 6, 2017

