

SEATTLE ARENA

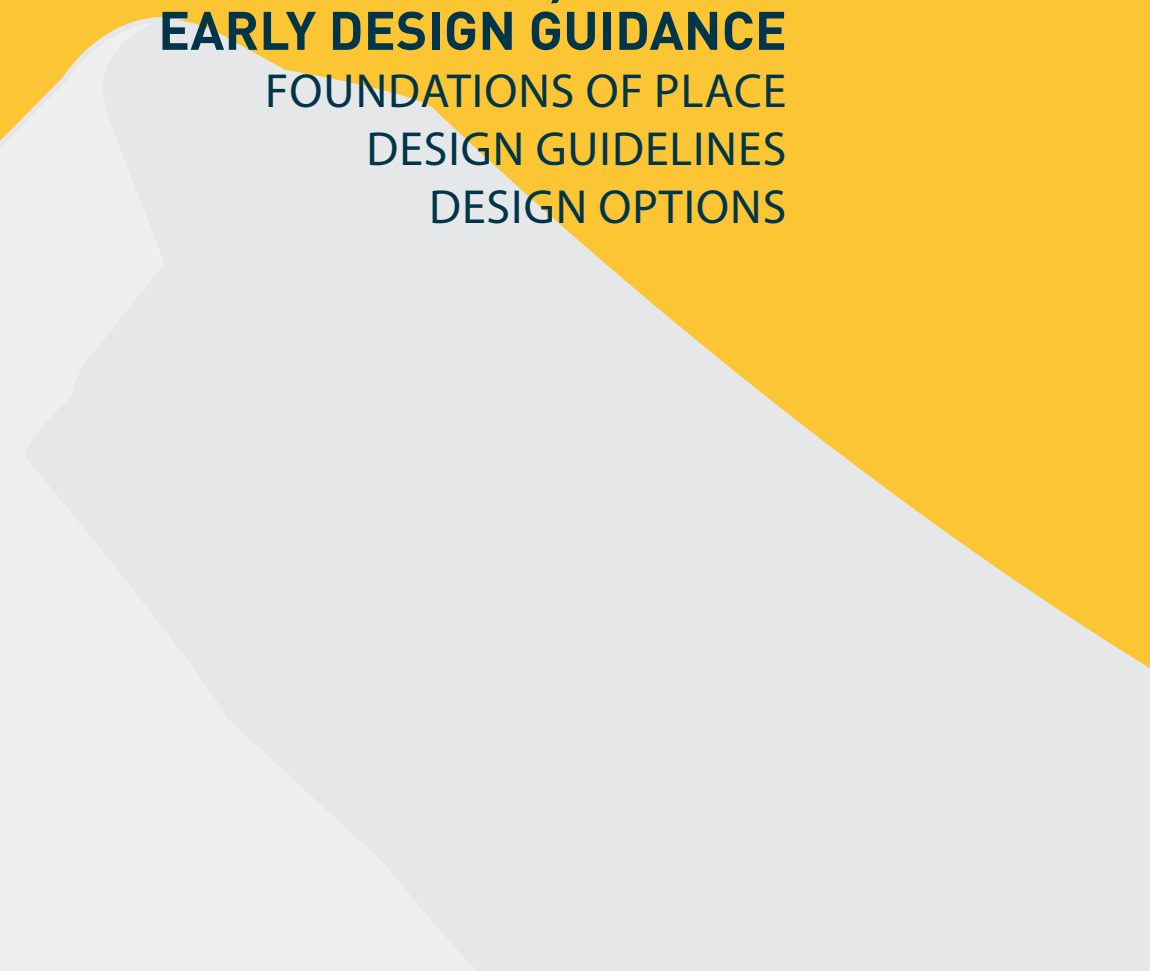
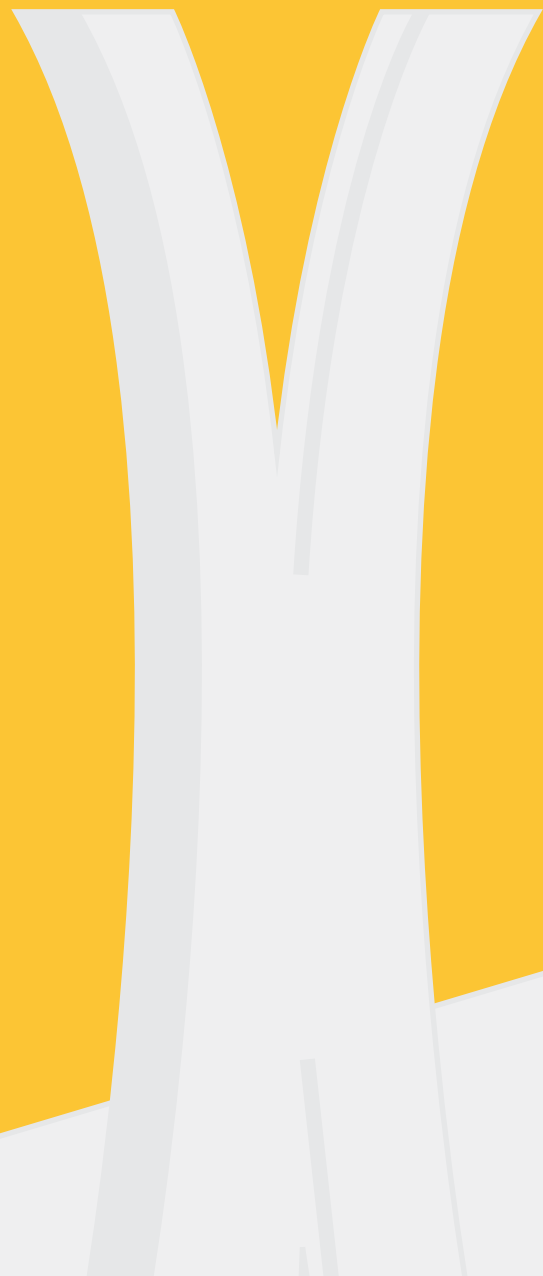
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EARLY DESIGN GUIDANCE

FOUNDATIONS OF PLACE

DESIGN GUIDELINES

DESIGN OPTIONS



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INTRODUCTION

This document is the second in a series of City of Seattle Early Design Guidance (EDG) submittals made in reference to a proposed arena to be located within the "Stadium District". Building upon the analysis and synthesis established in the first EDG submittal, the general intent of this document is to set the Guiding Principles for the project, respond to established Design Guidelines, and investigate architectural design options.

The project vision is to create an arena that reinforces linkages to downtown and invigorates its surroundings by reinforcing the existing city fabric and providing a destination, gathering place, and becoming a vital contributor to Seattle's vibrant culture.

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FOUNDATIONS OF THE PLAN



GUIDING PRINCIPLES

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 & SPACE

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

ENLIVEN THE STREET

Reinforce the strong north/south activity corridor along First Avenue by locating program spaces that support and enliven the pedestrian experience, creating 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.

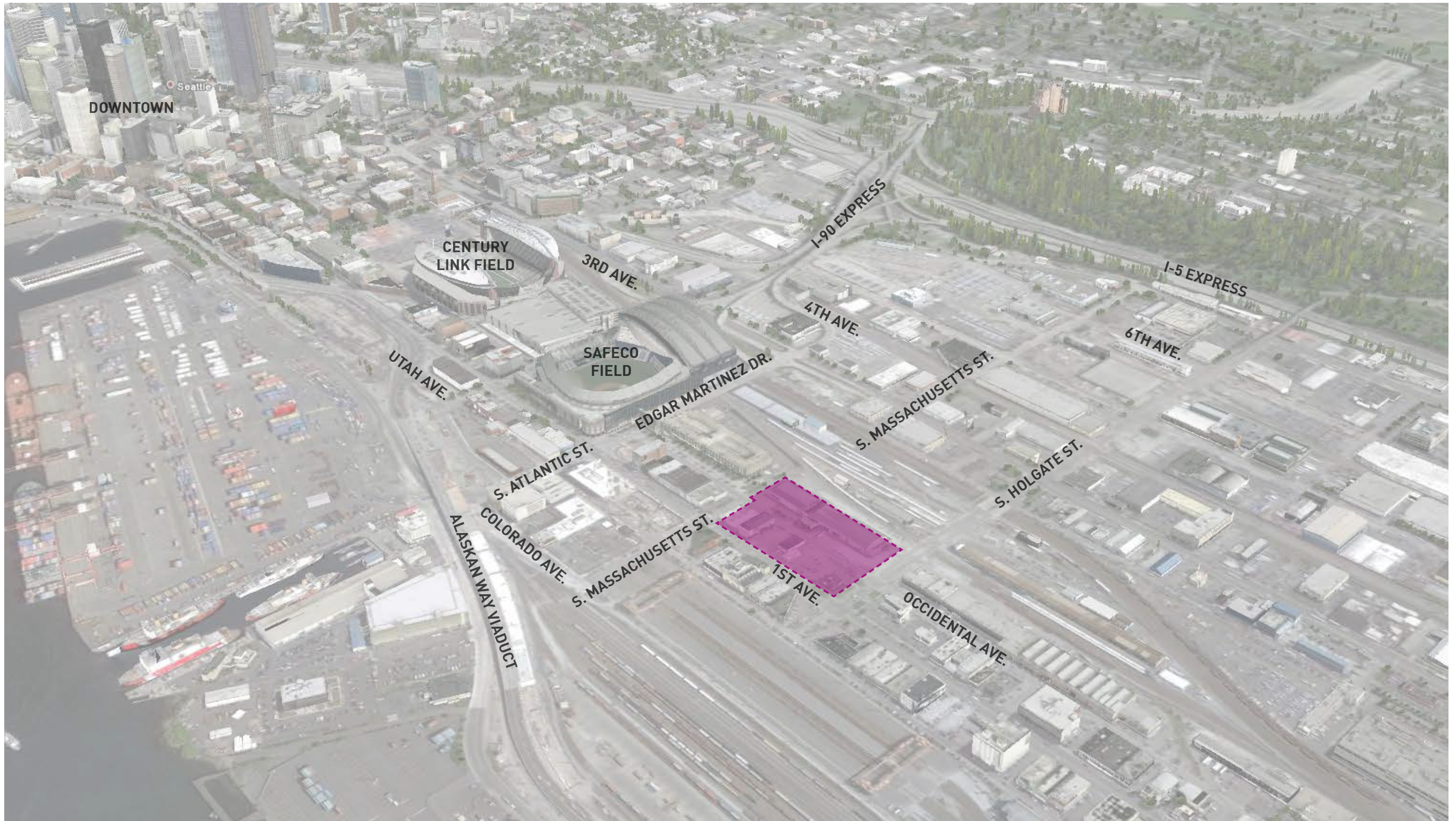


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DOWNTOWN

Seattle

CENTURY LINK FIELD

3RD AVE.

I-90 EXPRESS

I-5 EXPRESS

SAFECO FIELD

4TH AVE.

6TH AVE.

UTAH AVE.

EDGAR MARTINEZ DR.

S. MASSACHUSETTS ST.

S. ATLANTIC ST.

S. HOLGATE ST.

ALASKAN WAY VIADUCT

COLORADO AVE.

S. MASSACHUSETTS ST.

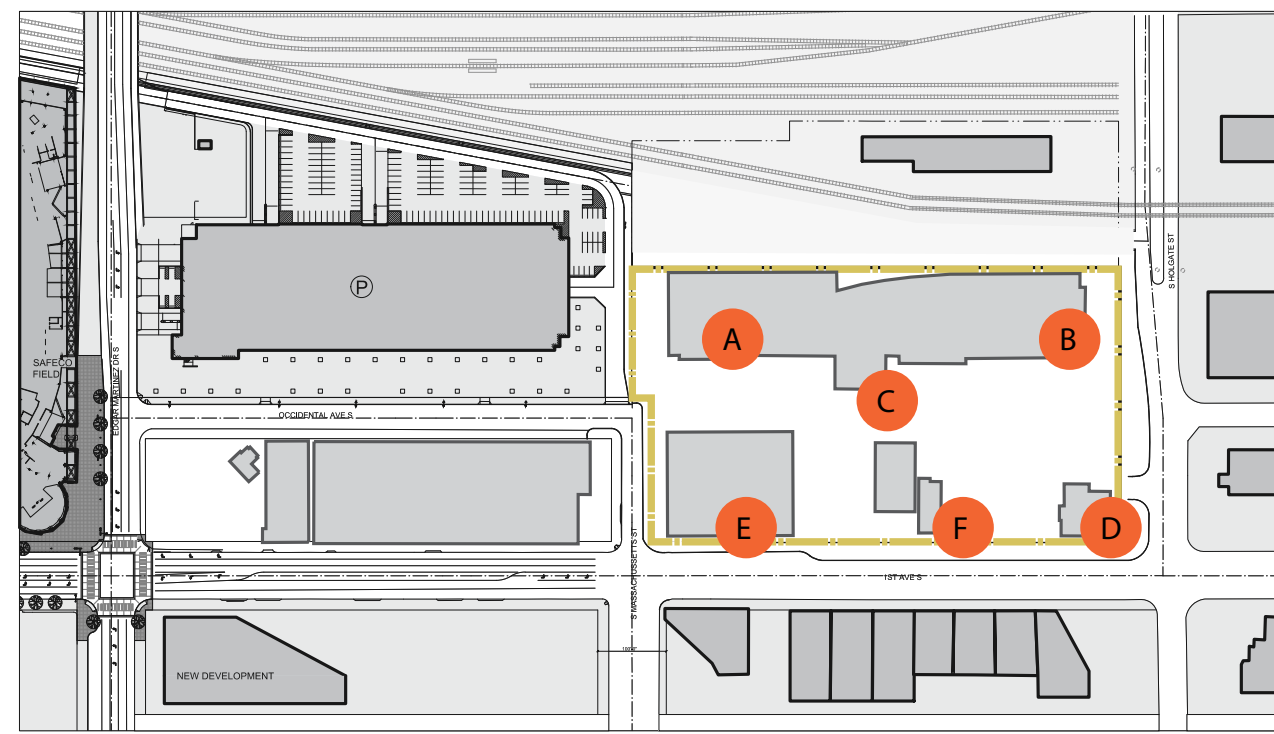
1ST AVE.

OCCIDENTAL AVE.



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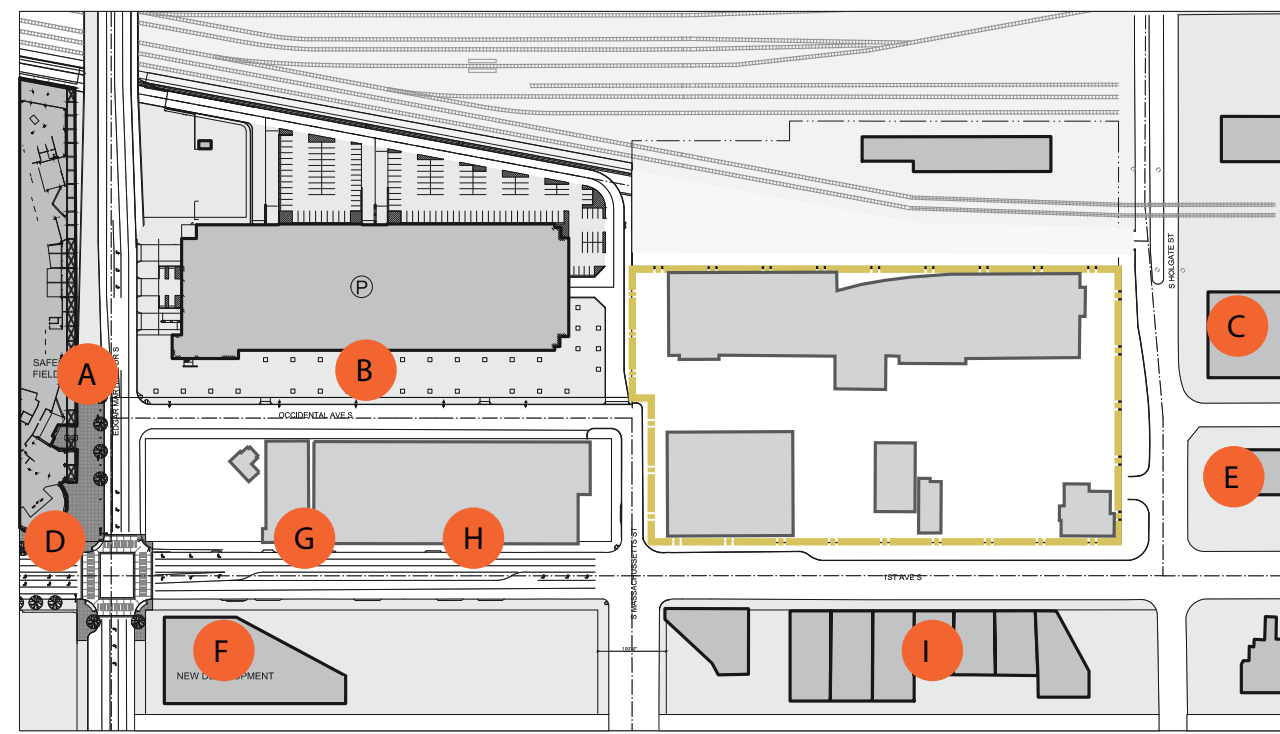
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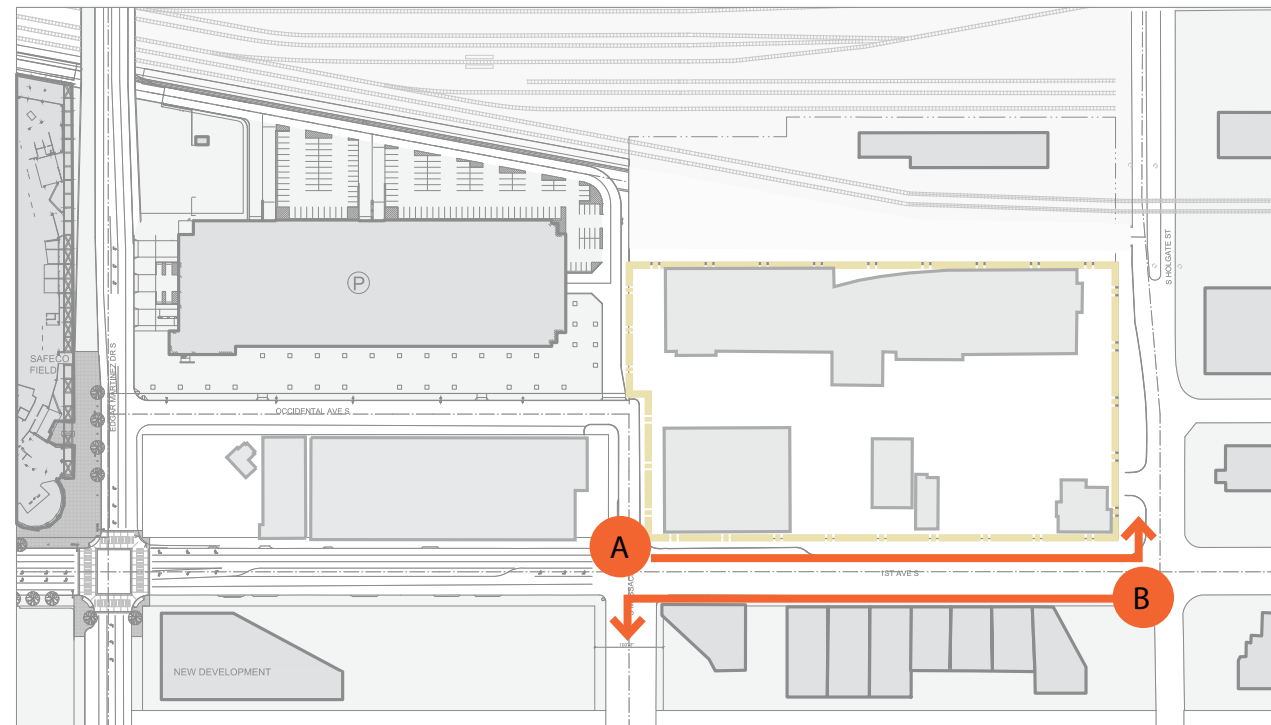
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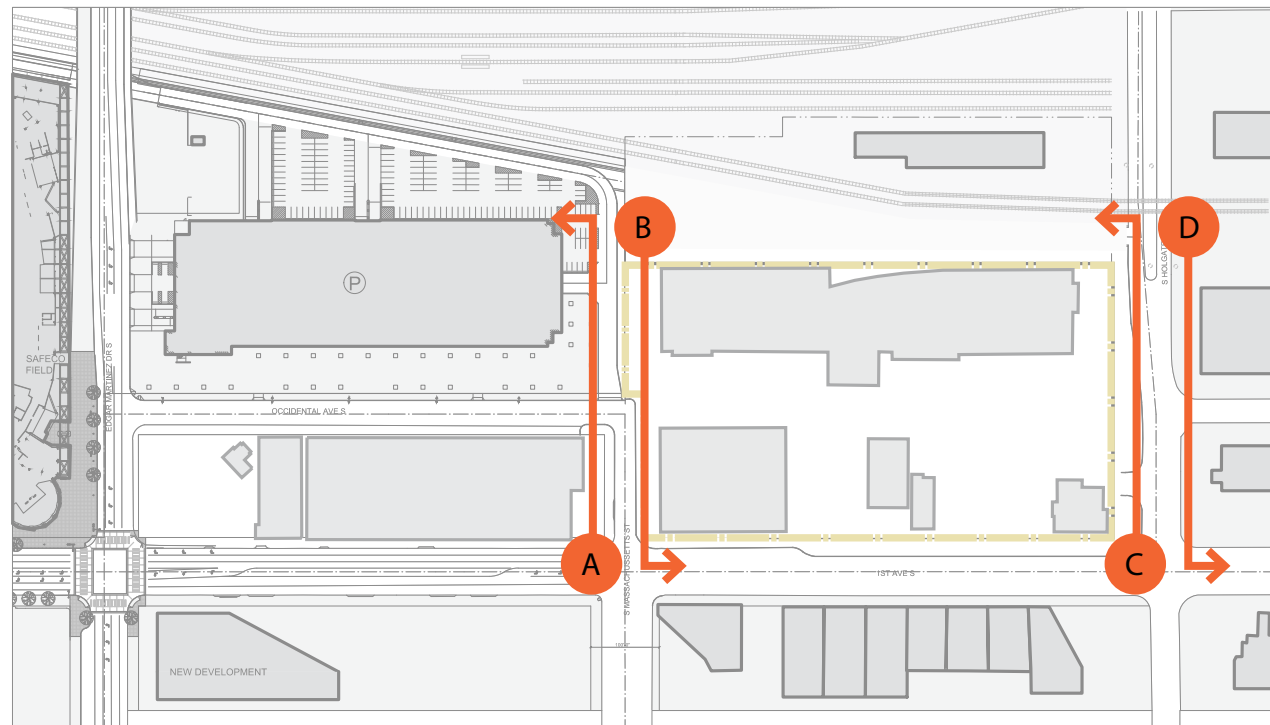
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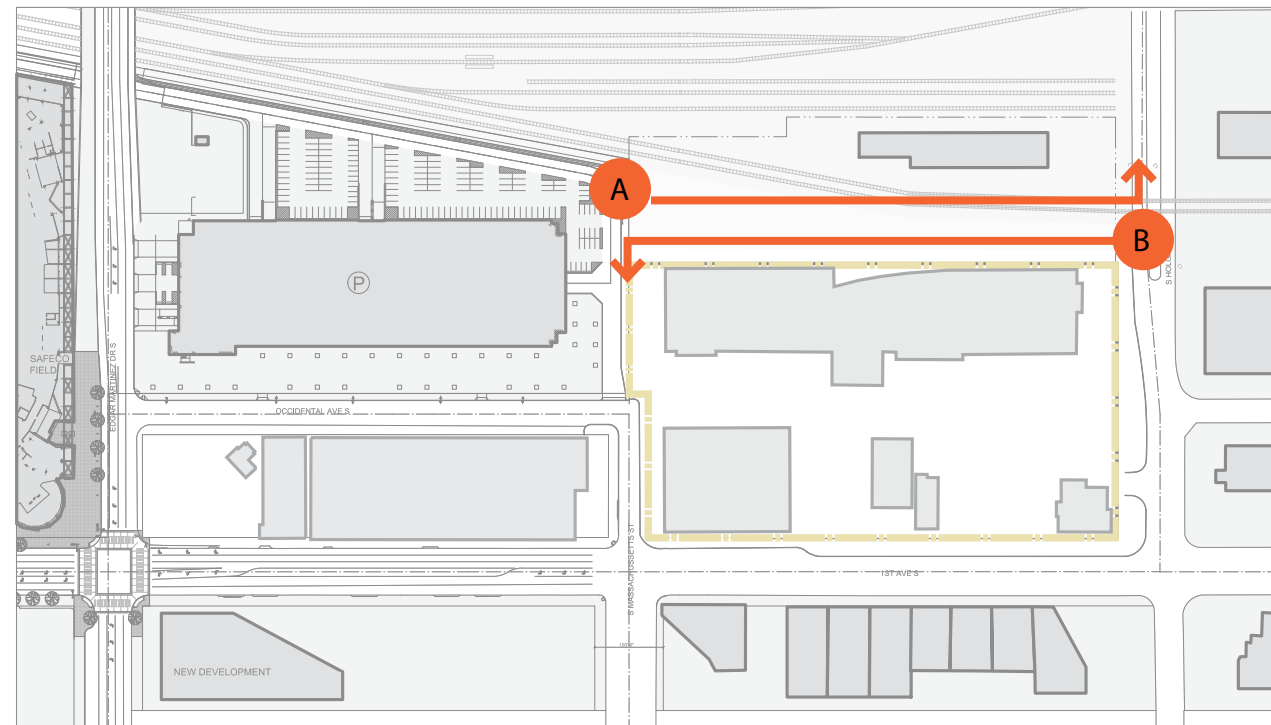


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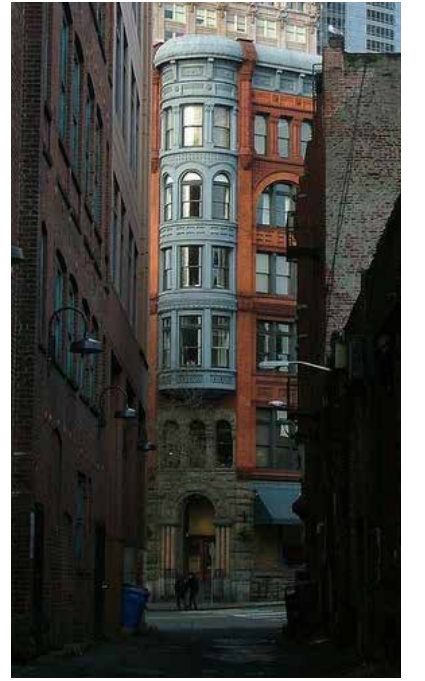
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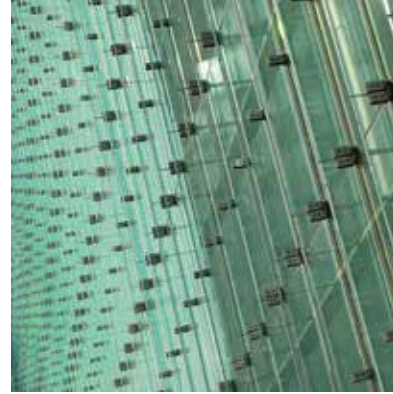
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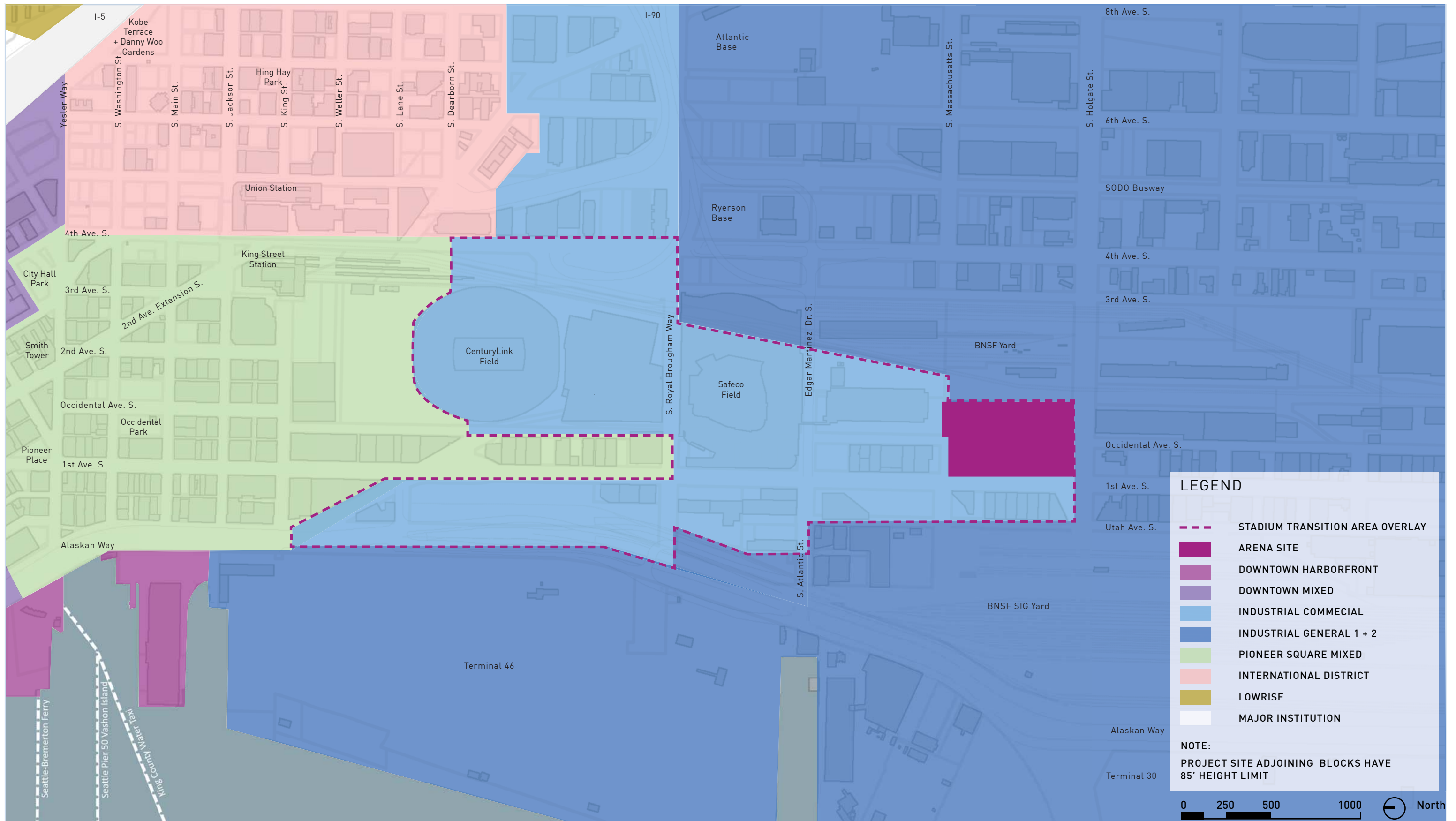
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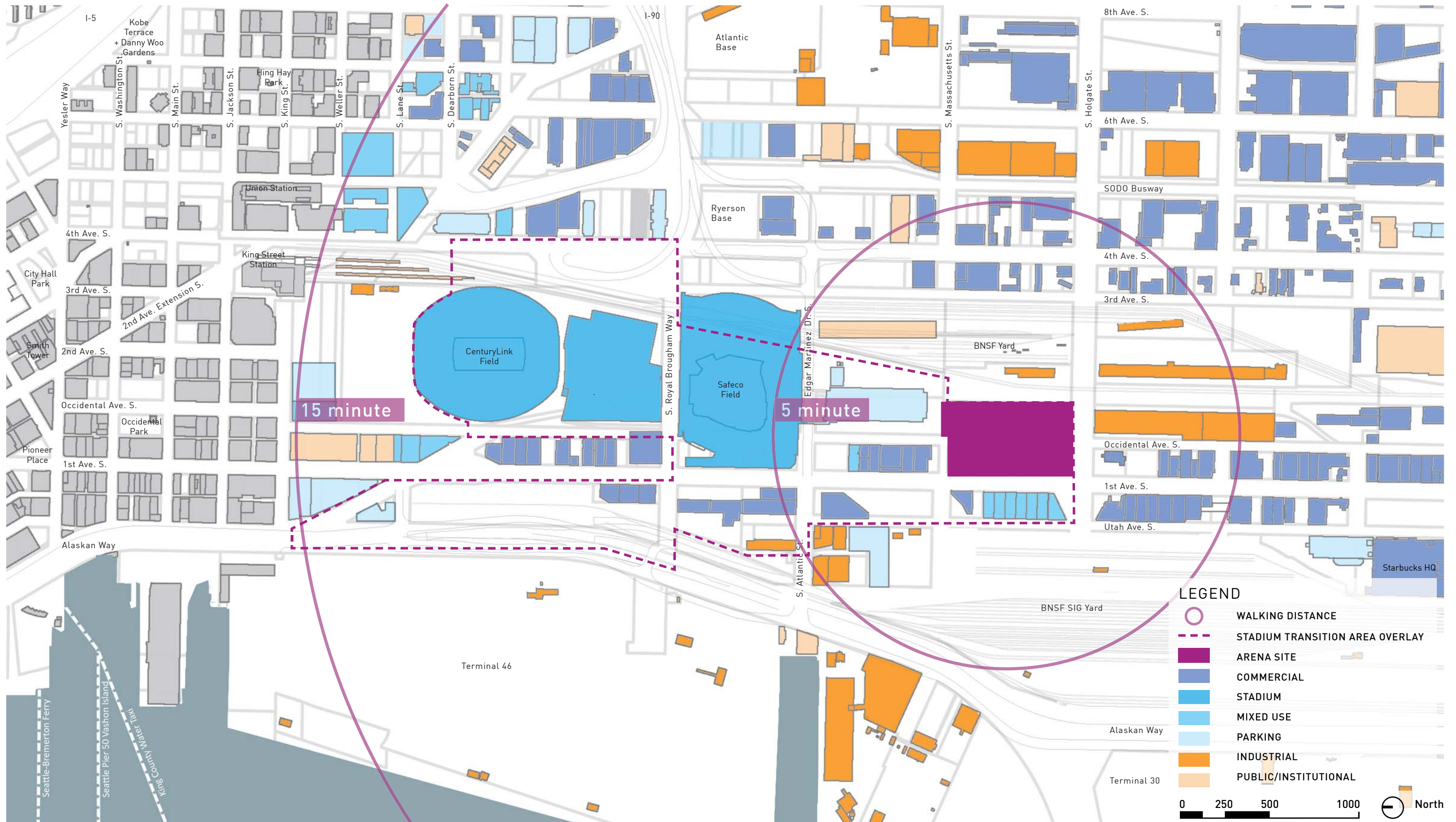
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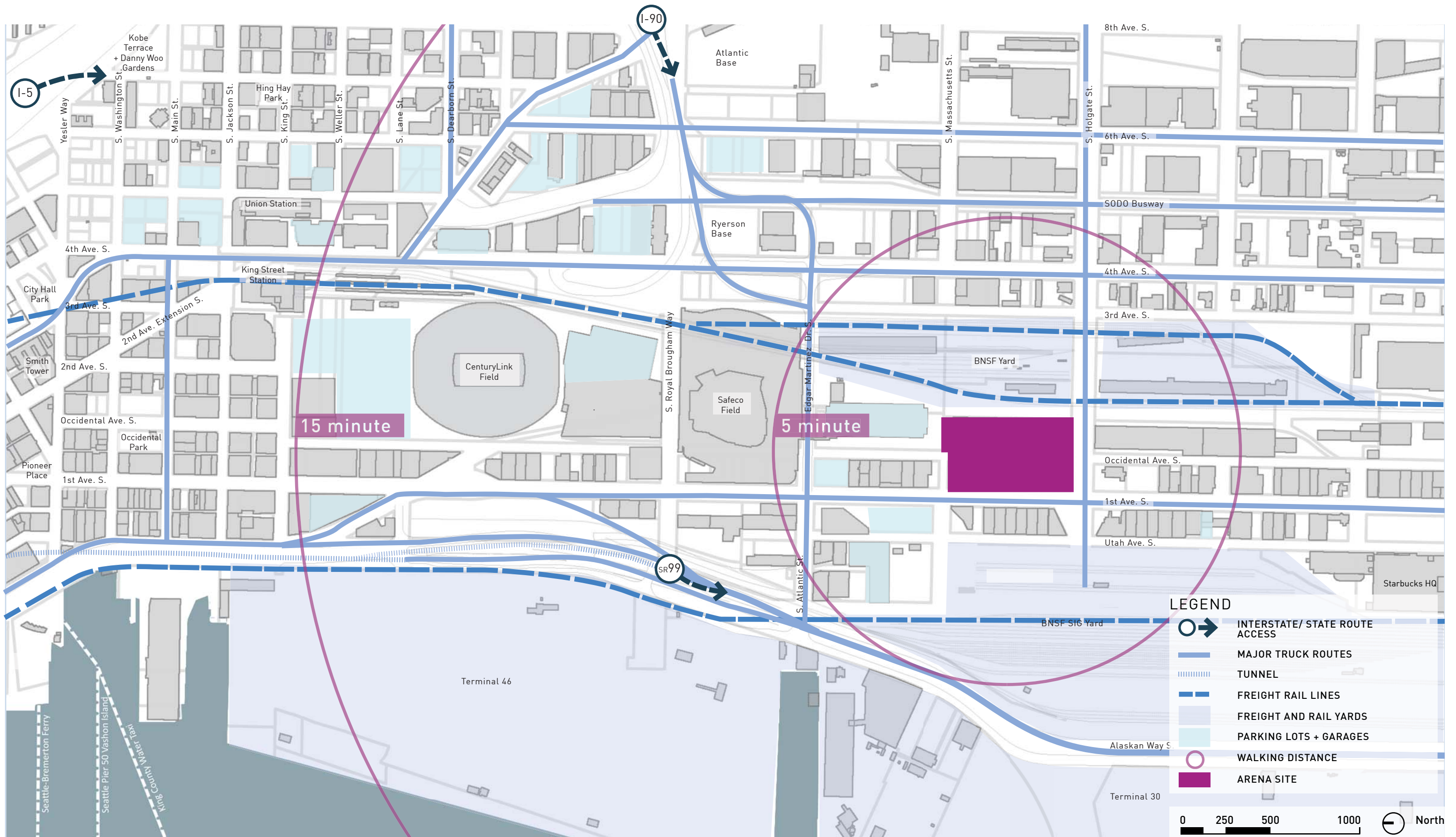
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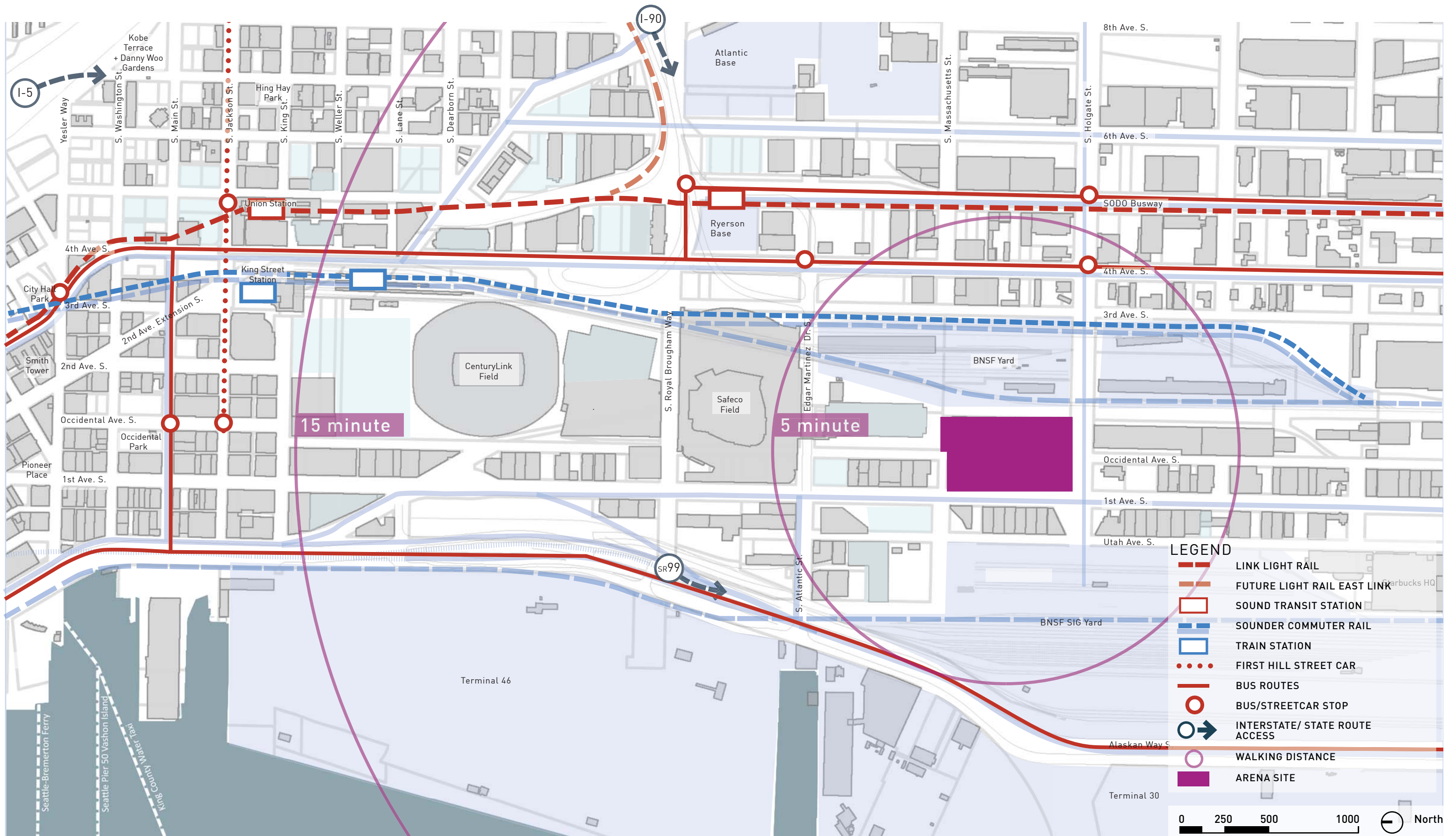
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LEGEND

- LINK LIGHT RAIL
- FUTURE LIGHT RAIL EAST LINK
- SOUND TRANSIT STATION
- SOUNDER COMMUTER RAIL
- TRAIN STATION
- FIRST HILL STREET CAR
- BUS ROUTES
- BUS/STREETCAR STOP
- INTERSTATE/ STATE ROUTE ACCESS
- WALKING DISTANCE
- ARENA SITE

0 250 500 1000 North



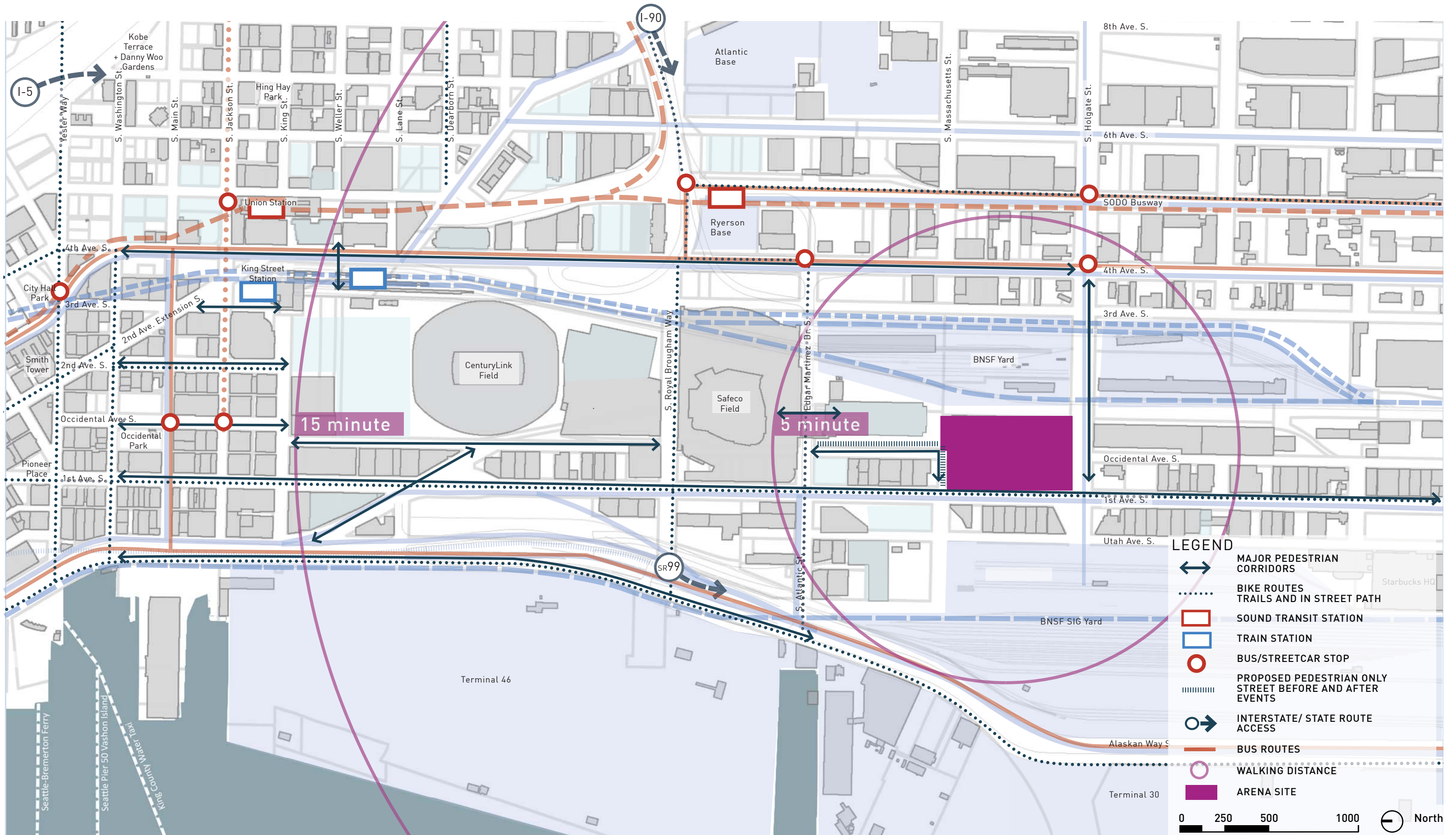
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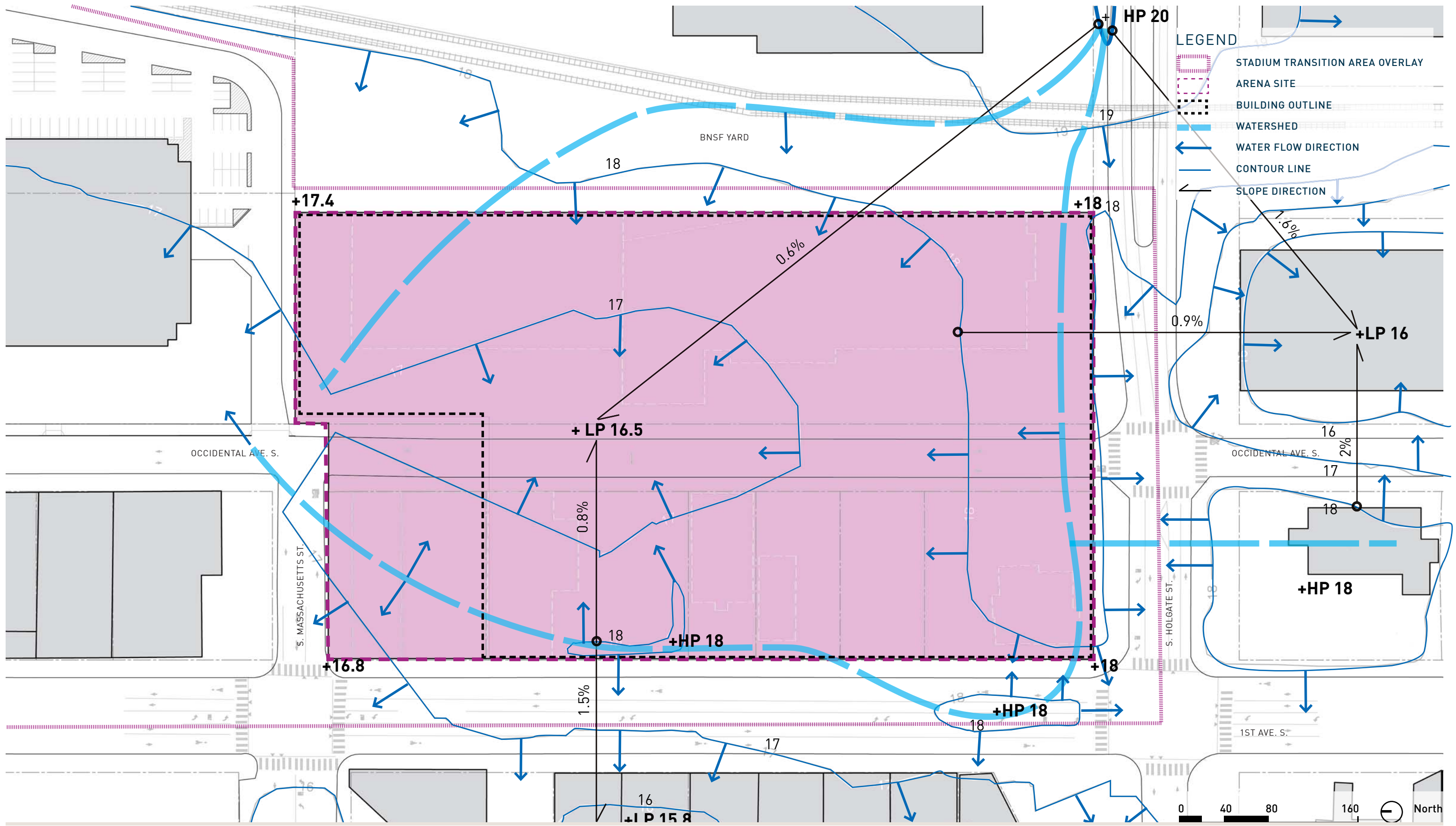
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- ▭ SOUND TRANSIT STATION
- ▭ TRAIN STATION
- BUS/STREETCAR STOP
- ||||| PROPOSED PEDESTRIAN ONLY STREET BEFORE AND AFTER EVENTS
- ➡ INTERSTATE/ STATE ROUTE ACCESS
- BUS ROUTES
- WALKING DISTANCE
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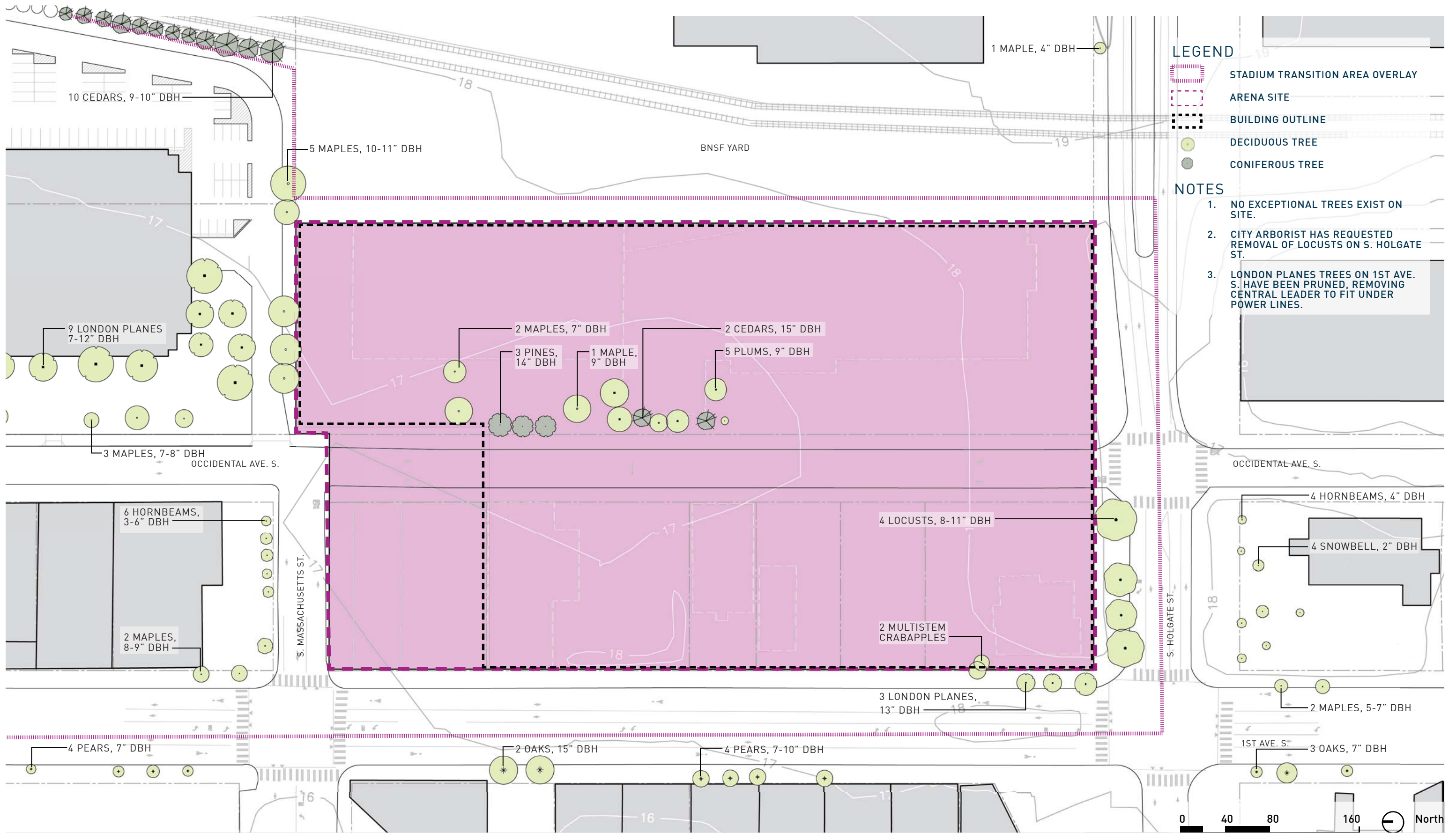


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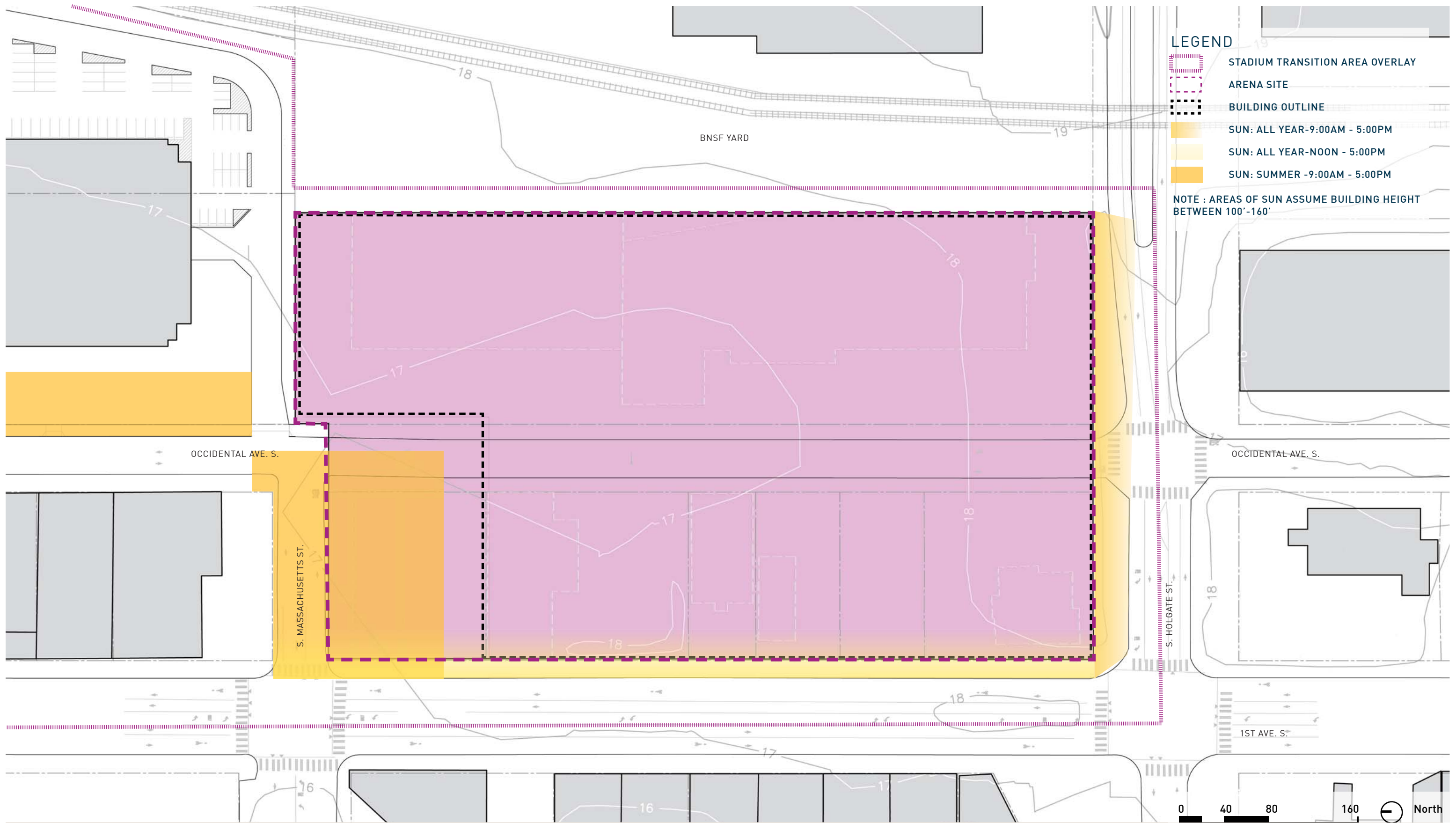
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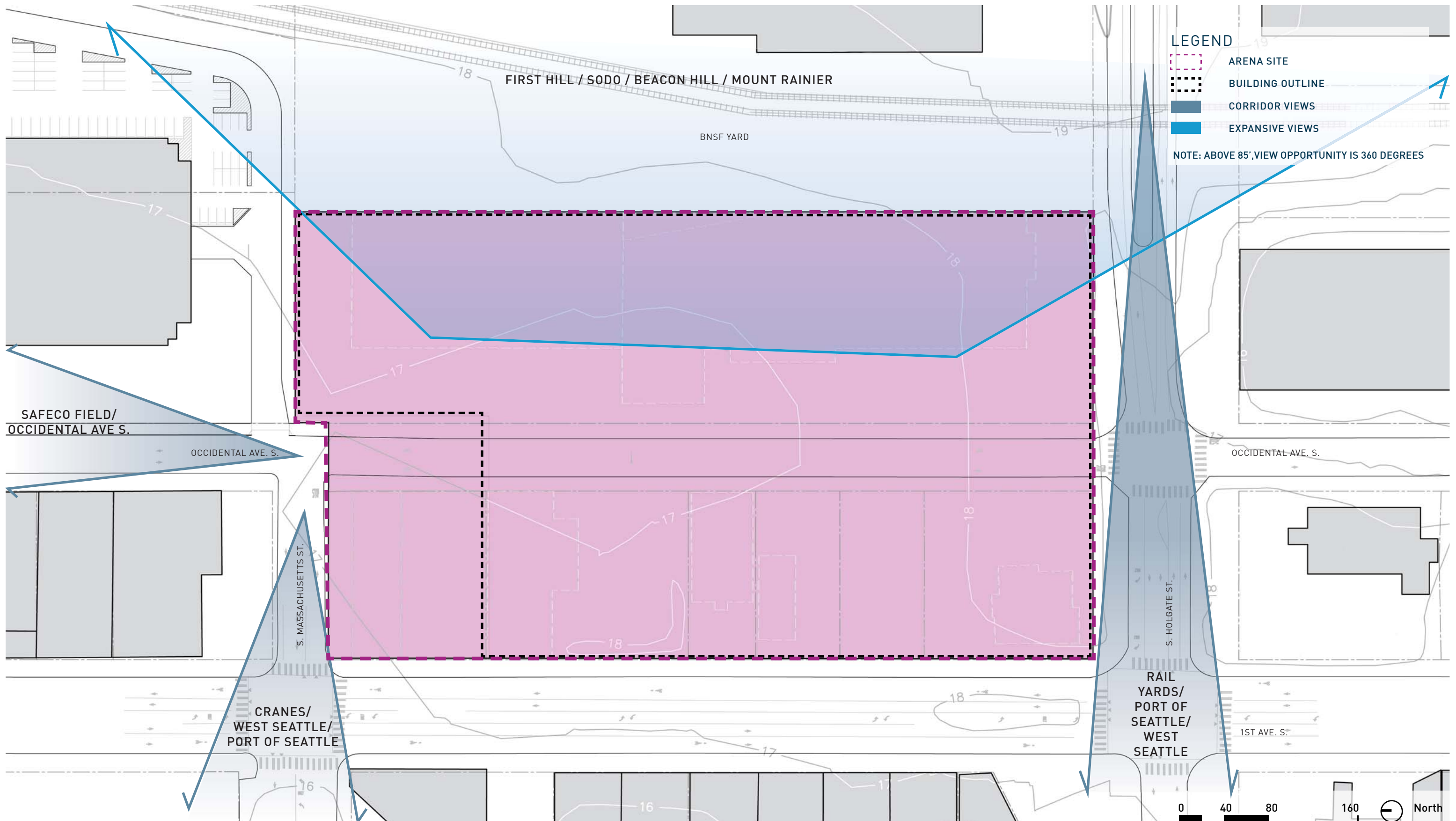
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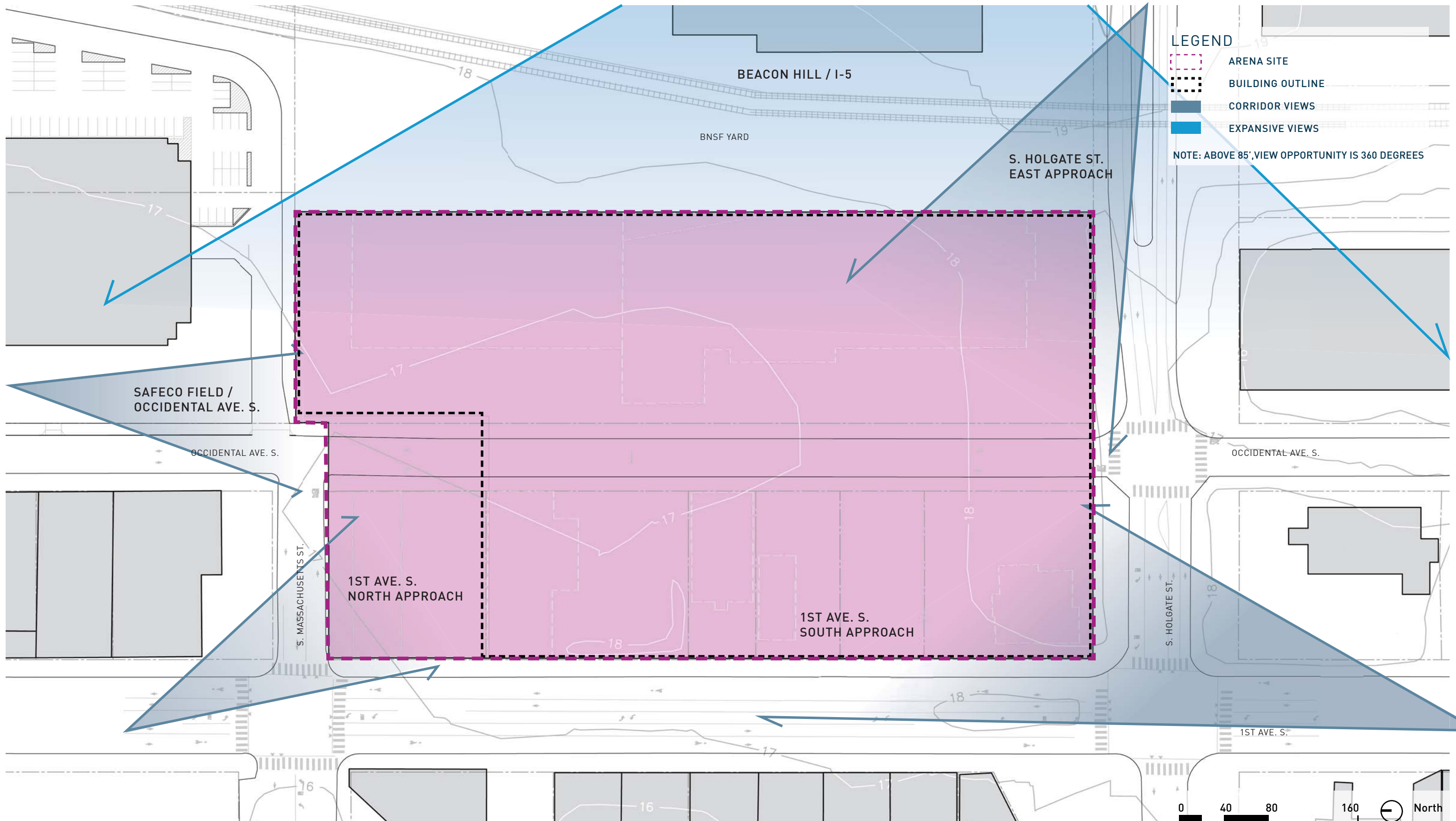


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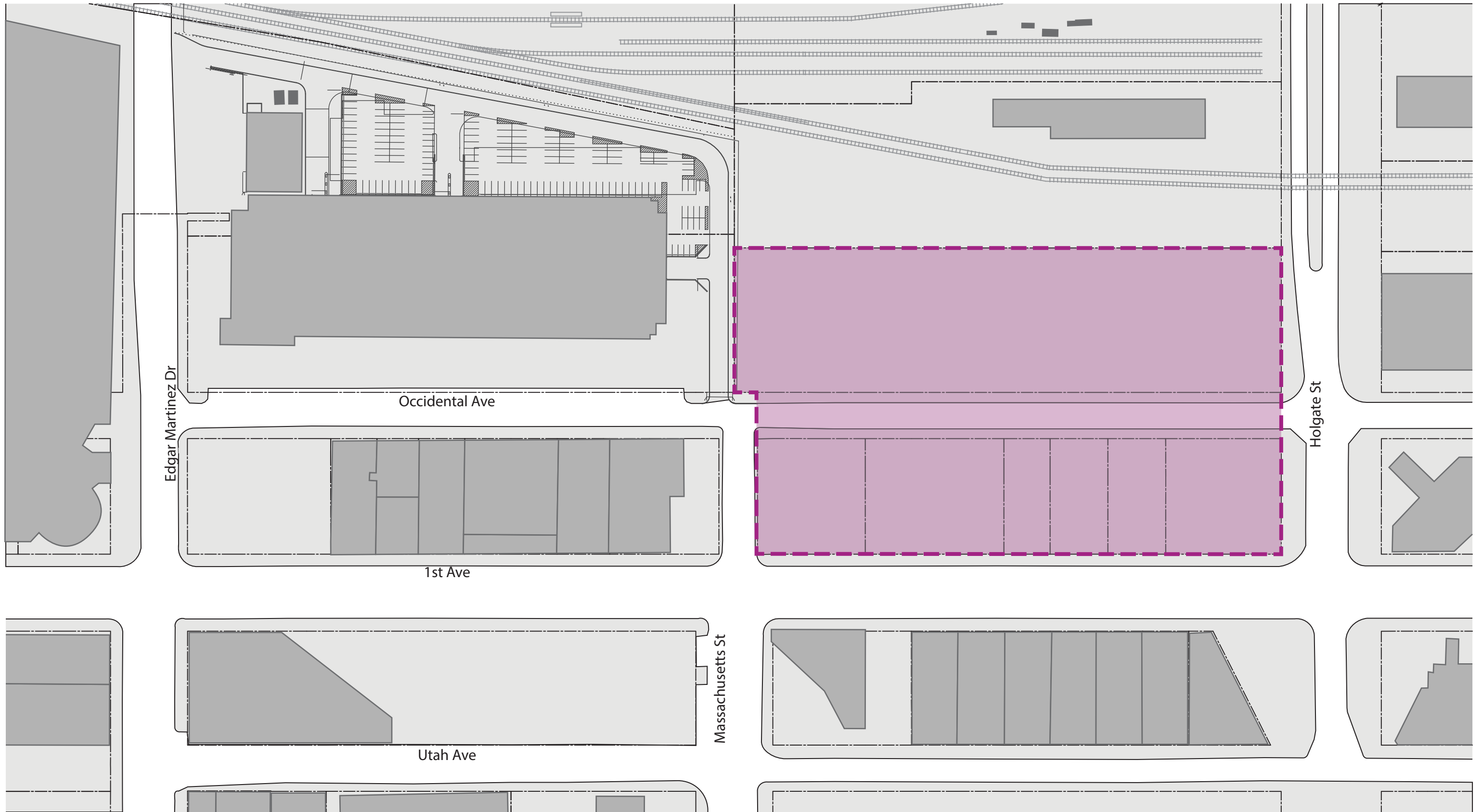


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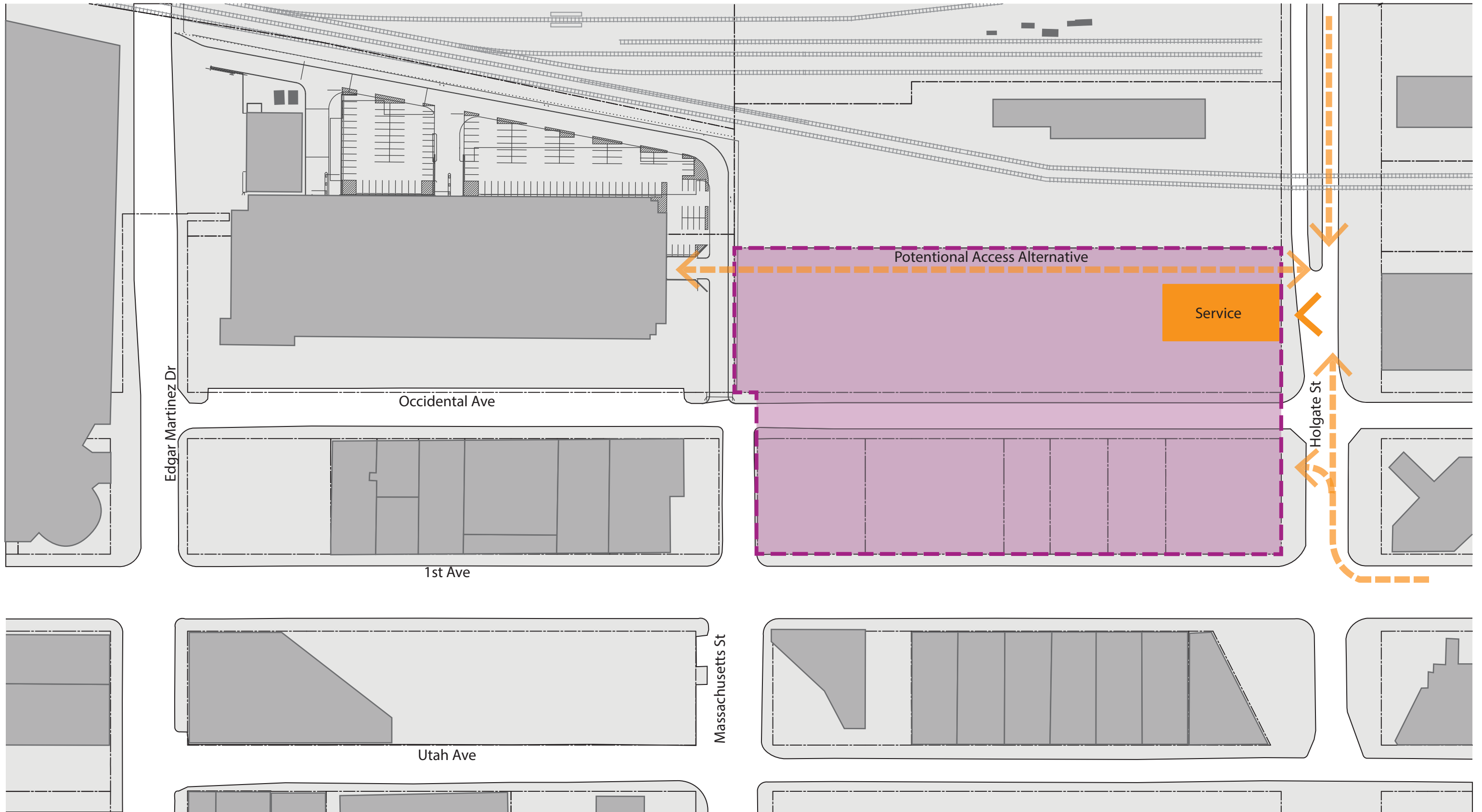


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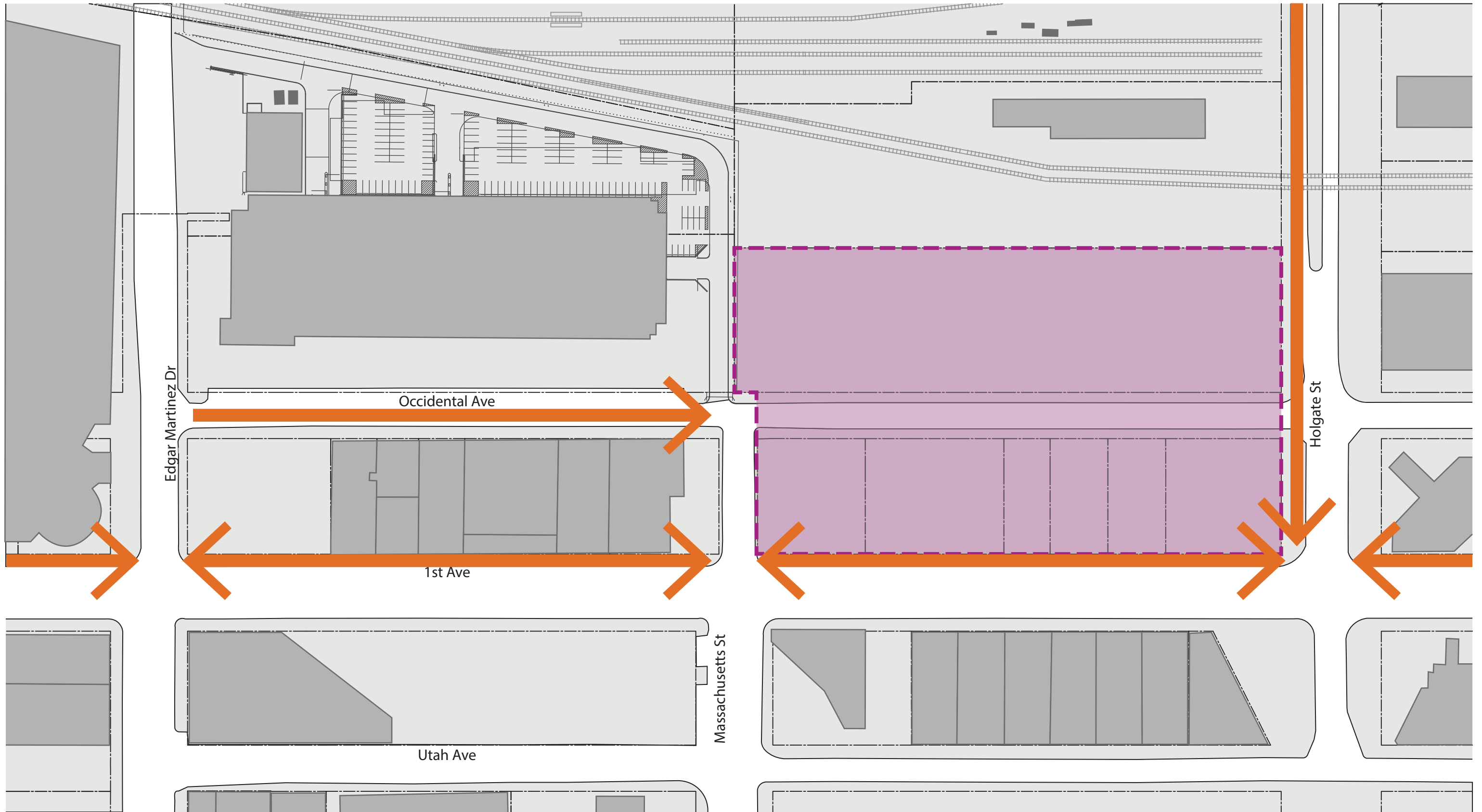


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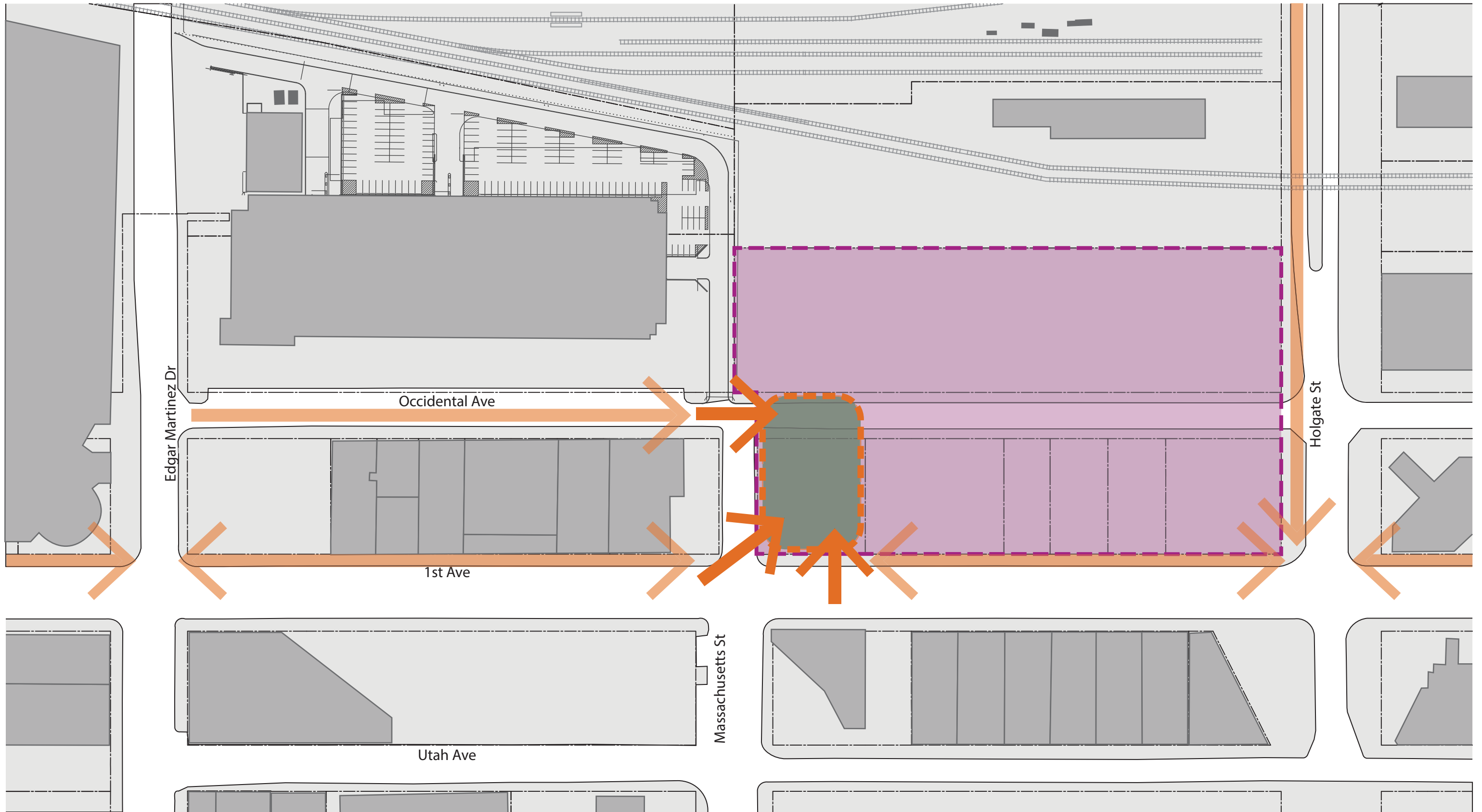


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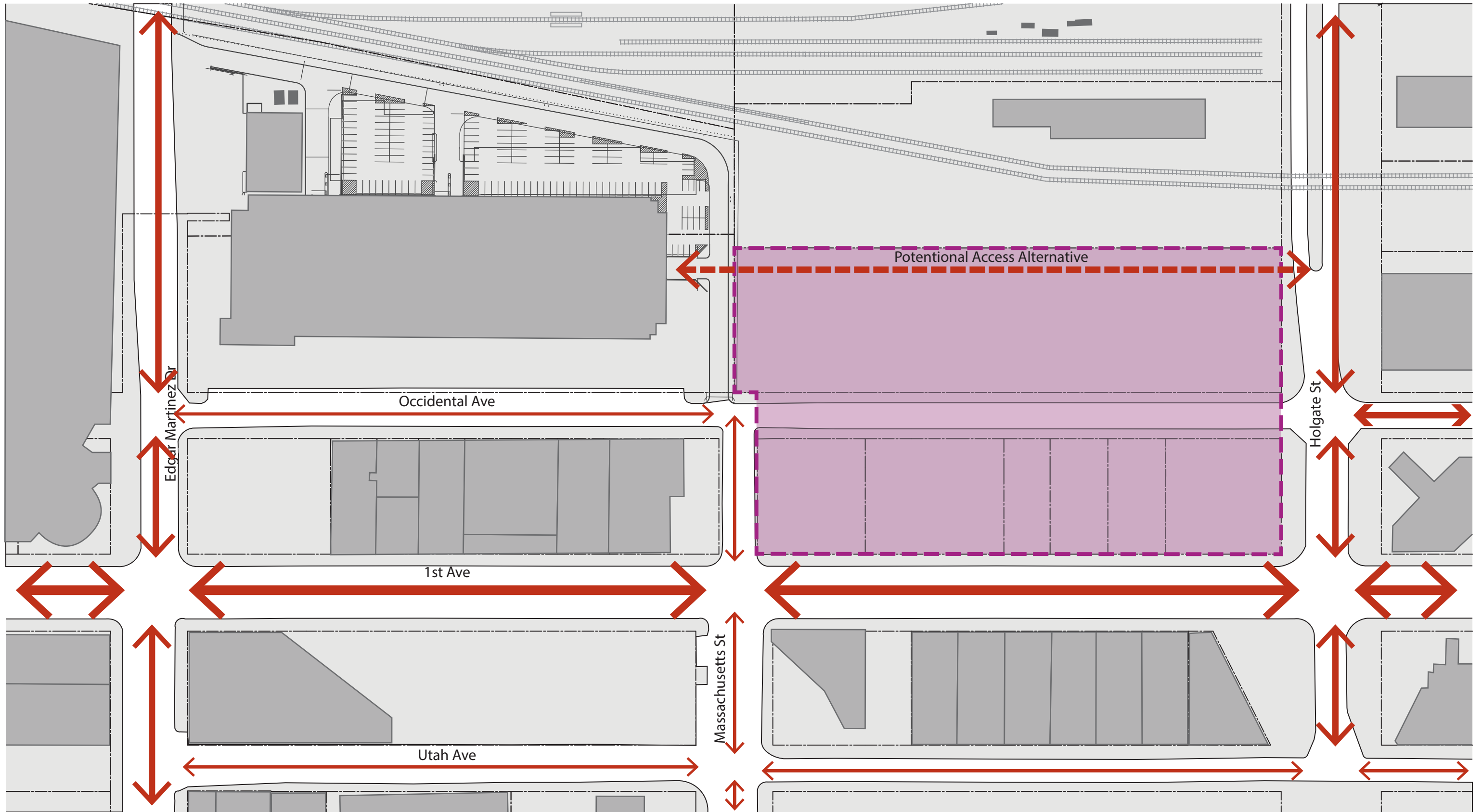


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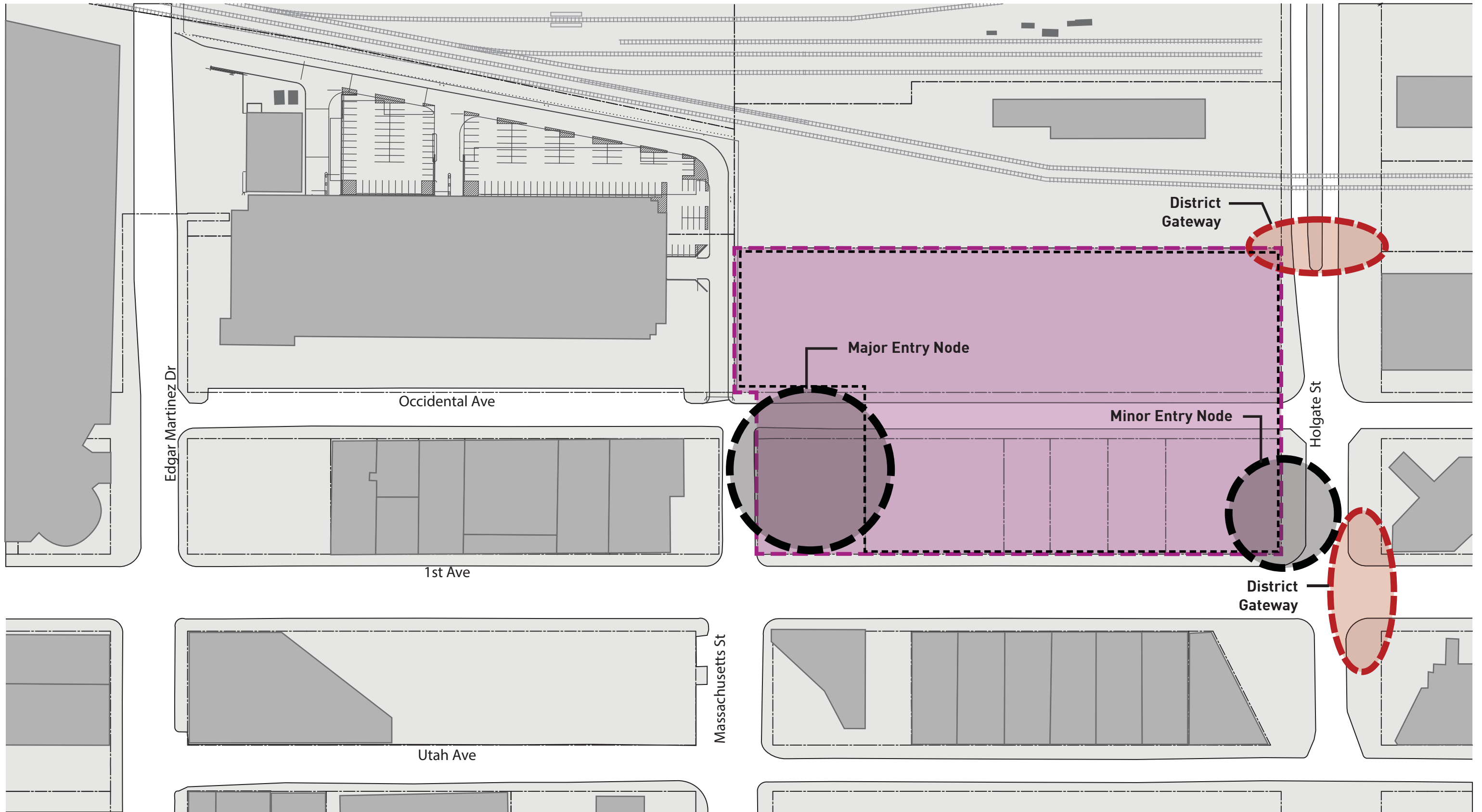


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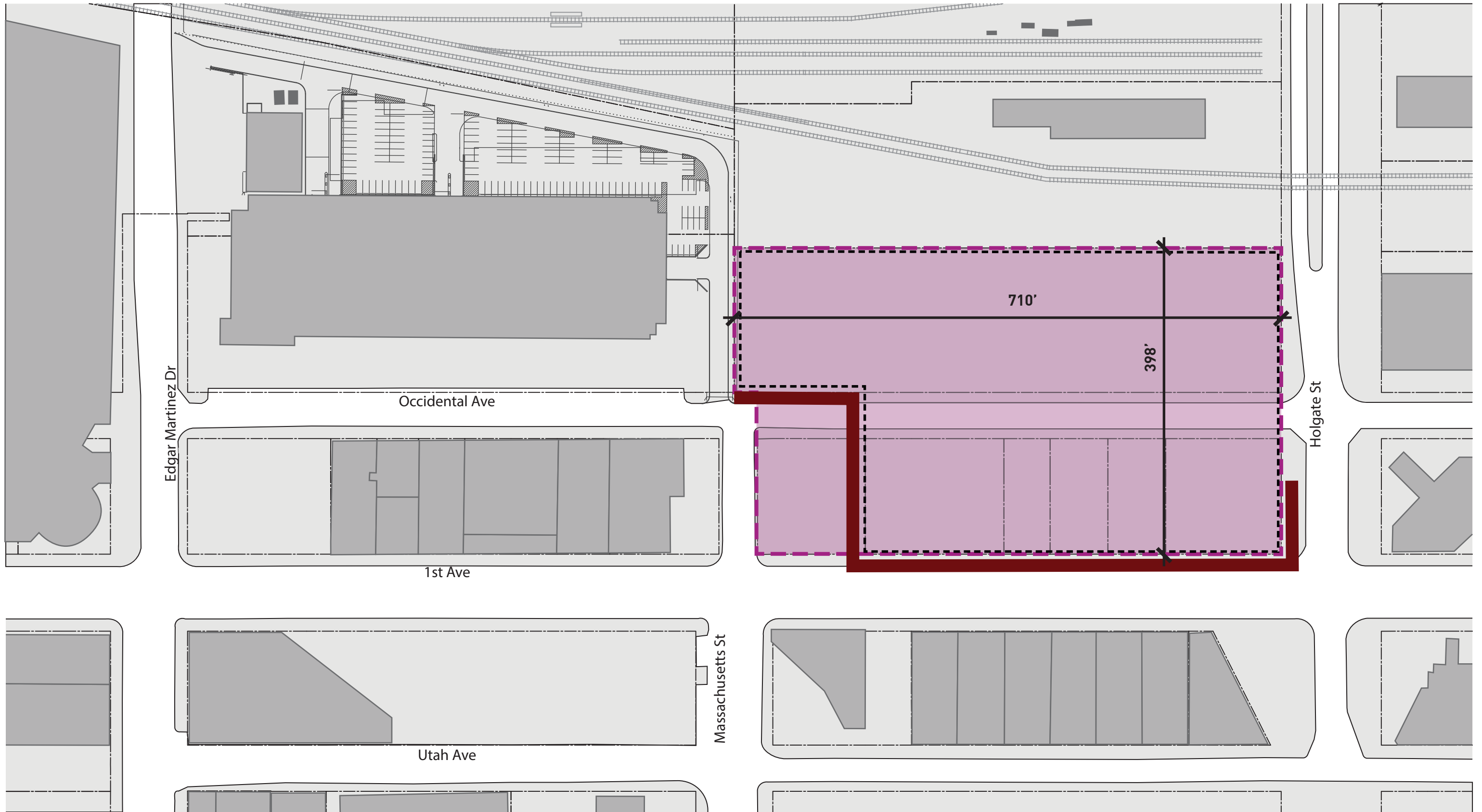


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DESIGN GUIDELINES

SITE PLANNING AND MASSING

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT.

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

A-2 ENHANCE THE SKYLINE.

Design the upper portion of the building to promote visual interest.

ARCHITECTURAL EXPRESSION

B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT.

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-2 CREATE A TRANSITION IN BULK & SCALE.

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby lessintensive zones.

B-3 REINFORCE THE POSITIVE URBAN FORM & ARCHITECTURAL ATTRIBUTES OF THE IMMEDIATE AREA.

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B-4 DESIGN A WELL-PROPORTIONED & UNIFIED BUILDING.

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create unified building, so that all components appear

THE STREETScape

C-1 PROMOTE PEDESTRIAN INTERACTION.

Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

C-2 DESIGN FACADES OF MANY SCALES.

Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C-3 PROVIDE ACTIVE—NOT BLANK—FACADES.

Buildings should not have large blank walls facing the street, especially near sidewalks.

C-4 REINFORCE BUILDING ENTRIES.

To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION.

Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C-6 DEVELOP THE ALLEY FACADE.

To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

PUBLIC AMENITIES

D- 1 PROVIDE INVITING & USABLE OPEN SPACE.

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D- 2 ENHANCE THE BUILDING WITH LANDSCAPING.

Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D- 3 PROVIDE ELEMENTS THAT DEFINE THE PLACE.

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.

D-4 PROVIDE APPROPRIATE SIGNAGE.

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D-5 PROVIDE ADEQUATE LIGHTING.

To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.

D- 6 DESIGN FOR PERSONAL SAFETY & SECURITY .

Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.

VEHICULAR ACCESS AND PARKING

E-1 MINIMIZE CURB CUT IMPACTS.

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E-2 INTEGRATE PARKING FACILITIES.

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E-3 MINIMIZE THE PRESENCE OF SERVICE AREAS.

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

SITE PLANNING AND MASSING

A-1 RESPOND TO THE PHYSICAL ENVIRONMENT.

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

A-2 ENHANCE THE SKYLINE.

Design the upper portion of the building to promote visual interest.



A-1 RESPOND TO THE PHYSICAL ENVIRONMENT



A-2 ENHANCE THE SKYLINE

ARCHITECTURAL EXPRESSION

B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT.

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-2 CREATE A TRANSITION IN BULK & SCALE.

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby lessintensive zones.

B-3 REINFORCE THE POSITIVE URBAN FORM & ARCHITECTURAL ATTRIBUTES OF THE IMMEDIATE AREA.

Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B-4 DESIGN A WELL-PROPORTIONED & UNIFIED BUILDING.

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create unified building, so that all components appear integral to the whole.



B-1 RESPOND TO THE NEIGHBORHOOD CONTEXT.



B-2 CREATE A TRANSITION IN BULK & SCALE;

B-4 DESIGN A WELL PROPORTIONED & UNIFIED BUILDING

B-3 REINFORCE THE POSITIVE URBAN FORM &

ARCHITECTURAL ATTRIBUTES OF THE IMMEDIATE AREA.

THE STREETScape

C-1 PROMOTE PEDESTRIAN INTERACTION.

Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

C-2 DESIGN FACADES OF MANY SCALES.

Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C-3 PROVIDE ACTIVE—NOT BLANK—FACADES.

Buildings should not have large blank walls facing the street, especially near sidewalks.

C-4 REINFORCE BUILDING ENTRIES.

To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION.

Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C-6 DEVELOP THE ALLEY FACADE.

To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.



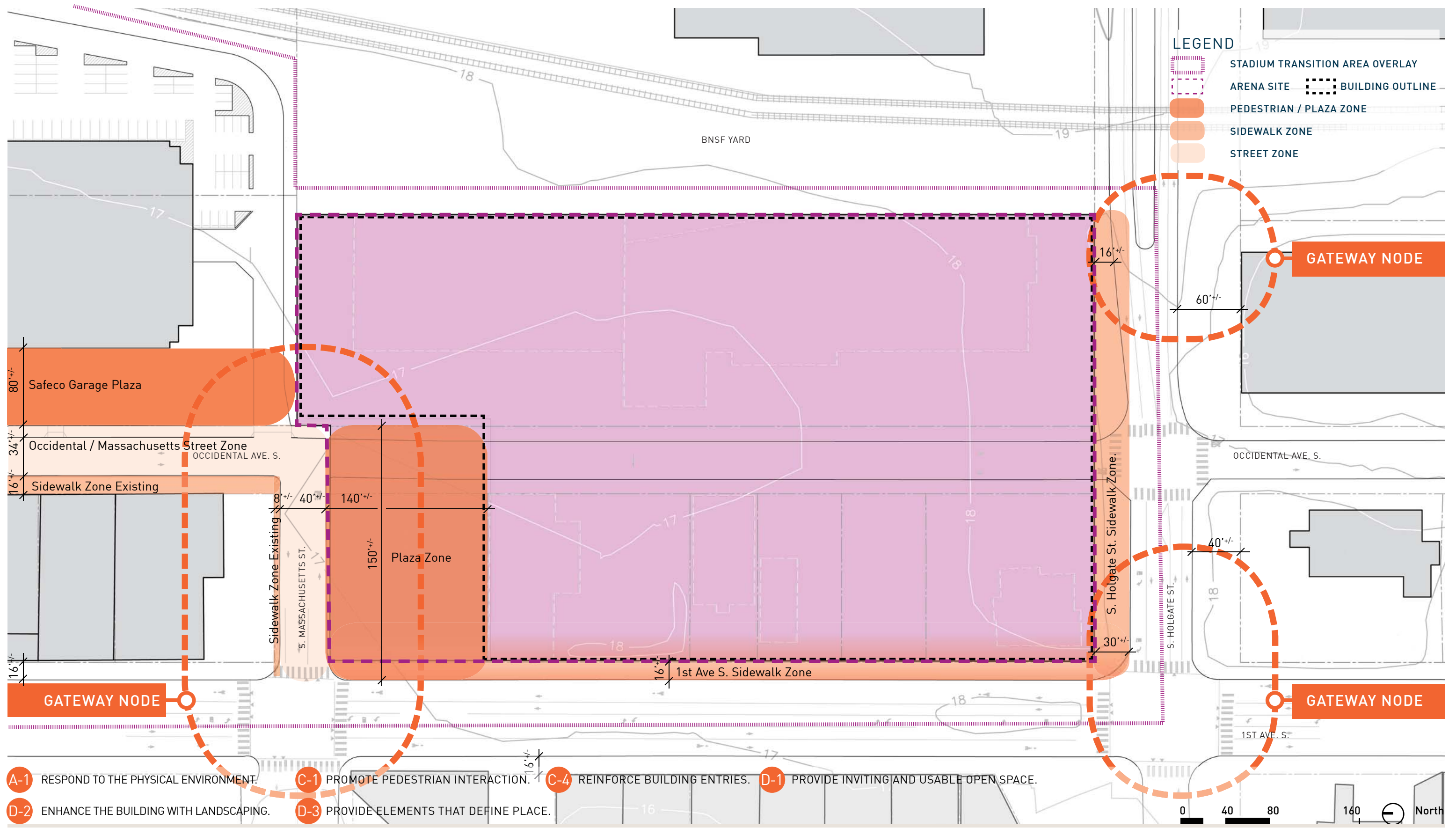
C-1 PROMOTE PEDESTRIAN INTERACTION; C-6 DEVELOP THE ALLEY FACADE

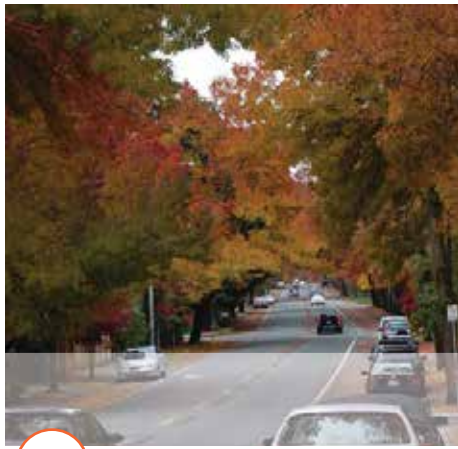


C-2 DESIGN FACADES OF MANY SCALES; PROVIDE ACTIVE FACADES; C-4 REINFORCE BUILDING ENTRIES



C-5 ENCOURAGE OVERHEAD WEATHER PROTECTION

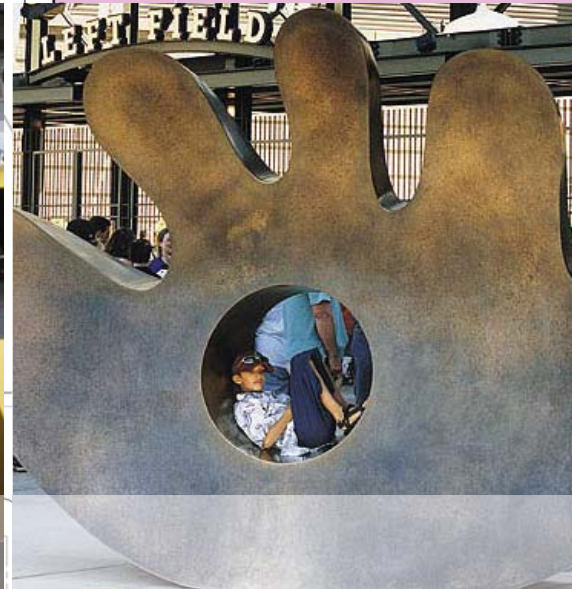




1 STREET TREES DEFINE GATEWAY, DISTRICT, + PEDESTRIAN EXPERIENCE



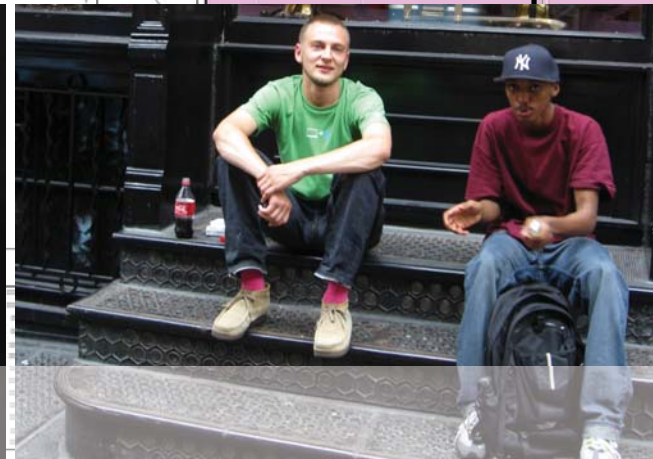
2 STREET TREES + FACADE ESTABLISH PEDESTRIAN SCALE



3 FURNISHINGS + ARTWORK + BUSKERS INVITE USE + ESTABLISH IDENTITY



4 HYDROLOGY + SEASONAL COLOR IN PLANTING

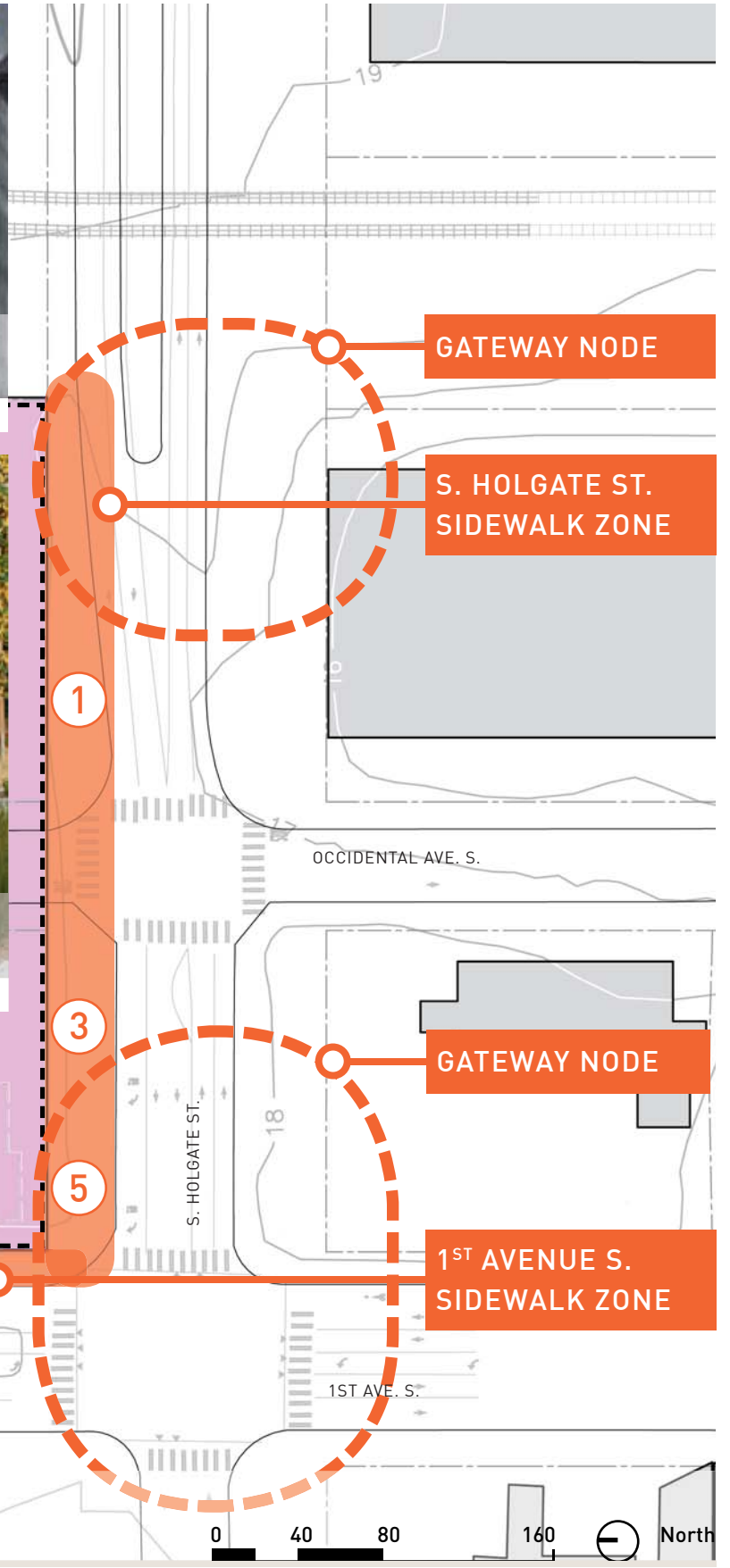


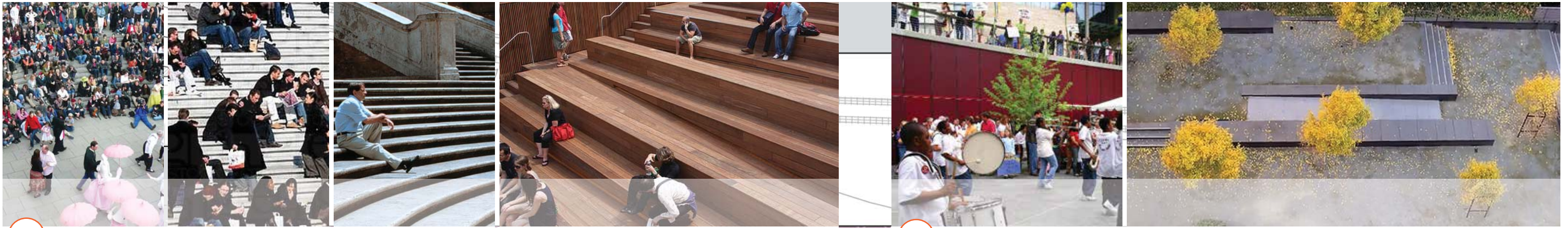
5 STOOPS SUPPORT INFORMAL STREET LIFE + BUSKERS

D-2 ENHANCE THE BUILDING WITH LANDSCAPING.

D-3 PROVIDE ELEMENTS THAT DEFINE PLACE.

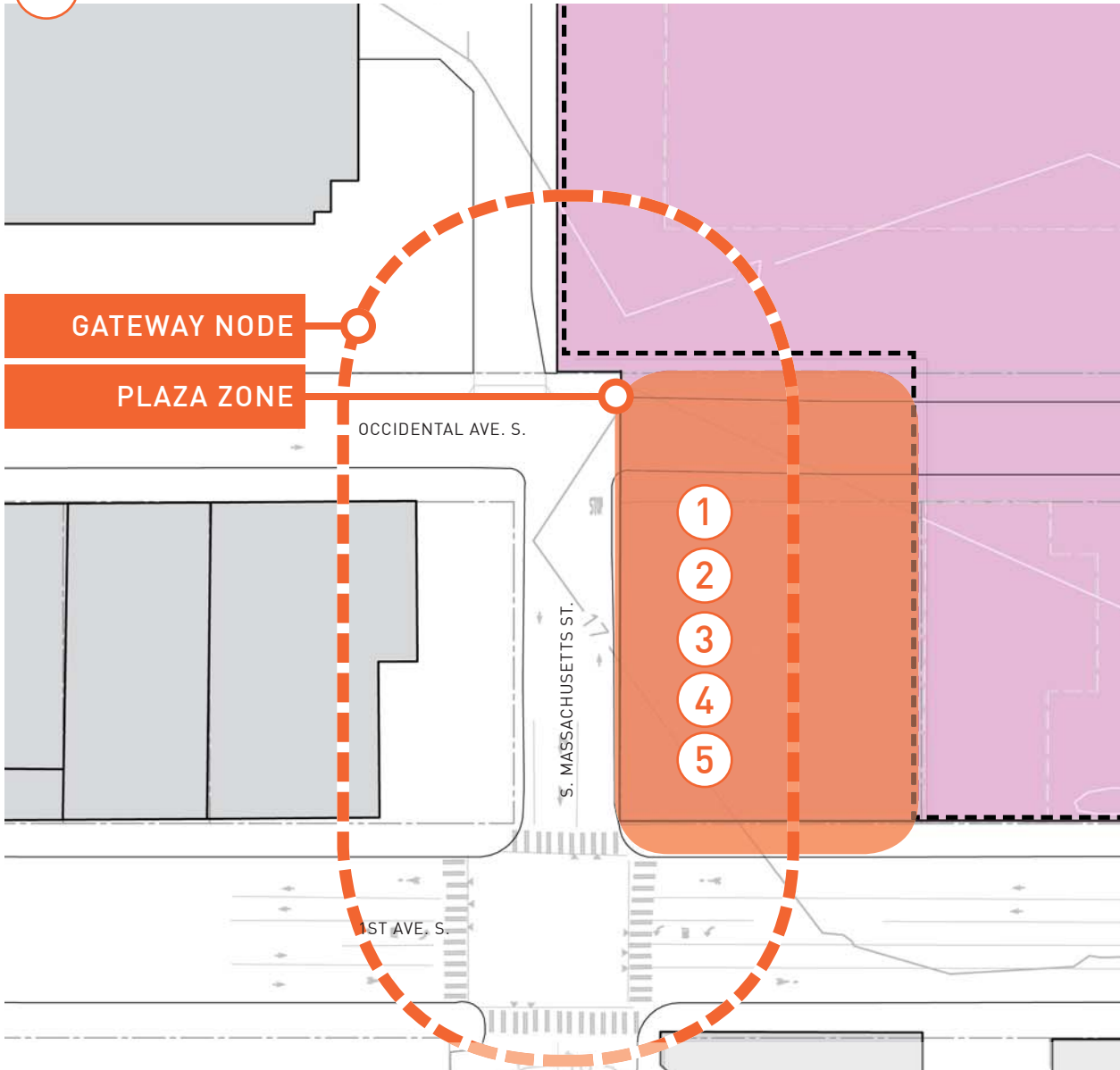
D-6 DESIGN FOR PERSONAL SAFETY + SECURITY.



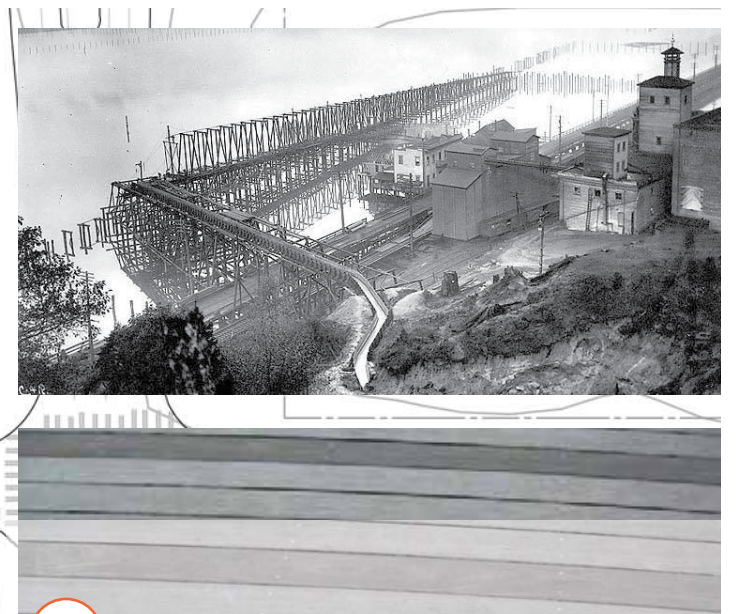


1 CASCADING STAIRS + CITY LIVING

2 VIEWS FROM ABOVE



3 RAINWATER + SEATTLE SEASONS



4 HISTORY IN WOOD PAVING



5 FURNISHINGS + URBAN LIFE + LOVED LANDMARKS

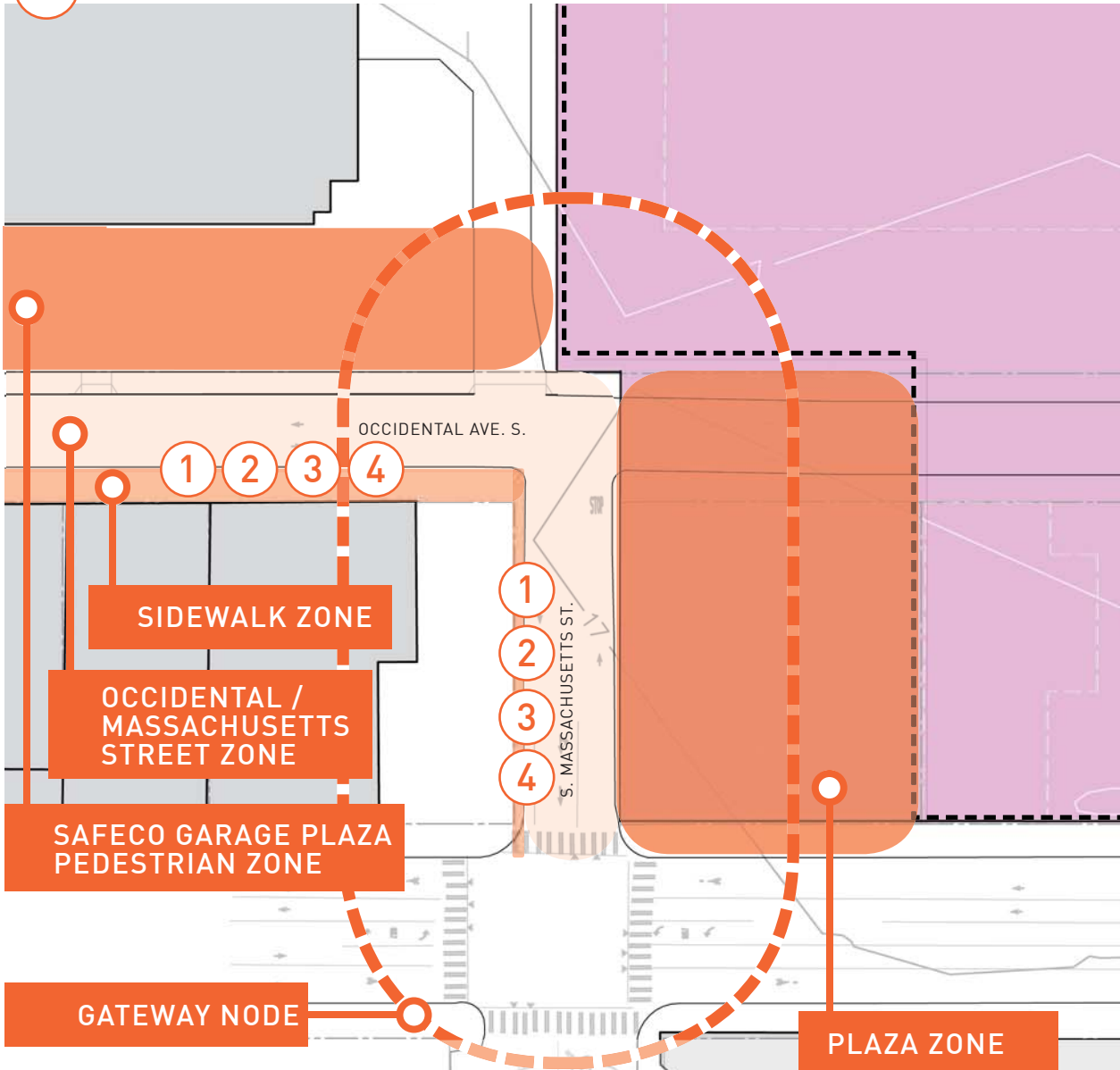
D-2 ENHANCE THE BUILDING WITH LANDSCAPING. D-3 PROVIDE ELEMENTS THAT DEFINE PLACE. D-6 DESIGN FOR PERSONAL SAFETY + SECURITY.





1 PROCESSION + CELEBRATION

2 PREGAME GATHERING + FOOD

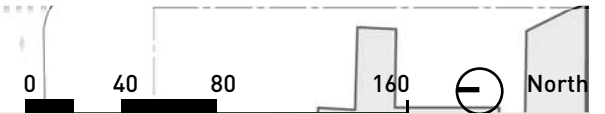


3 URBAN COMFORT + CITY LIFE



4 SEASONAL CHANGE + LANDMARK + PUBLIC ART

D-2 ENHANCE THE BUILDING WITH LANDSCAPING. D-3 PROVIDE ELEMENTS THAT DEFINE PLACE. D-6 DESIGN FOR PERSONAL SAFETY + SECURITY.





1 SEASONAL PATTERNS: PLANTS + WATER



2 PAVING + HISTORIC USE + HYDROLOGY + MULTIPLE USE

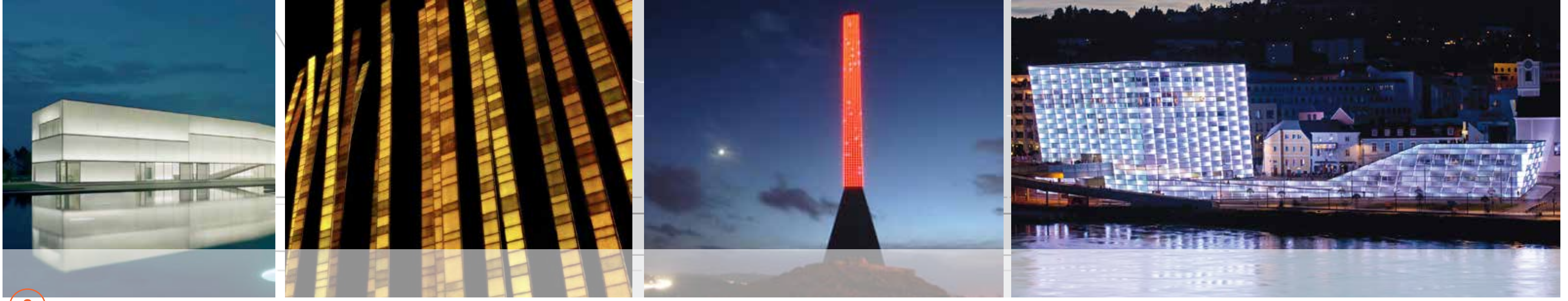


3 GENEROUS STREETS + PLAZAS + LANDMARKS + MEMORY





1 PLAZA + PATHS + STAIRS LIGHTS



2 LARGE SCALE LIGHTING FEATURES



3 INTIMATE LIGHTING DETAILS





1 EXTERIOR GRAPHIC EXPERIENCE



2 WAYFINDING



3 PAGENTRY GRAPHICS

KEY PLAN

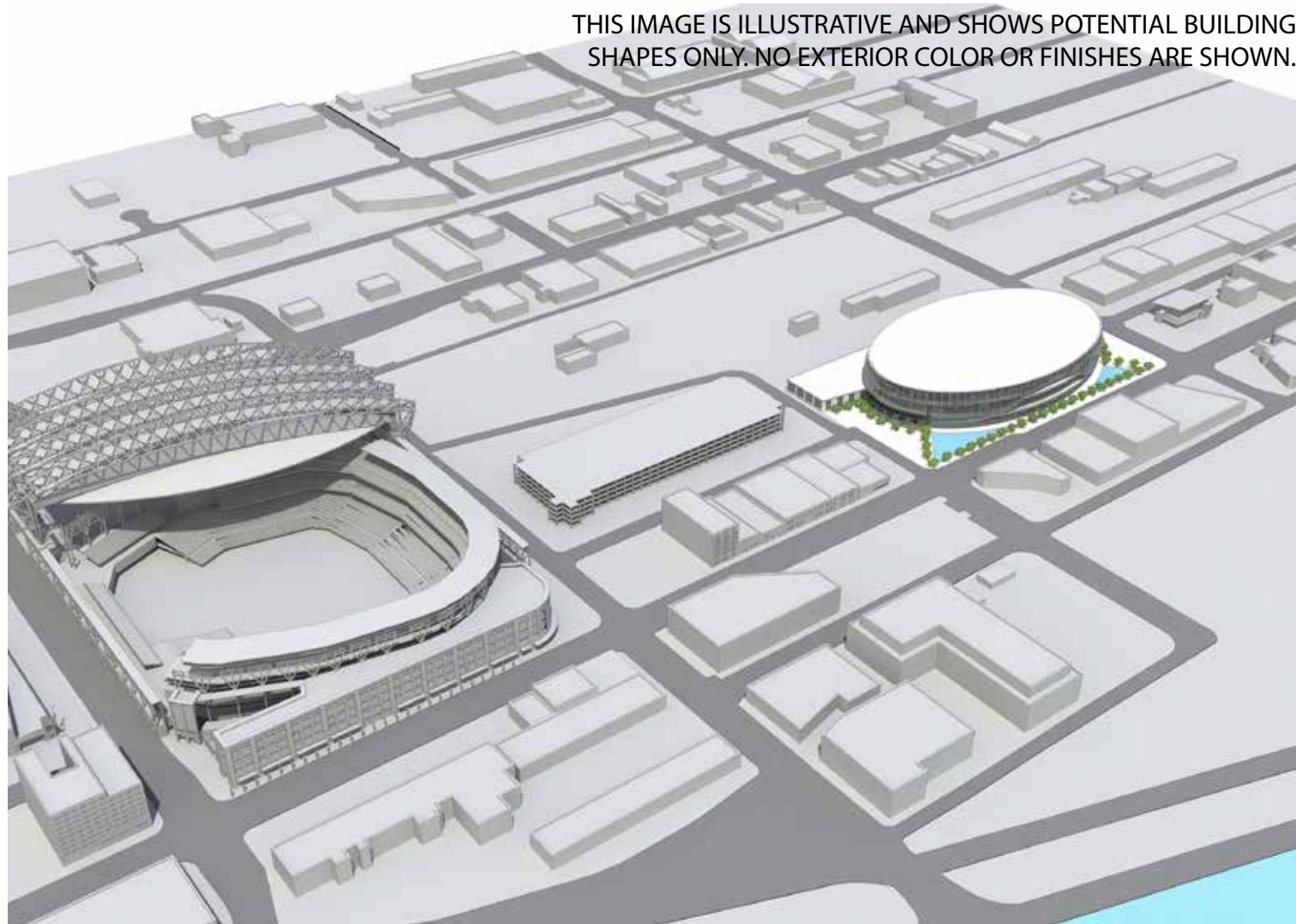


DESIGN OPTIONS



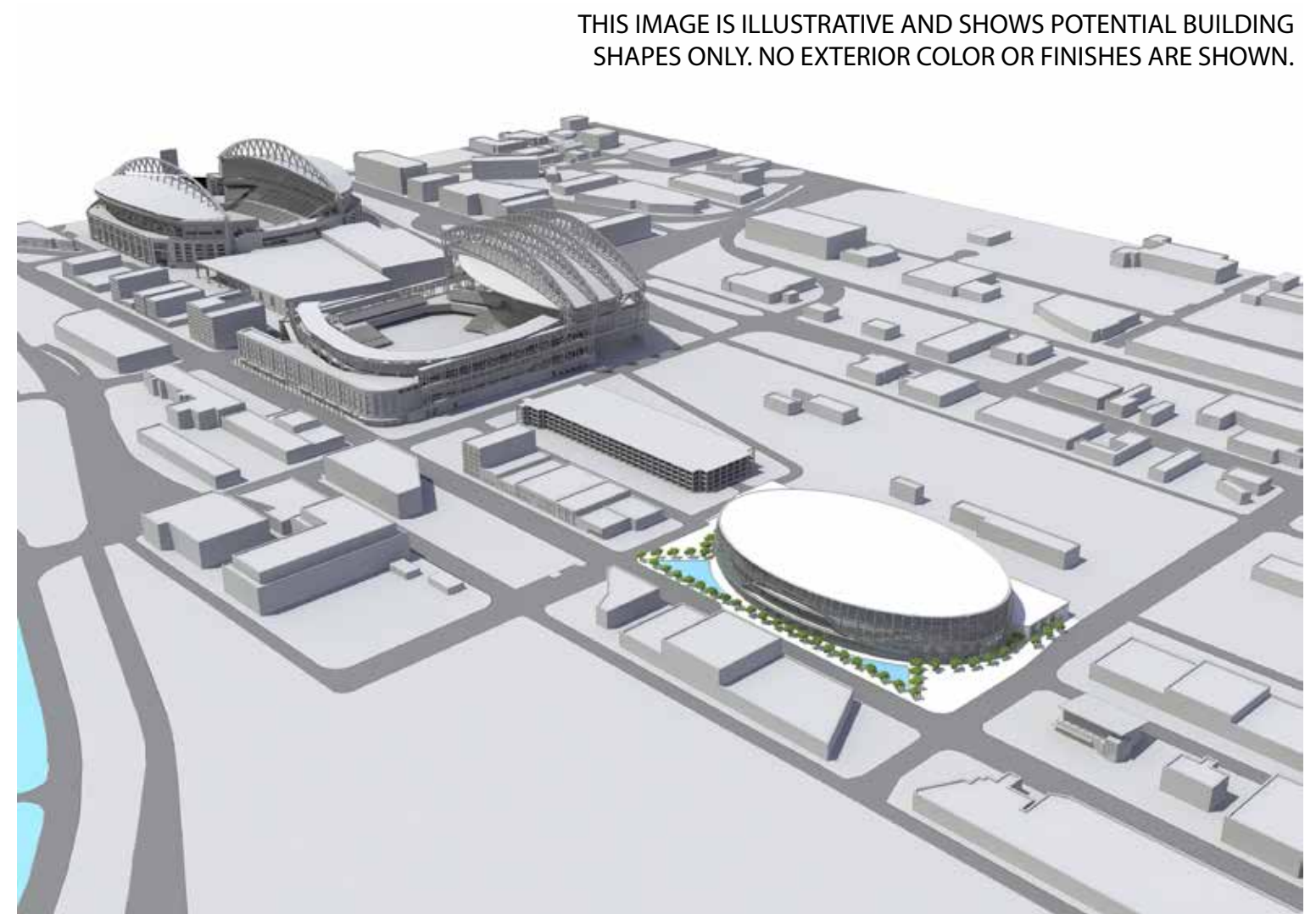
OPTION 01

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NORTHWEST AERIAL

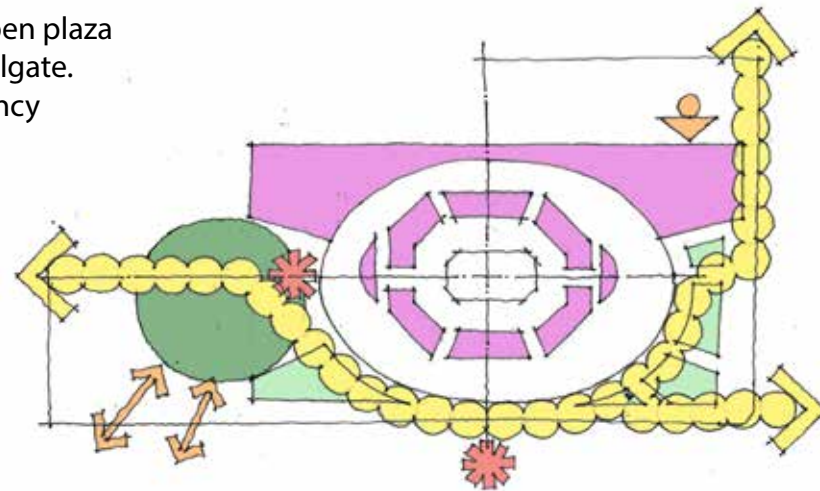
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SOUTHWEST AERIAL

DESIGN OPTION 1

A iconic, transparent building that maximizes open plaza space along First Avenue, Massachusetts and Holgate. This option amplifies its views with its transparency creating a 360 view of Seattle's landmarks.



PROS

- Highly transparent Façade provides maximum visual connectivity from and into the building
- Public open space balanced across site and promotes connection from Occidental to First Avenue and Holgate
- Landmark, iconic form

CONS

- Less reinforcement of North-South activity corridor
- Highly transparent façade may create challenges with Seattle Energy Code
- Programmatically less-flexible Façade
- Less Street Frontage activity on 1st Avenue and Holgate
- Less responsive to contextual urban fabric

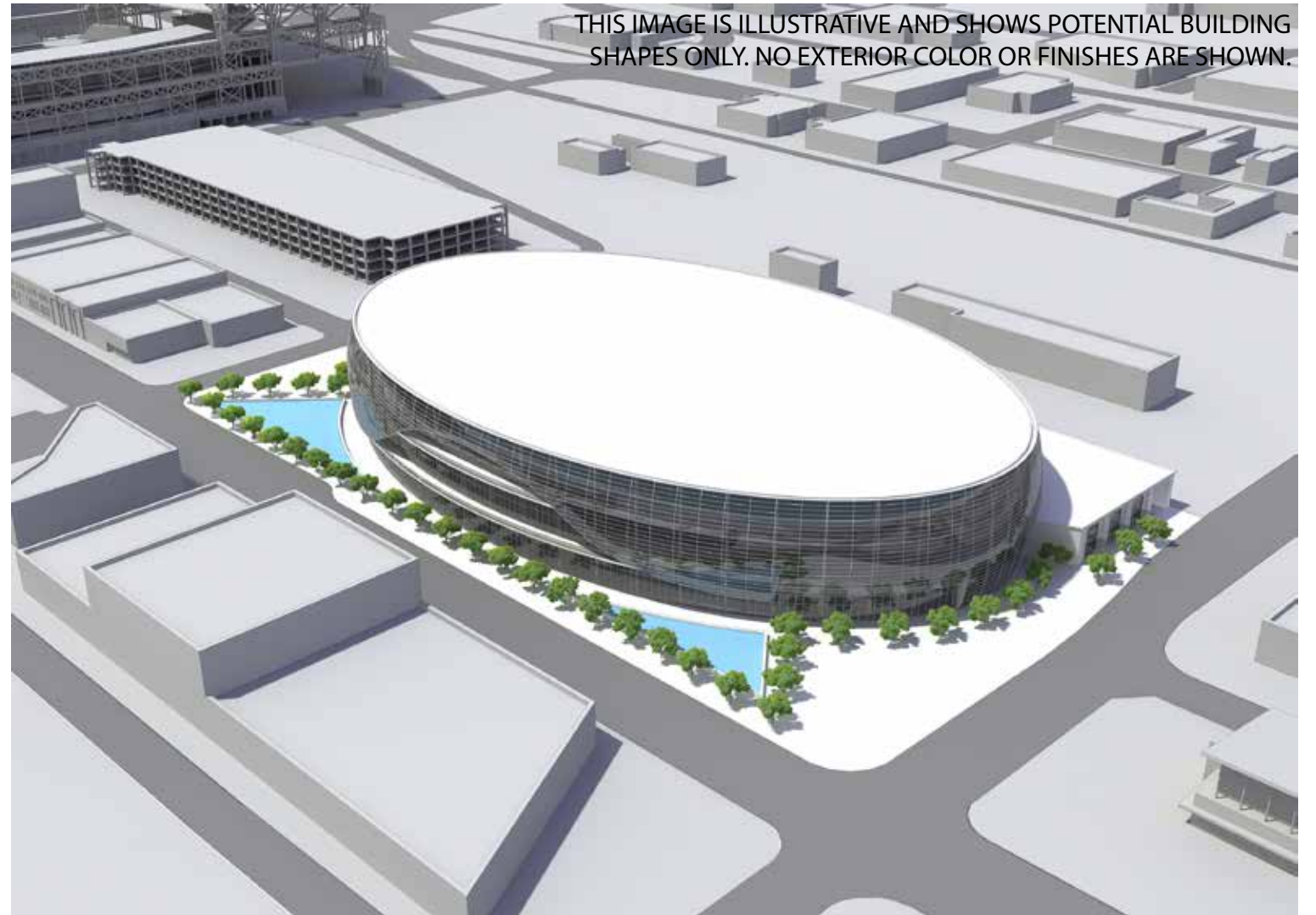


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NORTHWEST DETAIL

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SOUTHWEST DETAIL

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*ASSUMED HEIGHT APPROXIMATELY 130'-160'

1ST AVENUE ELEVATION

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FERRY VIEW

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PHOTO CREDIT: PORT OF SEATTLE - DON WILSON

SOUTHWEST PORT AERIAL



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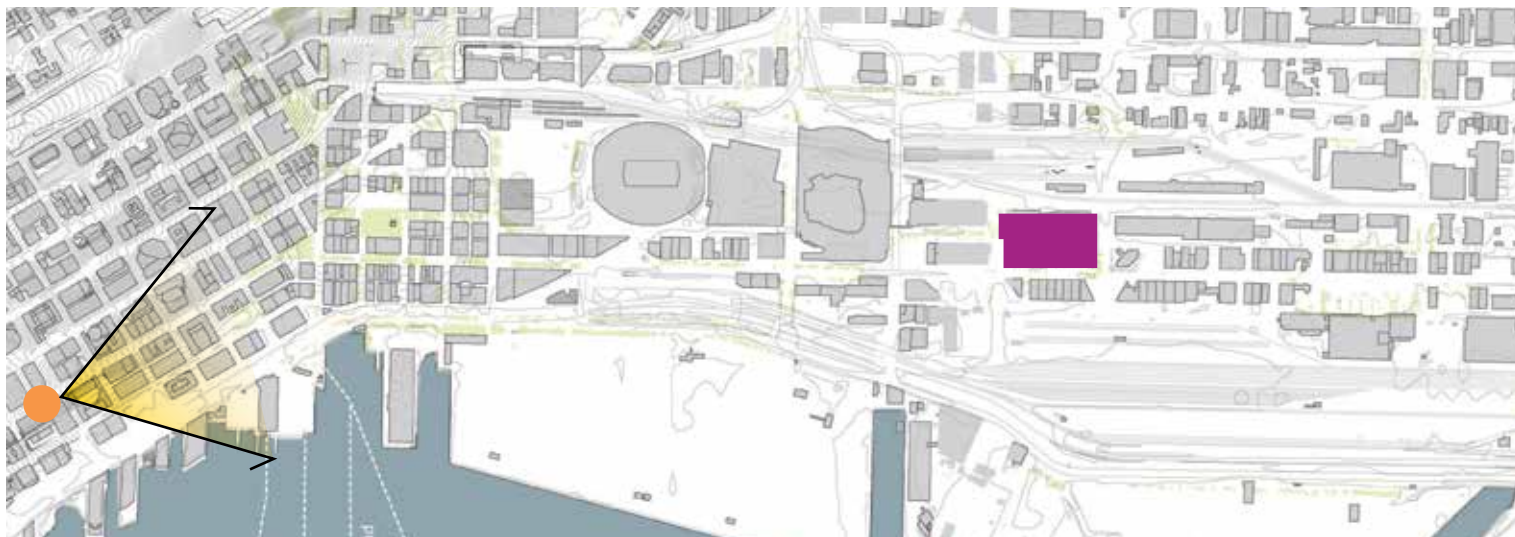


NORTHWEST CONTEXT AERIAL

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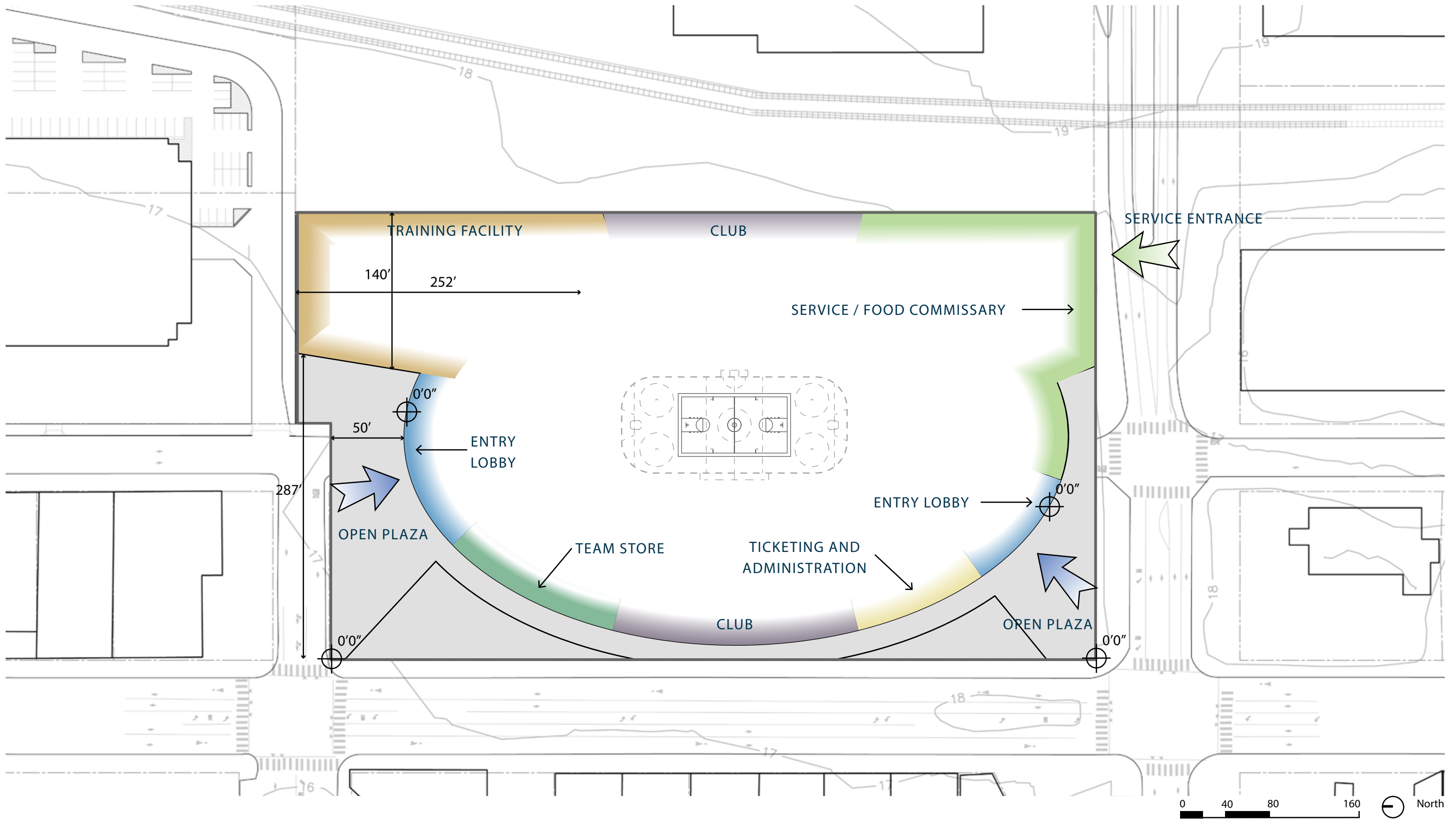
BEACON HILL VIEW



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1ST AVENUE LOOKING NORTH

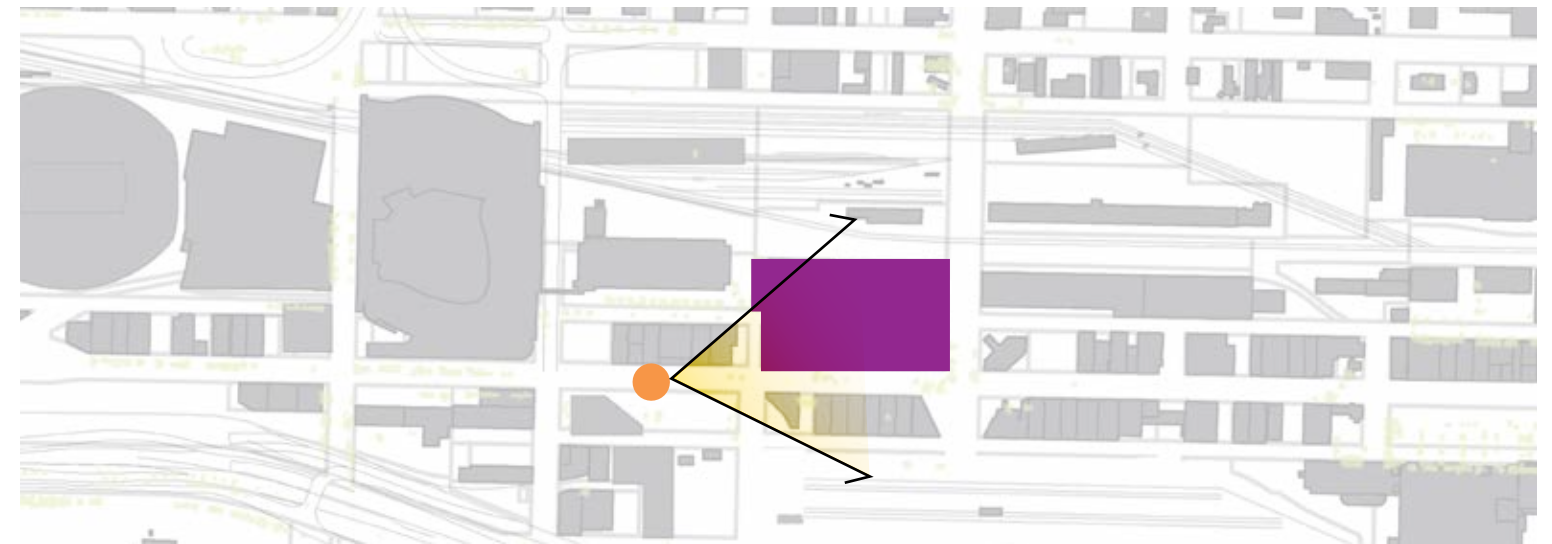
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1ST AVENUE LOOKING SOUTH



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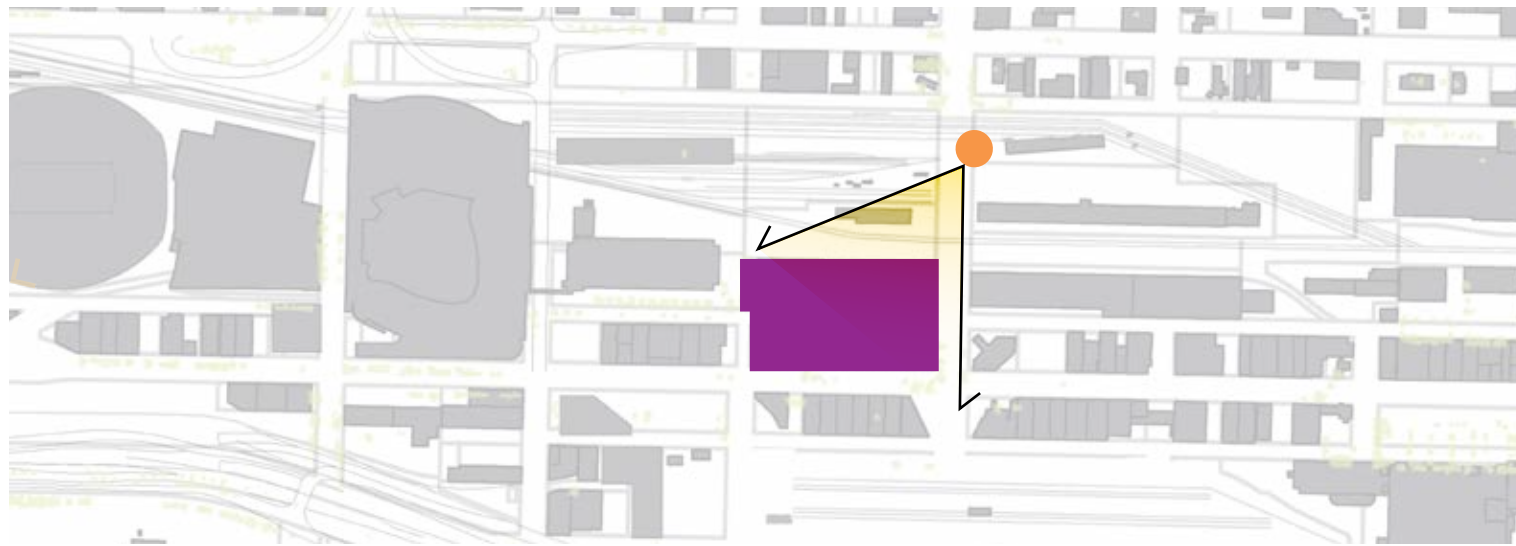


HOLGATE STREET LOOKING WEST

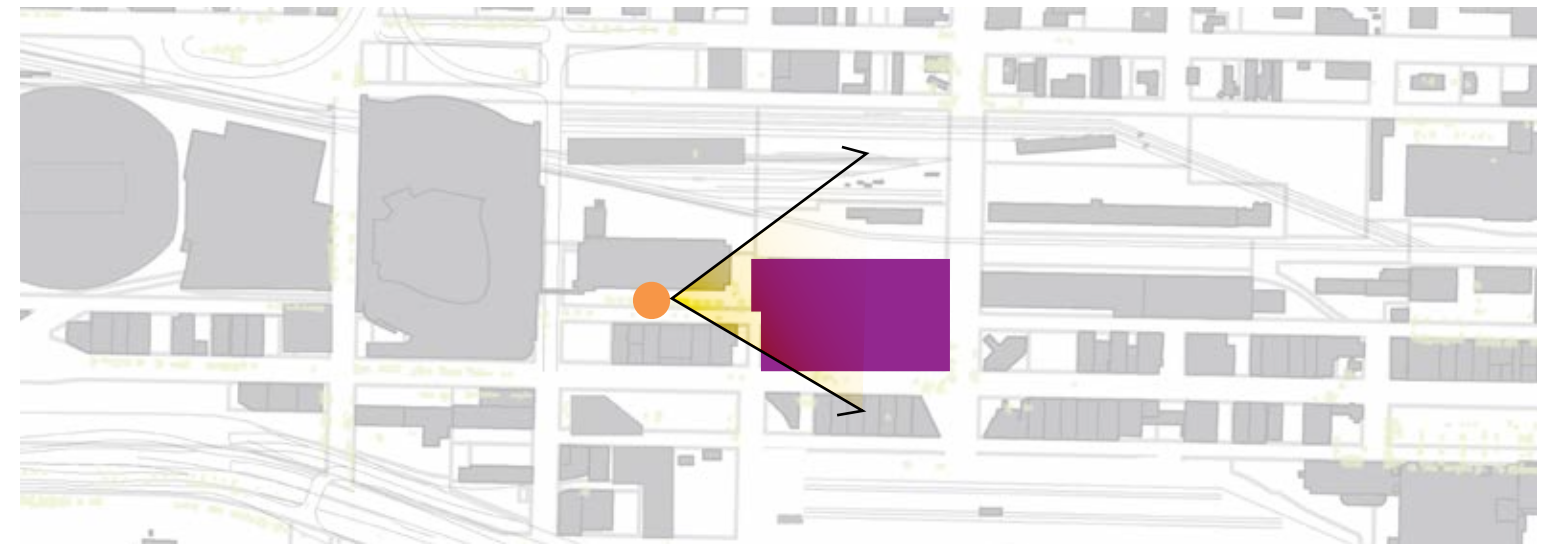
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OCCIDENTAL AVENUE LOOKING SOUTH



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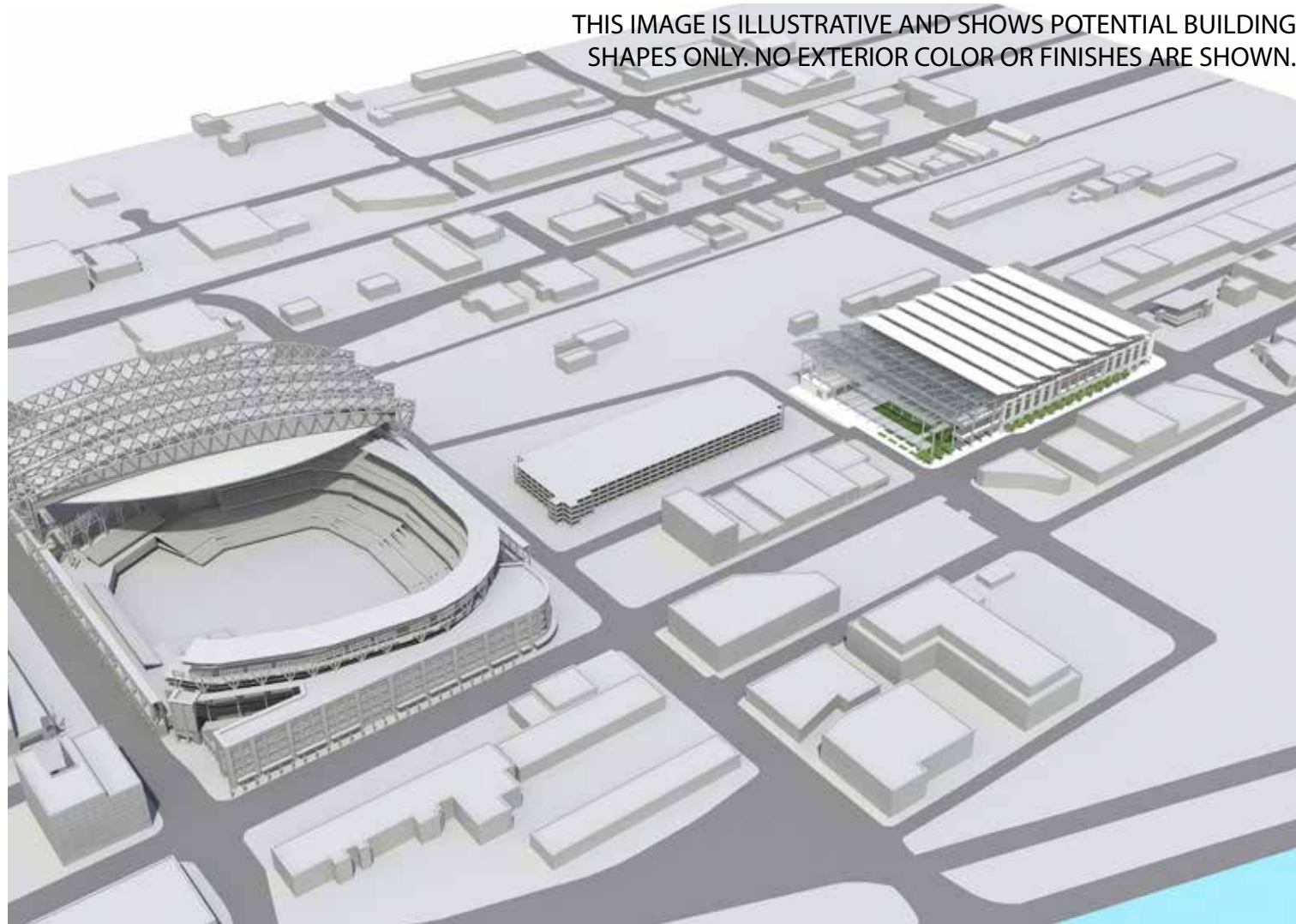


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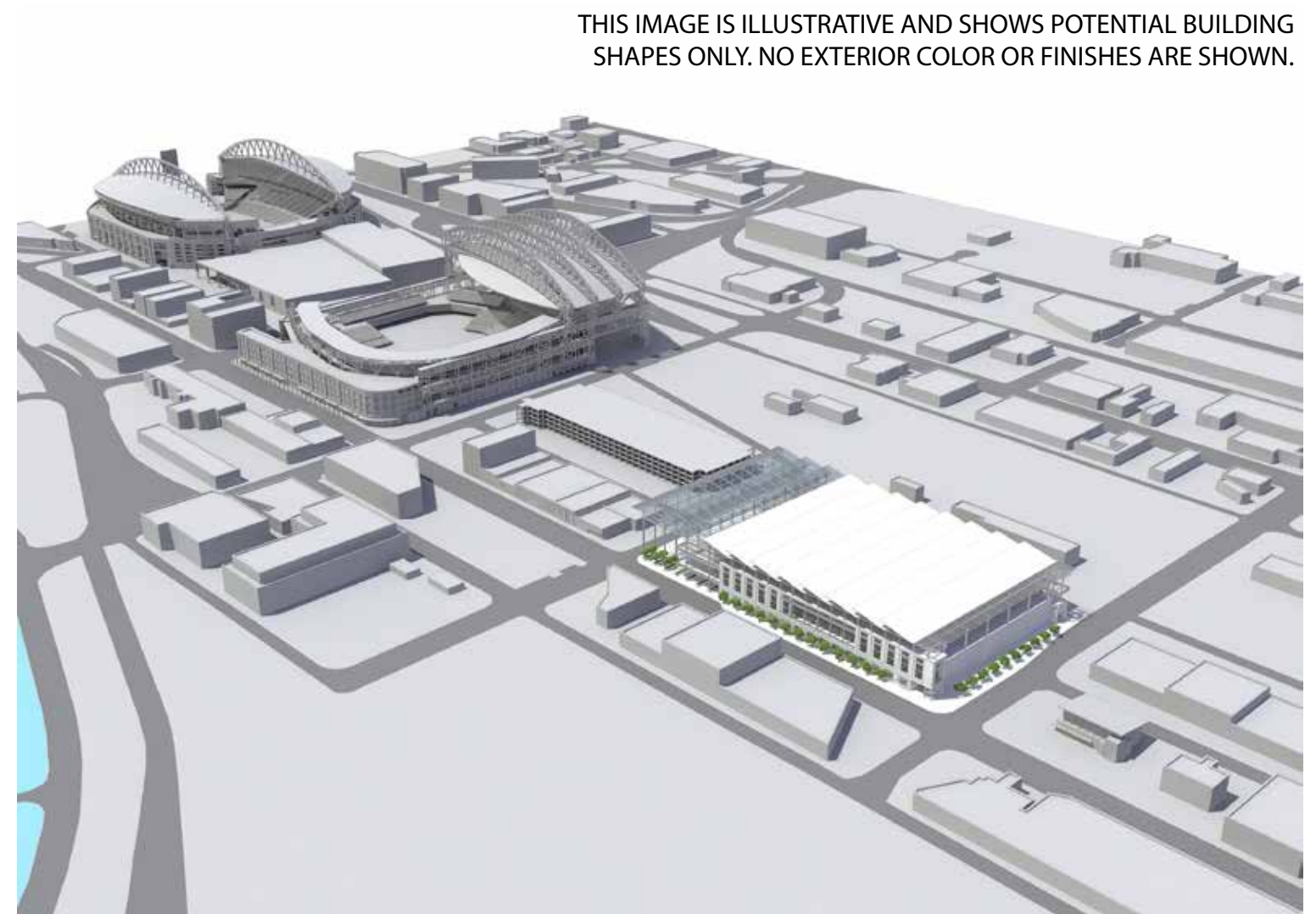
OPTION 02

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NORTHWEST AERIAL

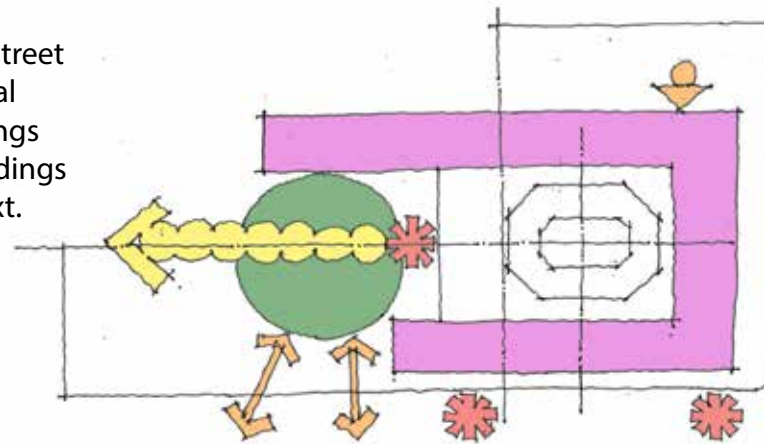
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SOUTHWEST AERIAL

DESIGN OPTION 2

A simple, efficient, cost effective building that maximizes function, architectural footprint and street frontage. The plaza is a street level and all vertical movement to concourse is located on the buildings interior. This option blends well with its surroundings and takes a reserved posture in the urban context.



PROS

- Strong Visual and inspirational connections to downtown to the north
- Programmatically Flexible Façade
- Great Public Space at NW Corner ideal for large civic gatherings
- Enhances the contextual urban Fabric by maximizing street frontage on 1st Avenue and Holgate

CONS

- Contextual façade provides less transparency from and into building
- Public open space gathered in NW corner may feel less intimate on non-game days
- Emphasis on contextual façade diminishes landmark, iconic presence

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NORTHWEST DETAIL

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SOUTHWEST DETAIL

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*ASSUMED HEIGHT APPROXIMATELY 130'-160'

1ST AVENUE ELEVATION



SEATTLE ARENA
NOVEMBER 30, 2012

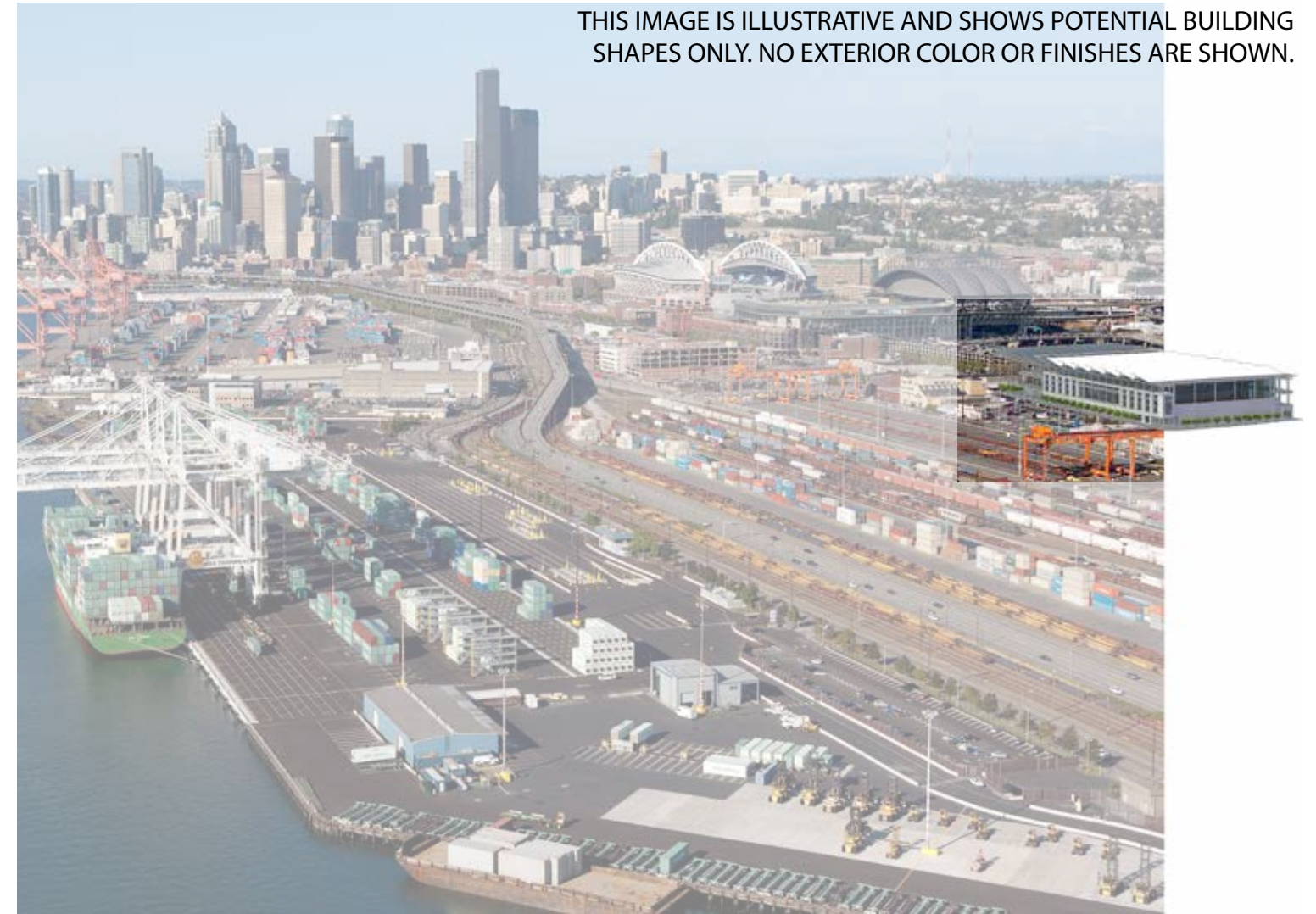
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FERRY VIEW

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SOUTHWEST PORT AERIAL



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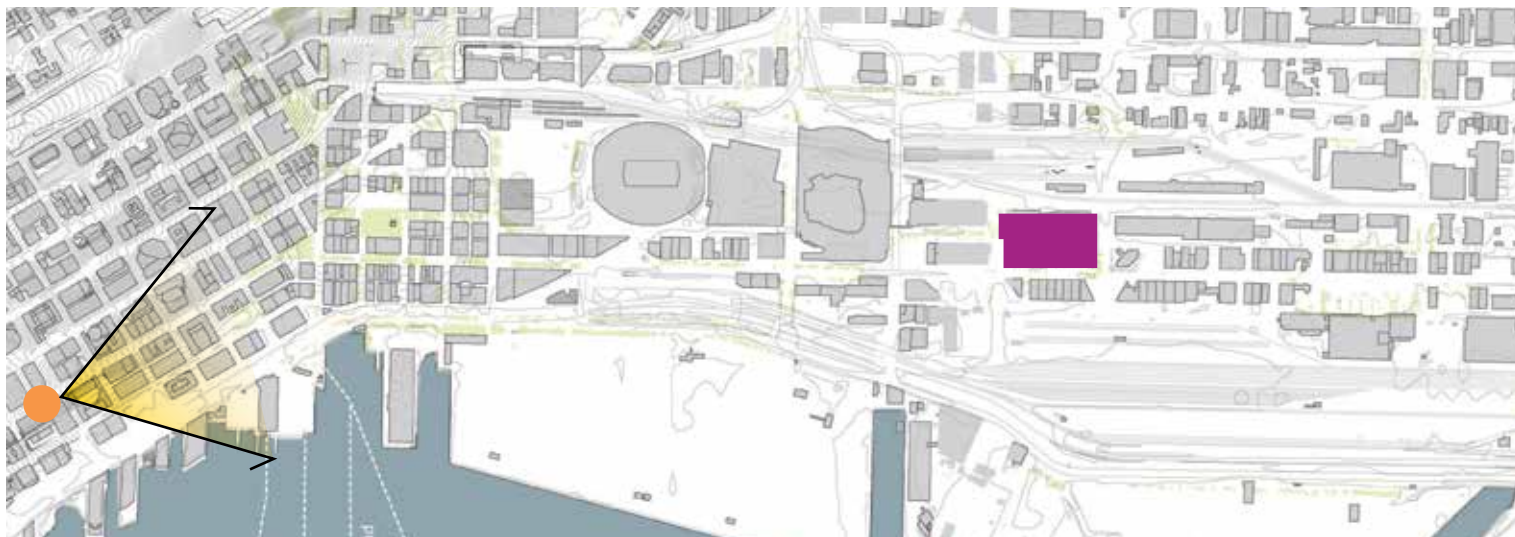


NORTHWEST CONTEXT AERIAL

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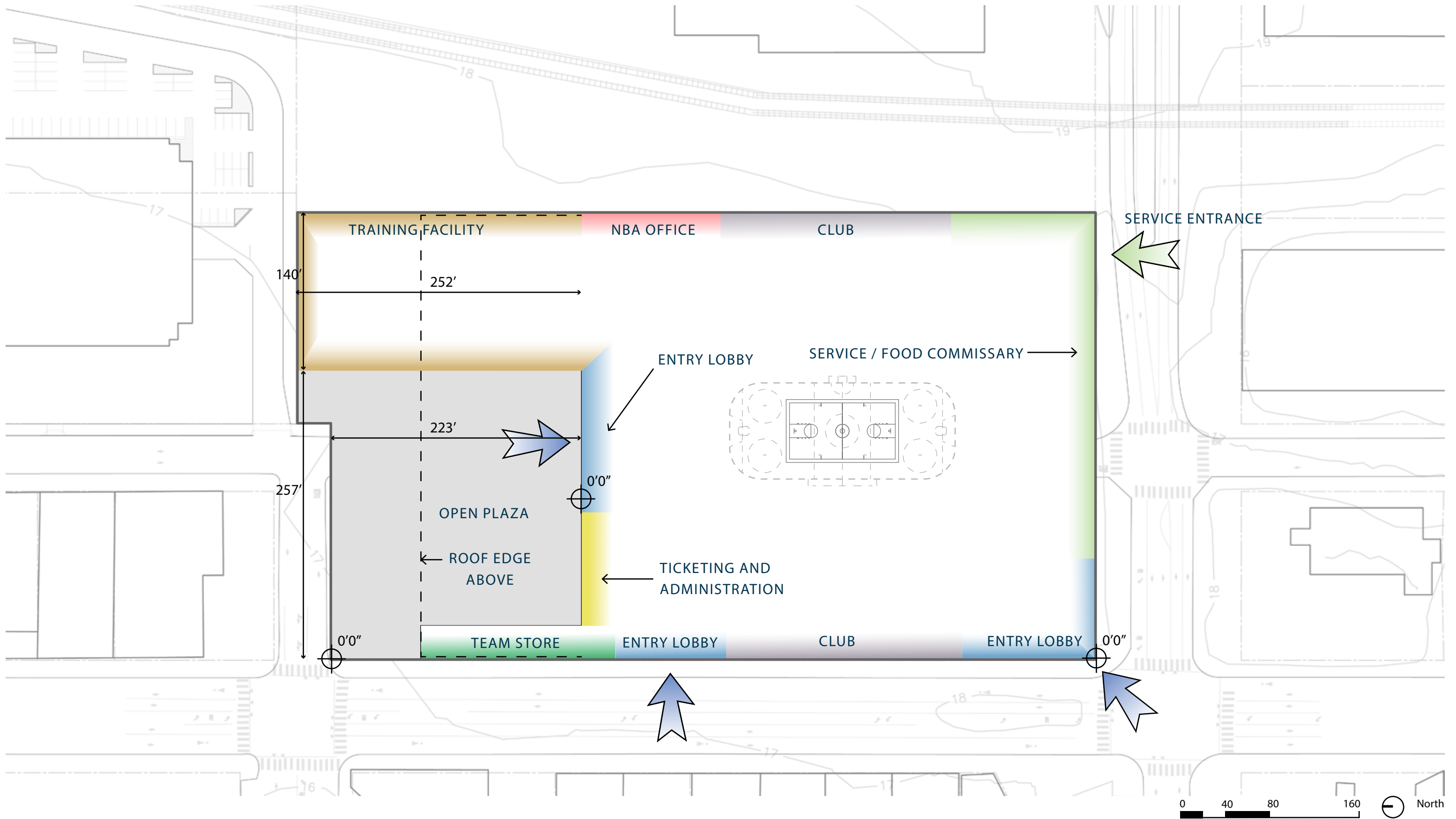
BEACON HILL VIEW



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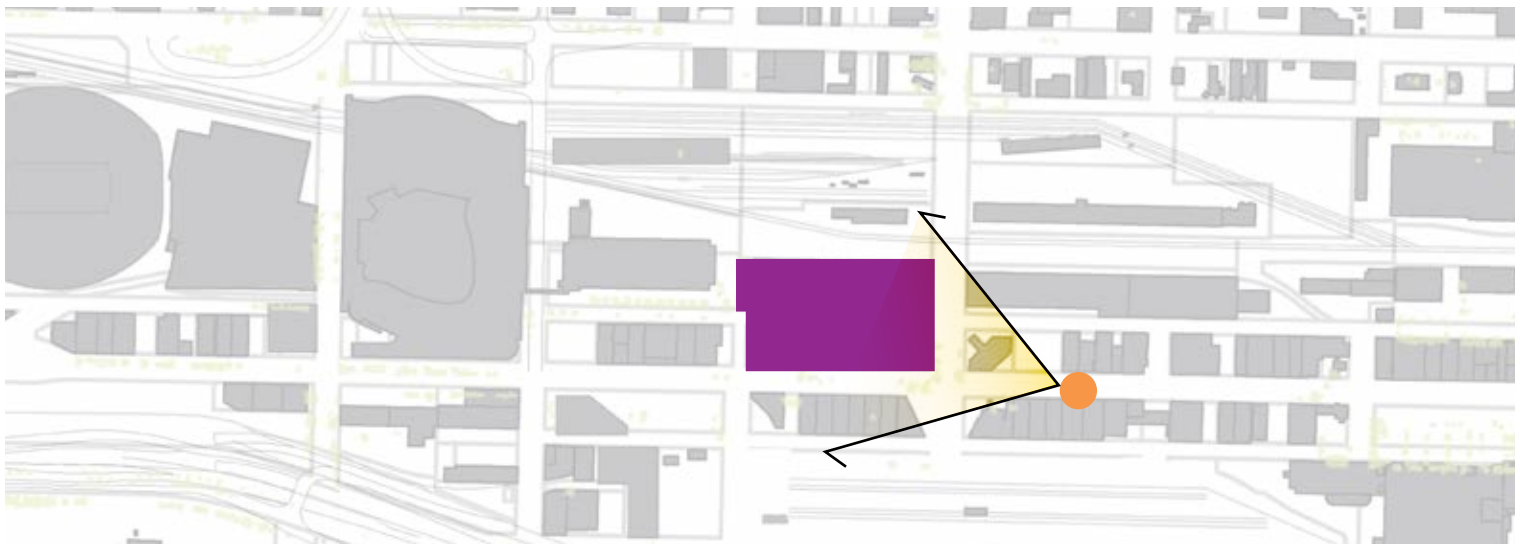


1ST AVENUE LOOKING NORTH

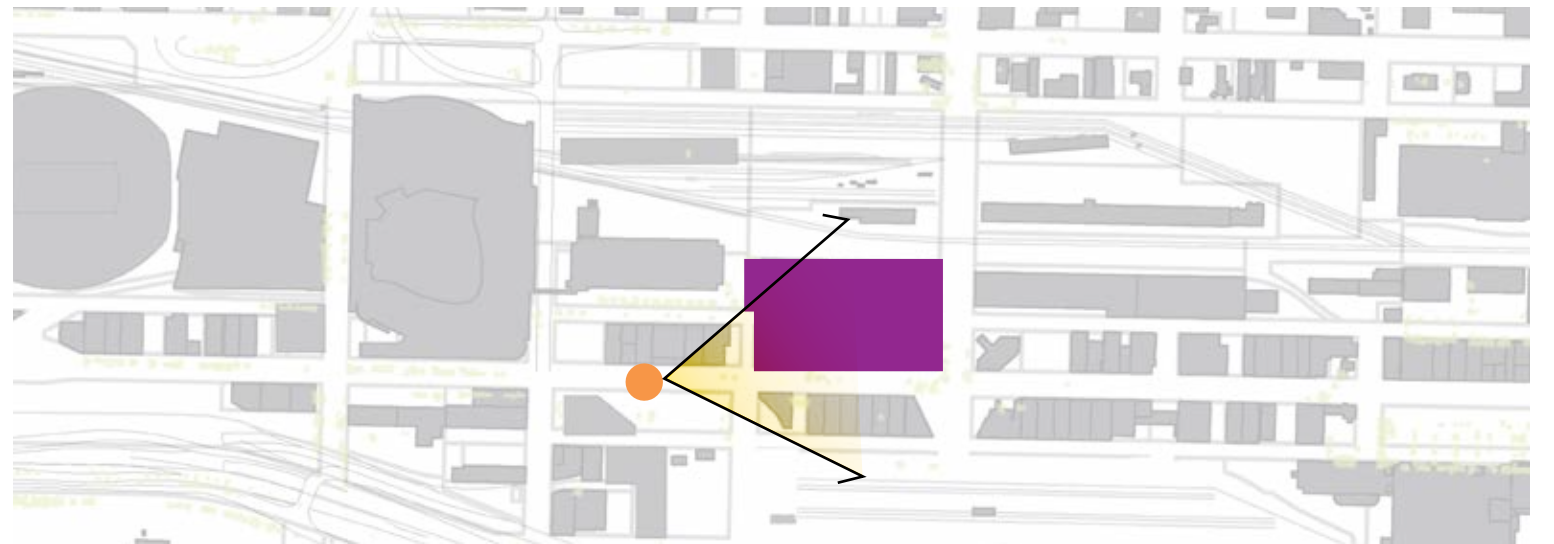
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1ST AVENUE LOOKING SOUTH



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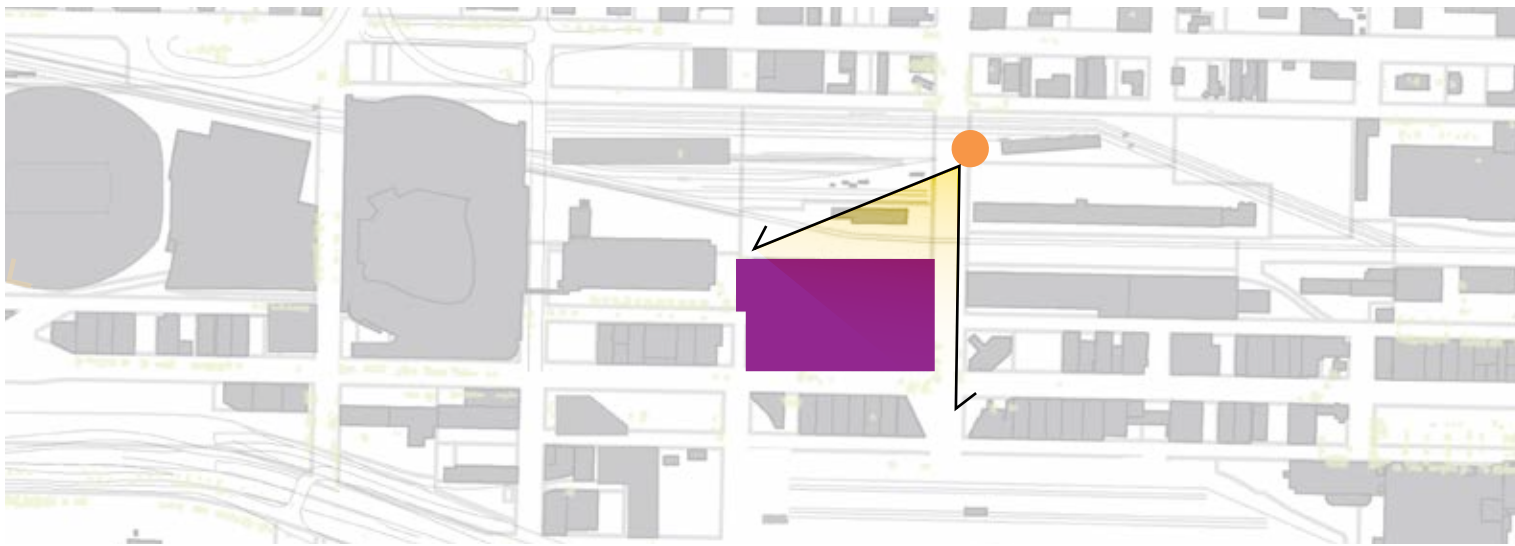


HOLGATE STREET LOOKING WEST

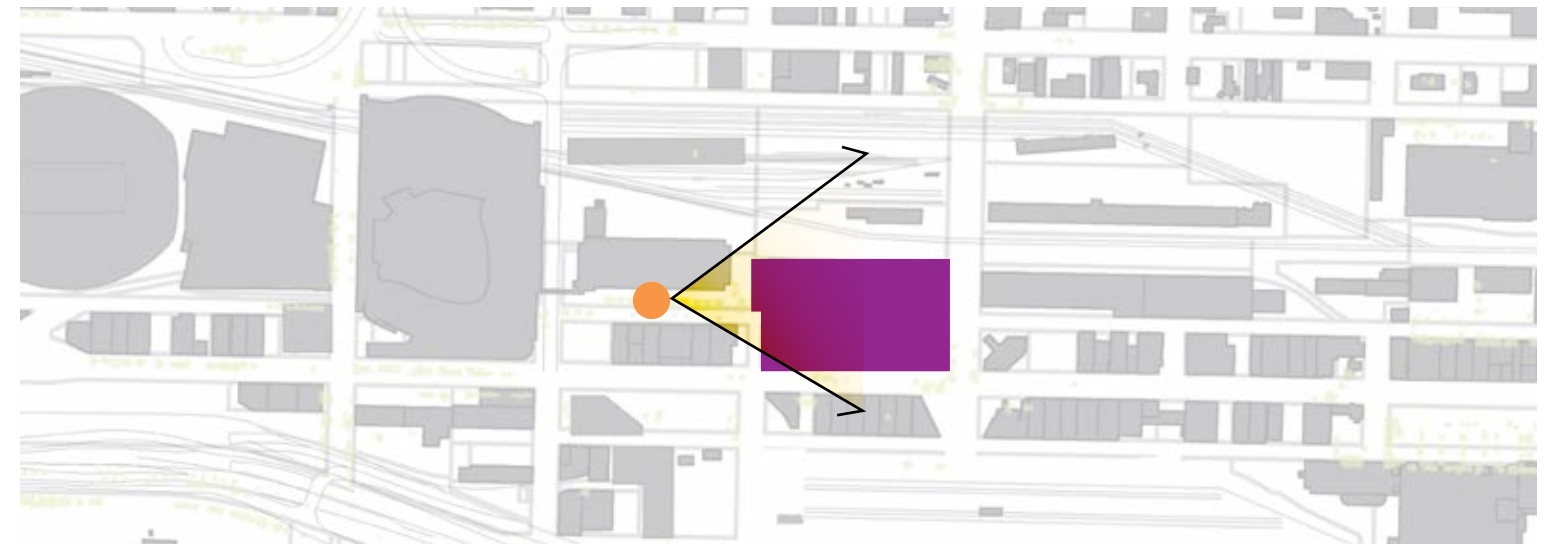
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OCCIDENTAL AVENUE LOOKING SOUTH



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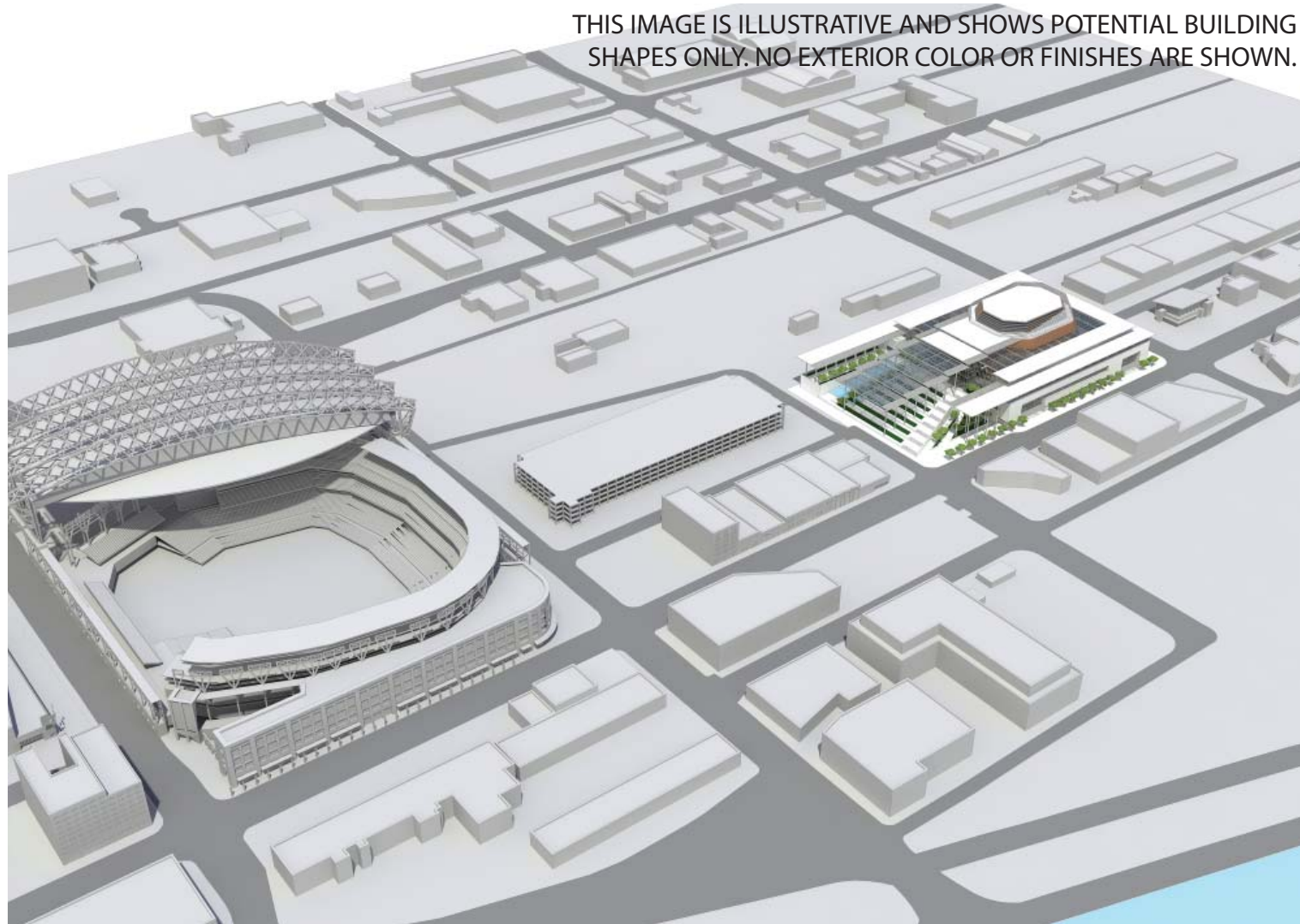


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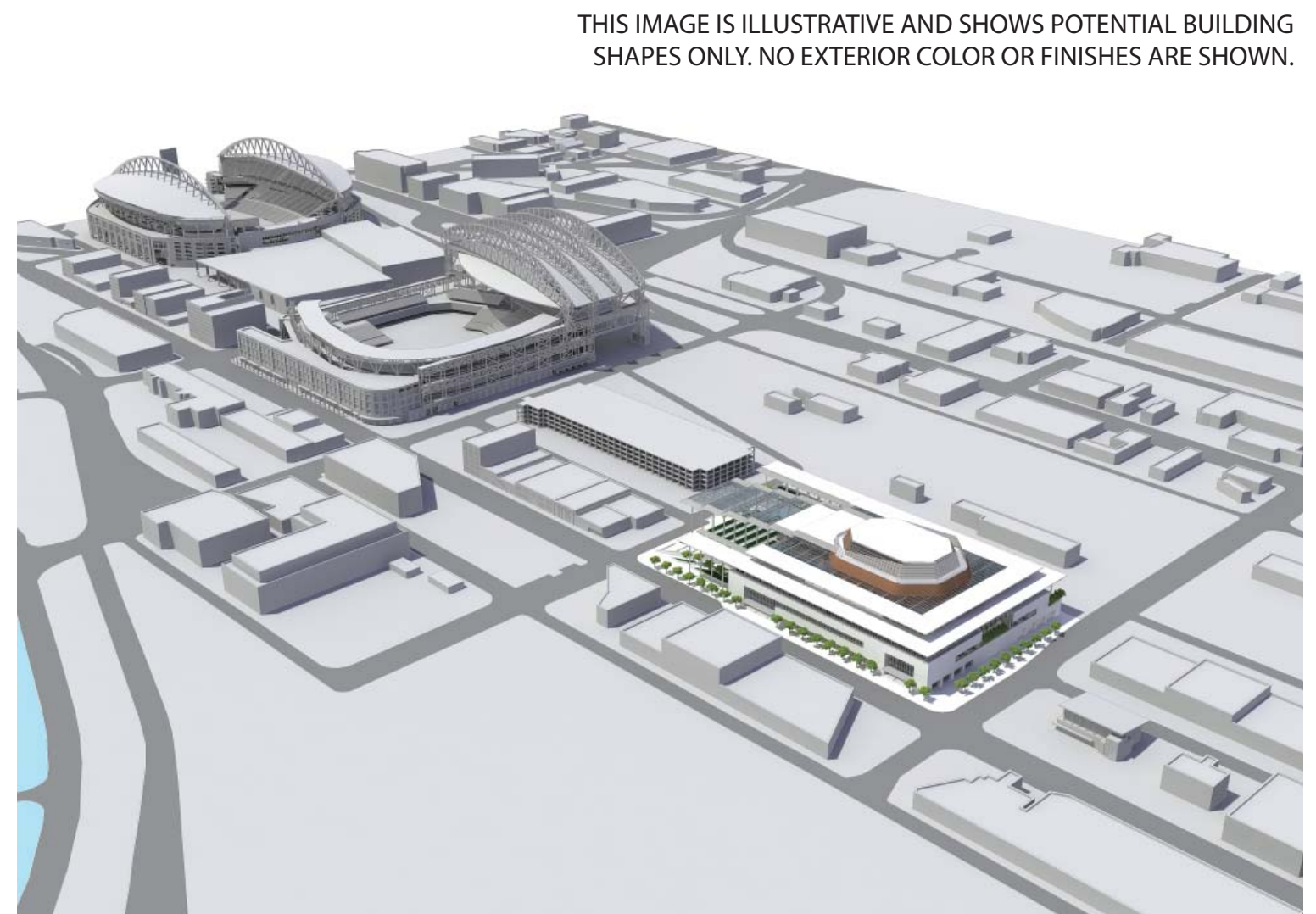
OPTION 03 - PREFERRED

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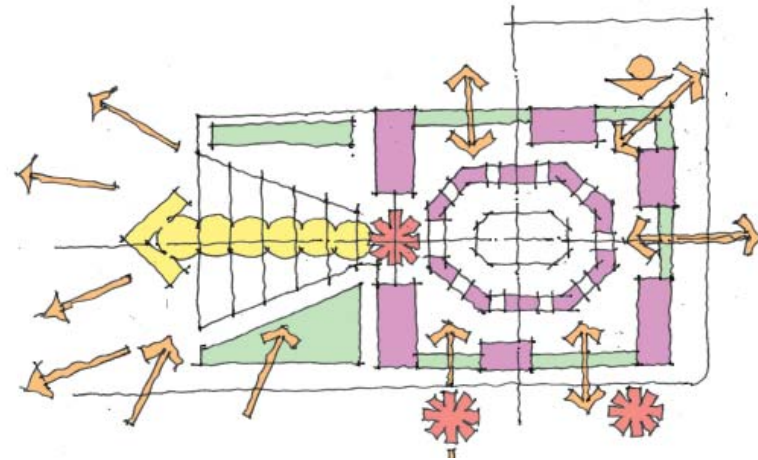
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SOUTHWEST AERIAL

OPTION 3 - PREFERRED

A civic expression that maximizes the footprint of the site to create a “front porch” to downtown, 1st Avenue and Occidental St. The stepped plaza gradually transitions to the concourse level. This option creates a balanced approach of solid and transparent massings to frame views of Seattle’s landmarks while maintaining a flexible facade for 1st Avenue and Holgate St.



PROS

- Strong Visual and inspirational connections to downtown to the north
- Transparency at interior public circulation is maximized to allow views to and from and create way-finding by landmarks
- Programmatically Flexible Façade
- Terraced entry plaza and multiple outdoor decks allows for different scales of activities and create a ceremonial civic “front porch”
- Design Inspired by Site History
- Balances response to contextual urban fabric while providing a beacon as an iconic landmark

CONS

- Open space gathered to northwest – terraced design less ideal for very large gatherings
- Contemporary fenestration approach relies on materiality to blend with context

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NORTHWEST DETAIL

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SOUTHWEST DETAIL

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*ASSUMED HEIGHT APPROXIMATELY 130'-160'

1ST AVENUE ELEVATION



SEATTLE ARENA
NOVEMBER 30, 2012

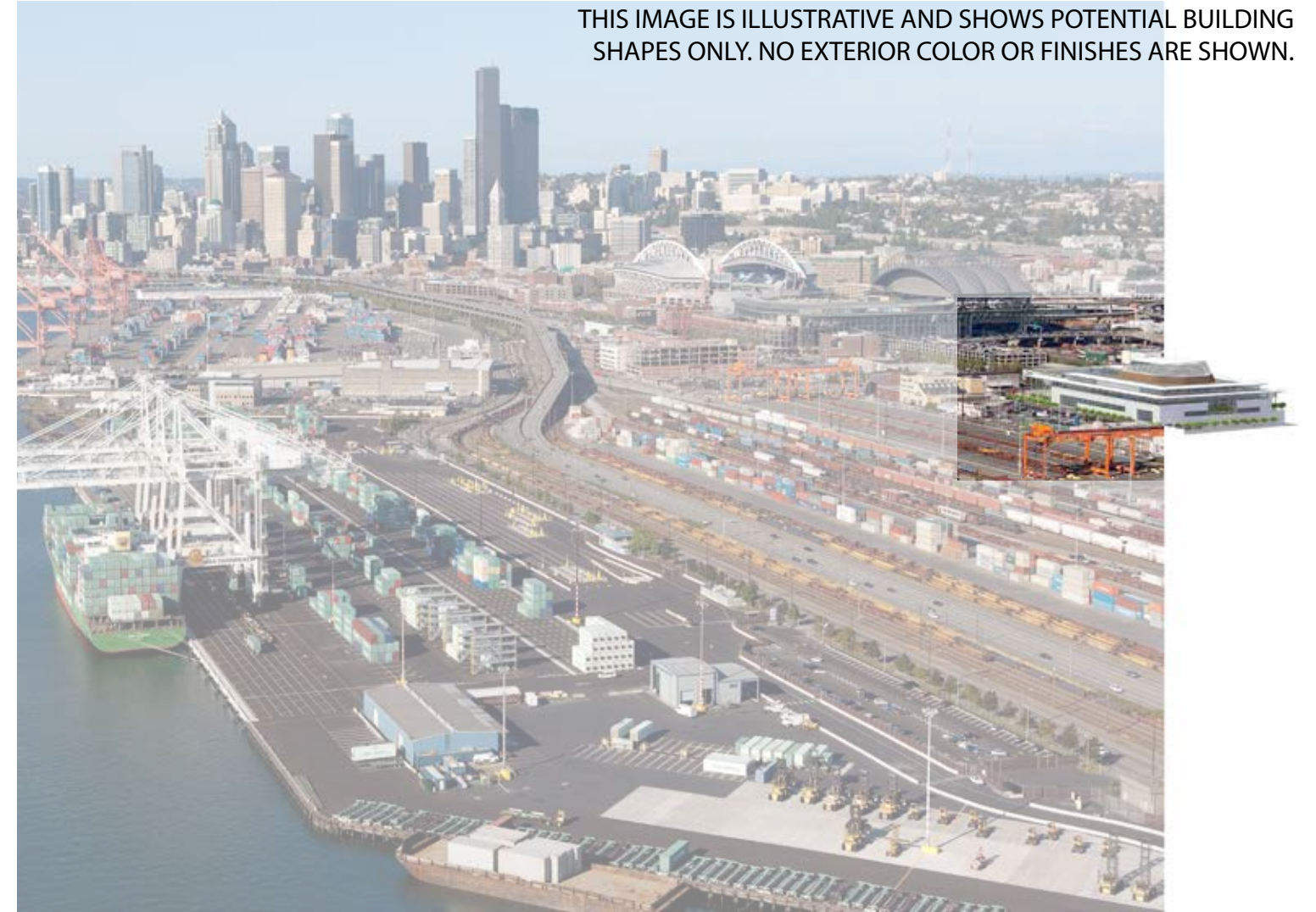
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FERRY VIEW

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SOUTHWEST PORT AERIAL



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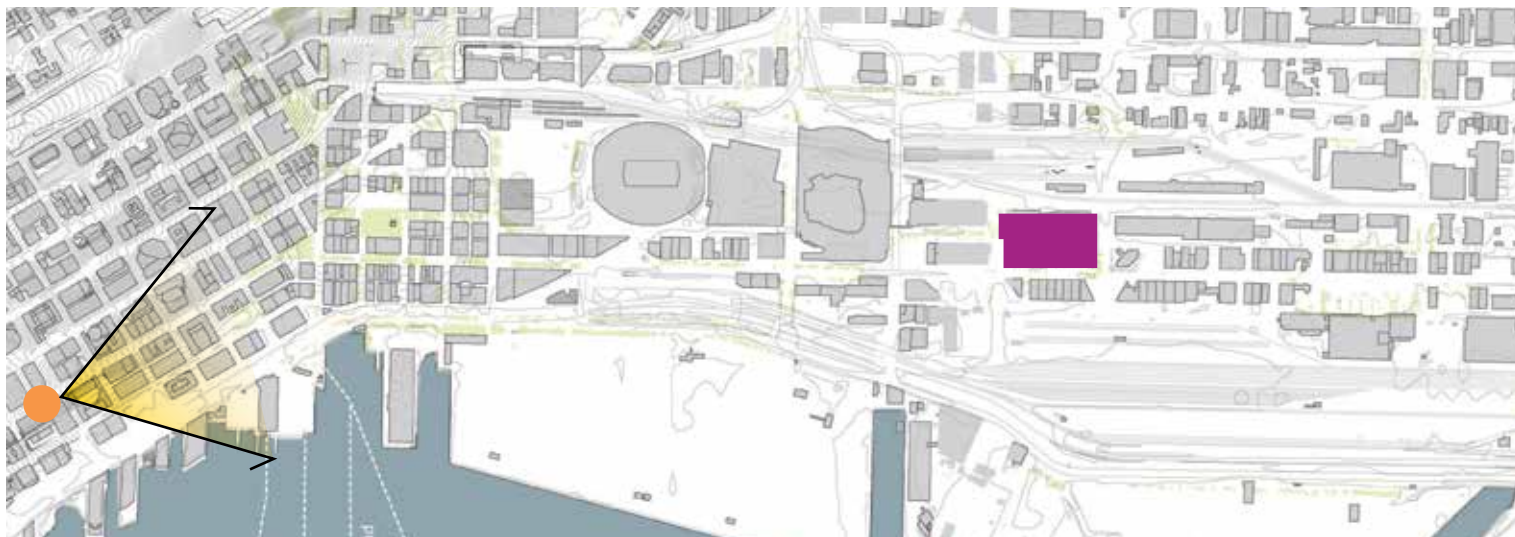


NORTHWEST CONTEXT AERIAL

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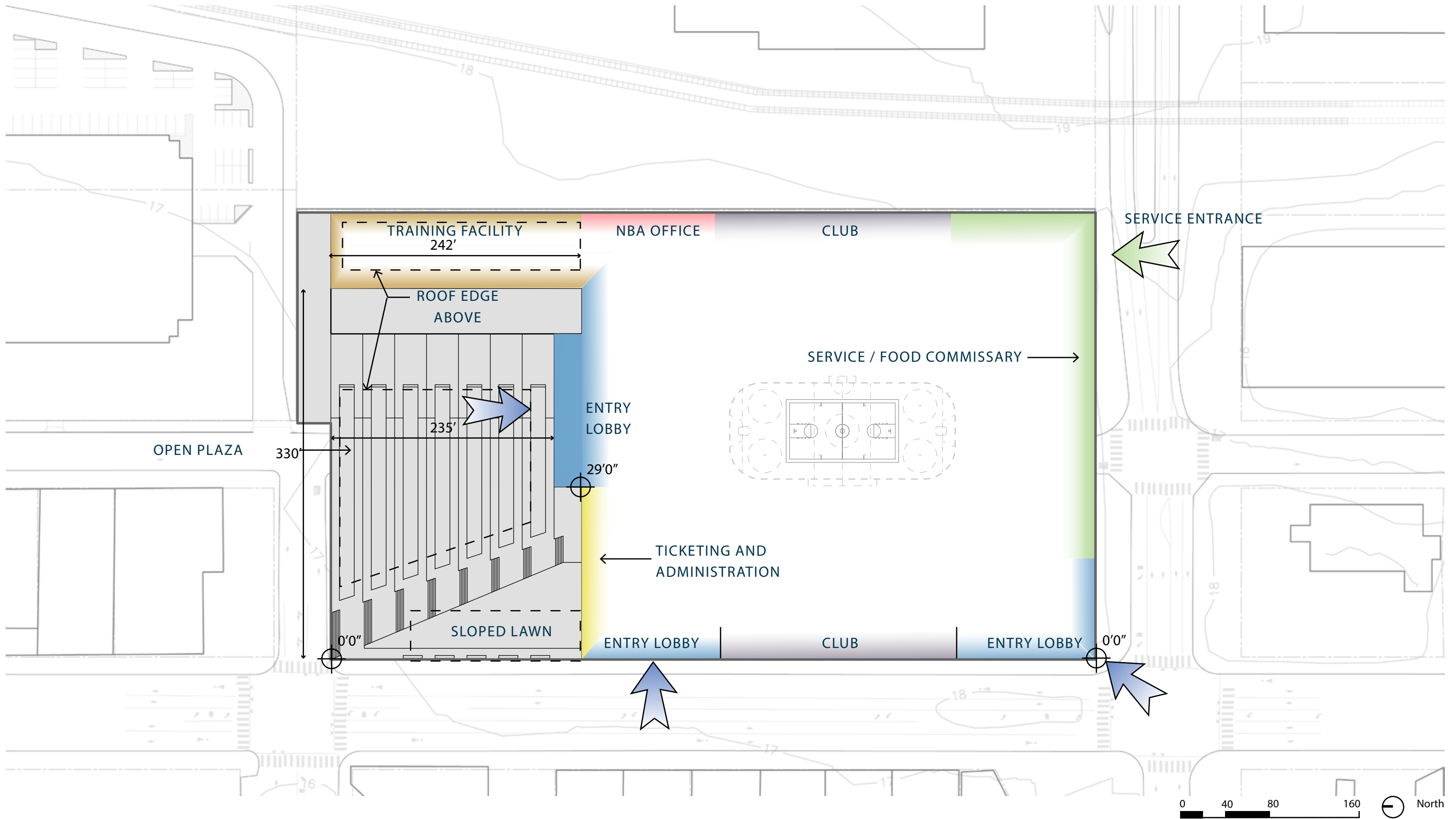
BEACON HILL VIEW



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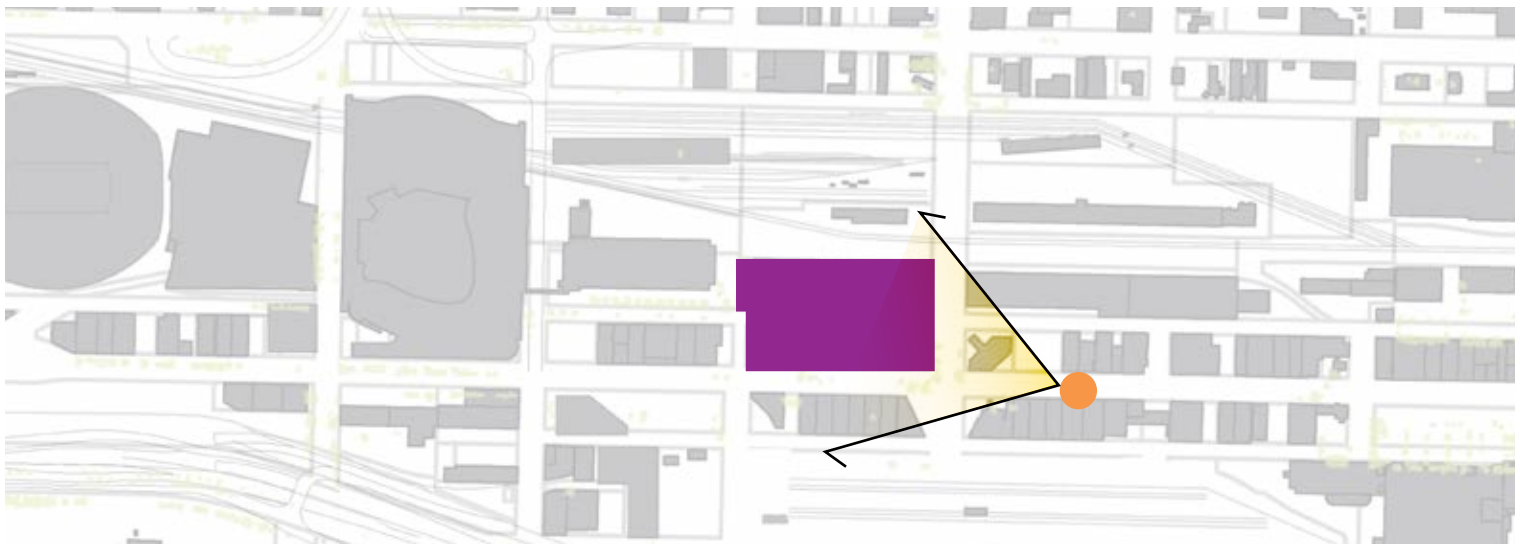


1ST AVENUE LOOKING NORTH

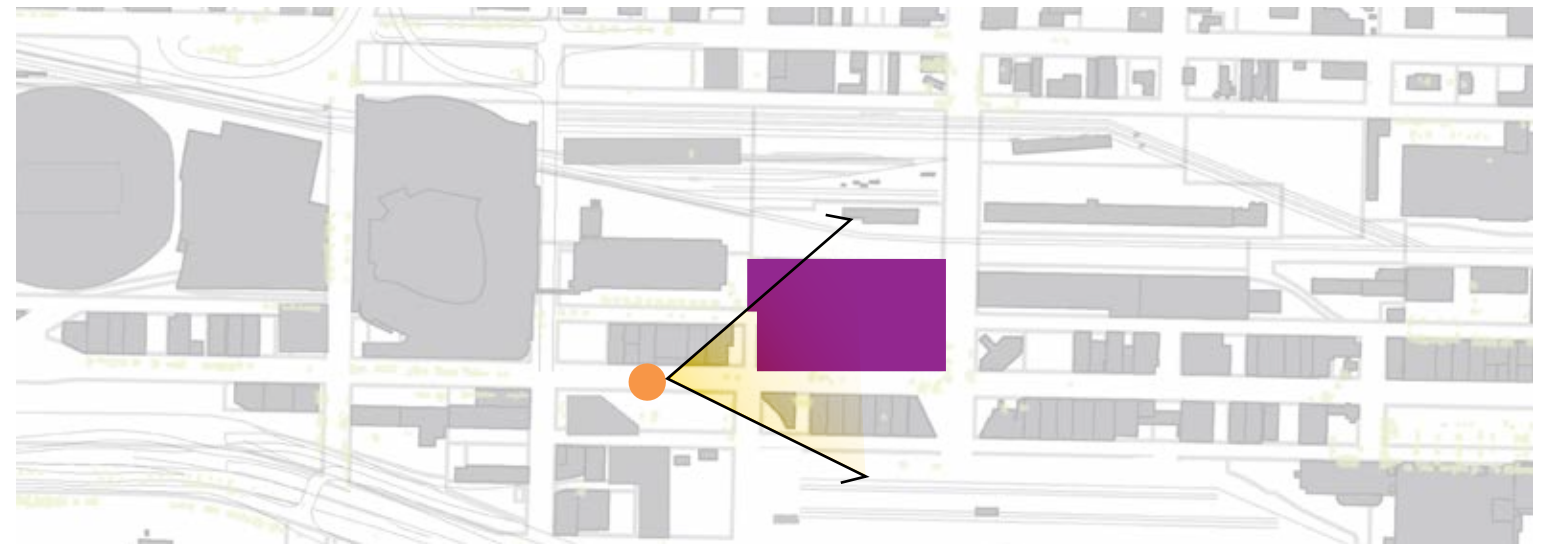
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1ST AVENUE LOOKING SOUTH



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0 250 500 1000

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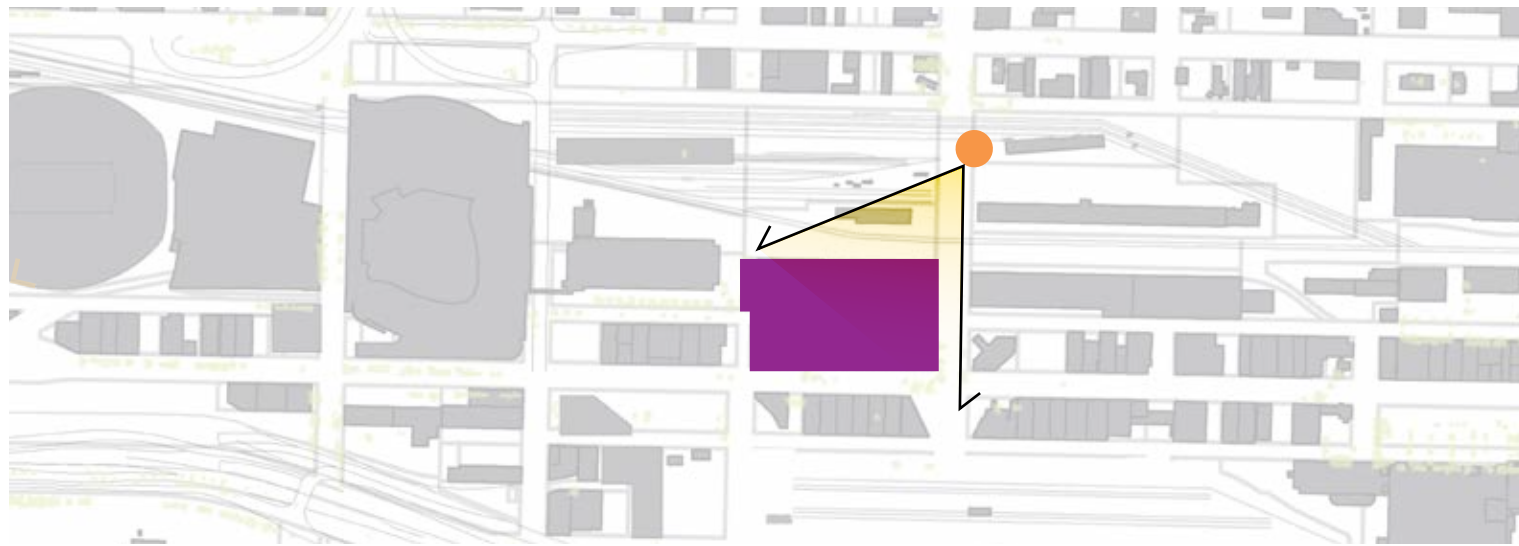


HOLGATE STREET LOOKING WEST

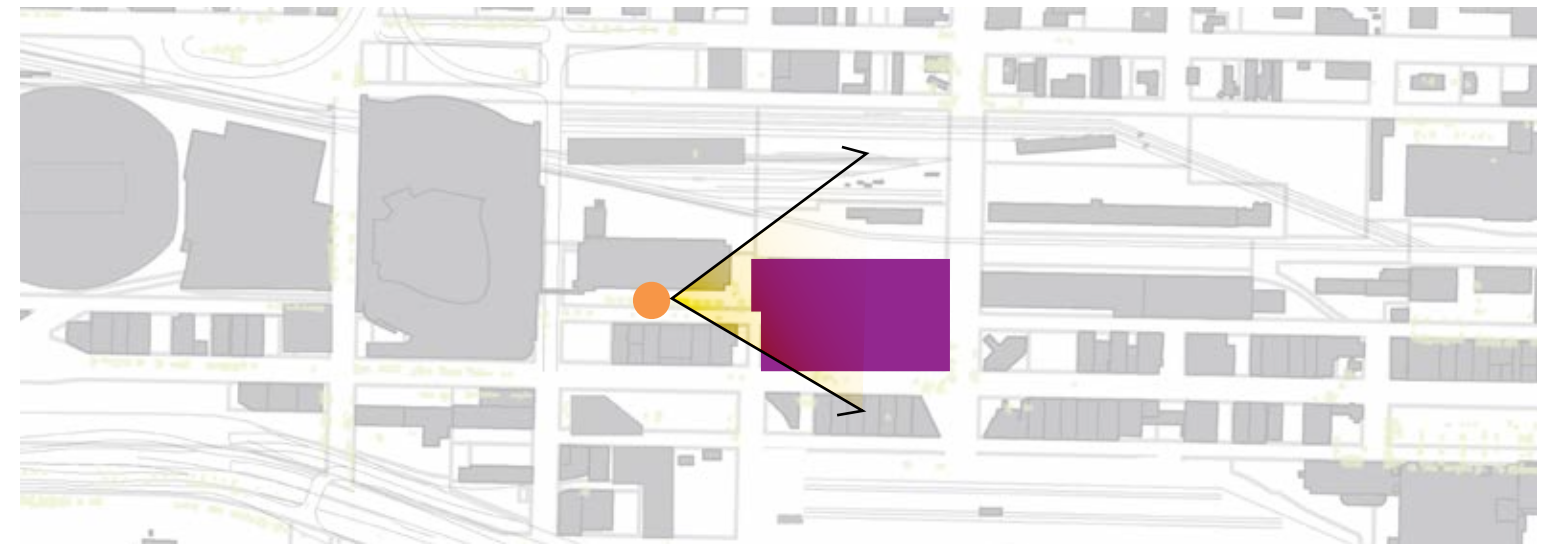
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OCCIDENTAL AVENUE LOOKING SOUTH



0 500 1000



0 250 500 1000

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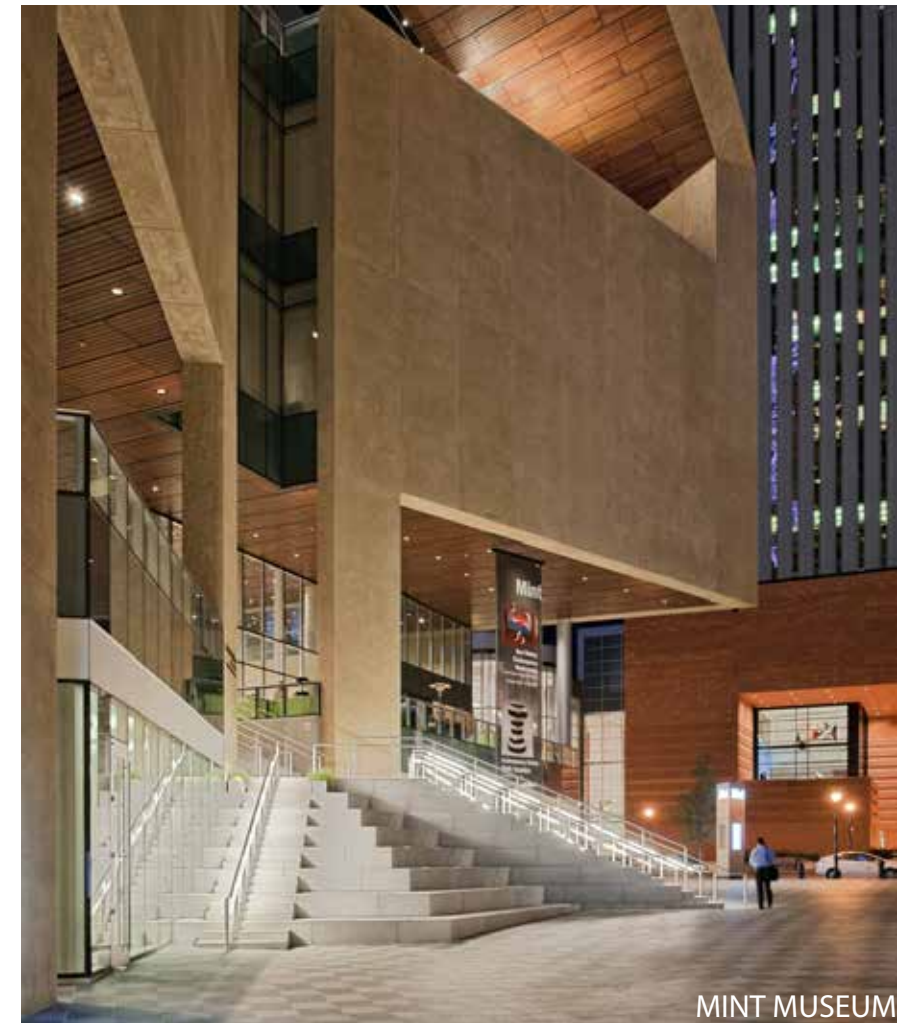
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COPENHAGEN OPERA HOUSE



MINT MUSEUM



STREETScape



PIONEER SQUARE

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NORTHWEST AERIAL

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1ST AVENUE LOOKING SOUTH

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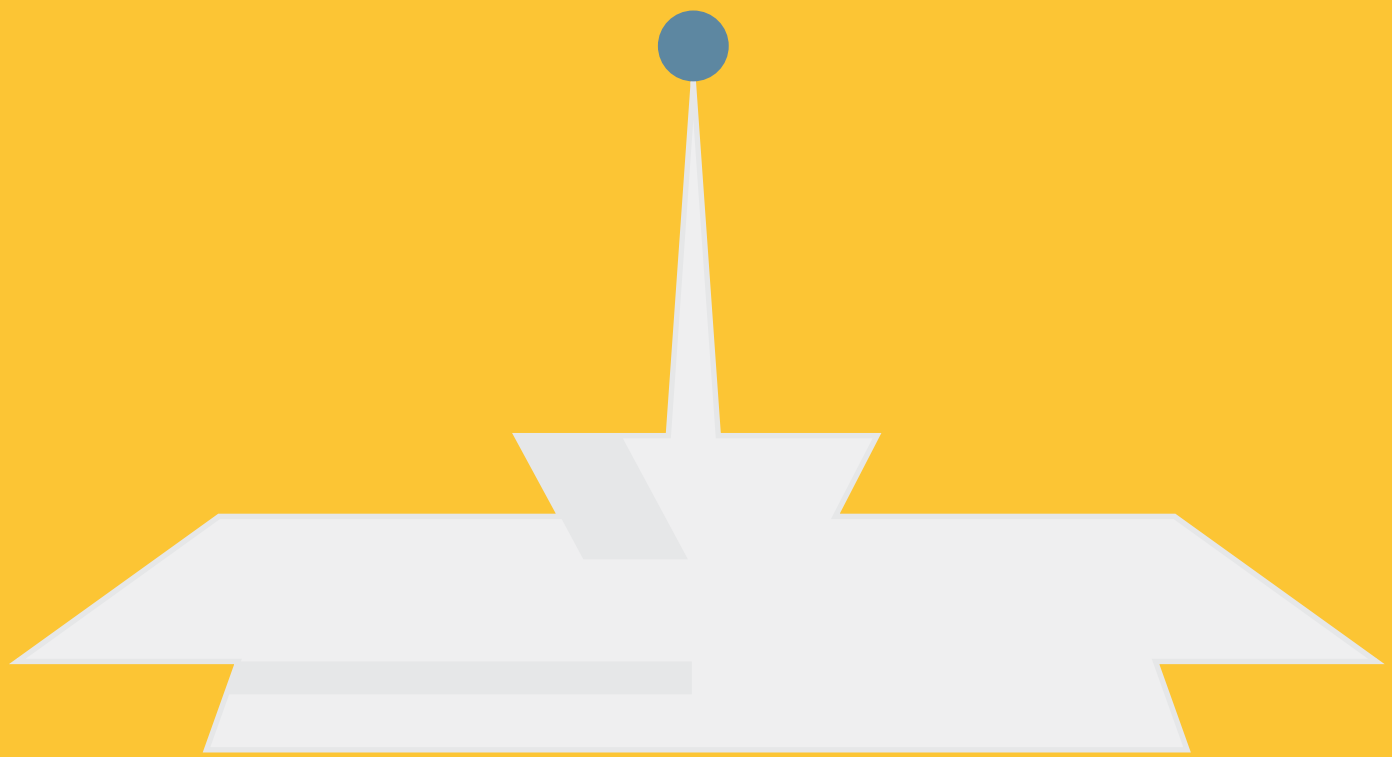


1ST AVENUE LOOKING SOUTH

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1ST AVENUE LOOKING NORTH



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NOVEMBER 30, 2012
EARLY DESIGN GUIDANCE

