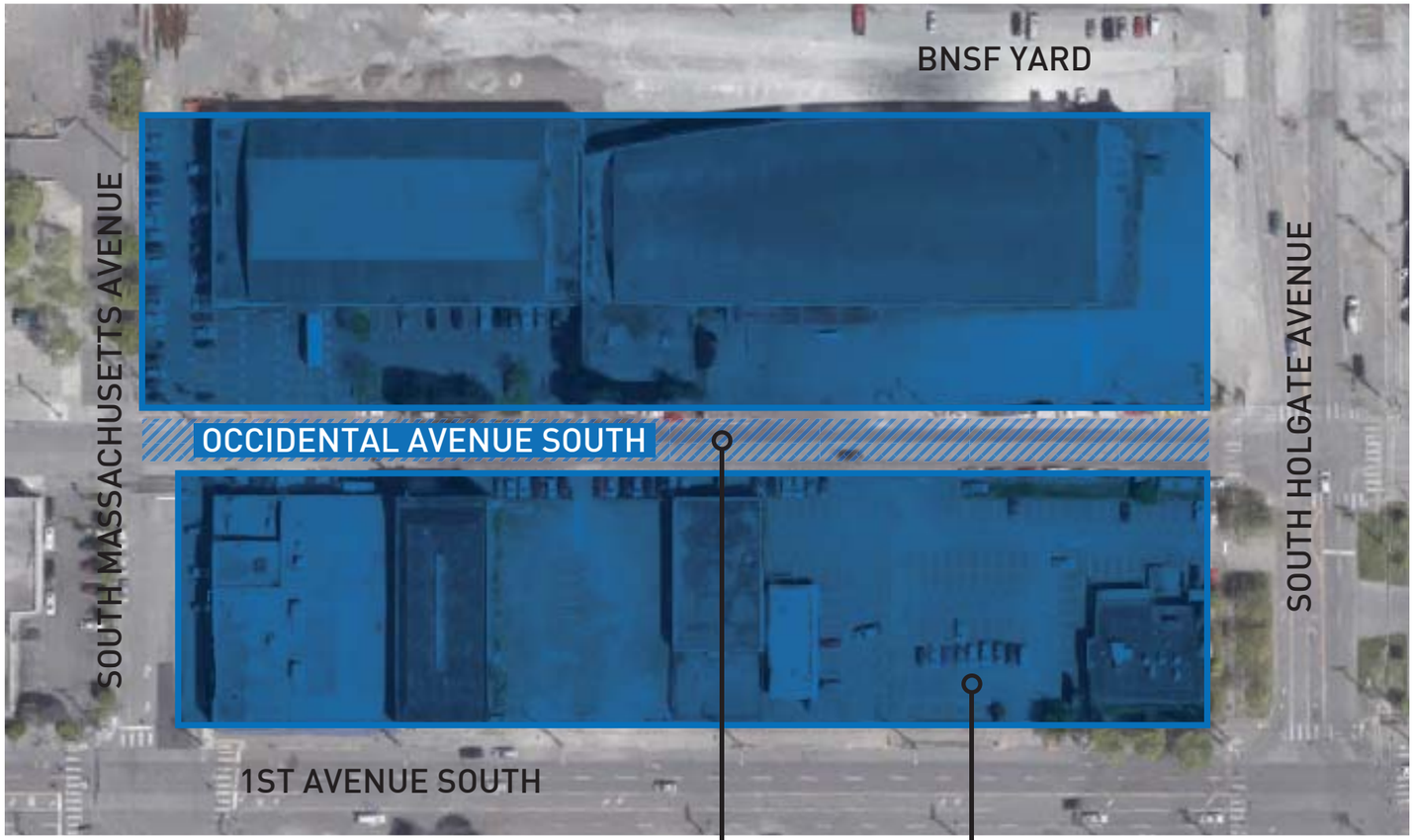
SEATTLE ARENA

1700 FIRST AVENUE SOUTH

SEATTLE DESIGN COMMISSION

2015 APRIL 16

PROPOSAL



The project site currently consists of eight parcels. One large parcel is located on the east side of the project site and seven parcels front 1st Avenue South on the west. The parcels are bisected by Occidental Avenue South.

Occidental Avenue South is proposed to be vacated as part of the project.

The project proposes to construct an approximately 750,000 SF multi-purpose arena containing 18,000 to 20,000 seats for NBA basketball, NHL hockey, other sporting events, concerts and family shows, and other large assembly events typically held in a large professional civic arena.

The NBA team training facility will be designed and constructed with approximately 40,000 additional square feet attached to the arena.

Vacating the street will allow the project to combine the parcels now separated by Occidental Avenue. The vacation allows for a project site that is sufficiently sized to accommodate a multi-purpose arena. Most arenas are 370'-430' wide and 680'-740' long but vary base on site conditions.

With the street vacation, the developable area of the property increases by approximately 17.5%.

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REQUEST

FEEDBACK & SUPPORT FOR COMMISSION-CONTINGENT APPROVAL OF URBAN MERIT:

#1	#2	#3	#4	#5
IMPACT FROM LOSS OF OCCIDENTAL AVENUE	LOCATION OF ARENA ACCESS AND PARKING FOR ALL MODES	OVERVIEW OF PEDESTRIAN FLOW	HOLGATE IMPROVEMENTS	TRANSPORTATION MANAGEMENT PROGRAM

TRAFFIC CONCERNS TO BE REVIEWED BY EIS TEAM:

- EXISTING TRANSPORTATION CONDITIONS
- ANTICIPATED CHANGES TO TRANSPORTATION NETWORK
- TRAFFIC GENERATION FROM ARENA
- TMP-RELATED ASSUMPTIONS
- IMPACT ANALYSIS
- AREAS OF POSSIBLE MITIGATION
- REVIEW OF NO-VACATION ALTERNATIVE

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PROJECT UPDATE

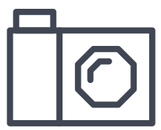
PROJECT GOALS

CONNECTIONS

Physically, visually and inspirationally connect the Stadium Transition Zone to the city and surrounding natural environment.

MOBILITY

Promote mobility connections from the existing transportation infrastructure.



PUBLIC SPACES

Extend the fan experience by continuing the Occidental Promenade and terminating it in a vibrant new public open space for the district.

CULTURE & PLACE

Inform the design of the site from historical cues that contribute to seattle's history and culture and embrace the future.

PEDESTRIAN EXPERIENCE

Reinforce the strong north/south activity corridor along First Avenue by locating program spaces that support and enliven the pedestrian experience at street level. This will create a district gateway and arrival node at First Avenue and Holgate, and a primary new entry node at First Avenue and Massachusetts.

LANDMARK & CONTEXT

Design a building and site that enhances the contextual urban fabric and creates a Landmark building for Seattle.

SUSTAINABILITY

Apply the latest techniques for sustainable building and environmental design and construction to achieve the most energy and natural resource conserving facility of it's kind, meeting and exceeding the City of Seattle energy codes and environmental guidelines.

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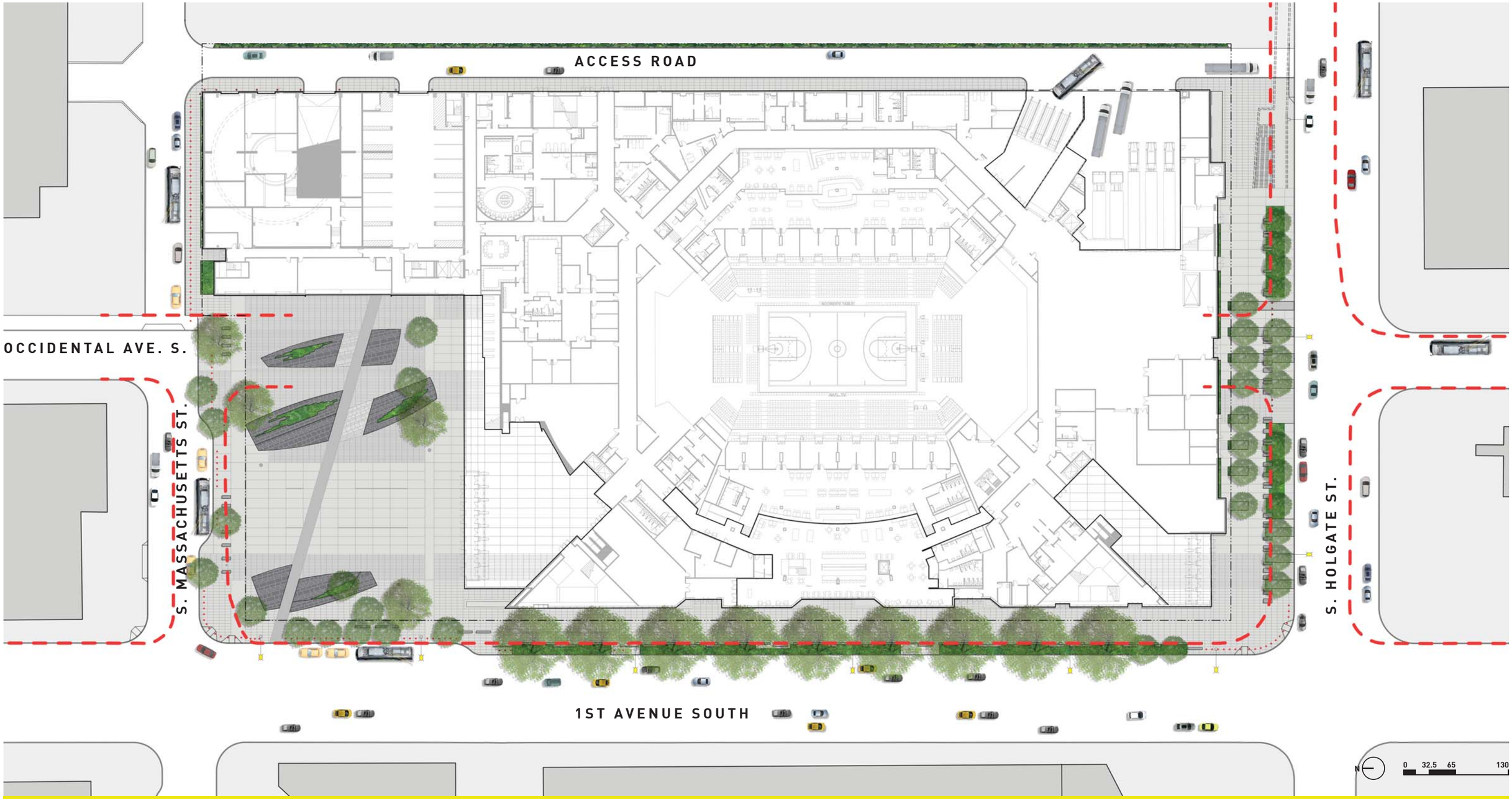
ILLUSTRATIVE SITE PLAN

LEGEND — — — — EXISTING CURB LINE



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1ST AVENUE: GAME DAY

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1ST AVENUE: NON-GAME DAY

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HOLGATE LOOKING WEST

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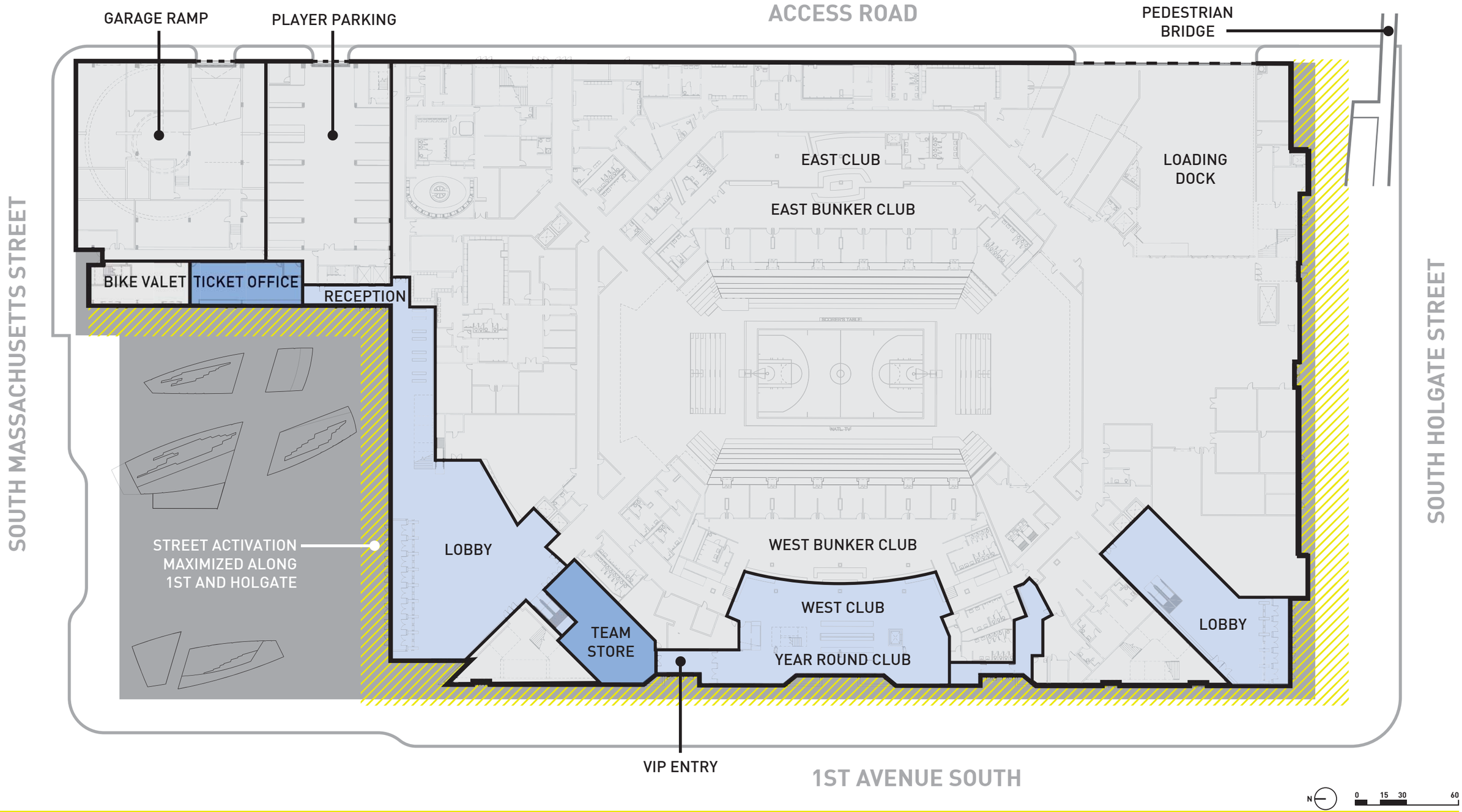
EVENT LEVEL



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NORTHWEST AERIAL

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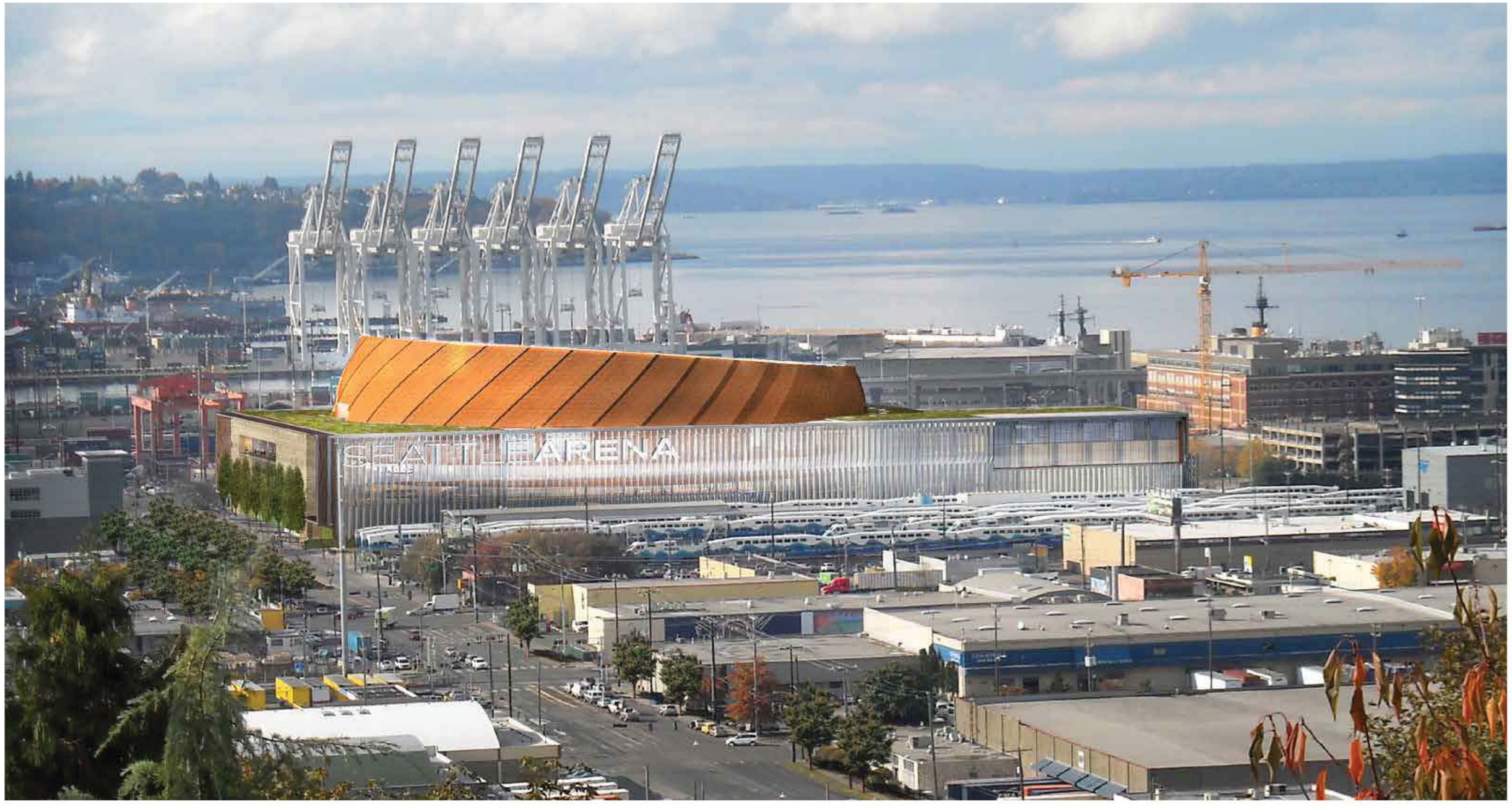

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EXISTING CONDITIONS

EXISTING VICINITY

LEGEND

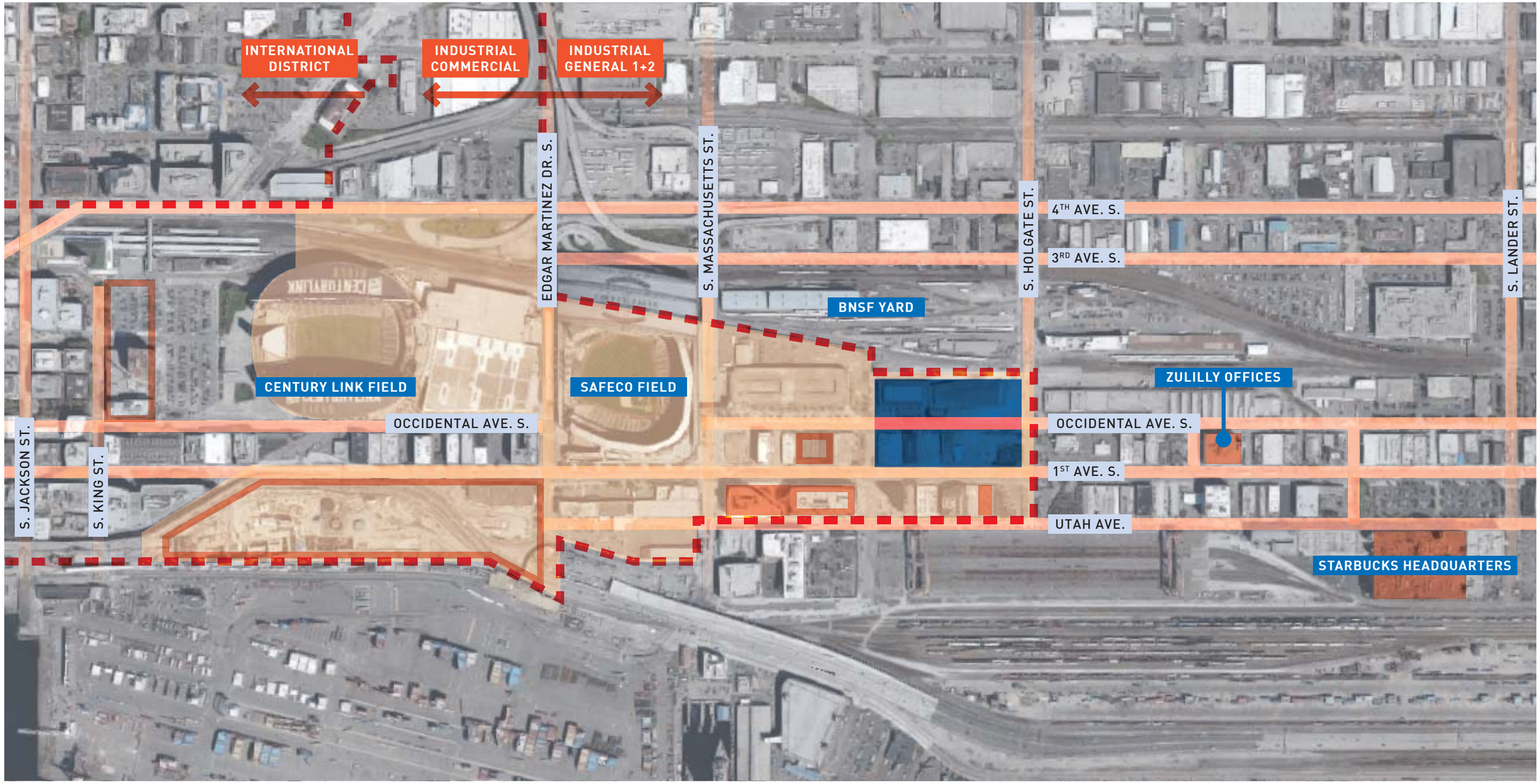
SITE

STADIUM DISTRICT OVERLAY

EXISTING DEVELOPMENT

PROPOSED DEVELOPMENT

ZONING BOUNDARIES



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EXISTING VICINITY

LEGEND

SITE

STADIUM DISTRICT OVERLAY

ZONING BOUNDARIES

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EXISTING CONDITION PHOTOS

SOUTH MASSACHUSETTS STREET

NOT TO SCALE

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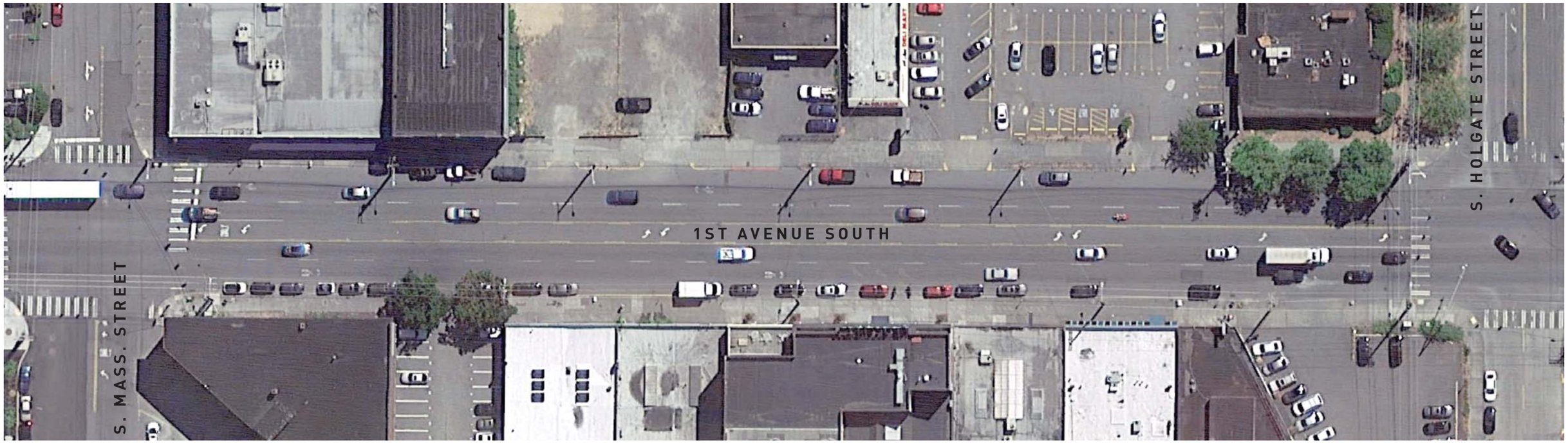
EXISTING CONDITION PHOTOS

1ST AVENUE SOUTH



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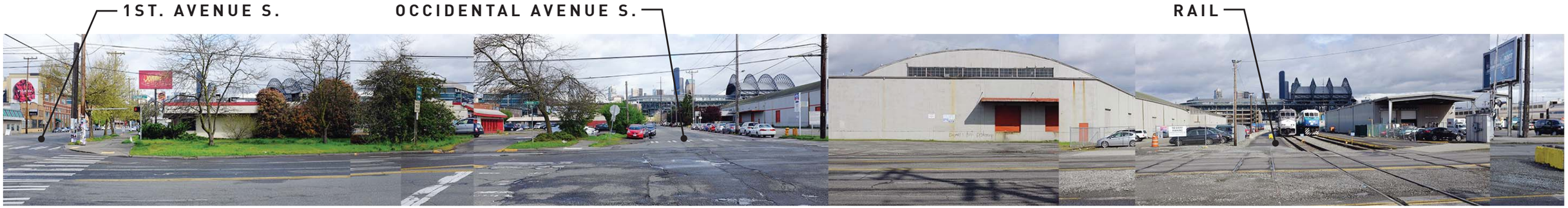
EXISTING CONDITION PHOTOS

SOUTH HOLGATE STREET



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SITE SURVEY

PARTIAL BLDG AREA 133,000 SF

STREET AREA 40,811 SF

PARTIAL BLDG AREA 100,500 SF

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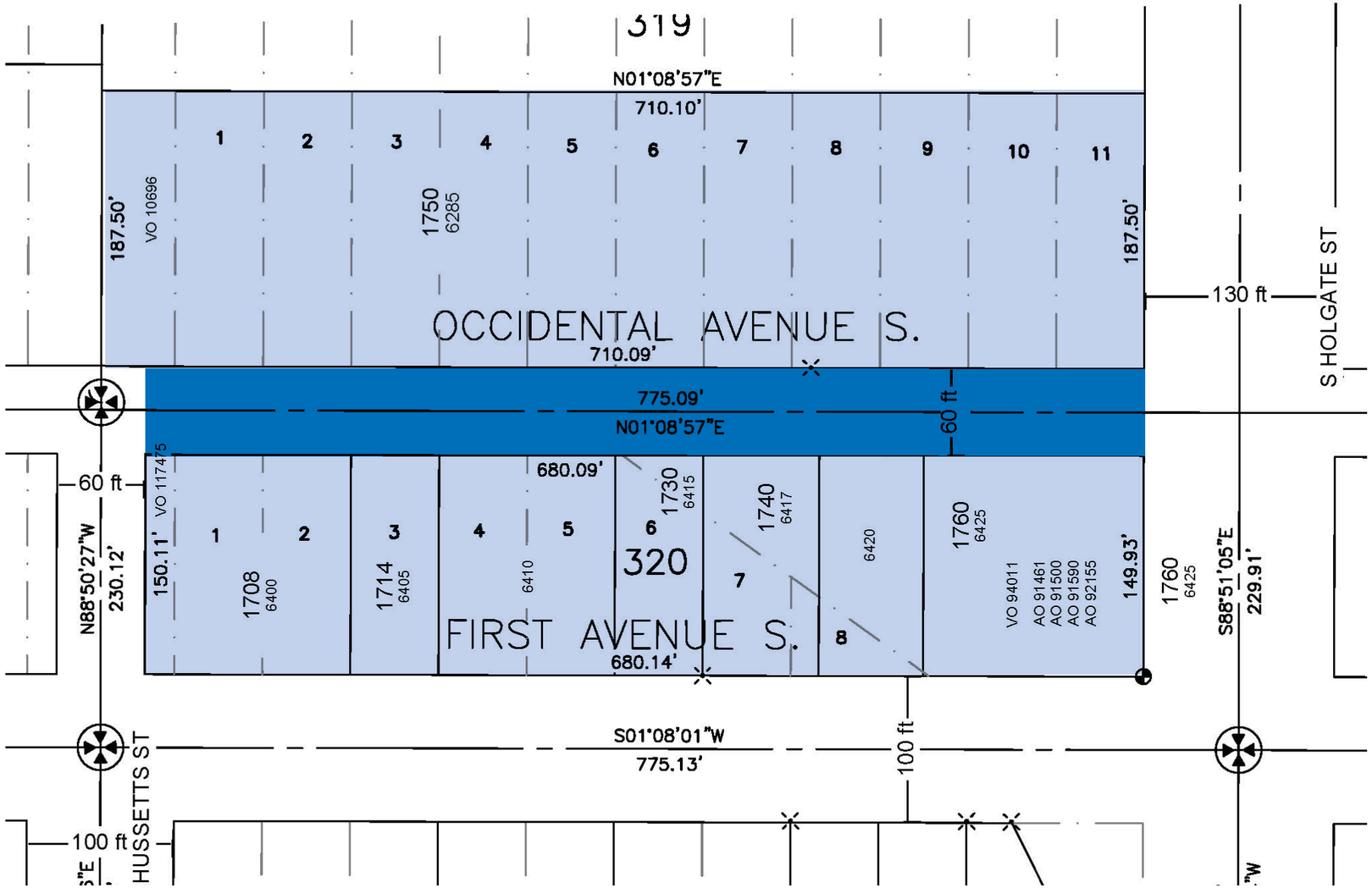
Occidental Avenue South is proposed to be vacated as part of the project.

The project proposes to construct an approximately 700,000 SF multipurpose arena containing 18,000 to 20,000 seats on the site.

Vacating the street will allow the project to combine the parcels now separated by Occidental Avenue. The vacation allows for a project site that is sufficiently sized to accommodate a multipurpose arena. most arenas are 370' - 430' wide and 680' - 740' long but may vary base on site conditions.

With the street vacation, the developable area of the property increases by approximately 17.5%. To compensate for the loss of vehicular flow, an access road will be added along the west side to allows access along the north-south axis.



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CONTEXT

OPEN SPACE NETWORK

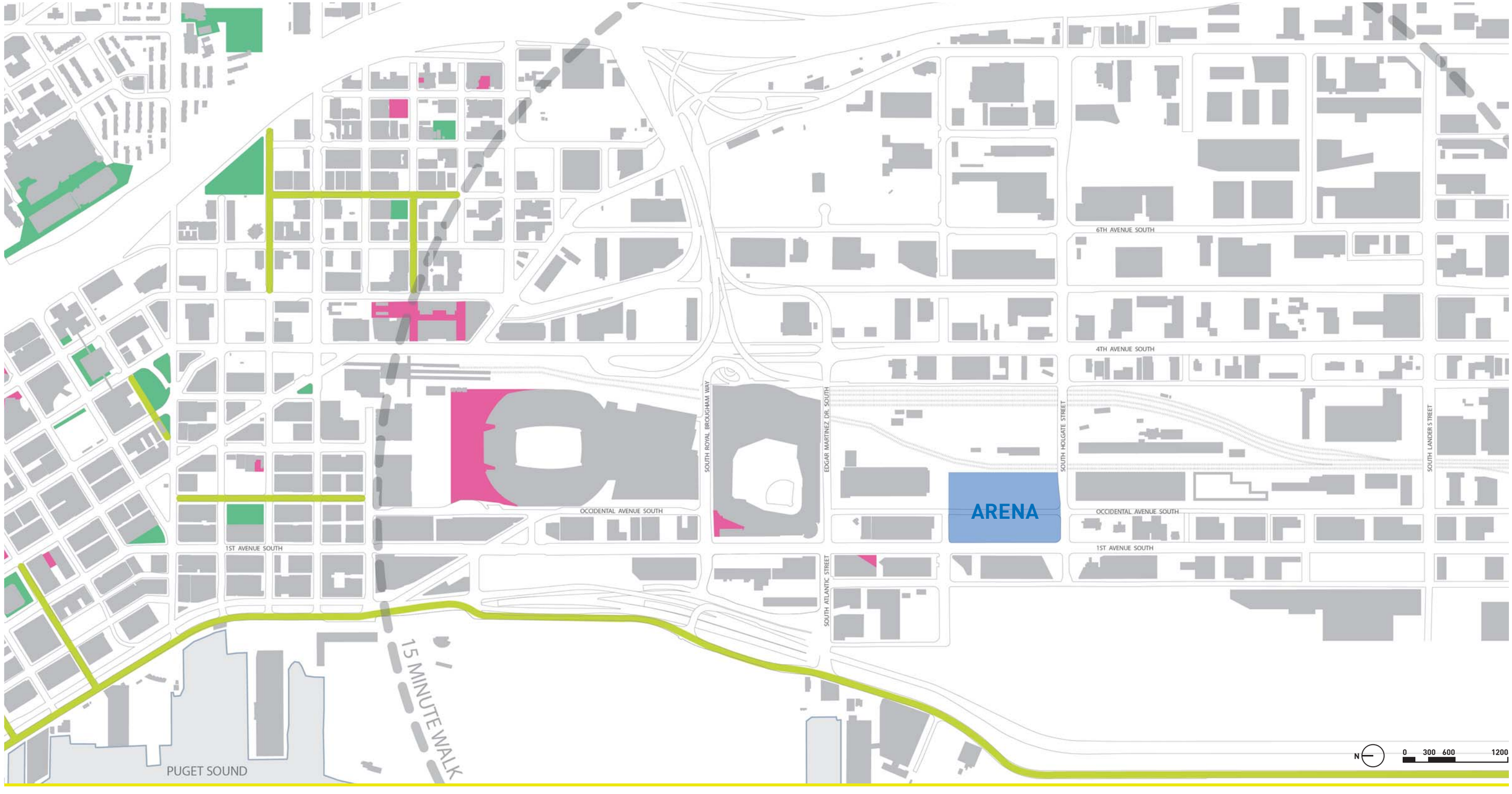
LEGEND

GREEN STREET

PUBLIC OPEN SPACE

PRIVATE OPEN SPACE

* Data for the above diagram came from the City of Seattle, Department of Planning and Development.
Available at: http://www.seattle.gov/council/licata/attachments/2009public_space_map.pdf



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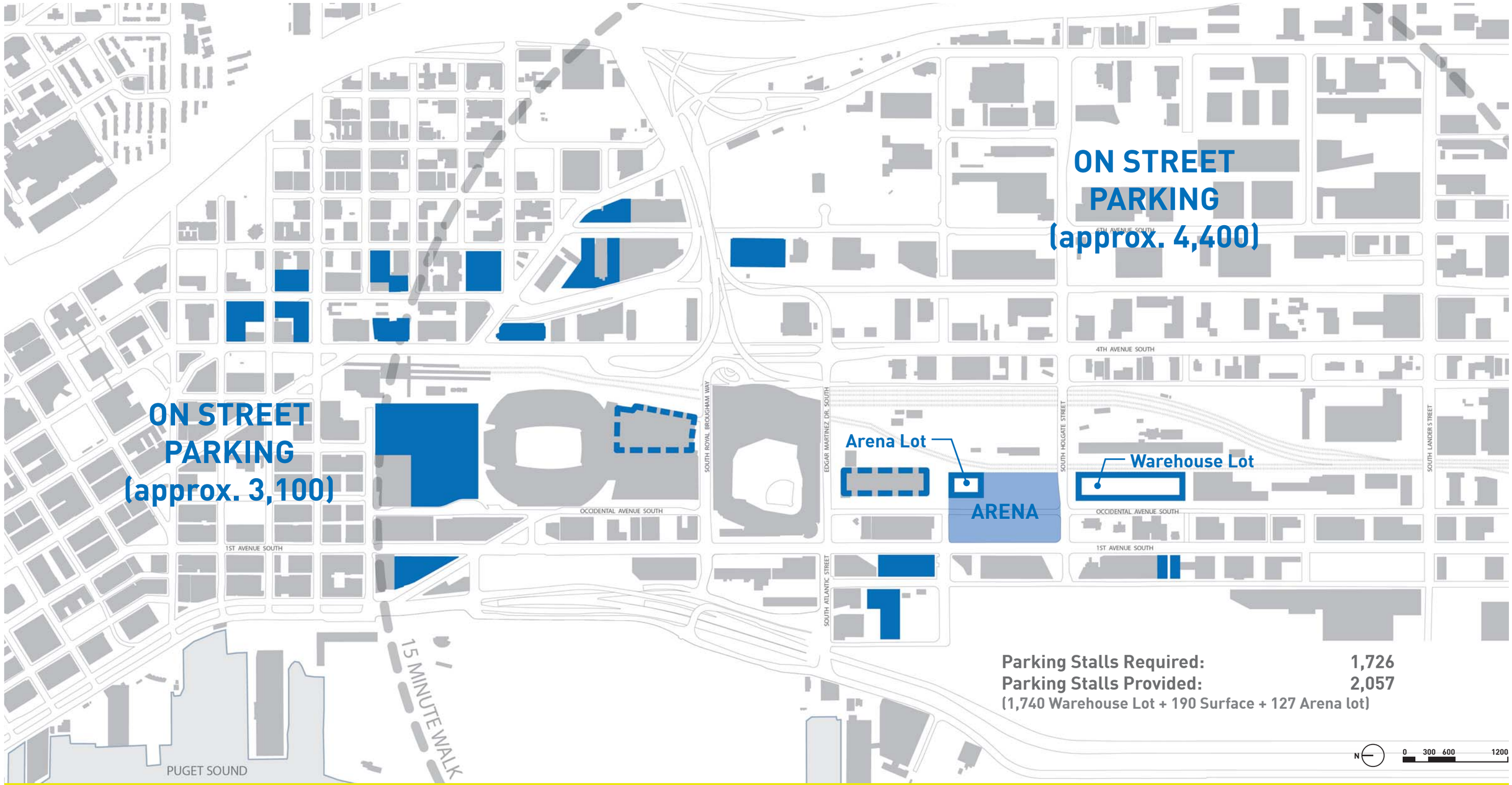
PARKING

LEGEND

- SIGNIFICANT PARKING FACILITY
- POTENTIAL FACILITY LEASING
- PROPOSED NEW PARKING FACILITY



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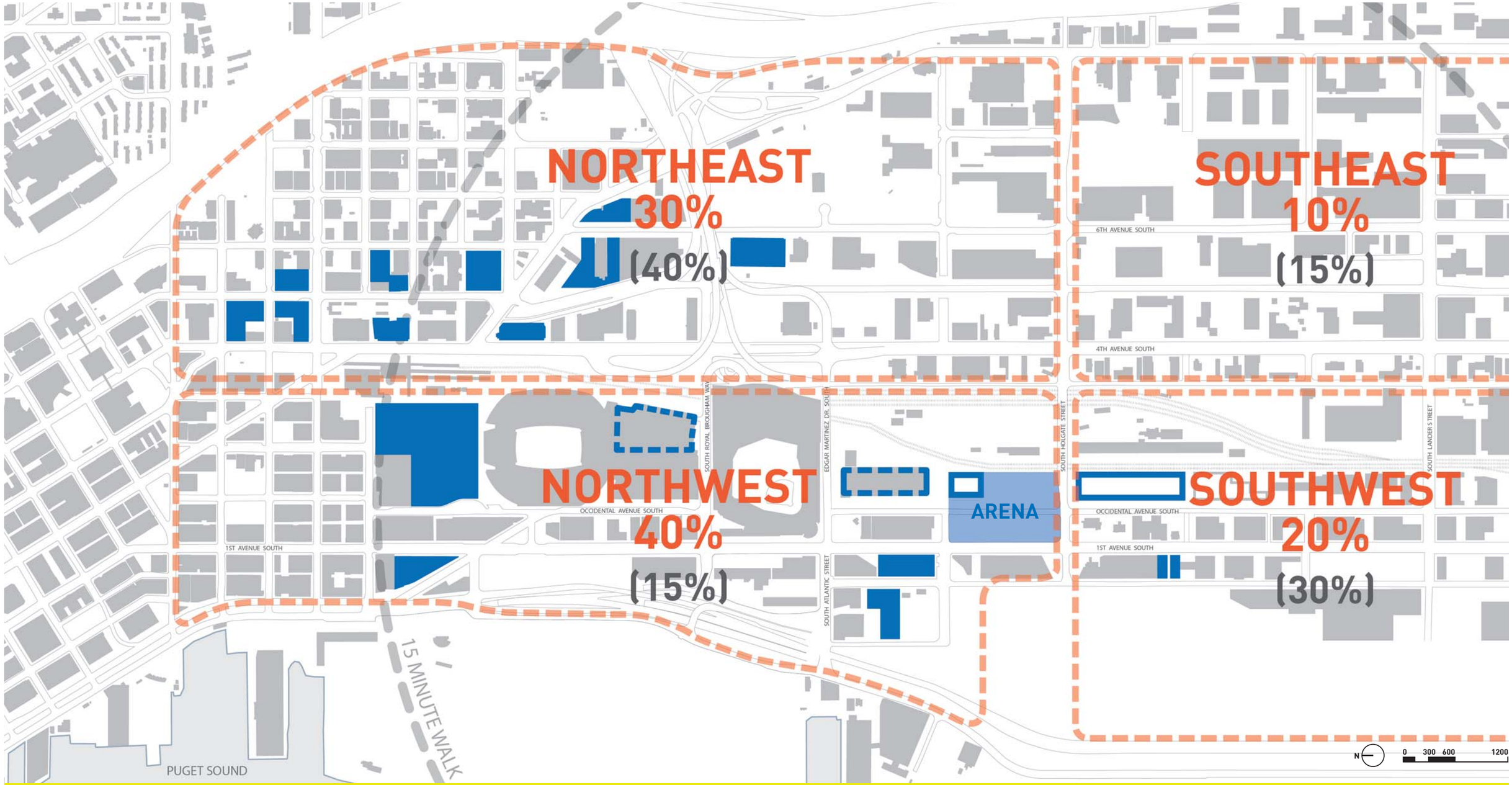
PARKING AREAS

PEDESTRIAN COLLECTION ZONES

LEGEND

NORTHEAST → ZONE
30% → WITH SAFECO, CENTRY LINK, AND WAREHOUSE LOT
(40%) → WITHOUT SAFECO, CENTRY LINK, AND WITH WAREHOUSE LOT



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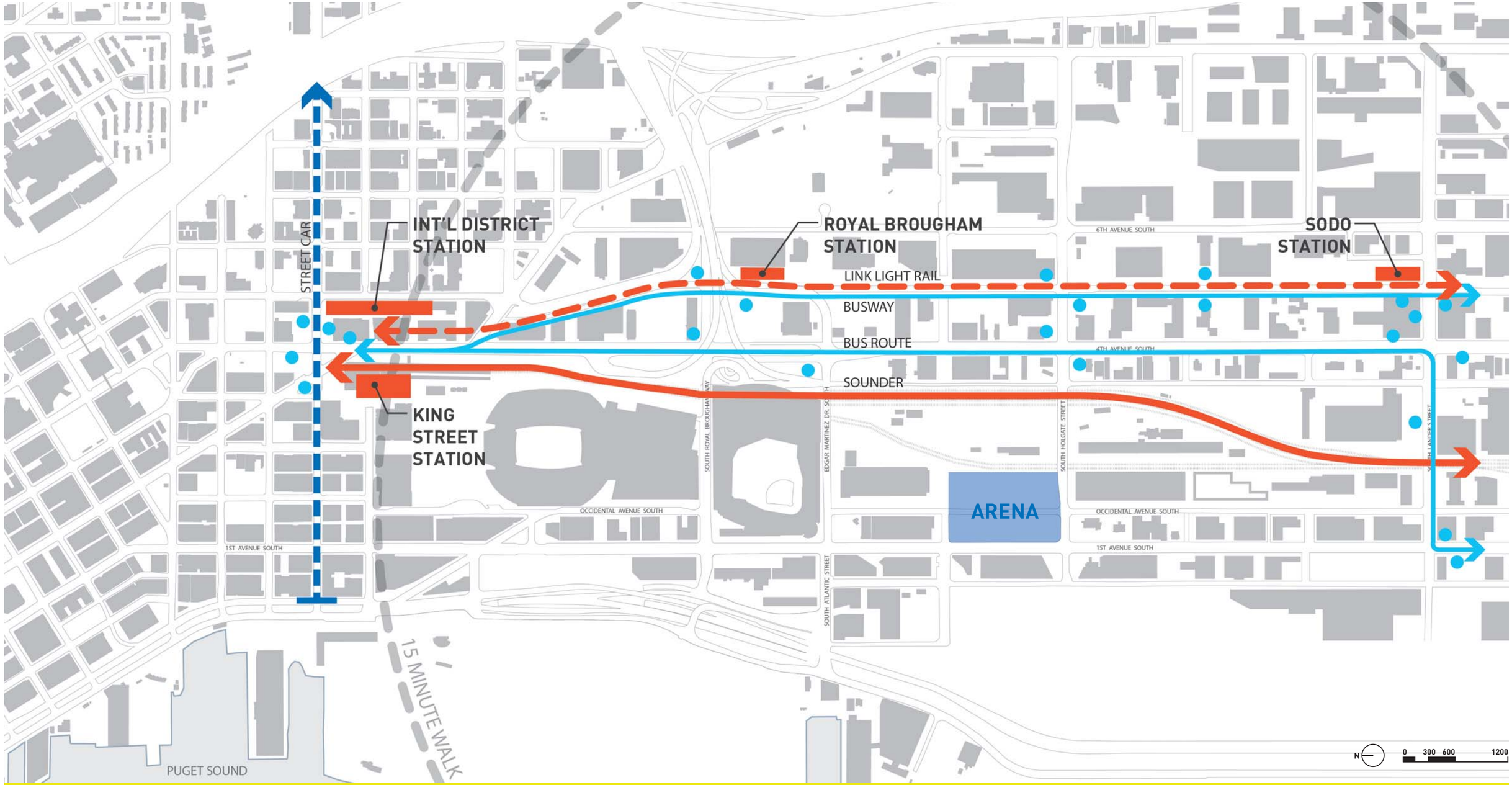
TRANSIT

LEGEND

- BUS STOP
- BUSWAY/ BUS ROUTE
- LINK LIGHT RAIL
- SOUNDER
- STREET CAR



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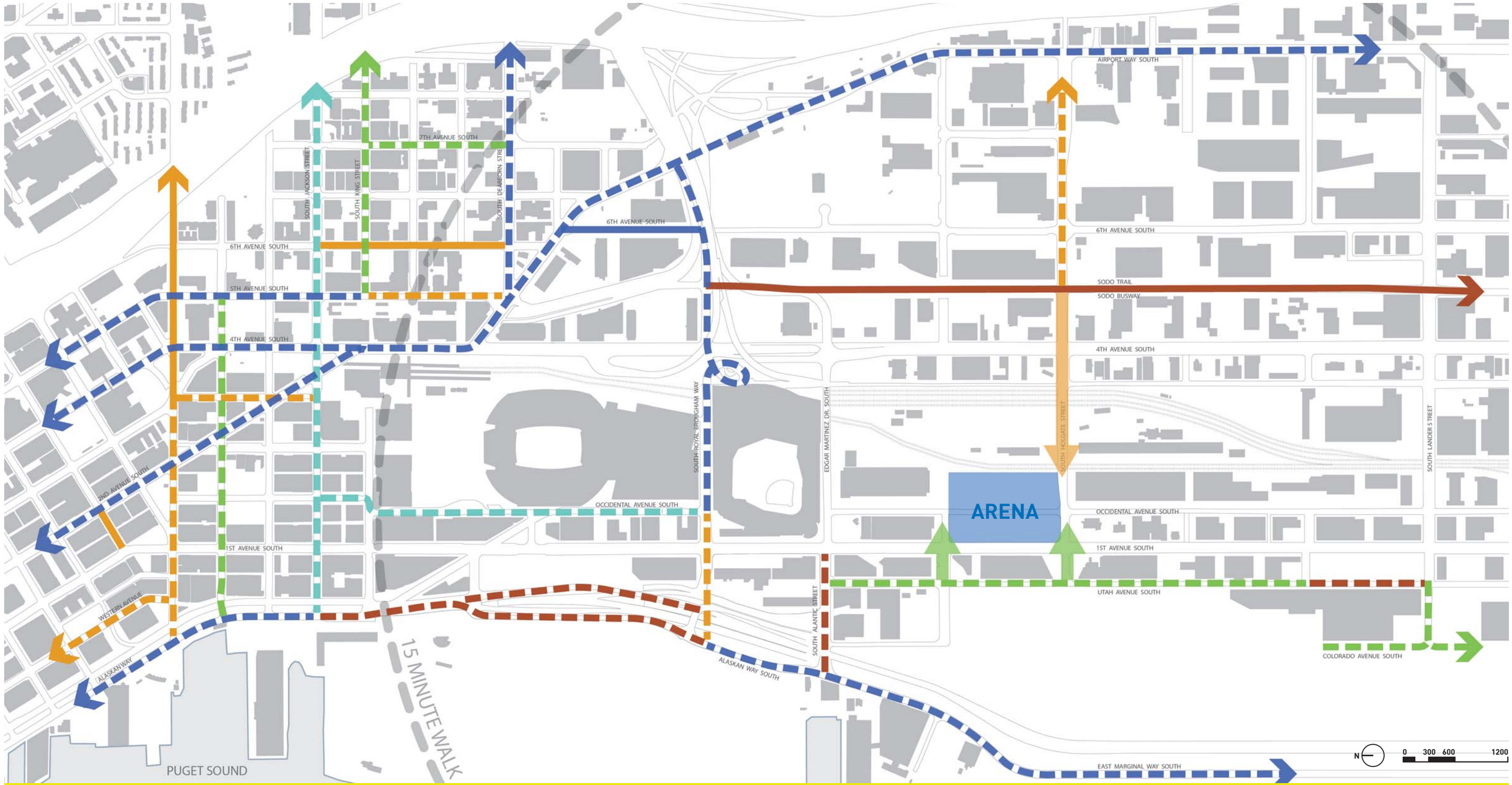
BICYCLE MASTER PLAN

LEGEND

- EXISTING (solid)
- DESIGNATED (dashed)
- OFF STREET CYCLE TRACK
- IN STREET minor sep. NEIGHBORHOOD GREENWAY
- SHARED STREET

* Data for the above diagram came from the City of Seattle, Department of Transportation.
Available at: http://www.seattle.gov/transportation/bikemaster_materials.htm



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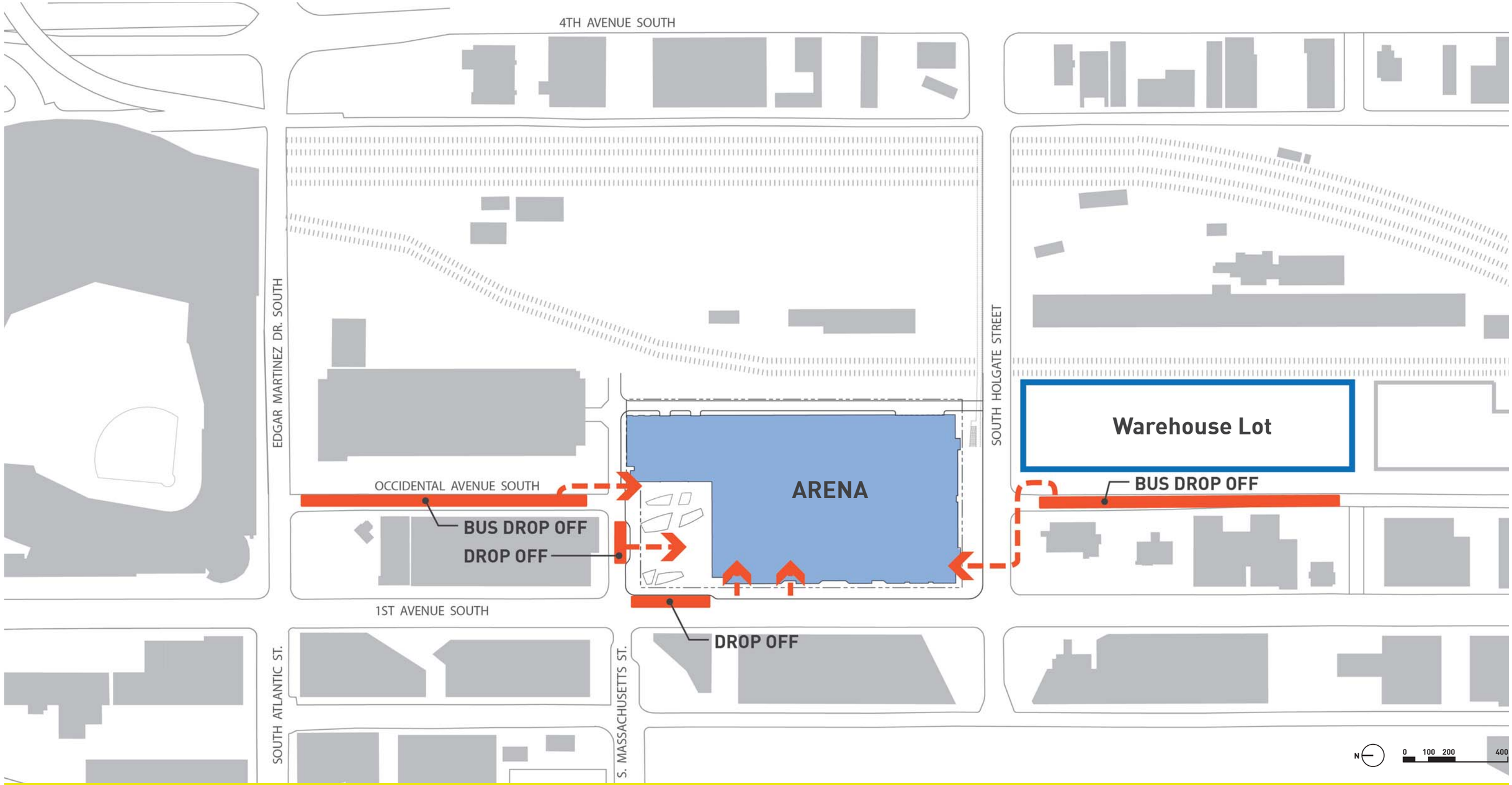
ACCESS



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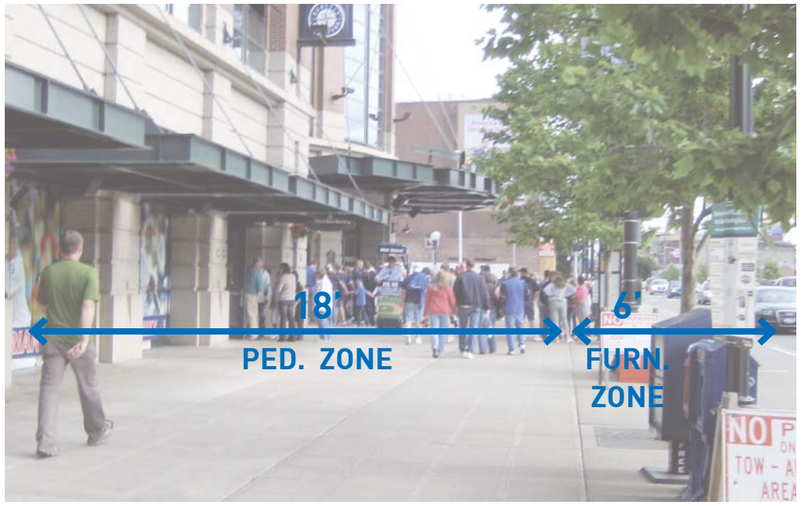
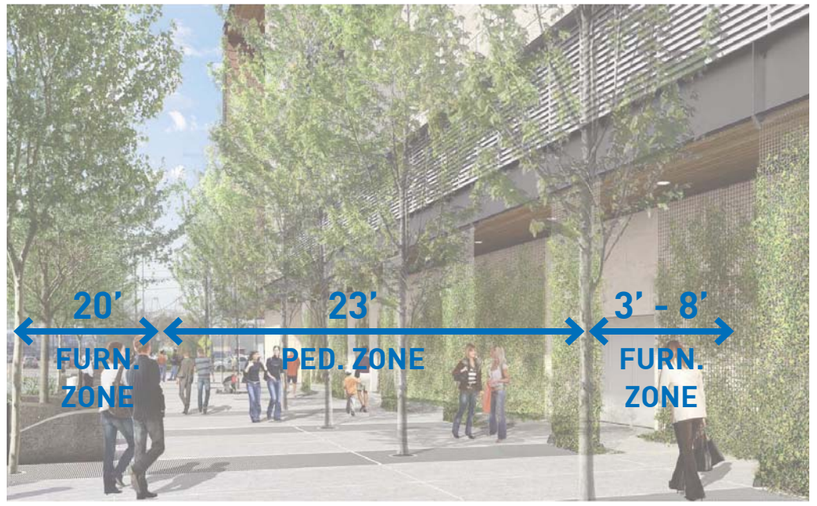
SIDEWALK WIDTHS



1ST AVENUE S. - SAFECO // LOOKING SOUTH

1ST AVENUE S. - ARENA // LOOKING SOUTH



S. HOLGATE ST. - ARENA // LOOKING WEST

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SIDEWALK WIDTHS

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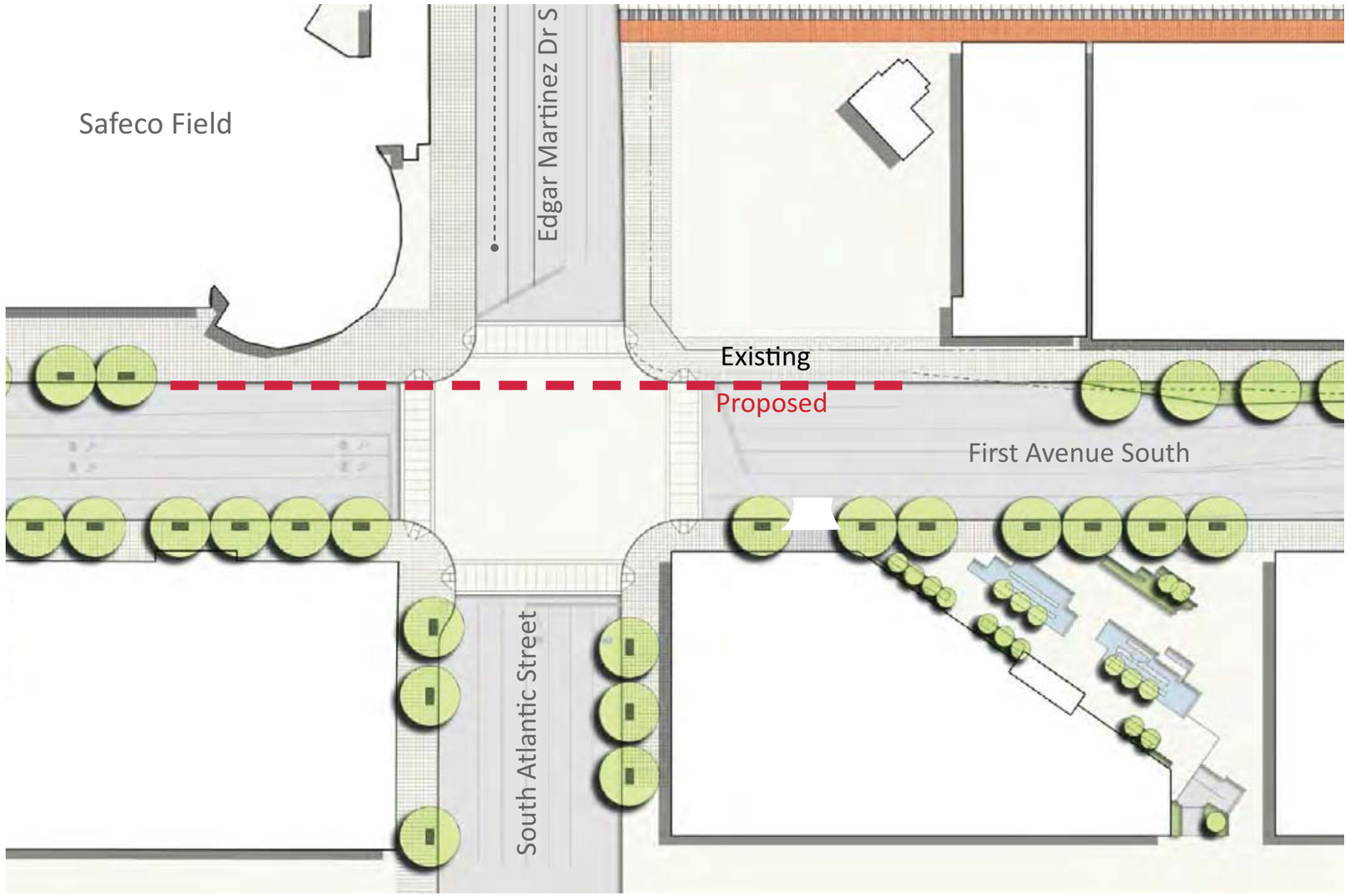
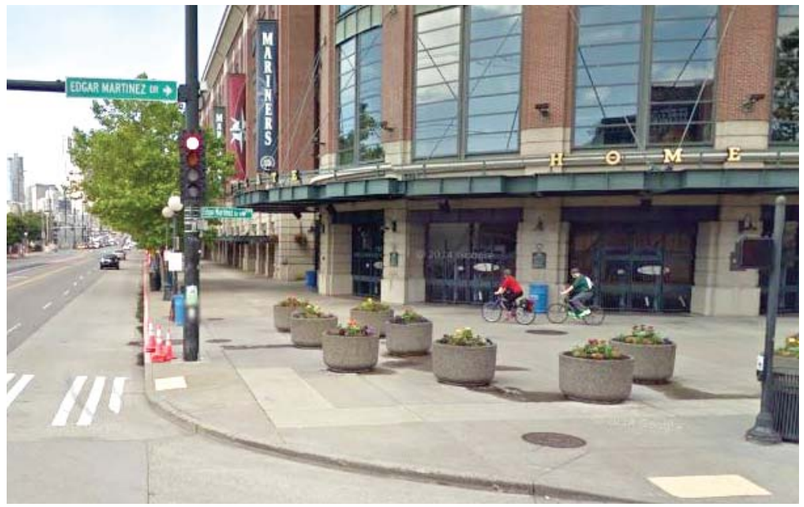


CURB REALIGNMENT



1ST AVENUE S. // LOOKING NORTH

1ST AVENUE S. // LOOKING SOUTH

N NOT TO SCALE

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SIDEWALK WIDTHS

SOURCE: DDR 8 - City of Seattle, Department of Planning and Development.
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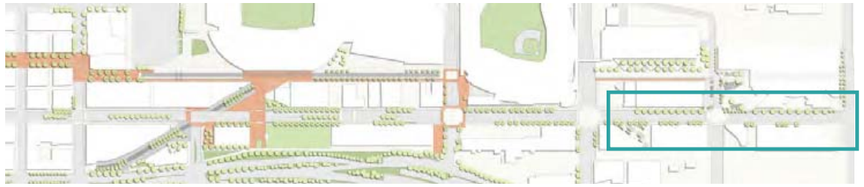
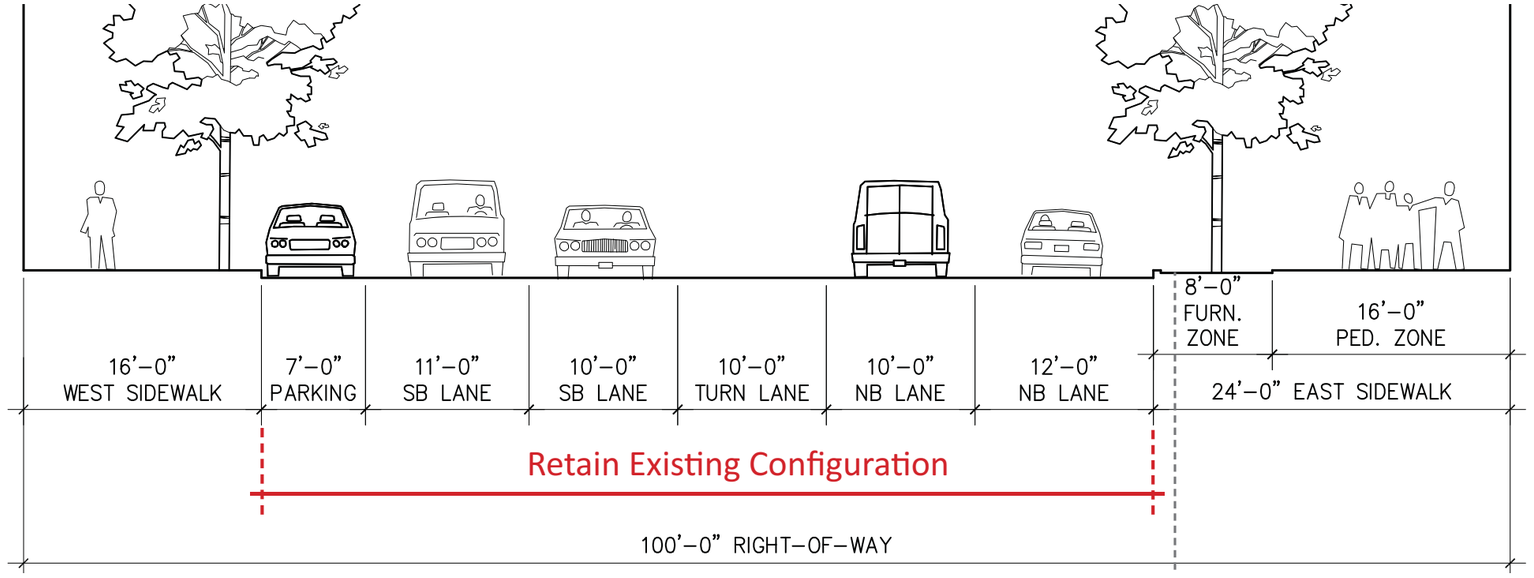
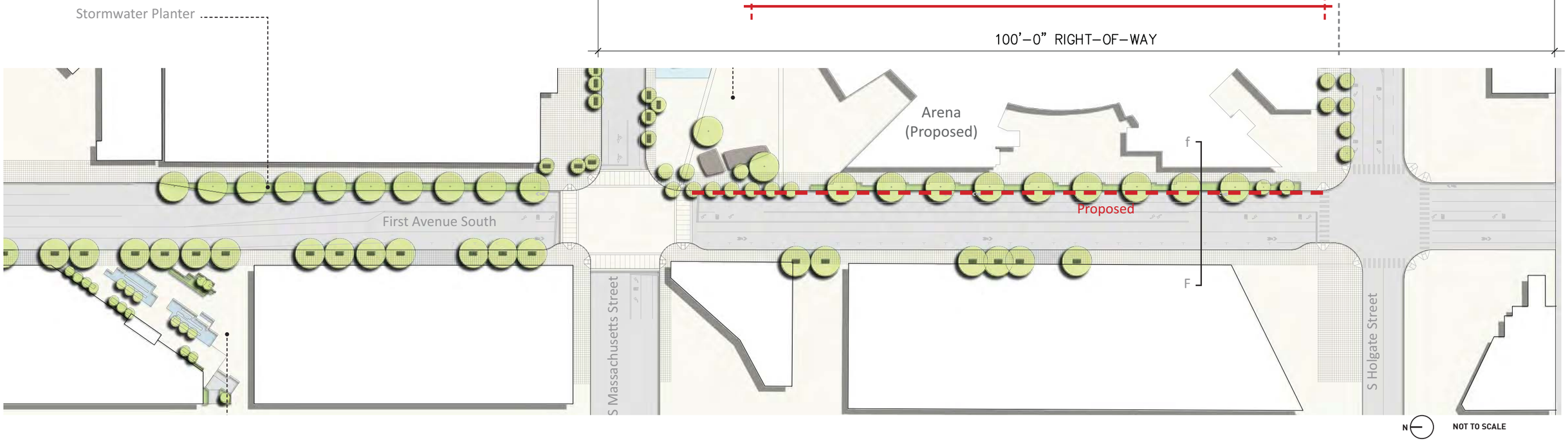
Key







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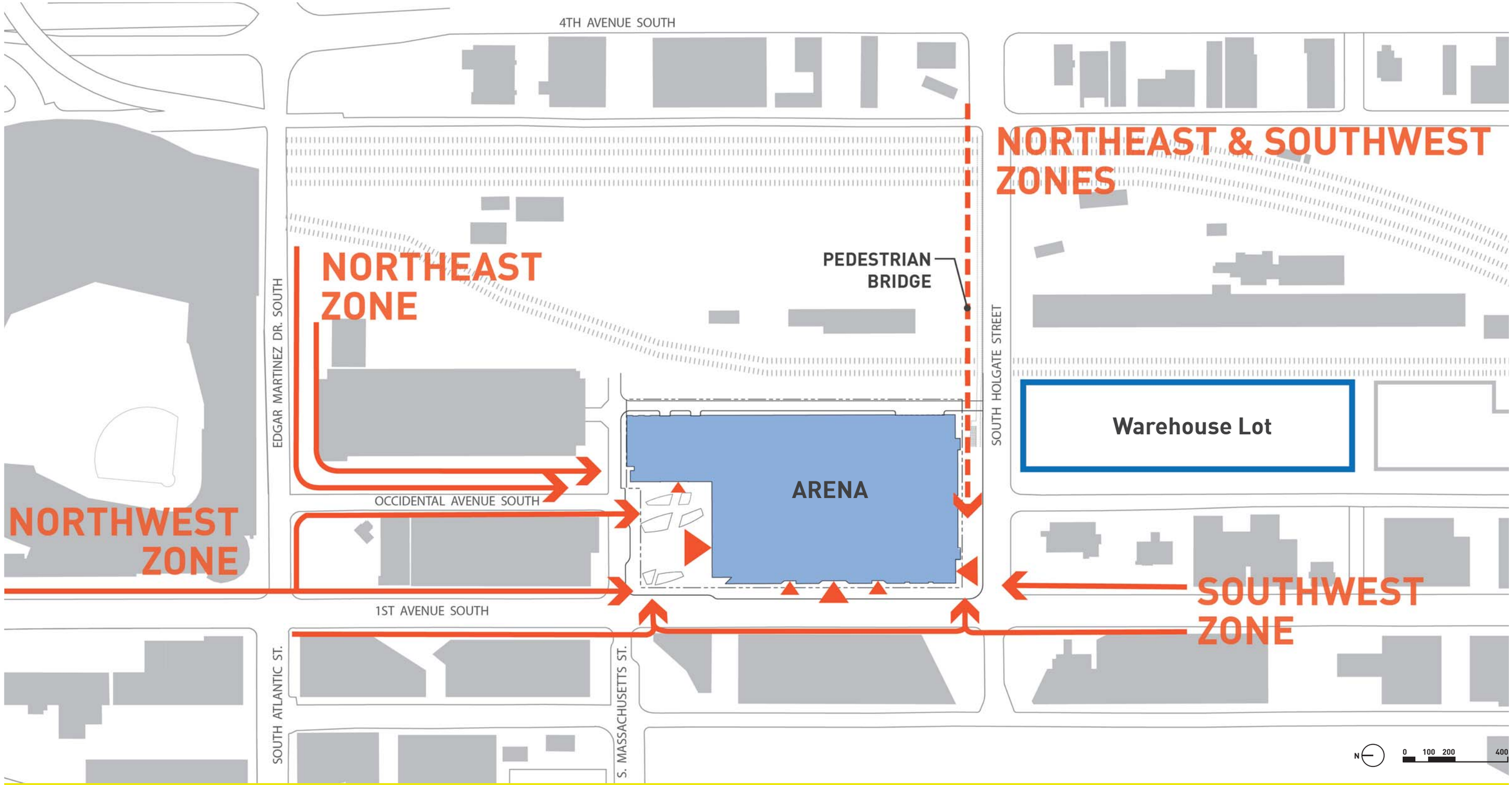
INGRESS



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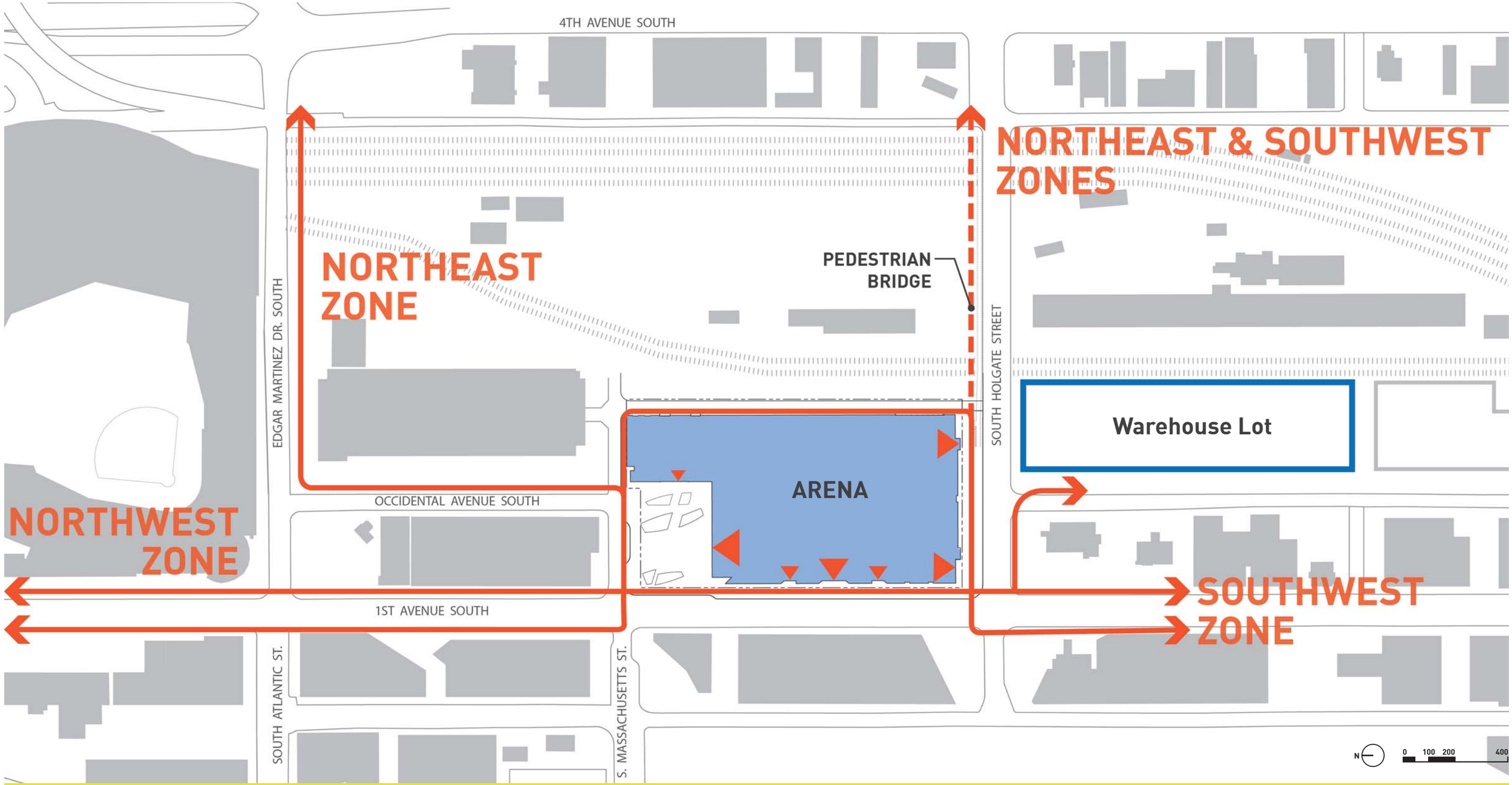
EGRESS



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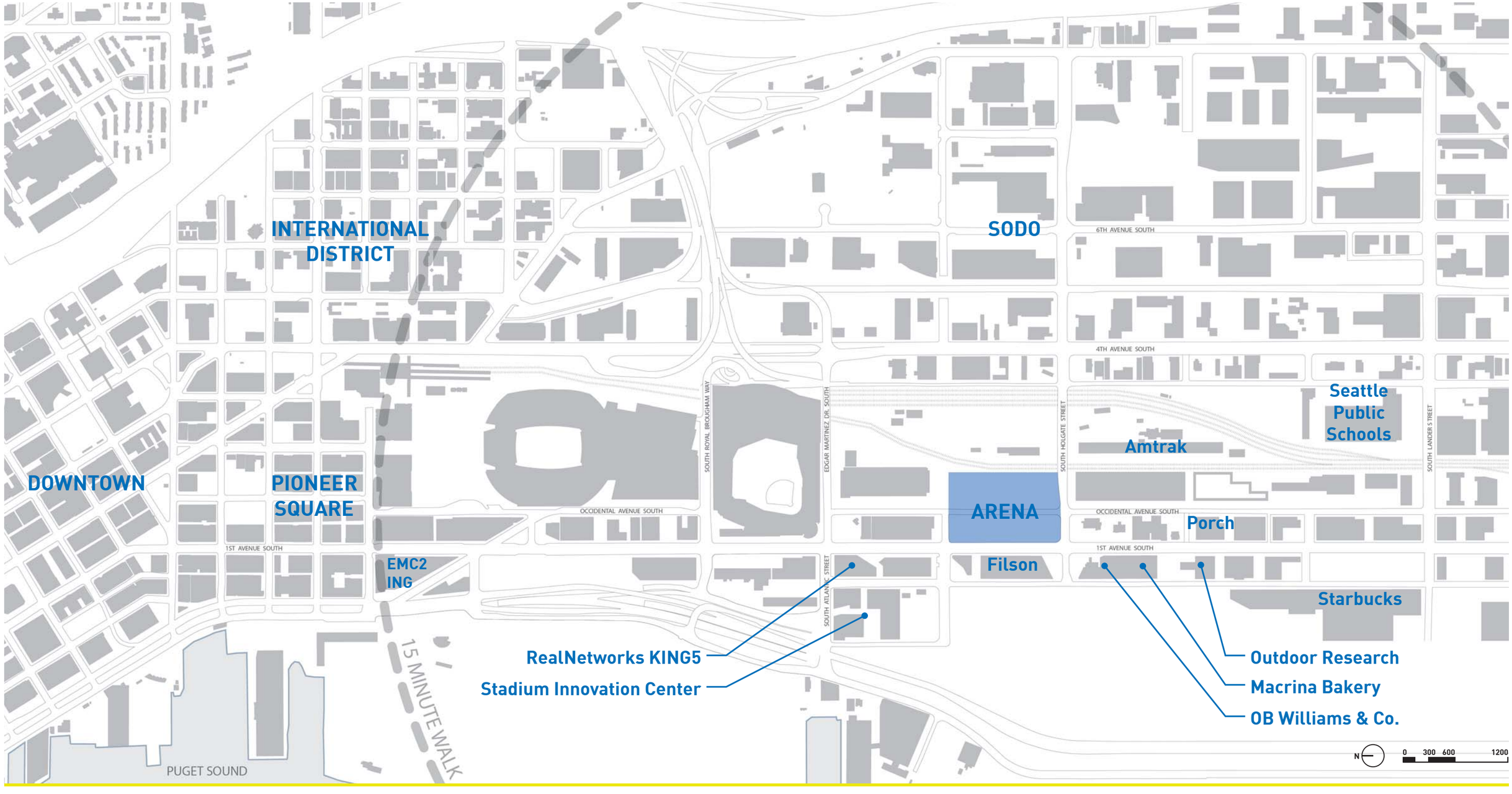
NEIGHBORHOOD BUSINESSES



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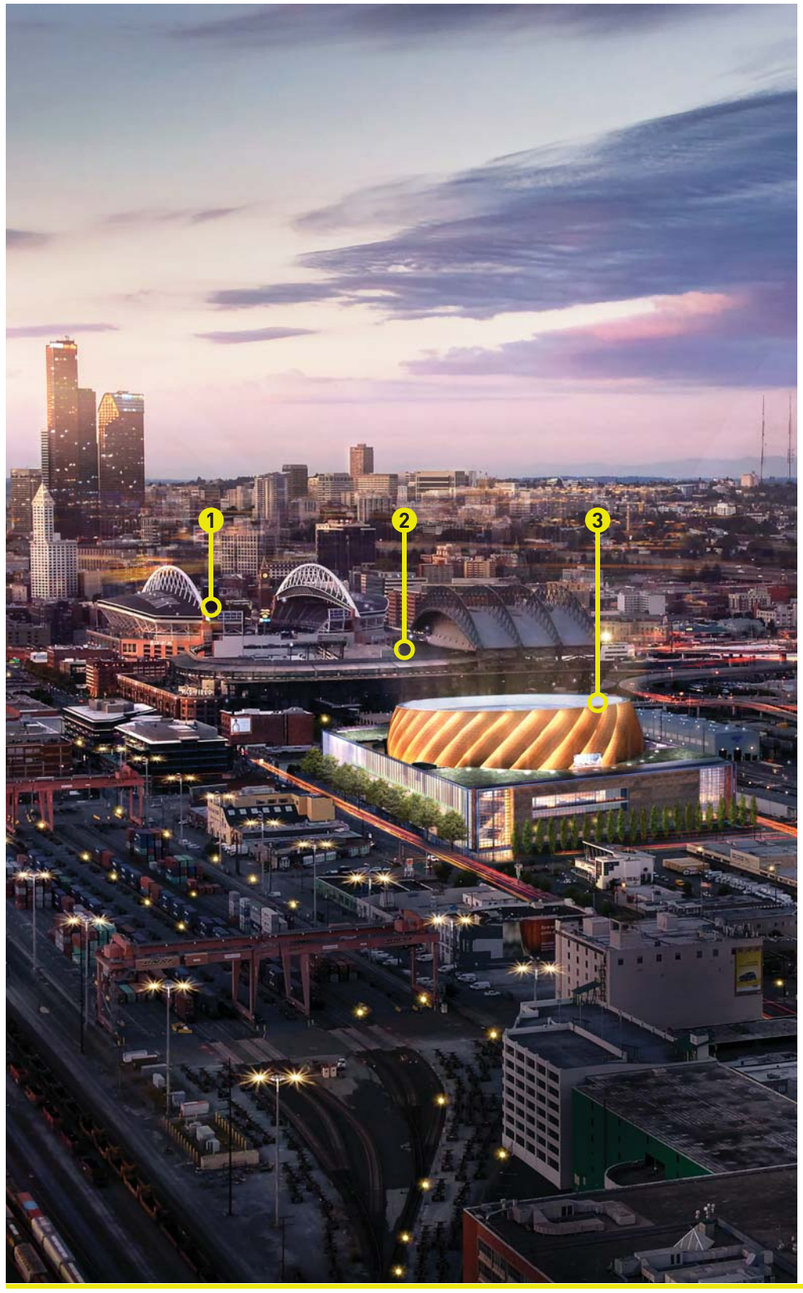
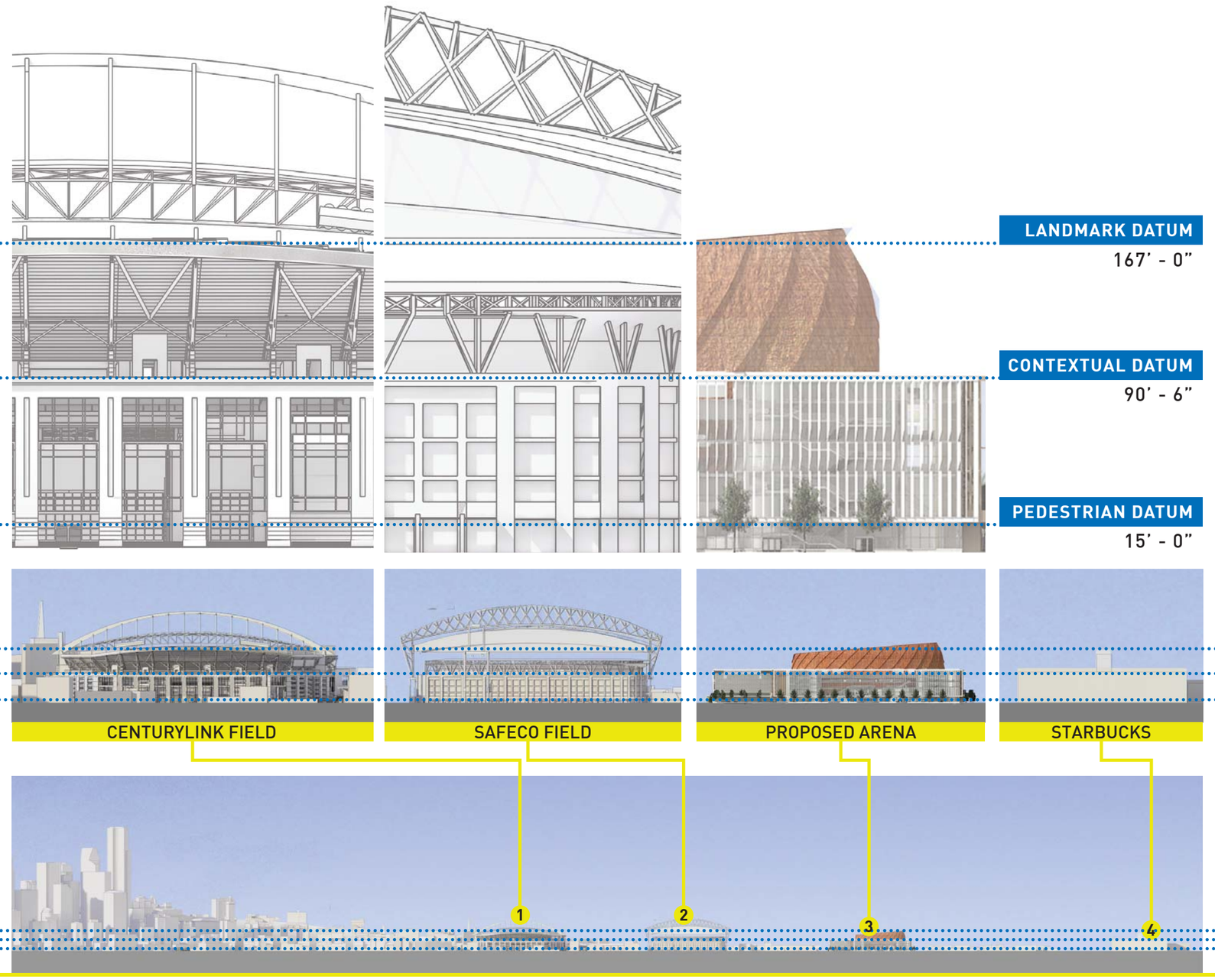
CONTEXTUAL LANDMARK

DATUMS





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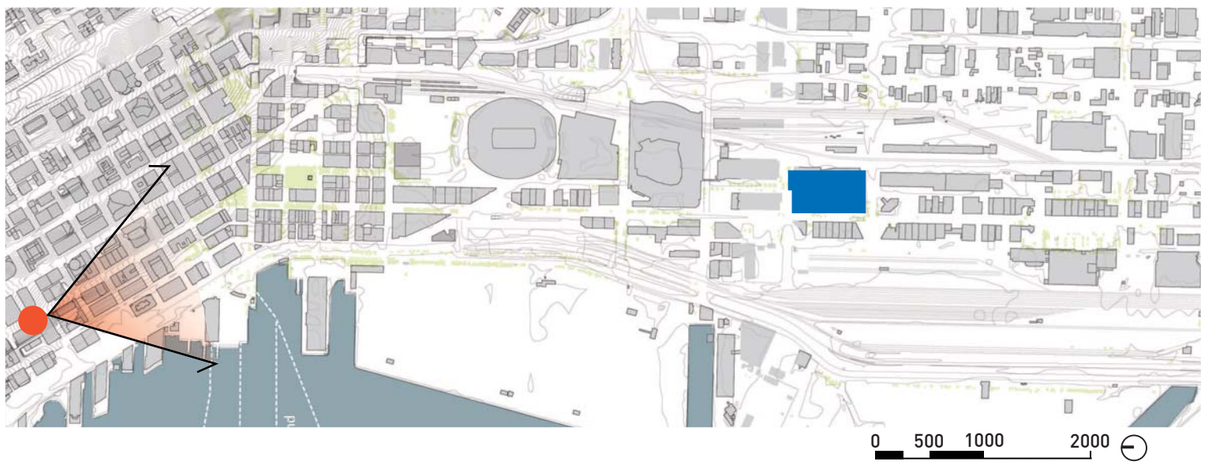
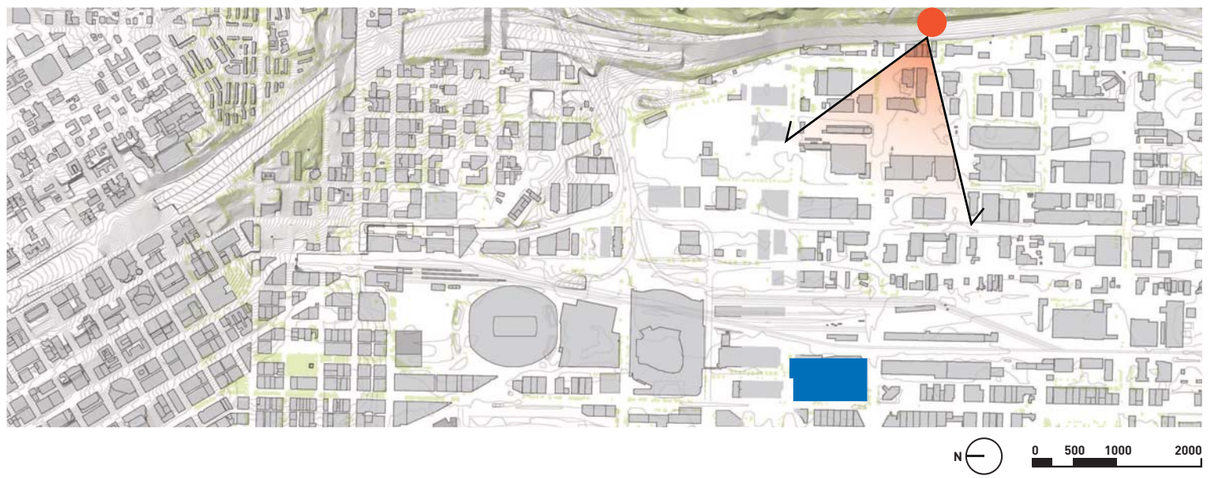
CONTEXTUAL LANDMARK

VIEWS

NORTHWEST CONTEXT AERIAL

BEACON HILL VIEW





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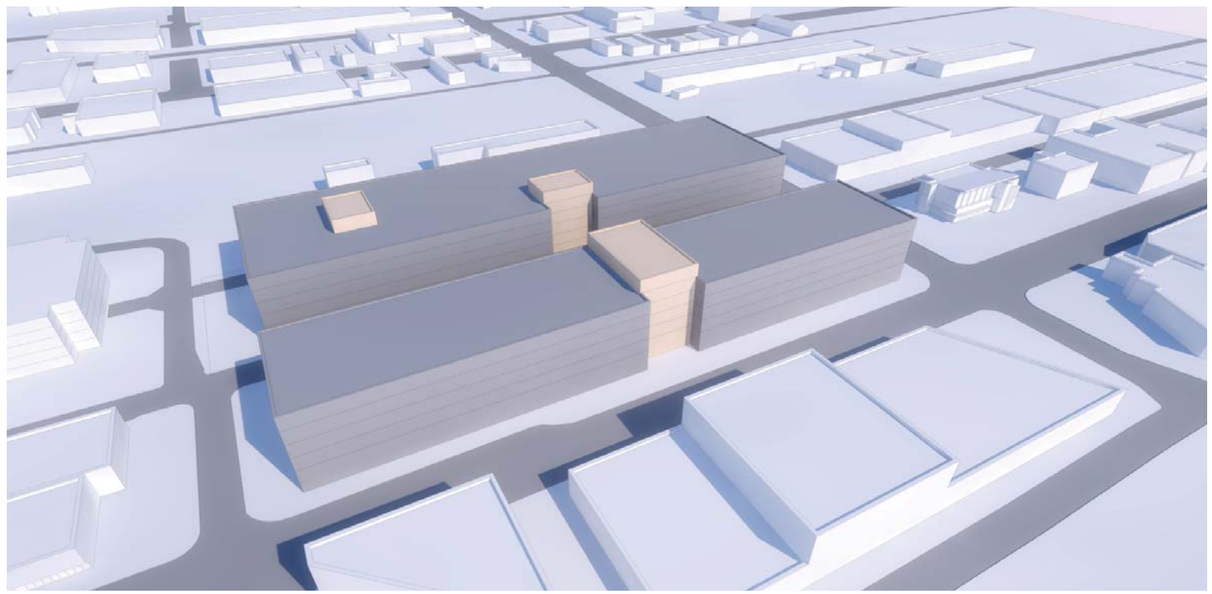
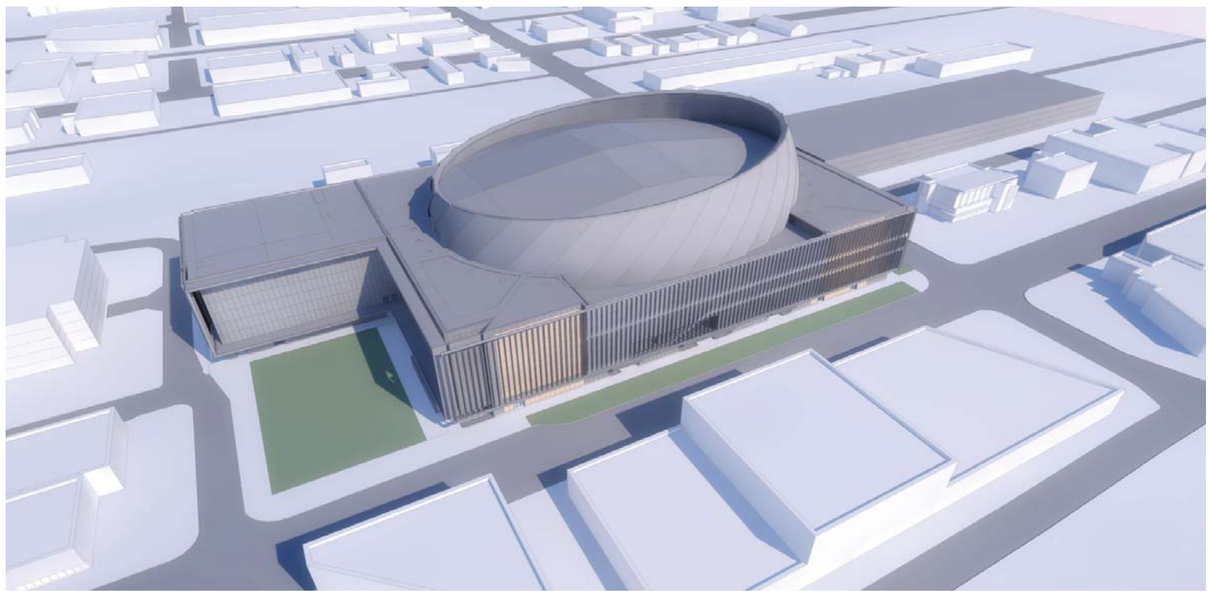
URBAN MERIT

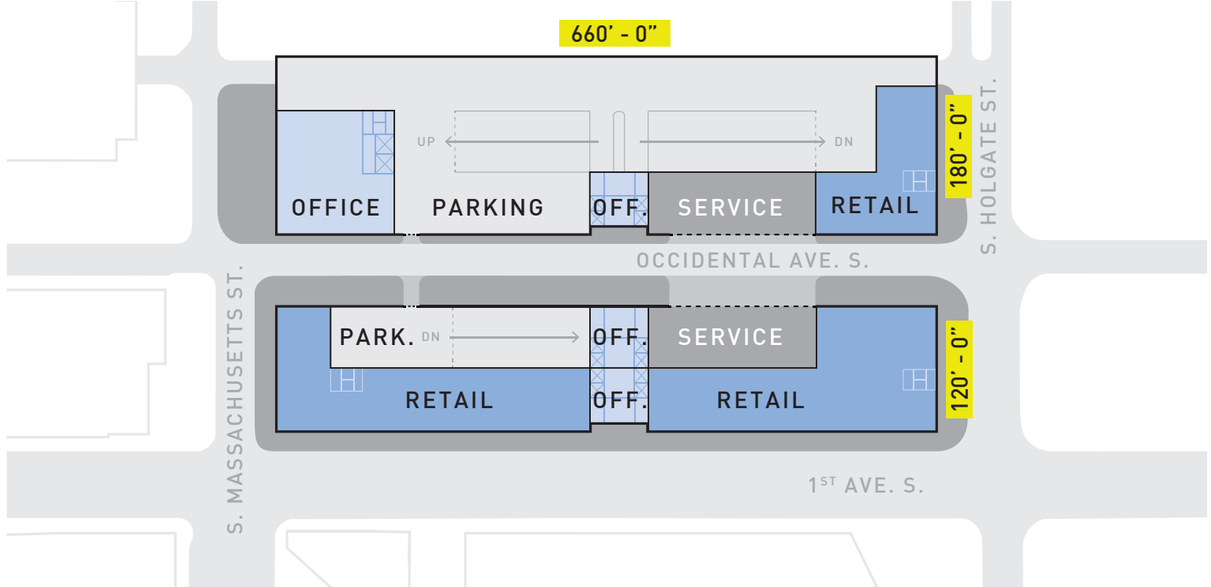
PROPOSAL COMPARISON

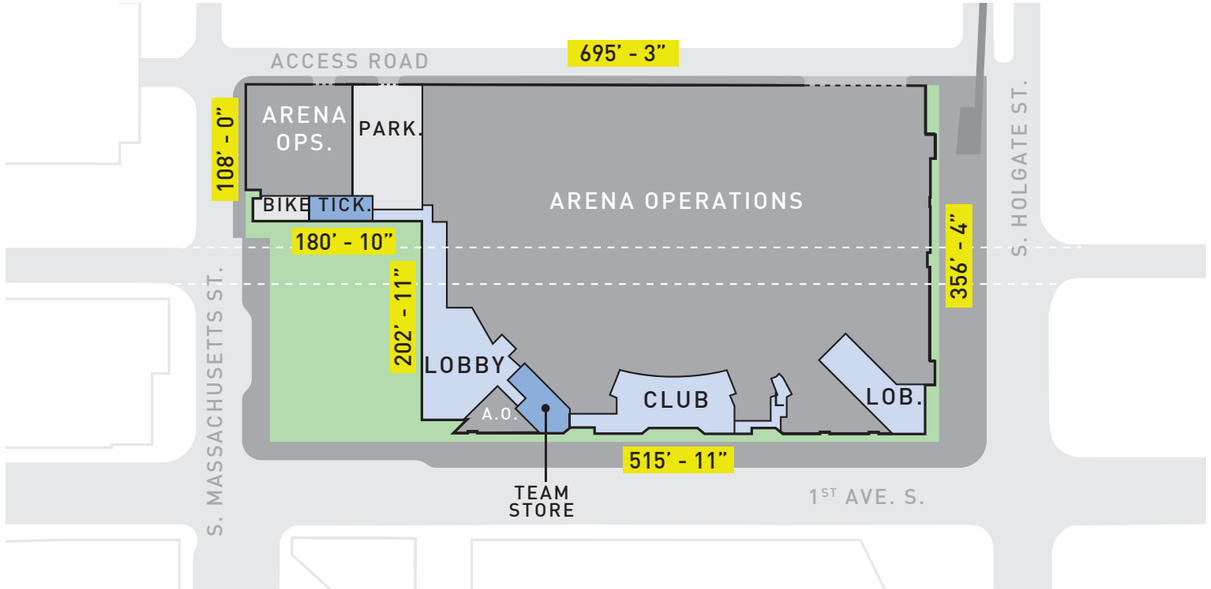


1 NO STREET VACATION



2 FULL STREET VACATION





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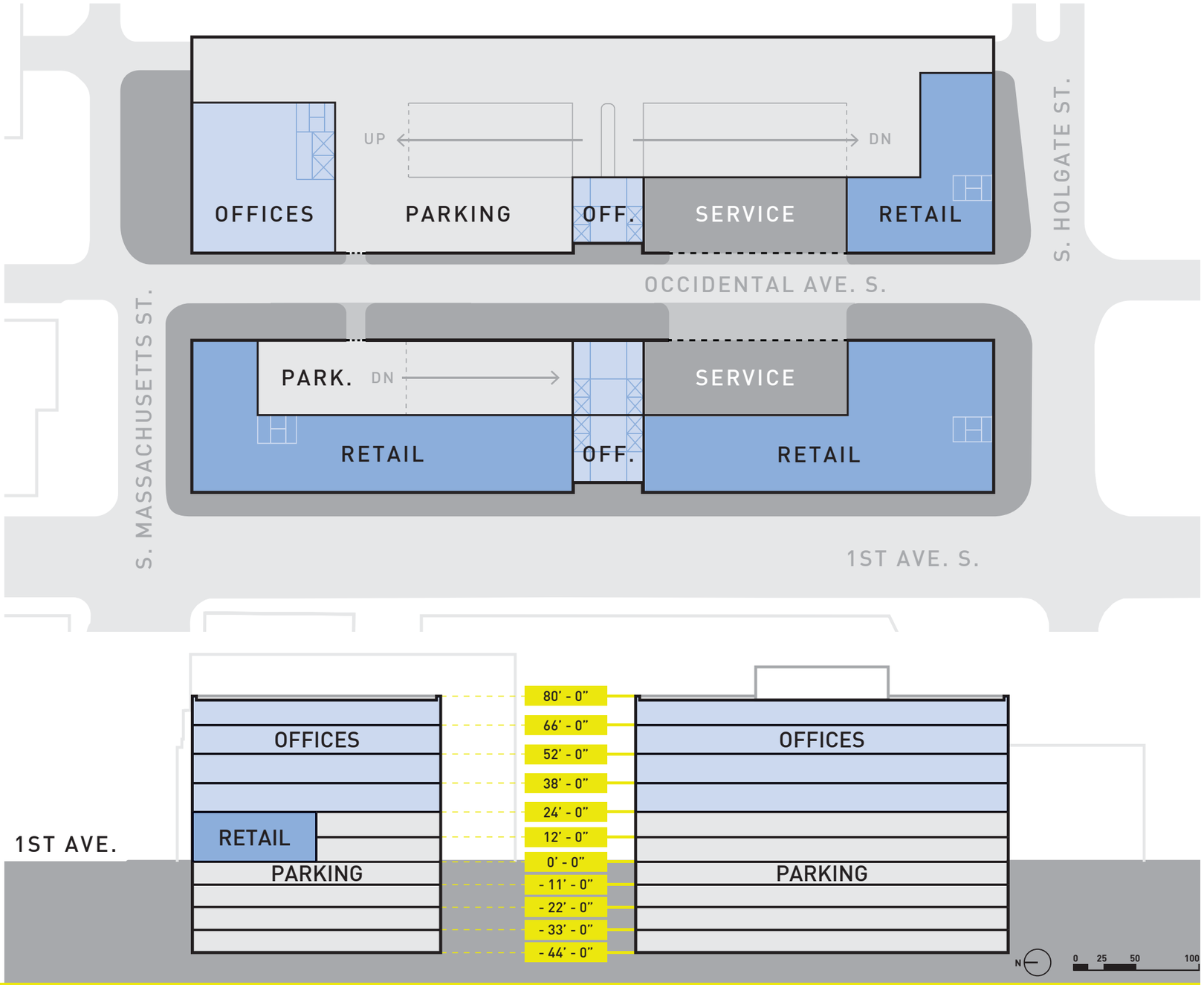
NO STREET VACATION

PROS

+ Allows for nearly continuous retail street front;
+ Continues lower scale buildings similar to the existing urban context;
+ Provides on-site parking for its function.

CONS

- Does not allow for an 18,000 – 20,000 seat Multi-Purpose Arena, to be built in the stadium overlay district;
- Does not provide for large public open space;
- Creates additional peak hour traffic volumes;
- Easterly building shades westerly building in the morning, westerly building shades easterly building in the afternoon;
- Utilities may not require significant upgrades and will not require under-ground routing;
- The cost of adding four levels of underground parking may be high given water cabling conditions;
- Significant parking both above and below ground drives down SAR on the property, affecting projected returns for developers.



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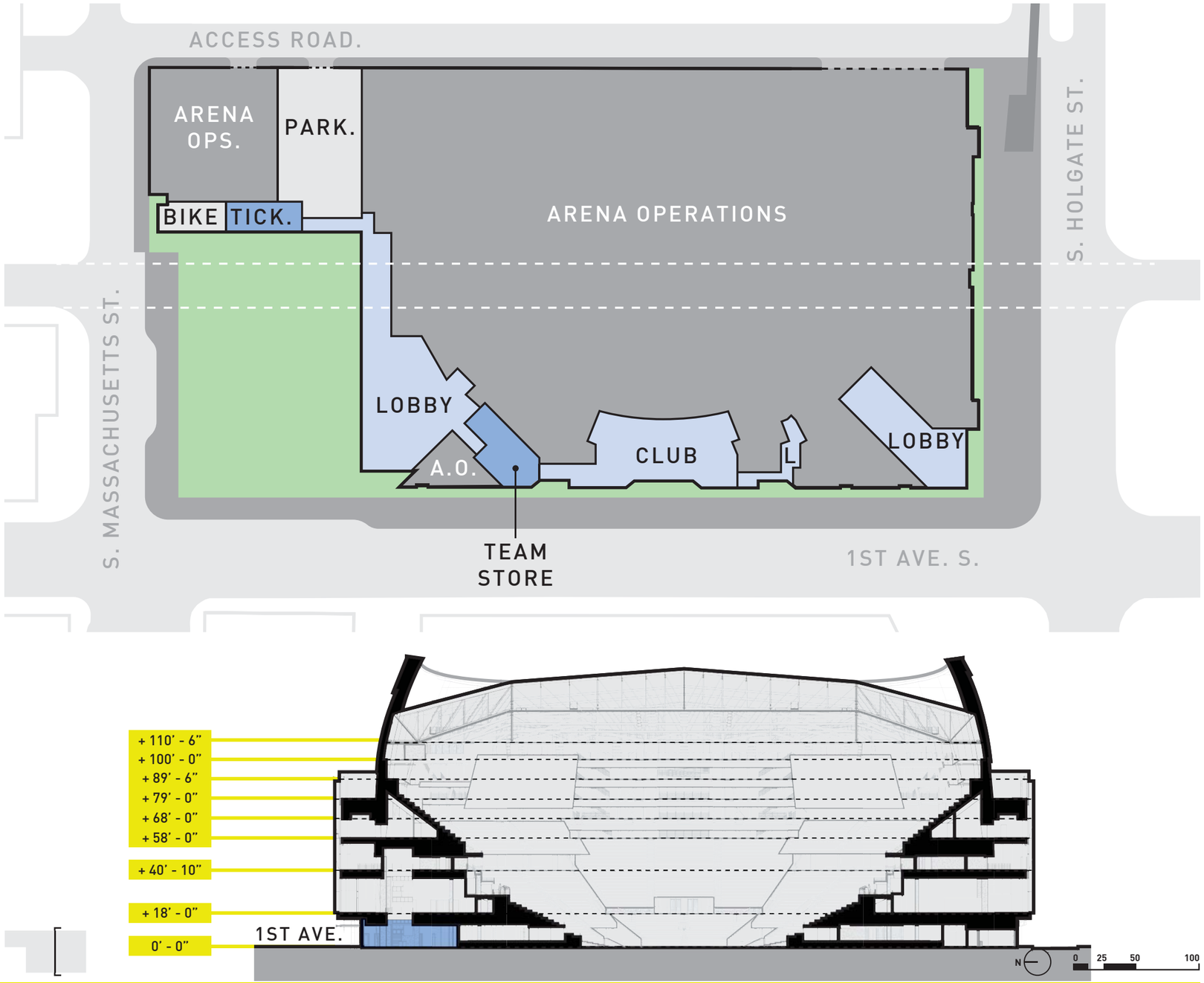
FULL STREET VACATION

PROS

+ Allows for a site large enough for an 18,000 – 20,000 seat multi-purpose arena in the one area of Seattle that is proven to comfortably handle an arena facility;
+ Provides large public open space which does not currently exist in the SODO District;
+ Provides monumental civic building while reinforcing the datum of the surrounding urban context buildings;
+ Building does not shade neighboring buildings;
+ Utilities are upgraded, and placed underground;
+ Provides private access road that enhances traffic flow from Safeco Field garage;
+ Provides consolidated service access on private access road;
+ Provides pedestrian bridge over Holgate assisting in mitigation of rail/vehicular traffic conflicts.

CONS

- At grade event level program does not allow for continuous retail at the street.
- Creates surge traffic conditions, mostly at off-peak times.
- Parking distribution: access from parking east of the railroad tracks requires crossing tracks.
- Requires relocation of SCL transmission lines.



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NORTHWEST AERIAL

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HOLGATE & 1ST AVE

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1ST AVE LOOKING SOUTH

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OCCIDENTAL ST. LOOKING SOUTH

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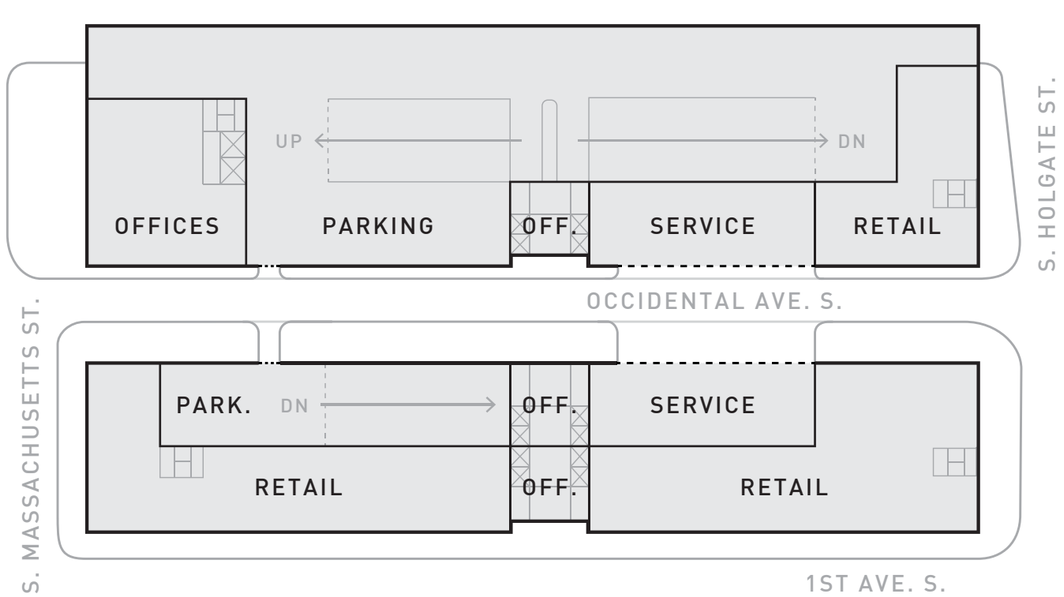
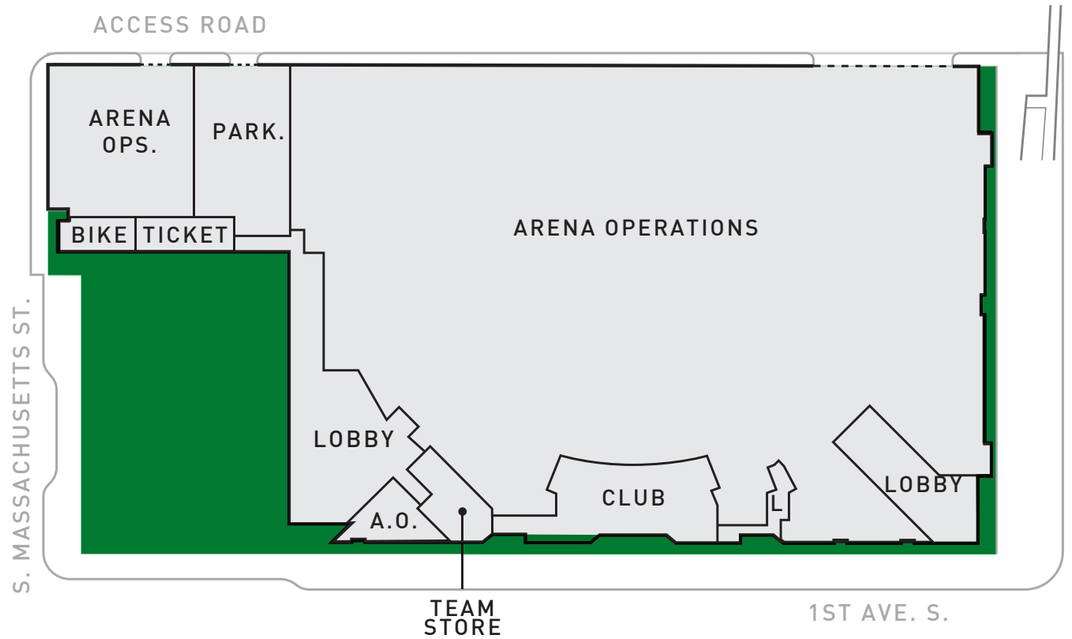
OPEN SPACE COMPARISON



NO STREET VACATION



FULL STREET VACATION

36,370 SF **PLAZA**

53,700 SF **TOTAL**

N 0 27.5 55 110

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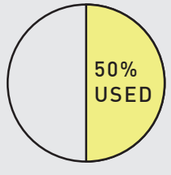
PLAZA PROGRAMMING

LUNCH

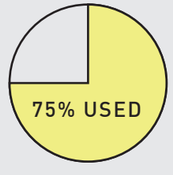
NON-GAME DAY
1-25 PEOPLE

FESTIVAL



NON-GAME DAY
100-500 PEOPLE

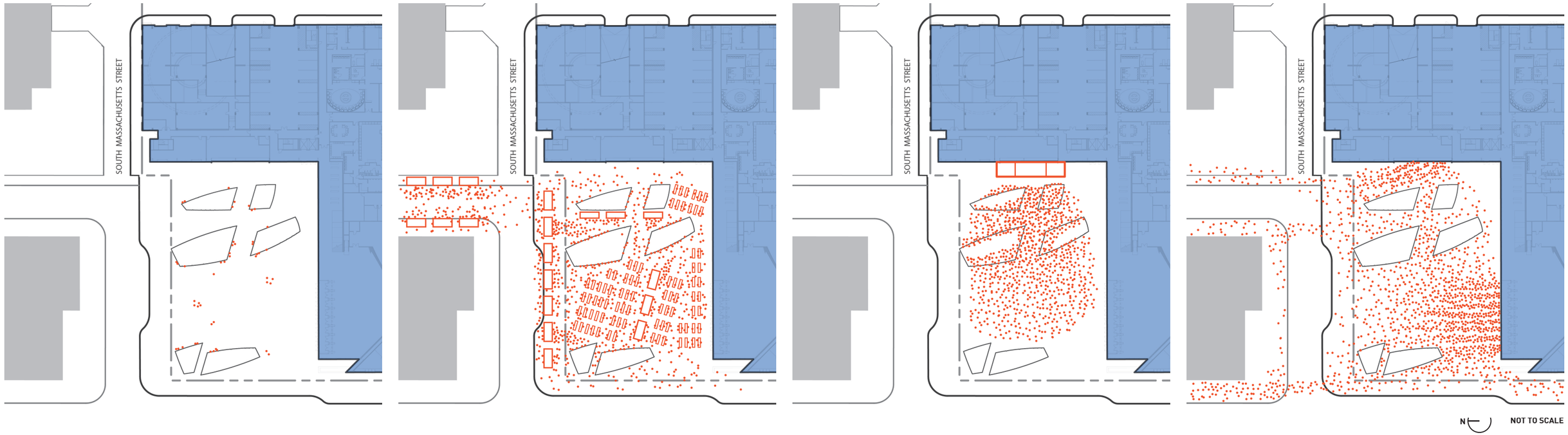
BIG SCREEN EVENT



NON-GAME DAY
500-800 PEOPLE

GAME DAY

GAME DAY
1000+ PEOPLE



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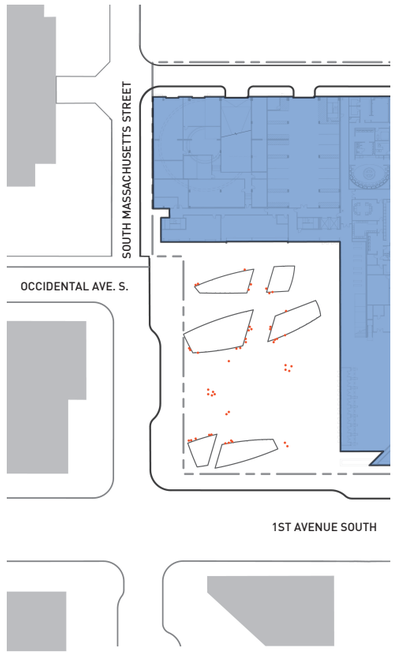
PLAZA PROGRAMMING

LUNCH



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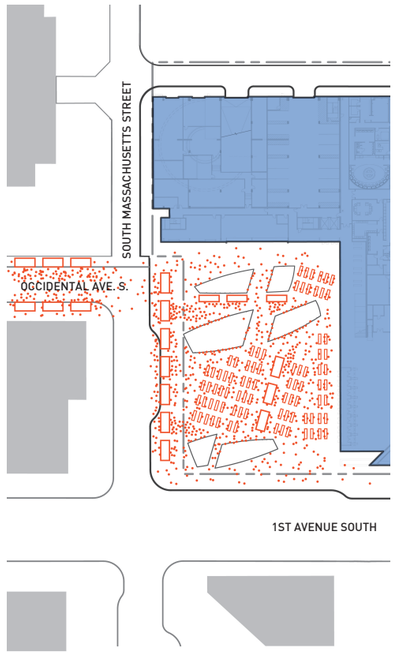
PLAZA PROGRAMMING

FESTIVAL



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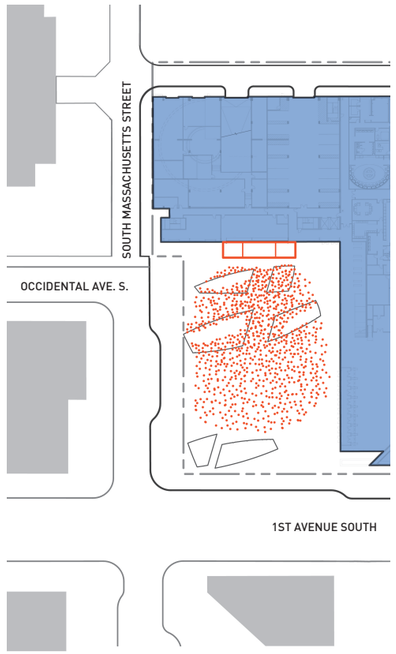
PLAZA PROGRAMMING

BIG SCREEN EVENT



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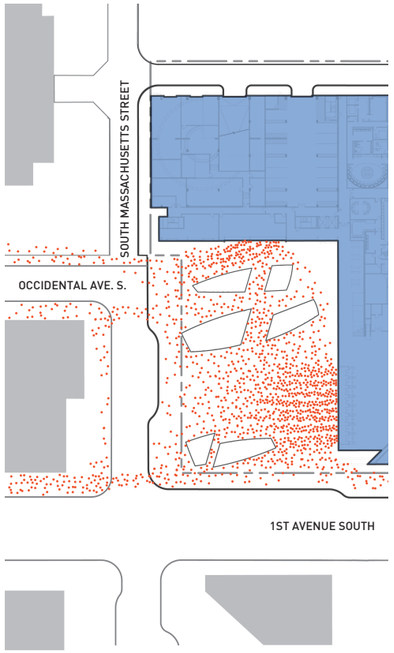
PLAZA PROGRAMMING

GAME DAY



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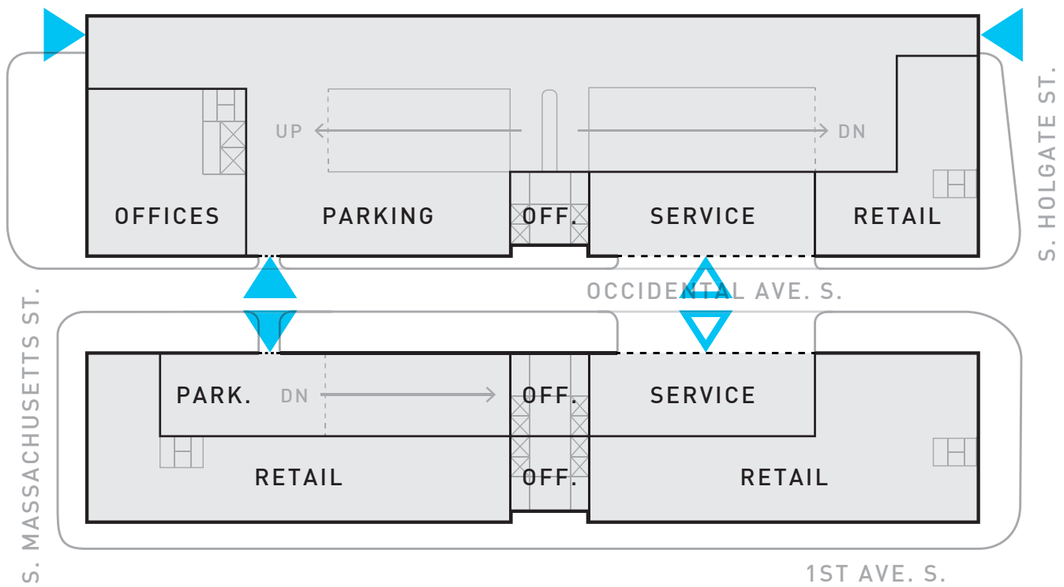
ACCESS COMPARISON

CAR

LEGEND

PARKING GARAGE ENTRY/EXIT

SERVICE ENTRY/EXIT



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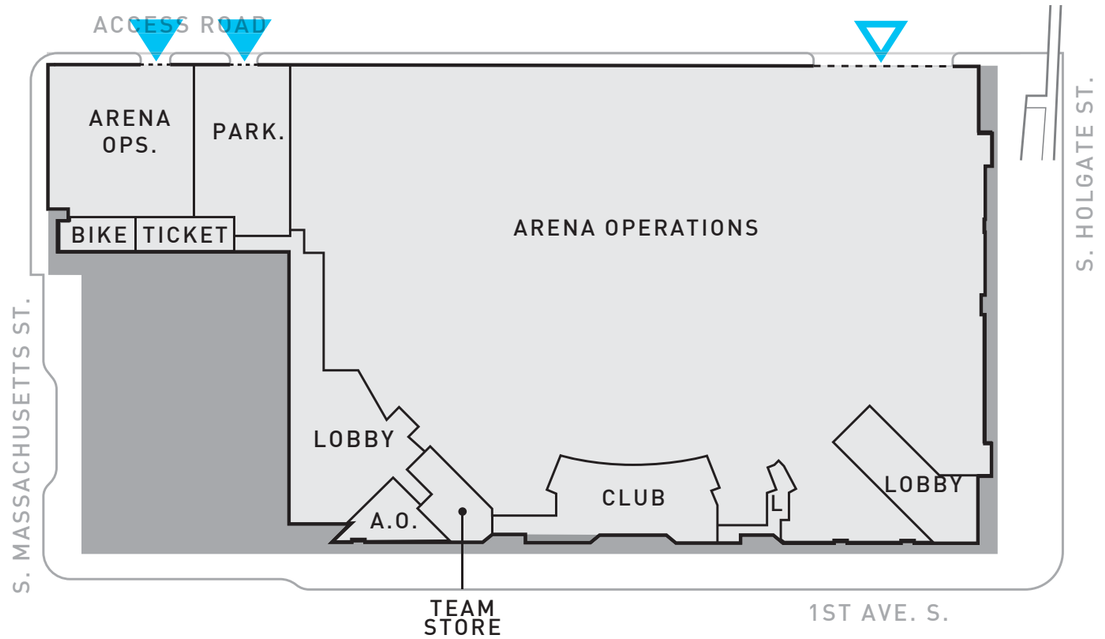

FULL STREET VACATION

N

0 27.5 55 110

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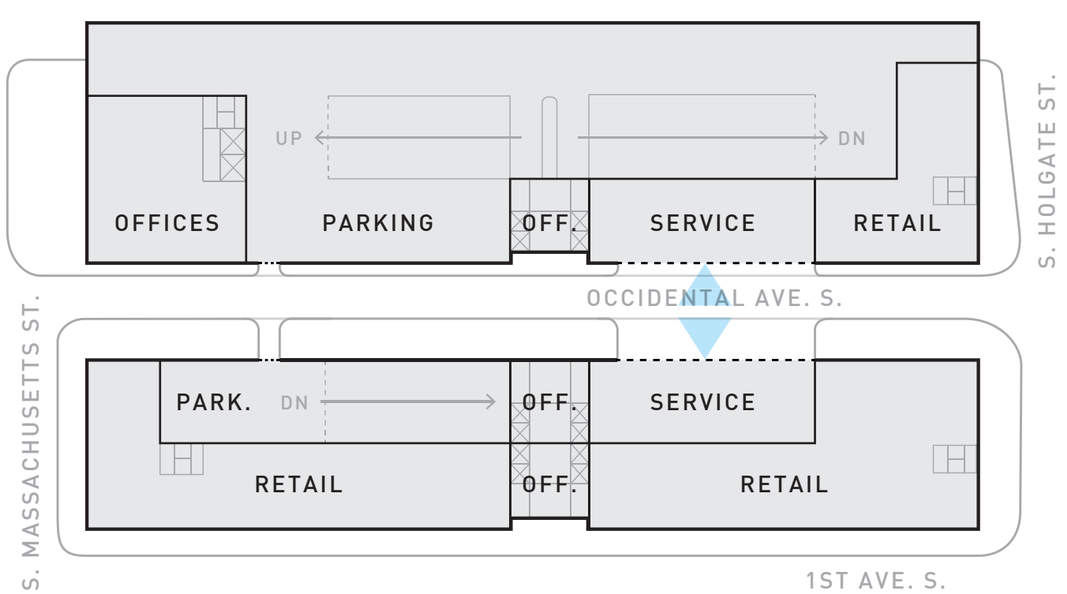
ACCESS COMPARISON

SERVICE VEHICLE

LEGEND

SERVICE ENTRY/EXIT



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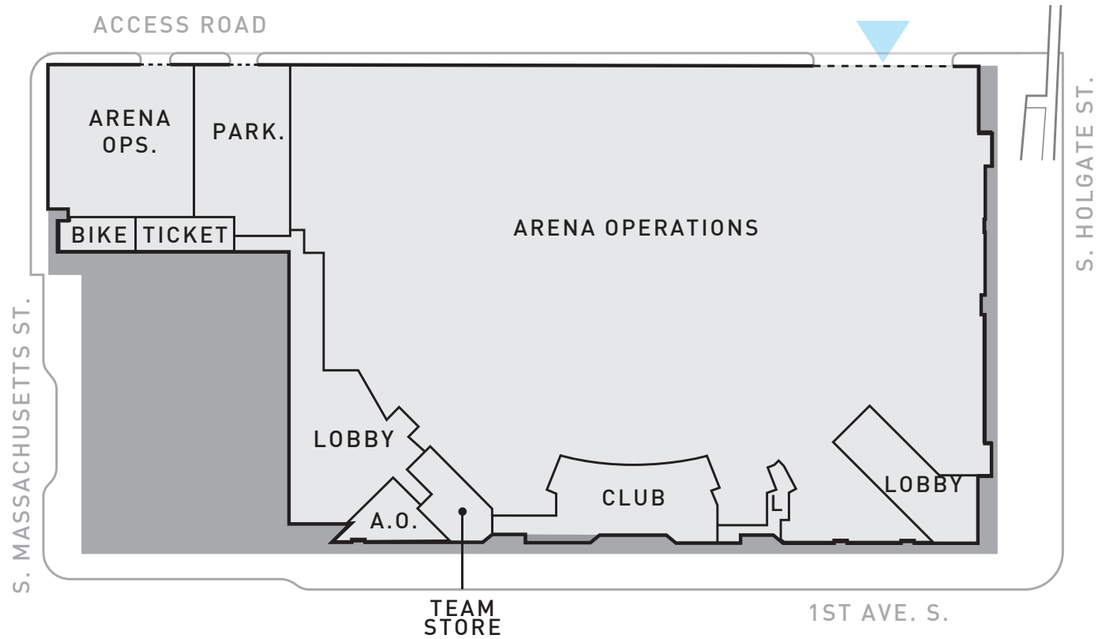

FULL STREET VACATION

N

0 27.5 55 110

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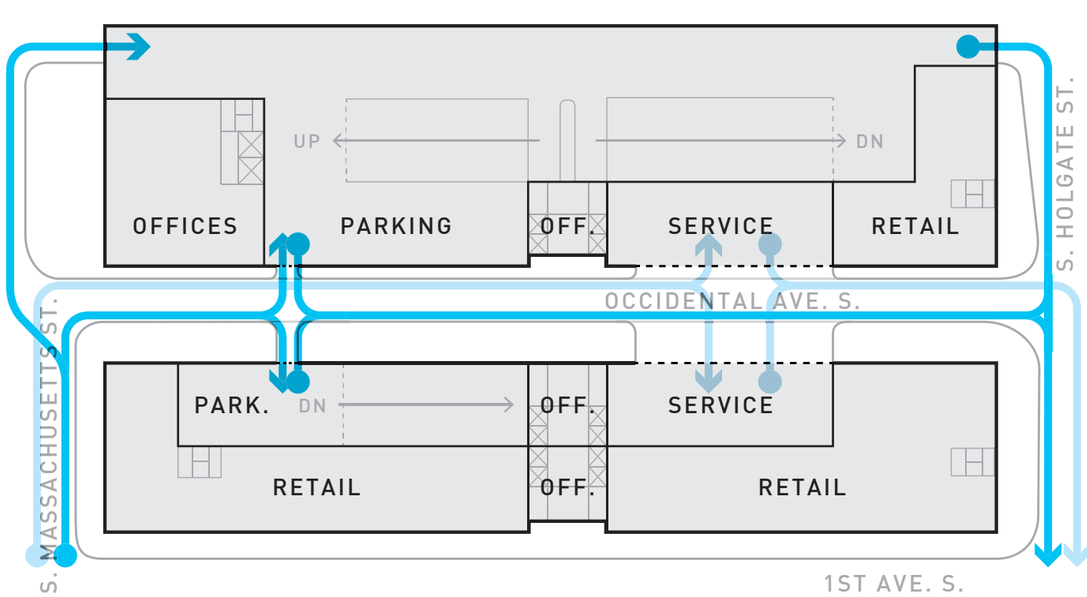
CIRCULATION COMPARISON

VEHICULAR

LEGEND

CARS

SERVICE VEHICLES



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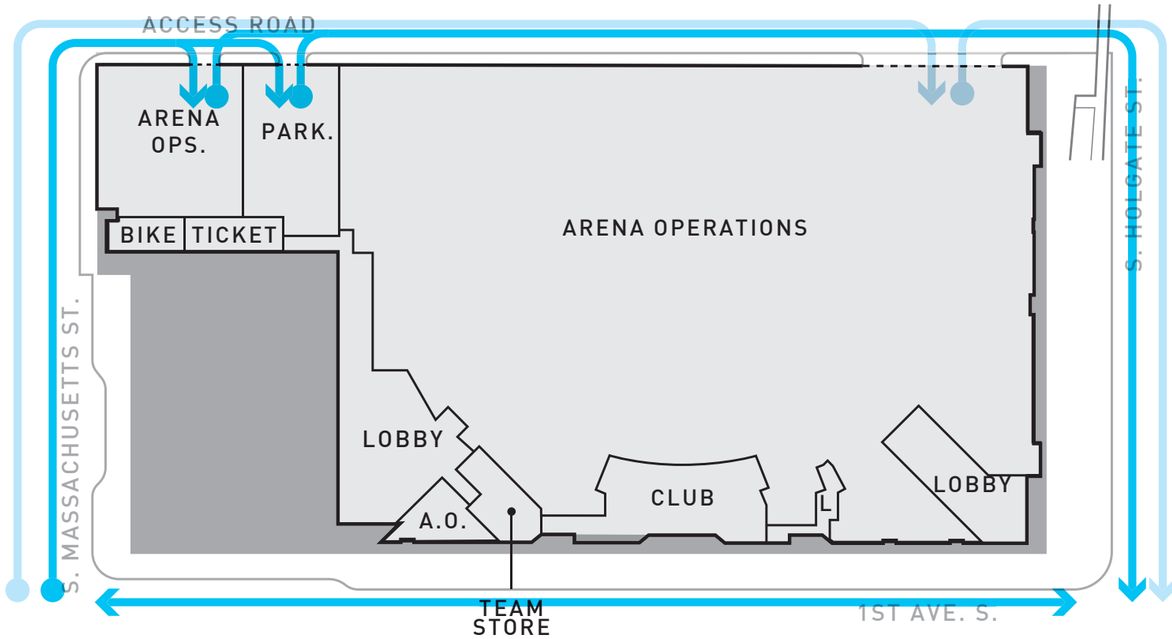

FULL STREET VACATION

N

0 27.5 55 110

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ACCESS COMPARISON

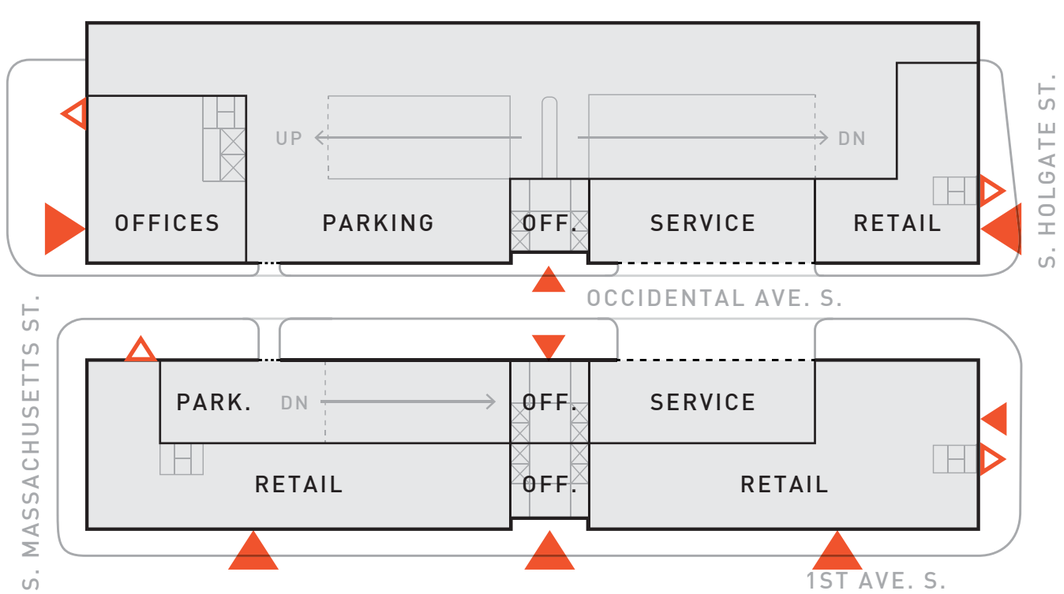
PEDESTRIAN

LEGEND

PRIMARY ENTRANCES

SECONDARY ENTRANCES

EGRESS ONLY



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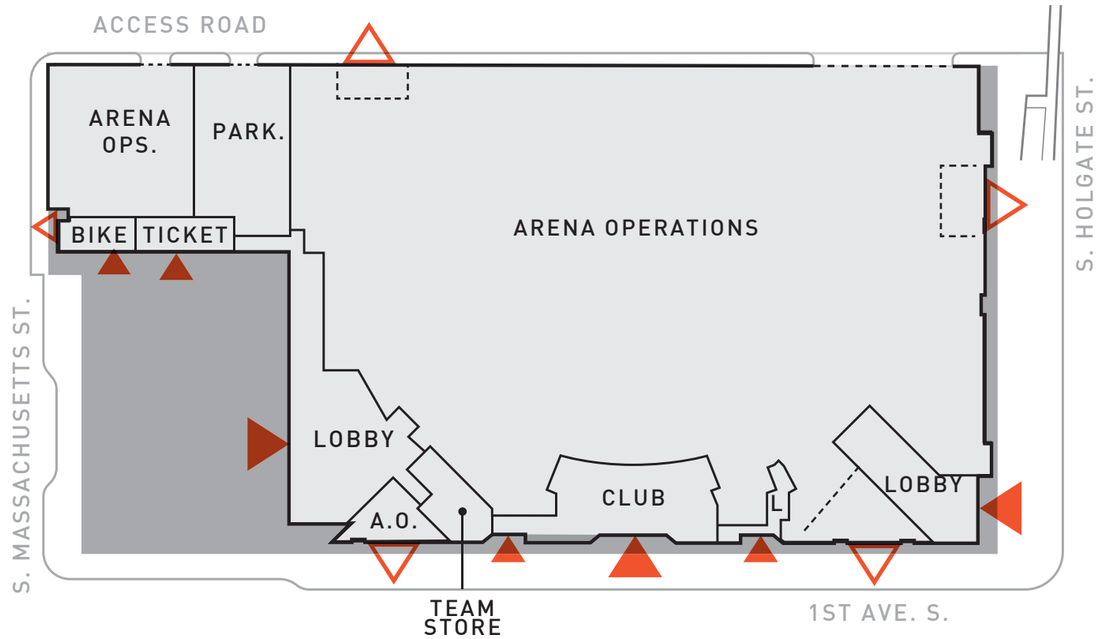

FULL STREET VACATION

N

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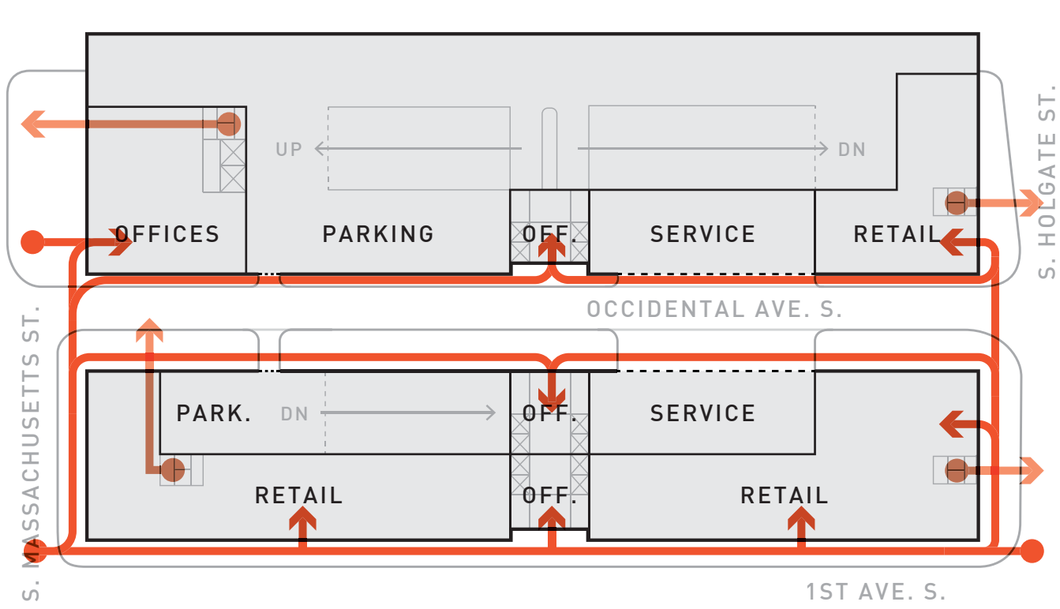
CIRCULATION COMPARISON

PEDESTRIAN

LEGEND

PATH

EGRESS ONLY



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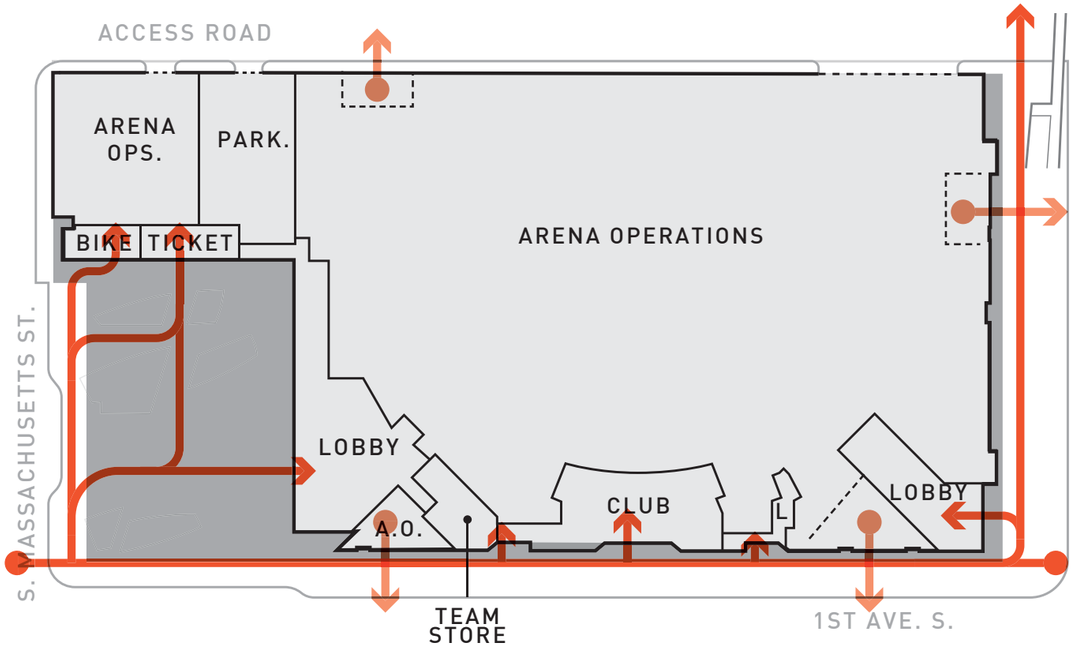

FULL STREET VACATION

N

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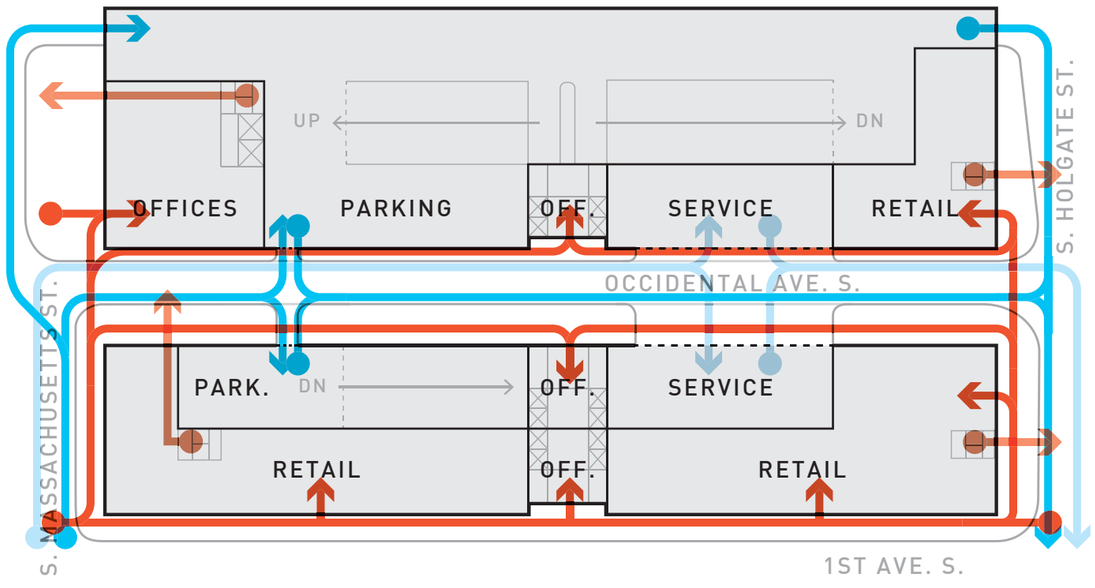
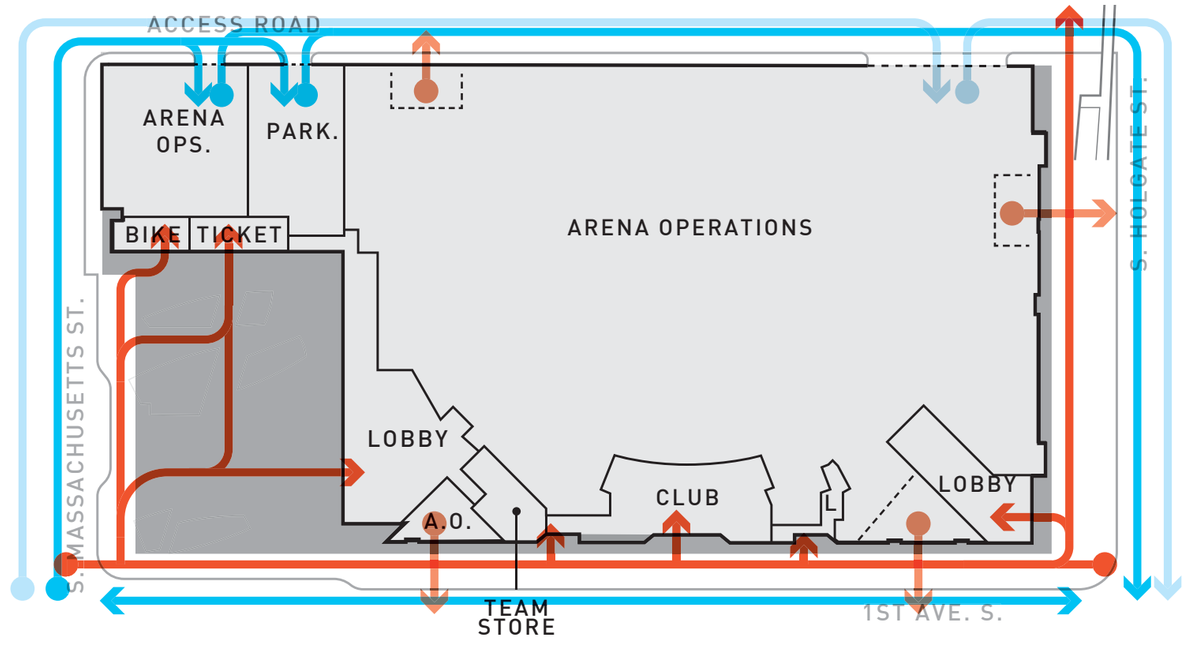
CIRCULATION COMPARISON

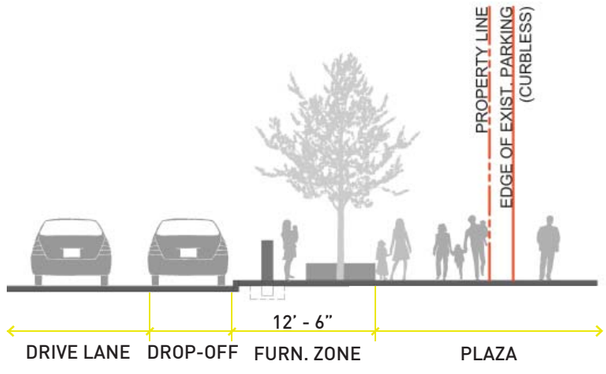
STREET SECTION



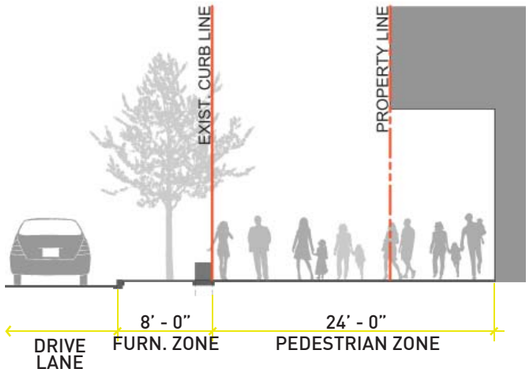


NO STREET VACATION

MASSACHUSETTS STREET SECTION

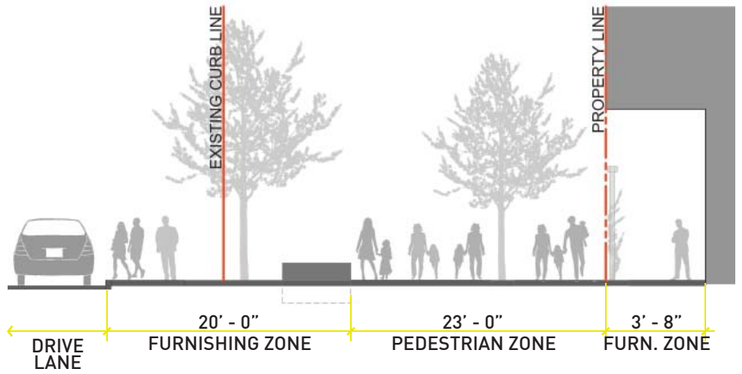


1ST AVENUE SECTION

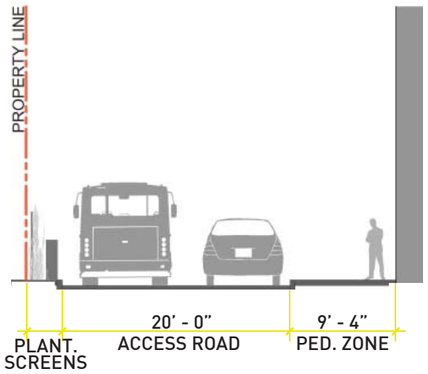


FULL STREET VACATION

HOLGATE STREET SECTION



ACCESS ROAD SECTION



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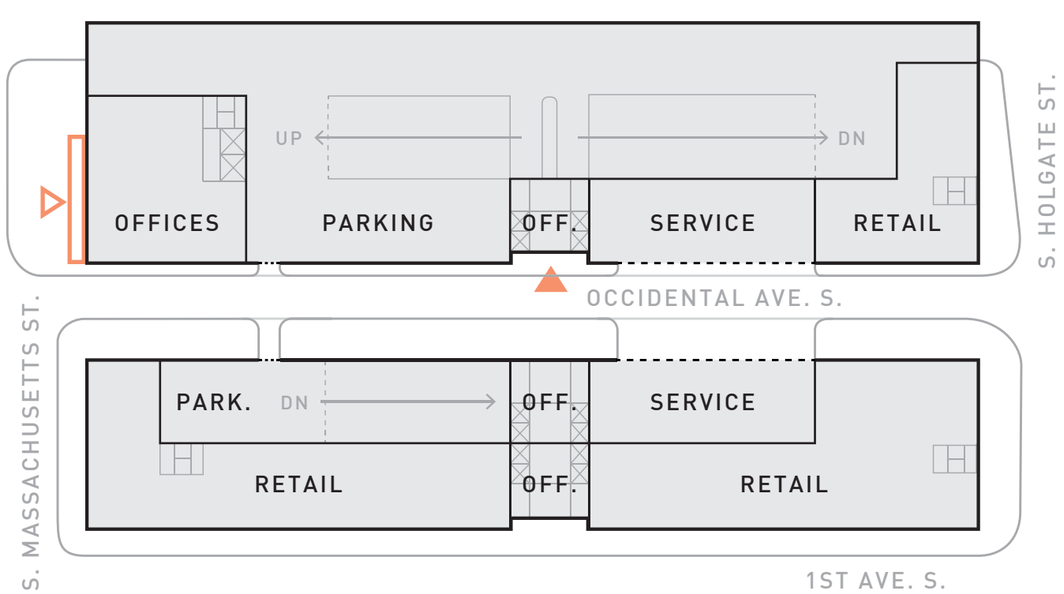
ACCESS COMPARISON

BIKE

LEGEND

STREET BIKE PARKING LOCATION & ACCESS

LONG-TERM GARAGE BIKE PARKING LOCATION & ACCESS



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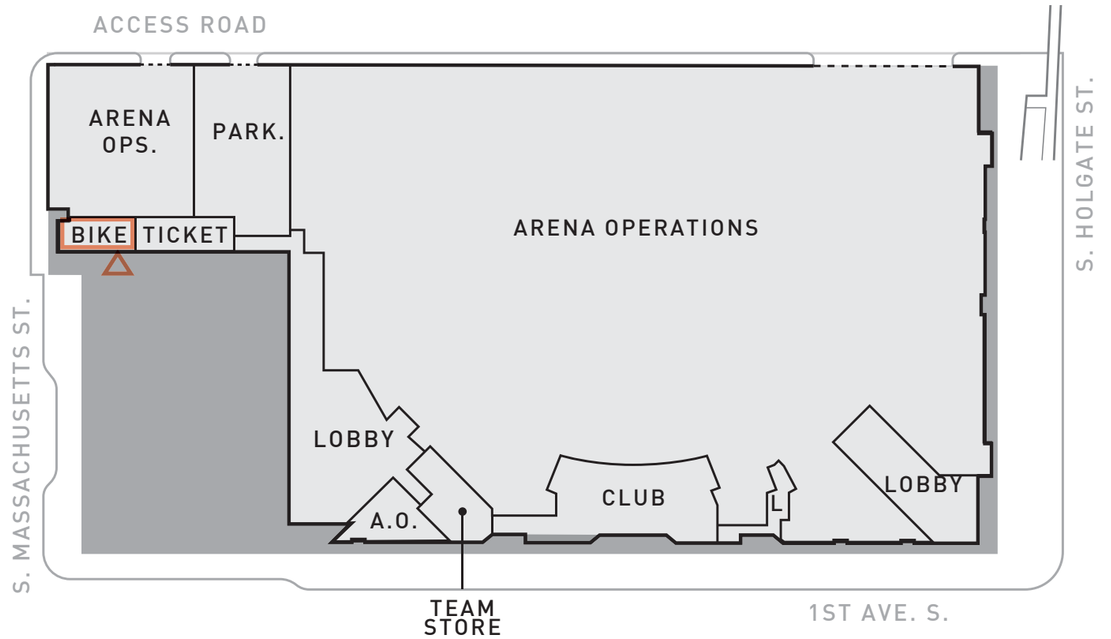

FULL STREET VACATION

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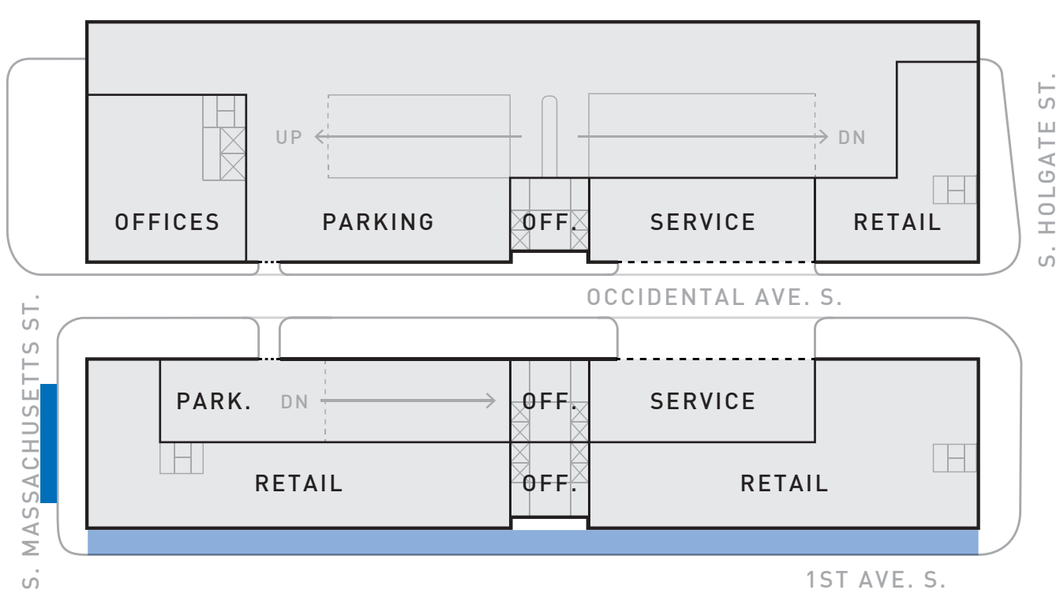
CIRCULATION COMPARISON

DROP-OFF

LEGEND

DROP-OFF

PARKING LANE TO BE CONVERTED TO IMPROVED PEDESTRIAN RIGHT OF WAY PER SDOT REQUEST



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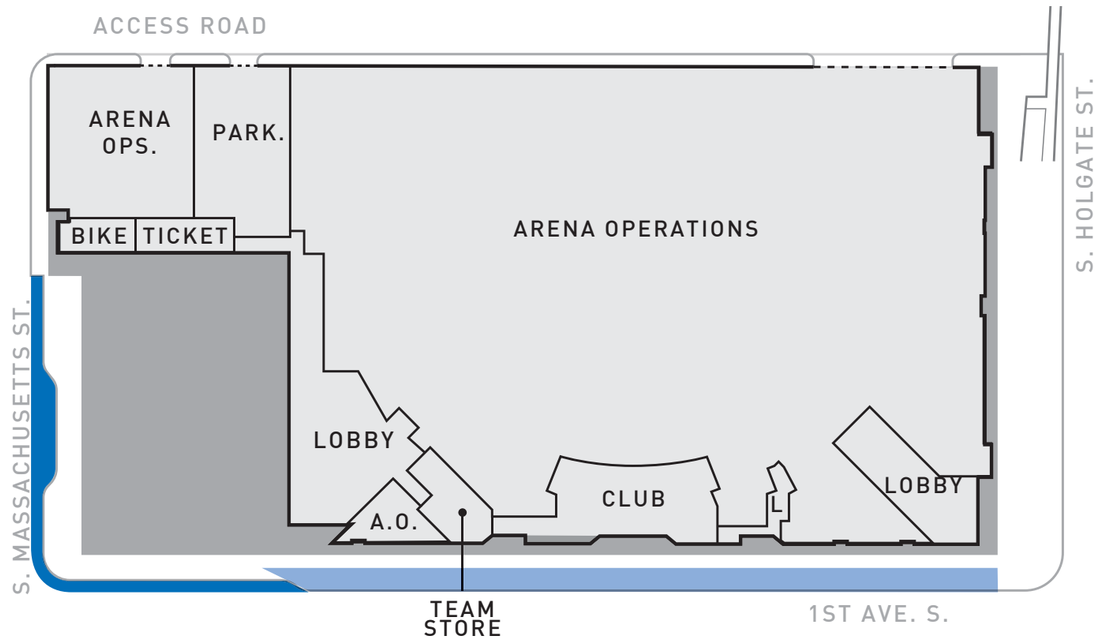

FULL STREET VACATION

N

0 27.5 55 110

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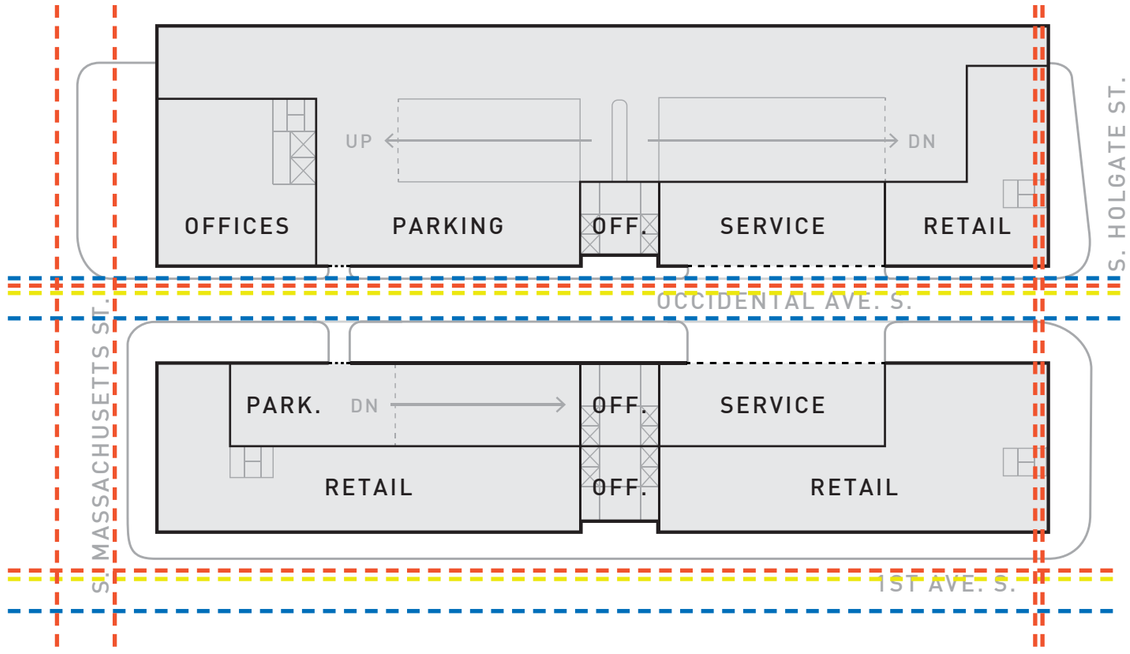
DRY UTILITIES COMPARISON

FIBER OPTIC — UNDERGROUND — OVERHEAD

POWER — UNDERGROUND — OVERHEAD

COMMUNICATIONS — UNDERGROUND — OVERHEAD



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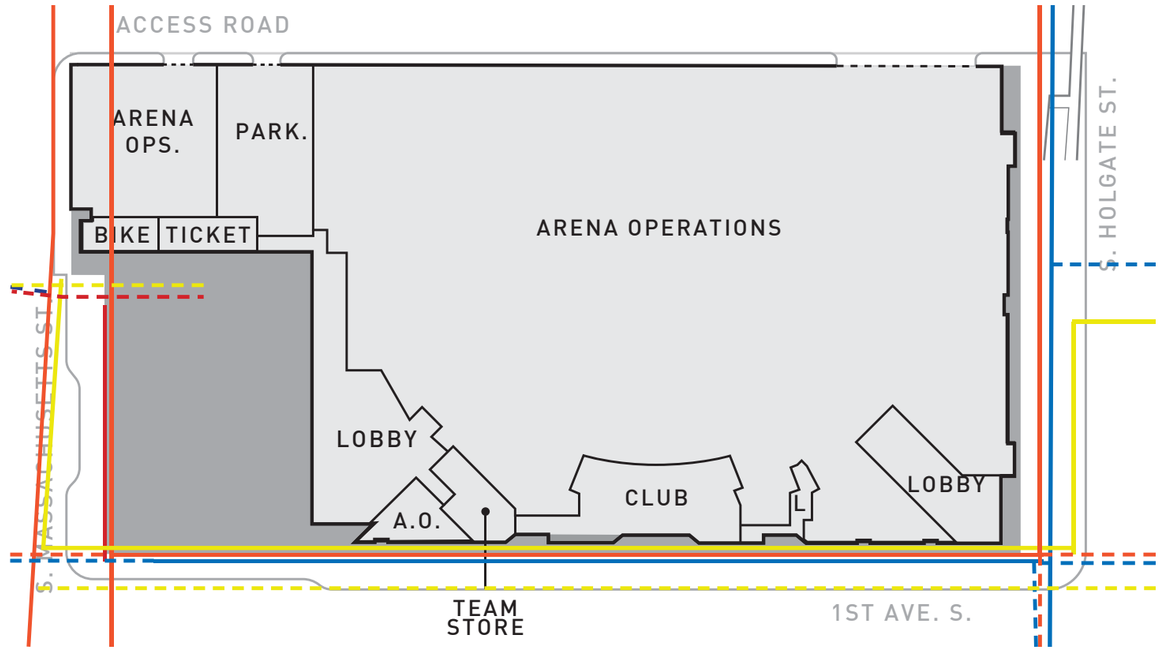

FULL STREET VACATION

N

0 27.5 55 110

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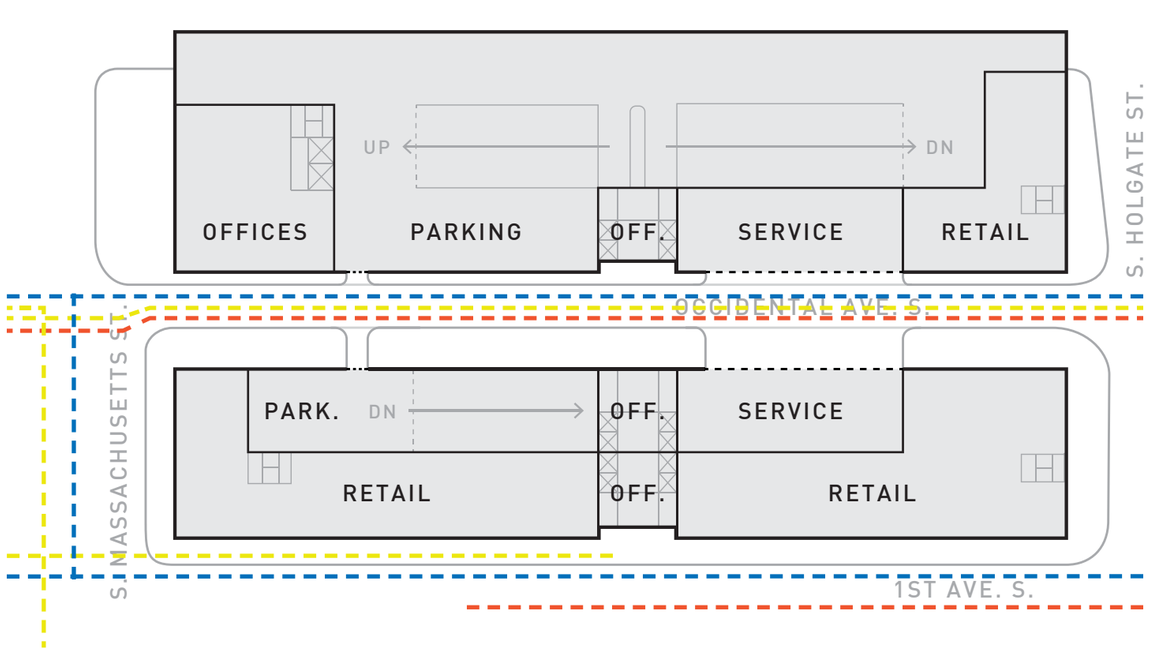
WET UTILITIES COMPARISON

COMBINED SEWER — UNDERGROUND — OVERHEAD
GAS — UNDERGROUND — OVERHEAD
WATER — UNDERGROUND — OVERHEAD



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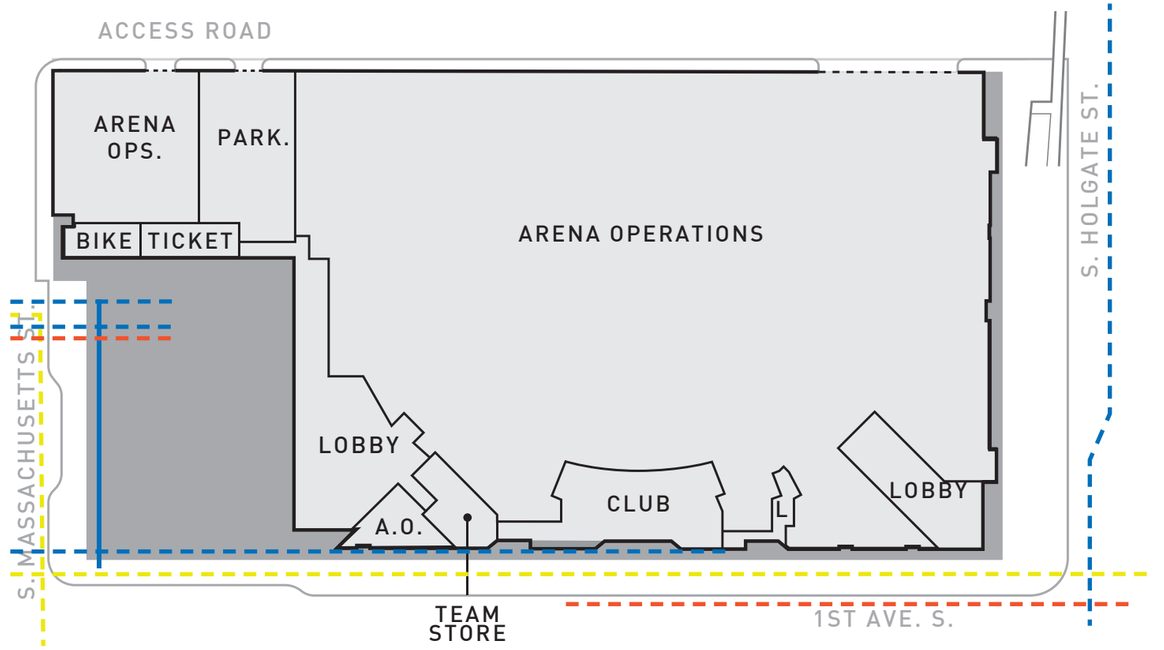

FULL STREET VACATION

N
0 27.5 55 110

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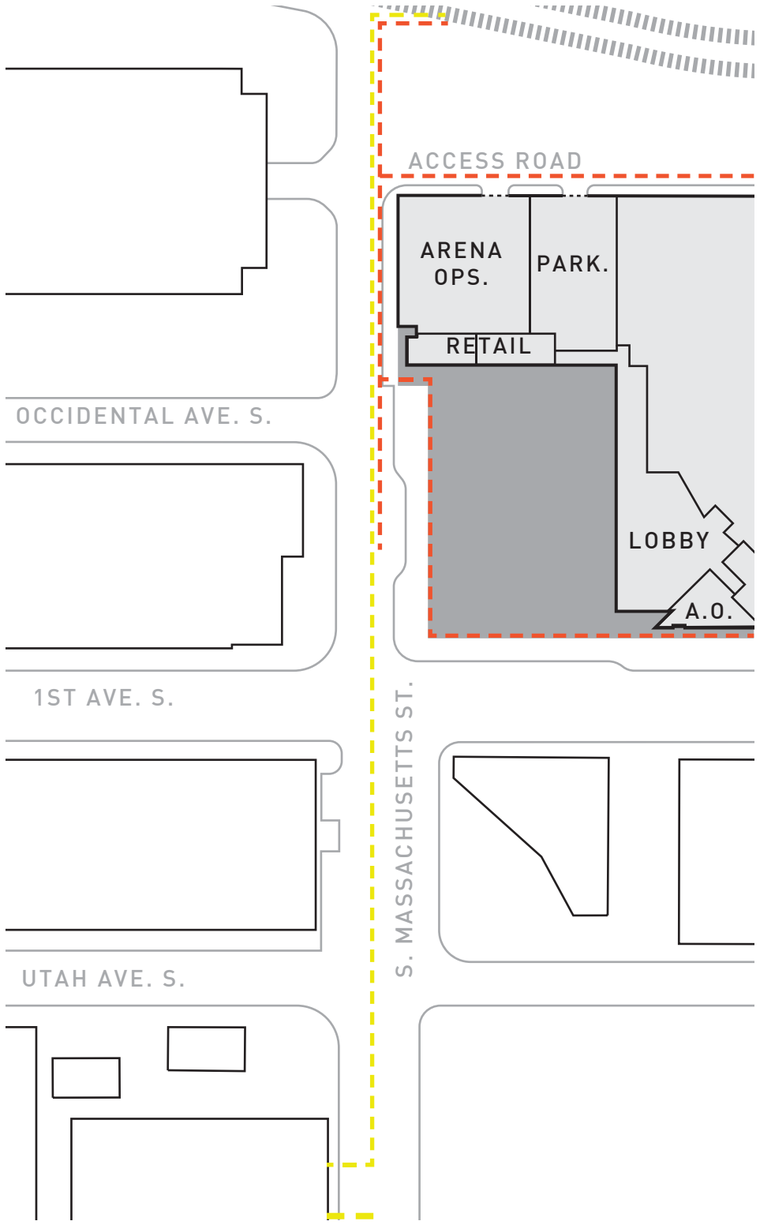
SCL TRANSMISSION

COMBINED SEWER
UNDERGROUND OVERHEAD

WATER
UNDERGROUND OVERHEAD

POWER
UNDERGROUND OVERHEAD

FIBER OPTIC
UNDERGROUND OVERHEAD



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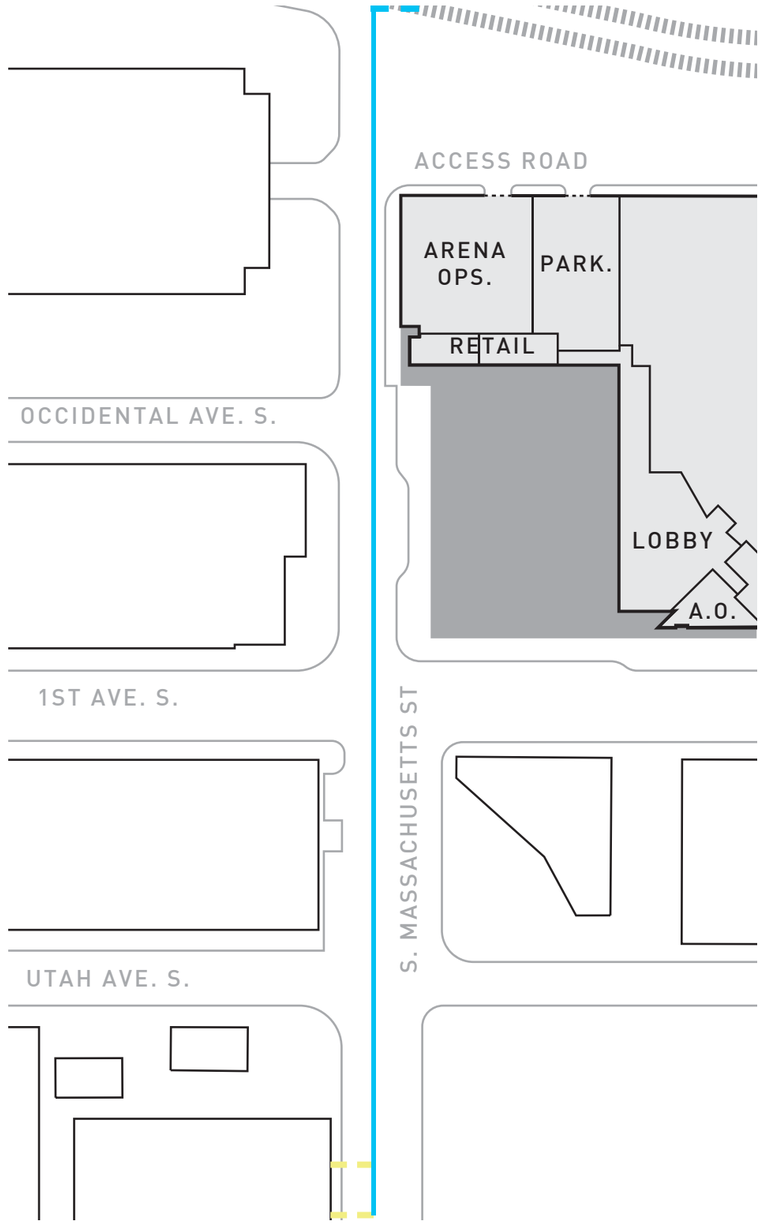
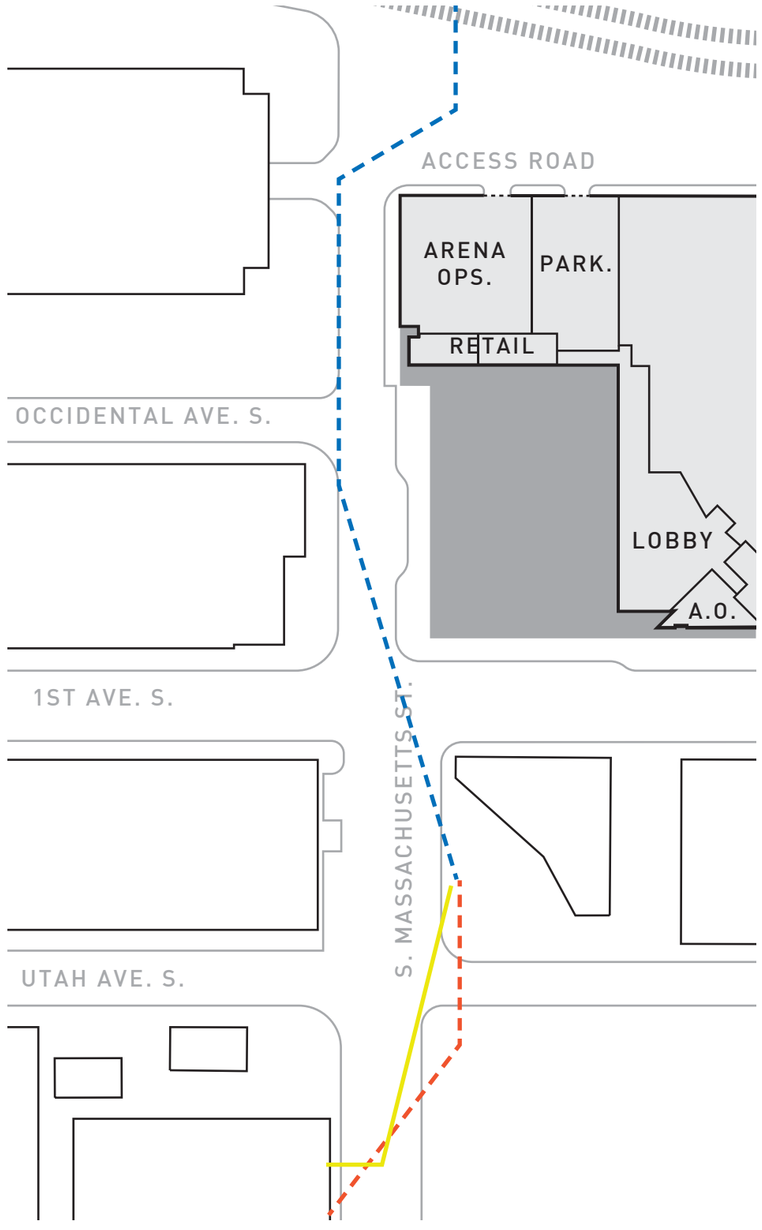


OPTION 2



OPTION 3

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BROADCAST TRUCKS

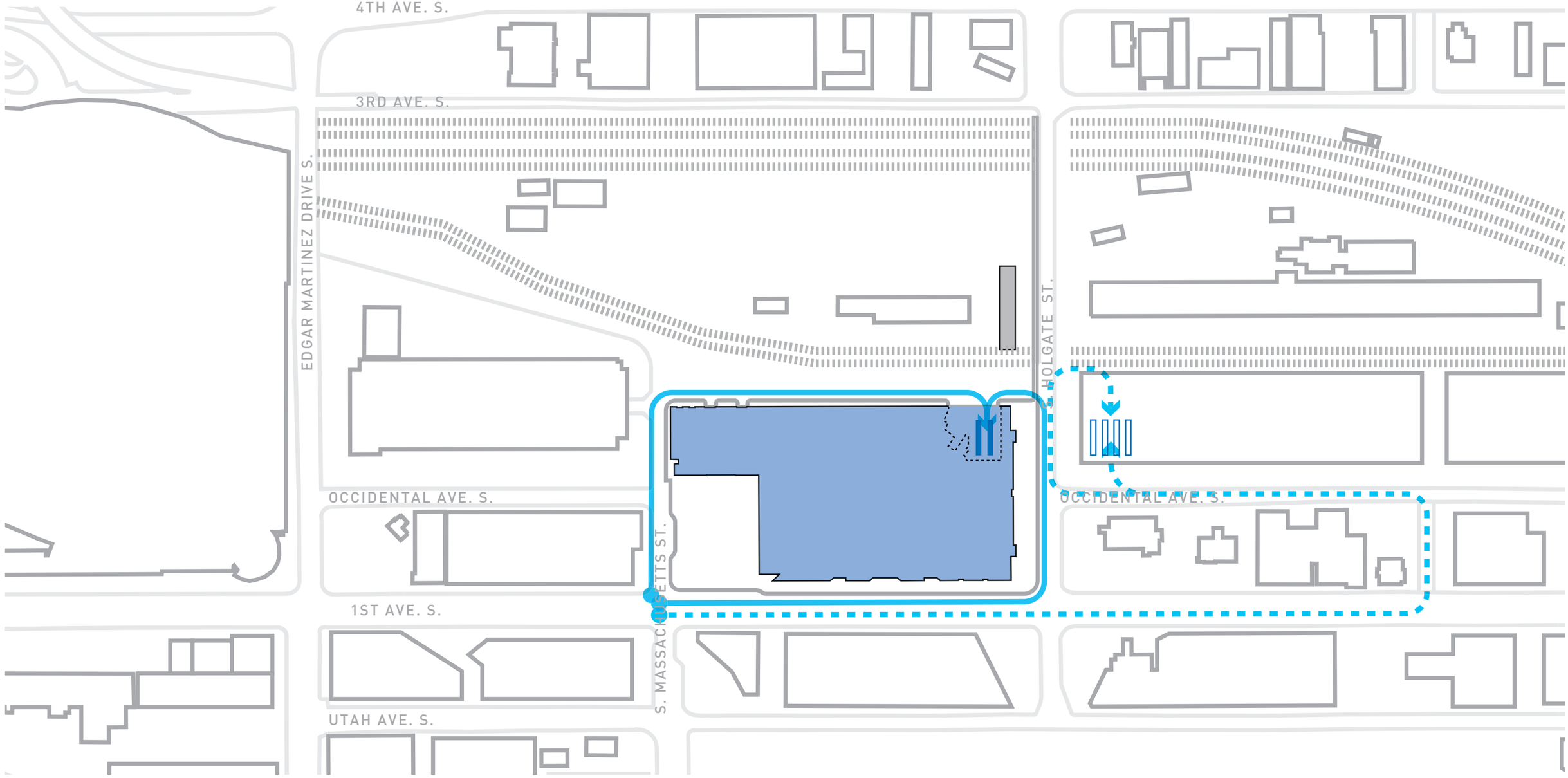
LEGEND

PRIMARY APPROACH

SECONDARY APPROACH

PRIMARY BROADCAST TRUCKS

AUXILIARY BROADCAST TRUCKS



SiteWorkshop LANDSCAPE ARCHITECTURE

SEATTLE DESIGN COMMISSION

APRIL 16TH 2015

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PEDESTRIAN BRIDGE

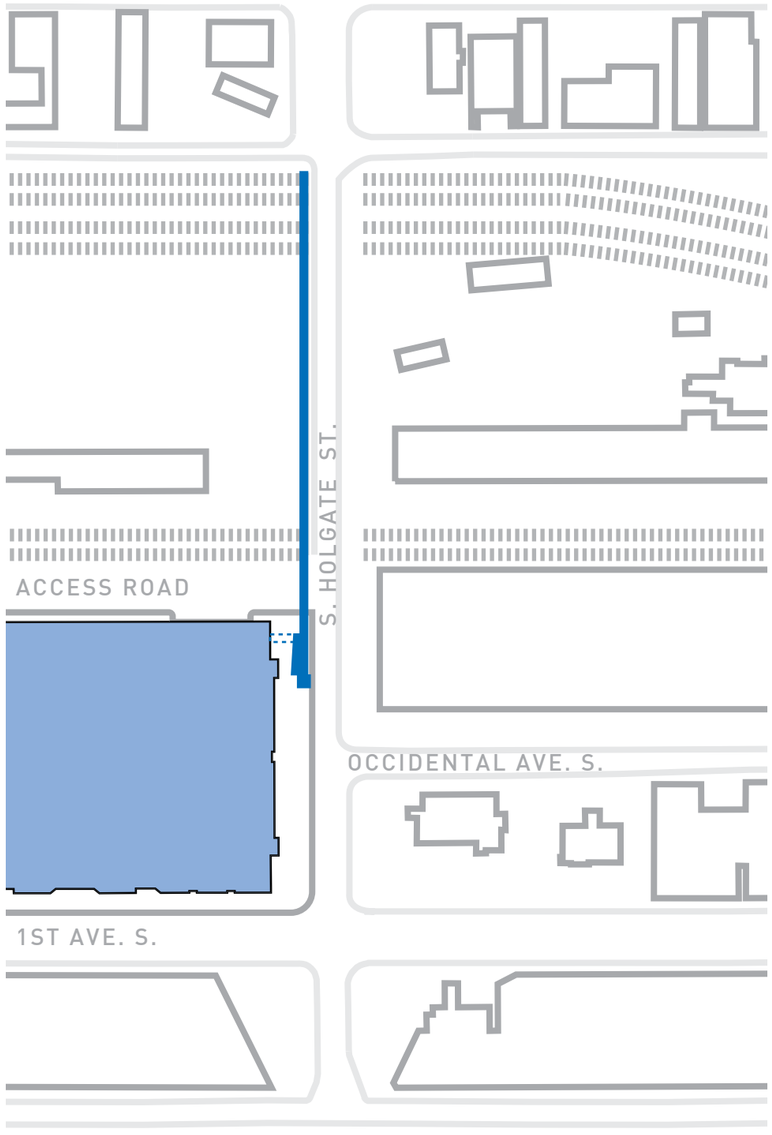
LEGEND

PEDESTRIAN BRIDGE: NO-TOUCH OPTION

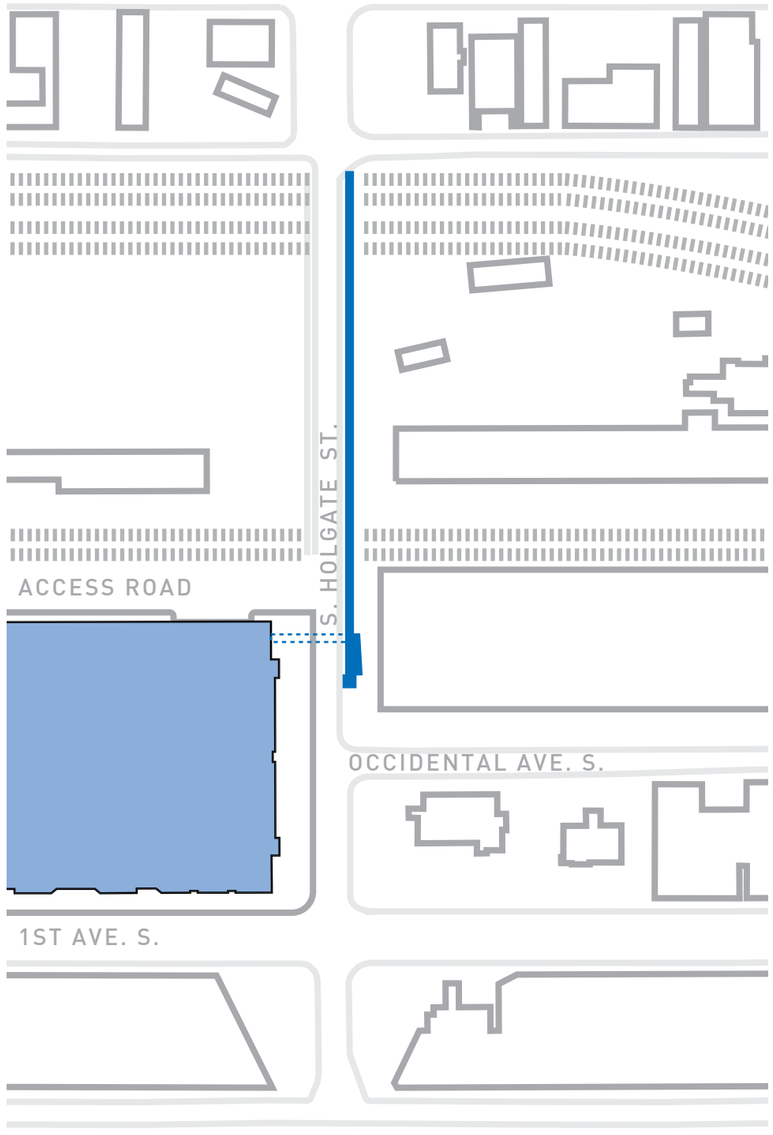
PEDESTRIAN BRIDGE: TOUCH OPTION

N

0 50 100 200



OPTION 1



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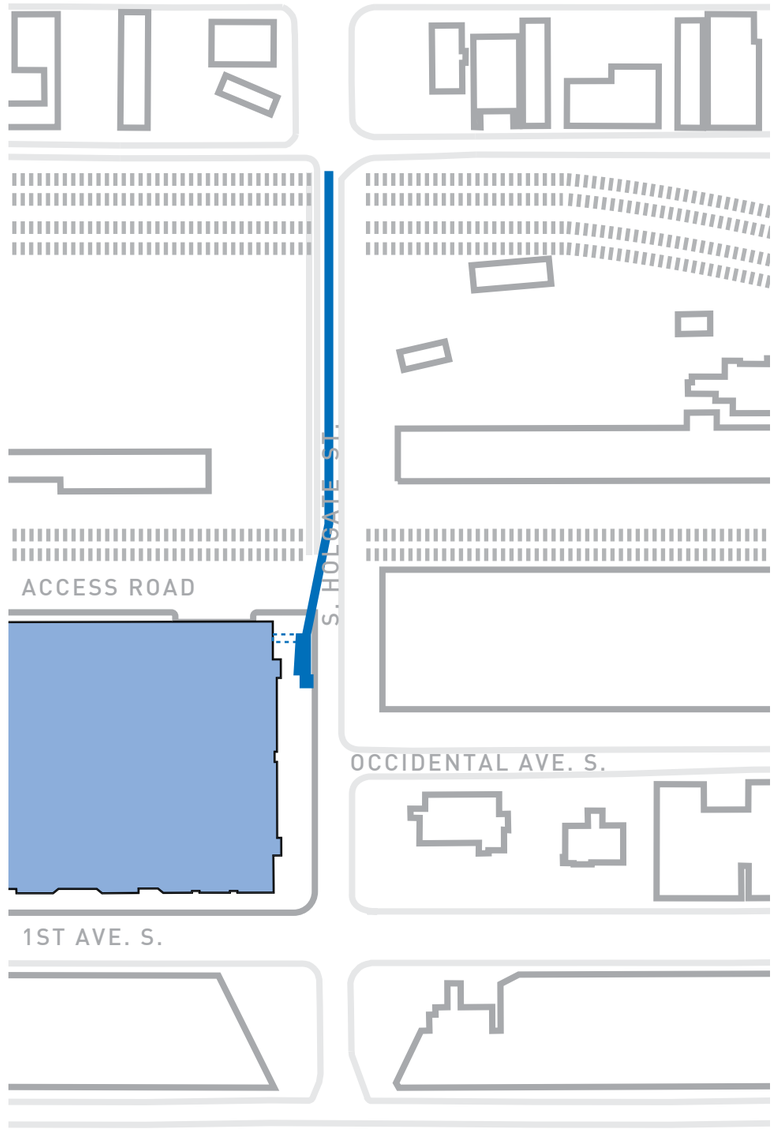

OPTION 3

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INTERIM SHUTTLE ROUTE

TO SITE

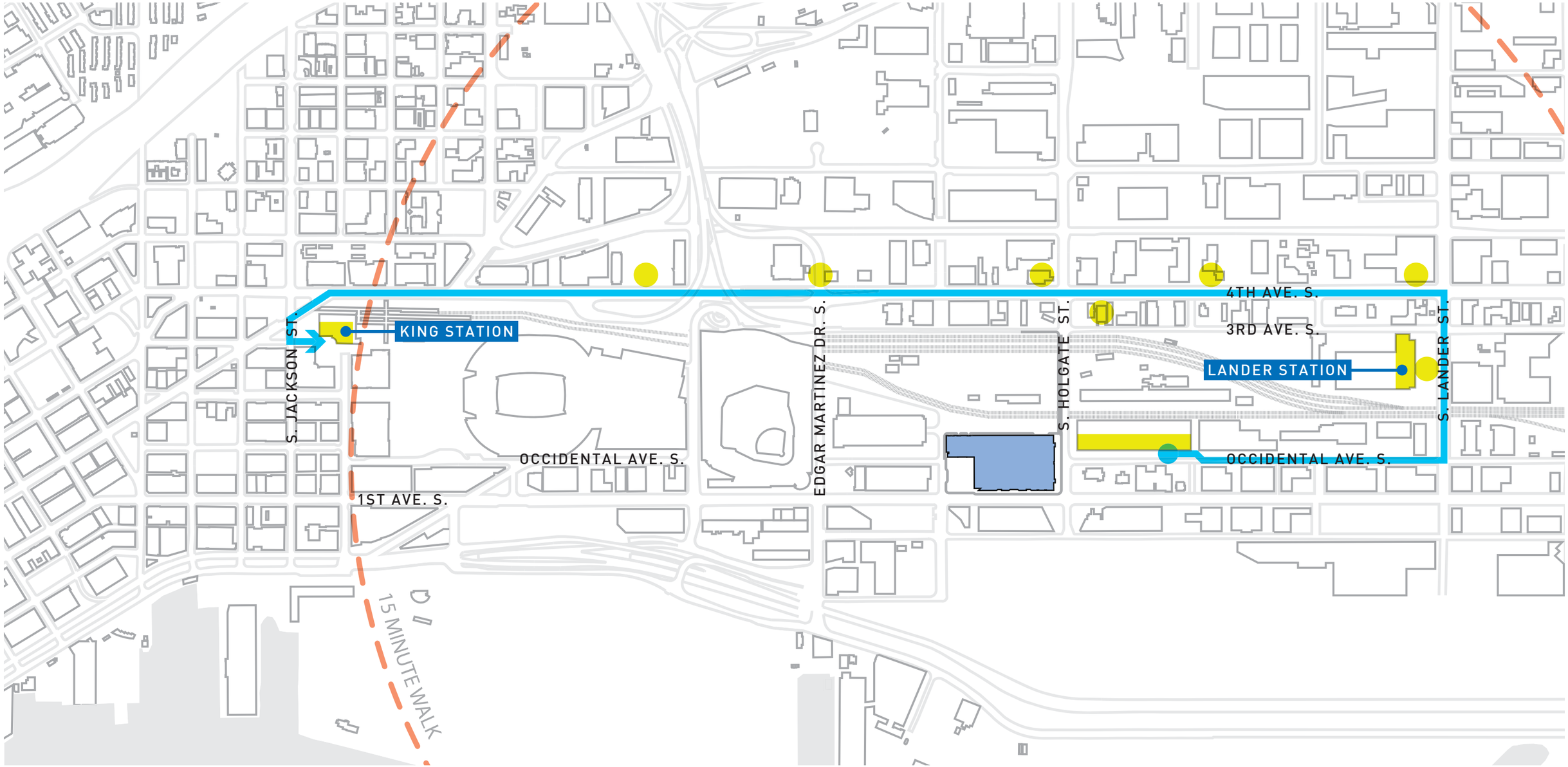
LEGEND

TO GAME

FROM GAME

BUS STOPS

PICK-UP/DROP-OFF



SiteWorkshop
LANDSCAPE ARCHITECTURE

SEATTLE DESIGN COMMISSION

APRIL 16TH 2015

URBAN DESIGN MERIT - 63

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INTERIM SHUTTLE ROUTE

FROM SITE

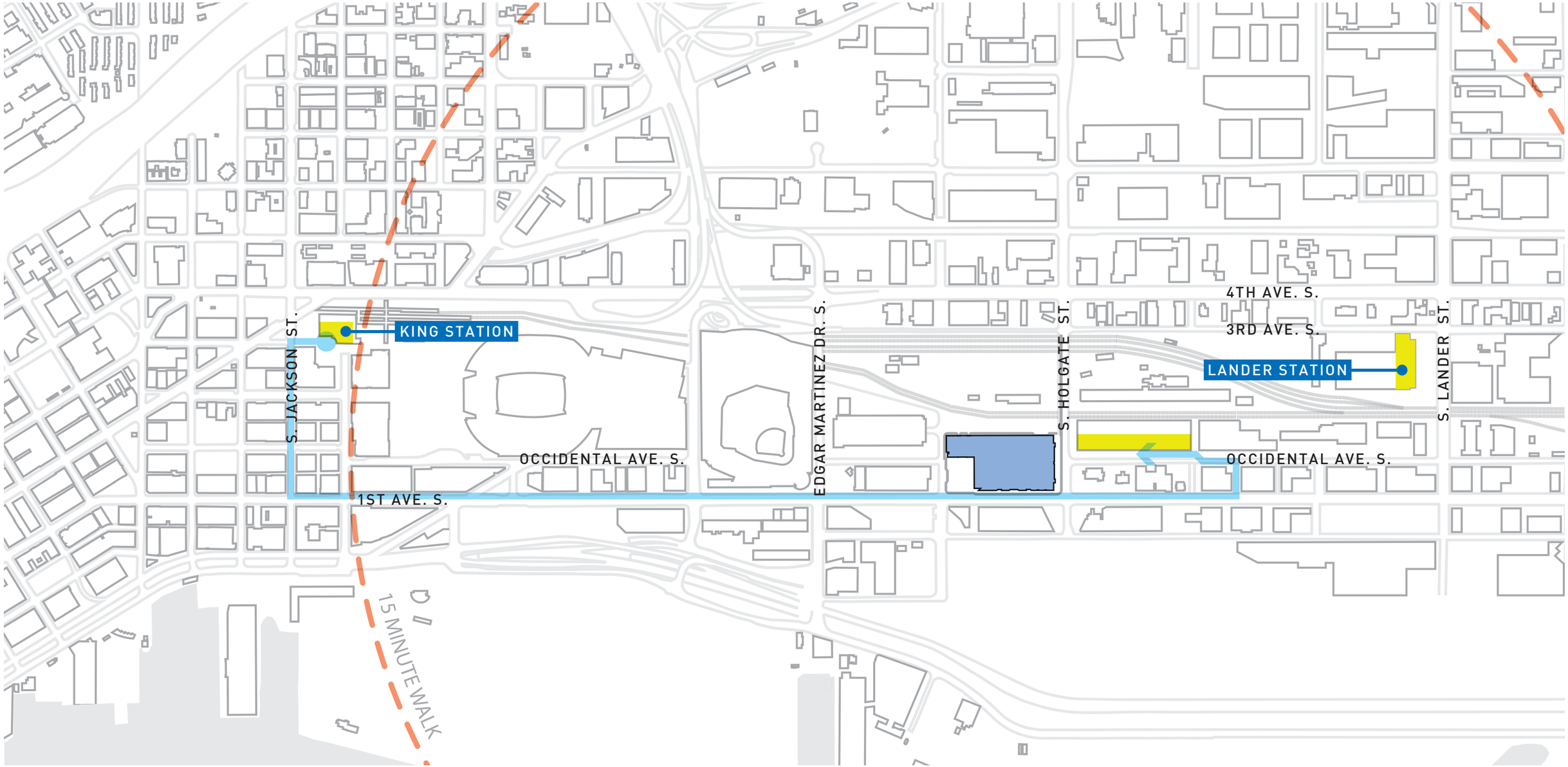
LEGEND

TO GAME

FROM GAME

BUS STOPS

PICK-UP/DROP-OFF



SiteWorkshop
LANDSCAPE ARCHITECTURE

SEATTLE DESIGN COMMISSION

APRIL 16TH 2015

URBAN DESIGN MERIT - 64

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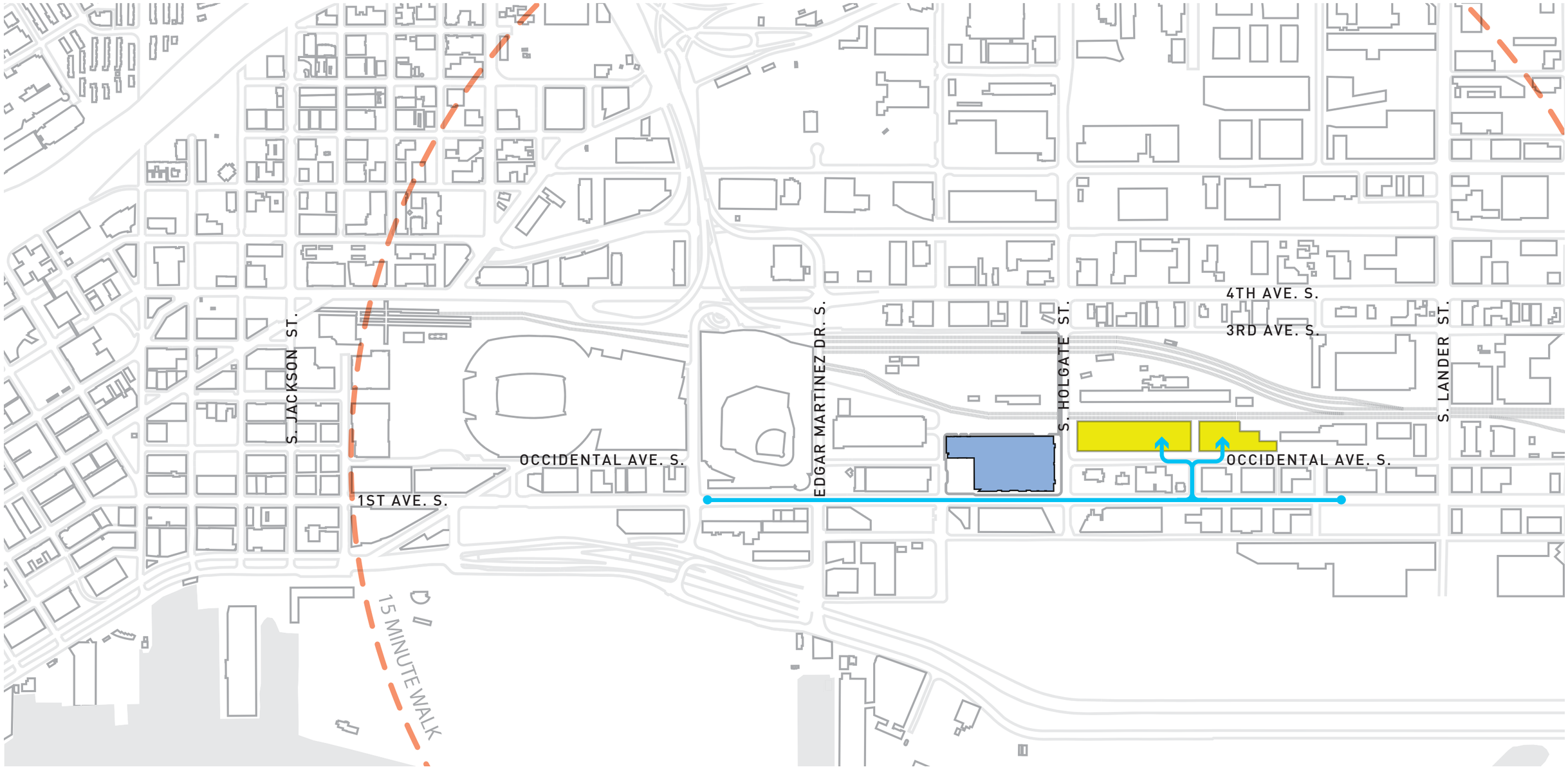
PARKING GARAGE ROUTE

TO SITE

LEGEND

ROUTE

PARKING GARAGE



SiteWorkshop
LANDSCAPE ARCHITECTURE

SEATTLE DESIGN COMMISSION

APRIL 16TH 2015

URBAN DESIGN MERIT - 65

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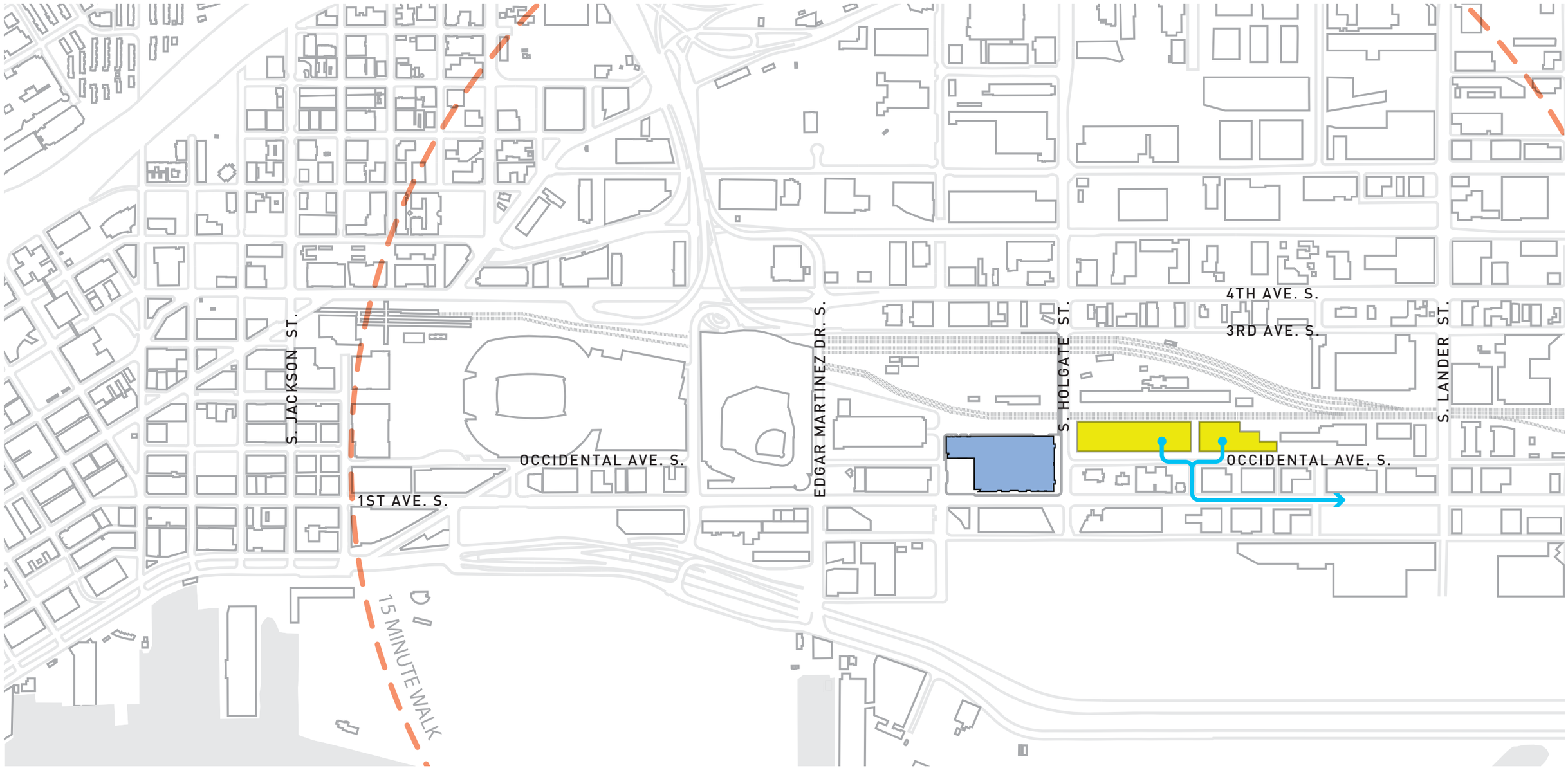
PARKING GARAGE ROUTE

FROM SITE

LEGEND

ROUTE

PARKING GARAGE



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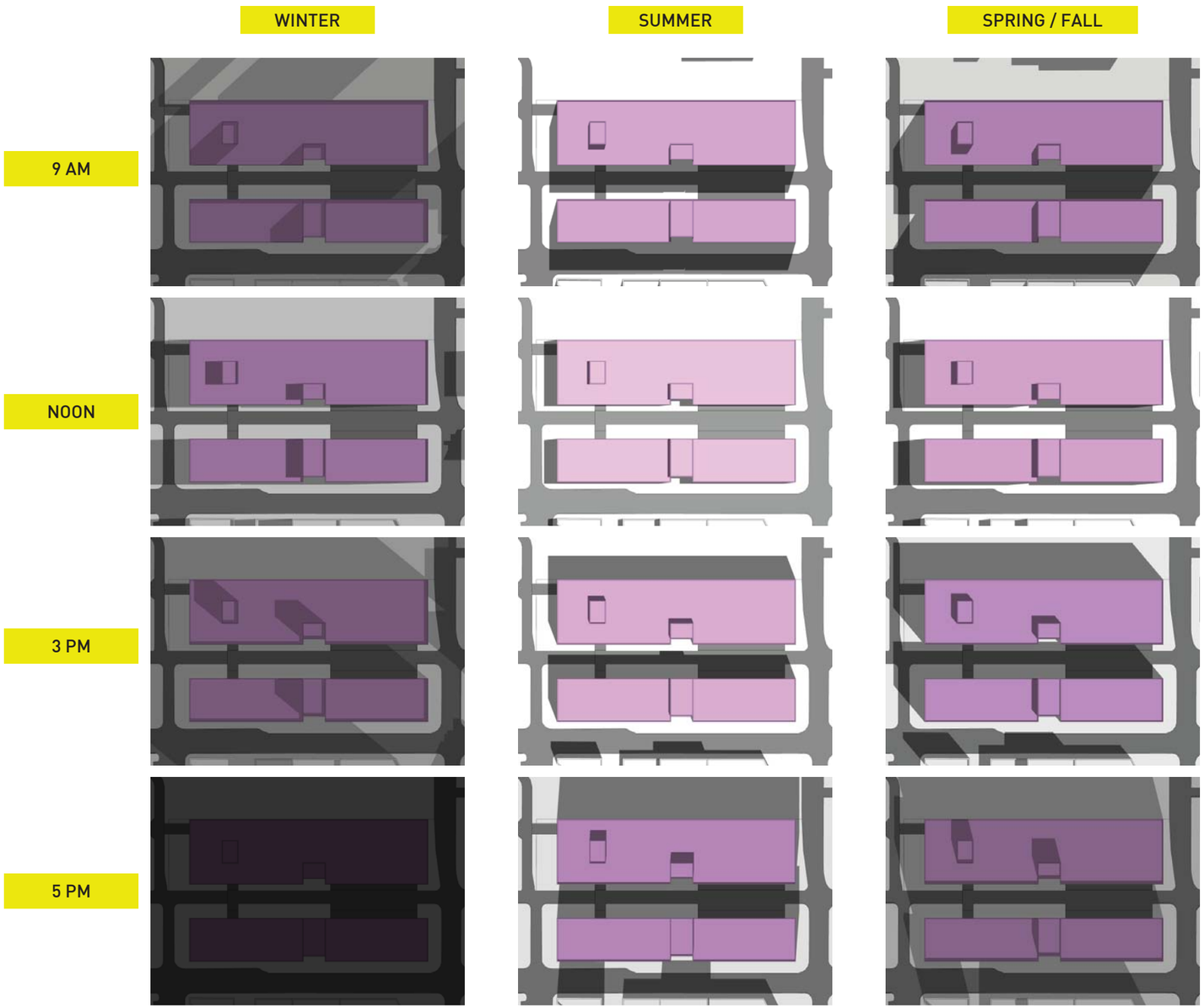
SOLAR ANALYSIS COMPARISON

NO VACATION



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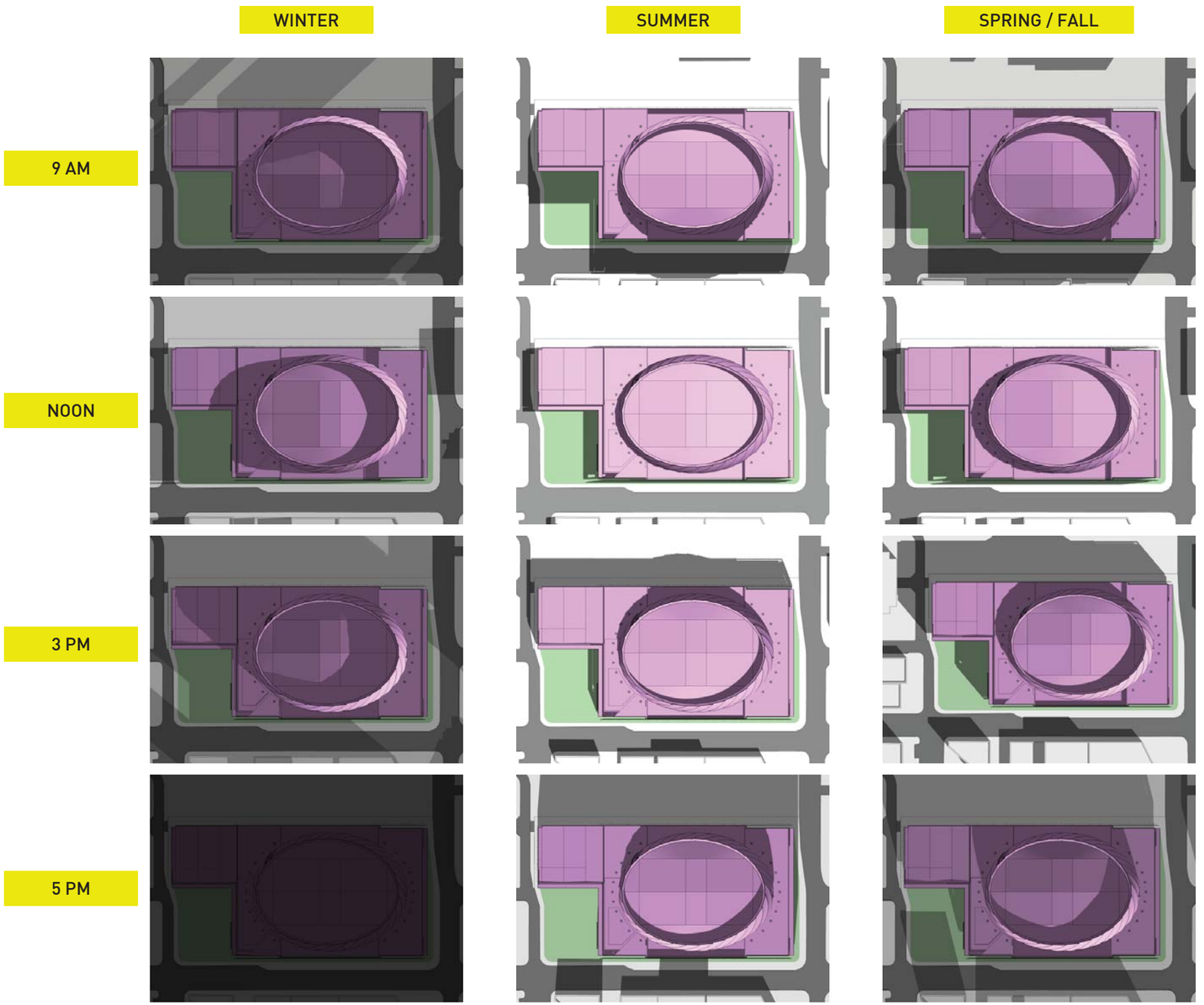
SOLAR ANALYSIS COMPARISON

VACATION



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PUBLIC BENEFITS

POTENTIAL PUBLIC BENEFITS

+ Publicly Accessible Open Space

+ Enhanced Row Improvements

+ Pedestrian Access & Safety Improvements

+ Public Art Program

+ Utility Improvements

+ Sustainability Measures

+ SODO Transportation Infrastructure Fund Contribution

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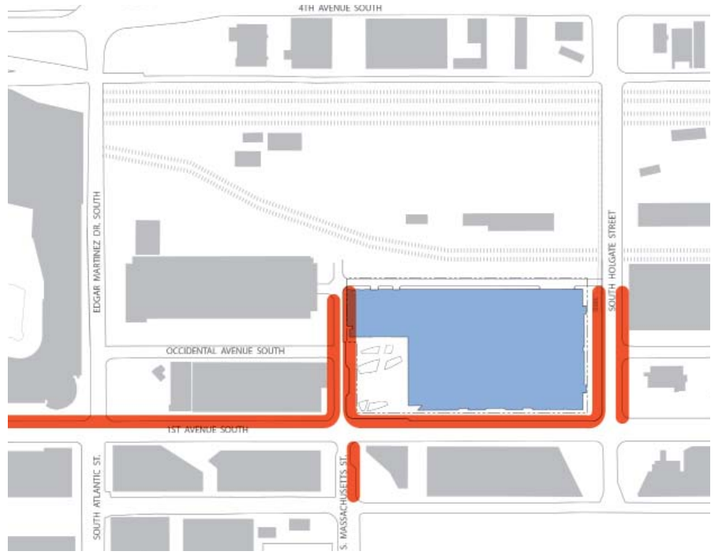
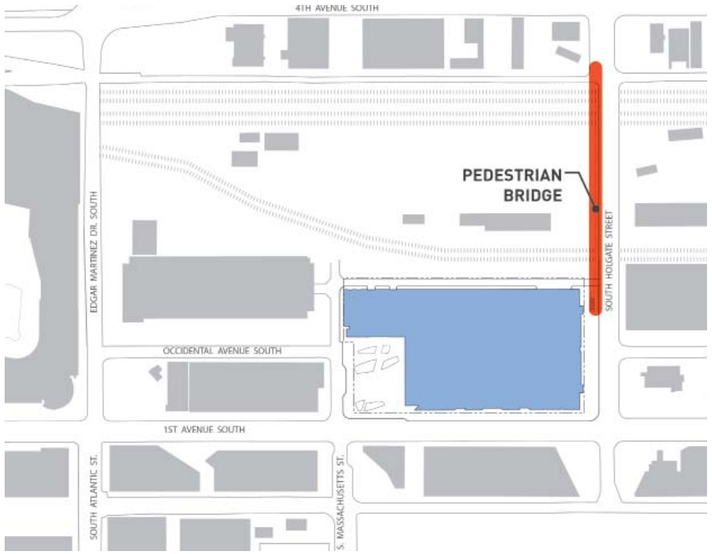
POTENTIAL PUBLIC BENEFITS

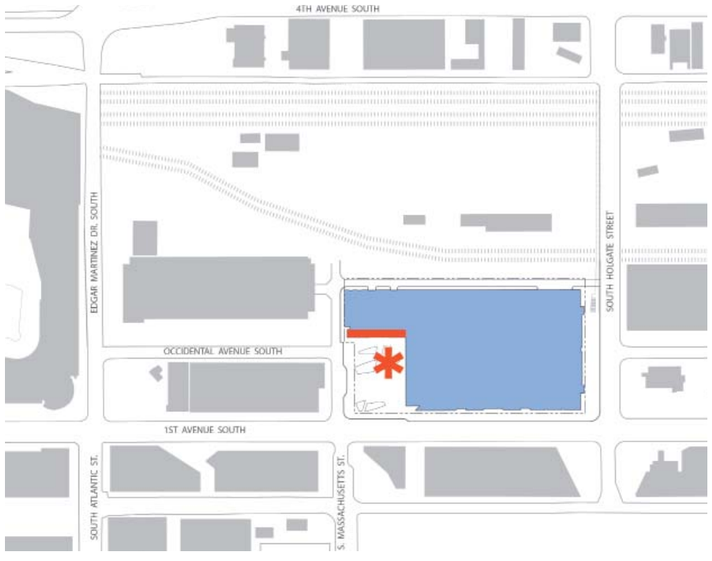
PUBLICLY ACCESSIBLE OPEN SPACE



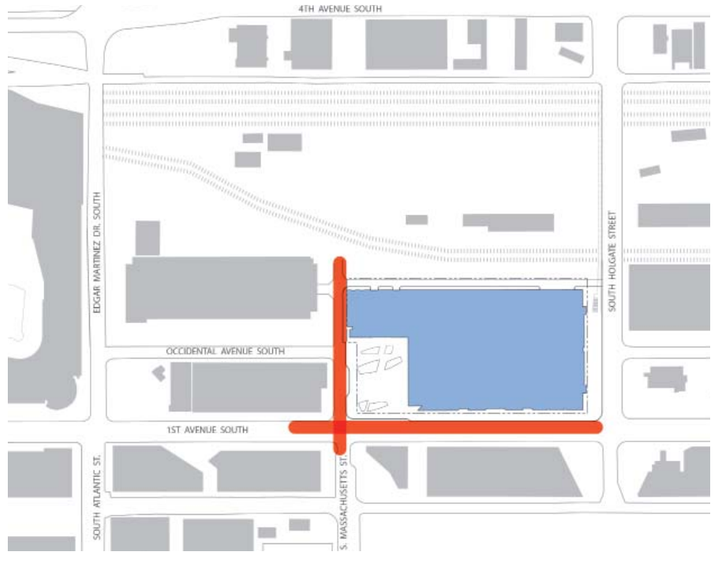
ENHANCED ROW IMPROVEMENTS



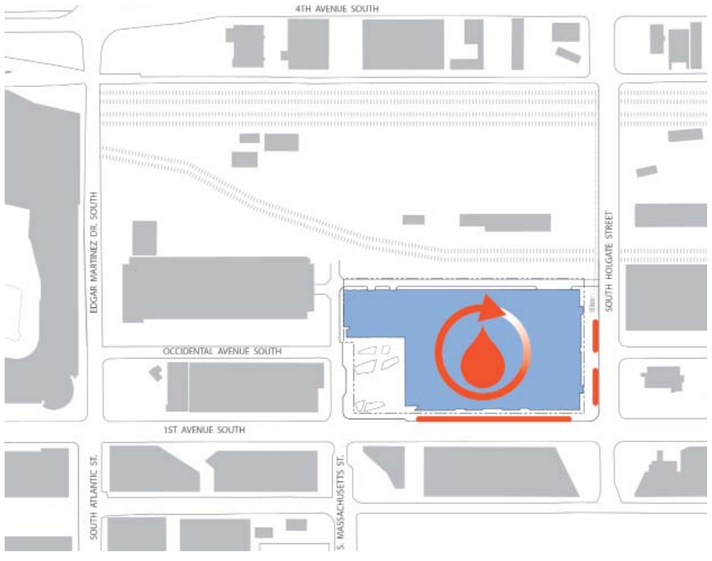
PEDESTRIAN ACCESS & SAFETY



PUBLIC ART PROGRAM



UTILITY IMPROVEMENTS



SUSTAINABILITY MEASURES

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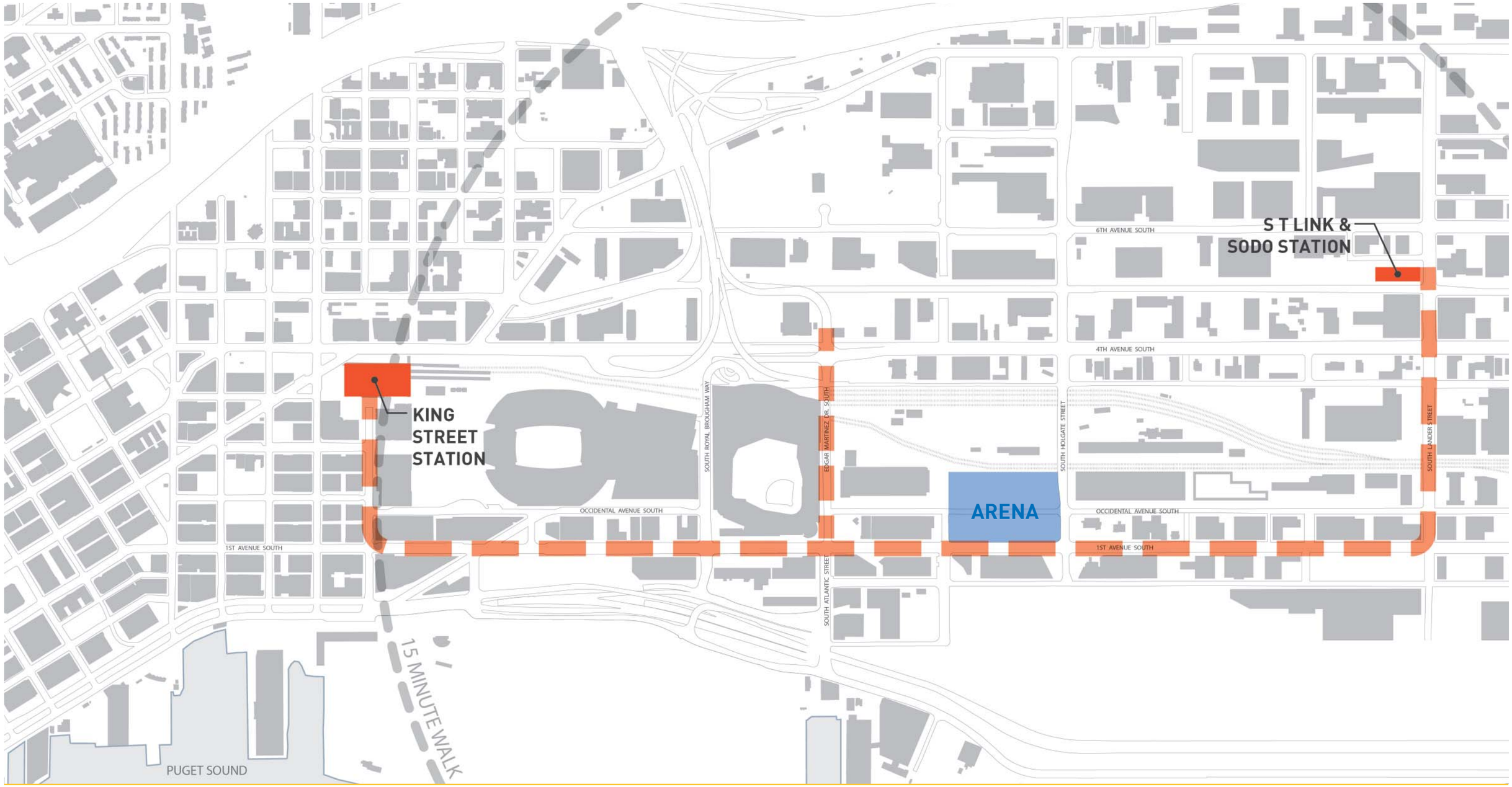
POTENTIAL PUBLIC BENEFITS

ENHANCED ROW IMPROVEMENTS - LIGHTING & WAYFINDING



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