



SEATTLE ARENA

FEBRUARY 22, 2013

EARLY DESIGN GUIDANCE 4

DESIGN UPDATES

1ST AVENUE: USES

HOLGATE: USES + LOADING

PLAZA + PUBLIC ACCESS

ARCHITECTURE: FIN WALL + CONE + PLANS



INTRODUCTION

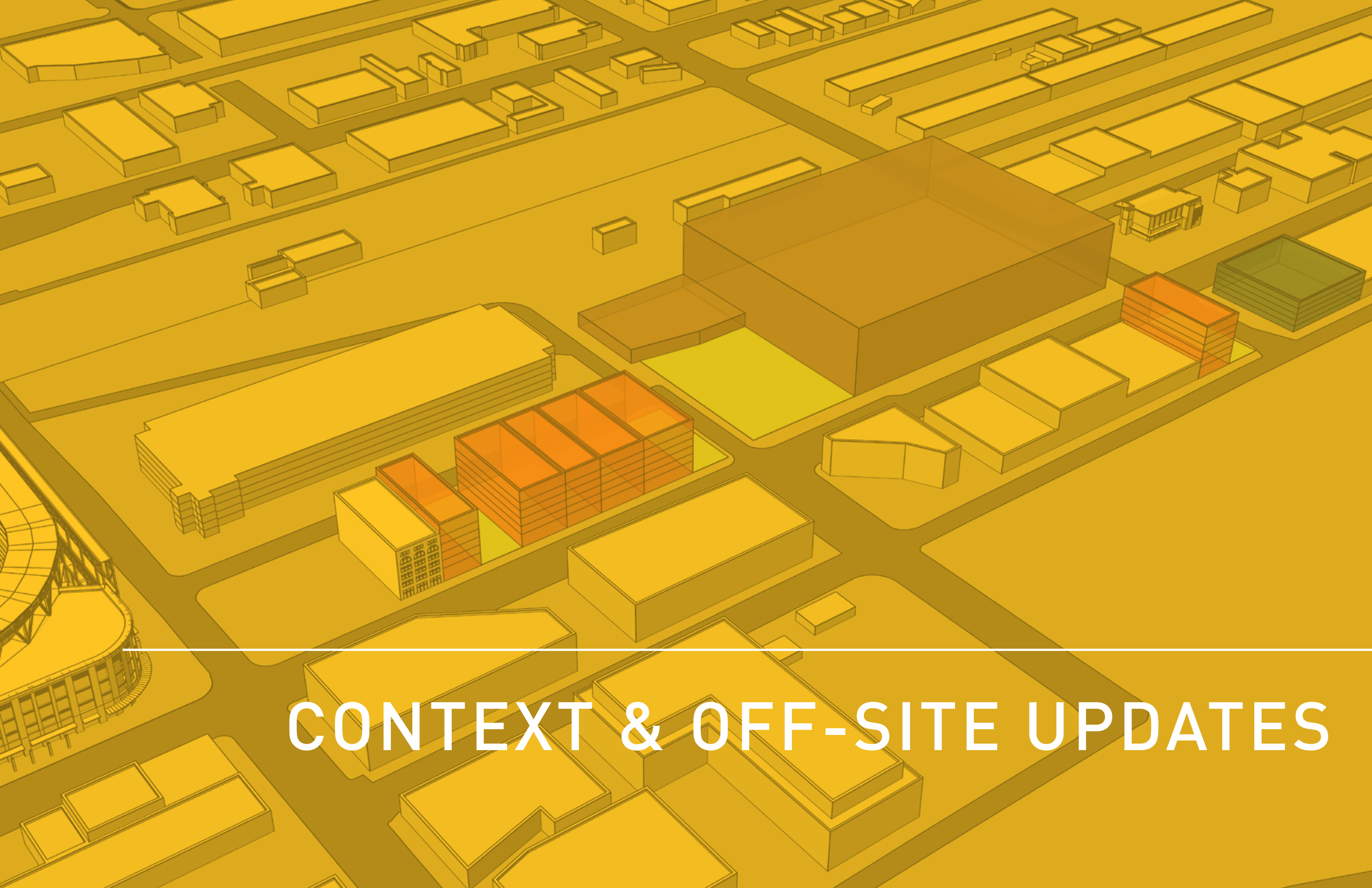
This document is the fourth in a series of City of Seattle Early Design Guidance (EDG) submittals made in reference to a proposed arena to be located within the ‘Stadium District’. Building upon the analysis, synthesis, and design direction established in the first three EDG submittals, the general intent of this document is to respond to specific recommendations and comments made by the Design Review Board during the EDG 3 review meeting.

Reiterating the focus from past EDG submittals and review, 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 become a vital contributor to Seattle’s vibrant culture.

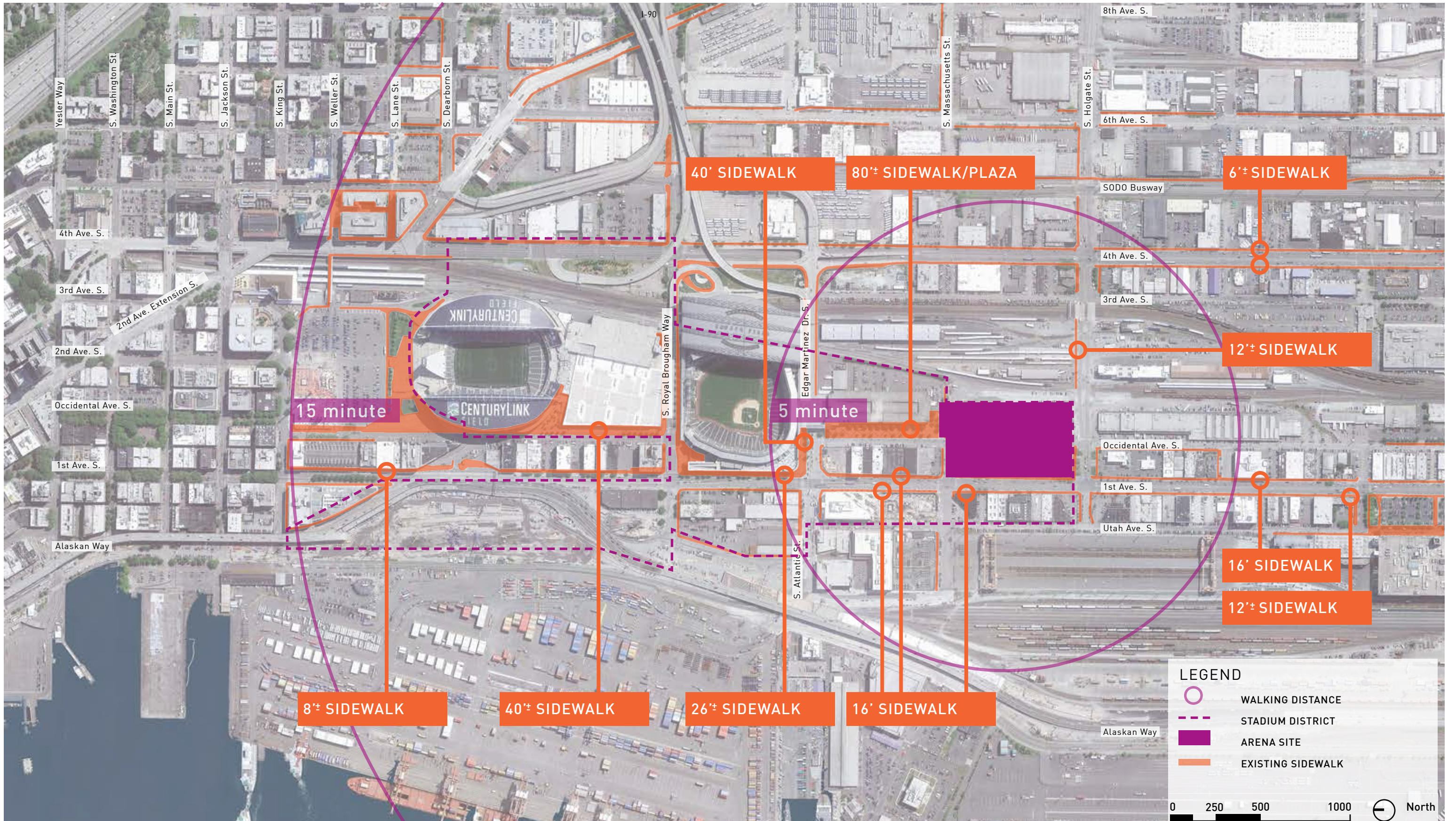
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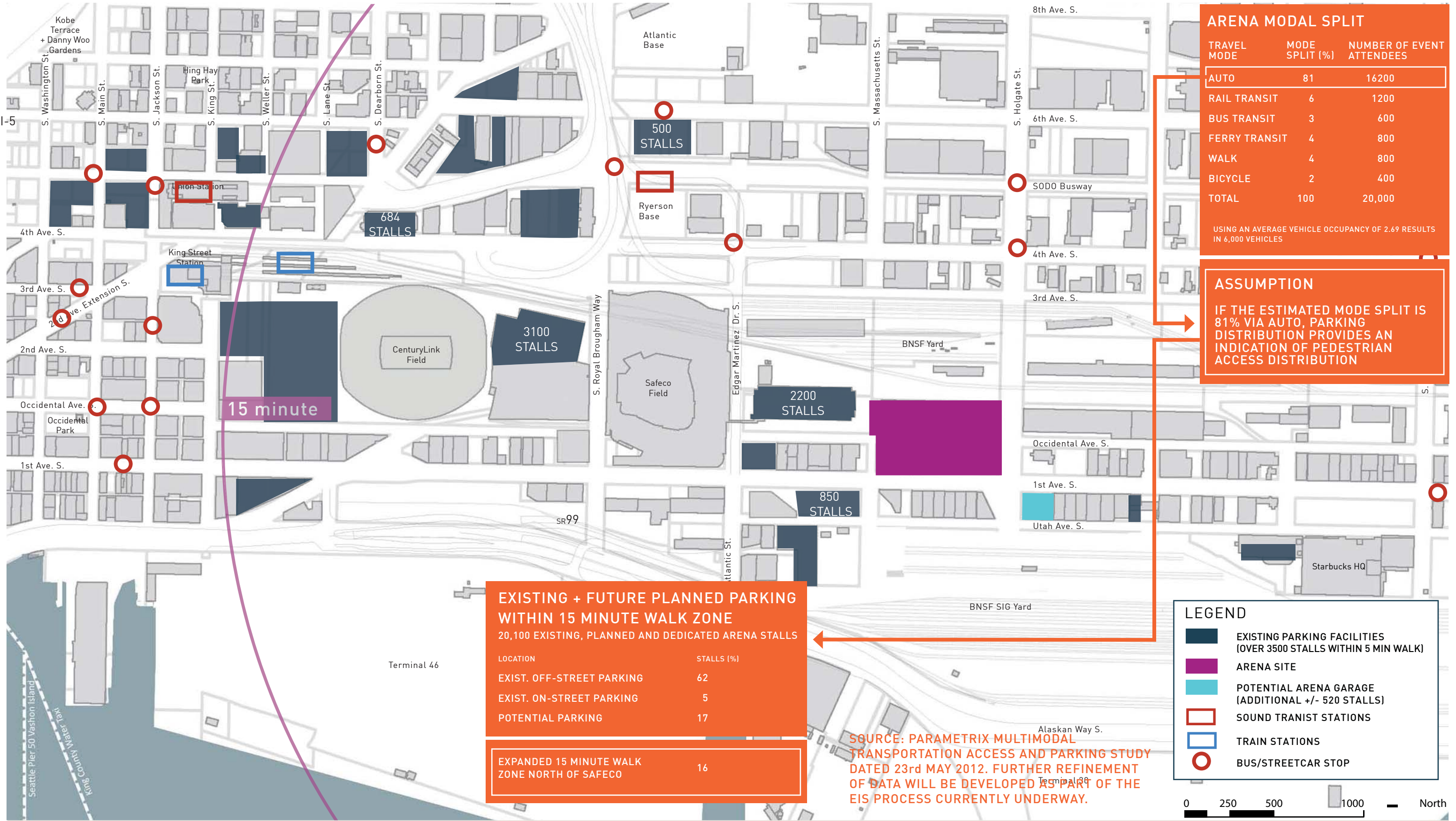
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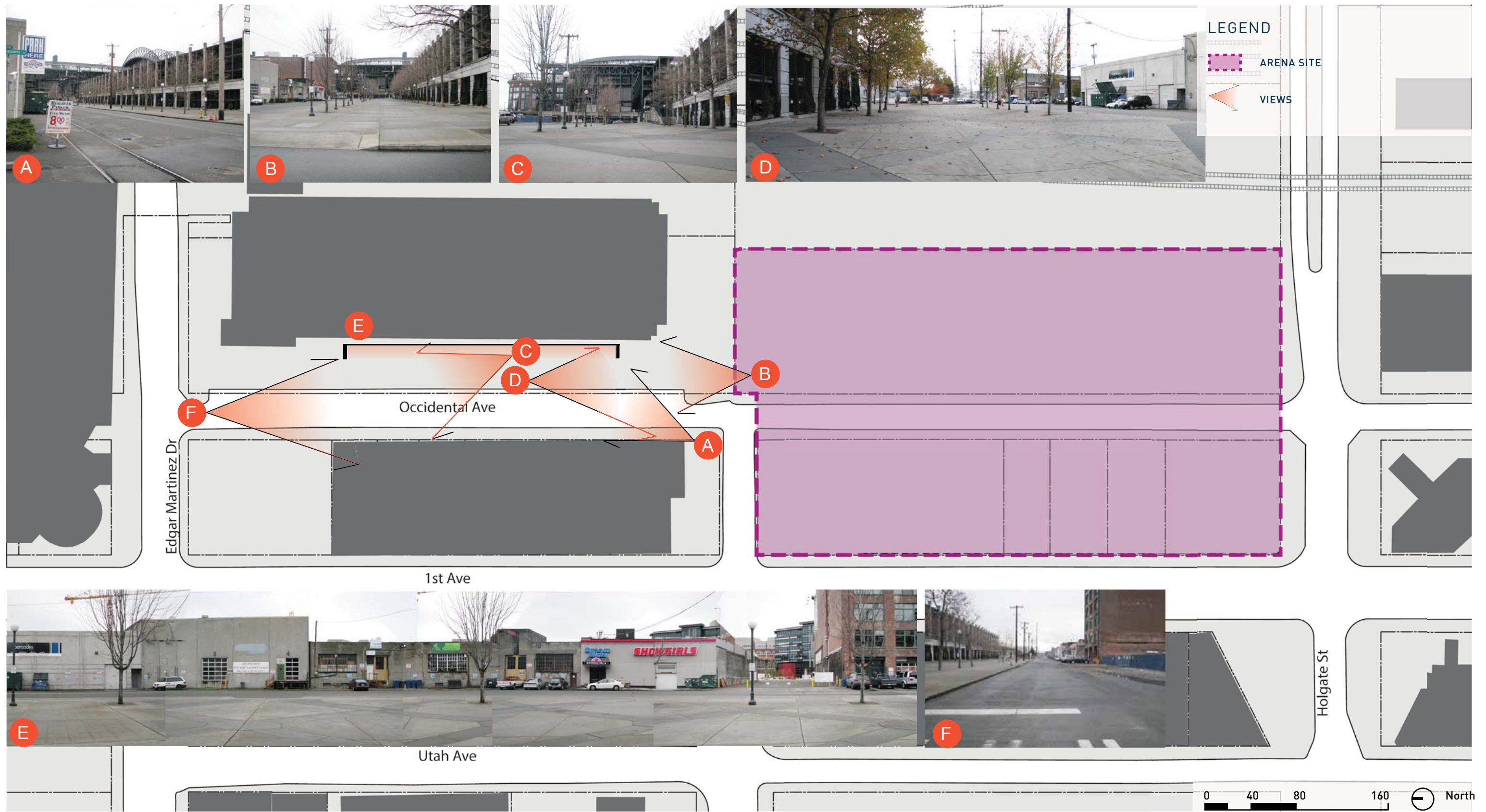


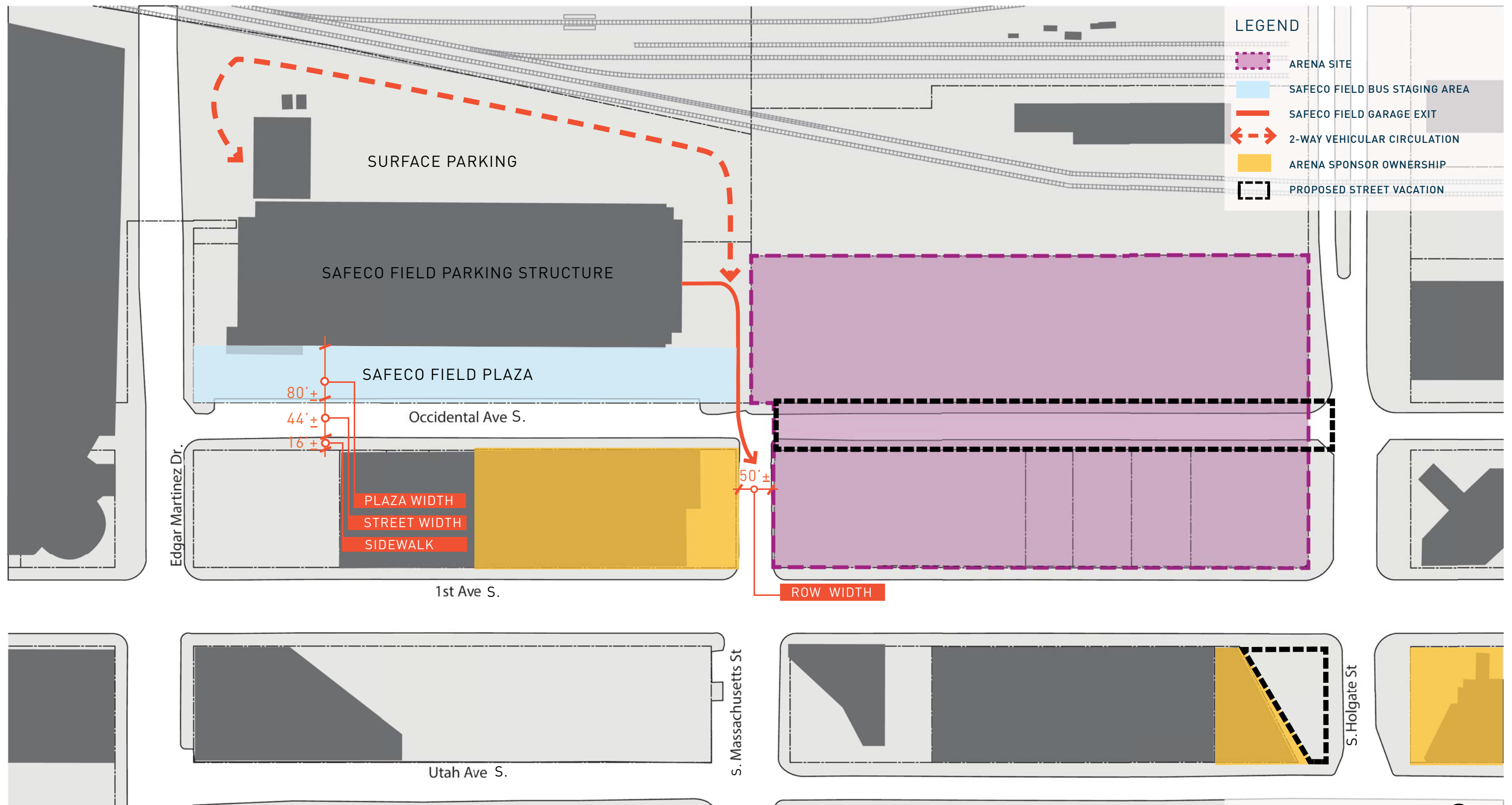


CONTEXT & OFF-SITE UPDATES





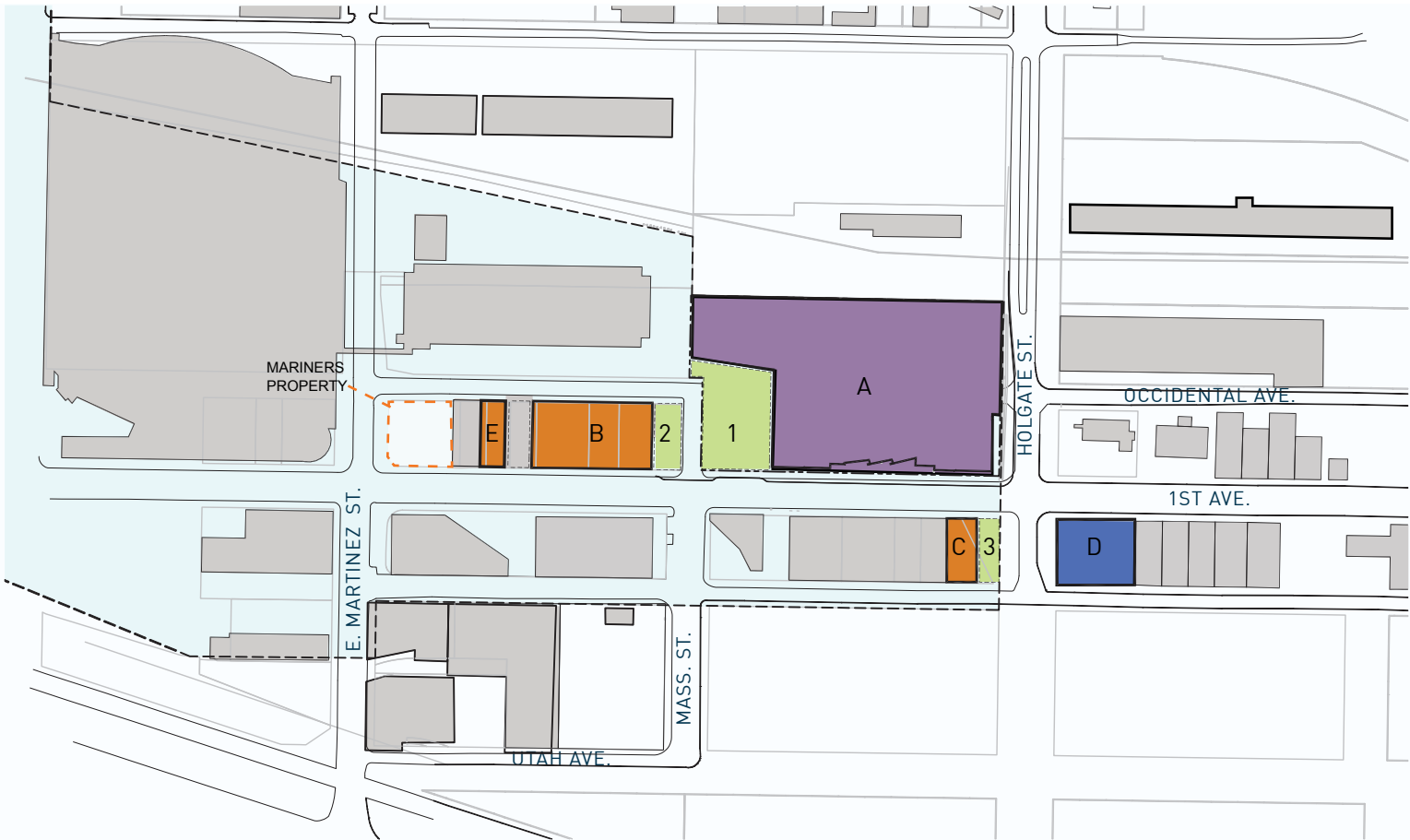






PROPERTY DEVELOPMENT

- A. PROPOSED ARENA**
 SITE AREA 223,200 SF
 CAPACITY 18,500
- B. PROPOSED MIXED USE DEVELOPMENT**
 SITE AREA 40,000 SF
 6 FLOORS 2 RETAIL,
 4 OFFICE/RESIDENTIAL
- C. PROPOSED MIXED USE DEVELOPMENT**
 SITE AREA 9,800 SF
 6 FLOORS 2 RETAIL,
 4 OFFICE/RESIDENTIAL
- D. POTENTIAL STRUCTURED PARKING**
 SITE AREA 26,300 SF
 STALLS PER LEVEL 72 [520 TOTAL]
 6 FLOORS -7 LEVELS
- E. BARTELL PROPERTY**
 SITE AREA 8,500 SF



PUBLIC PLAZA

- 1. PROPOSED PUBLIC BENEFIT SPACE: ARENA PLAZA**
 SITE AREA 40,500 SF
- 2. PROPOSED PUBLIC PLAZA SPACE**
 SITE AREA 11,000 SF
 LOCATION FOR ARENA TICKET OFFICE
- 3. PROPOSED PUBLIC PLAZA SPACE**
 SITE AREA 5,400 SF

- EXISTING
- DEMO
- ARENA
- PUBLIC PLAZA
- MIXED USE
- PARKING

* WILL NOT CLOSE MASSACHUSETTS OR OCCIDENTAL TO TRAFFIC

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FIRST AVENUE: USES

SPECIFIC PROJECT ISSUE #3:

REMOVAL OF EXISTING PARKING LANE ALONG 1ST AVENUE

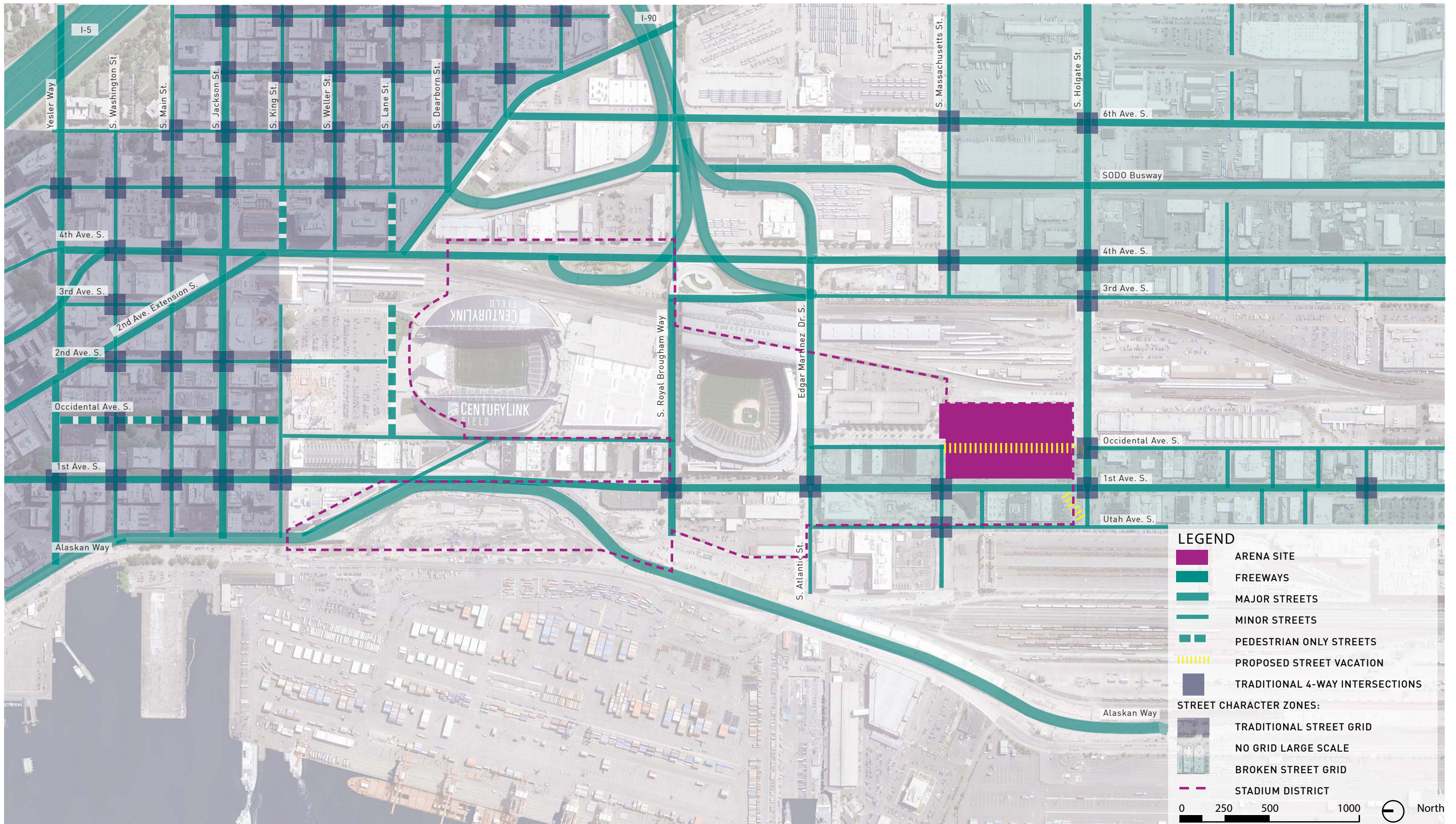
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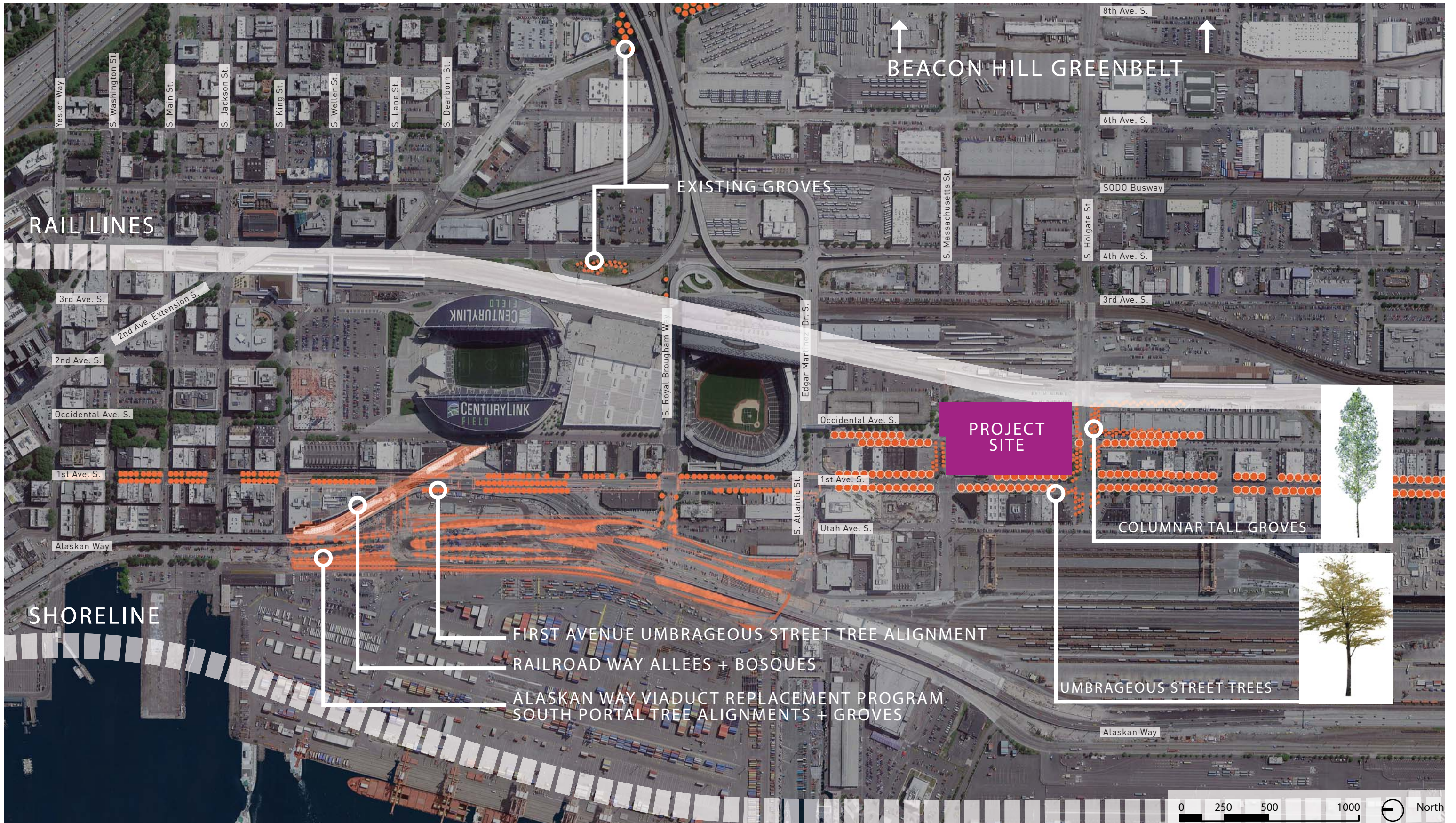
SDOT HAS NOT APPROVED REMOVAL OF THIS LANE AND SUCH APPROVAL IS UNLIKELY GIVEN THE TRAFFIC CAPACITY AND POSSIBLE STREETCAR SPACE NEEDS IN THE ROW. ADDITIONALLY, THERE IS THE NEED FOR CURBSIDE ADA, SHUTTLE BUS DROP-OFFS AND OTHER TRANSPORT-TO-ENTRANCE ADJACENCIES. THE BOARD ADVISED THAT A WIDENED SIDEWALK (ABOUT 20 FT PAVED PEDESTRIAN WIDTH, PLUS A CURBSIDE BUFFER) BE CREATED VIA A CONTINUOUS BUILDING SETBACK, TO ACCOMMODATE THE EVENT GENERATED PEDESTRIAN FLOWS. (FOR REFERENCE, NOTE THE EXISTING SAFECO FIELD 1ST AVENUE SIDEWALK IS ABOUT 30 FT. WIDE)

360 RESPONSE:

- 1. HAVE FOCUSED CURRENT DESIGN ON RETAINING EXISTING CURB LINE. WE ARE CONTINUING TO HOLD AN ADDITIONAL OPTION WHICH SHOWS THE REMOVAL OF THE EXISTING PARKING LANE.
- 2. CURRENT DESIGN RECESSES BUILDING 8 FT. FROM PROPERTY LINE FOR THE ENTIRE LENGTH ALONG 1ST AVENUE TO WIDEN SIDEWALK FOR PEDESTRIAN FLOW WITHOUT TAKING PARKING LANE.

SOURCE: PG. 16 OF EDG #3 REPORT ON 01.30.2013.

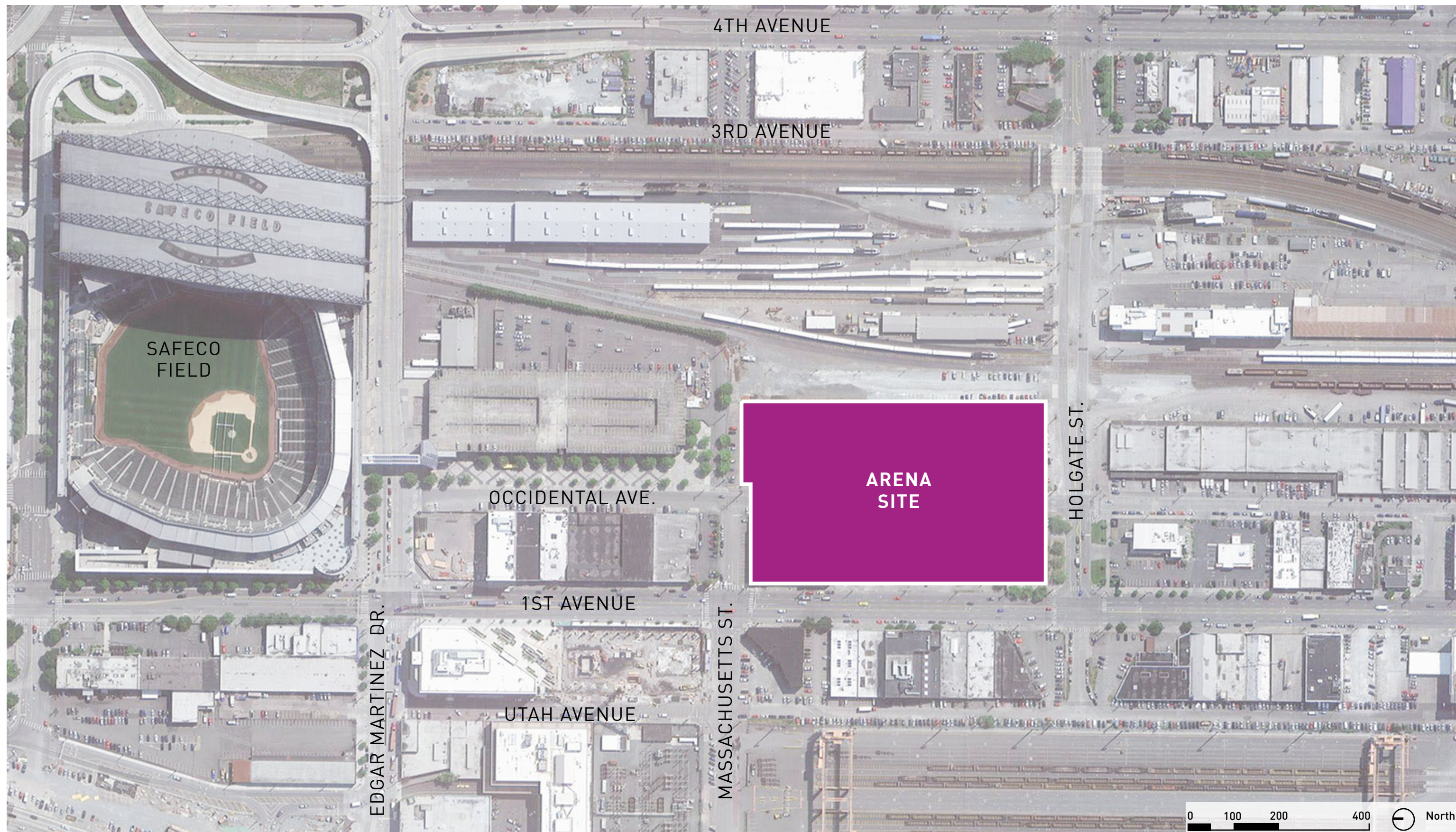




SEATTLE ARENA
FEBRUARY 22, 2013

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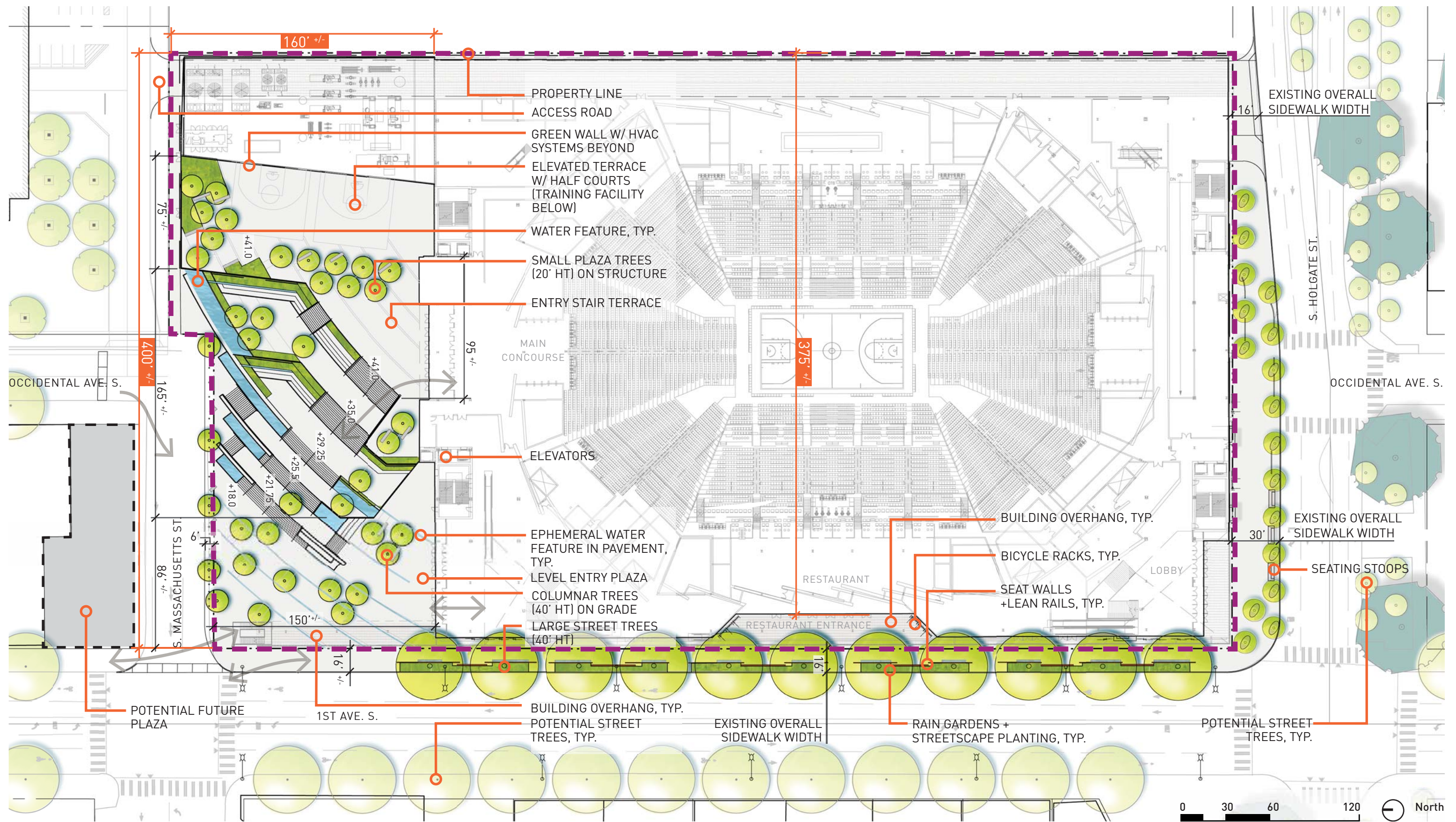


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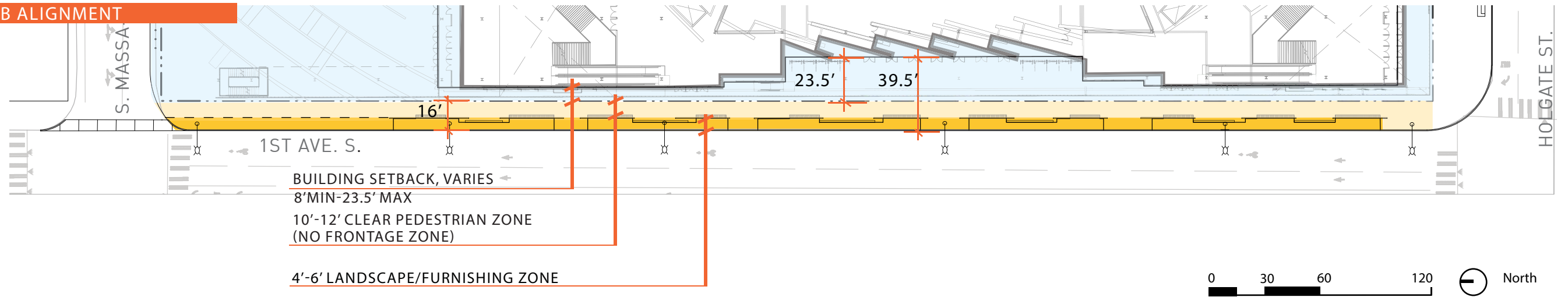
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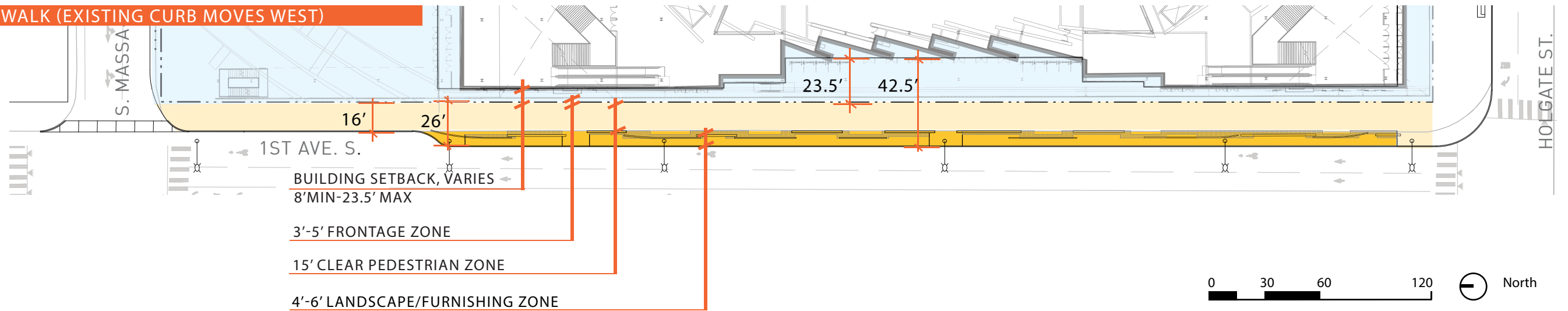
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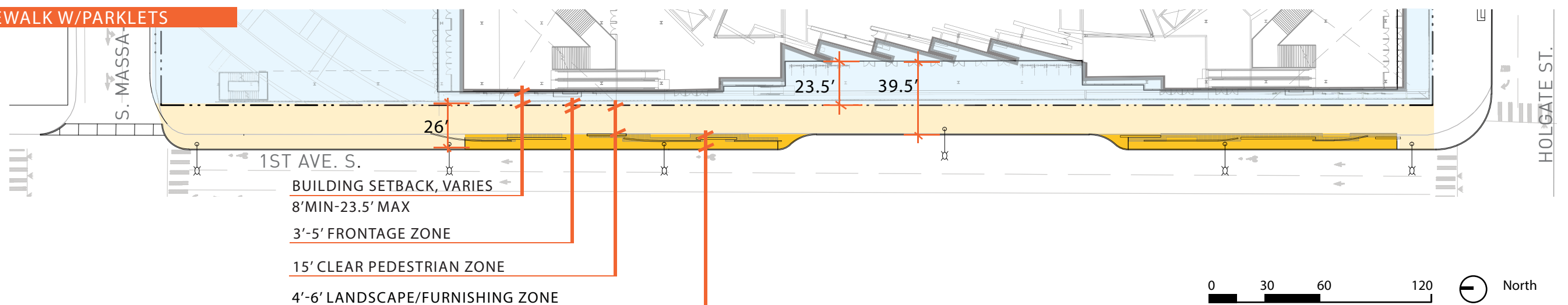
OPTION A : EXISTING CURB ALIGNMENT

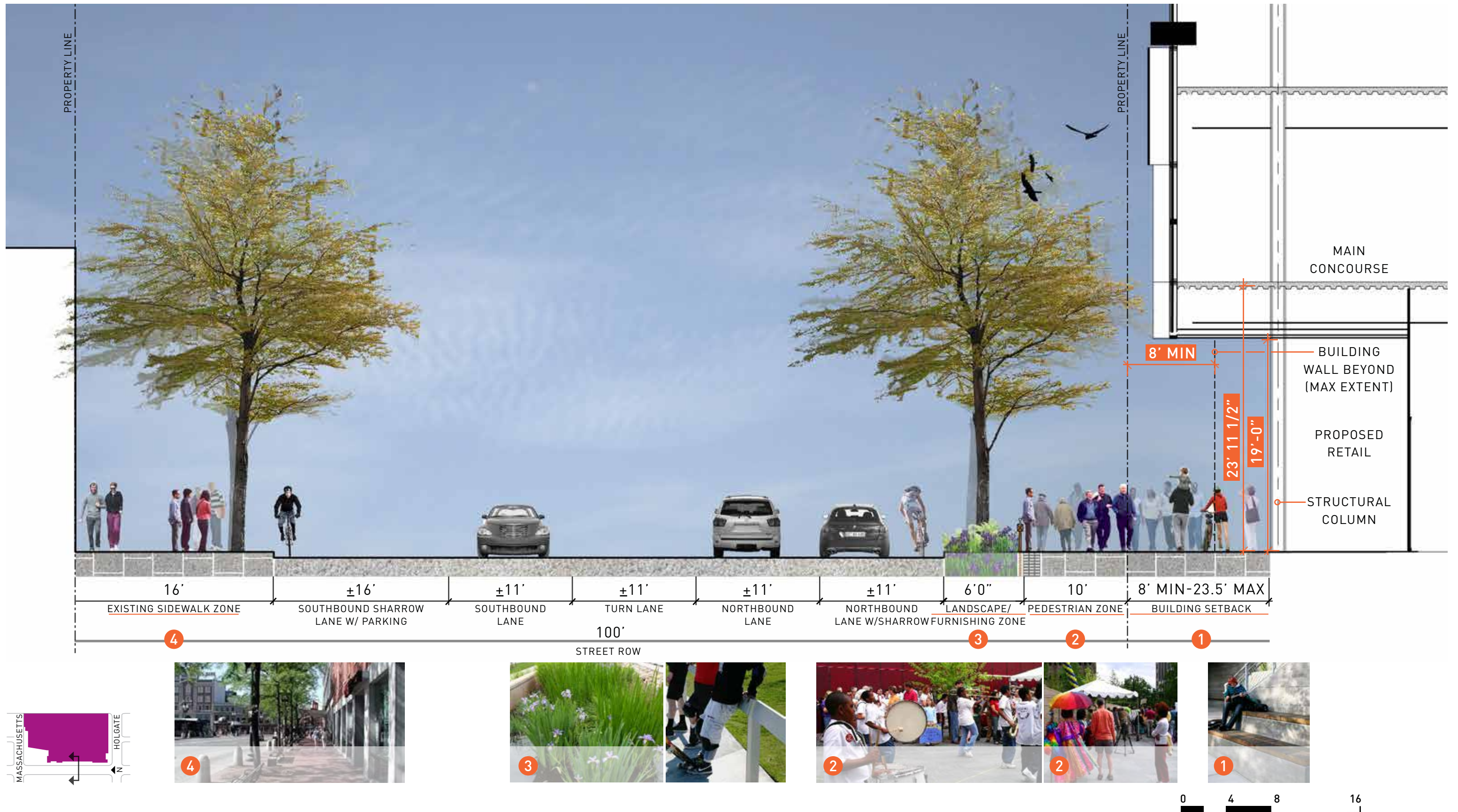


OPTION B : WIDENED SIDEWALK (EXISTING CURB MOVES WEST)



OPTION C : WIDENED SIDEWALK W/PARKLETS







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SWIFT COMPANY LLC

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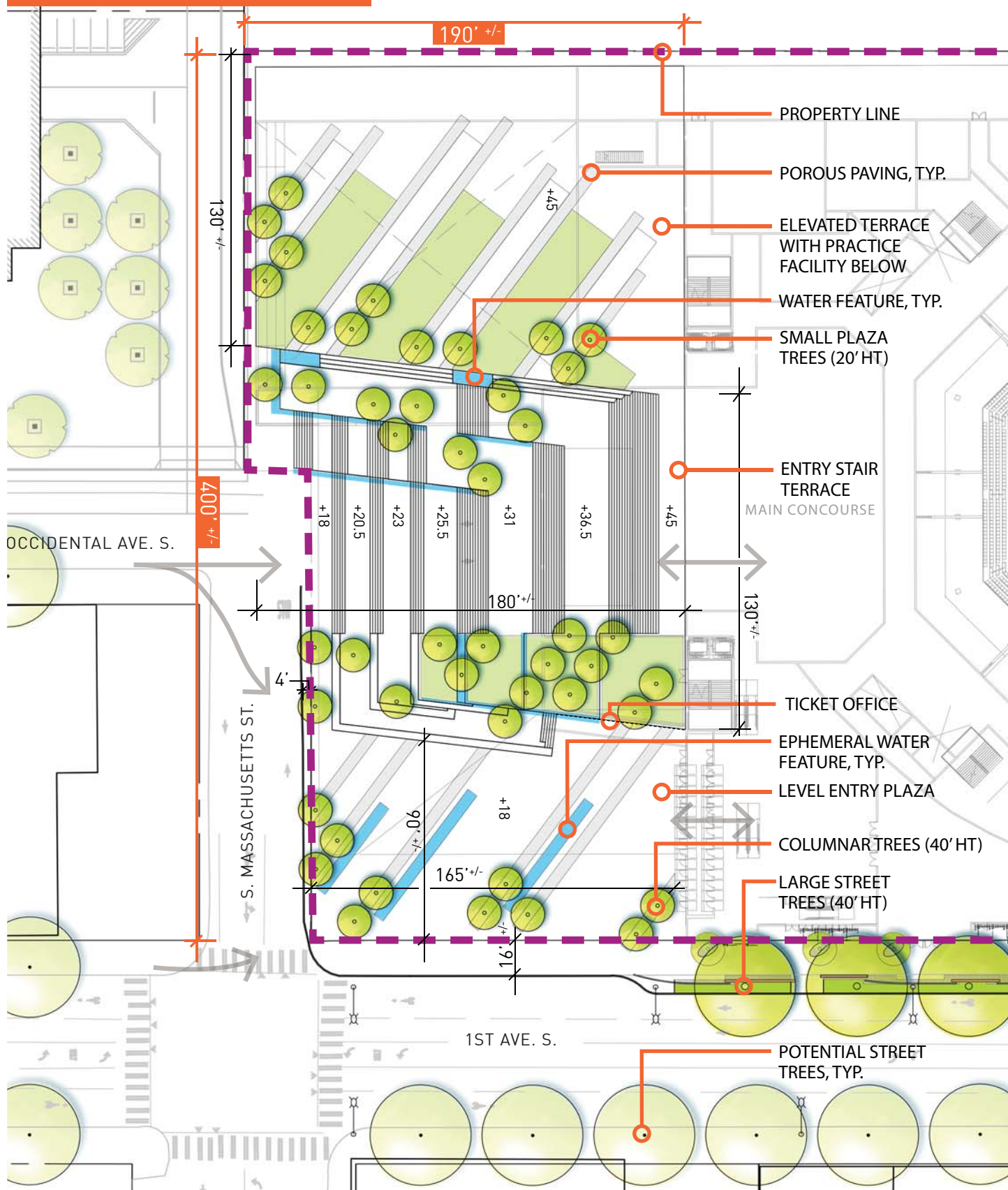
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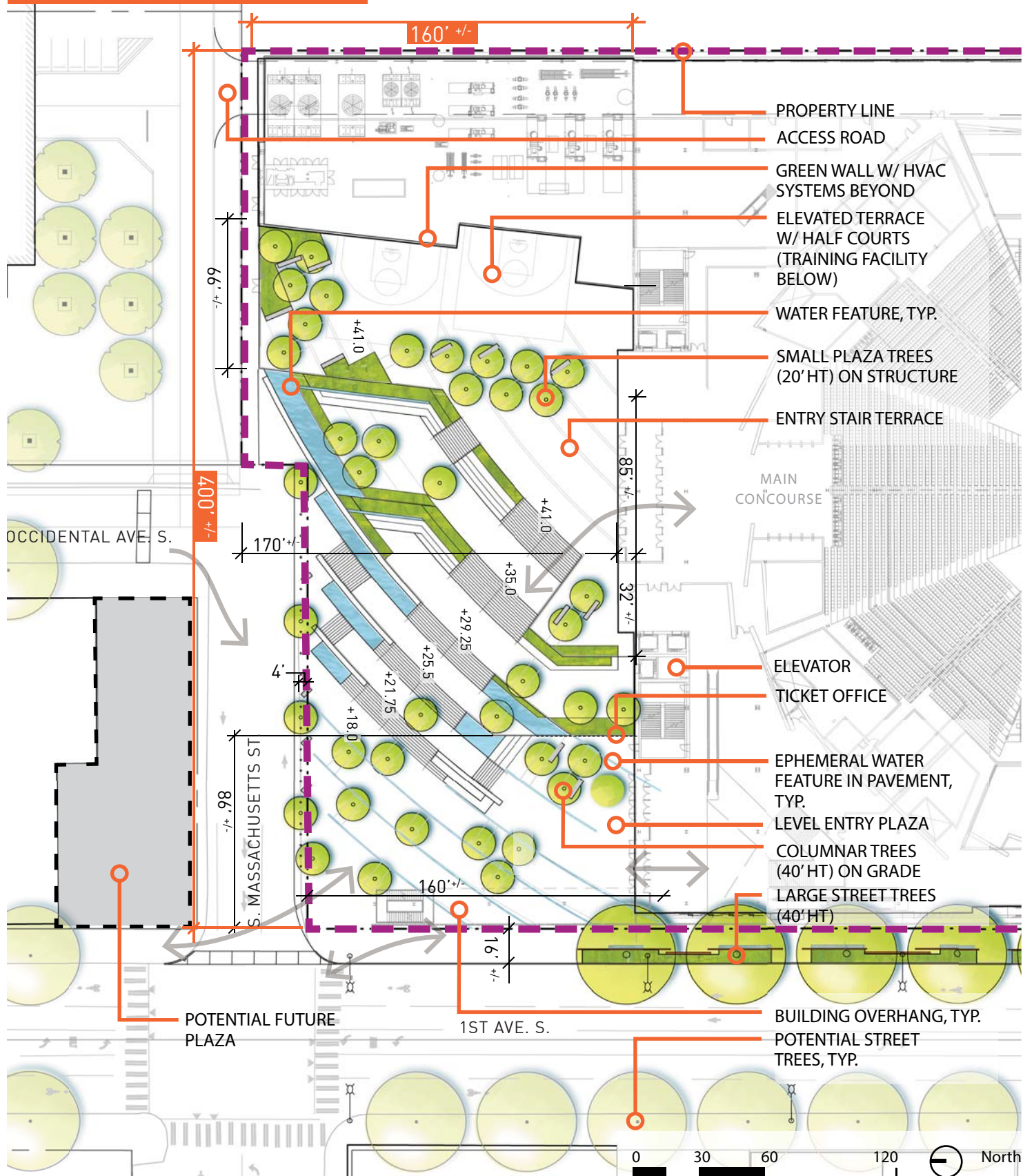
An architectural rendering of a modern, multi-story building with a glass facade and a public plaza. The plaza features a wide set of stairs leading up to the building entrance. Several people are shown walking on the plaza and stairs, and a dog is being walked. The scene is overlaid with a semi-transparent yellow filter. A white horizontal line is positioned above the text.

PLAZA + PUBLIC ACCESS

PREVIOUS PLAZA DESIGN



UPDATED PLAZA DESIGN

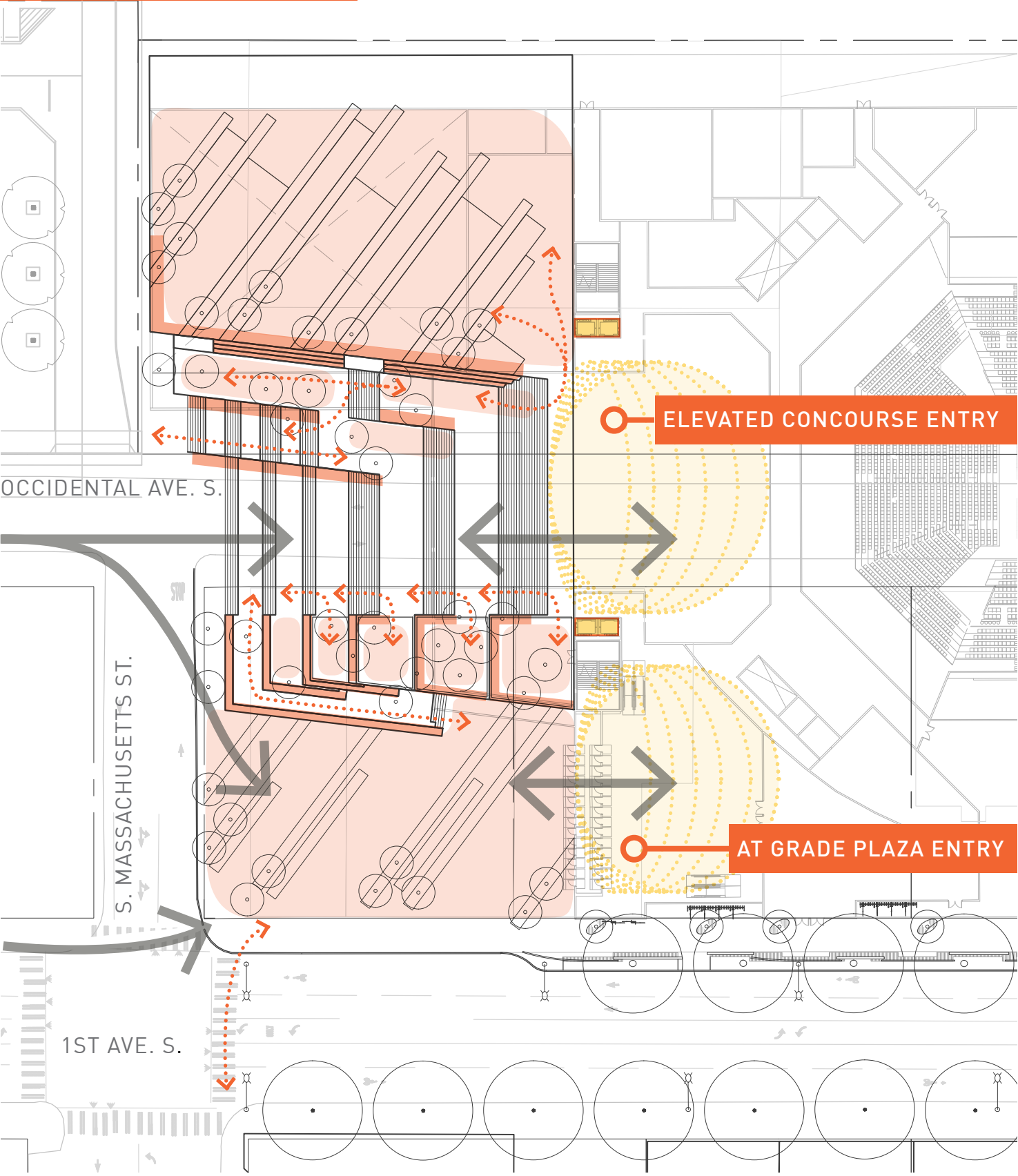


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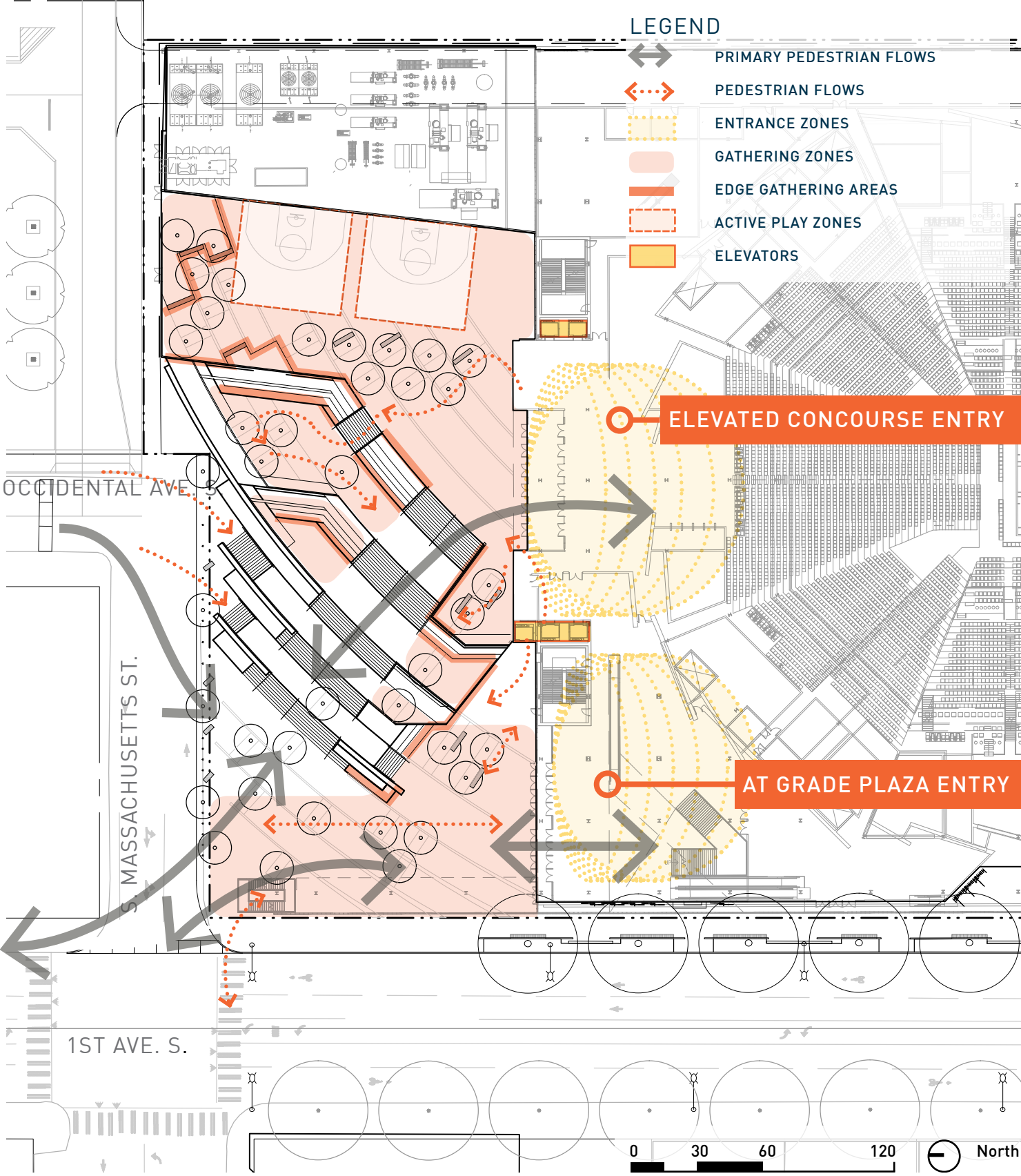
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PREVIOUS PLAZA DESIGN

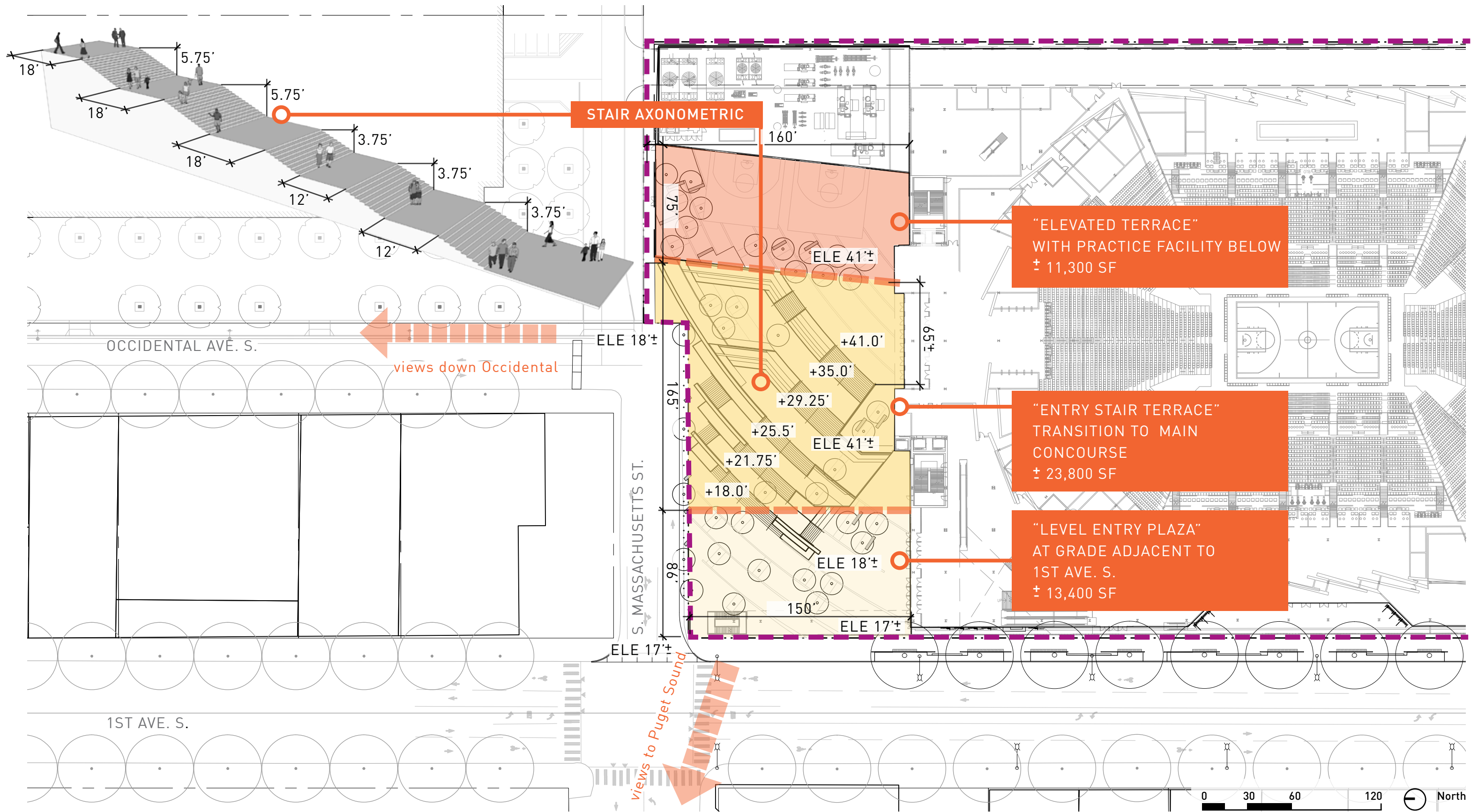


UPDATED PLAZA DESIGN



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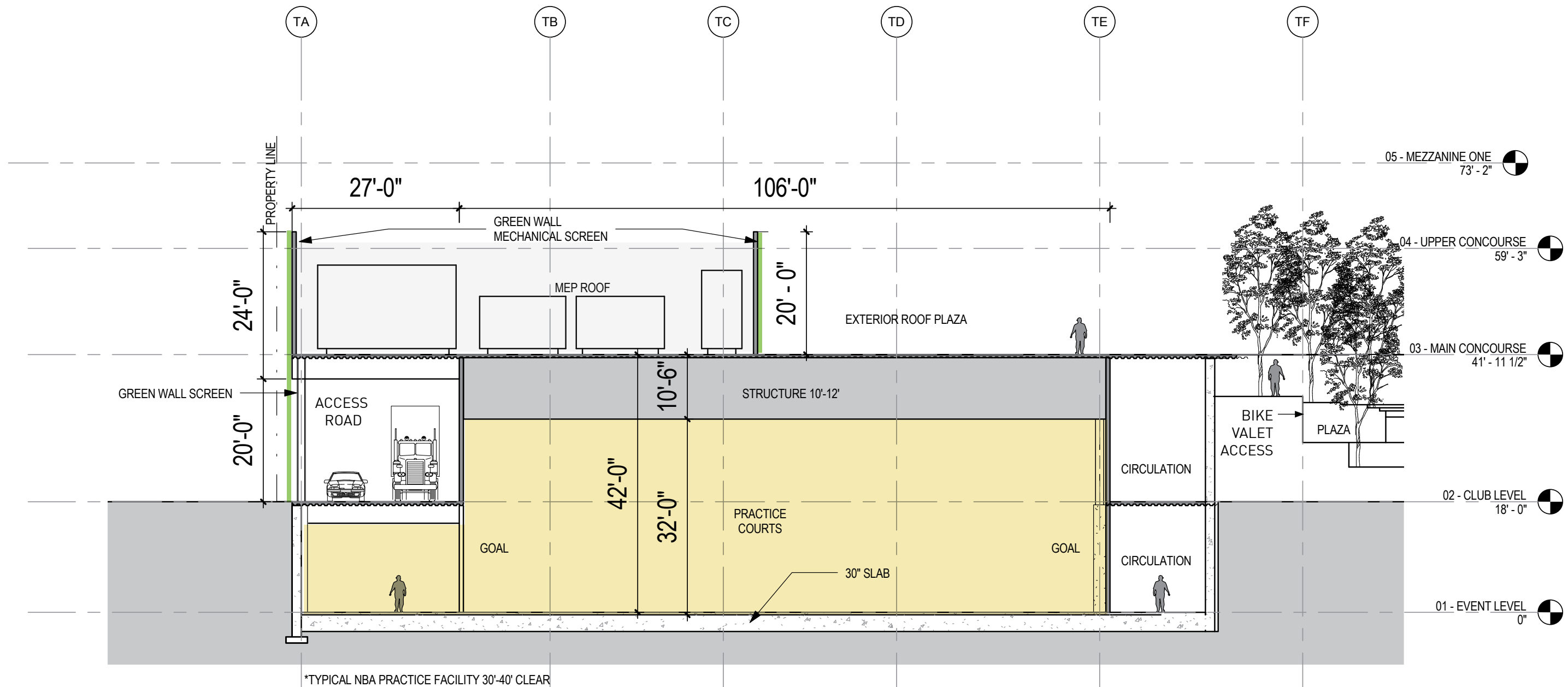
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TRAINING FACILITY COMPARISONS CLEAR HEIGHT

OKLAHOMA CITY THUNDER	35'	2012
CLEVELAND CAVALIERS	40'	2007
CURRENT CHICAGO BULLS	28'	1992
PROPOSED CHICAGO BULLS	35'	2014-15

DESIGN CONSIDERATIONS

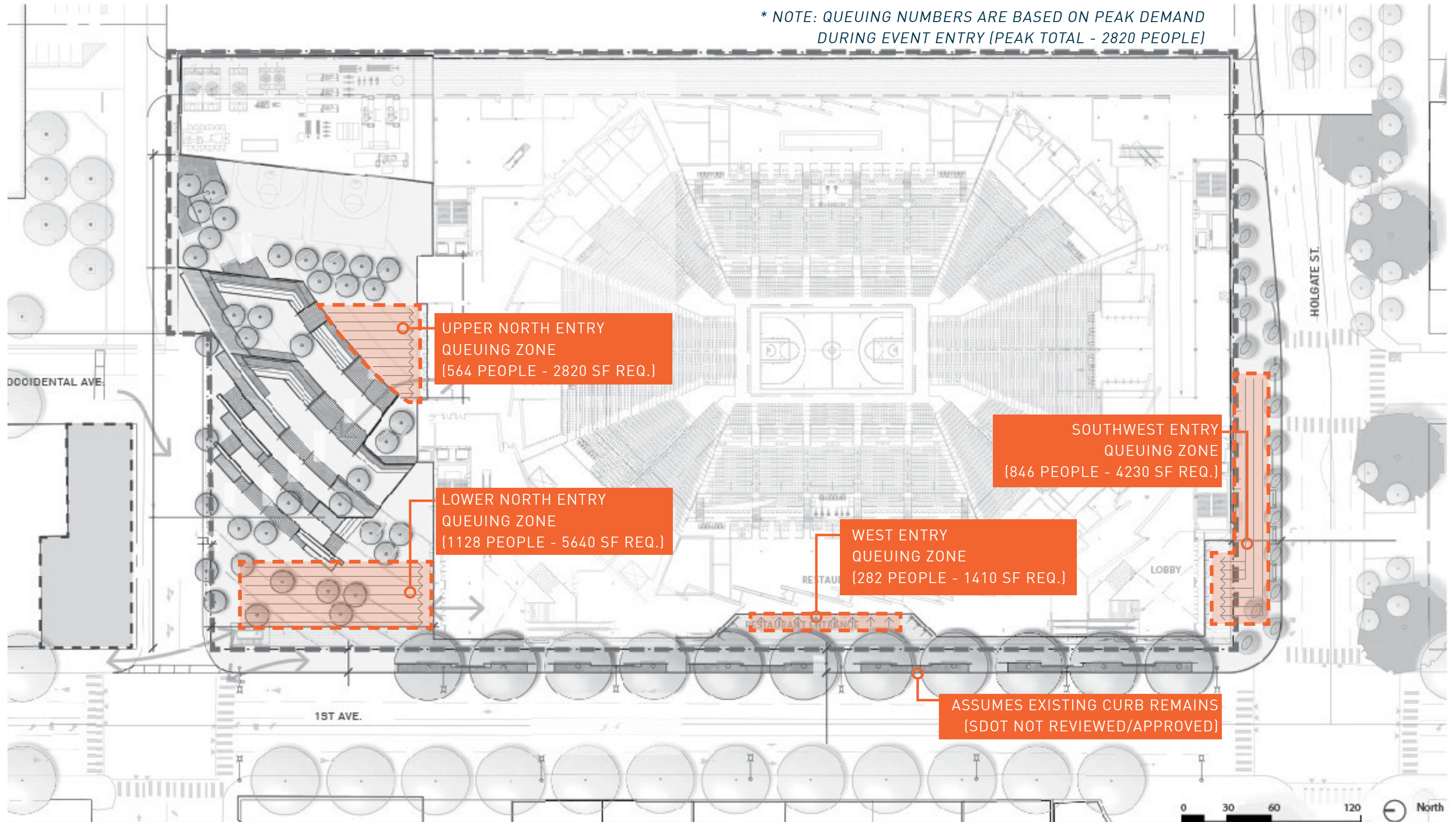
1. DESIRABLE TO MAINTAIN SAME LEVEL FOR ALL PLAYER ASSOCIATED PROGRAM
2. SIGNIFICANT INCREASE COST TO STRUCTURE TO LOWER SLAB. EACH FOOT LOWERED INCREASES COST 8%
EXAMPLE: 5' LOWERED SLAB = 40% INCREASE IN COST
3. DESIRABLE FOR ROOF HEIGHT TO ALIGN WITH MAIN CONCOURSE



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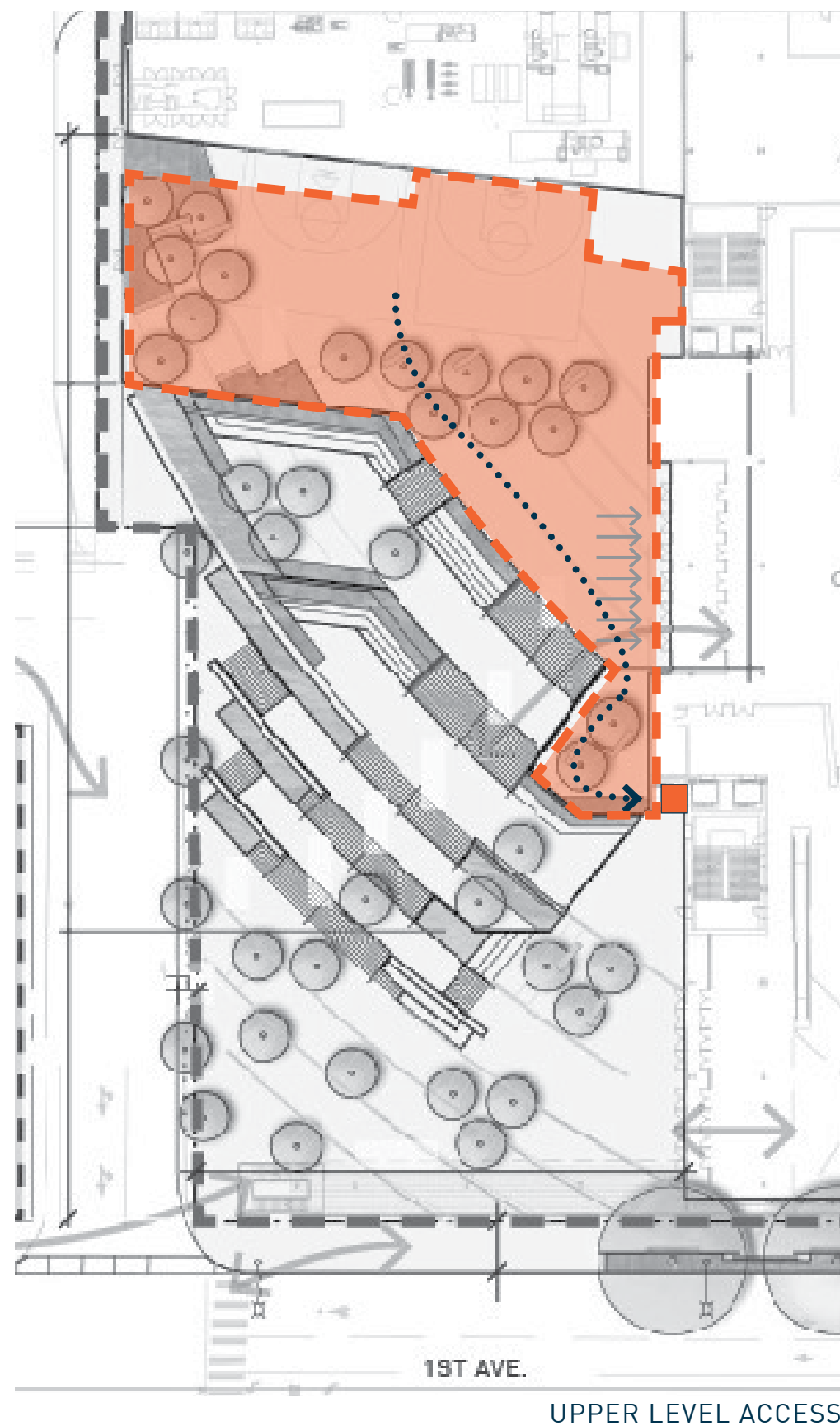
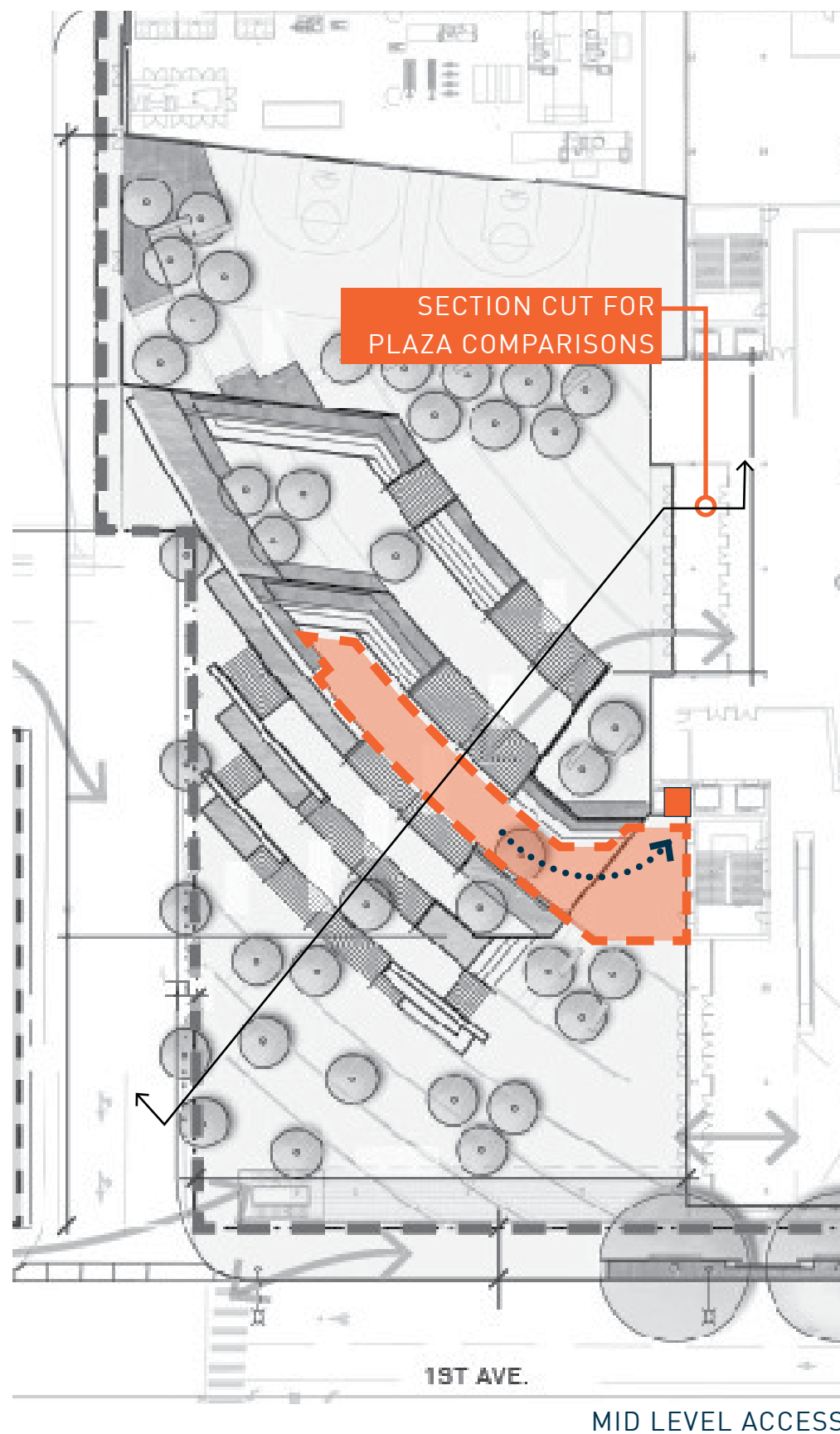
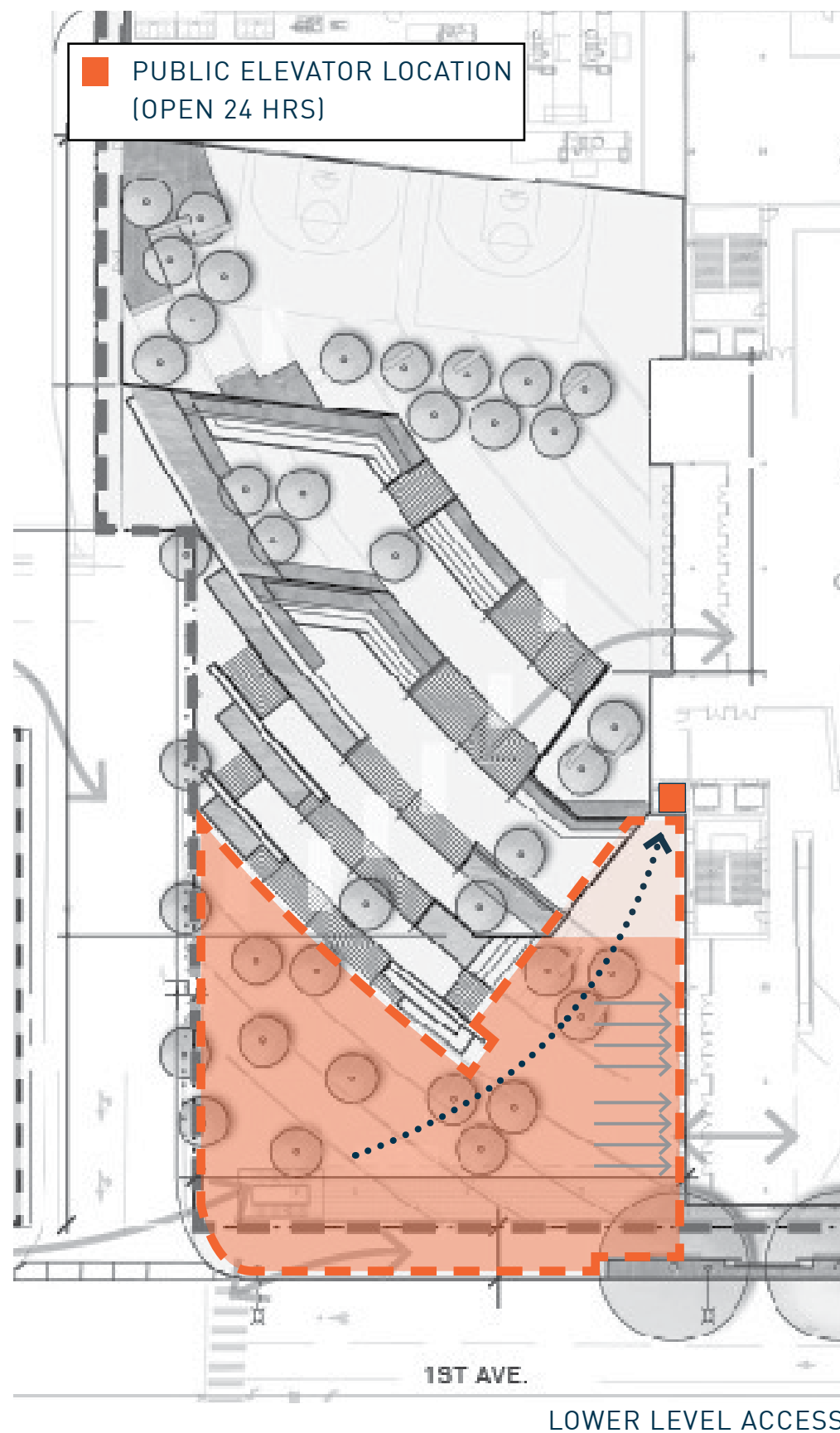
* NOTE: QUEUING NUMBERS ARE BASED ON PEAK DEMAND
DURING EVENT ENTRY (PEAK TOTAL - 2820 PEOPLE)

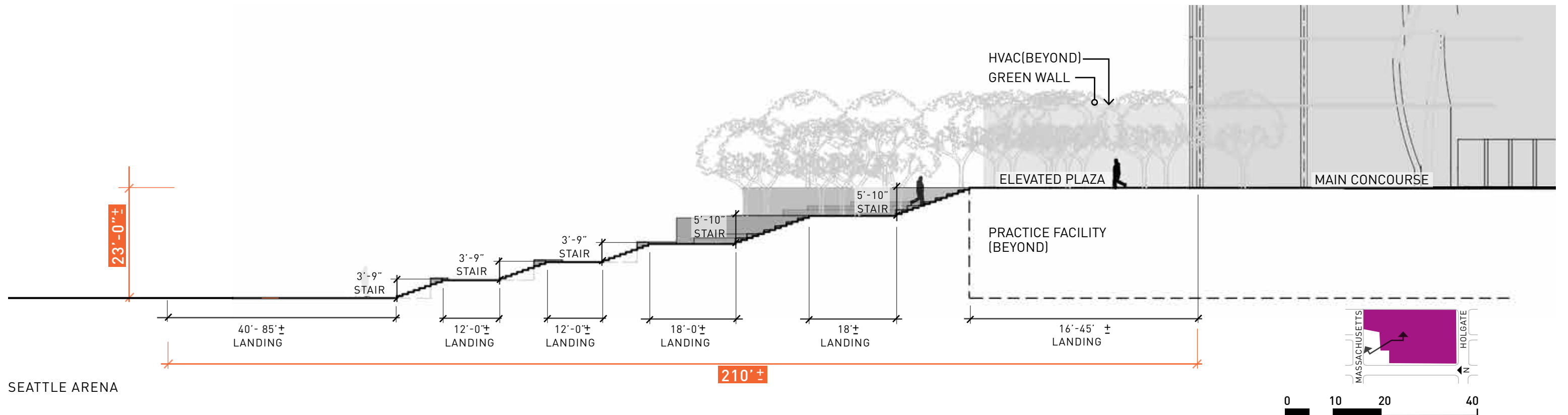
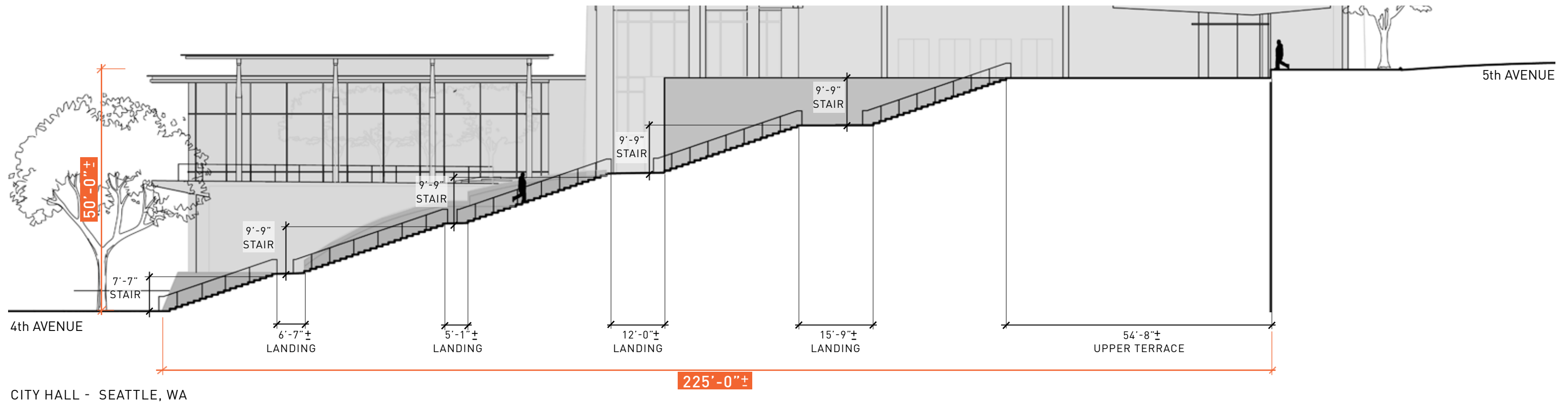


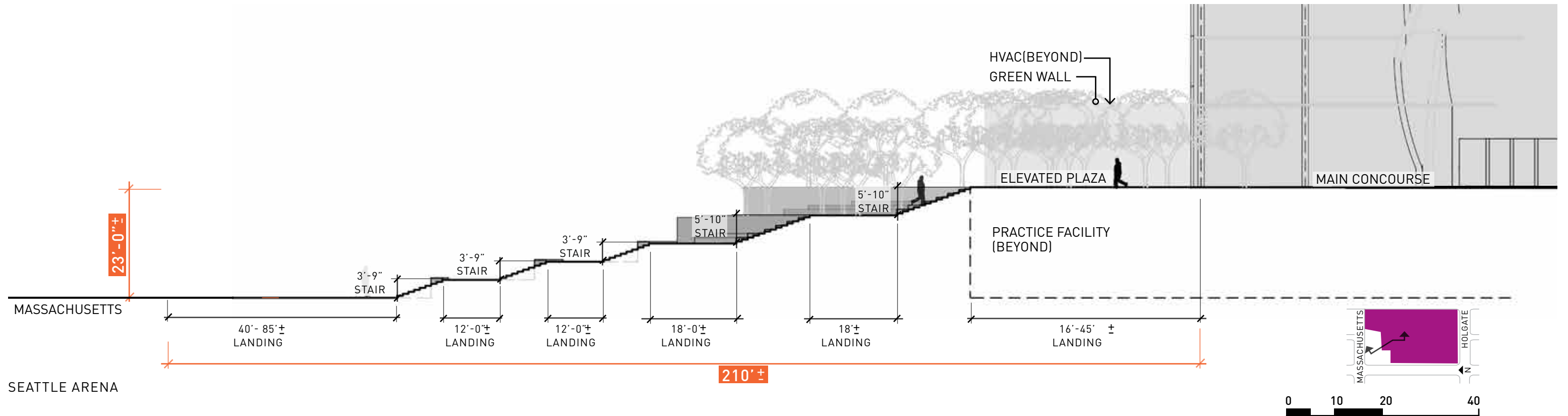
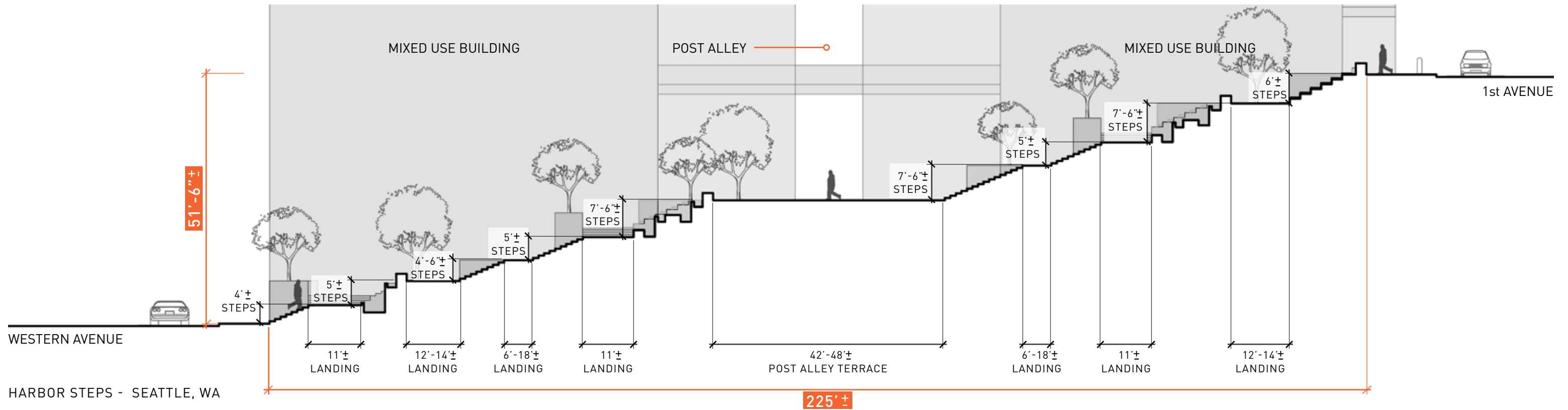
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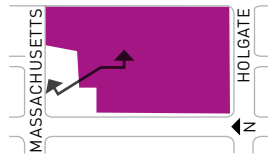
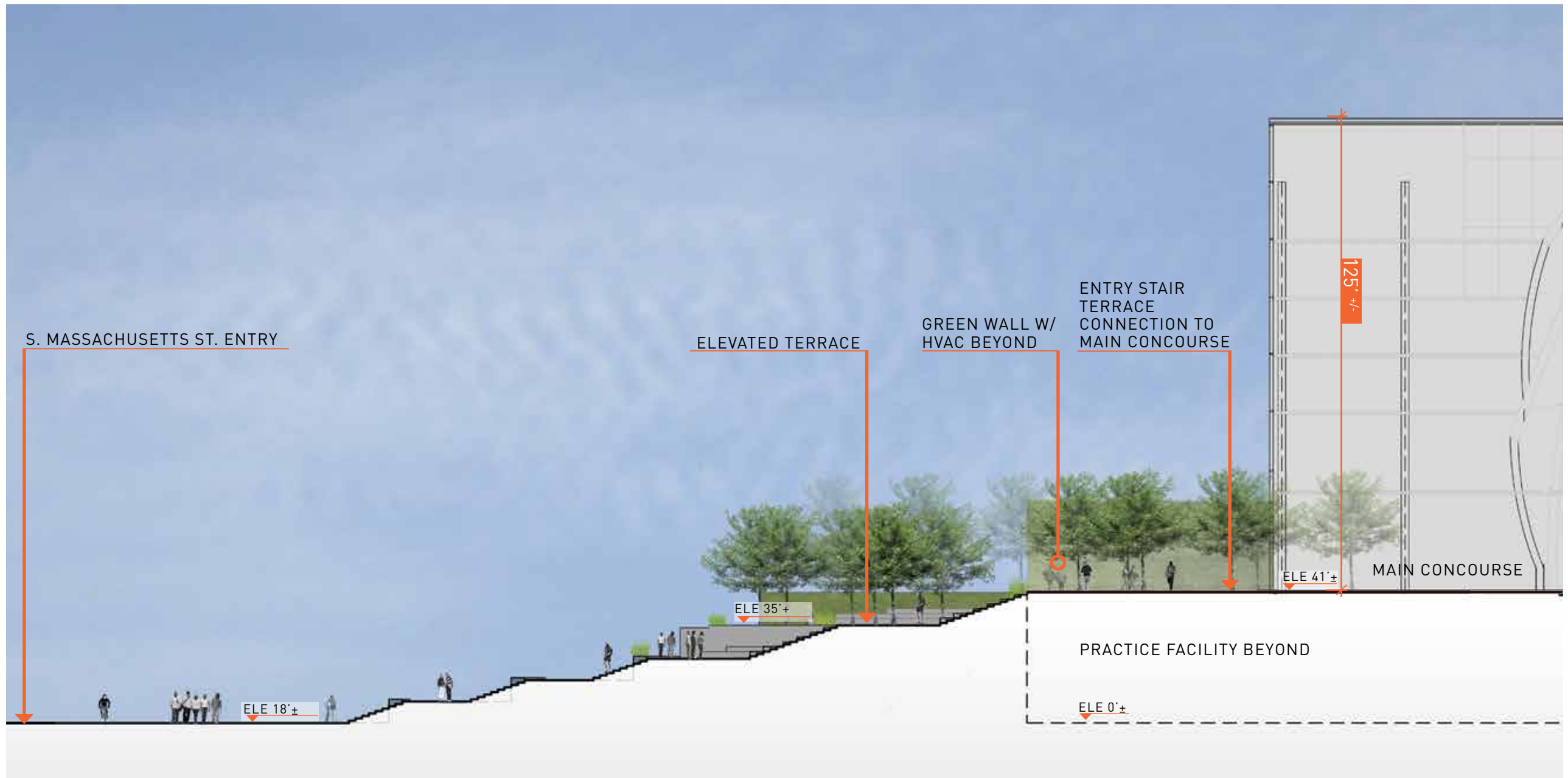
29
PEDESTRIAN QUEUING ZONES

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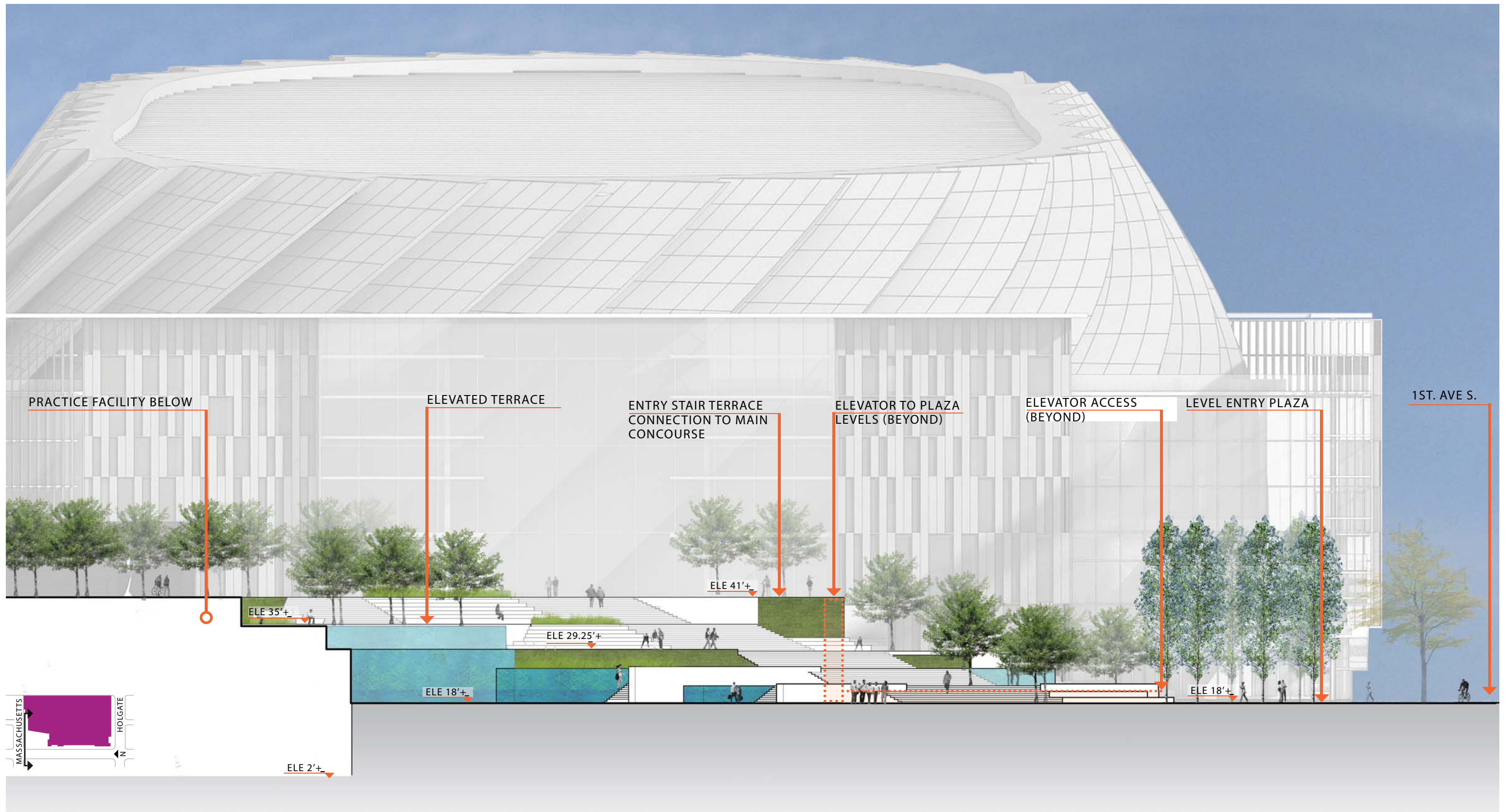


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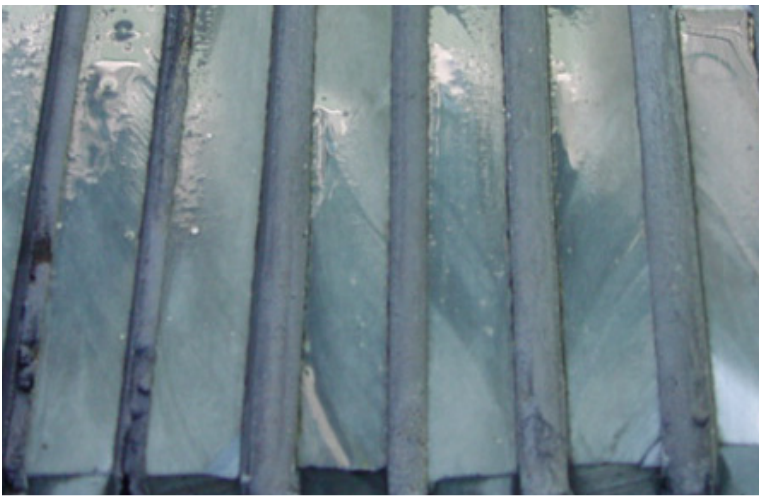
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COLUMNAR TREES, PAVING WITH PLANTING



PAVING CHARACTER, AT GRADE WATER FEATURE

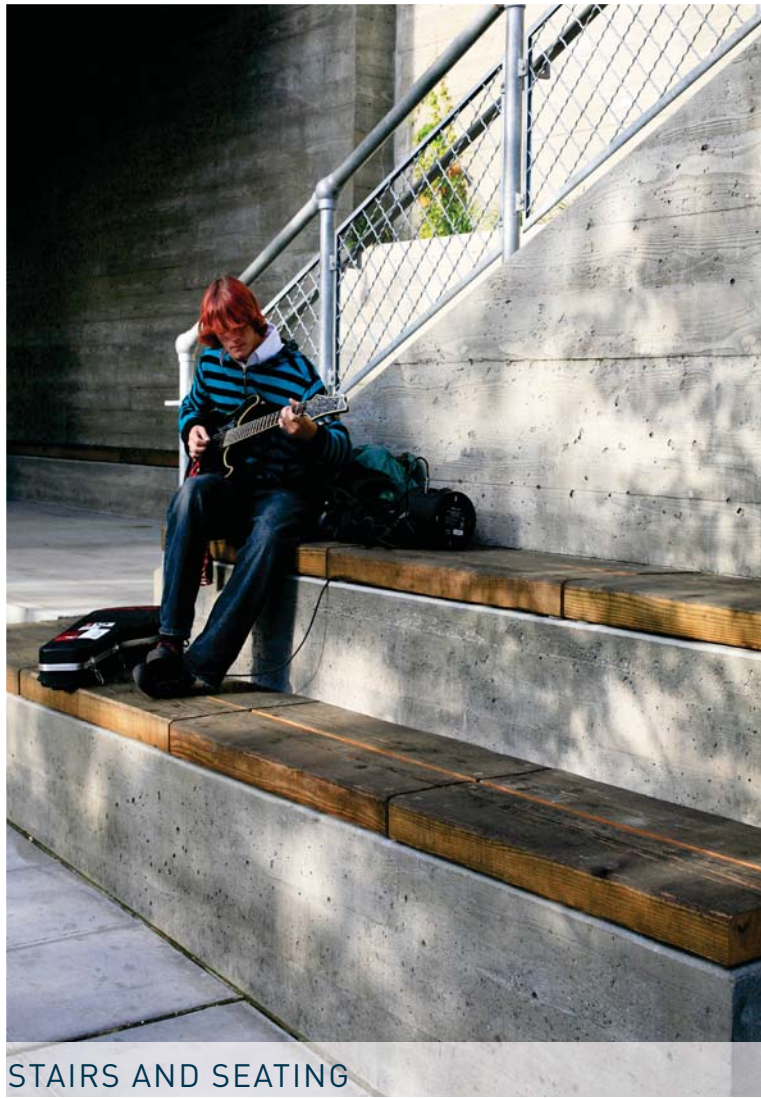


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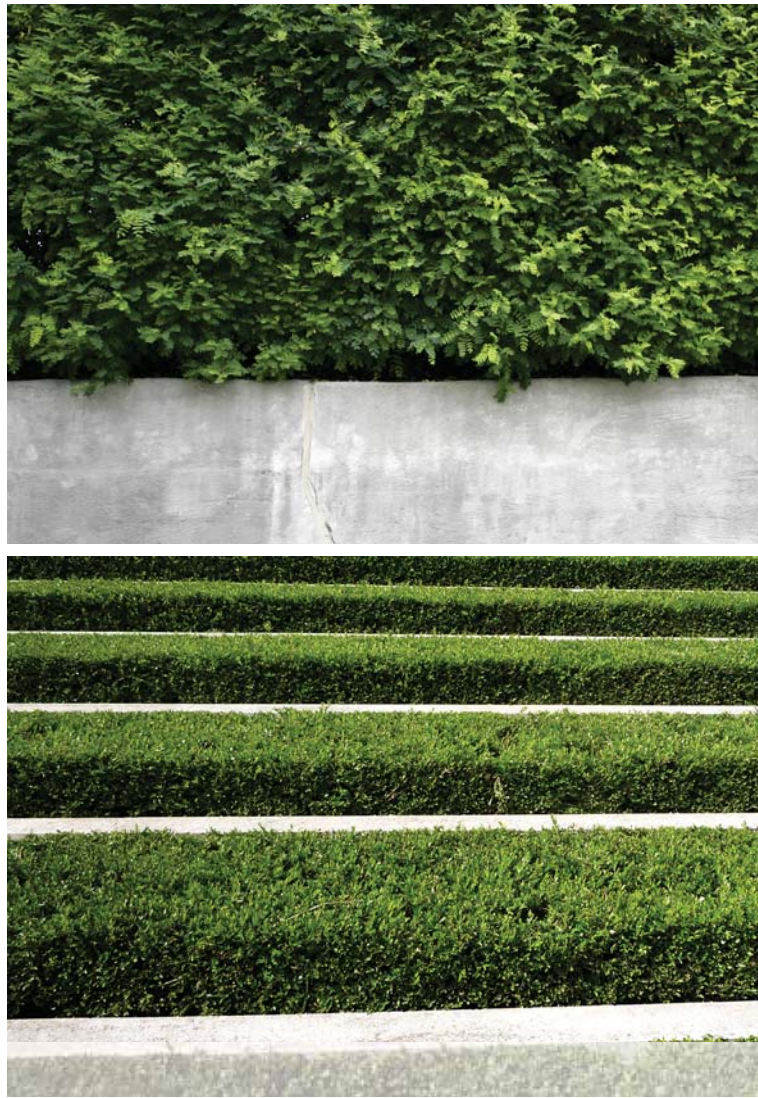
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STAIRS AND SEATING



BLEACHER SEATS WITH PLANTING



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PLAZA TREES AND GREEN WALLS



PLAZA WATER FEATURES



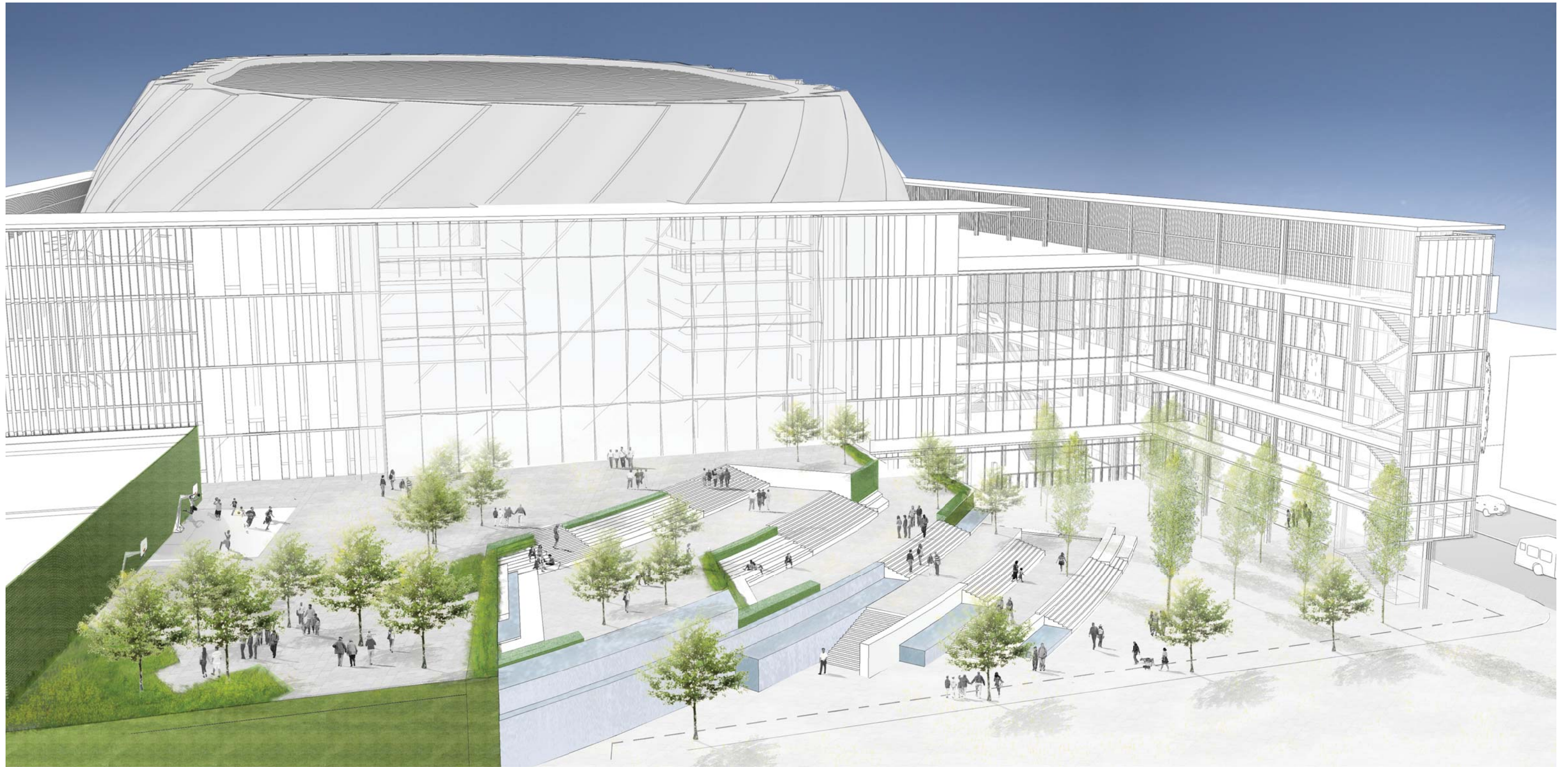


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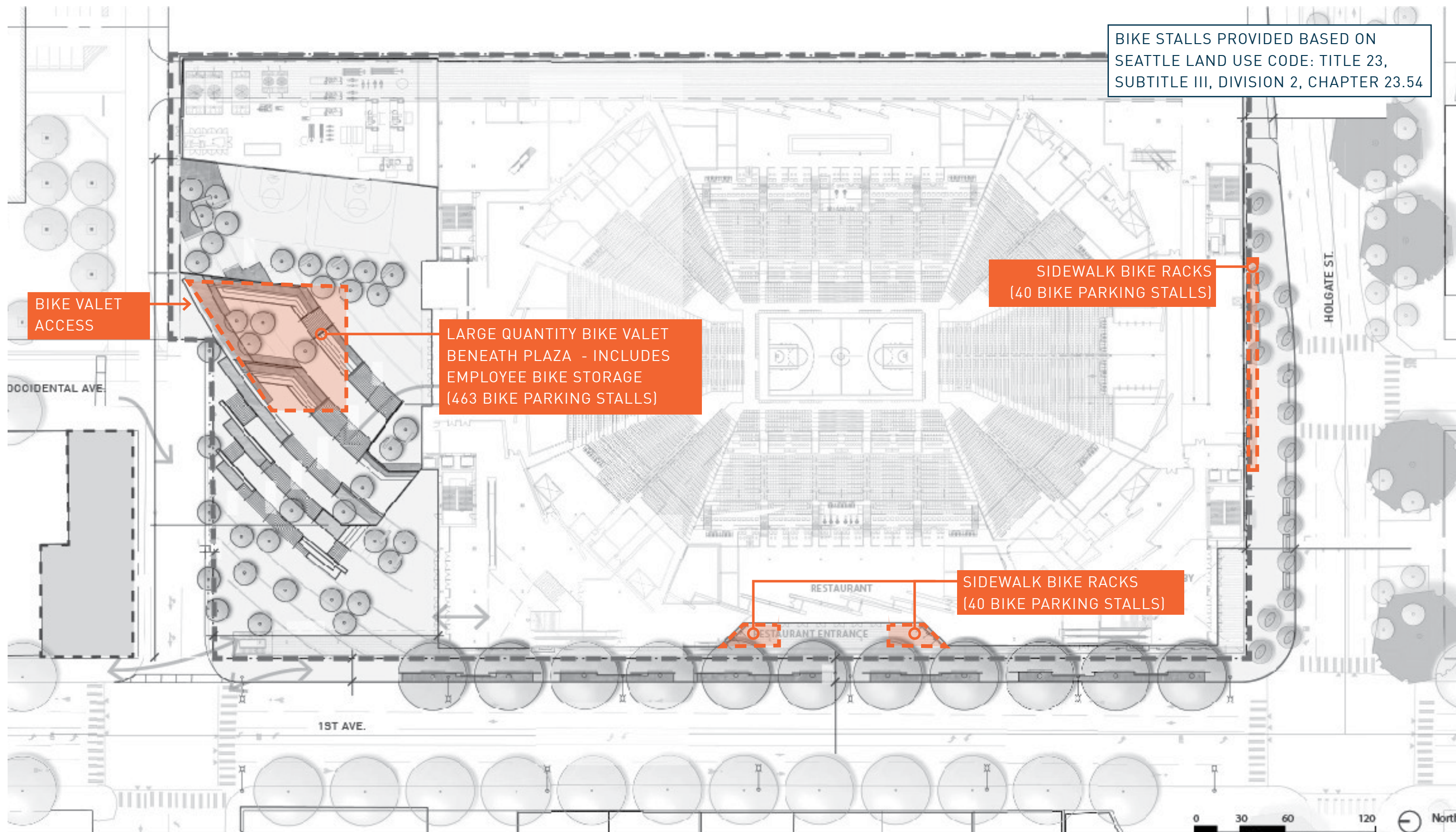


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BIKE STALLS PROVIDED BASED ON SEATTLE LAND USE CODE: TITLE 23, SUBTITLE III, DIVISION 2, CHAPTER 23.54

An architectural rendering of a modern building with a complex facade of vertical and horizontal panels. The entire image is overlaid with a semi-transparent yellow filter. In the foreground, there is a row of trees and a sidewalk with small figures of people. The text 'HOLGATE: USES + LOADING' is written in white, bold, sans-serif capital letters across the bottom right of the image.

HOLGATE: USES + LOADING

SPECIFIC PROJECT ISSUE #5:

HOLGATE USES AND LOADING

DRB COMMENT:

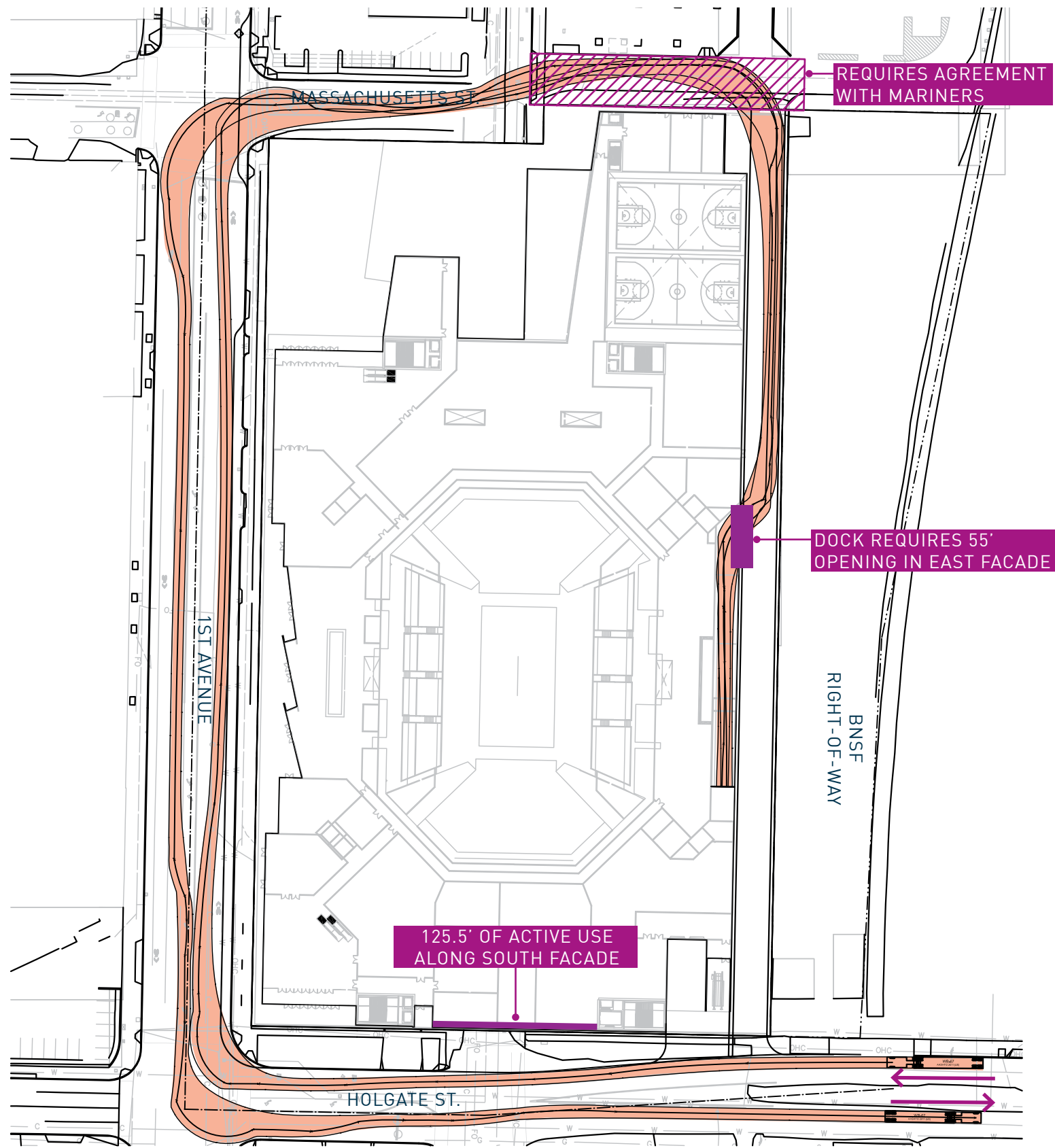
THE PROPOSED LOCKER AND OFFICE USES ARE NOT IDEAL ACTIVATOR USES ALONG A SIDEWALK; AND TRUE ACTIVE USES SHOULD EXTEND FURTHER EAST ON THE HOLGATE FRONTAGE. THE HOLGATE LOADING RAMP PARALLEL AND ADJACENT TO THE PROPERTY LINE CREATES A BLANK WALL, AND THE PROPOSED GREEN WALL IS TOO LARGE FOR AN AT-GRADE, PEDESTRIAN LOCATION. THE PROPOSED ACCESS ROAD, LOADING AND RAMPS IMPACT THE SIDEWALK GREATLY; ALL THOSE FUNCTIONS SHOULD BE FULLY INTERNALIZED ON THIS EXCEPTIONALLY LARGE (6.3 ACRE) SITE. TO CORRECT THIS SITUATION, THE BOARD'S SUGGESTIONS IN OFF SITE ITEM #5 ABOVE SHOULD BE STRONGLY PURSUED. THE SOUTHWEST ENTRANCE SHOULD BE RECESSED MORE FROM THE BUSY INTERSECTION FOR PATRON QUEUING AND SECURITY CHECKS, SIMILAR TO HOW THE NORTHWEST ENTRY FUNCTIONS.

360 RESPONSE:

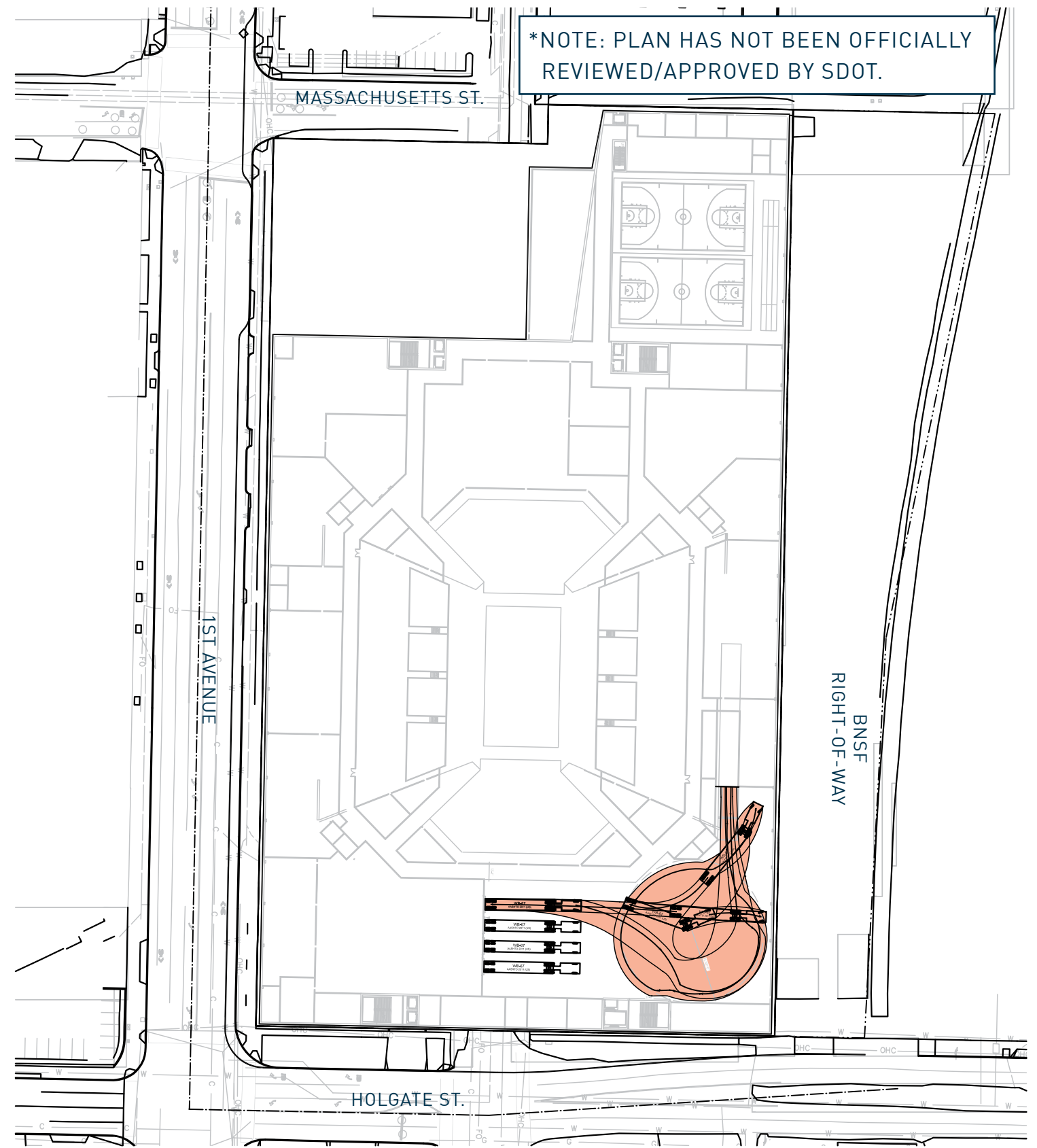
1. LOADING DOCK OPTIONS FROM BOTH NORTH AND SOUTH APPROACHES HAVE BEEN ADJUSTED TO INCREASE ACTIVATION ALONG HOLGATE.
2. CURRENT TRASH AND FOOD SERVICE DOCK OPTIONS INCLUDE LOADING OFF HOLGATE AS WELL AS LOADING FROM ACCESS ROAD. LOADING FROM THE ACCESS ROAD DECREASES THE VISIBILITY OF THE DOCK FROM HOLGATE ST.

SOURCE: PG. 16 OF EDG #3 REPORT ON 01.30.2013.





STREET / CLUB LEVEL



EVENT LEVEL

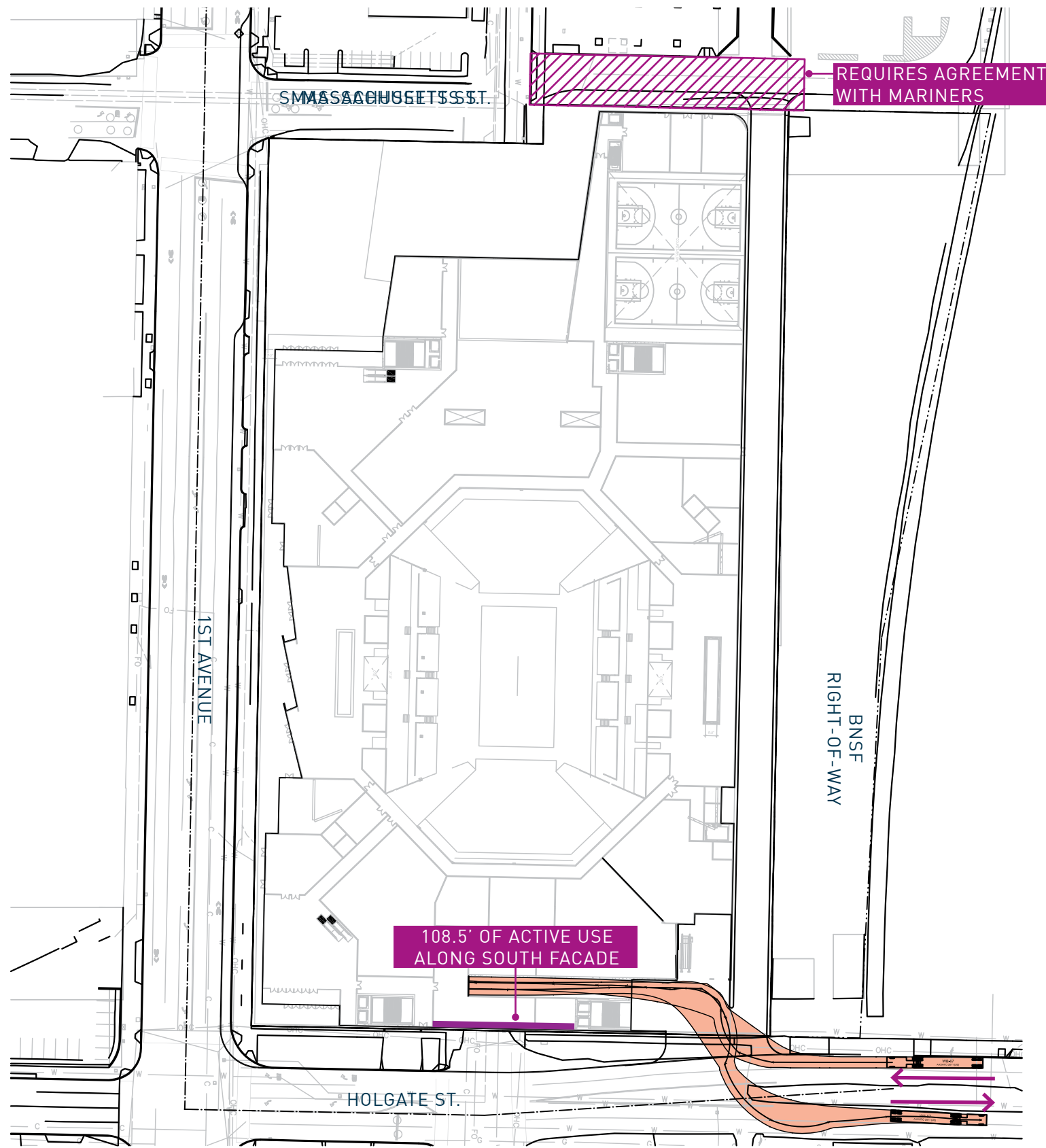


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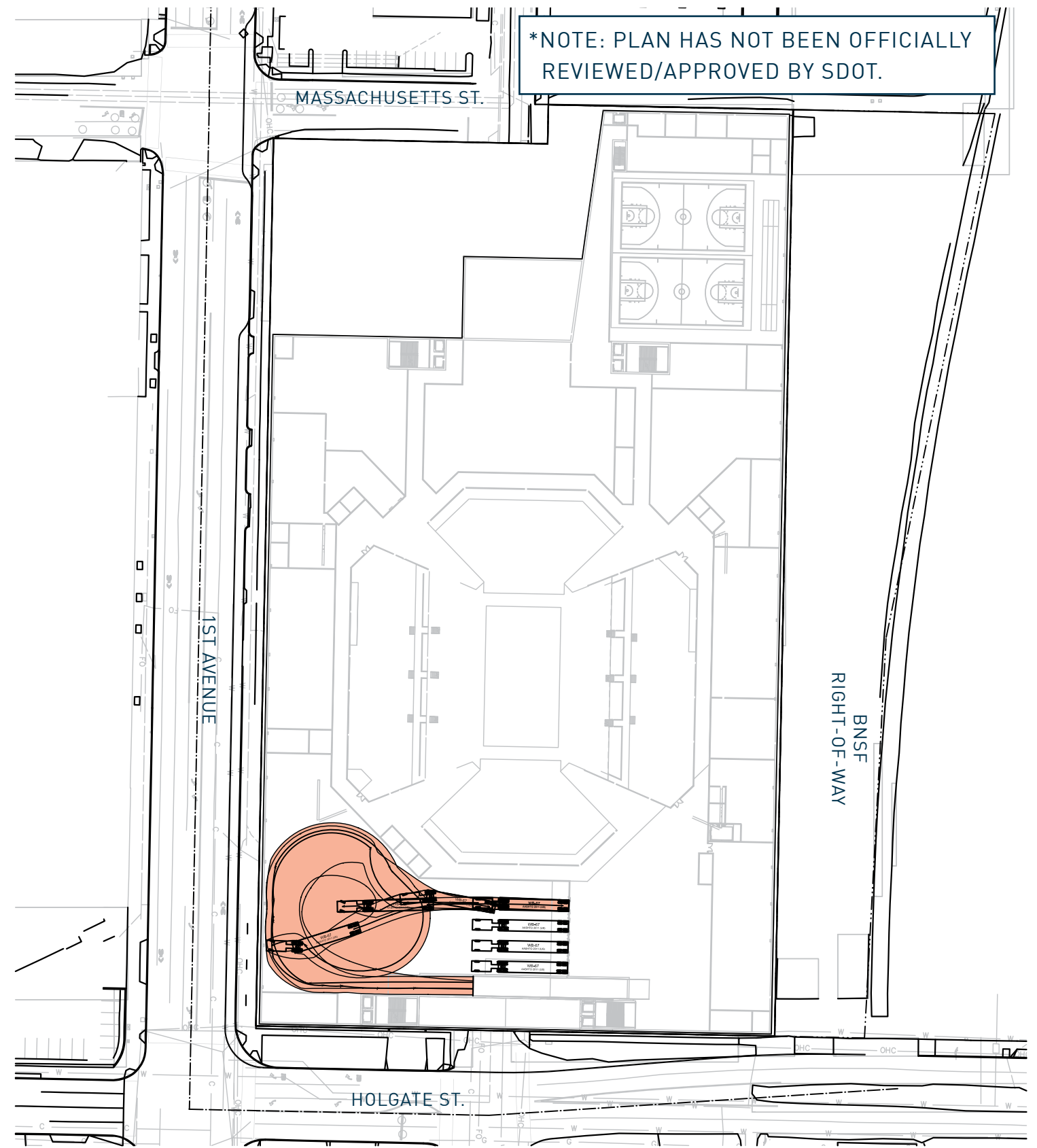
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STREET / CLUB LEVEL



EVENT LEVEL

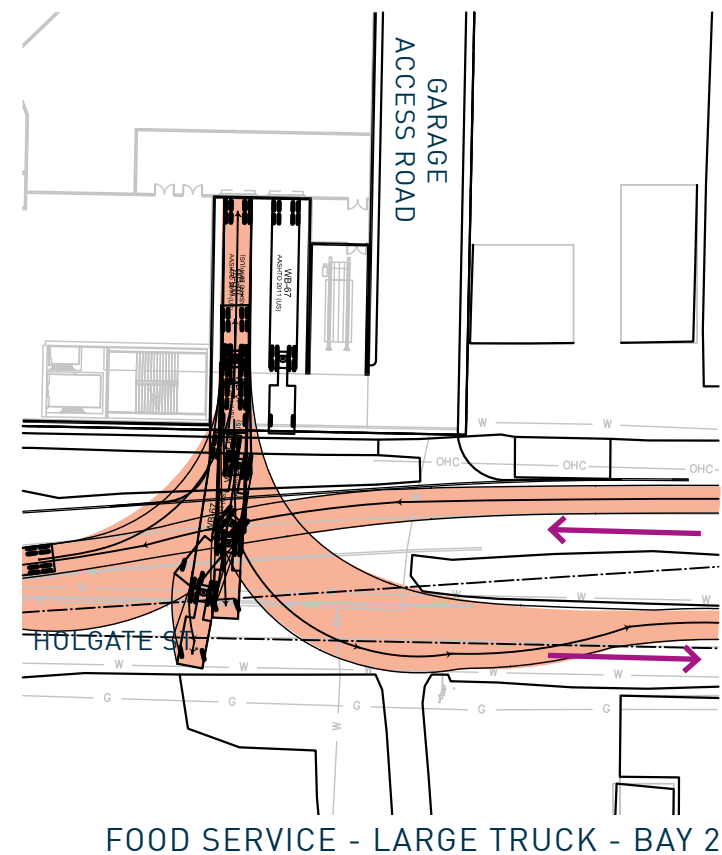
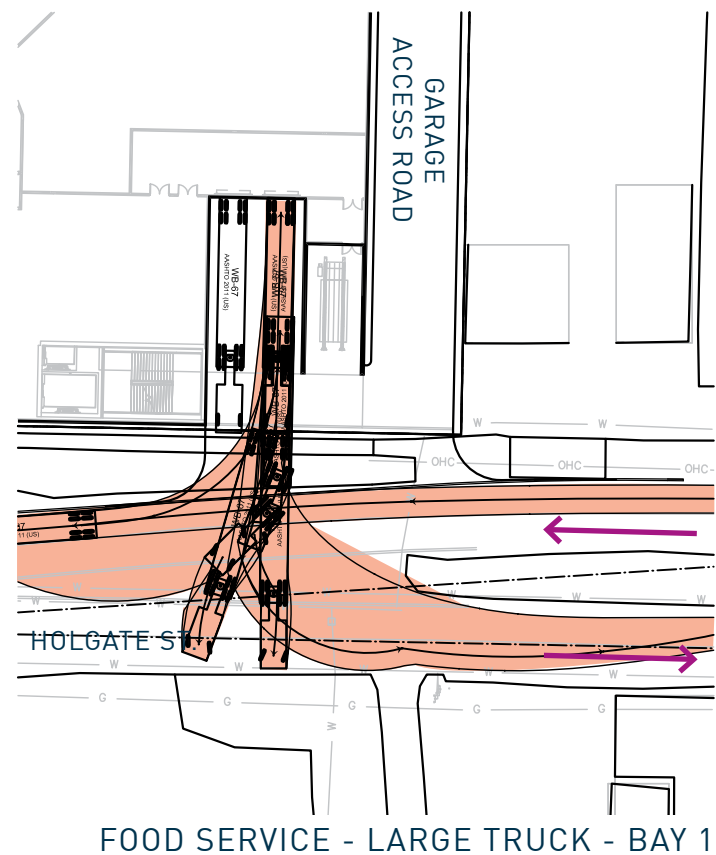
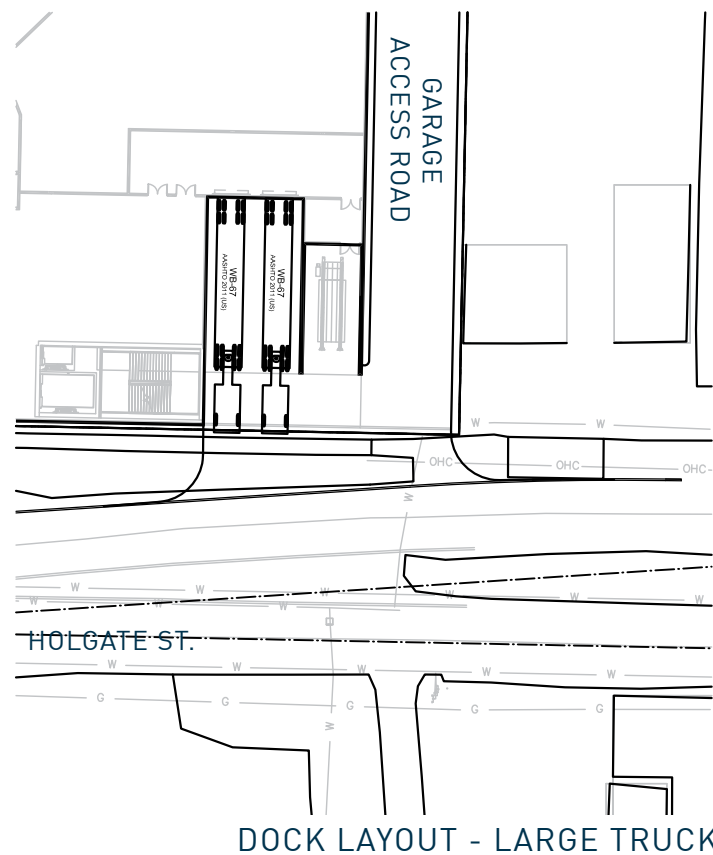
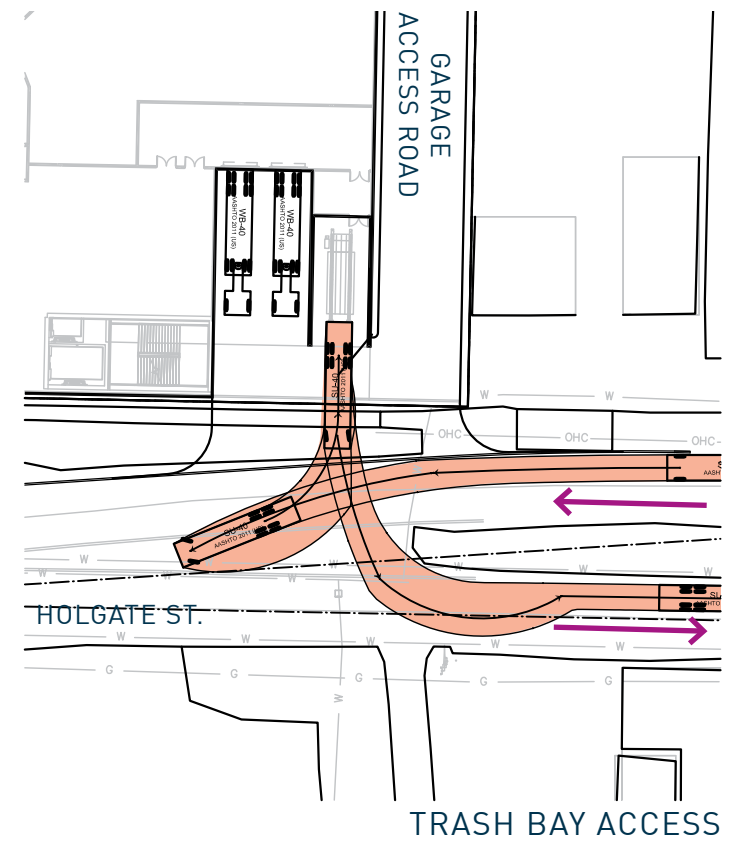
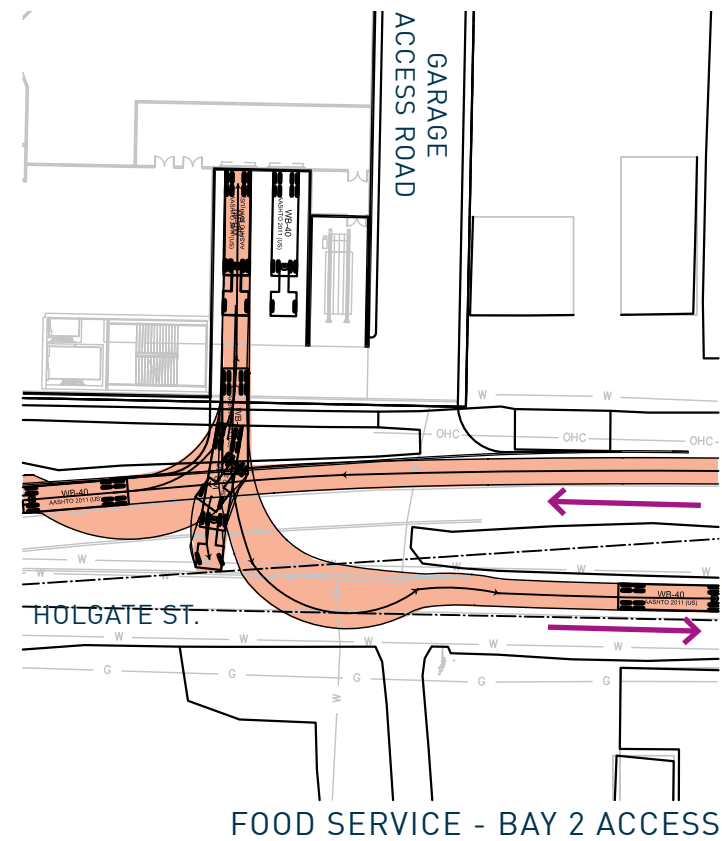
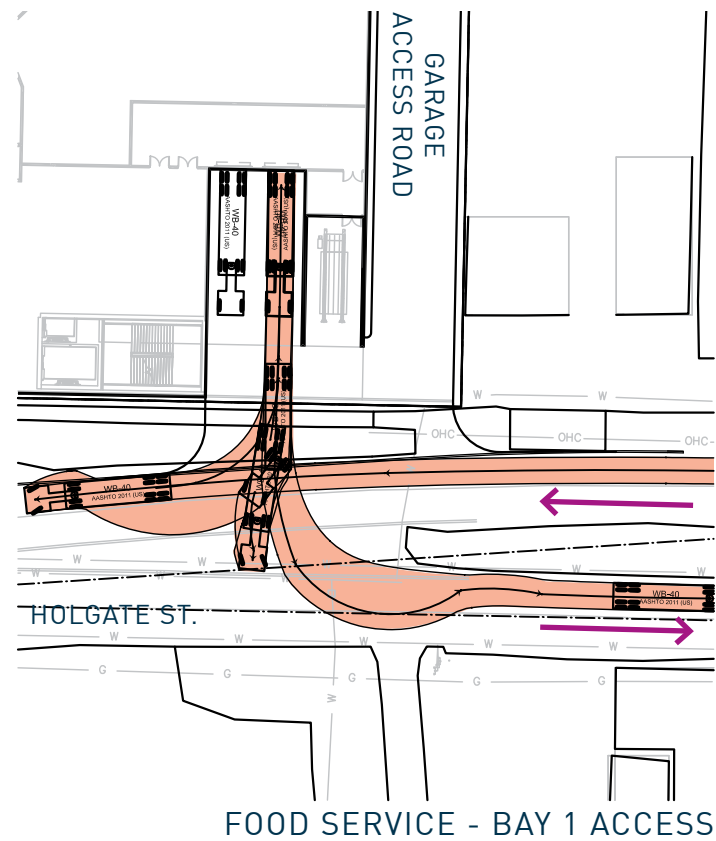
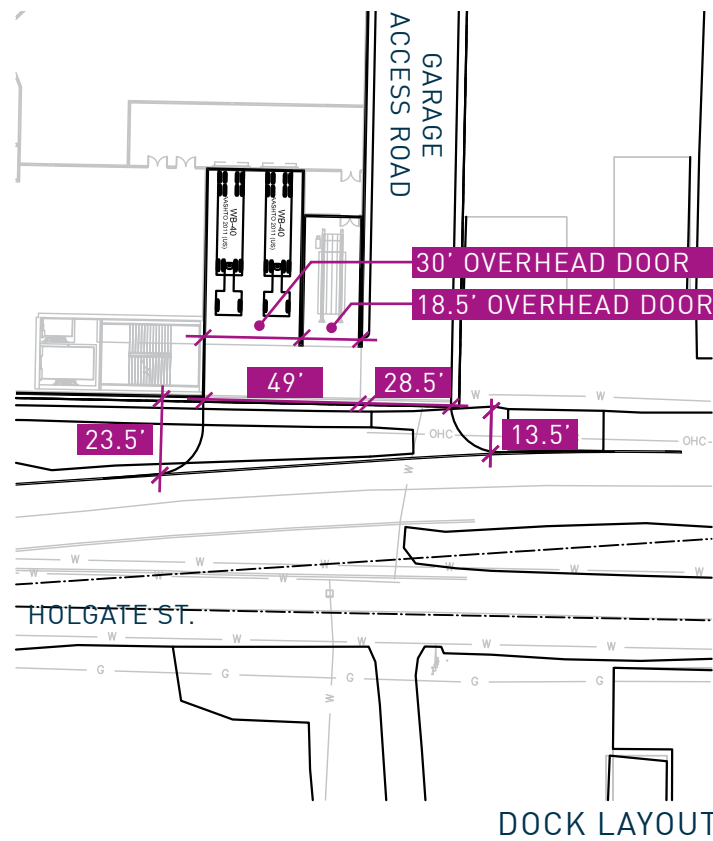


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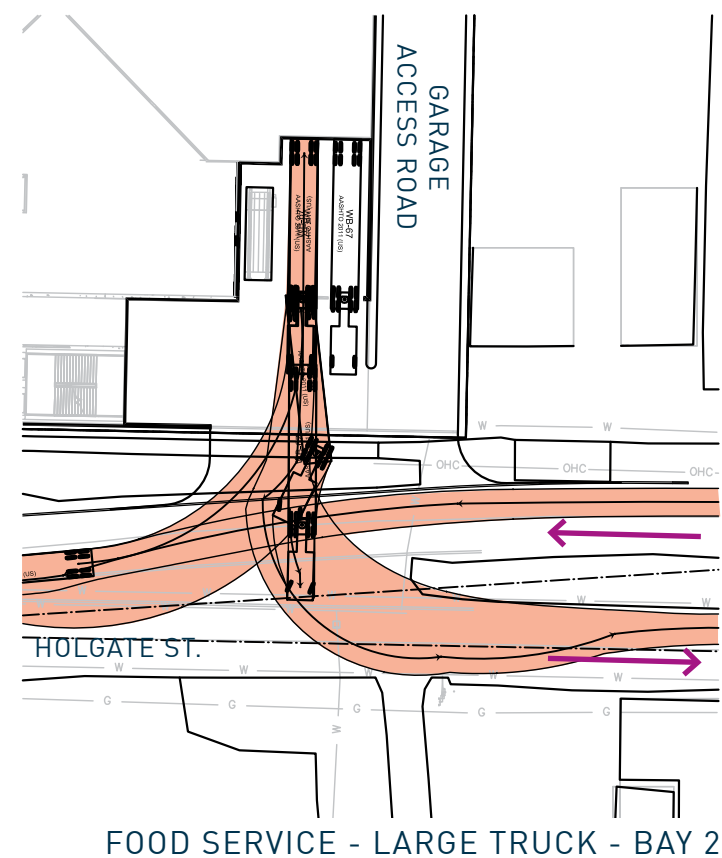
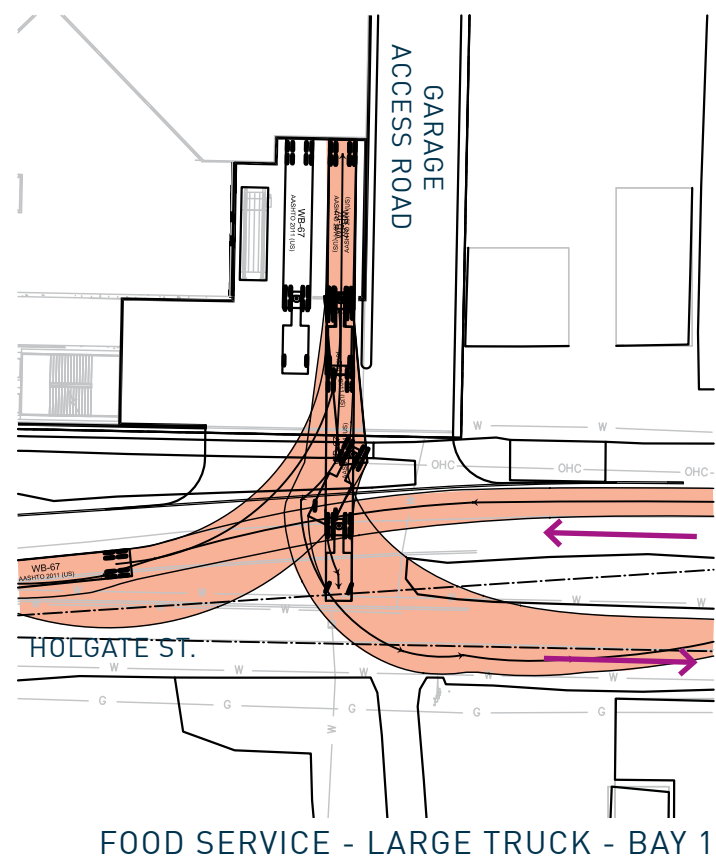
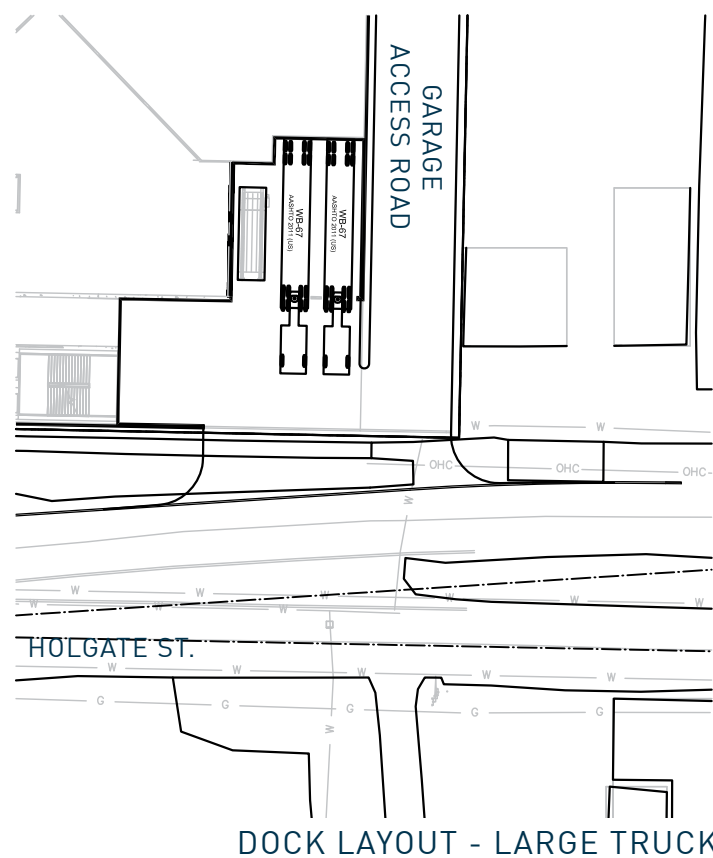
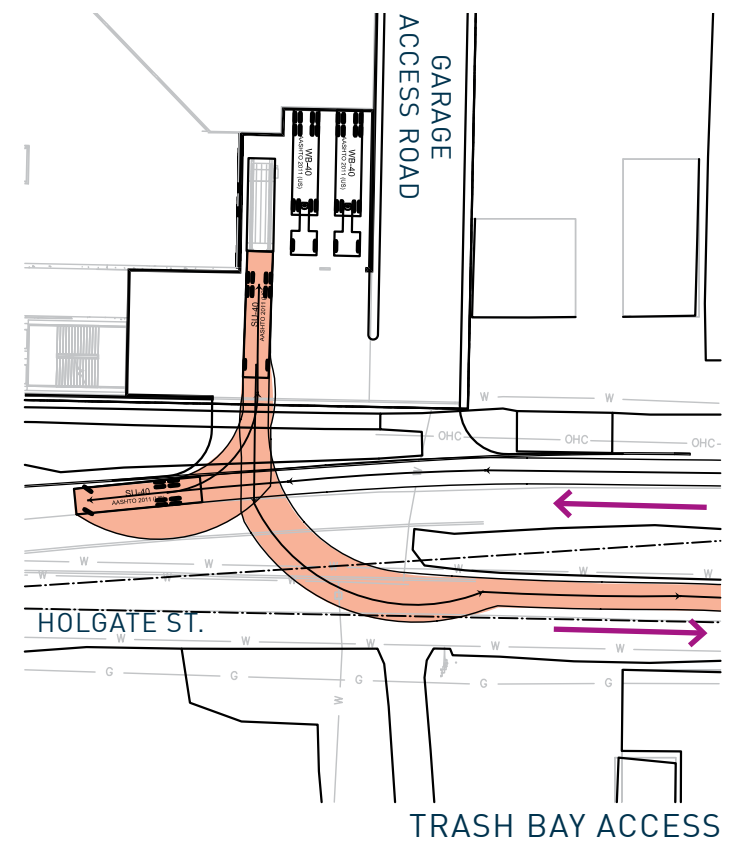
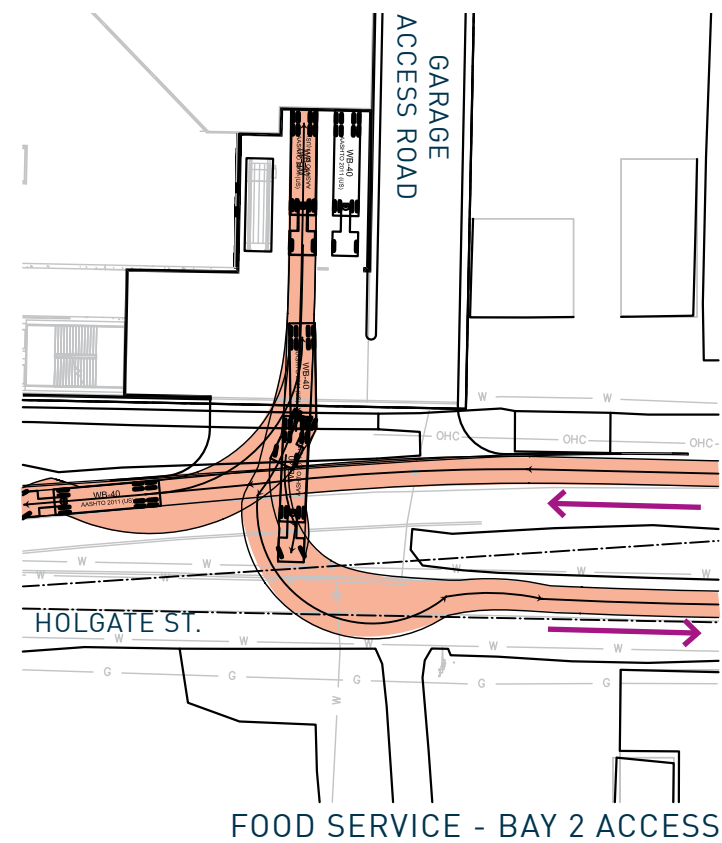
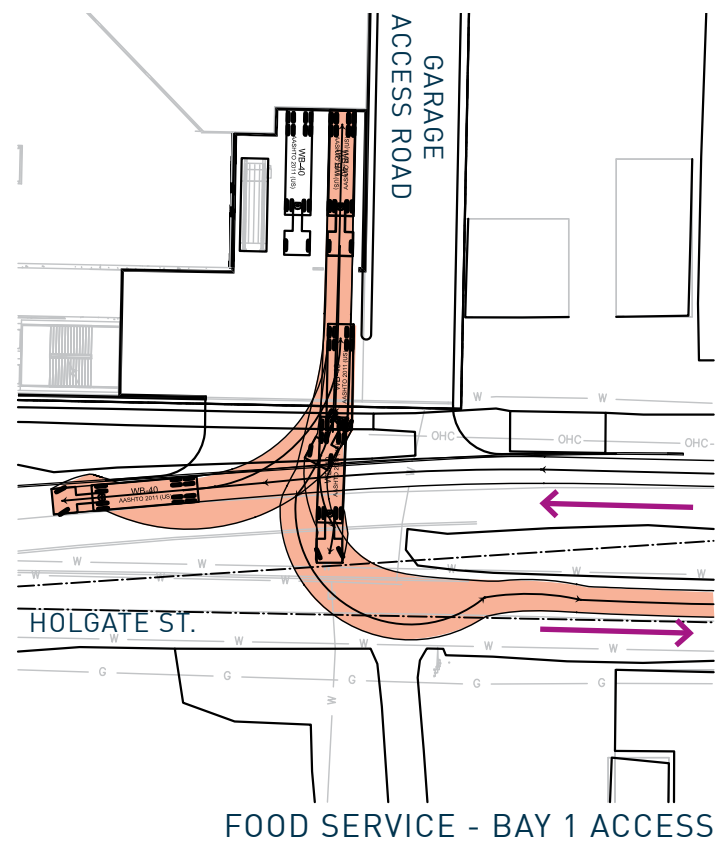
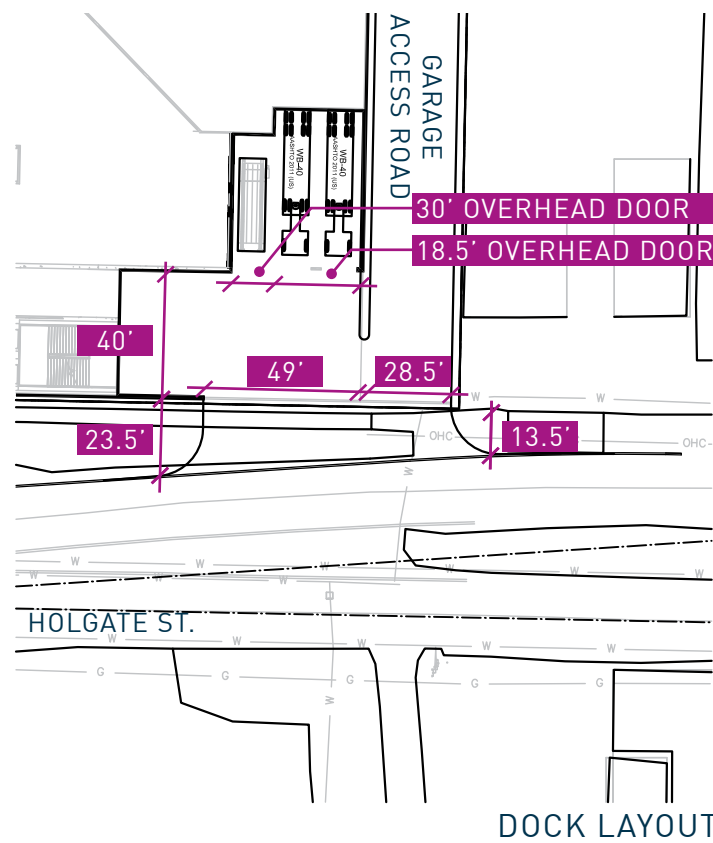
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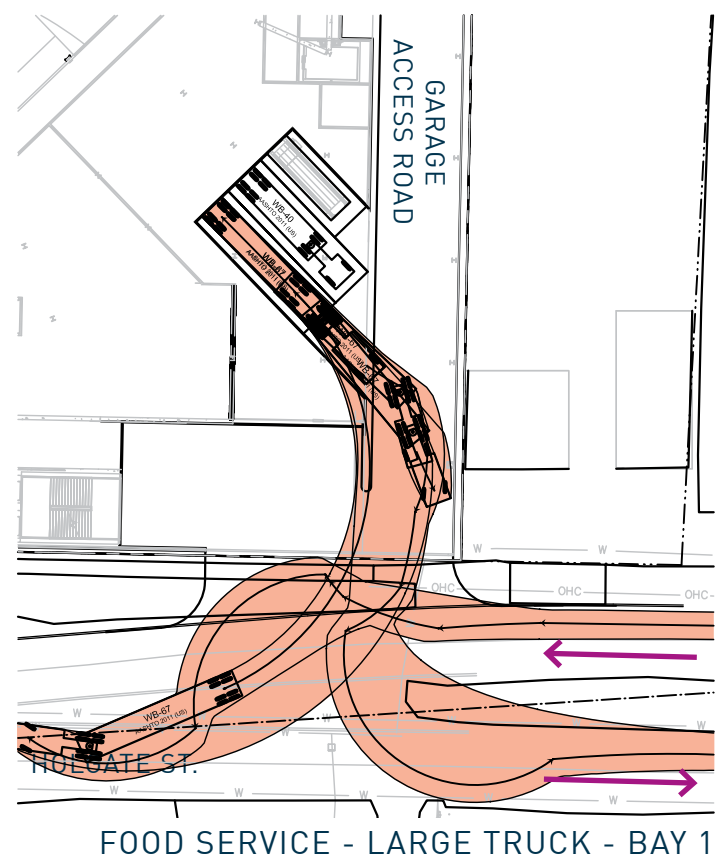
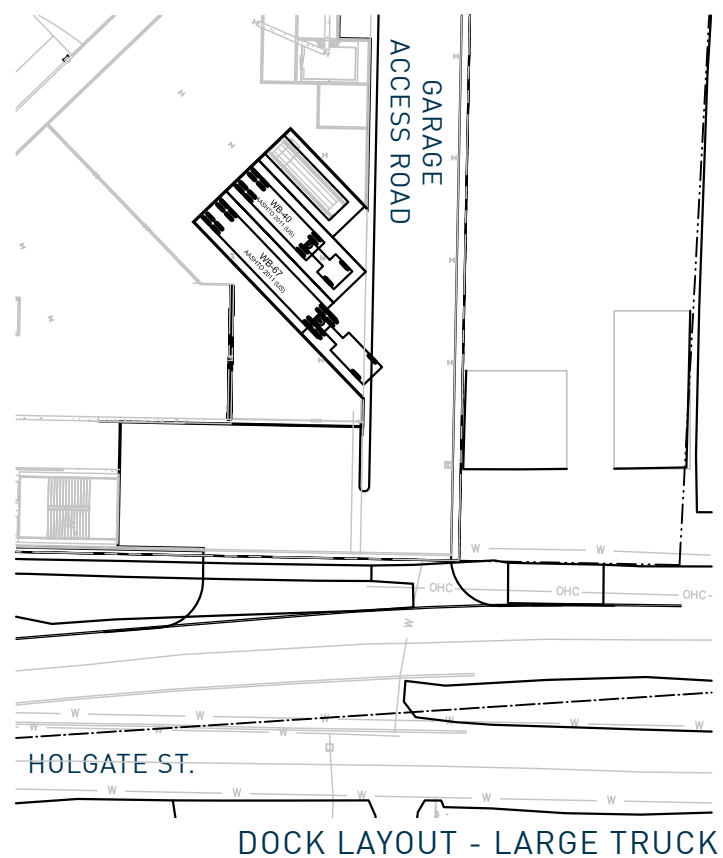
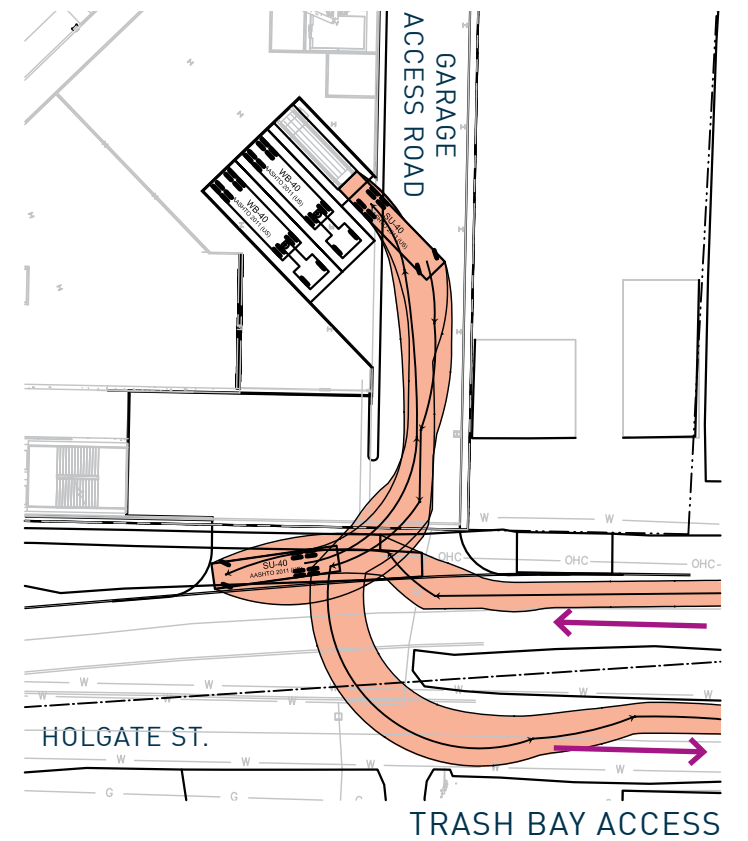
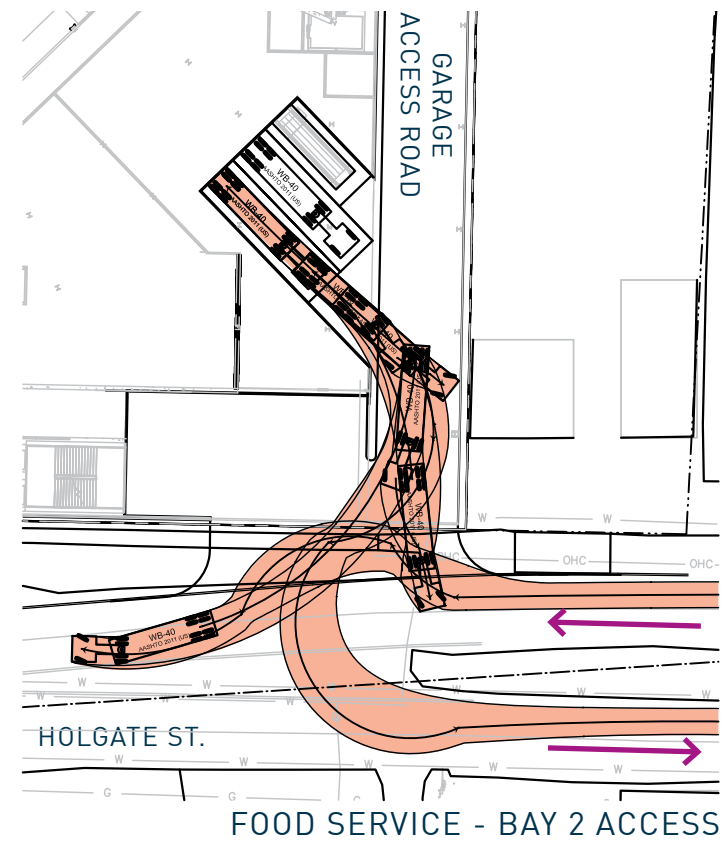
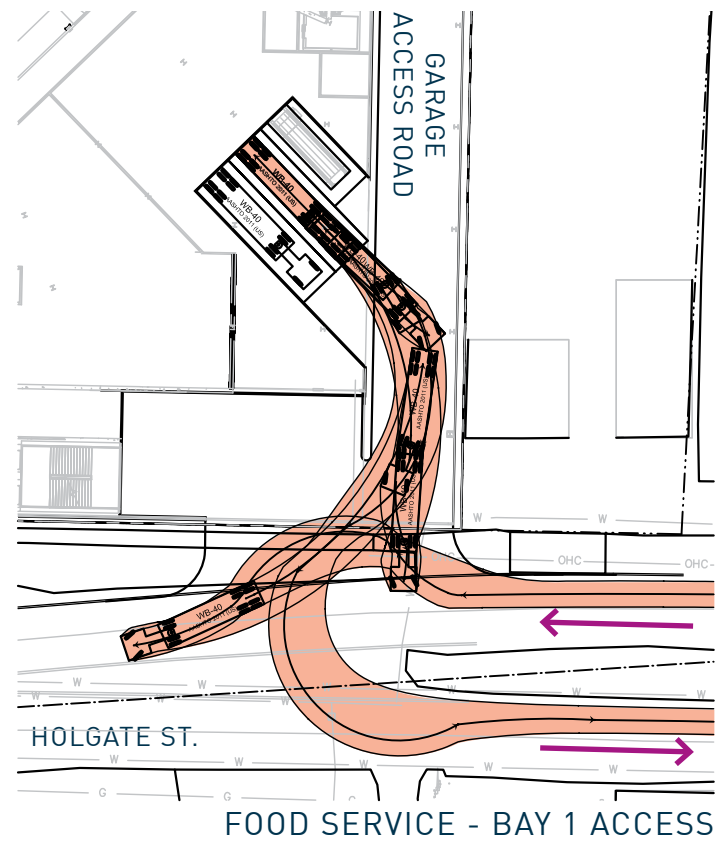
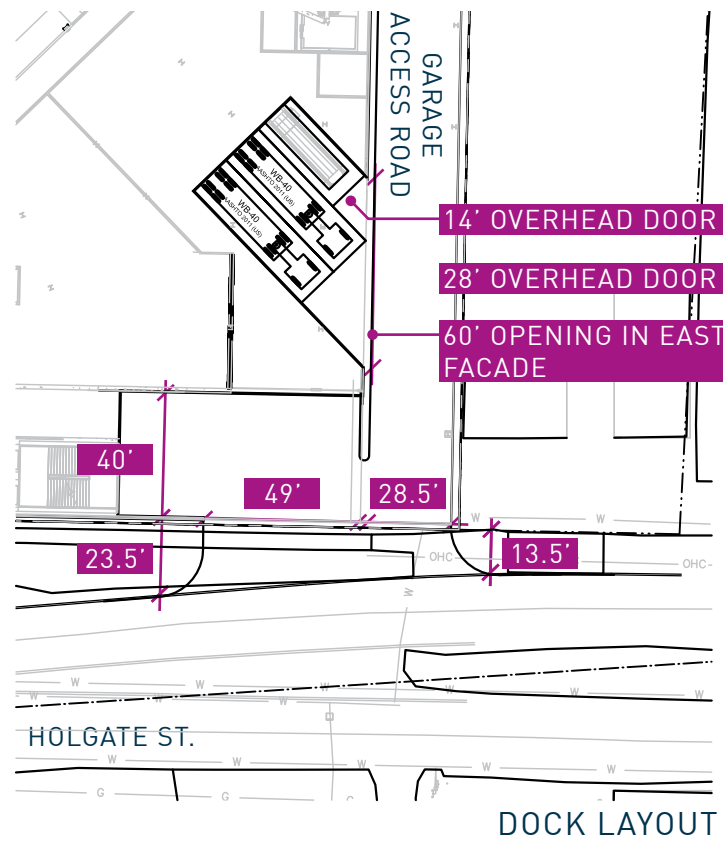
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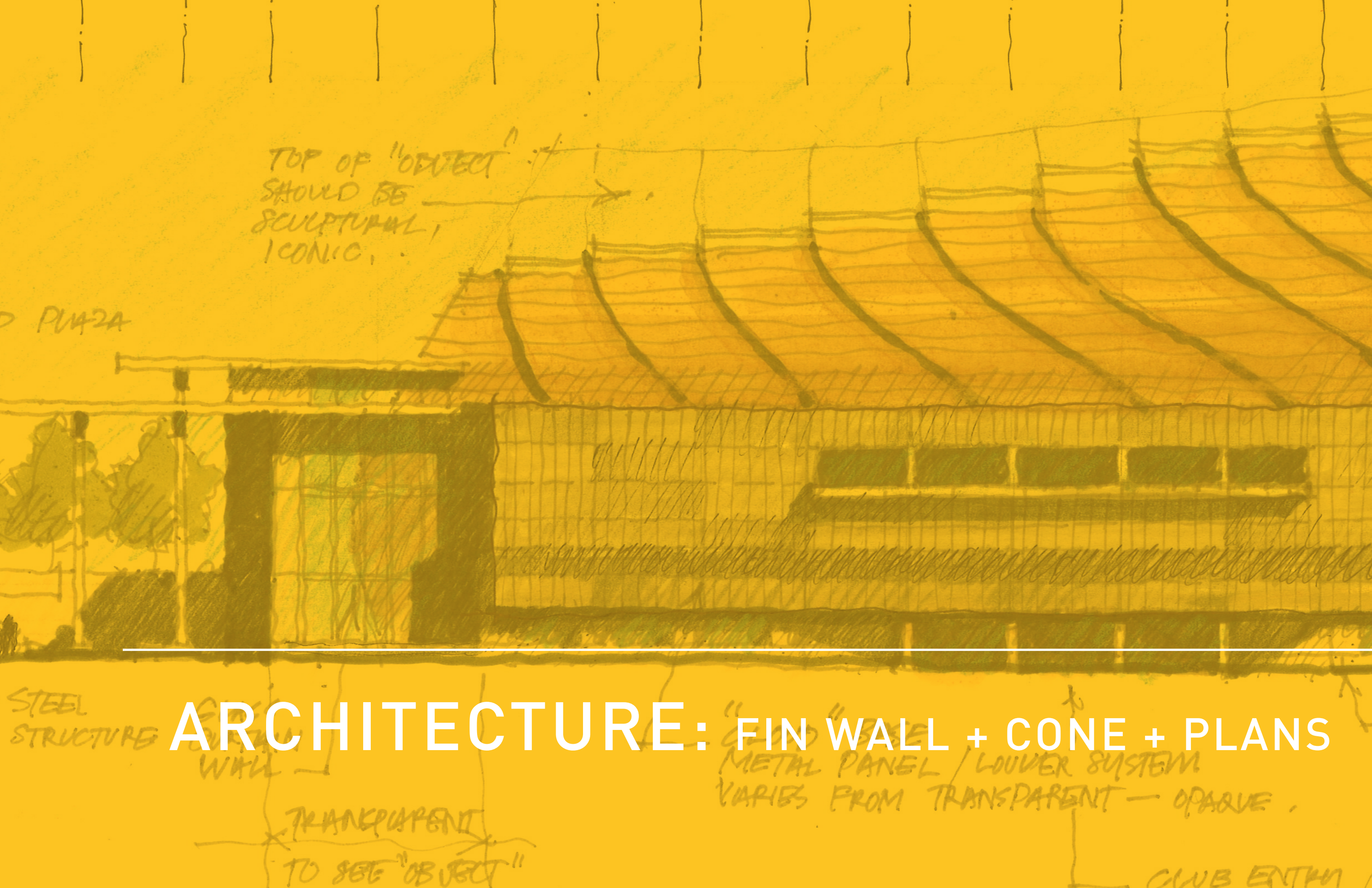


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ARCHITECTURE: FIN WALL + CONE + PLANS

PROJECT SPECIFIC ISSUE #2: **SIGNAGE/FIN-WALL ALONG FIRST AVENUE**

DRB COMMENT: *THE BOARD IS CONCERNED THE FIN BLOCKS VALUABLE WINTER SOUTHWEST SUN FROM THE ADJACENT PUBLIC PLAZAS, AND REQUESTED ACCURATE SHADOW STUDIES. QUESTIONED THE ESSENTIAL PURPOSE OF SUCH AN ELEMENT, BESIDES SIGNAGE? THIS NEW FIN ELEMENT MUST BE SHOWN ON THE GROUND FLOOR/PLAZA PLANS, INCLUDING ANY CODE REQUIRED STAIRS/EXITING, AND NEEDS MORE BOARD EVALUATION.*

- 360 RESPONSE:
1. CREATES AN OUTDOOR ROOM
 2. PORTAL INTO THE PLAZA
 3. CREATES A BACKDROP FOR ENTERTAINMENT

PROJECT SPECIFIC ISSUE #6: **ARENA ‘CONE’ CHARACTER, STREET LEVEL VISIBILITY AND MATERIALS**

DRB COMMENT: *THE BOARD INQUIRED ABOUT THE CONE COLOR AND MATERIALITY, AND ENDORSED ITS STRONG DIFFERENTIATION FROM THE WHITE LOUVERED WRAPPER. THEY ENCOURAGED THE CONTRASTING CONE BE HIGHLY VISIBLE FROM STREET LEVEL VIEWS. THEY INQUIRED ABOUT THE MATERIALS OF THE CONE ROOF, ENCOURAGED CONSIDERATION OF DAYLIGHT AND/OR EVENING ACCENT LIGHTING ON THE CONE, AND REQUESTED A RATIONALE FOR THE NORTH SLOPE OF THAT ROOF, IN TERMS OF SOLAR POTENTIAL*

- 360 RESPONSE:
1. WE ARE SHOWING MATERIAL AND LIGHTING STUDIES
 2. ARENA CONE HAS BEEN PULLED DOWN TO INTERACT WITH GROUND PLANE

PROJECT SPECIFIC ISSUE #7: **OTHER FLOOR PLANS**

DRB COMMENT: *THE BOARD REQUESTED NEXT TIME TO SEE: THE BELOW GRADE AND UPPER LEVEL FLOOR PLANS.*

- 360 RESPONSE:
1. FLOOR PLANS HAVE BEEN INCLUDED

SOURCE: PG. 16 OF EDG #3 REPORT ON 01.30.2013.





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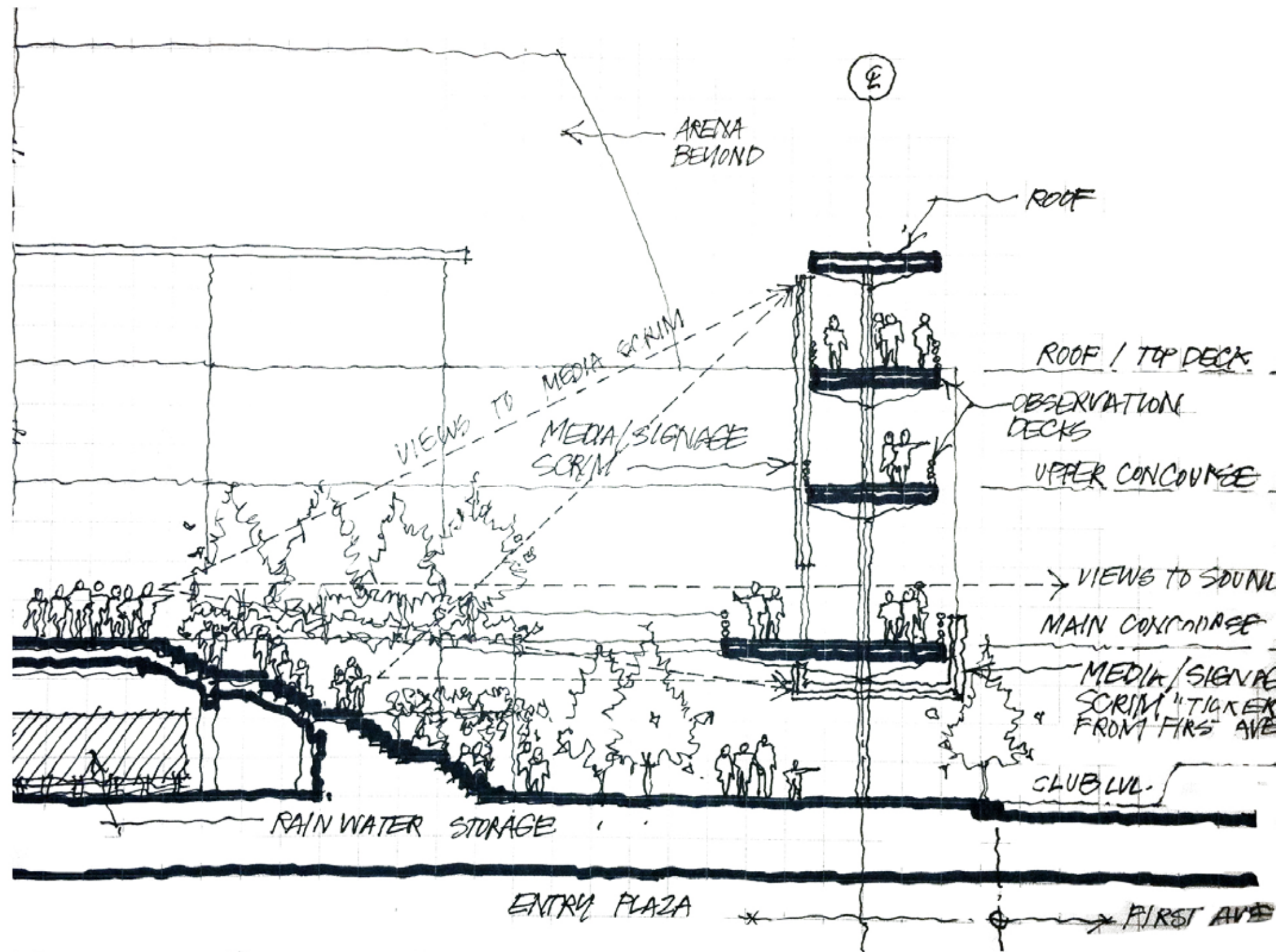
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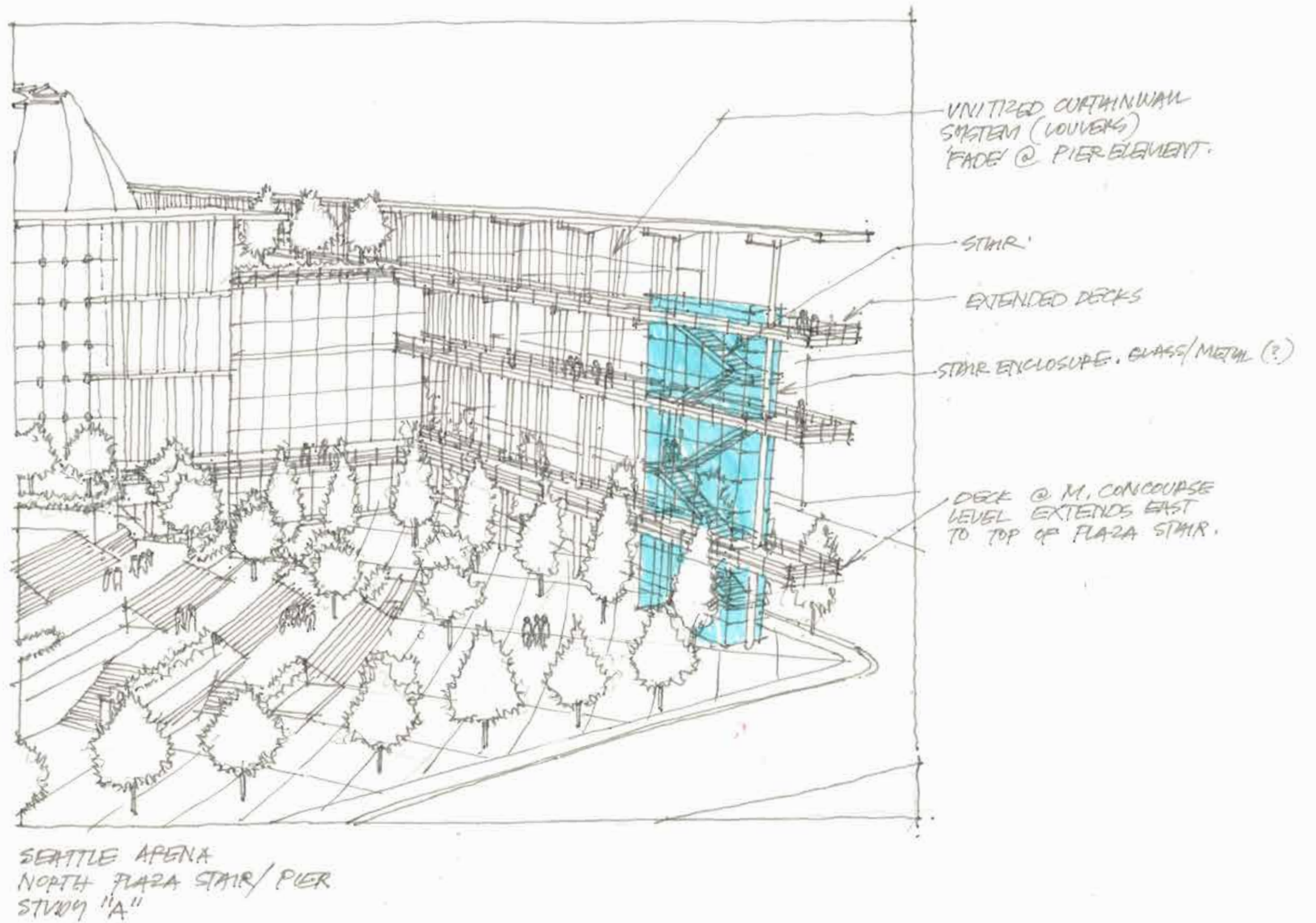


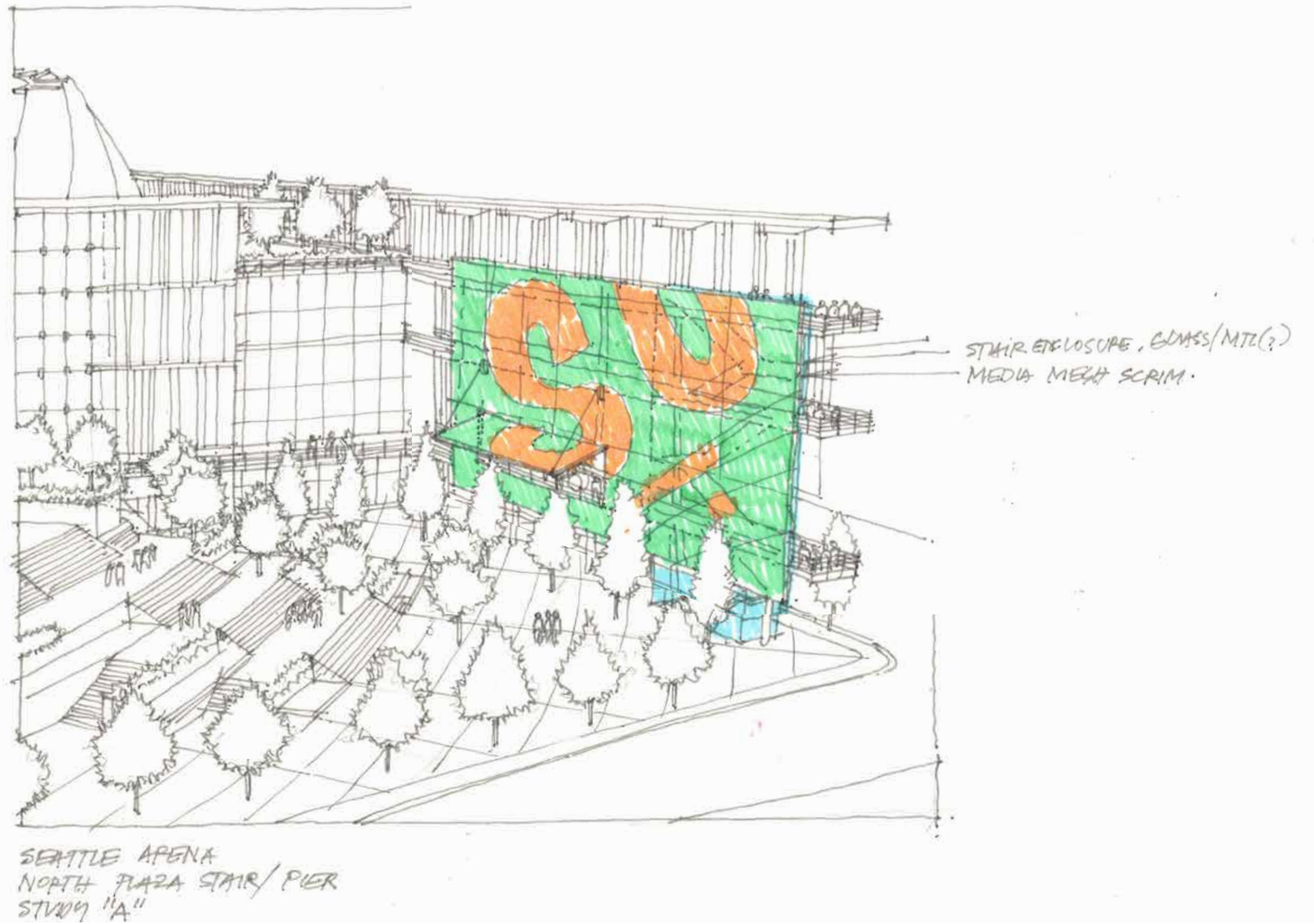
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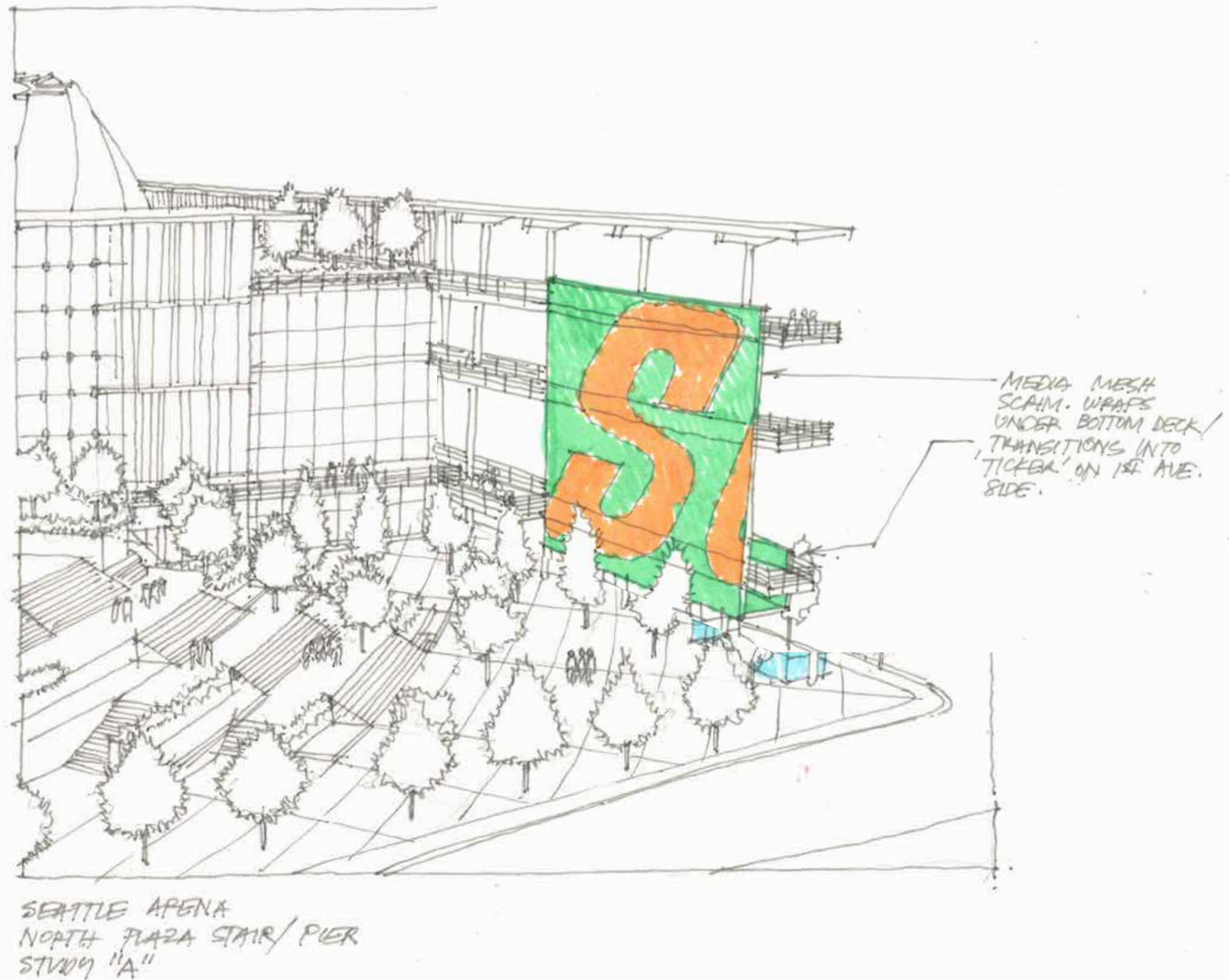
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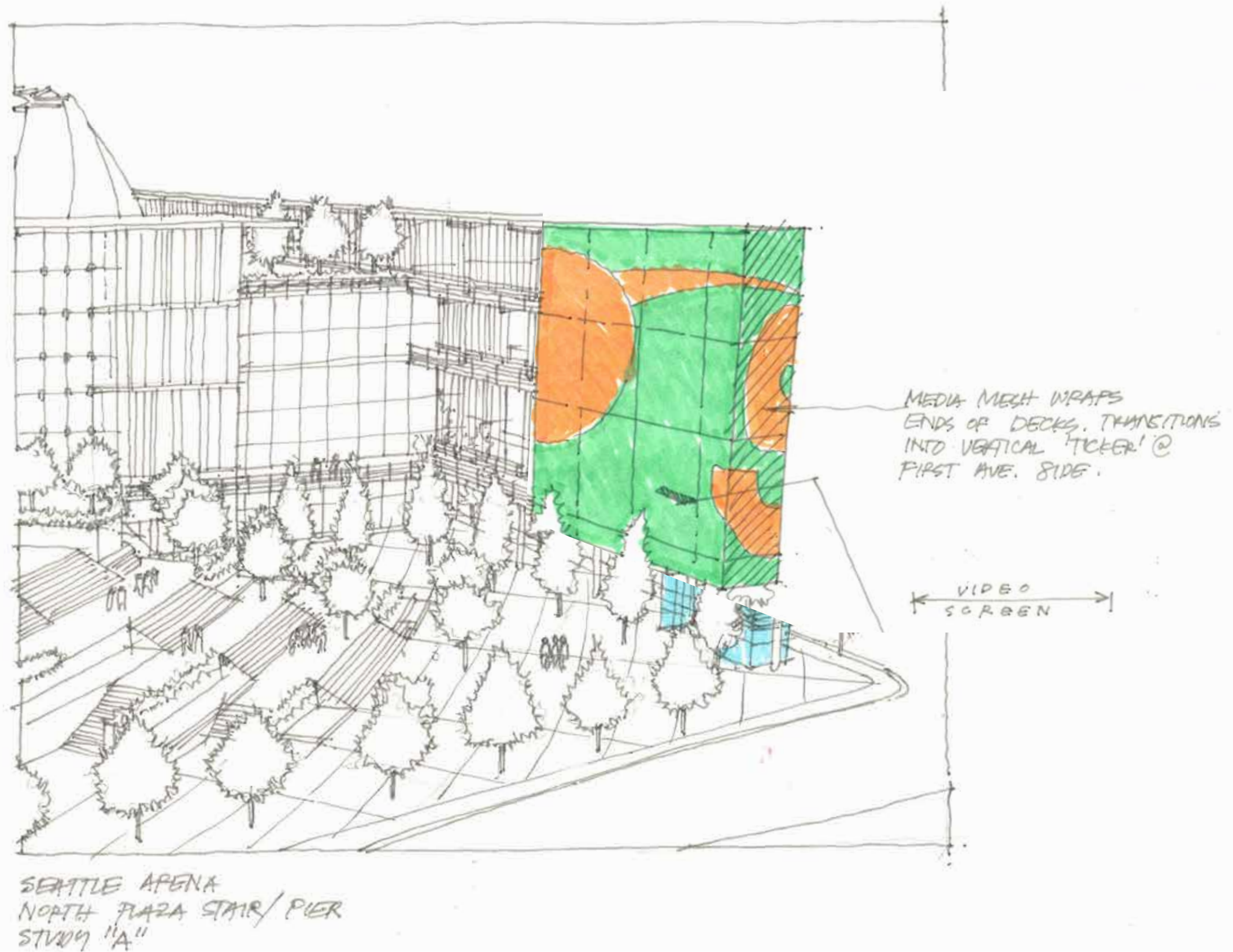




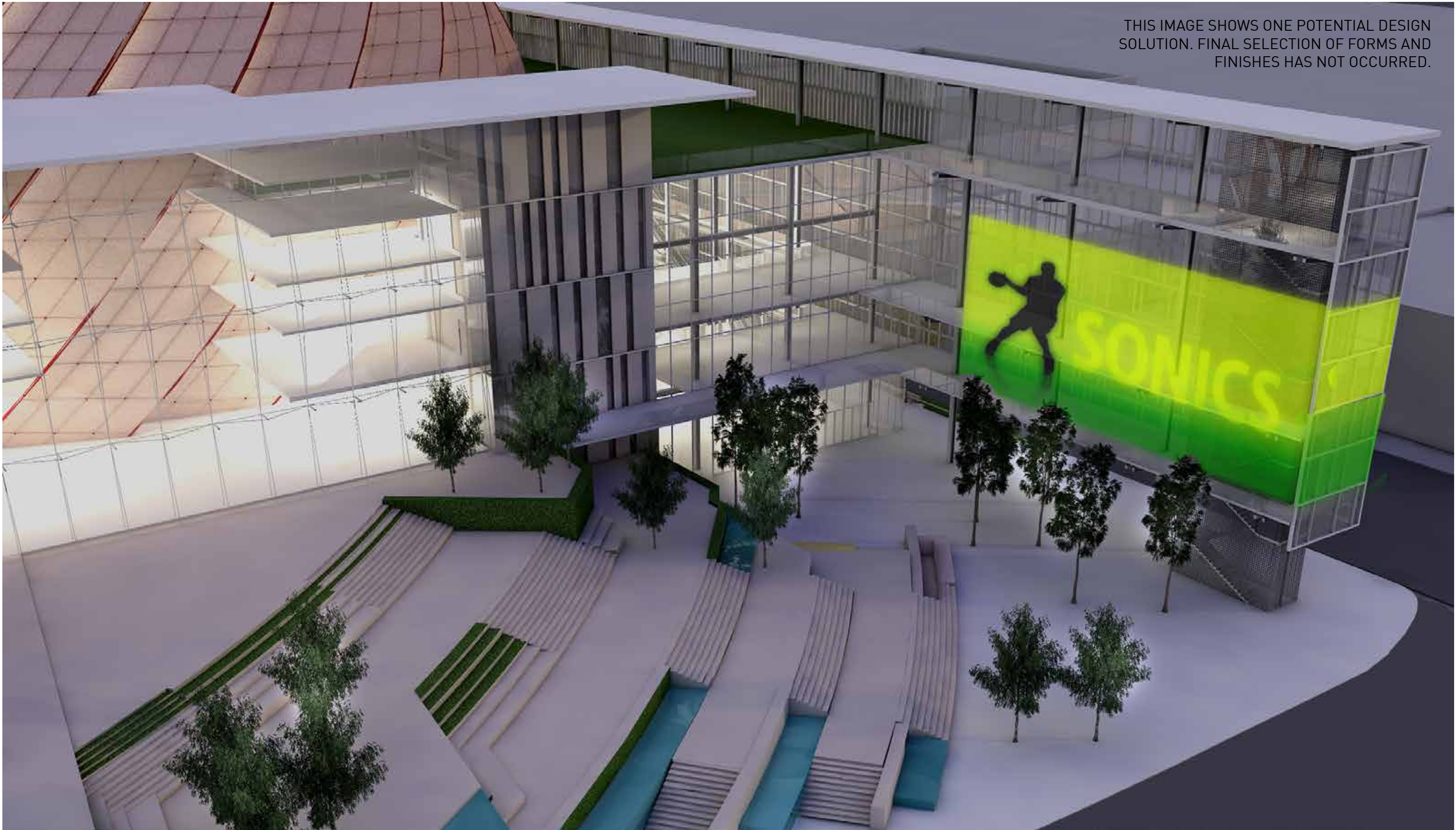








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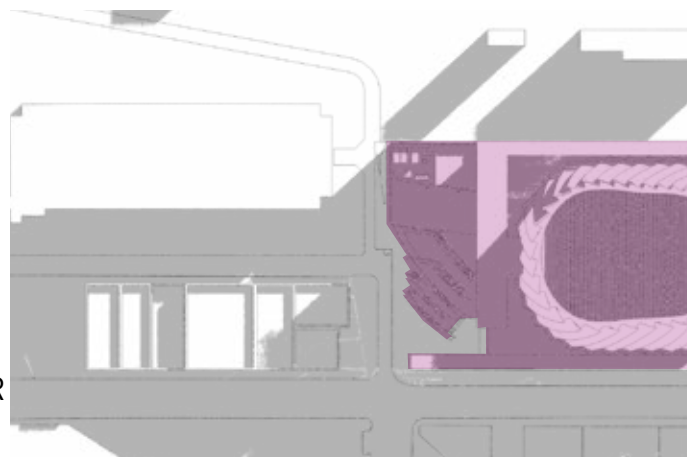


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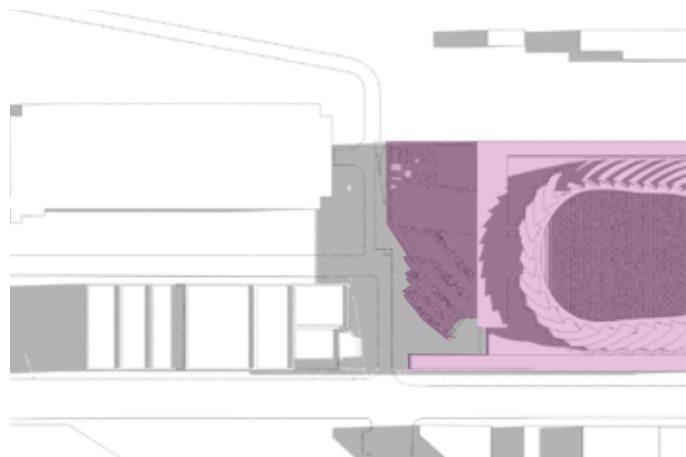
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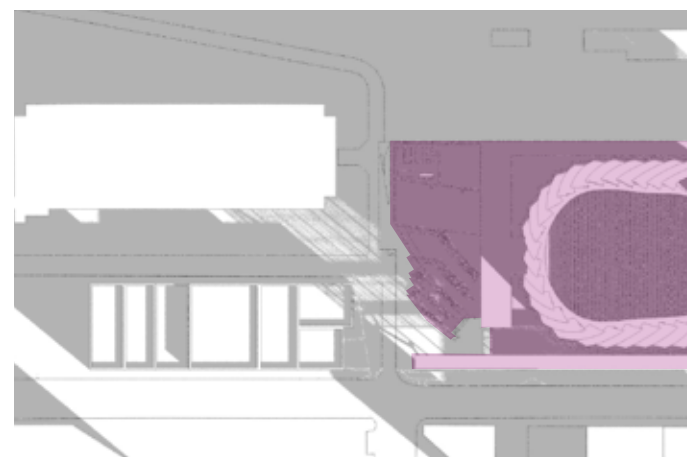
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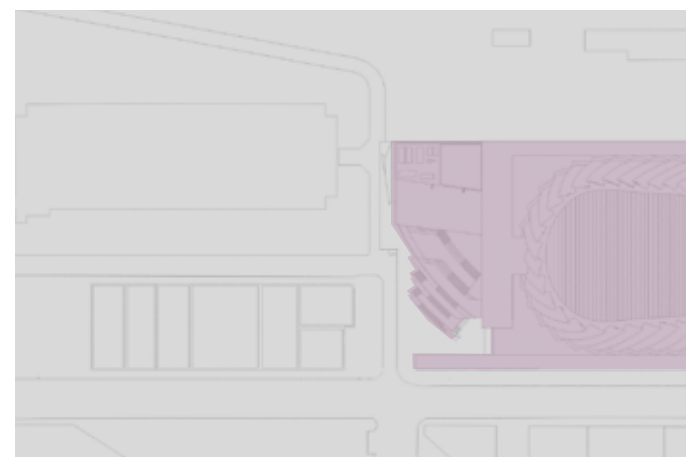
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12PM

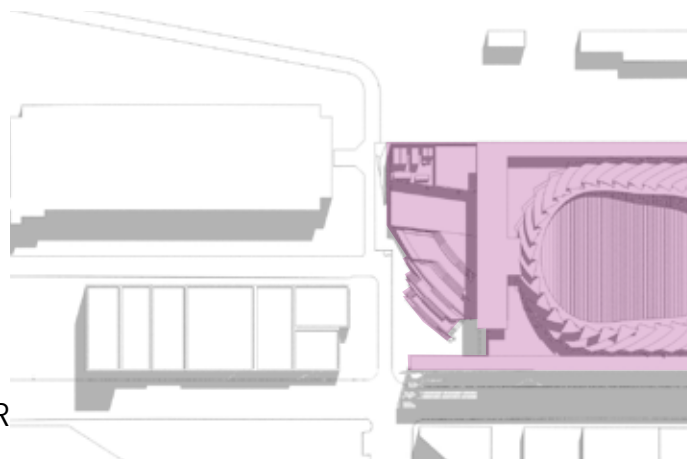


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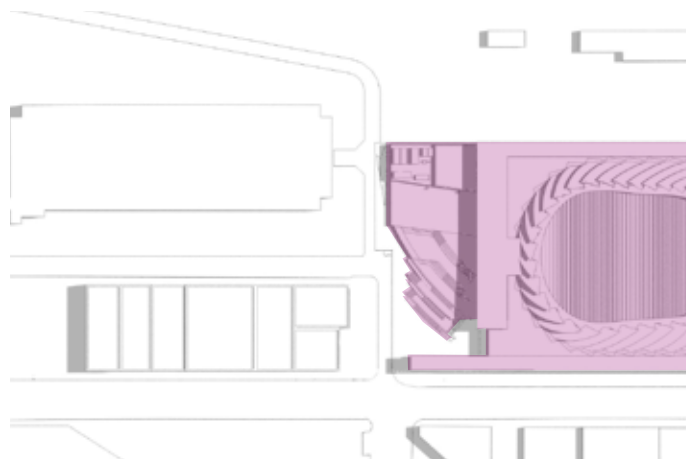


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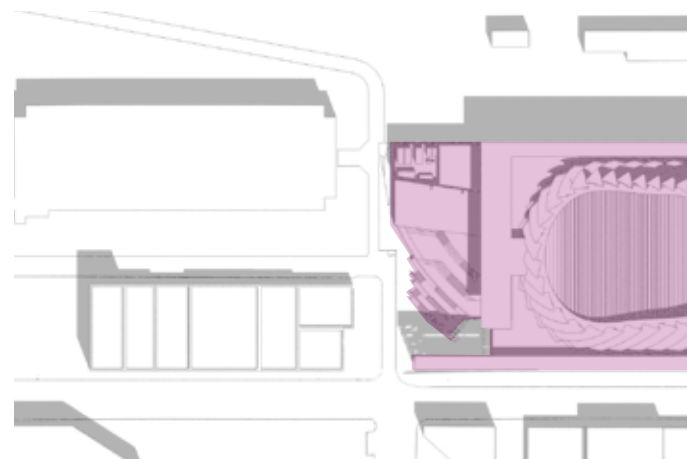
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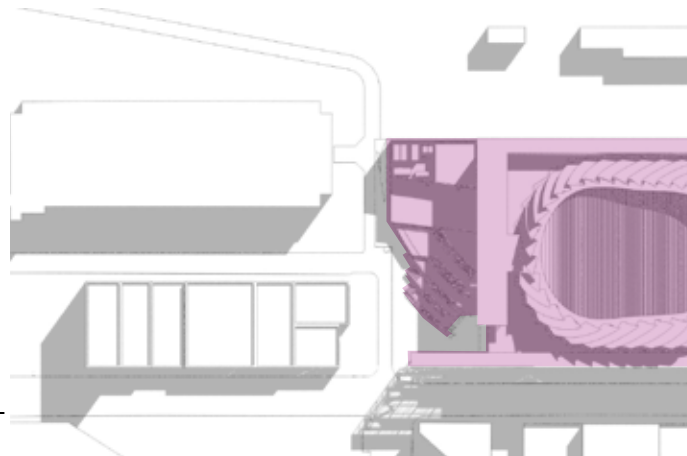


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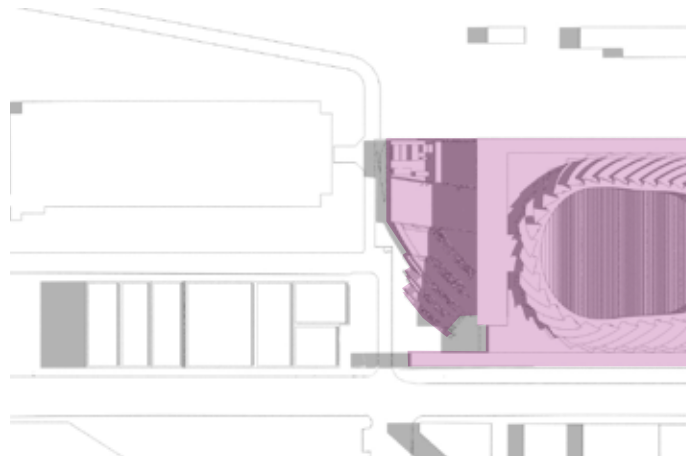


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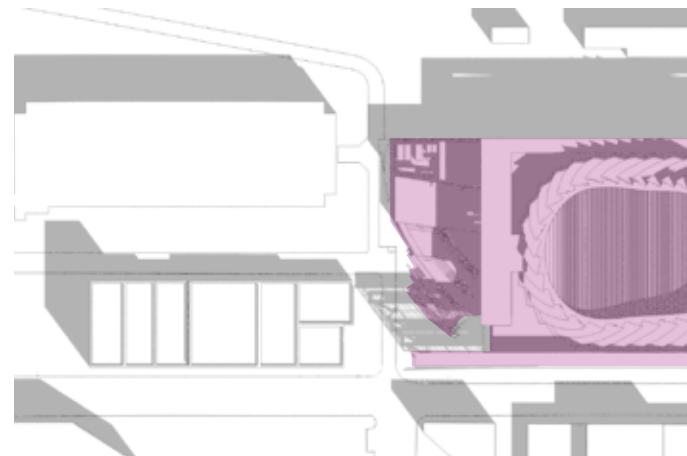
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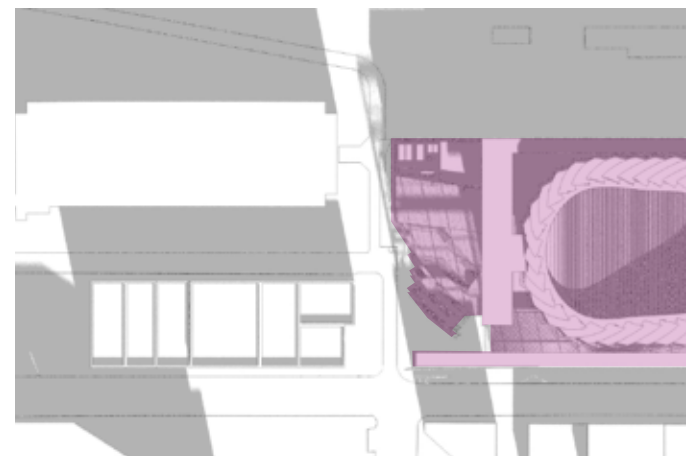
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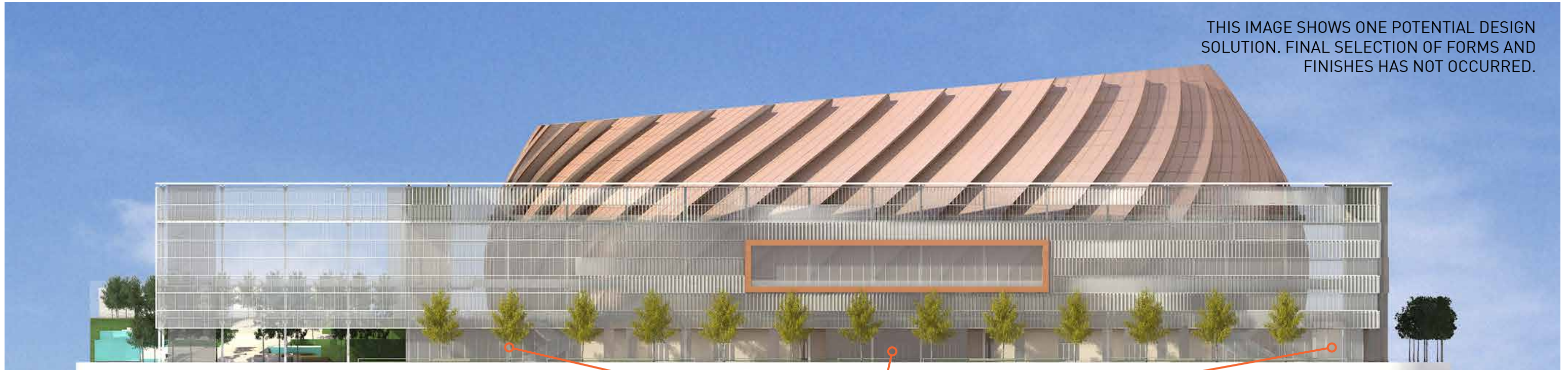


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TURBINE CONNECTIONS WITH GROUND PLANE



NORTHWEST ENTRY



CLUB ENTRY AND SOUTHWEST ENTRY



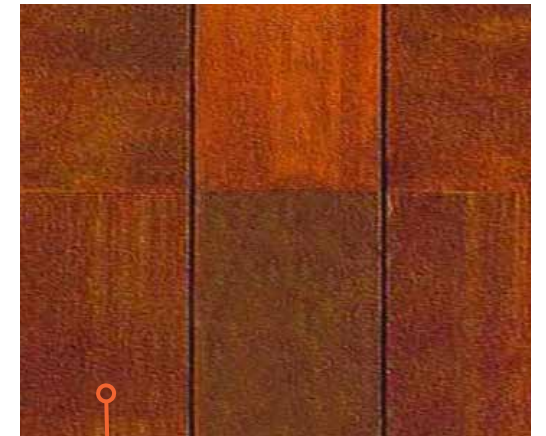
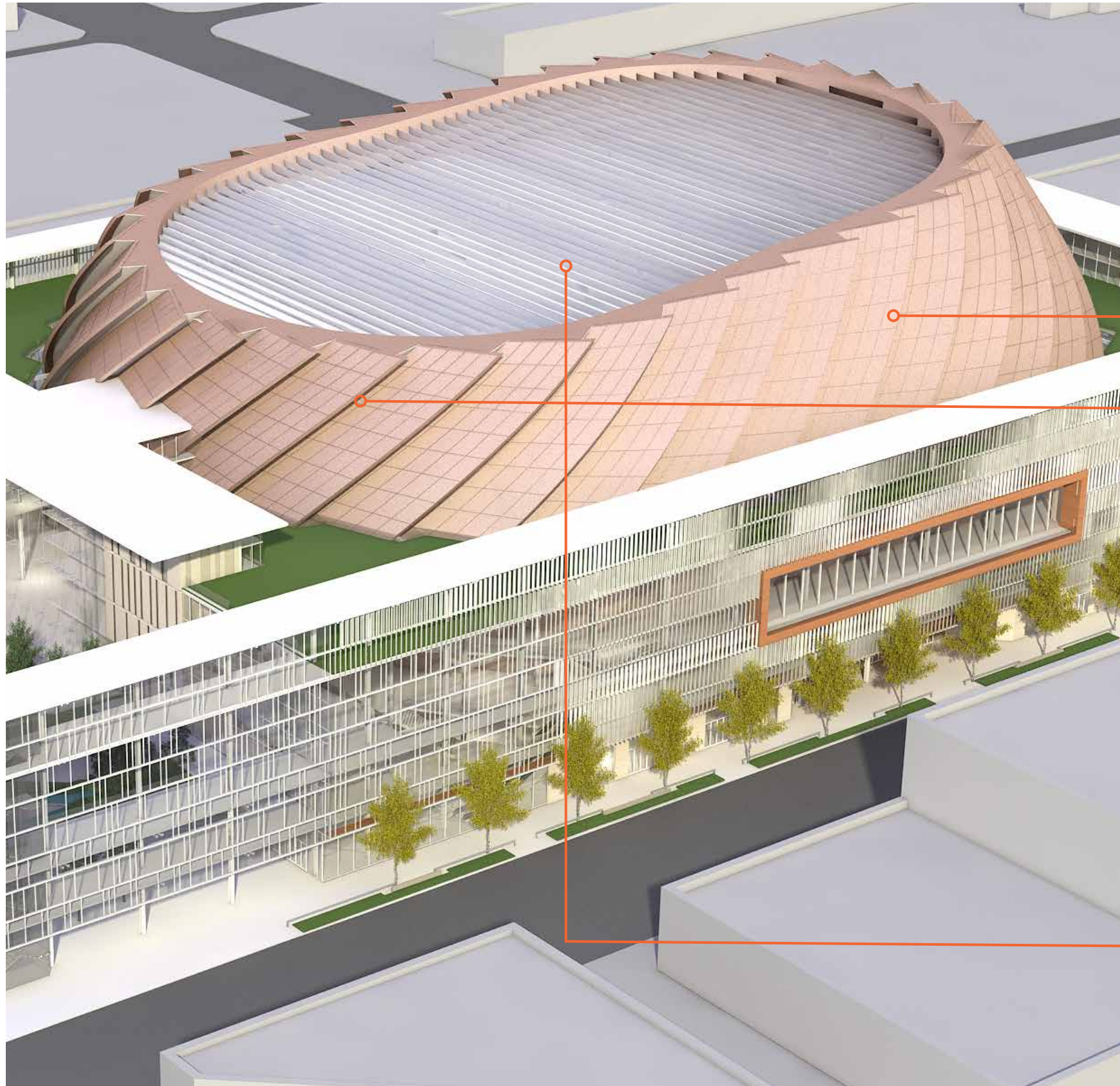
SOUTHWEST ENTRY



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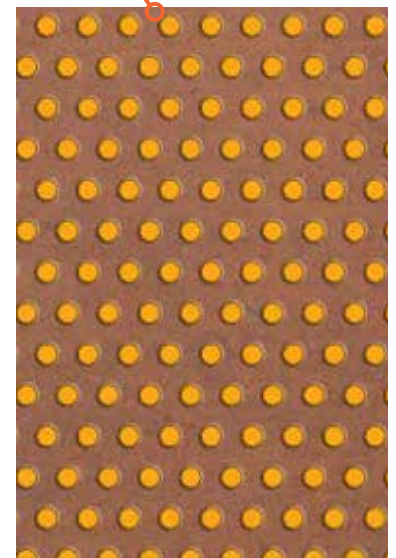
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METAL PANEL

PERFORATED. METAL PANELS



METAL LOUVERS

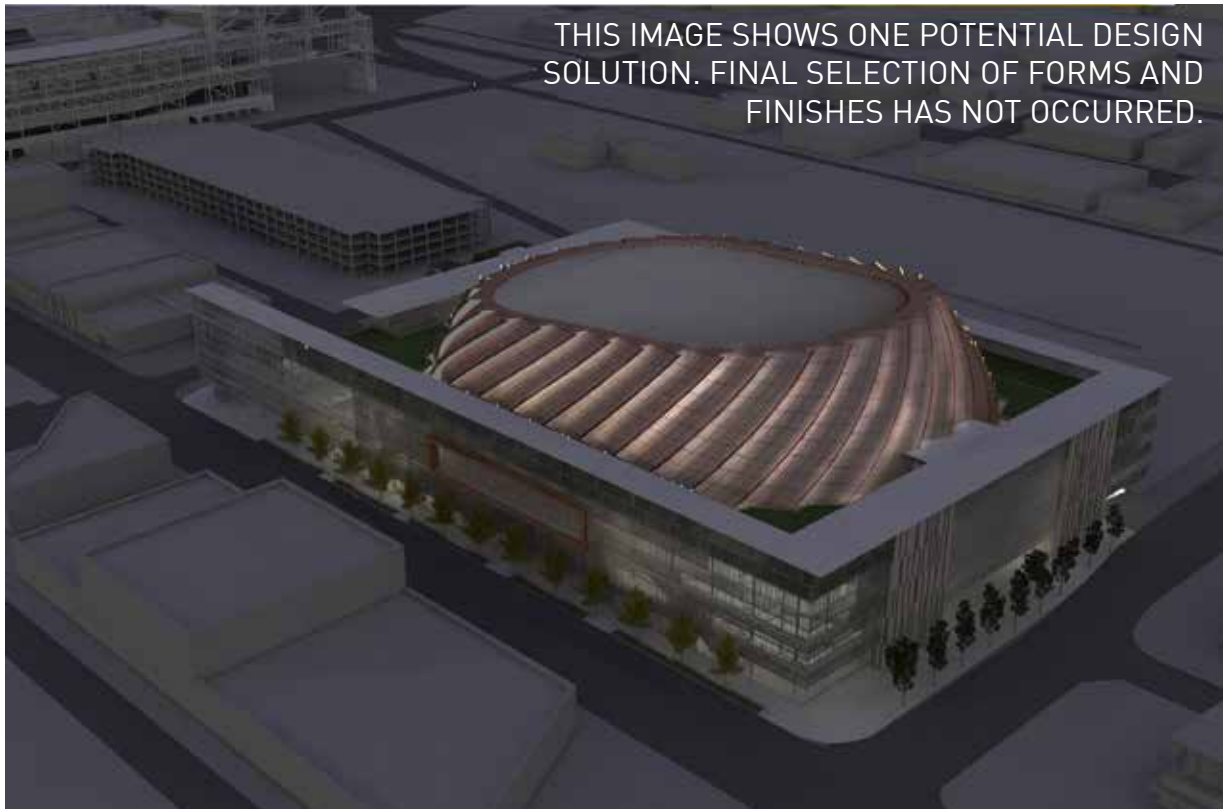


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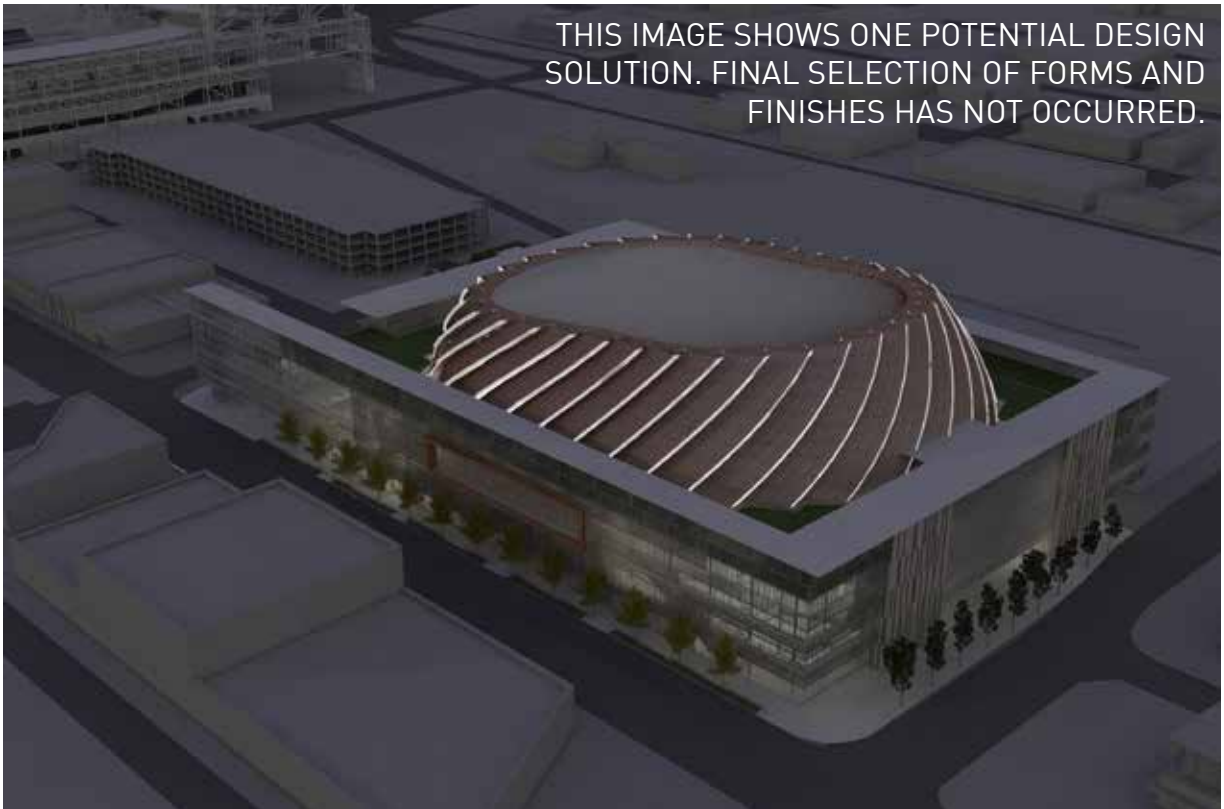
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WASH OF LIGHT



STRIP LIGHTING



STRIP MEDIA TUBE

WALL WASHER



LOW DENSITY LED NODE



HIGH DENSITY LED NODE



LED DOT
69

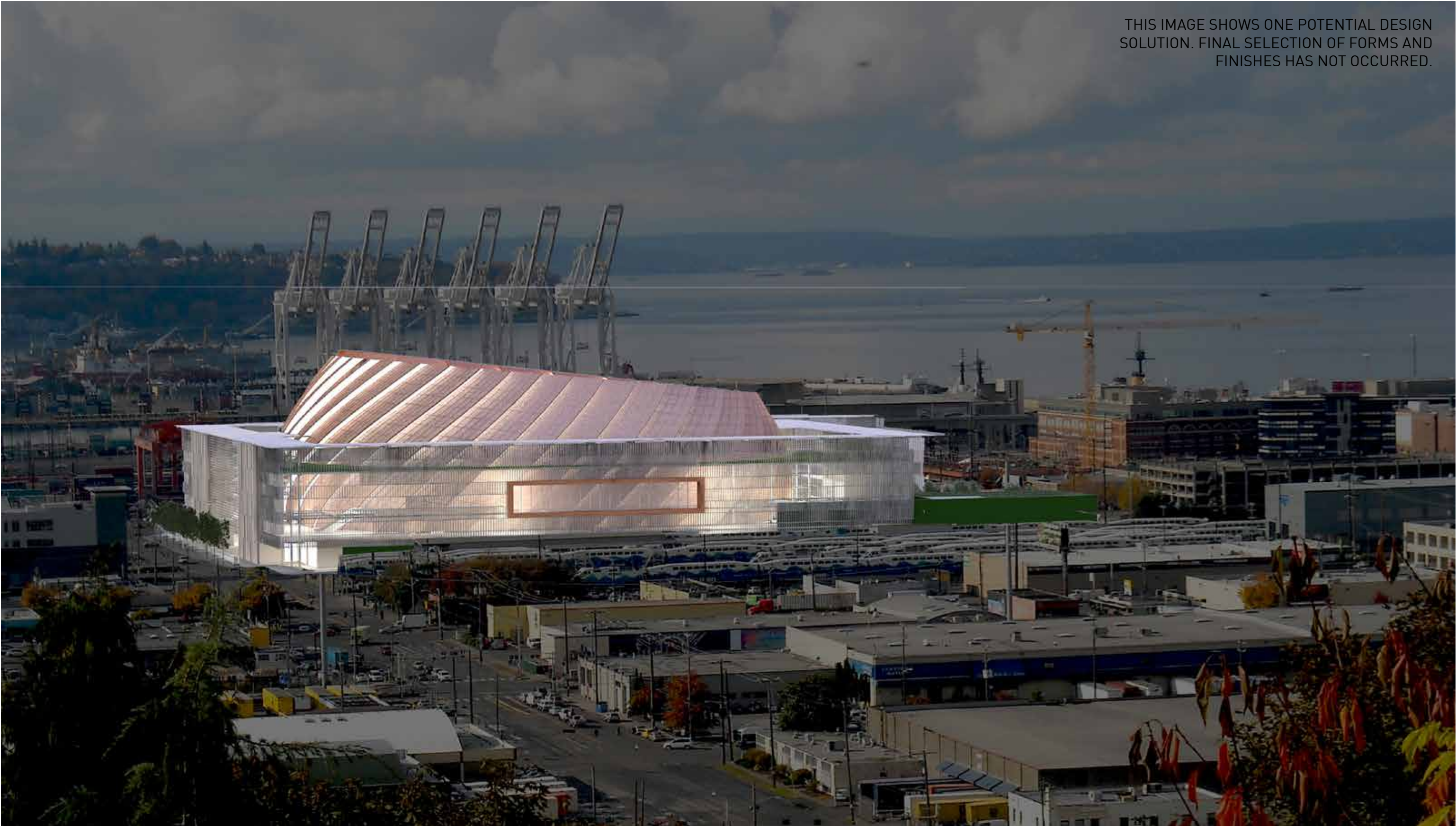
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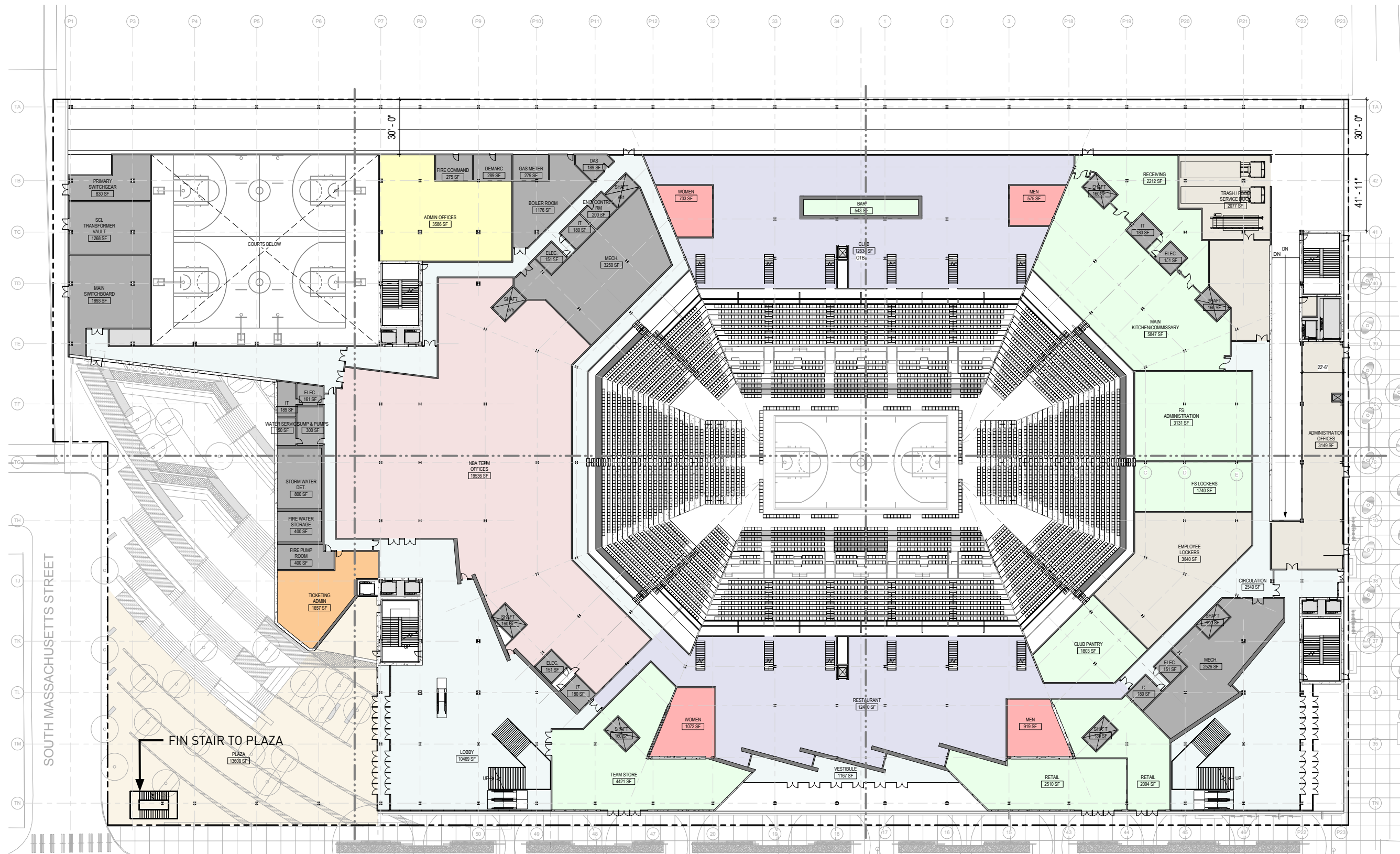


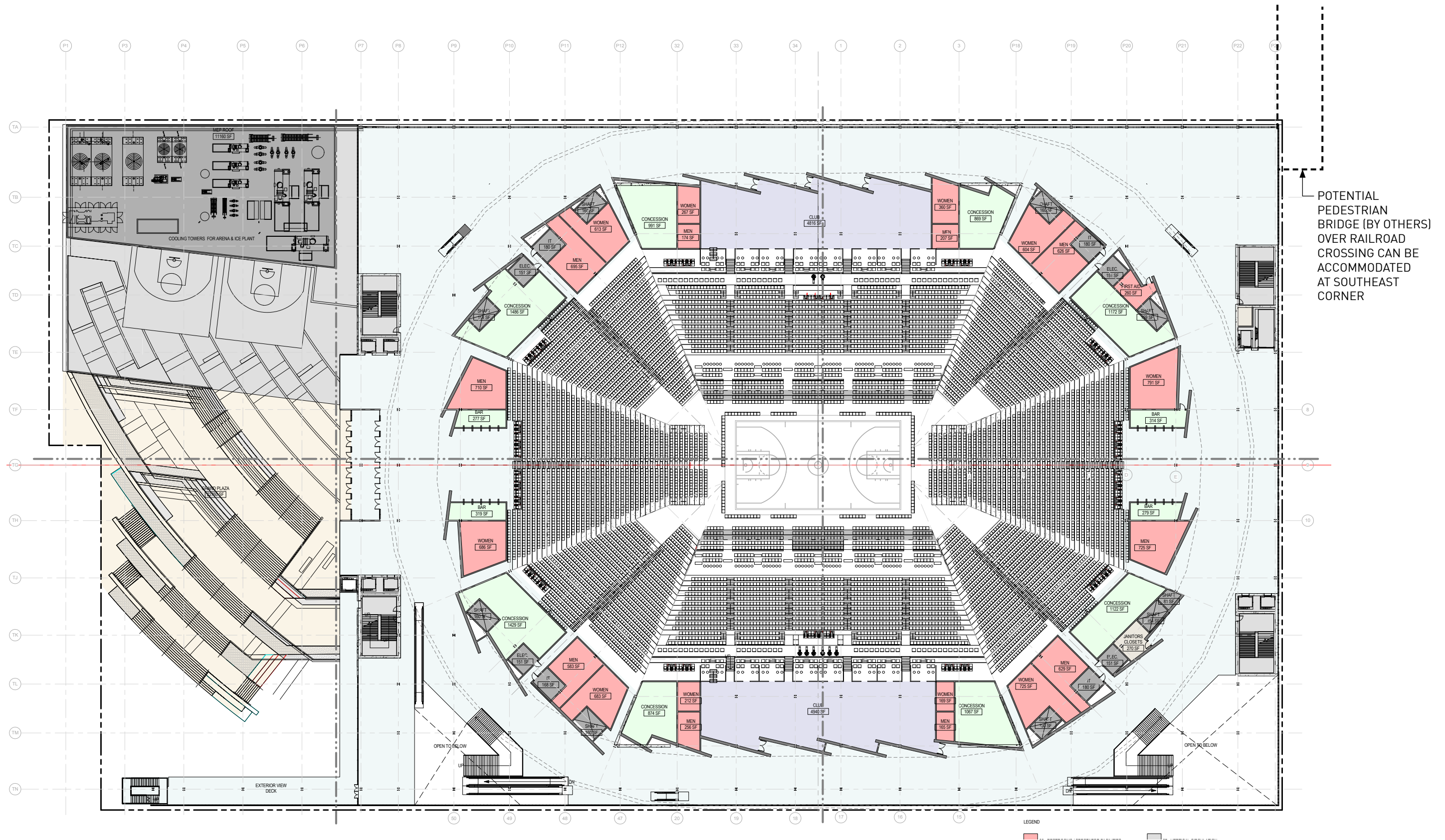
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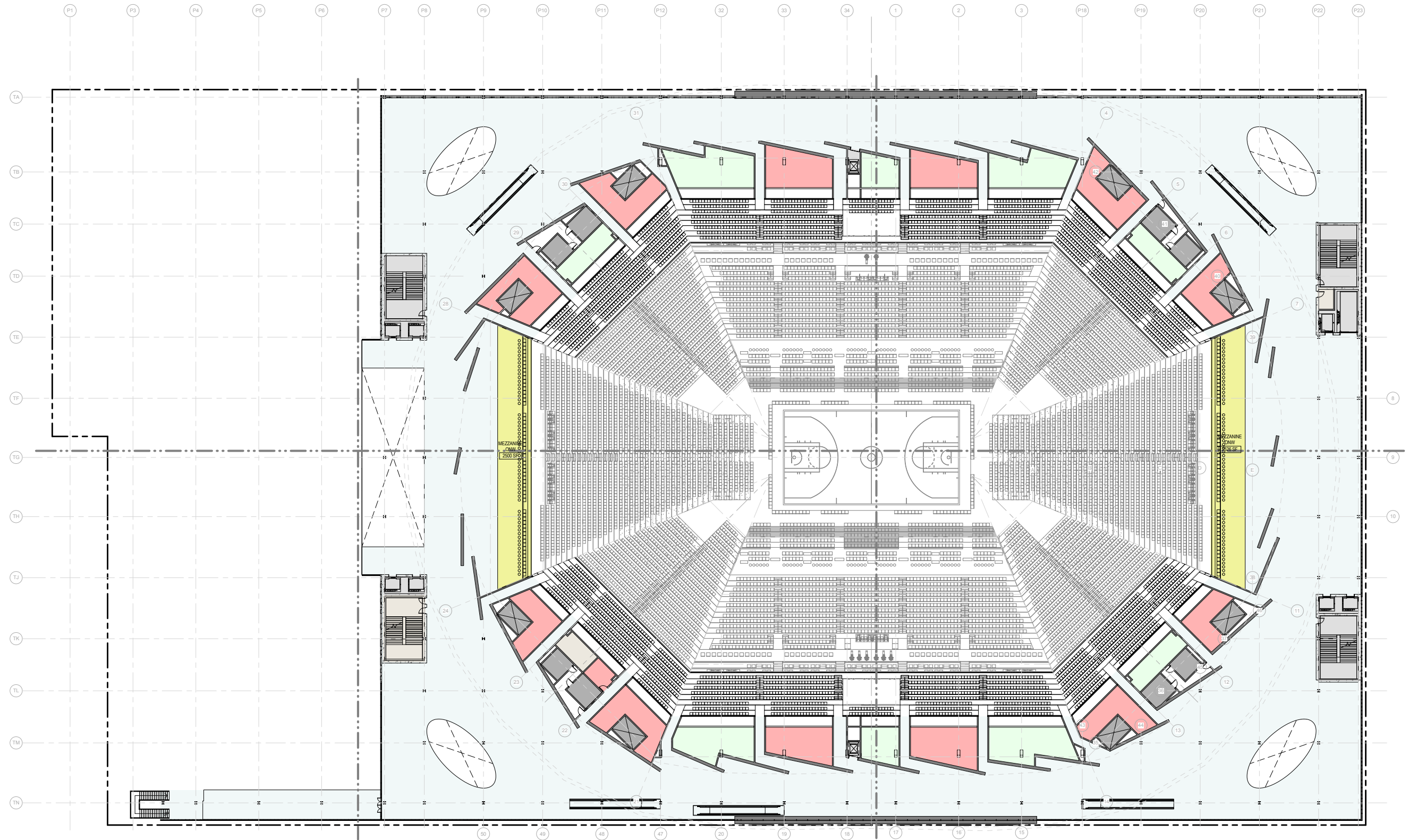
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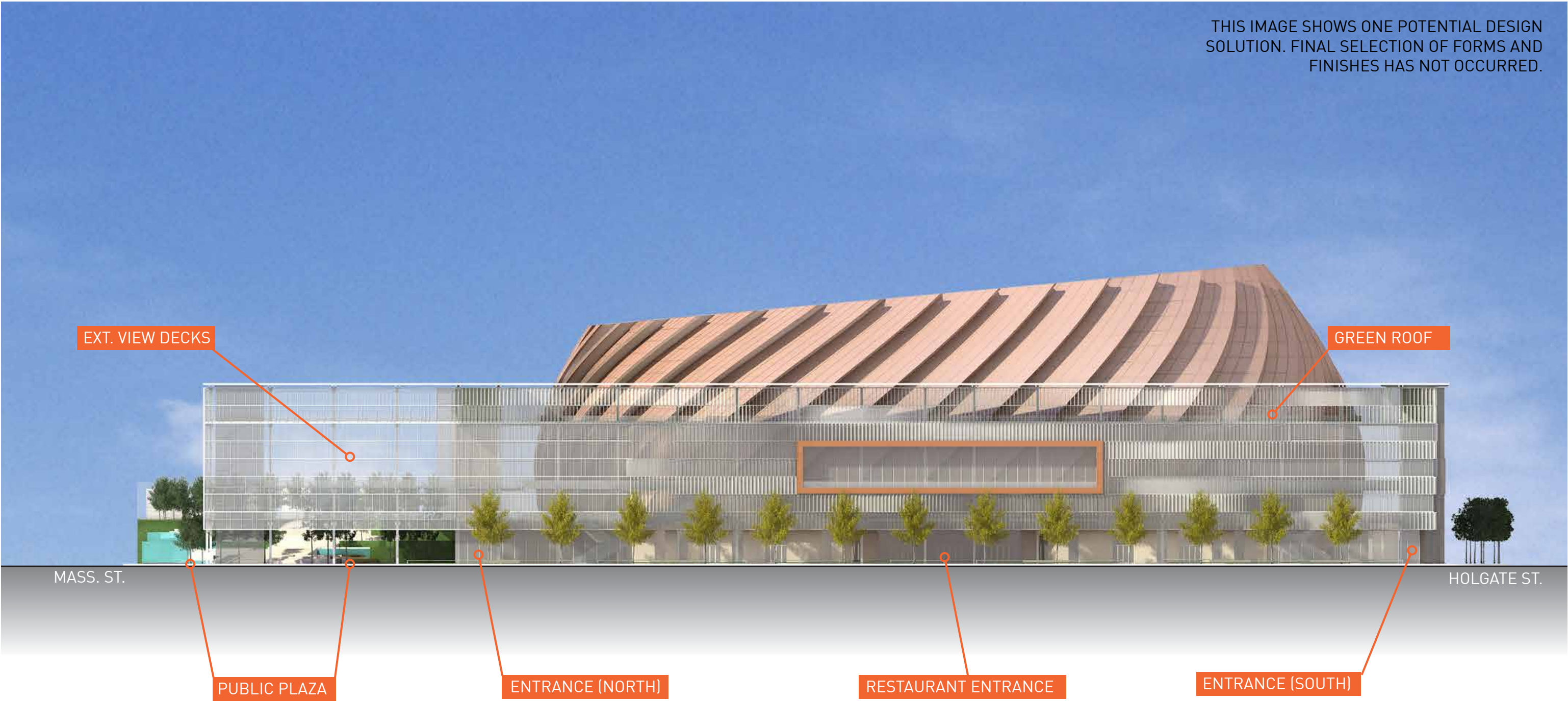
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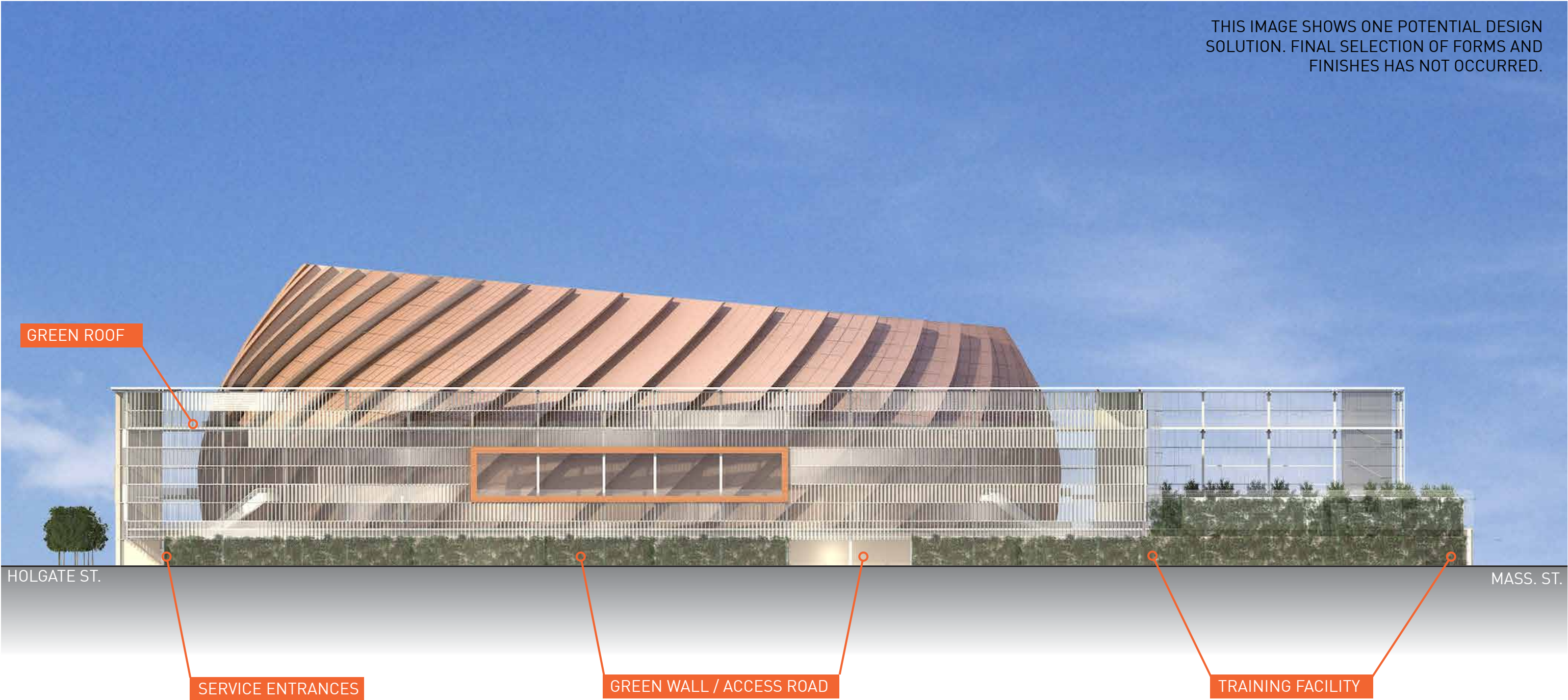


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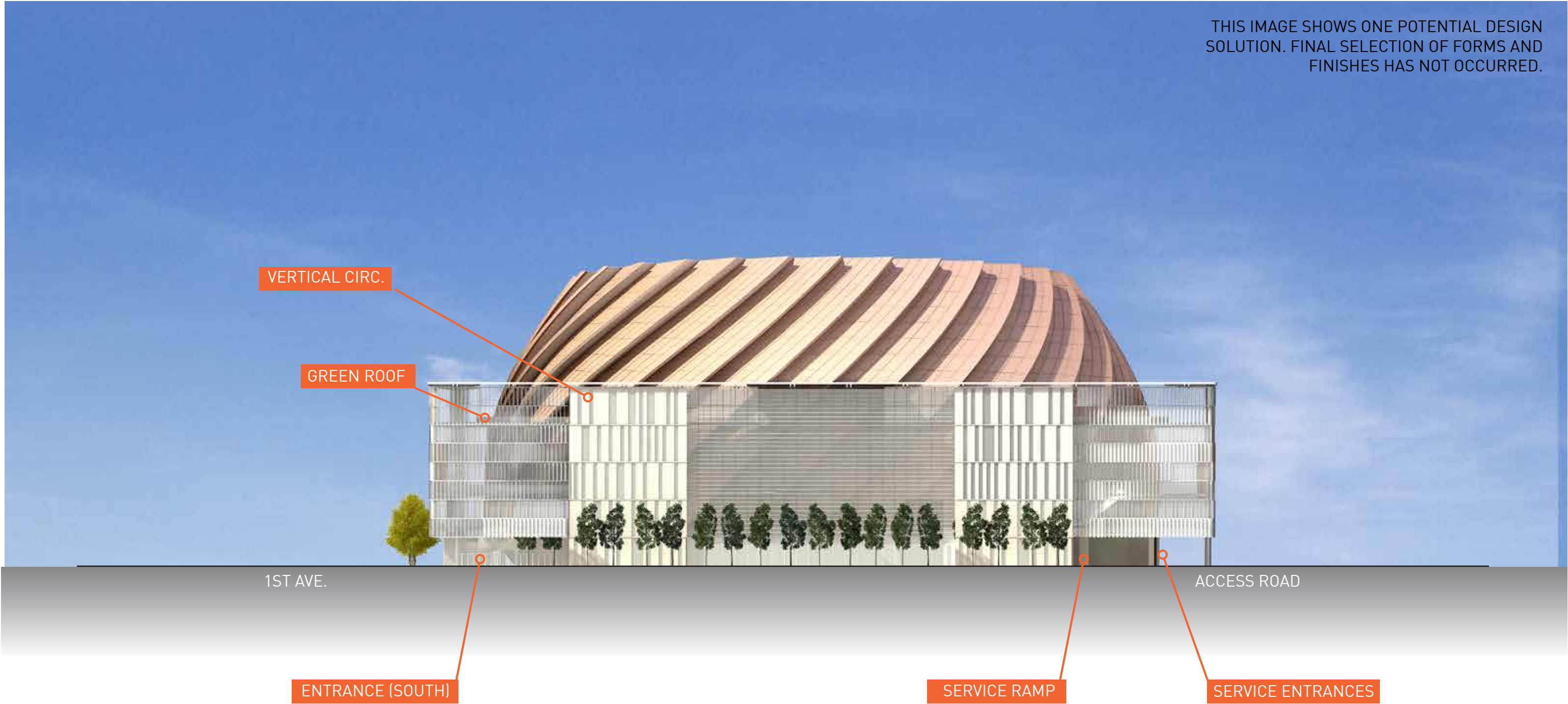


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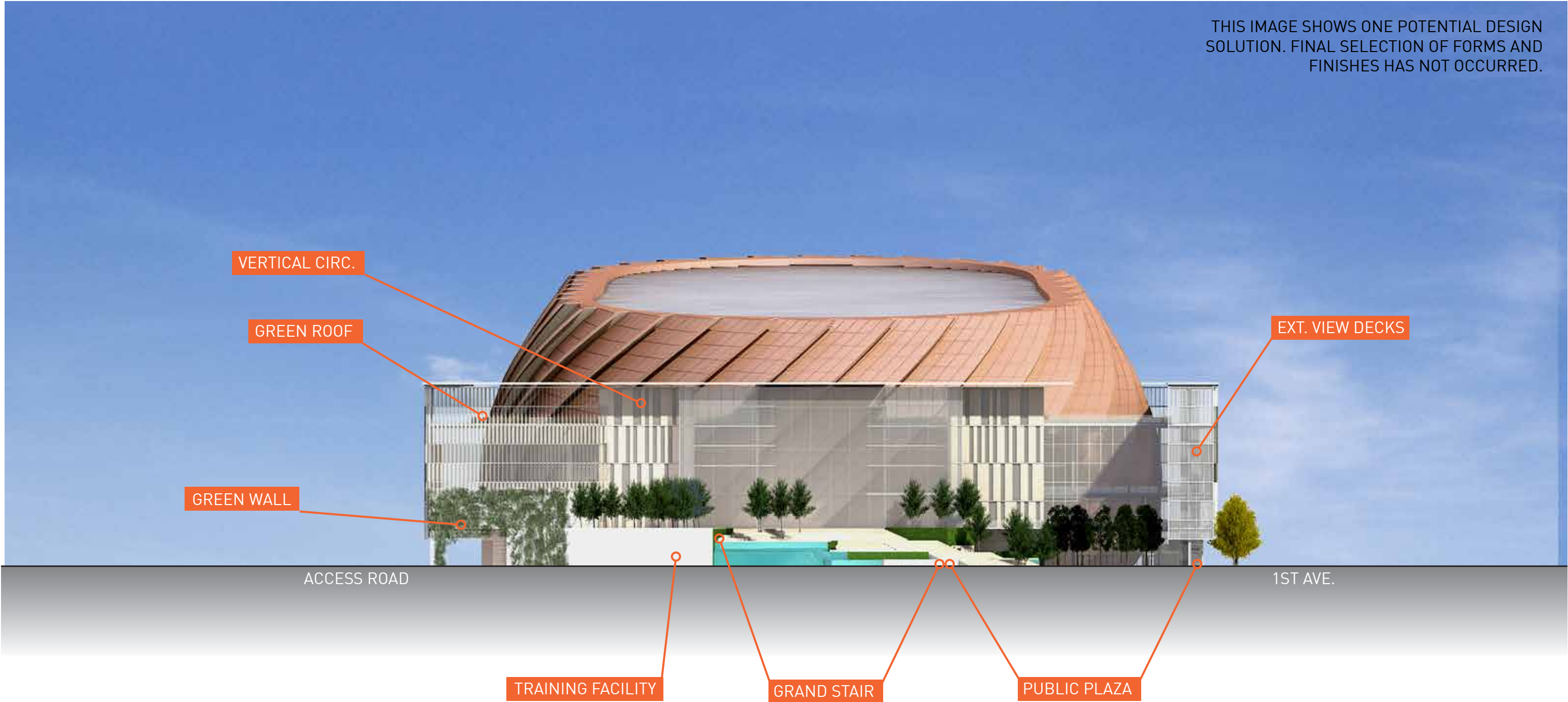
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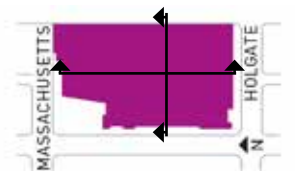
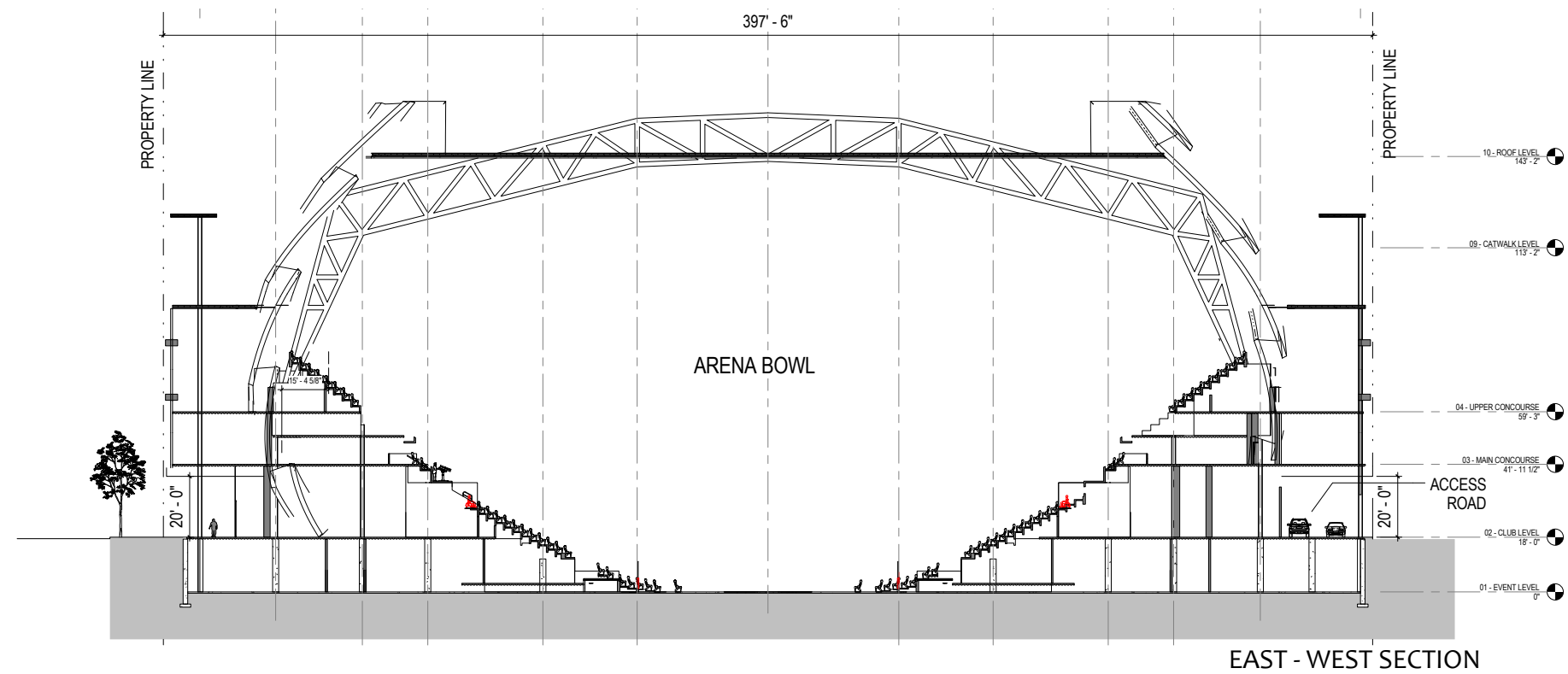
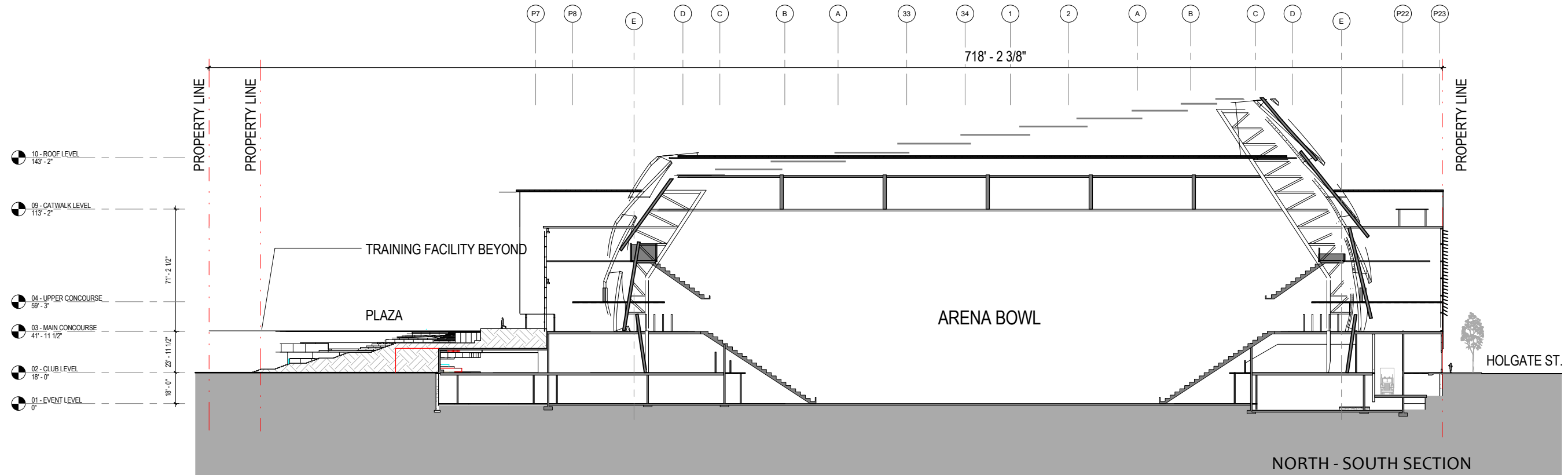
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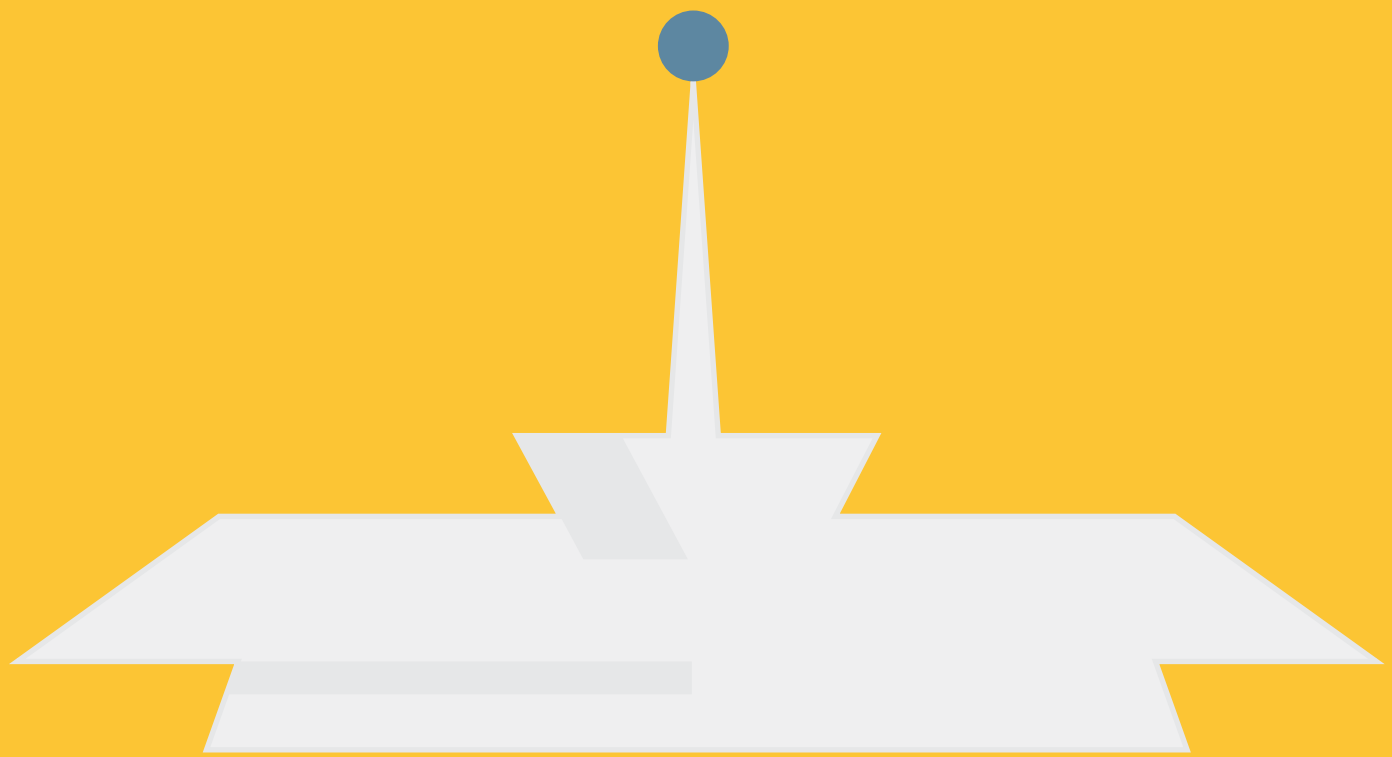


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