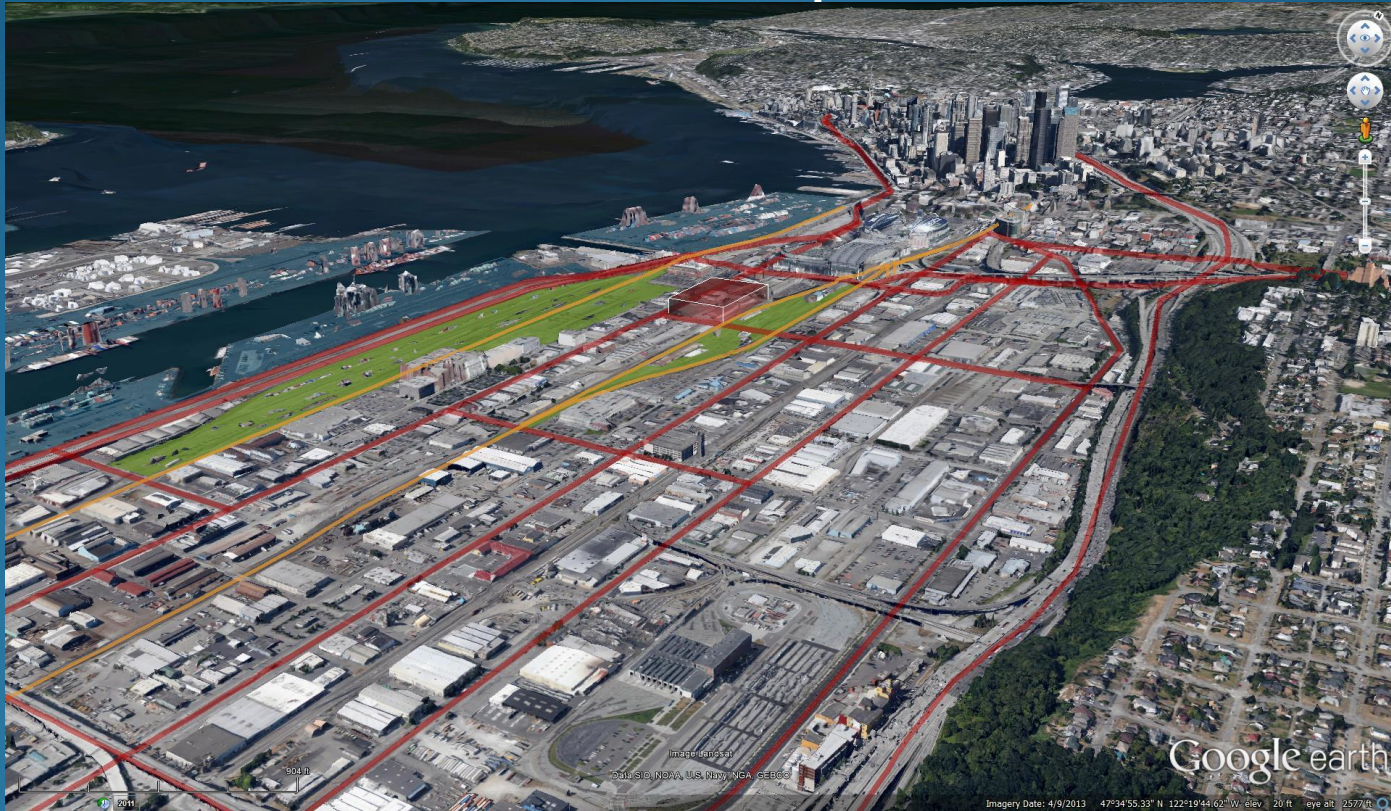


Proposed SoDo Arena

Draft Environmental Impact Statement



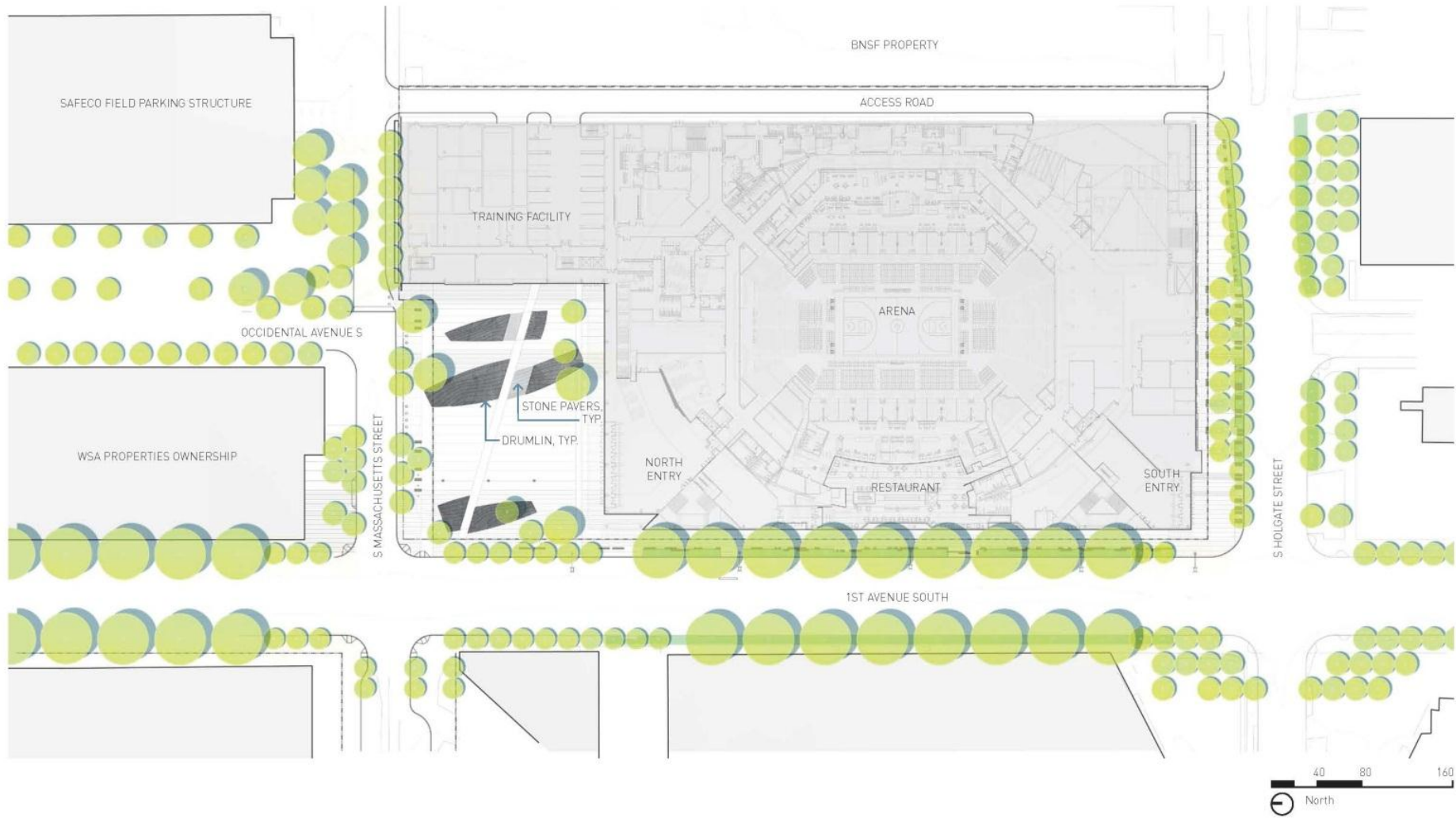
Arena Timeline

Feb 2012	Chris Hansen, Seattle Mayor and County Executive announce proposed arena package
May	Mayor, County Executive & Hansen issue agreement re financing
Aug	Port Commission hears panel of Port experts on impacts of potential arena, AND passes motion opposing binding commitments before programmatic EIS
Oct 15/18	City/County approve MOU with Arena Co
Oct – Nov	SEPA scoping period
May 2013	NBA disallows sale of Sacramento Kings to Seattle bidders
May 30	Occidental Street Vacation: initial request for letters
Sept 30	DEIS Review comments due

Arena Proposal



Arena Proposal



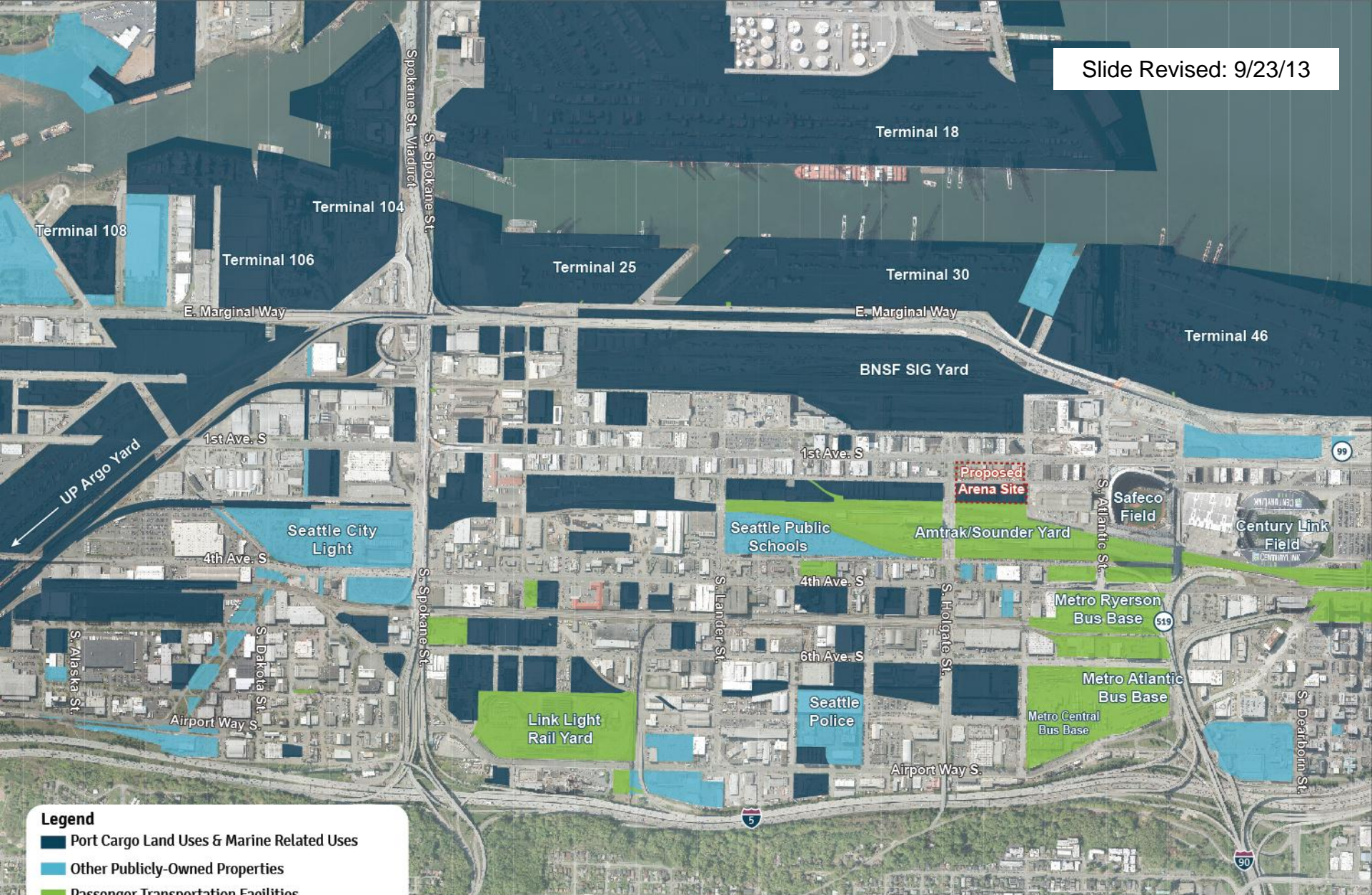
Previous Commission Statements on SoDo Arena

- Additional study is necessary (Aug 2012).
- Commission opposes signing of binding commitments prior to completing a full programmatic EIS (Aug 2012).
 - “EIS needs to include the consideration of alternative sites, the types and cost of impacts on the maritime and industrial sectors and the identification and availability of finding to mitigate the impacts”
- We will carefully review this proposal to ensure it addresses the traffic and environmental risks found in the initial proposal.
 - “Failure to adequately address those issues and fully review alternative sites could jeopardize the marine operations that support more than 30,000 jobs in our region and generate \$3 billion in revenue each year, and would weaken the port’s ability to create jobs and strengthen our maritime-industrial community.”

Framework for Port Concerns

After review of the analysis in the DEIS, we recognize that:

- Locating a new Arena in SoDo would be bad public land use policy—counter to prior policies established to protect Seattle’s industrial and port facilities.
- SoDo site will result in irreversible impacts which cannot be mitigated associated with incompatible land use, increased traffic congestion, and impacts to rail operations and safety.
- DEIS failed to fully evaluate alternative sites (including sites outside of Seattle) that would avoid impacts to the industrial area.
- If Seattle chooses to approve the SoDo location, then the proponent must be required to implement extensive mitigation to lessen some of the impacts.



- Legend**
- Port Cargo Land Uses & Marine Related Uses
 - Other Publicly-Owned Properties
 - Passenger Transportation Facilities



Source: King County Assessor parcel data and North American Industry Classification System as applied by City of Seattle Dept. of Finance and Administrative Services. Last updated: 9/10/2013

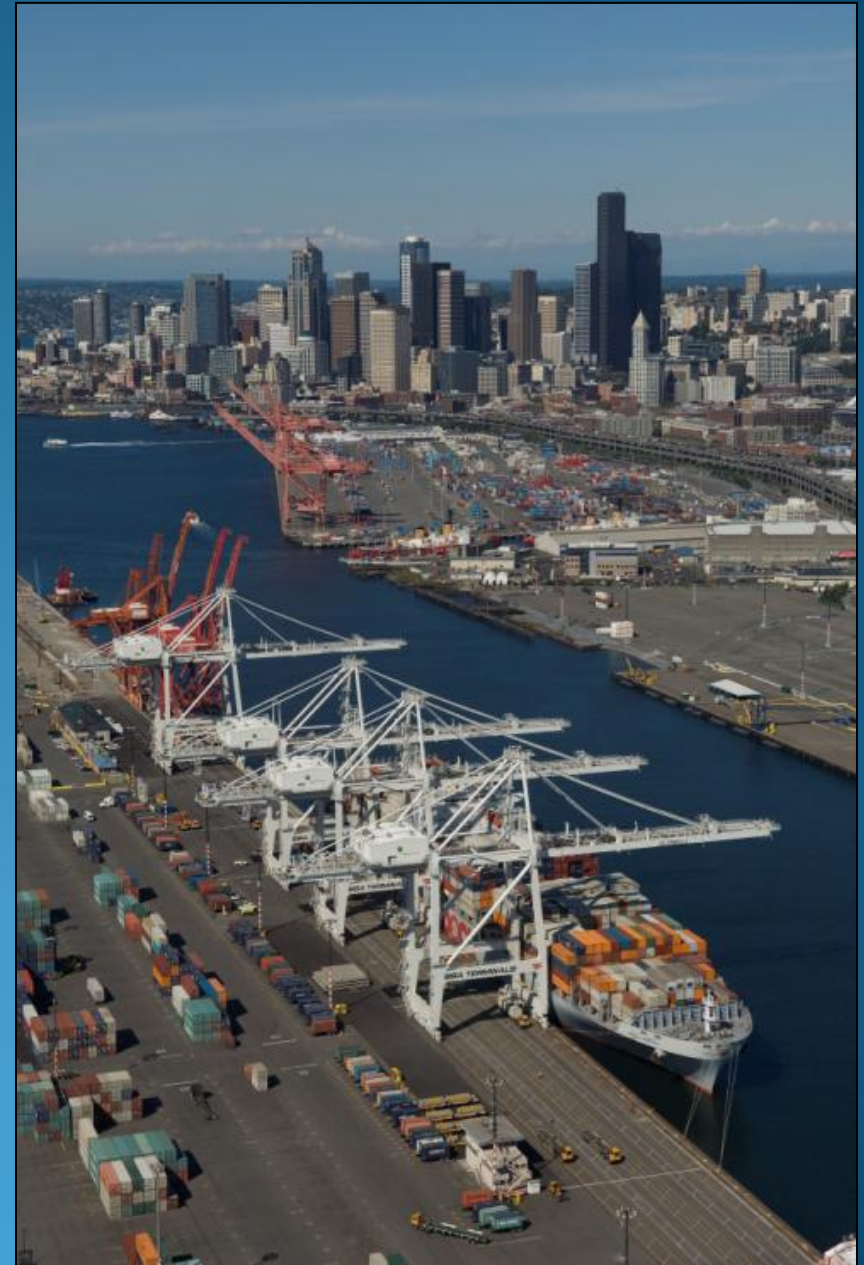


Regional Transportation Hub

Land Devoted to Port Uses and Passenger Transportation Facilities

Major Port Interests

- Land Use
- Transportation
- Economic Impact Analysis
- Alternatives Analysis
- Cumulative Impacts
- Mitigation: no commitments and no funding



Related Activities in SoDo Area planning

- Continue collaboration on multiple levels:
 - Industrial Area Land Use Advisory Committee
 - Stadium Area Land Use Advisory Committee
 - “Workable SoDo” Partnership with Duwamish TMA
- Street vacation potential action as soon as early 2014
- Develop understanding of construction mitigation, cost estimates, and contingency plans
- Industrial Areas Freight Access Study

Next Steps in Review Plan

- Significant effort, multiple appendices, staff and specialists' involvement
- Determine Port issues, both detailed and broad
- Incorporate Commission input
- Submit comments by September 30th