

Public Benefits Term Sheet Between Community Package Coalition (CPC) and the Washington State Convention Center (WSCC) for the WSCC Addition

CPC has requested that the following be funded through the WSCC Addition project.

Item	\$ MM	Phase
Freeway Park Improvements	\$10.0	1
Lid I-5 Study	\$1.5	1
Pike-Pine Bicycle Improvements	\$10.0	1
Olive Way Improvements	\$0.5	1
8th Ave Bicycle Improvements	\$6.0	2
Terry Ave Promenade	\$4.0	3
Affordable Housing	\$29.0	1, 2, 3
Total	\$61.0	

The projects listed in this table are further described in Exhibit A.

CPC and WSCC have agreed to cooperate on the funding in three phases, provided the project gains all permits and can authorize the start of construction for completion, which requires satisfying the financial tests with entities that include King County (KC), and provided the relevant City entity supports and accepts the funding. Refer to Exhibit B for an illustration of the phased funding.

CPC expects the WSCC to move forward with additional projects WSCC has proposed to the SDC as part of the public benefits (PB), including the Pike-Pine Renaissance funding, public art, onsite improvements, and 9th Ave improvements.

CPC has agreed to withdraw its request for funding the following:

- Pine-Boren Lid Park (\$10 MM)
- Melrose Promenade (\$5 MM)
- Interstate 5 Overpasses "Kit of Parts" (\$5 MM)
- Virginia Street Woonerf (\$1.5 MM)

Phase 1

All payments outlined in Phase 1 will be delivered to their respective agencies or entities prior to gaining final certificate of occupancy of the WSCC Addition.

1. WSCC will increase its contribution for Freeway Park to \$10 MM, and WSCC may choose to designate only part as a public benefit.
2. WSCC will increase its contribution for the Lid I-5 Study to \$1.5 MM, by entering into an agreement with OPCD to fund as required, and WSCC may choose only to designate part as a public benefit.
3. WSCC will increase its PB for Pike-Pine Bicycling Improvements to \$10 MM, by entering into an agreement with SDOT to fund as required, to be used as determined by the City agency to provide on-street bicycling infrastructure improvements.
4. WSCC will increase its PB contribution for affordable housing to \$15 MM, by entering into an agreement with Seattle Office of Housing. Refer to Note #1.
5. WSCC will contract with the appropriate entity to provide, when needed, \$0.5 MM for Olive Way pedestrian improvements outside of PB.
6. In the event that the projects listed in Items 1-5 in full do not become designated as PB, the balance shall be paid in the form of a Memorandum of Understanding with the appropriate City entity.

Phase 2

All payments outlined in Phase 2 will be delivered to their respective City agencies or entities within 15 months of the legislative change taking effect. The source of these funds depends on the Washington State Legislature removing the exemption for premises of 60 rooms or less and that WSCC receives at least enough of the revenue from this source to support the bonds for the expected \$17 MM in this phase. The Community Package Coalition will not oppose passage of State legislation that removes the lodging tax exclusion for premises of 60 units or less. If the WSCC Addition project proceeds without passage of the legislation referenced above and the legislation hasn't been passed by the time the Phase 3 payments are due, any unpaid Phase 2 payments will be added to the Phase 3 funding requirement, but WSCC would have up to two additional years to deliver this added funding from Phase 2.

1. WSCC will contribute \$11 MM for affordable housing to Seattle Office of Housing or an amount to bring the total referenced in Note #1 to \$29 MM for affordable housing, whichever is less.
2. WSCC will contribute \$6 MM for 8th Avenue Bicycling Improvements by entering into an agreement with SDOT to provide on-street bicycling infrastructure improvements.

Phase 3

All payments outlined in Phase 3 will be delivered by entering into an agreement with the appropriate City entity to fund these items no later than ten years from start of construction. See additional funding timing Note #2 below.

1. WSCC will contract with the appropriate entity to provide \$4 MM for the Terry Avenue Promenade.
2. WSCC will contribute \$3 MM for affordable housing to Seattle Office of Housing or an amount to bring the total referenced in Note #1 to \$29 MM for affordable housing, whichever is less.

With mutual interest to see this project completed, CPC entities will not oppose the project and will work together with WSCC to advocate, when deemed appropriate by CPC members, for all the steps necessary for start and completion with SDC, SDOT, City Council, state legislature, and other decision-makers.

Notes

1. The \$29 MM for affordable housing includes the public benefits funding, and moneys in Phase 2 and 3, and does not include any incentive zoning payments or other FAR payments required by the City or King County and/or any MHA payments opted into by the developer.
2. If WSCC completes its project (defined as final certificate of occupancy) and has funds remaining in its contingency to pay for the items in Phase 3, it will pay them to the extent of the funds available at that time instead of waiting for the 10-year period.
3. As with WSCC contracts for designing and constructing the Addition, this agreement and the public benefit contracts will need to be approved by the WSCC Board.
4. All dollar figures listed in this term sheet are in their value at the time of payment.

While the undersigned realize this document is not binding on the WSCC or CPC until specific agreements are signed, the undersigned agree on the above terms for their respective entities as the basis for these agreements.

Community Package Coalition



Alex Hudson, First Hill Improvement Association



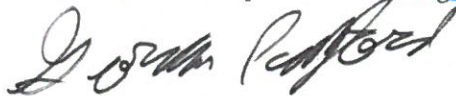
Blake Trask, Cascade Bicycle Club



Brie Gyncild, Central Seattle Greenways



Chris Persons, Capitol Hill Housing



Gordon Padelford, Seattle Neighborhood Greenways



Marty Kooistra, Housing Development Consortium

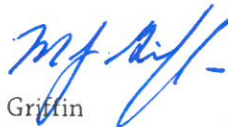


Riisa Conklin, Freeway Park Association



Scott Bonjukian, Lid I-5 Steering Committee

Pine Street Group



Matt Griffin

Pine Street Group, WSCC's Agent

Abbreviations

CPC = Community Package Coalition
WSCC = Washington State Convention Center
PB = Public Benefits
SDC = Seattle Design Commission
KC = King County

OPCD = Seattle Office of Planning and Community Development
SDOT = Seattle Department of Transportation
BI = Bicycling Improvements

Exhibit A - Project Descriptions

Public Parks and Open Spaces

- **Freeway Park Improvements** – Off-site: Fund park improvements, to be determined by a design process in 2017, to make Freeway Park more safe, accessible, and enjoyable for local residents, employees, and Convention Center visitors.
- **Interstate 5 Lid Feasibility Study** – In-lieu: Consistent with Comprehensive Plan policies T 3.12 and P 1.17, fund a City-managed consultant technical study of extending Freeway Park and lidding Interstate 5 in the Center City for parks, affordable housing, transportation connections, and other public and private uses. The study will determine constructability, estimate lid costs, identify public and private funding sources, analyze potential land uses and urban design, involve public input, and provide for staff time at the public agencies involved.
- **Terry Avenue Promenade** – Off-site: Consistent with the First Hill Public Realm Action Plan, design and build a pedestrian woonerf on Terry Avenue between Cherry Street and Marion Street, providing critical new public open space in the rapidly redeveloping First Hill neighborhood. This project was adopted into SDOT's Right of Way Improvement Manual and is endorsed by all adjacent property owners.

Active Transportation

- **8th Avenue Bicycling Improvements** – Off-site: Design and implement bicycle improvements as planned by the appropriate City agency between Pike Street and Bell Street to increase bicycling safety and transportation options.
- **Olive Way Interstate 5 Overpass Walking Improvements** – Off-site: Increase pedestrian safety on the Olive Way I-5 overpass via a reconfiguration of the roadway and nearby freeway ramps. Engage the public early in the design process and refer to the 1998 Capitol Hill Neighborhood Plan and the NACTO Urban Street Design Guide for best design practices.
- **Pike-Pine Corridor Bicycling Improvements** – Off-site: Consistent with the Bicycle Master Plan, design and implement bike lanes on Pike Street and/or Pine Street between 2nd Avenue and Broadway to create a critical east-west connection, increase bicycling safety, and increase transportation options as planned by the appropriate City agency to provide on-street bicycling infrastructure improvements.

Affordable Housing

- **Affordable Housing** – In-lieu: Make a contribution to the Seattle Office of Housing to subsidize construction or acquisition of homes affordable to workers earning at or below 60 percent of area median income.

Exhibit B - Project Phases

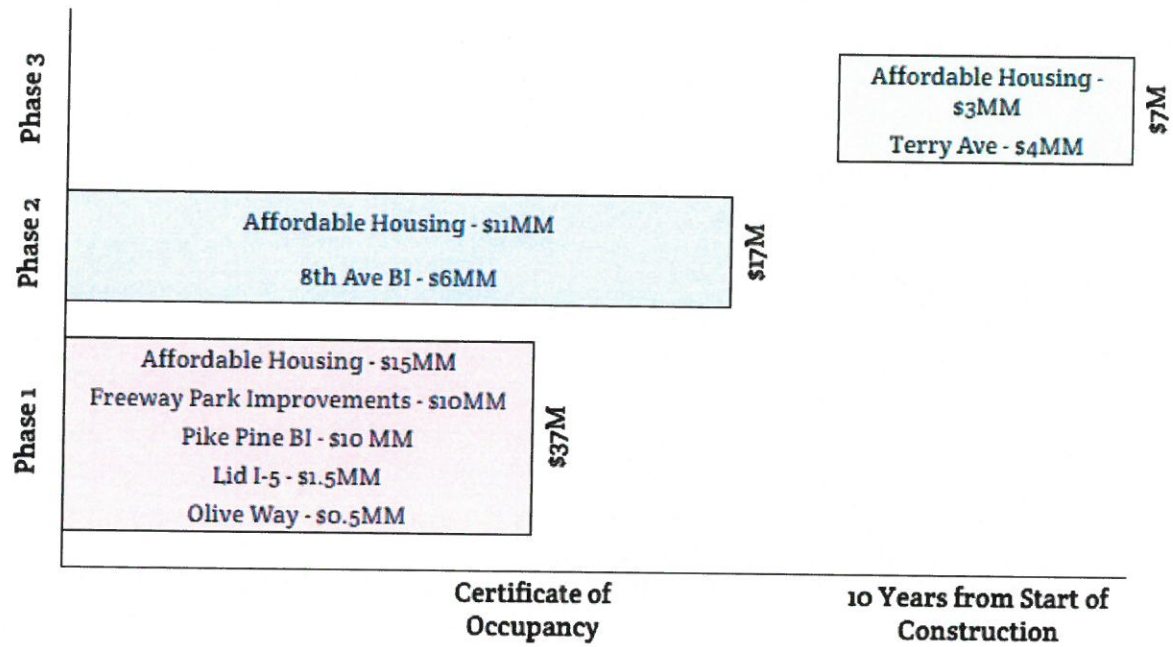


Exhibit C - Project Phases Alternate Scenario

