

Seattle Center Arena Redevelopment

Mercer Stakeholders Group

July 31, 2018

SDOT and Seattle Center



City of Seattle

Road Map to Mobility Solutions

Process	EIS	MUP/SIP	NODO MAP
Definition	Recommends mitigation to address environmental impacts, which are identified during the SEPA process. Mitigation must be directly related to impacts identified.	Project must meet land use and street use code requirements. Can apply conditions that will further reduce impacts identified in the SEPA process.	Prioritizes multimodal mobility solutions for north downtown neighborhoods. Projects do not require nexus with EIS impacts.
Specific to SC Arena?	Yes	Yes	No
Sample actions/projects	<ul style="list-style-type: none"> Physical improvements near the Arena Arena Access Management Plan (AAMP) 	<ul style="list-style-type: none"> Street improvements adjacent to project site Street tree replacement Utility relocations 	<ul style="list-style-type: none"> Denny Way adaptive signals Transit speed and reliability improvements Pedestrian crossing improvements Complete bike connections Monorail station improvements
Expected completion	FEIS issuance target: August 30, 2018	Phased, Q4 2018-Q3 2020	September 2018 Draft with cost estimates and funding source assessments

Overview of Transaction Documents

- The Project is addressed in 3 separate, but interrelated agreements:
 - **Development Agreement** – design and construction of the Arena
 - **Lease Agreement** – terms and conditions for use and occupancy of the Arena
 - **Seattle Center Integration Agreement** – provides the framework for integrating the Arena with Seattle Center operations and community needs
- Transaction Documents align with the MOU
- Terms from the Community Benefits Summary, endorsed by community and resident organizations, are integrated into transaction documents

Seattle Center Arena SEPA process

- Environmental Impact Statement (EIS) Scoping Meeting: September 28, 2017
- MOU between City and Oak View Group: December 2017
- Draft EIS (DEIS) published: April 23
- DEIS Public Hearing: May 14
- Public Comment closed: June 7
- Final EIS (FEIS) expected to be published: August 2018

Seattle Center Arena SEPA process

- Public Comment closed: June 7
 - Intense period of Transportation Working Group weekly+ meetings
 - Responding to DEIS public comments
 - FEIS additional analysis
 - Physical improvements
 - Arena Access Management Plan (AAMP) elements
- Final EIS (FEIS) expected to be published: August, 30 2018

EIS purpose

1. To disclose likely significant impacts of a project
2. To recommend **potential** mitigation of those impacts
3. To receive and respond to public comment



DEIS Transportation: potential mitigation

Construction – (page 4-129 – 4-131)

- Update Event Curbside Management MOA
- Temporary layover/staging locations
- Temporary bicycle facility
- Ensure safe pedestrian access or detour routes
- Construction Management Plan (CMP)

DEIS Transportation: potential mitigation

Traffic Operations – (page 4-131 – 4-133)

- Arena Access Management Plan (AAMP)
 - Transportation Management Plan
 - Demand Management Plan
- Improve pre- and post-event impacts on affected roadways
- Monitor and reduce off-ramp queuing (mainline spillback) to Mercer St from I-5
- Recommends employing a OVG Community Liaison – she has been hired!

Ridehailing – (page 4-133)

- Arena Access Management Plan (AAMP)
 - Pre- and post-event management

DEIS Transportation: potential mitigation

Transit – (page 4-134 – 4-135)

- Arena Access Management Plan (AAMP)
 - Fund additional bus, Monorail, future Light Rail service to accommodate surges
- Transit speed and reliability improvements
- Post-event bus stop crowding improvements

Parking – (page 4-135)

- Arena Access Management Plan (AAMP)
- Parking reservation and best practices system
- On-street parking management
- Update Event Curbside Management MOA

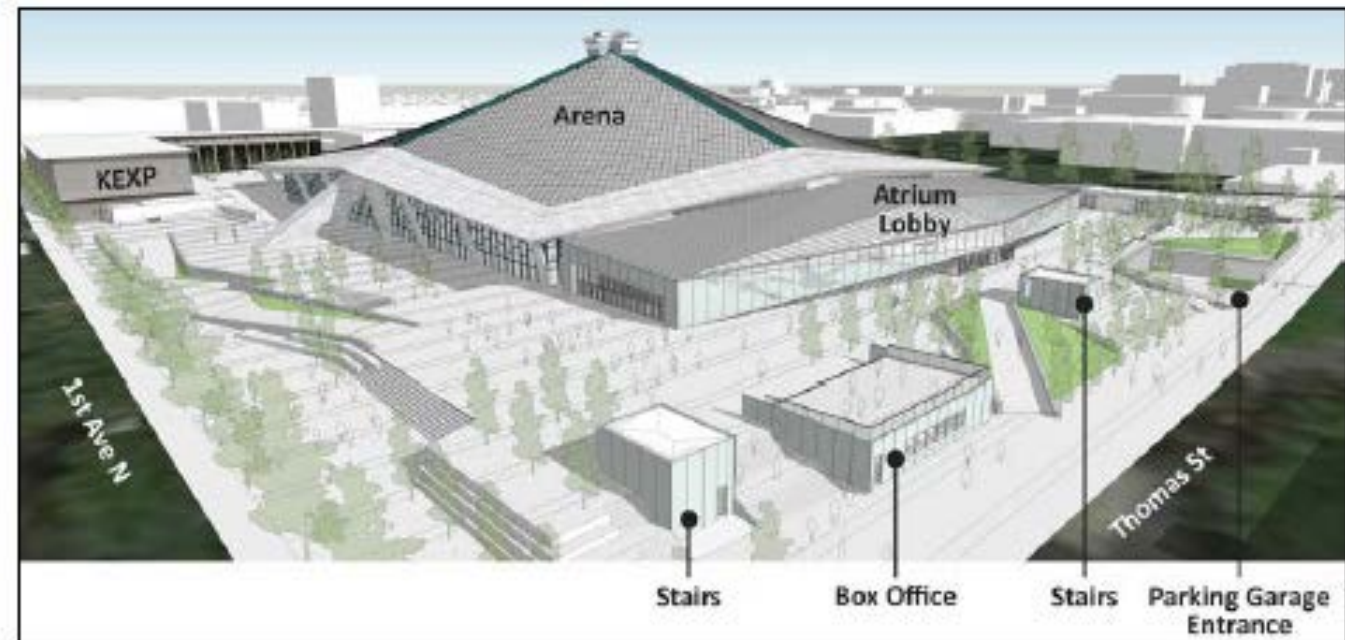
DEIS Transportation: potential mitigation

Bicycle – (page 4-133 – 4-134)

- Arena Access Management Plan (AAMP)
- Short- and long-term bike parking
- Bikeshare coordination
- Physical improvements

Pedestrian – (page 4-132)

- Improve pedestrian crossings
- Post-event surge physical improvements



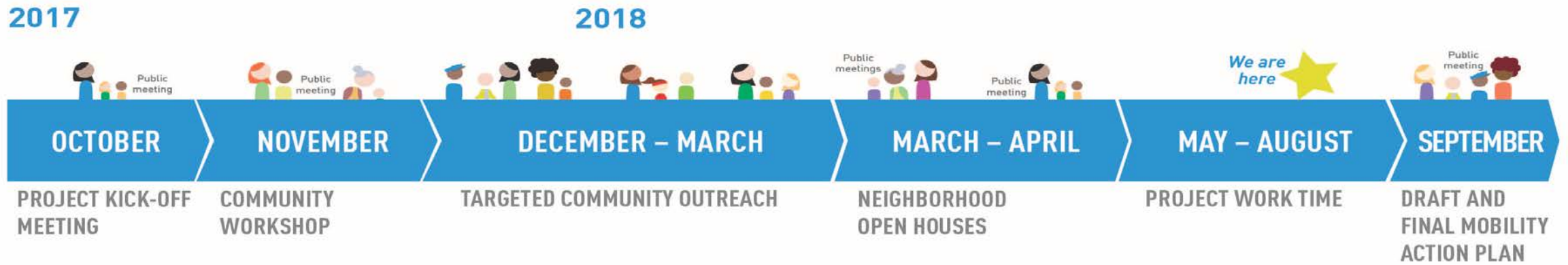
DEIS Transportation: mode share

- Worse-case scenario
- Not aspirational (on purpose)

Weekday pre-event peak hour

Travel mode	2020	2035
Private vehicle	63%	35%
LINK light rail	0%	23%
Bus	8%	6%
Ridehailing	15%	25%
Walk	10%	8%
Monorail	3%	2%
Bicycle	1%	1%

NODO MAP schedule and projects



Project ideas supported by the community

- Transit speed and reliability
- Denny Way adaptive signals
- New and upgraded signals in North Downtown
- Unsignalized intersection improvements
- Monorail improvements
- Wayfinding
- Pedestrian scale lighting
- Parking zone changes in Uptown
- Mobility hubs at key NODO locations
- Protected bike lane connections east and west of Seattle Center

Next Steps

Date	Activity/action
Present	City staff working towards FEIS
August 30, 2018	FEIS expected to be published
September 2018	Draft and final North Downtown Mobility Action Plan/public engagement
October 2018	Construction scheduled to begin
2020	Seattle Center Arena anticipates opening

