



SEATTLE ARENA

AUGUST 6, 2013

DOWNTOWN DESIGN REVIEW BOARD

INITIAL RECOMMENDATION

PROJECT NUMBER: 301 4195

1700 FIRST AVENUE SOUTH

INTRODUCTION

Building upon the analysis, synthesis and design direction established in prior EDG submittals, the general intent of this document is to present the current design direction and provide graphic comparison of the current design vs. the design presented prior to May 2013. The information included is presented at a high-level overview, with the intent being to provide a detailed “Initial Recommendation” submittal in a subsequent presentation.

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

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An aerial photograph of a city, likely Seattle, showing a dense urban grid, a major highway interchange, and a waterfront area with ships. The entire image is overlaid with a semi-transparent yellow filter. In the center, the text 'GUIDELINES & PRINCIPLES' is written in a large, white, sans-serif font. A thin white horizontal line is positioned just above the text.

GUIDELINES & PRINCIPLES

After visiting the site, considering the response to previous Board guidance provided by the proponents, and hearing public comment, the Design Review Board members (the Board) provided the following design guidance. The following EDG #4 guidance especially reinforces four key Downtown Design Guidelines the Board agreed are most relevant at this stage, and for convenience those four are briefly listed here; see the end of the report for the full list of Board identified priority guidelines.

- A-2: ENHANCE THE SKYLINE.**
- B-4: DESIGN A WELL-PROPORTIONED AND UNIFIED BUILDING.**
- C-1: PROMOTE PEDESTRIAN INTERACTION.**
- D-1: PROVIDE INVITING AND USABLE OPEN SPACE.**

1) HOLGATE STREET GROUND FLOOR, ELEVATION AND LOADING

- a) Ground Floor uses and façade:** The Board applauded the replacement of the loading ramp with activating office uses along the ground floor sidewalk (booklet pg 73), and the mostly transparent treatment shown on pg 53. (C-1)
- b) Elevation simplification:** The Board agreed the stair towers provide vertical counterpoint, and should include glass strips as shown, but the central stack of louvers should incorporate more vertical lines to harmonize with the other elevations. (B-4)
- c) Loading Docks:** The Board encouraged whichever scheme results in the maneuvering to be as internally contained as possible (so the loading doors can stay down), with the shortest possible door length along the sidewalk; that appears to be the Option A approach on pg 43, in concert with the angled docks shown on pg 47, resulting in a loading door about 25 ft wide, and the shared access road portal at about 28 ft wide. Any loading doors should incorporate translucent panels for pedestrian interest and night time glow (C-1).

2) BUILDING BASE, ENTRIES AND TURBINE VISIBILITY

- a) First Avenue:** The Board applauded the 8 ft continuous building wall setback along First avenue (pg 73), the tall (about 19 ft) storefront proportion and integral overhang shown on section pg 20, and the largely transparent treatment of this 480 ft long wall shown on pg 21. The Board recommended changing the buff-color mass elements that resemble the Holgate stairs (pg 56), to a glass-like material, so the turbine blades within and at mid-block are more visible to the sidewalk. The Board also suggested re-consideration of the straight glass vestibule at the mid-block so the distinctive turbine blades encounter the sidewalk directly. Maintain the frontage of retail along the street, which is about 50%, not including the club/restaurant. (C-1)
- b) Southwest entry:** The Board appreciated the lightening of the facade louvers at the entry corner (pg 54), but suggests it be more pronounced and possibly lift up fully to the +23ft high main concourse level, to better expose the tall lobby volume and the blades, and better signify entrance. The Board encouraged an increased north setback of the southwest entrance doors, further off the intersection. (C-1 and C-4)
- c) Lighting:** The Board emphasized that soffit and interior lighting that spills onto the adjacent sidewalks is critical for maintaining a safe and ‘open’ appearance during evening hours; these perimeter lighting fixtures should be on a building-wide circuit, not dependent on tenant hours or occupancy. (C-1 and D-5)

3) FAÇADE ‘PERMEABLE WRAPPER’, MATERIALS AND TURBINE VISIBILITY

- a) Façade character:** The Board supported the basic language of vertical perforated metal louvers mounted on glass curtain wall, and encouraged the louvers to ‘ripple’ more (upper right on pg 57) and create various degrees of transparency. (B-4)

- b) Balcony Boxes:** The Board supported exterior spaces for users, but was not supportive of the two orange boxes as shown; the frame color competes with the turbine, and the rigid symmetry appears forced. They suggested the boxes be of different sizes, placed more playfully around the building, and preferably focus on distinct viewpoints such as the cranes, or Mt Rainier (meaning a box on the upper south façade, which would be consistent with guidance 1b above). (B-4)
- c) Façade Height:** The Board questioned why the complete façade treatment continues 20 ft above the un-occupied roof level, increasing shadow impacts on the plaza and obscuring the iconic turbine from adjacent streets and hills (see pg 52/58). The applicant rationale was not persuasive and they suggested the façade be lowered on the sides and north, or the upper 20 ft be executed in a light frame which reduces the perceived bulk of an already very large volume, and allows the turbine to be better seen. (A-2 and B-4)

4) PLAZA DESIGN, FIN-WALL AND OVERHEAD PROTECTION

- a) Plaza landscape design:** The Board supported the revised plaza design and re-aligned stairs which better address First Avenue and create a more generous porch and upper terrace. They agreed the steps and walls at the west edge should be pulled south to create more buffer at the Massachusetts curb. The Board supported the inclusion of bike parking and the valet concept activates a blank wall at the end of Occidental. The Board recommended the public elevator be more visible at ground level (by pushing the west stair edge east, and/or pulling the elevator west), the mechanical equipment noise be fully mitigated, and the hedges not create any hiding or camping recesses. (D-1 and C-4)

- b) Fin Wall:** After much discussion, the Board agreed the fin wall as shown was obscuring the primary entrance from First Avenue (pg 57), casting afternoon shadows on the public plaza (pg 66, summer and equinox, noon-5pm), obscuring good west views from the plaza steps, and enlarging the bulk of an already large arena volume (pg 51), with marginal use or purpose. The Board recommended deleting it, or reducing it to a smaller, shorter projection (not requiring a separate stair) above the northwest corner, signifying entrance but not blocking sun or westward views from the plaza’s terraces. The Board was intrigued by the notion of a projection screen for the seating terraces, but suggested this be a temporary/movable element, possibly integrated into any overhead weather protection. (D-1)
- c) Weather protection:** The Board agreed some weather protection on the plaza is valuable and should be studied further, but the sketch shown (incorporating the fin-wall) was too enclosing and too tall. They suggested canopies at several vertical levels, possibly trellis elements in the plaza itself, along the stair cut/ticket office, added to the upper terrace mechanical walls, and/or the existing north wall. Without reinforcing the mega-scale of the building, such canopies could also add human scale and signify the two banks of primary entrance doors, which are currently ‘lost’ in the planer glass of the north walls (see pg 39). (D-1 and C-5)

- 5) SUSTAINABILITY
- The Board reiterates the importance of a model, high performance building and an integrated approach to sustainability in the entire project. They emphasize further development of the strategies and opportunities presented at EDG #3, including but not limited to: transit, bike and vehicle-share incentives; green and cool roofs; rainwater harvesting and on-site reuse; permeable pavement and runoff detention; solar shading and high performance of a largely glazed envelope; daylighting and operable glazing; radiant floors and low velocity air systems; district plant opportunities; photo-voltaics and other renewable energy opportunities.

SITE PLANNING & MASSING:
RESPONDING TO THE LARGER CONTEXT

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 and variety in the downtown skyline.

ARCHITECTURAL EXPRESSION:
RELATING TO THE NEIGHBORHOOD CONTEXT

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 less intensive 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 a unified building, so that all components appear integral to the whole.

THE STREETScape
CREATING THE PEDESTRIAN ENVIRONMENT

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, rein-force 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 FAÇADE.
To increase pedestrian safety, comfort, and interest, develop portions of the alley façade in response to the unique conditions of the site or project.

PUBLIC AMENITIES
ENHANCING THE STREETScape & OPEN SPACE

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 & PARKING
MINIMIZING THE ADVERSE IMPACTS

E-1 MINIMIZE CURB CUT IMPACTS.
Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

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.



DESIGN TEAM 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 & PLACE

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

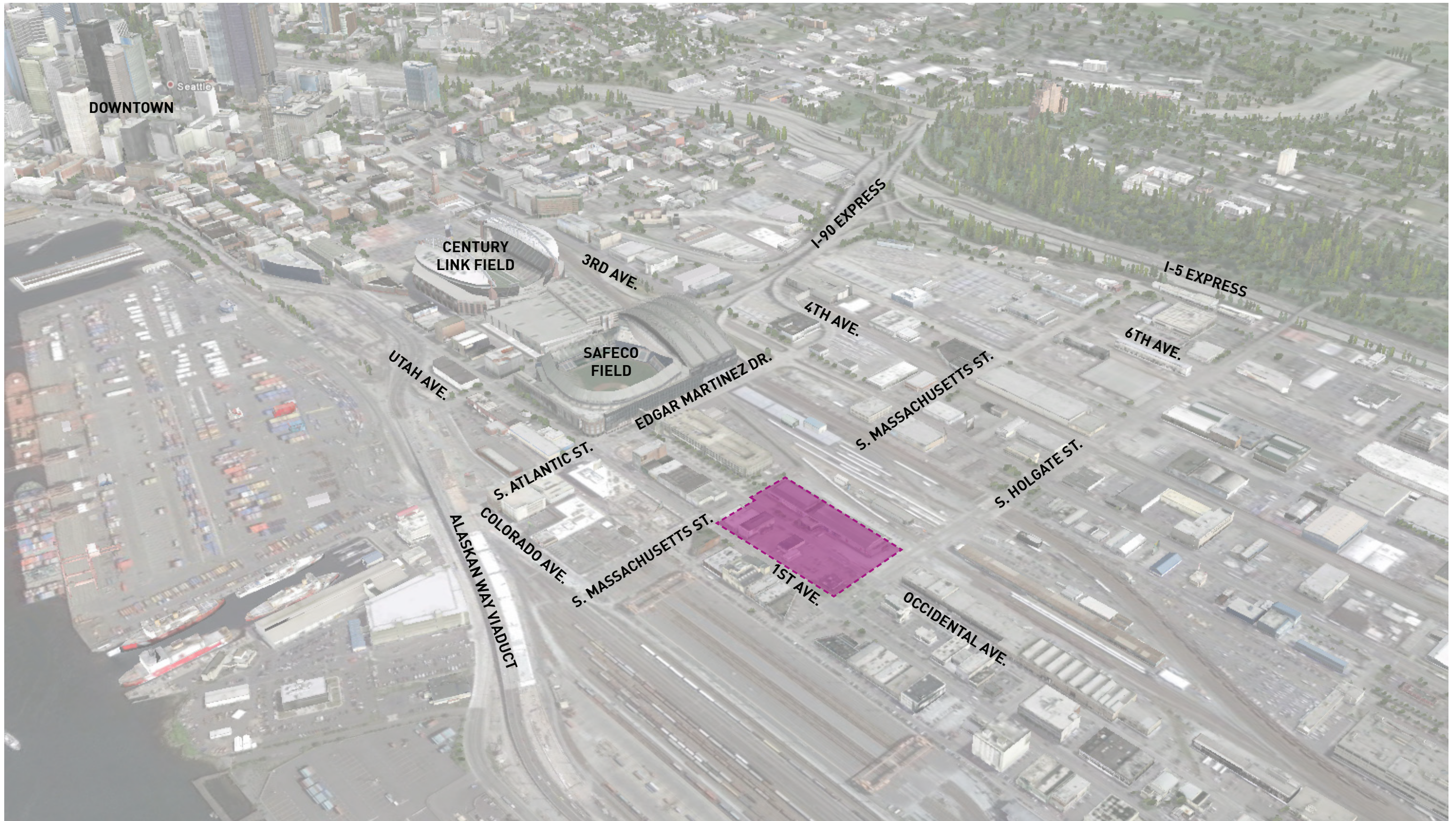
Design a building and site that enhances the contextual urban fabric and creates a landmark building for Seattle.



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AUGUST 6, 2013

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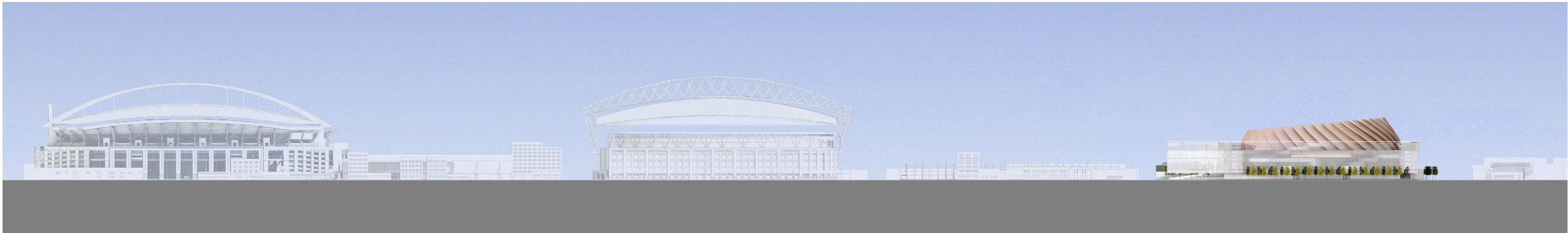


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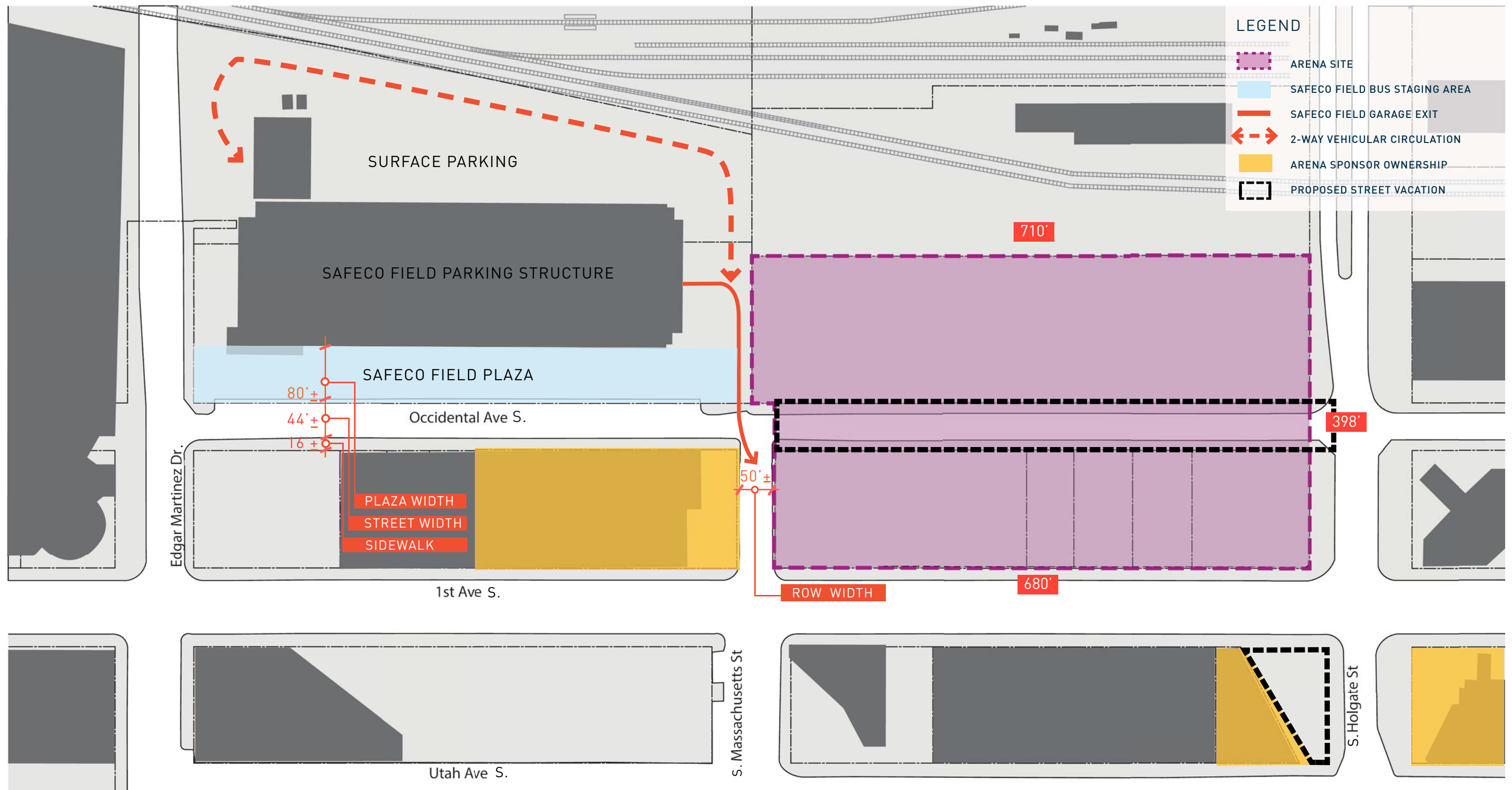
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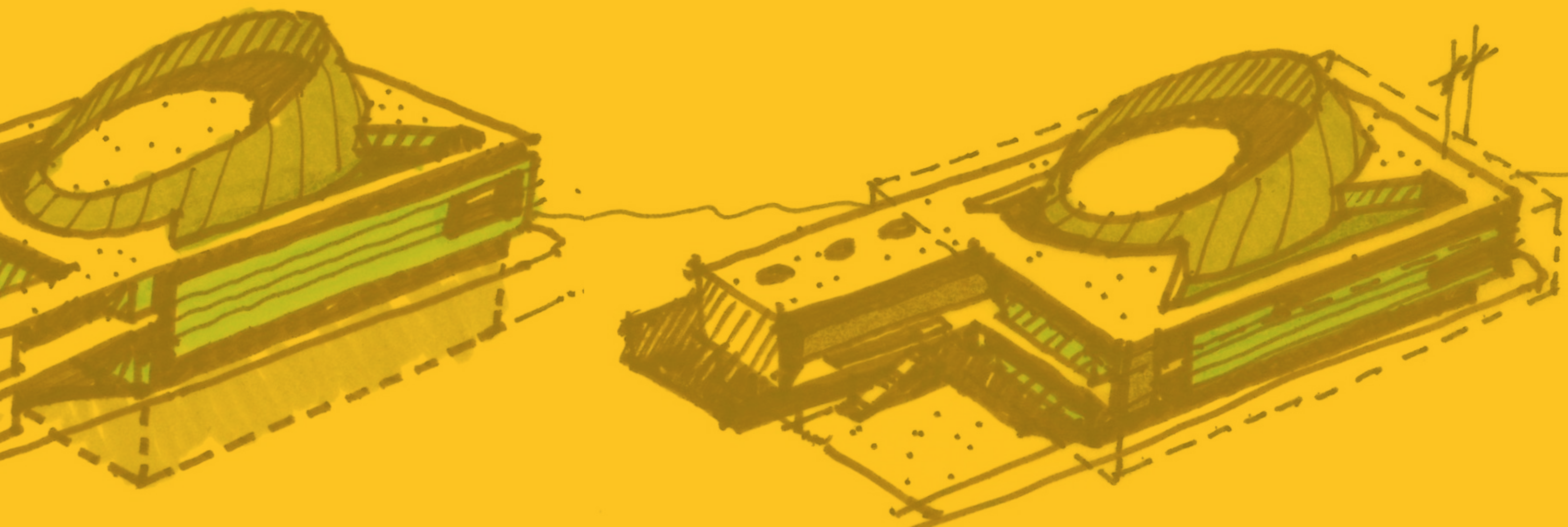


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DESIGN UPDATES



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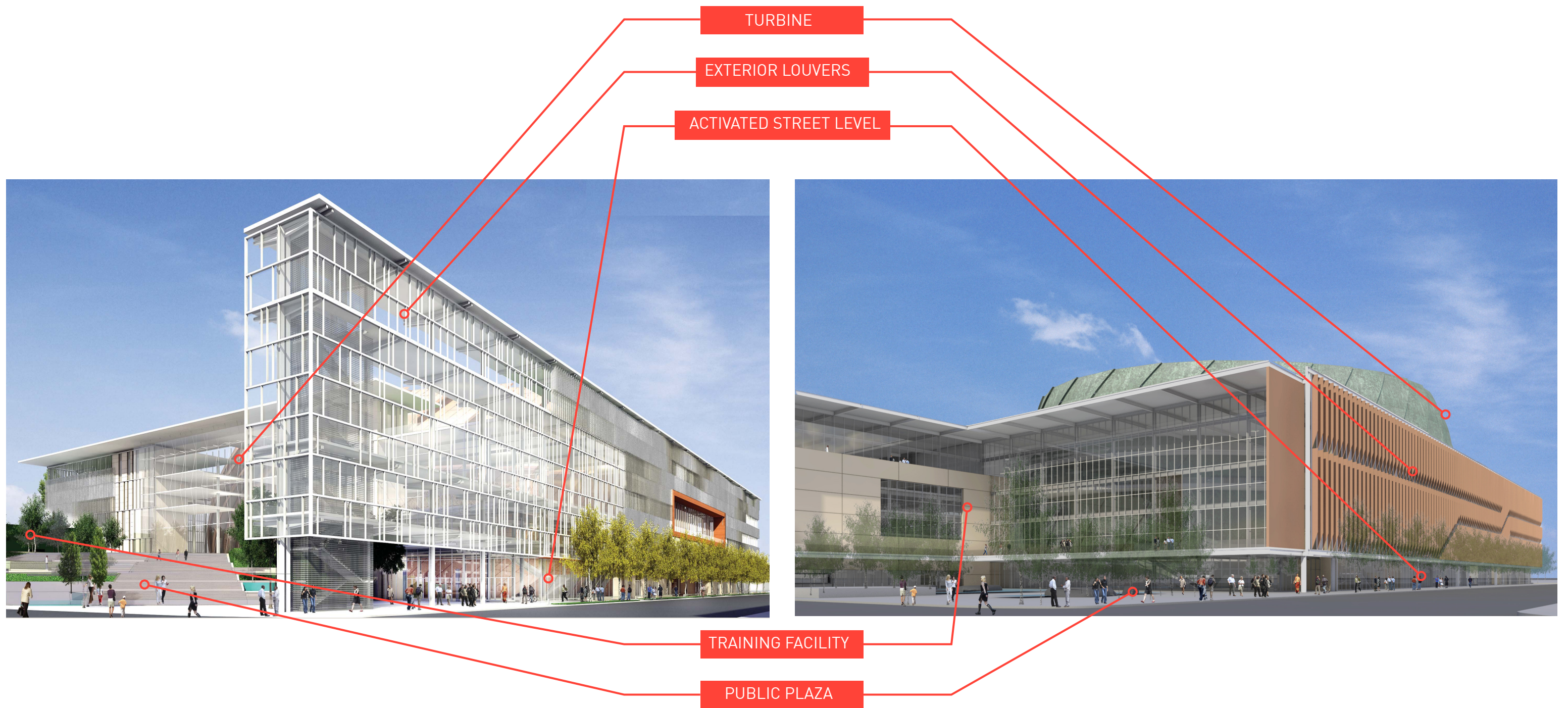


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MAY 2013

CURRENT

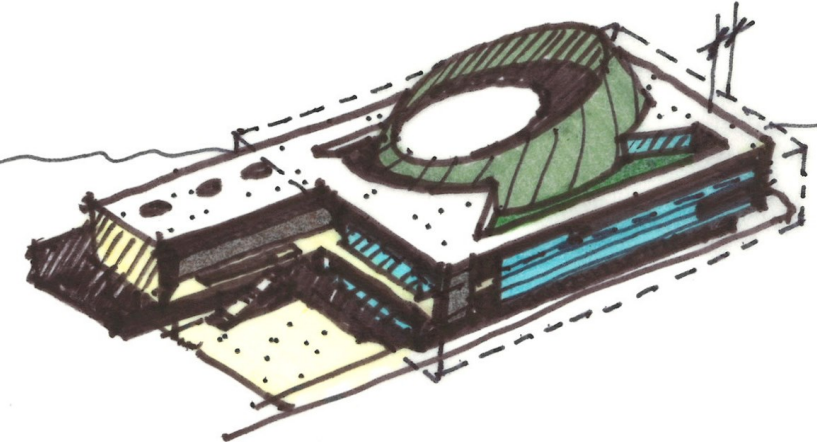
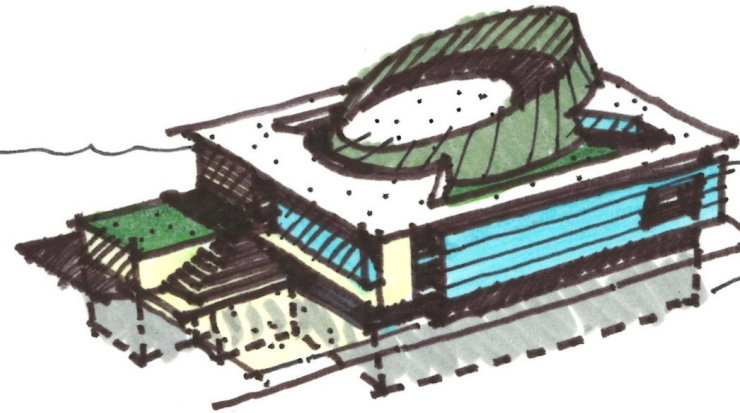
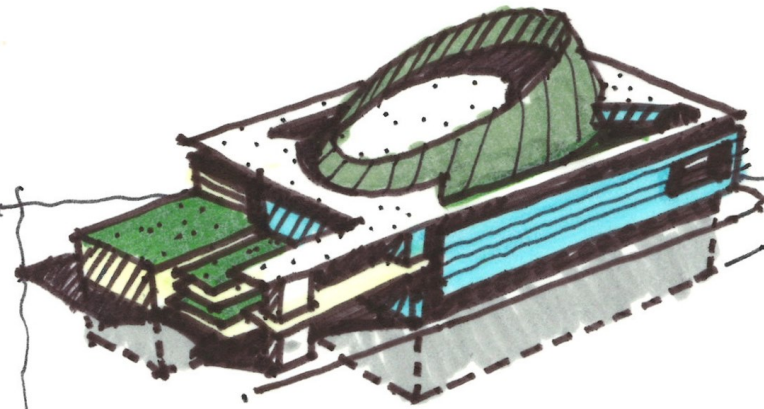


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3D RENDERING COMPARISON: 1ST & MASS LOOKING SOUTHEAST



APRIL 5, 2013 100% SD

MAY 1, 2013

TODAY

- ELEVATED PLAZA
- AT GRADE PLAZA
- PIER WALL
- STAIR TOWER
- DECKS
- MEDIA MESH
- BELOW GRADE EVENT LEVEL/PRACTICE FACILITY
- BELOW GRADE SERVICE AND LOADING

- GREEN ROOF @ PRACTICE FACILITY
- REDUCED ELEVATED PLAZA SF.
- AT GRADE PLAZA
- BELOW GRADE EVENT LEVEL/PRACTICE FACILITY
- BELOW GRADE SERVICE AND LOADING

- ABOVE GRADE PRACTICE FACILITY
- AT GRADE SERVICE AND LOADING
- AT GRADE EVENT LEVEL
- AT GRADE PLAZA
- ON SITE PARKING



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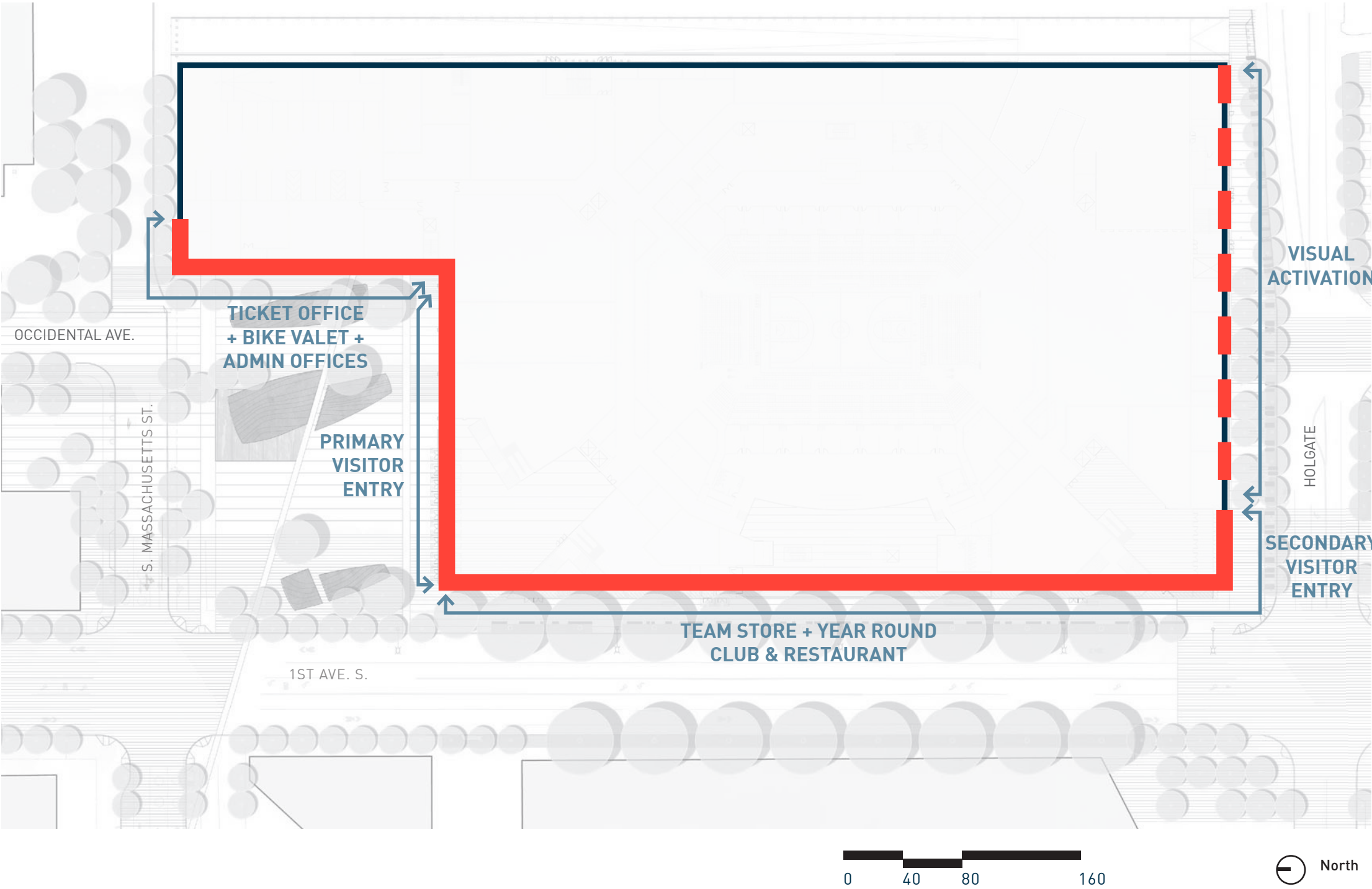
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STREET ACTIVATION

THE UPDATED BUILDING AND PLAZA DESIGN MAINTAIN AND STRENGTHEN THE STREET ACTIVATION ALONG THE PUBLIC FACES OF THE BUILDING.

THE POTENTIAL FOR DAILY ACTIVATION OF THE PLAZA AND STREETScape FRONTING THE BUILDING TO THE NORTH AND WEST ALONG 1ST AVENUE HAS BEEN GREATLY INCREASED. THIS IS DUE IN LARGE PART TO THE RELOCATION OF THE ADMINISTRATIVE OFFICES TO A LOCATION THAT LOOKS OUT TO THE PLAZA FROM THE EASTERN EDGE, THE ADDITION OF THE BIKE VALET AND BOX OFFICE AT THE NORTHEAST CORNER OF THE PLAZA, AND A GREATER PRESENCE FOR THE CLUB/RESTAURANT AND TEAM RETAIL STORE. THE CLUB/RESTAURANT AND TEAM RETAIL STORE INCLUDE TRANSPARENT FACADE TREATMENT. AND WILL ACTIVELY ENGAGE BOTH PEDESTRIANS AND VEHICLES PASSING BY.

ALONG HOLGATE A SECONDARY ENTRANCE HAS BEEN MAINTAINED, AND ALL DOCK FUNCTIONS HAVE BEEN REMOVED. DOCK FUNCTIONS WILL NOW OPERATE COMPLETELY OFF OF THE EASTERN ACCESS DRIVE. INCREASED LANDSCAPE ALONG THE HOLGATE FACADE IS INTENDED TO HELP HUMANIZE THE SCALE OF THE SPACE IN RELATION TO THE ARCHITECTURAL MASS.



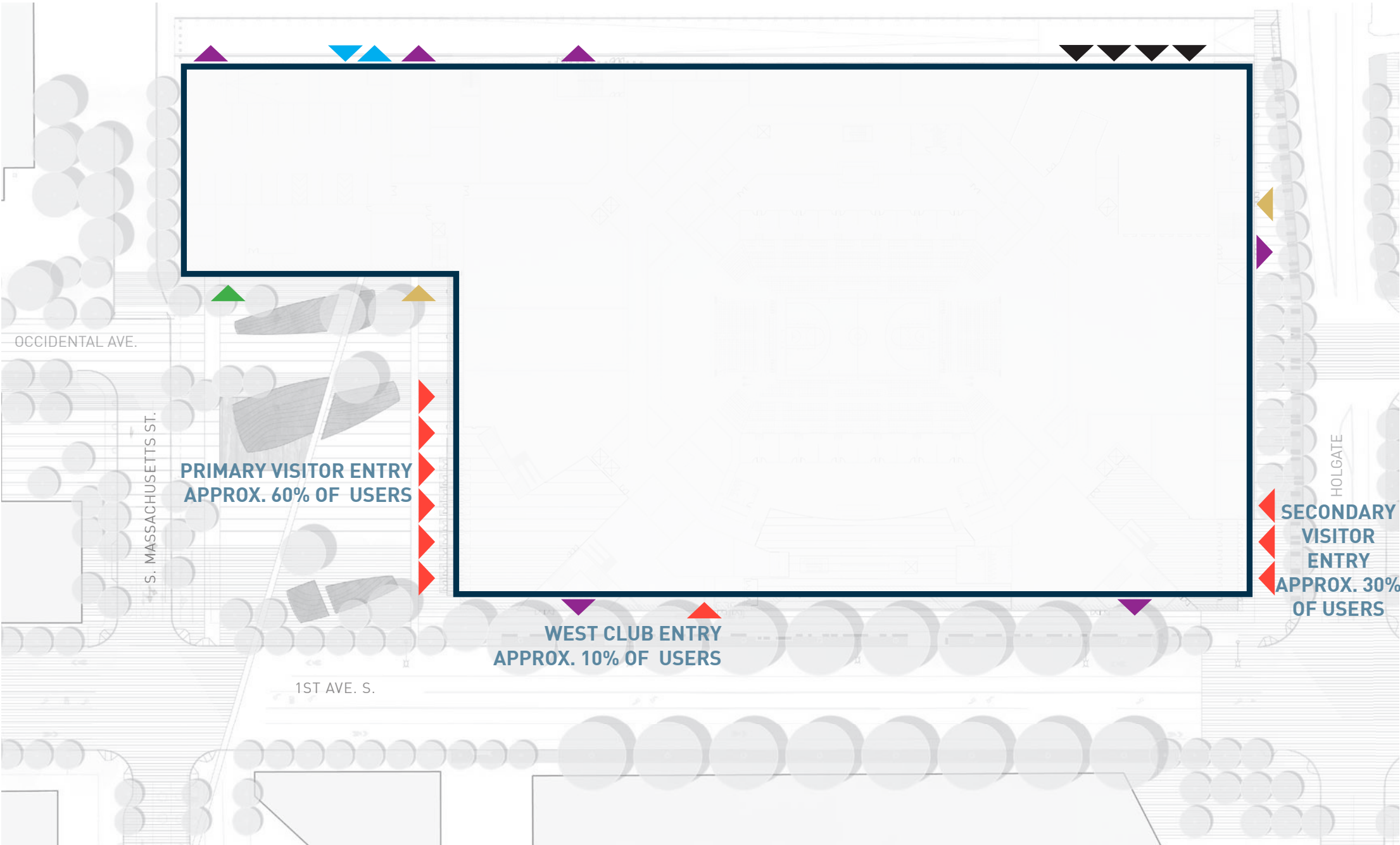
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BUILDING ENTRY & DEPARTURE



- PRIMARY SPECTATOR ENTRY/EXIT
- ADDITIONAL SPECTATOR EXIT
- EMPLOYEE ENTRANCE
- BIKE STORAGE ENTRANCE
- PARKING GARAGE ENTRY/EXIT
- SERVICE ENTRANCE

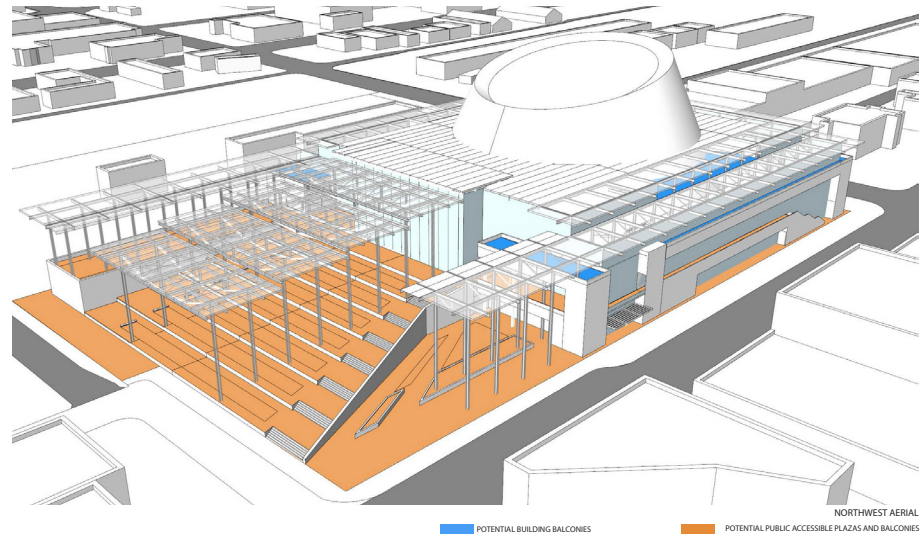


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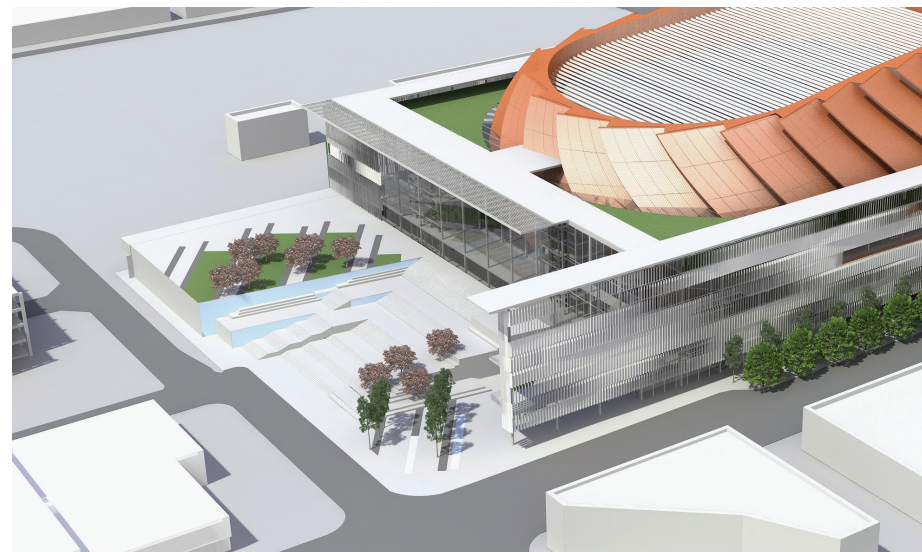
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HISTORY OF THE PLAZA

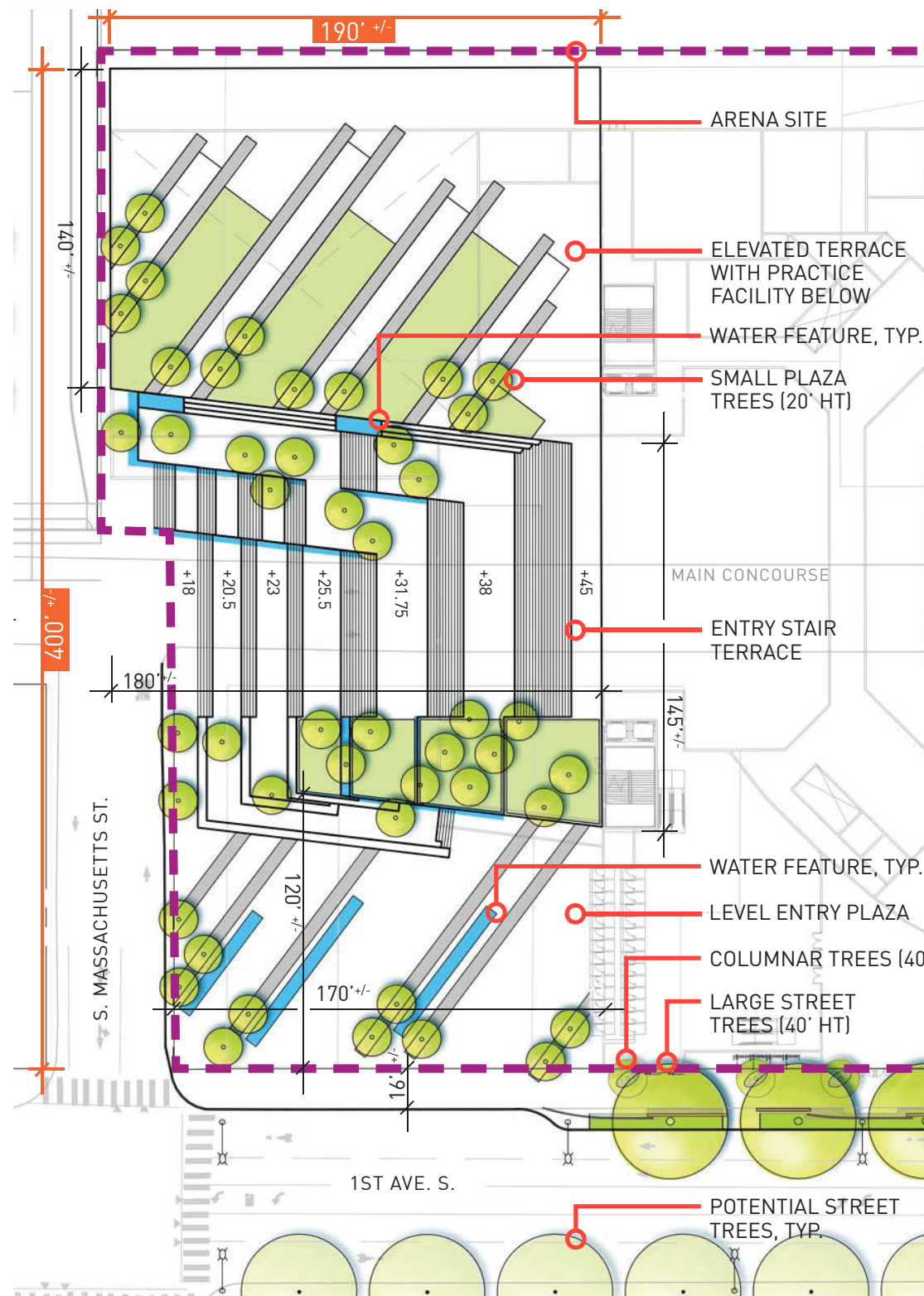
- FOCUSED ON CREATING AN ELEVATED PLAZA THAT BROKE DOWN THE PLAZA INTO 3 ZONES.
- CREATED TWO ENTRY POINTS OFF PLAZA



DECEMBER 2012



JANUARY 2013



JANUARY 2013



MAY 2013

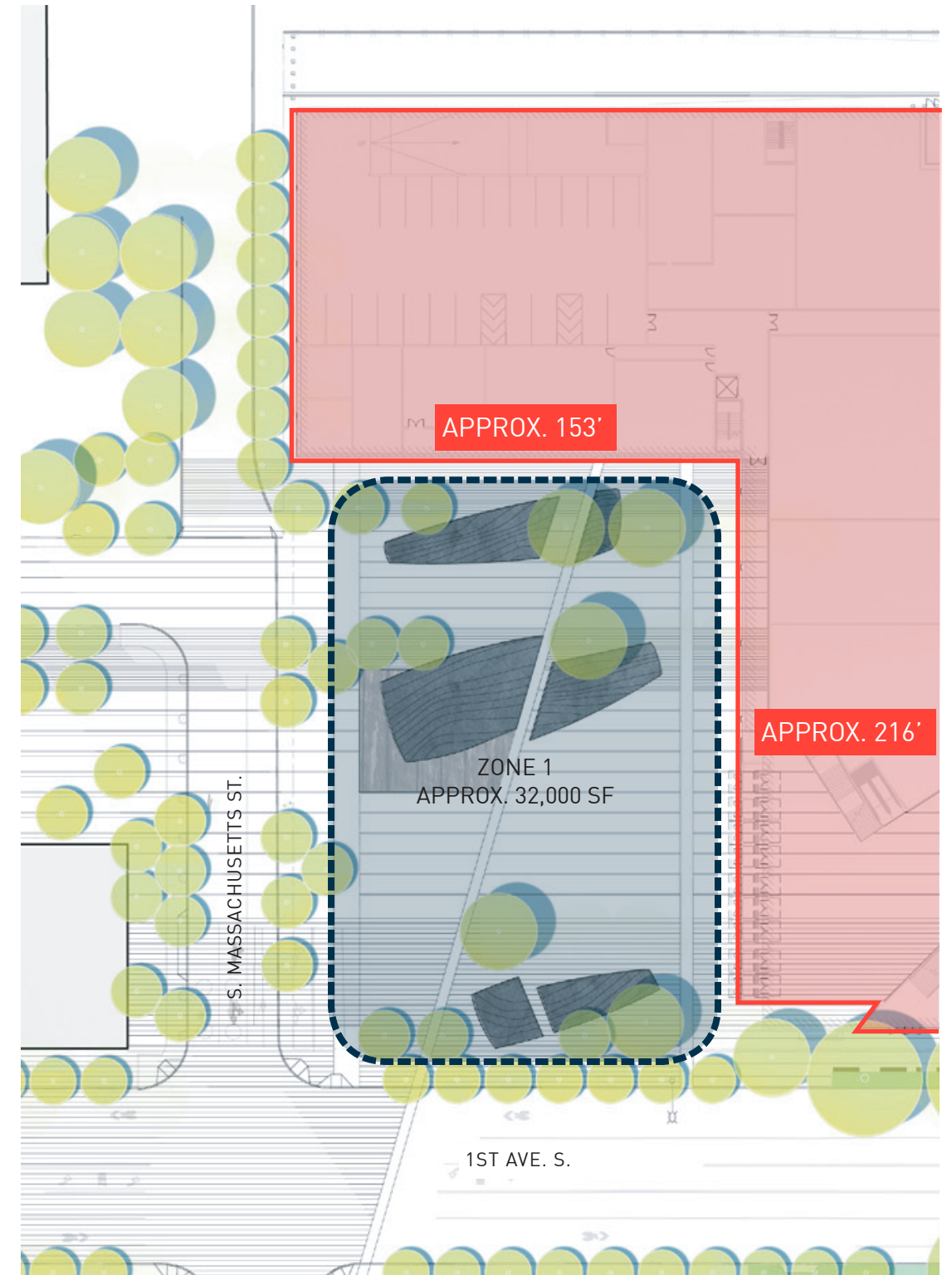


SEATTLE ARENA
AUGUST 6, 2013



TOTAL
APPROX. 42,000 SF

MAY 2013



CURRENT



SEATTLE ARENA

AUGUST 6, 2013

OVERALL SITE CONCEPT

The Seattle Arena is located on Seattle’s historic tide flats between the glacial drumlins of West Seattle and Beacon Hill.

These forms, coupled with Puget Sound lowland forest, water in the form of a tidal influenced water table, fault line uplift and depressions, and silver colored Elliott Bay are critical to regional identity.

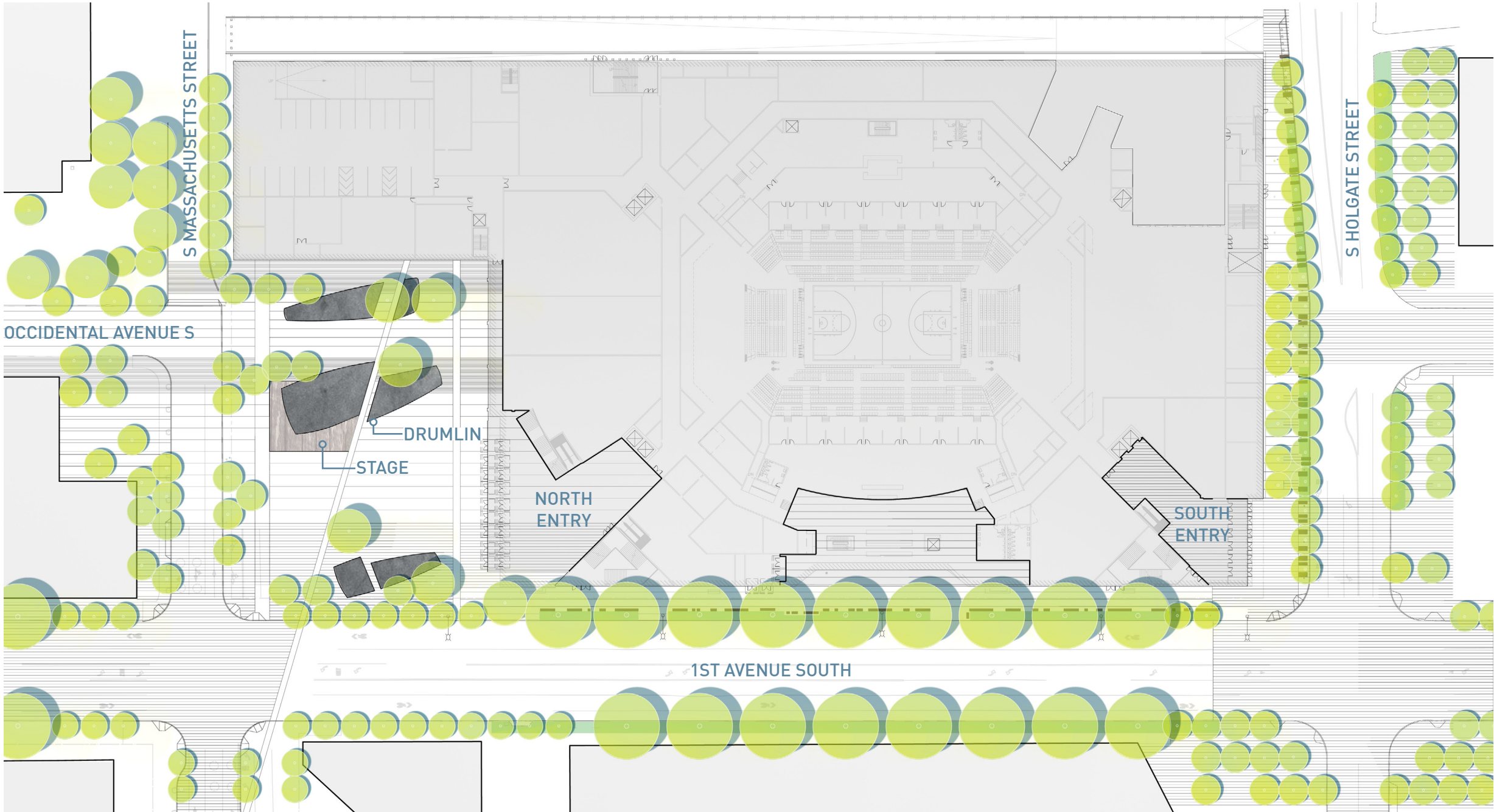
The site strategy uses these features as points of departure to create place and form.

Stone drumlins lift out of the plane of paving, providing areas for gathering, a stage, and various scaled public space.

Groves of trees provide scale, grandeur and a connection to the seasons.

Water creates ephemeral sheets on the paved surfaces, reflecting sky, arena and people.

These are simple regional attributes used in an abstracted form to make this arena specific to Seattle.



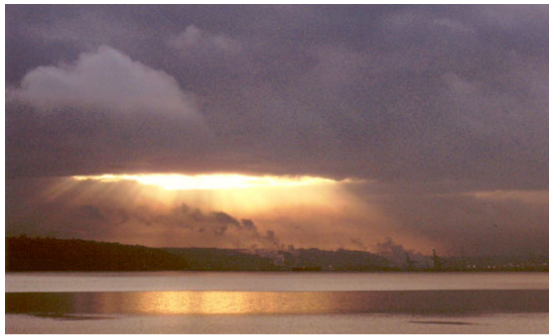
DRUMLIN FORMS



PUGET SOUND DRUMLINS



STONE DRUMLIN



WATER SCRIM - EPHEMERAL LIGHT



PNW FOREST TYPOLOGY



SEATTLE ARENA AUGUST 6, 2013

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NORTH PLAZA CONCEPT

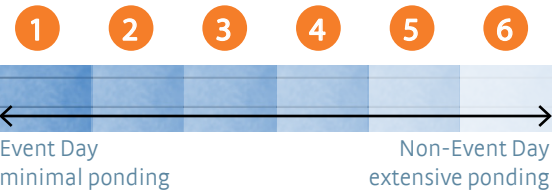
Water is added to the simple plane of paving, drumlins and trees to amplify the powerful character of the Northwest.

Shallow sheets of water, some ephemeral and some permanent, create a changing experience.

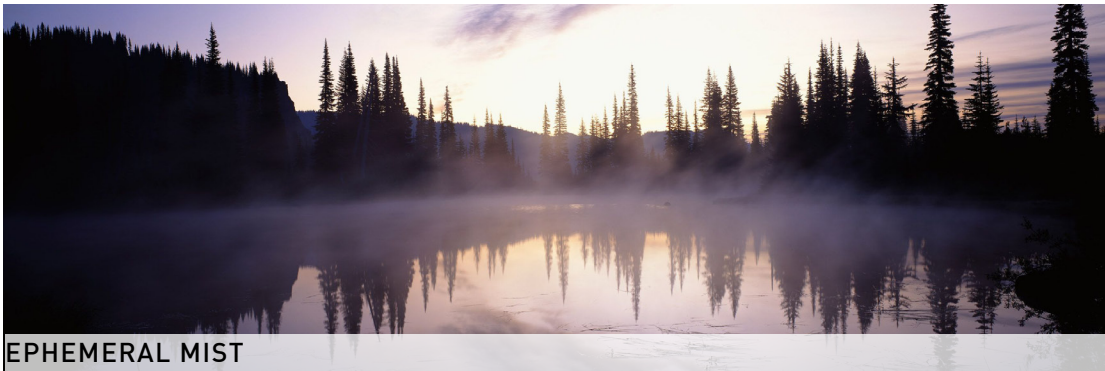
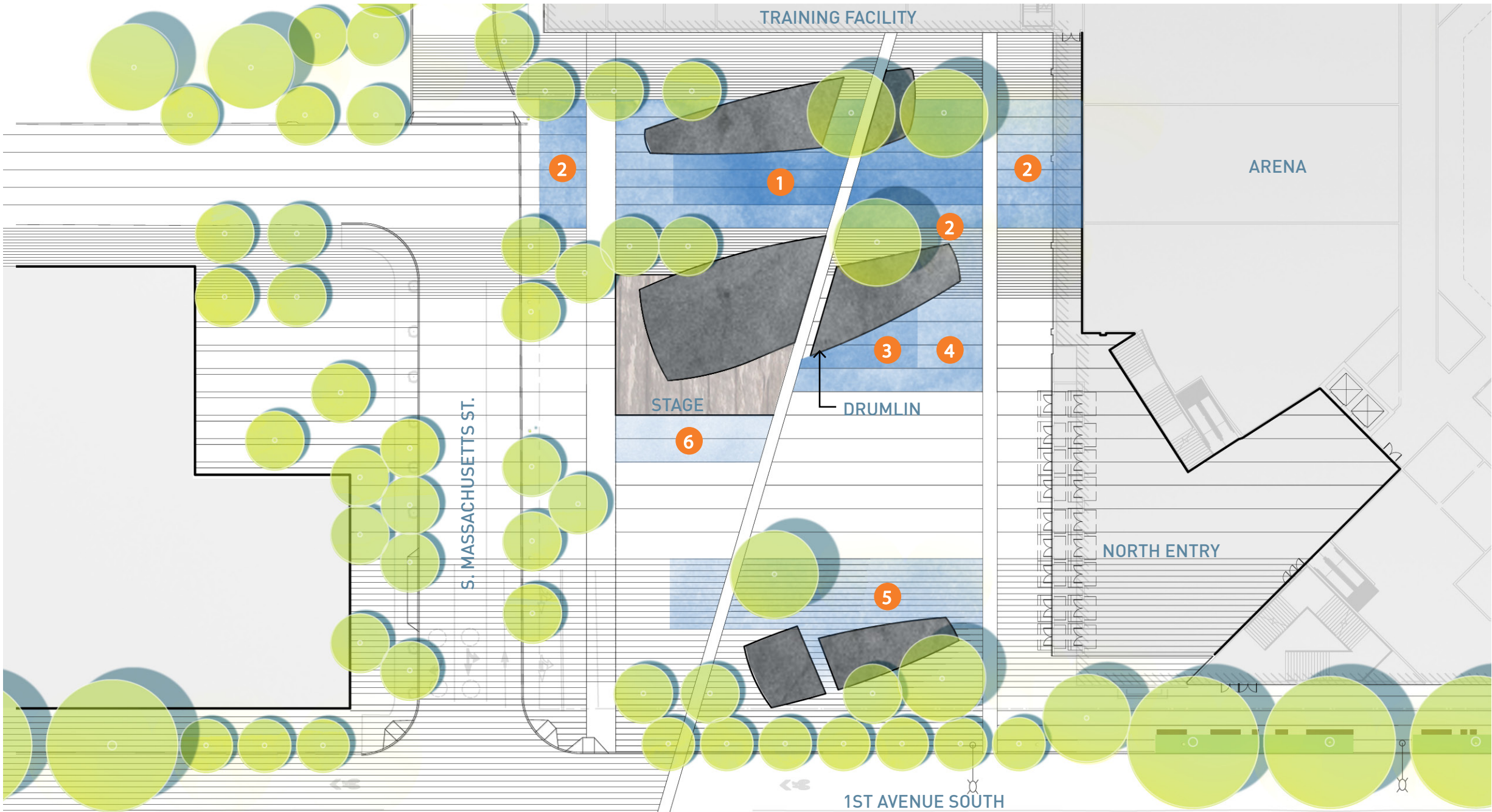
Some days the plaza is dry and open and some days a drumlin becomes an island to climb on.

The simple use of water brings a rich complexity to the public plaza, reflecting the constantly changing Northwest sky, people and the Arena.

This simple gesture makes a vibrant place when empty and a subtle back drop for the throngs during event days.



EPHEMERAL WATER STRATEGY



EPHEMERAL MIST



ARCHITECTURAL FORM



REFLECTIVITY



WATER SCRIM

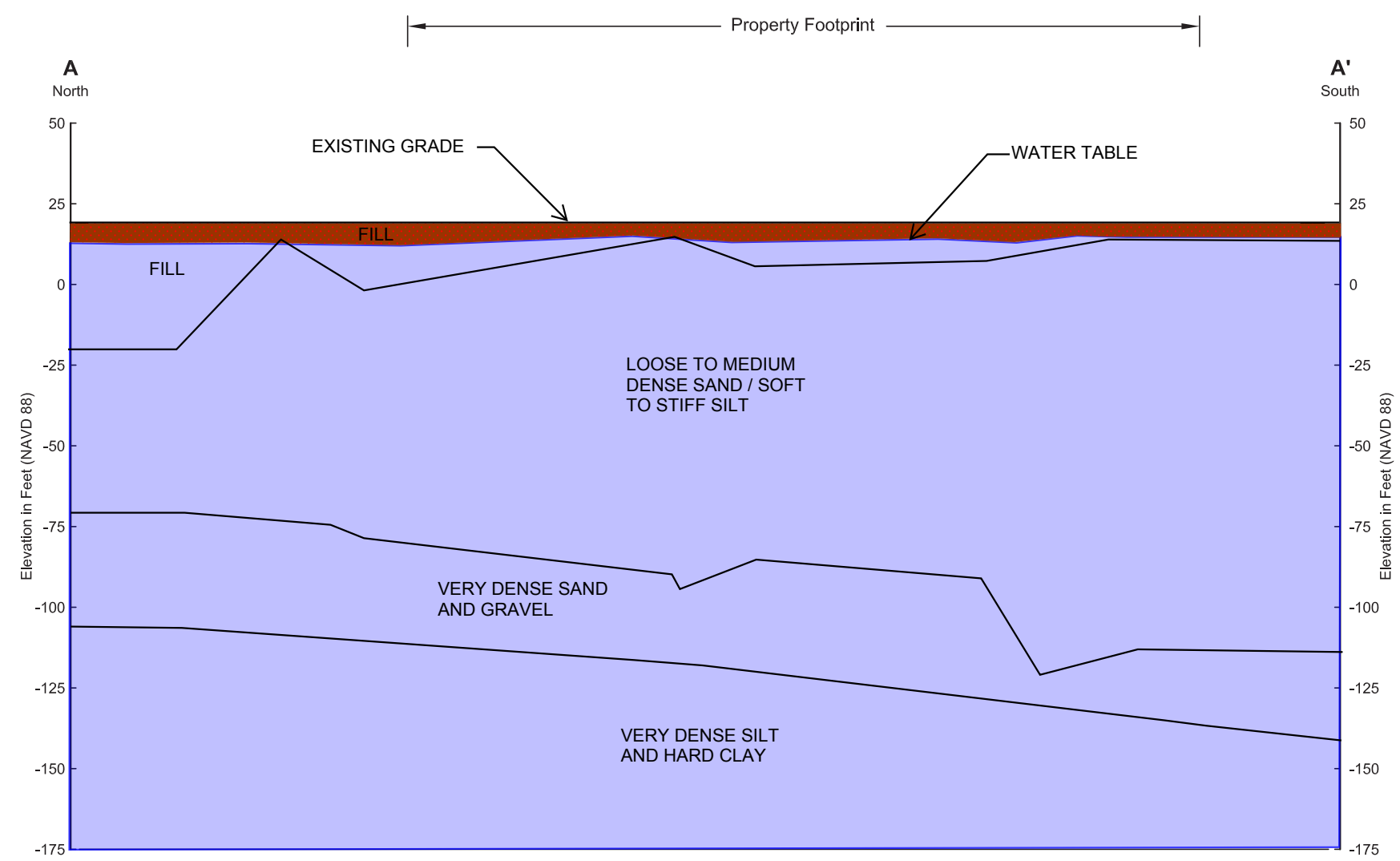


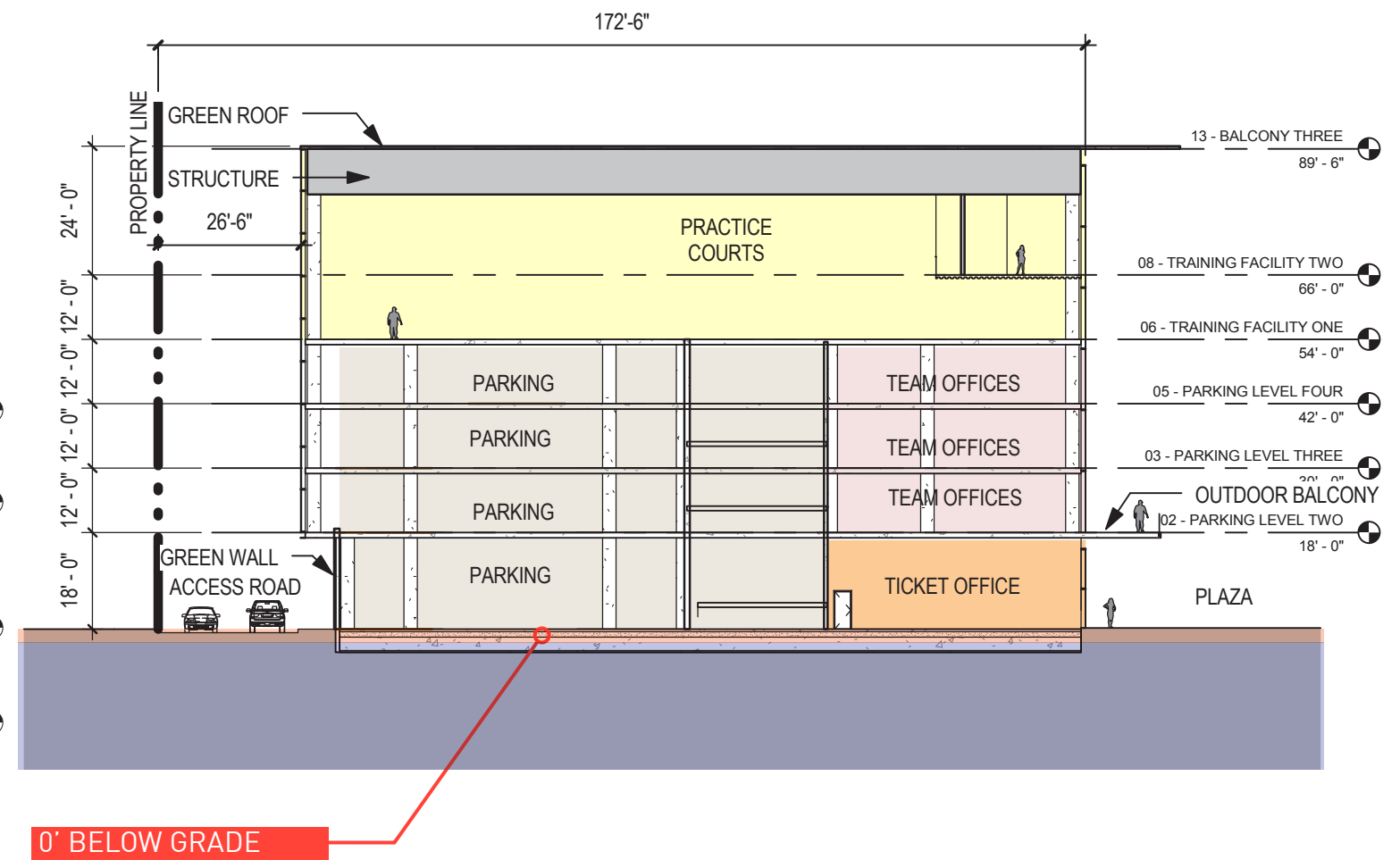
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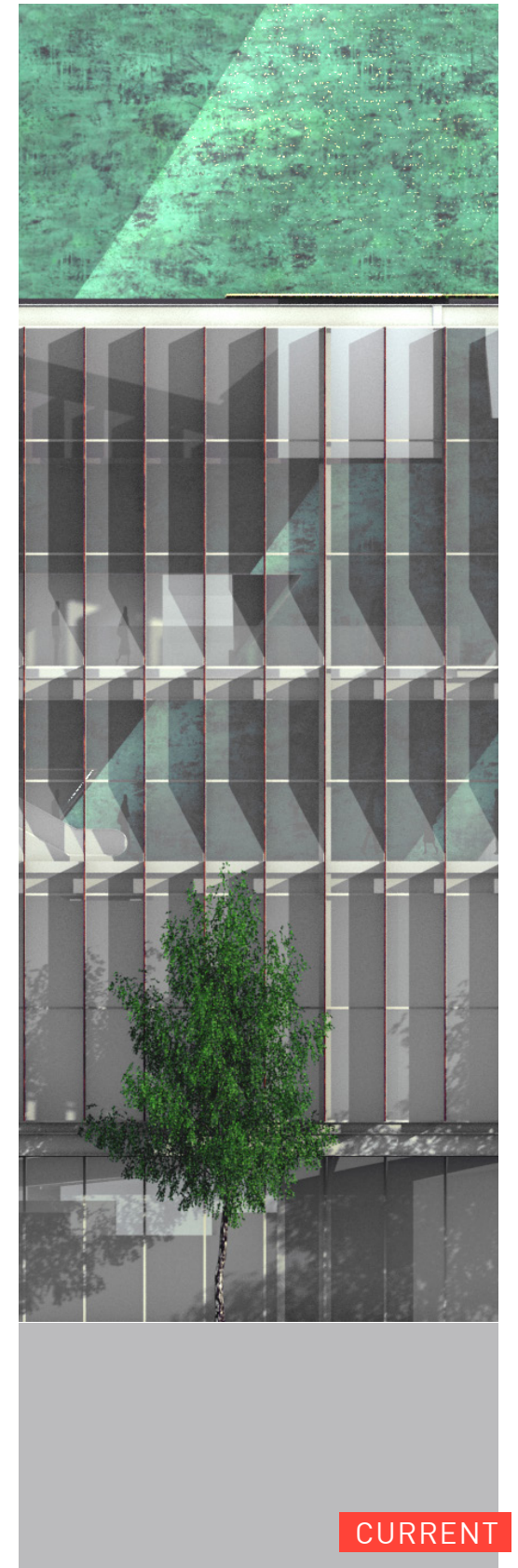
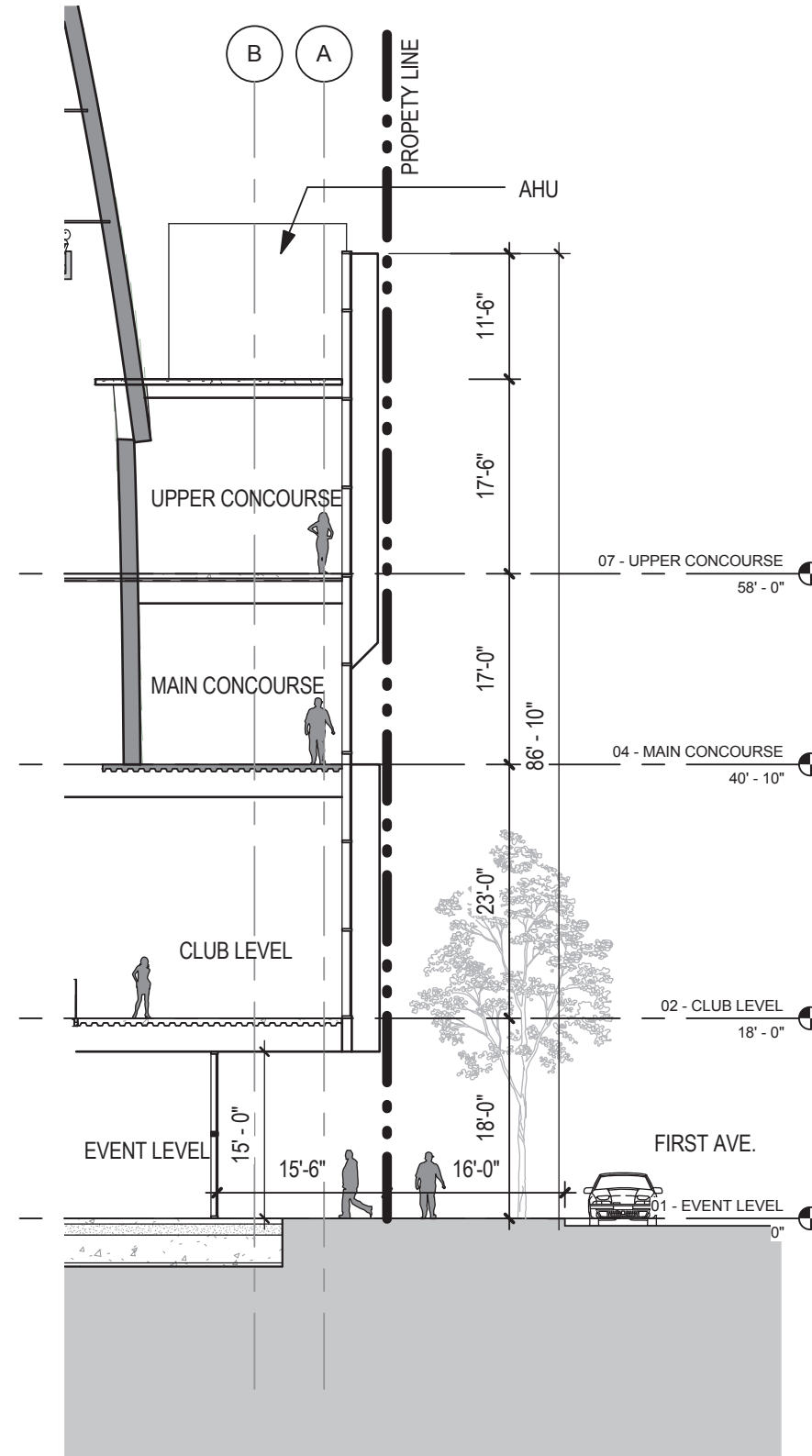
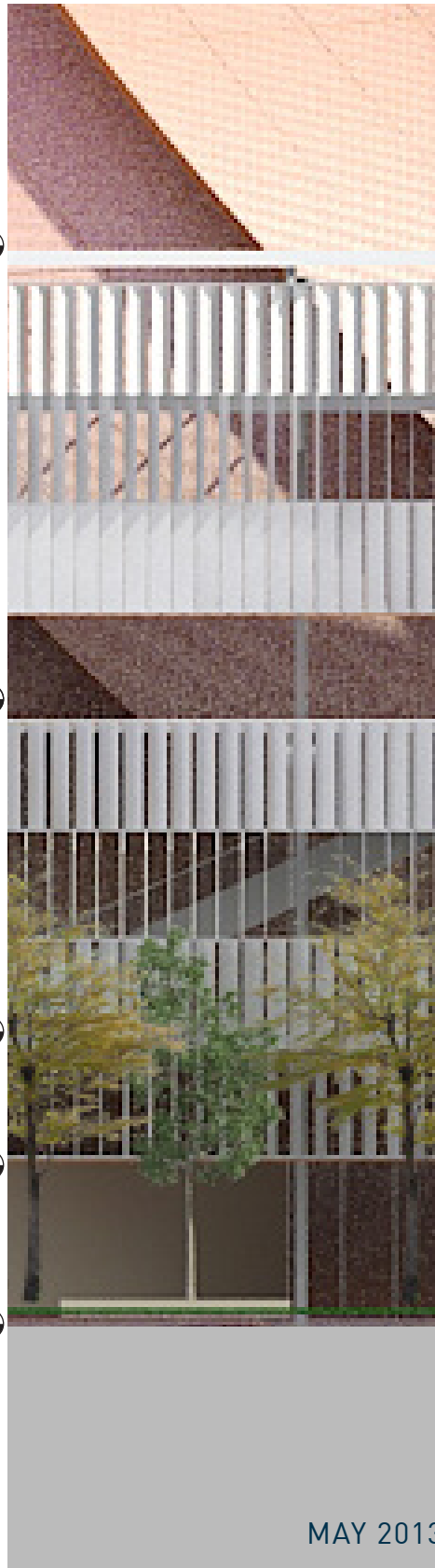
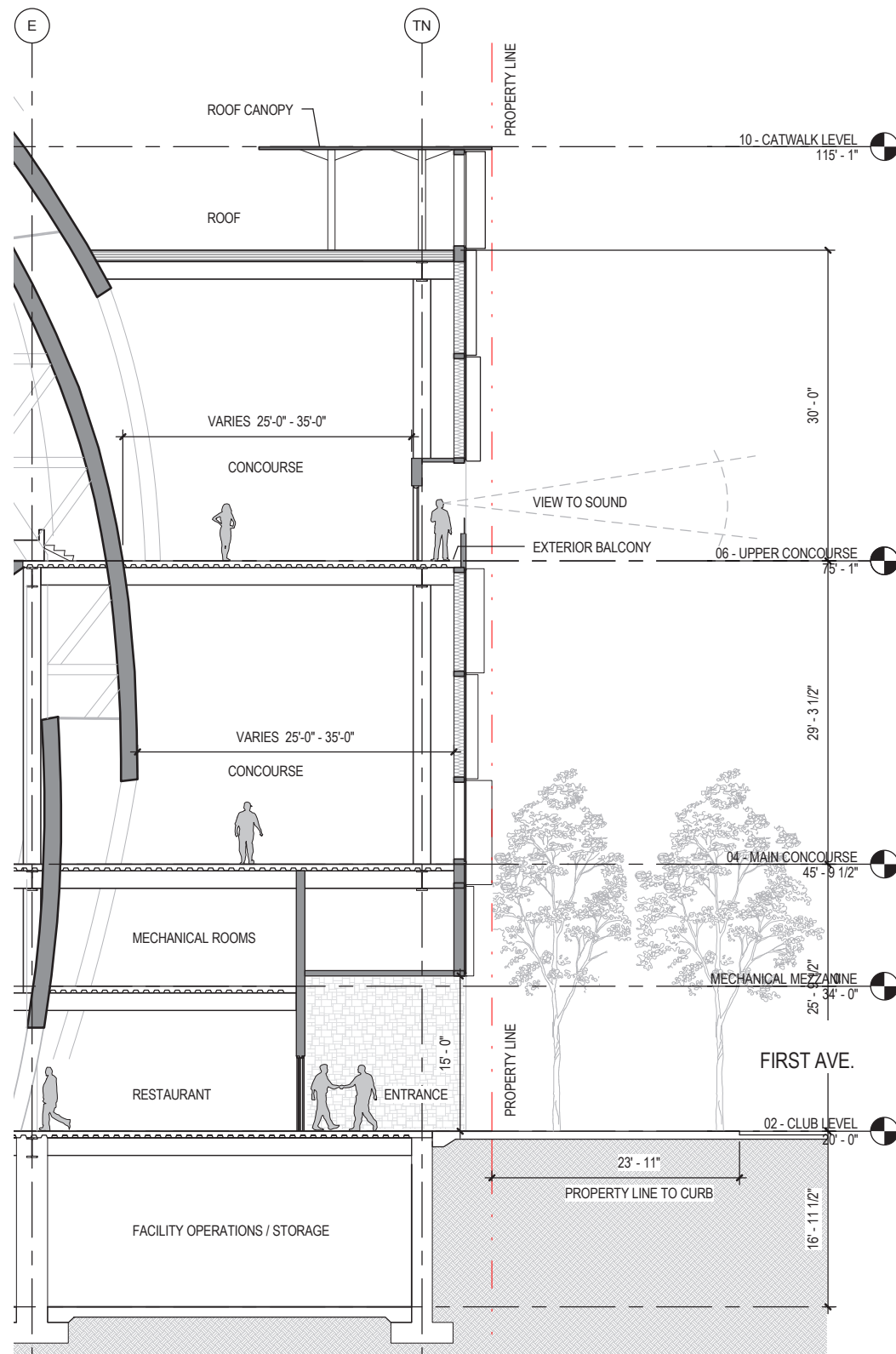
WATER TABLE CONSTRAINTS: GEO-TECHNICAL REPORT

- AGING UTILITIES ARE SENSITIVE TO SETTLEMENT CAUSED BY WATER TABLE DRAWDOWN
- STRICT SETTLEMENT TOLERANCES ON ADJACENT RAILROAD RAILS
- CHALLENGES ASSOCIATED WITH SHORING BELOW THE WATER TABLE
- CHALLENGES ASSOCIATED WITH WATERPROOFING THE NEW BUILDING AND DESIGNING FOR HYDROSTATIC UPLIFT PRESSURES
- IMPACTS ON LOCAL VEGETATION AND LEVELS OF NEARBY SURFACE WATER BODIES AND THEIR ECOSYSTEMS
- TURBIDITY AND SEDIMENTATION IN SURFACE WATER BODIES
- ADDITION OF CONTAMINANTS SUCH AS PETROLEUM HYDROCARBONS, ACIDITY AND METALS INTO WATERS USED FOR RECREATION, AGRICULTURAL AND DOMESTIC WATER SUPPLIES
- DRAW SALT WATER INTO A LESS SALINE AQUIFER





CURRENT



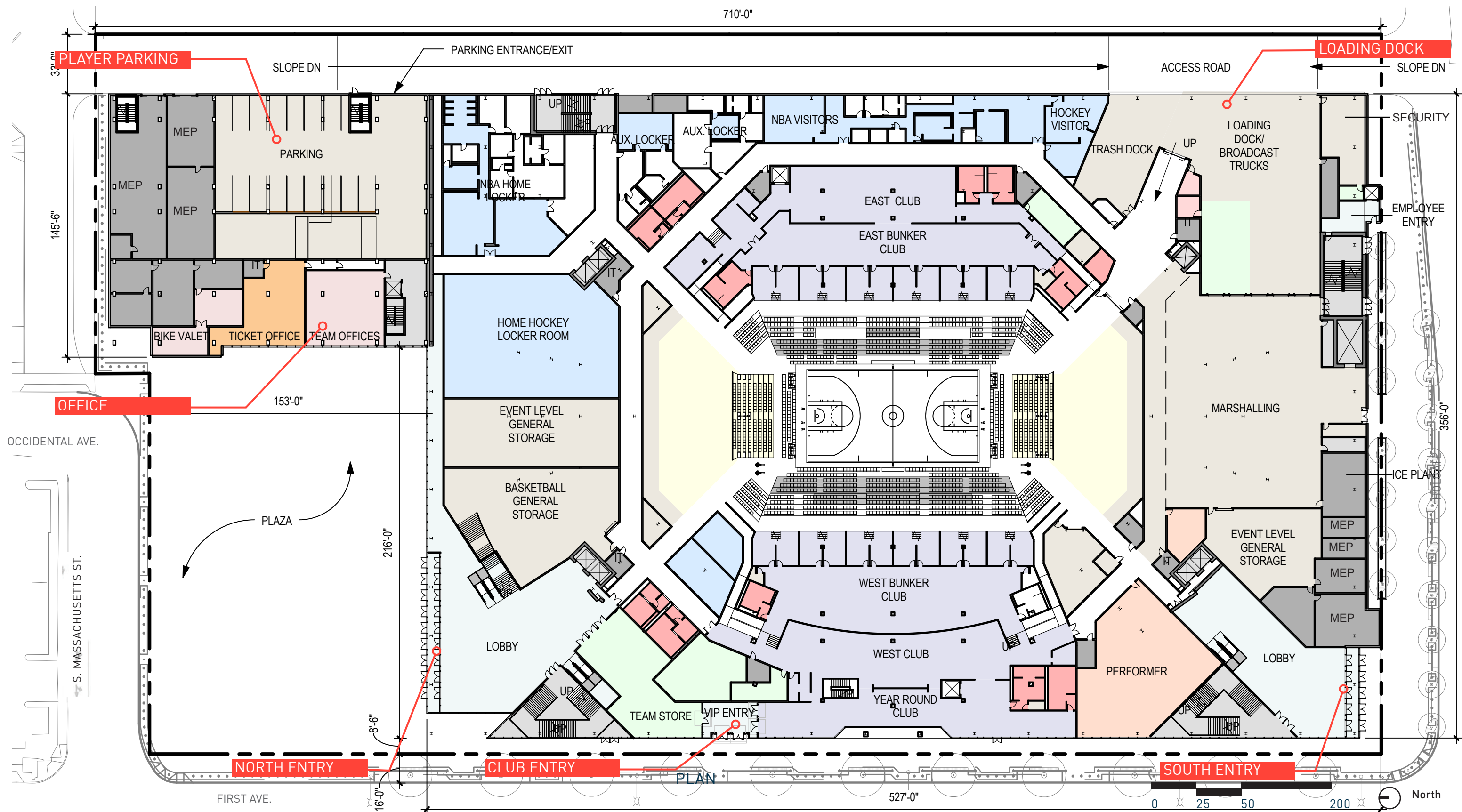
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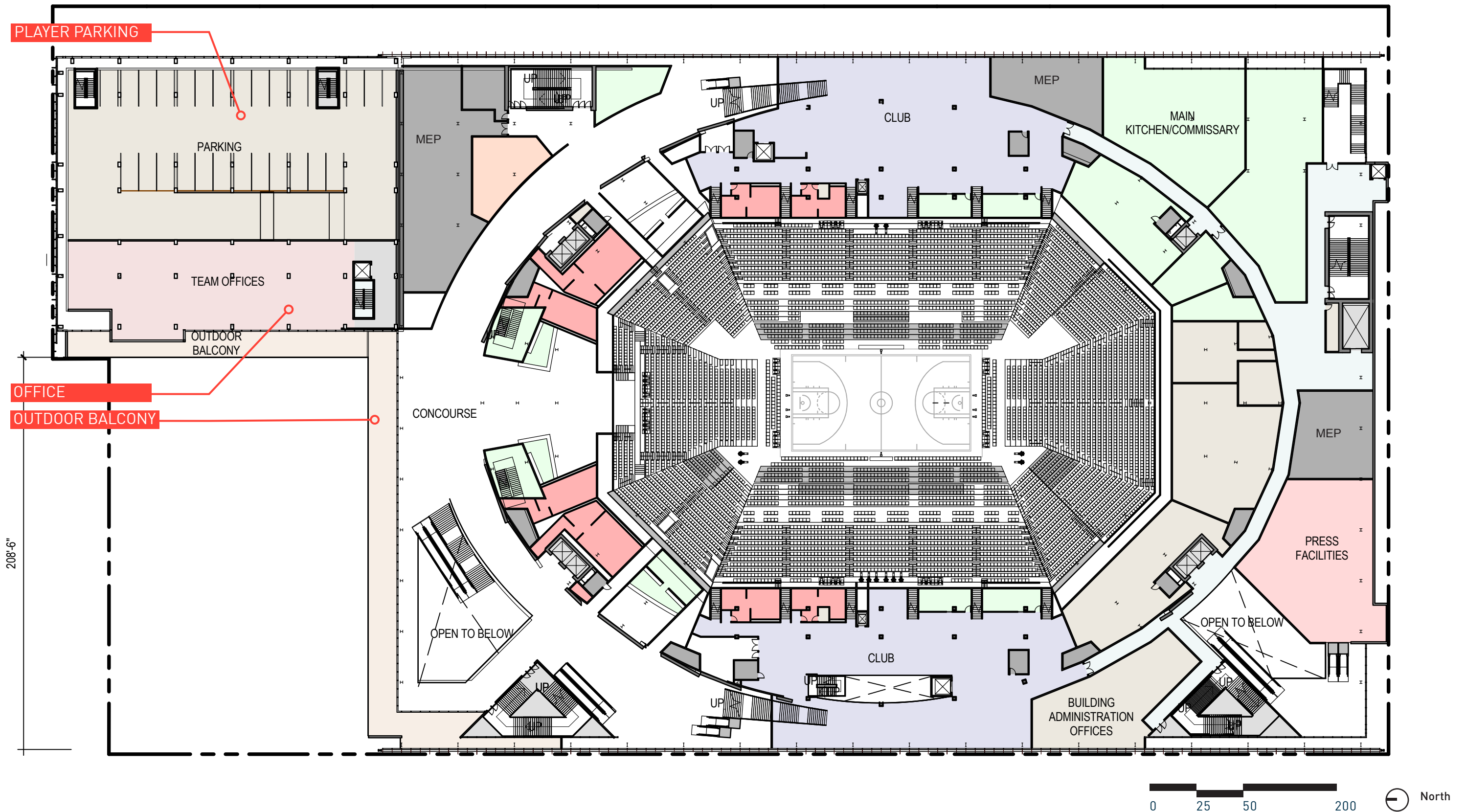
AUGUST 6, 2013

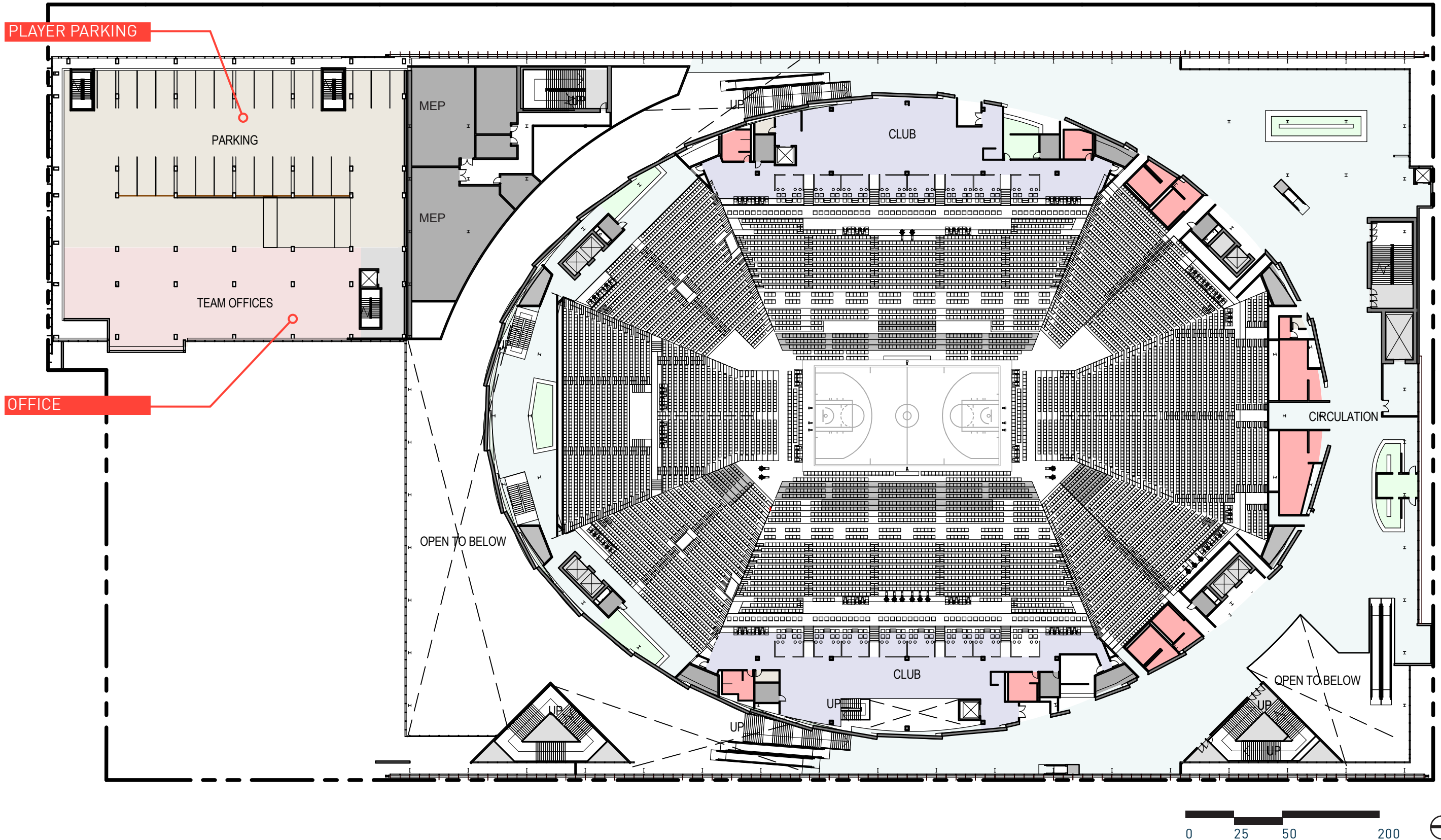
SWIFT COMPANY LLC

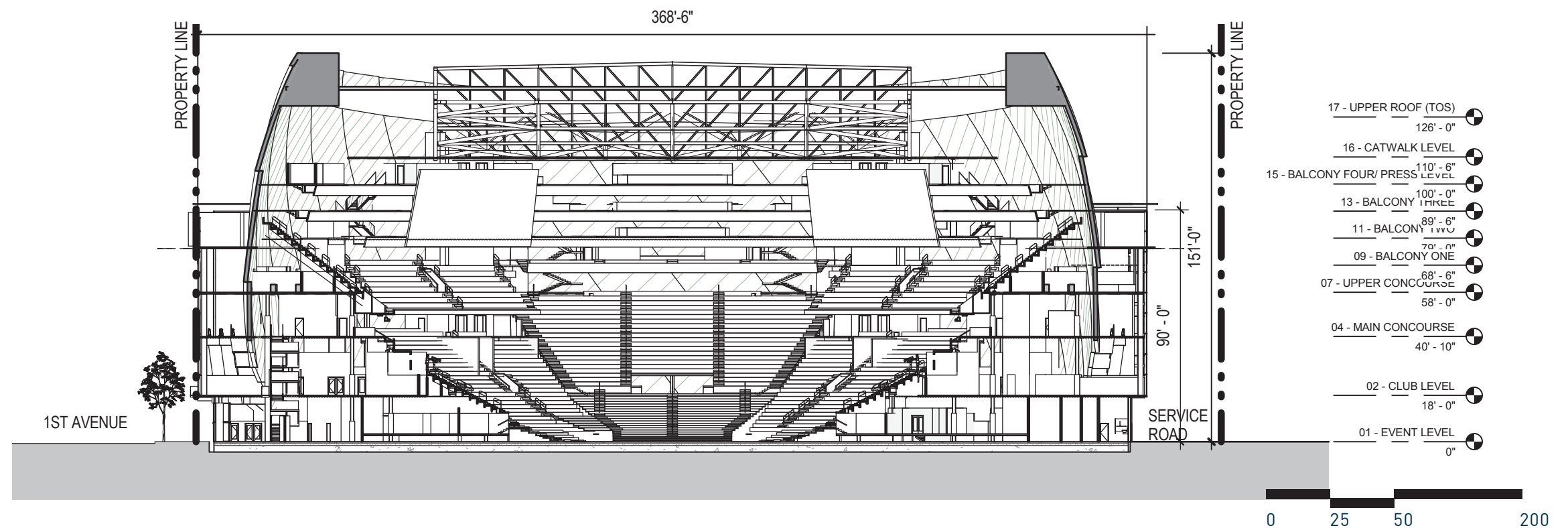
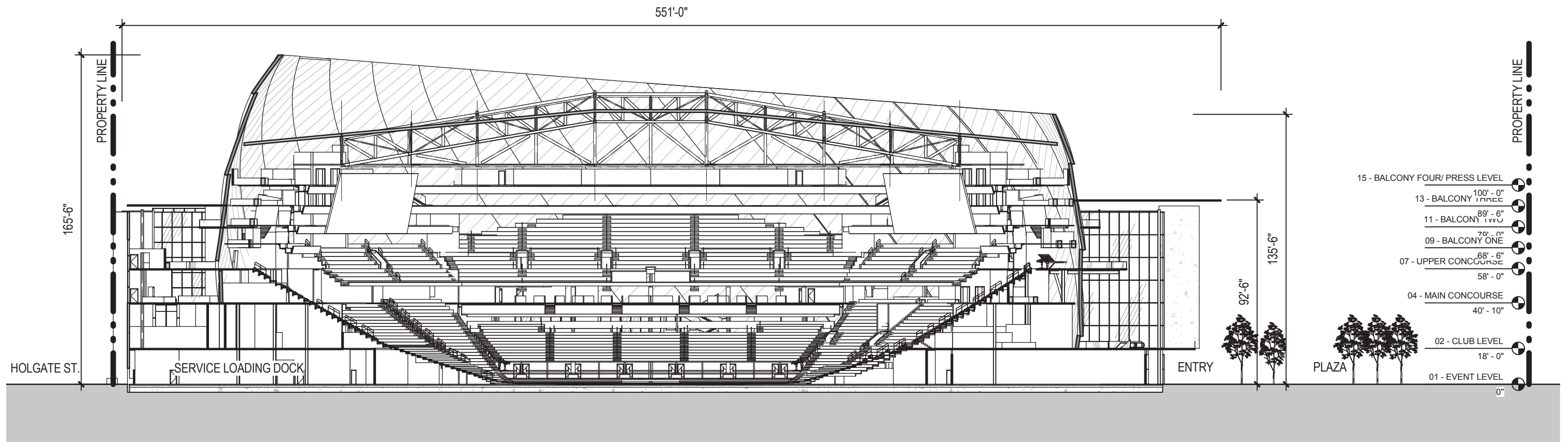
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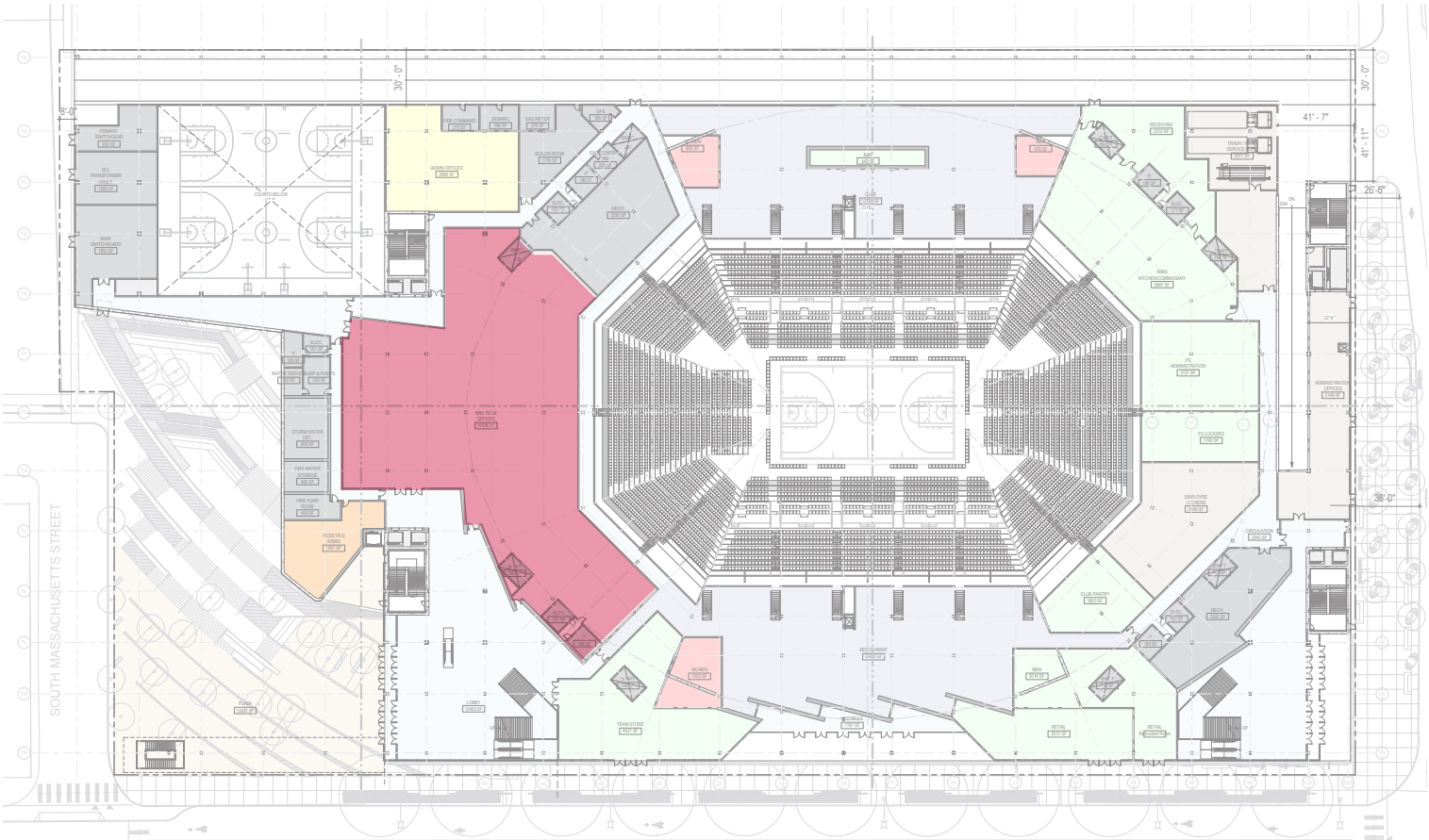






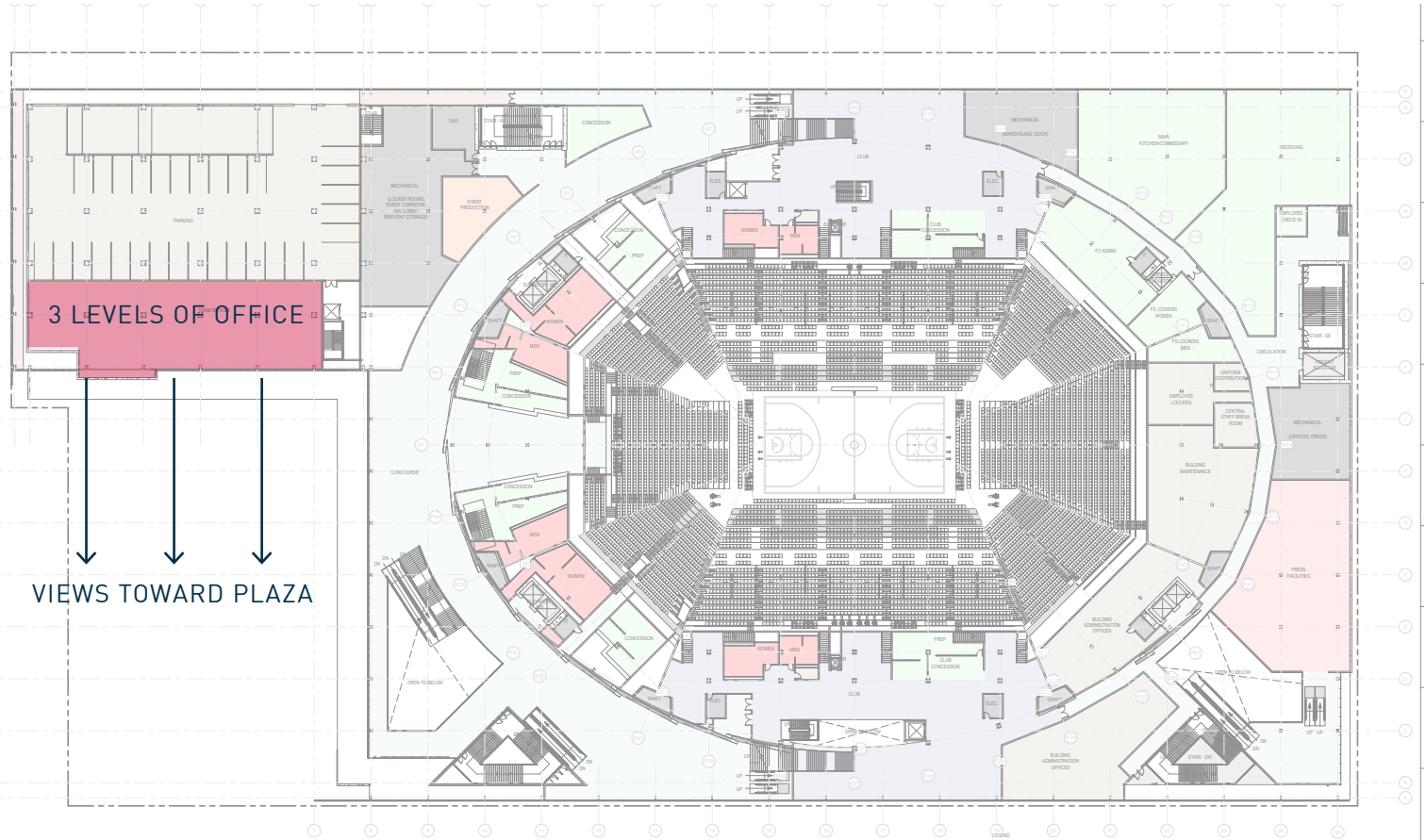


CLUB LEVEL COMPARISON



- CONCENTRATED ALL OFFICES AT GRADE OFF OF MAIN ENTRANCE
- MOST OFFICES DID NOT HAVE EXTERIOR WINDOW
- DID NOT PROVIDE ACTIVATION TO EXTERIOR

MAY 2013



- CONCENTRATES OFFICES OFF OF PLAZA ON 3 LEVELS
- MOST OFFICES HAVE EXTERIOR WINDOW AND VIEW OF PLAZA
- PROVIDES ACTIVATION TO EXTERIOR
- HELPS CONCEAL VIEW OF PARKING GARAGE FROM PLAZA

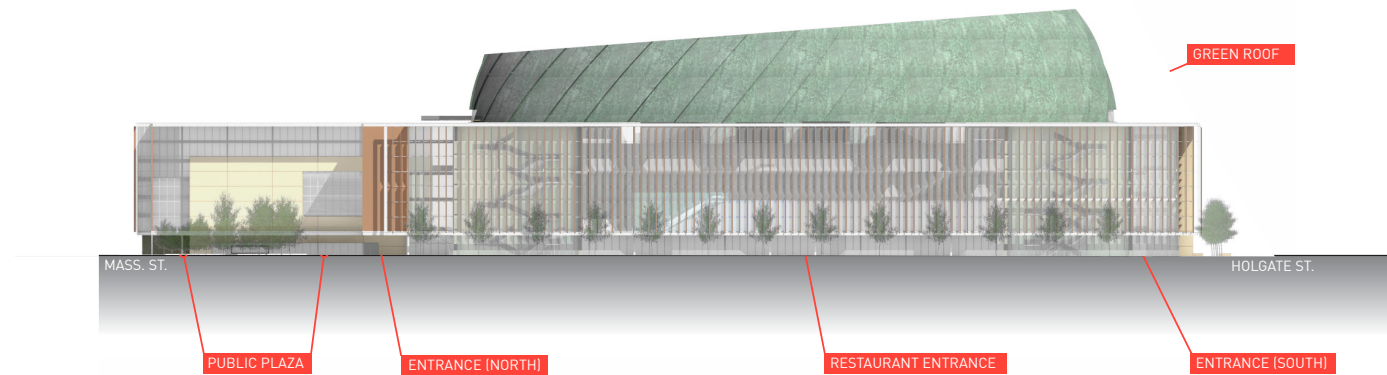
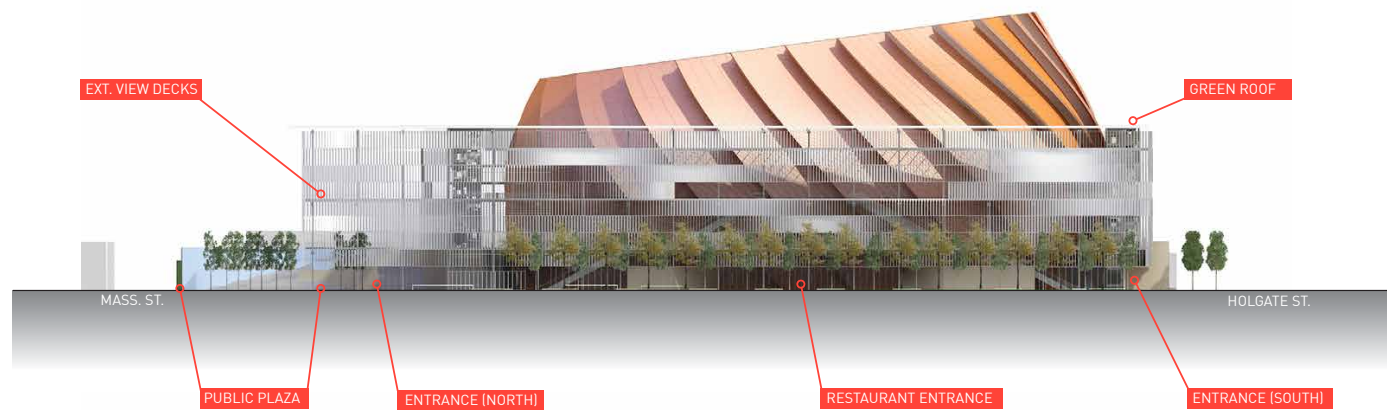
CURRENT
North



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AUGUST 6, 2013

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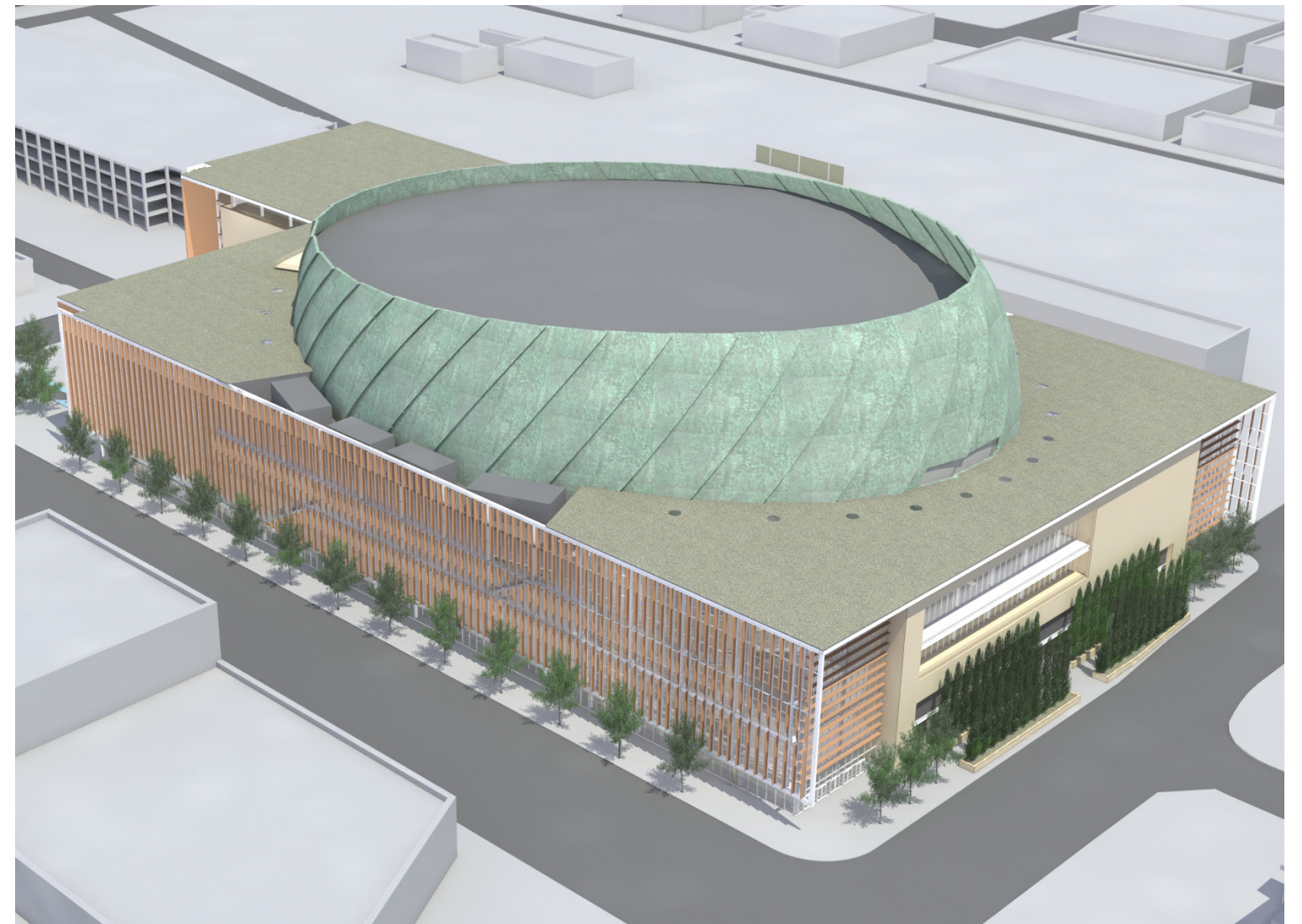
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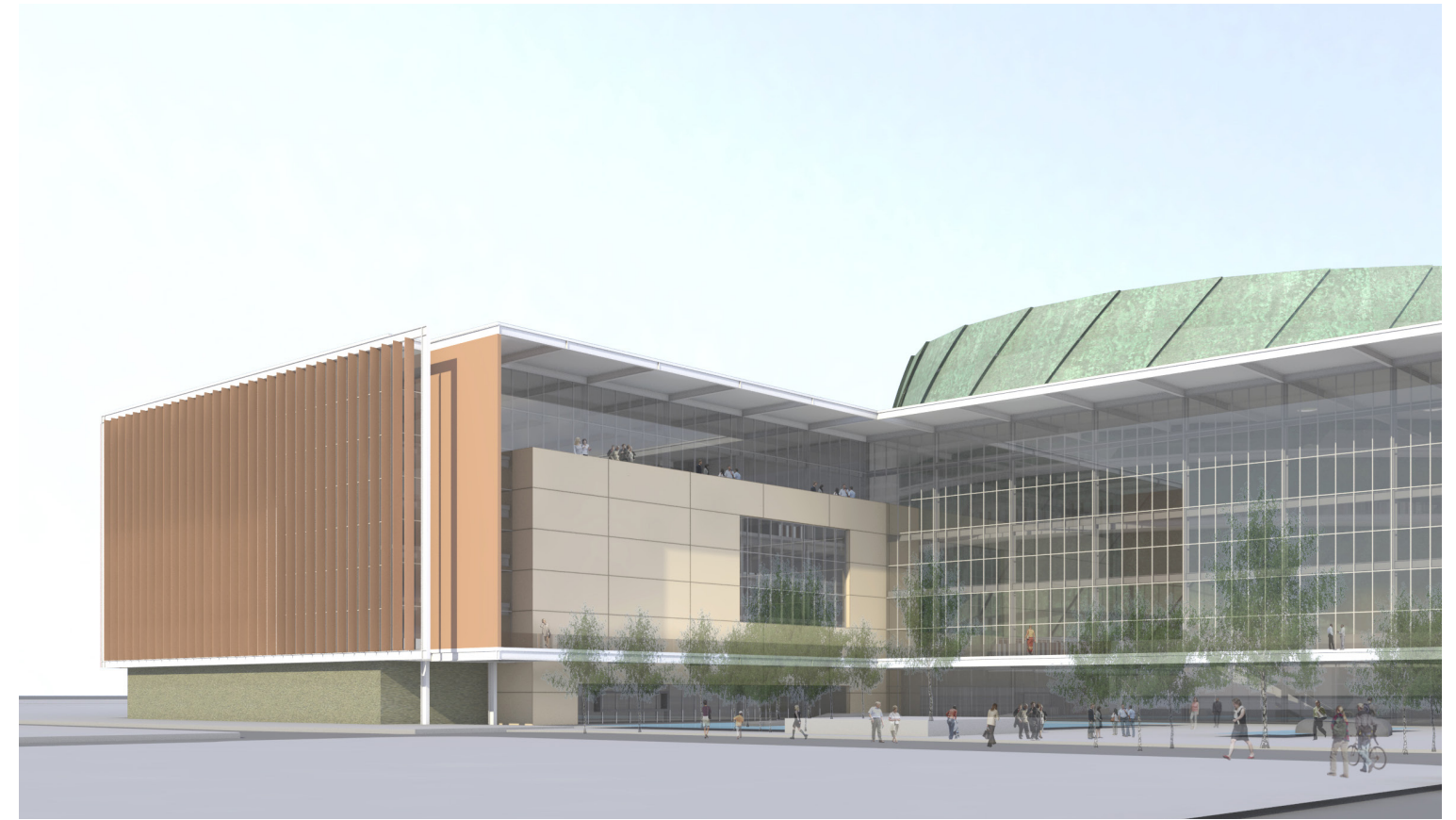
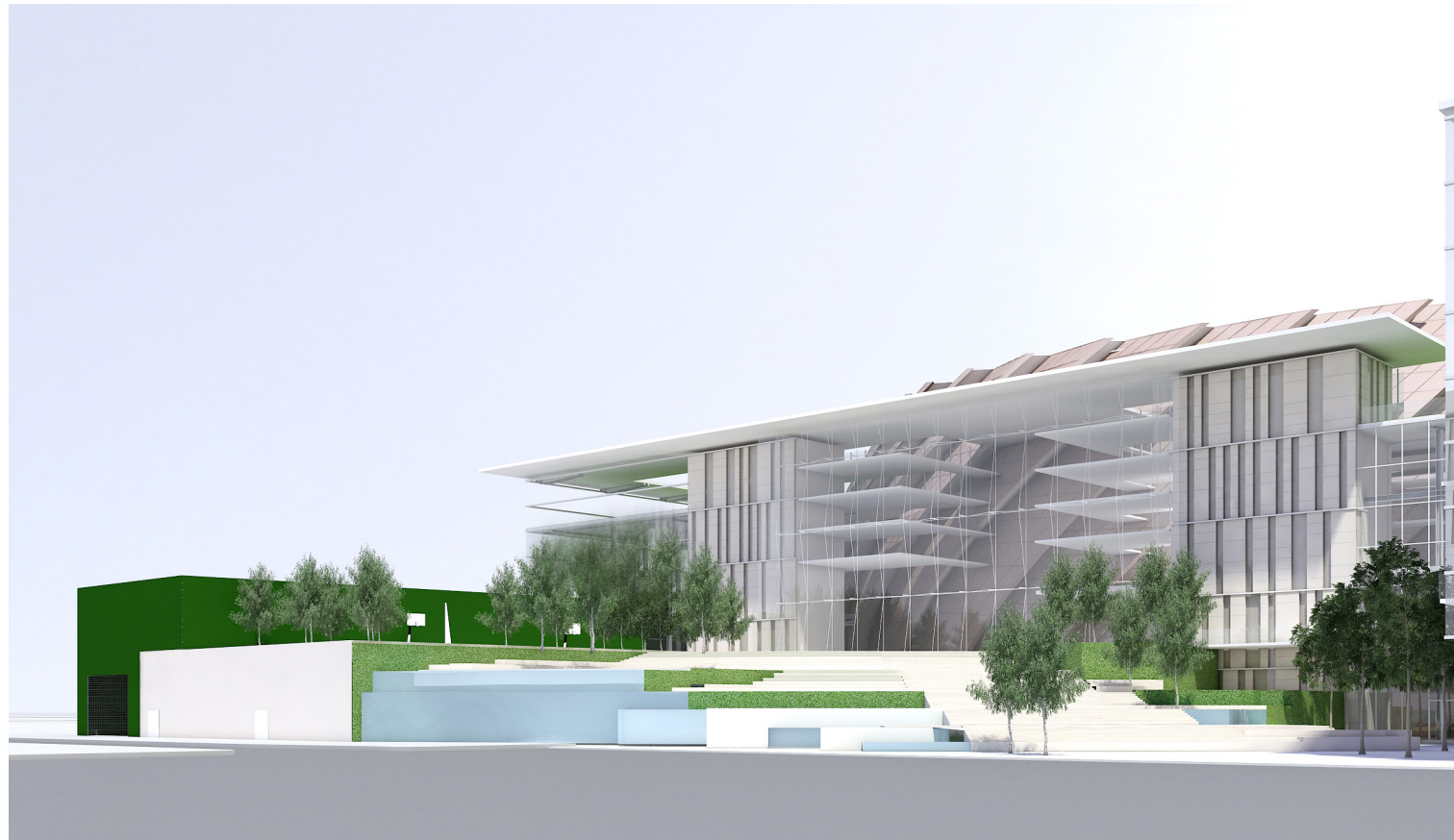


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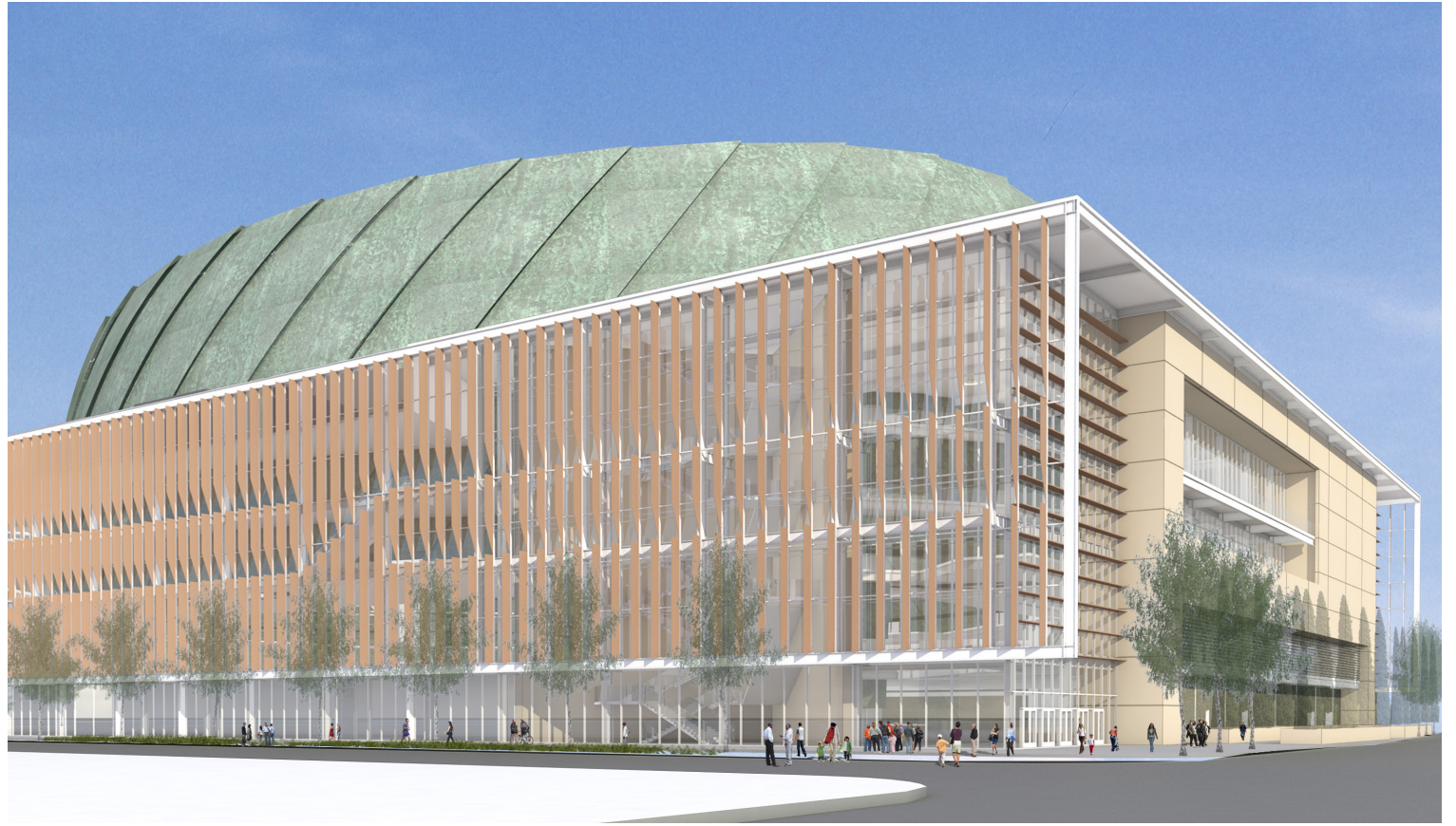
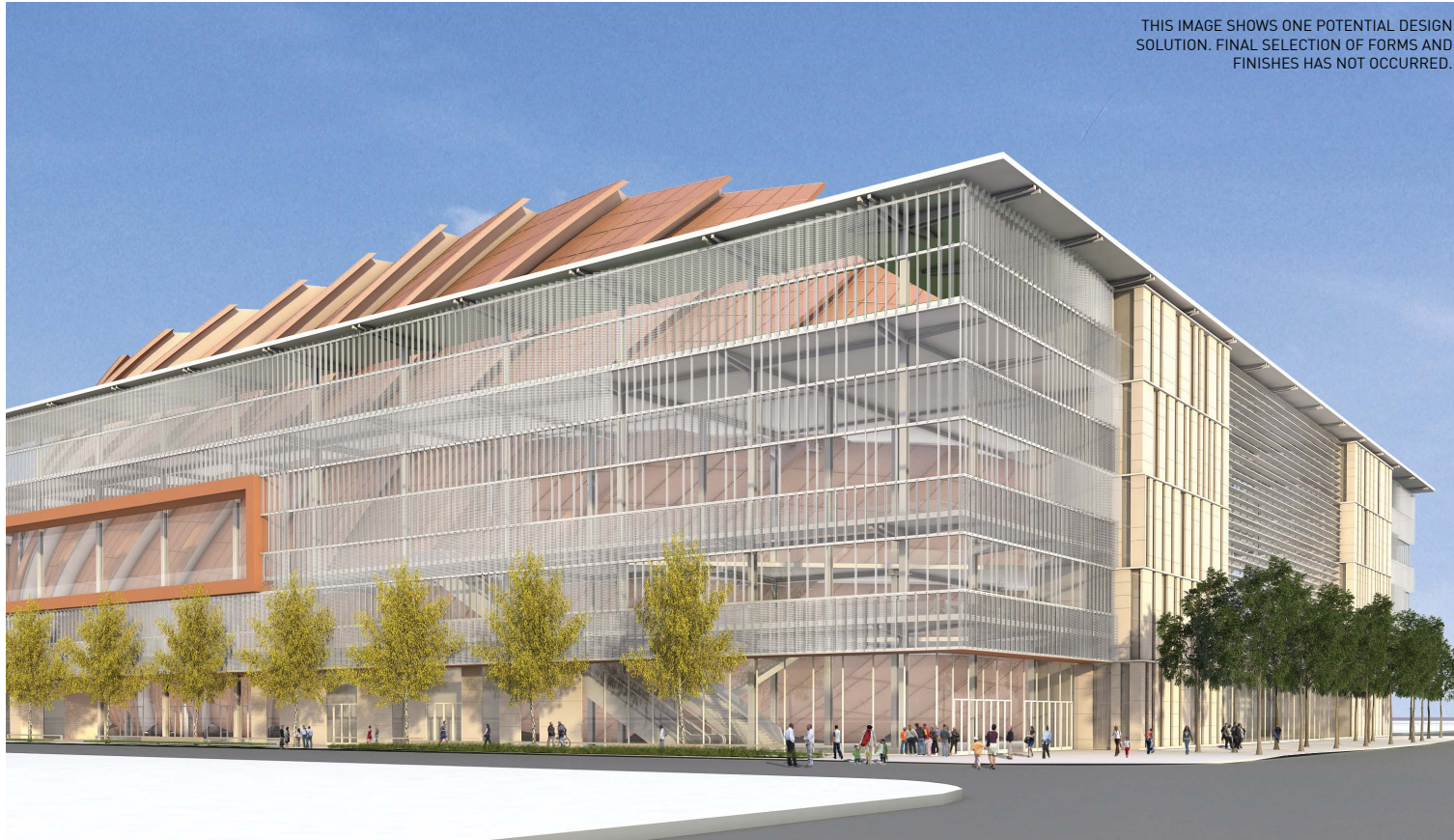


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34
3D RENDERING COMPARISON: 1ST & HOLGATE LOOKING NORTHEAST



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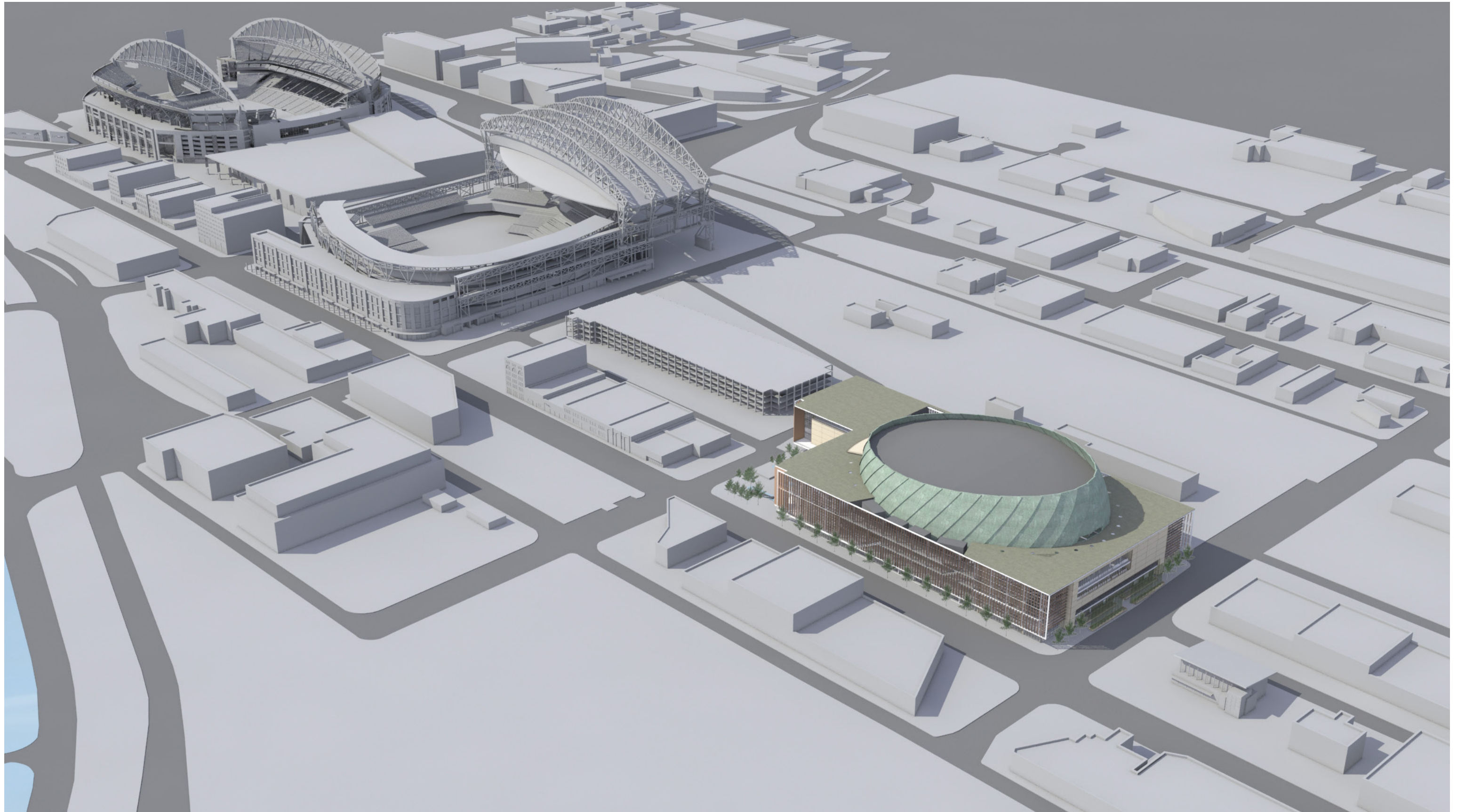
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RESPONSE PRIORITIES AND BOARD RECOMMENDATIONS

CURRENT SCHEME

PRIORITY GUIDELINES

A2 ENHANCE THE SKYLINE

- THE CURRENT SCHEME CONTINUES TO PROVIDE A BUILDING THAT IS BOTH CONTEXTUAL AND A LANDMARK. THE OBJECT INSIDE THE CONTEXTUAL FAÇADE IS VISIBLE FROM THROUGHOUT THE CITY AS A LANDMARK CONTAINING THE ENERGY AND EXCITEMENT OF THE EVENTS THAT WILL BE HOSTED AT THIS PUBLIC VENUE.

DESIGN A WELL PROPORTIONED AND UNIFIED BUILDING

- THE BUILDING IS SET IN A DISTRICT OF LARGE FORM BUILDINGS, STADIA AND STRUCTURES, HISTORIC BUILDINGS OF FIVE TO SEVEN FLOORS AND INFILL BUILDINGS OF ONE OR TWO FLOORS. THE ARENA IS WELL PROPORTIONED WHILE RESPECTING THE DIFFERENT SCALES OF ITS NEIGHBORS WITH A PEDESTRIAN SCALE, A CONTEXTUAL SCALE AND A LANDMARK SCALE AND IS UNIFIED BY A CONTEMPORARY, YET CONTEXTUAL FAÇADE.

PROMOTE PEDESTRIAN INTERACTION

- THE CURRENT SCHEME REMAINS TRANSPARENT AND MAXIMIZES USES AT GRADE PROMOTING PEDESTRIAN INTERACTION.

PROVIDE INVITING AND USABLE OPEN SPACE

THE CURRENT PLAZA SCHEME PROVIDES MORE CONTIGUOUS SPACE AT GRADE MAKING IT ACCESSIBLE, USABLE AND FLEXIBLE. INTRODUCTION OF NATURAL FORMS AND LANDSCAPE CREATES AN INVITING, ACCESSIBLE SPACE THAT ENHANCES THE CONNECTION OF THE ARENA PROJECT TO THE CULTURE AND PLACE OF SEATTLE.

COMMENTS

HOLGATE GROUND FLOOR ELEVATION AND LOADING

- THE CURRENT SCHEME CONTINUES TO PROVIDE ACTIVITY AT THE HOLGATE ENTRY AND HAS AN ACTIVE STREETScape WITH AN UNDULATING FAÇADE, GREEN SCREEN, ENHANCED PLANTING AND AN ALLEY OF TREES. THIS CREATES A PROGRESSION FROM THE EAST TO THE ENTRY AT THE SOUTHWEST CORNER. LOADING IS SIMPLIFIED AND AT A SINGLE LEVEL ALONG THE ACCESS ROAD. IT IS SAFER AND PROVIDES SIMPLER MANEUVERS FOR TRUCK TRAFFIC.

BUILDING BASE ENTRIES AND TURBINE VISIBILITY

- THE BUILDING ENTRIES ARE CLEARLY IDENTIFIABLE AT TWO PRIMARY LOCATIONS. THE TURBINE MAINTAINS VISIBILITY THROUGH A PREDOMINANTLY TRANSPARENT FAÇADE. THE FIRST AVENUE FAÇADE CONTINUES TO BE RECESSED AND OFFERS TRANSPARENCY FOR VIEWS INTO ACTIVE USES ALONG THE STREET.

FAÇADE PERMEABLE WRAPPER MATERIAL AND TURBINE VISIBILITY

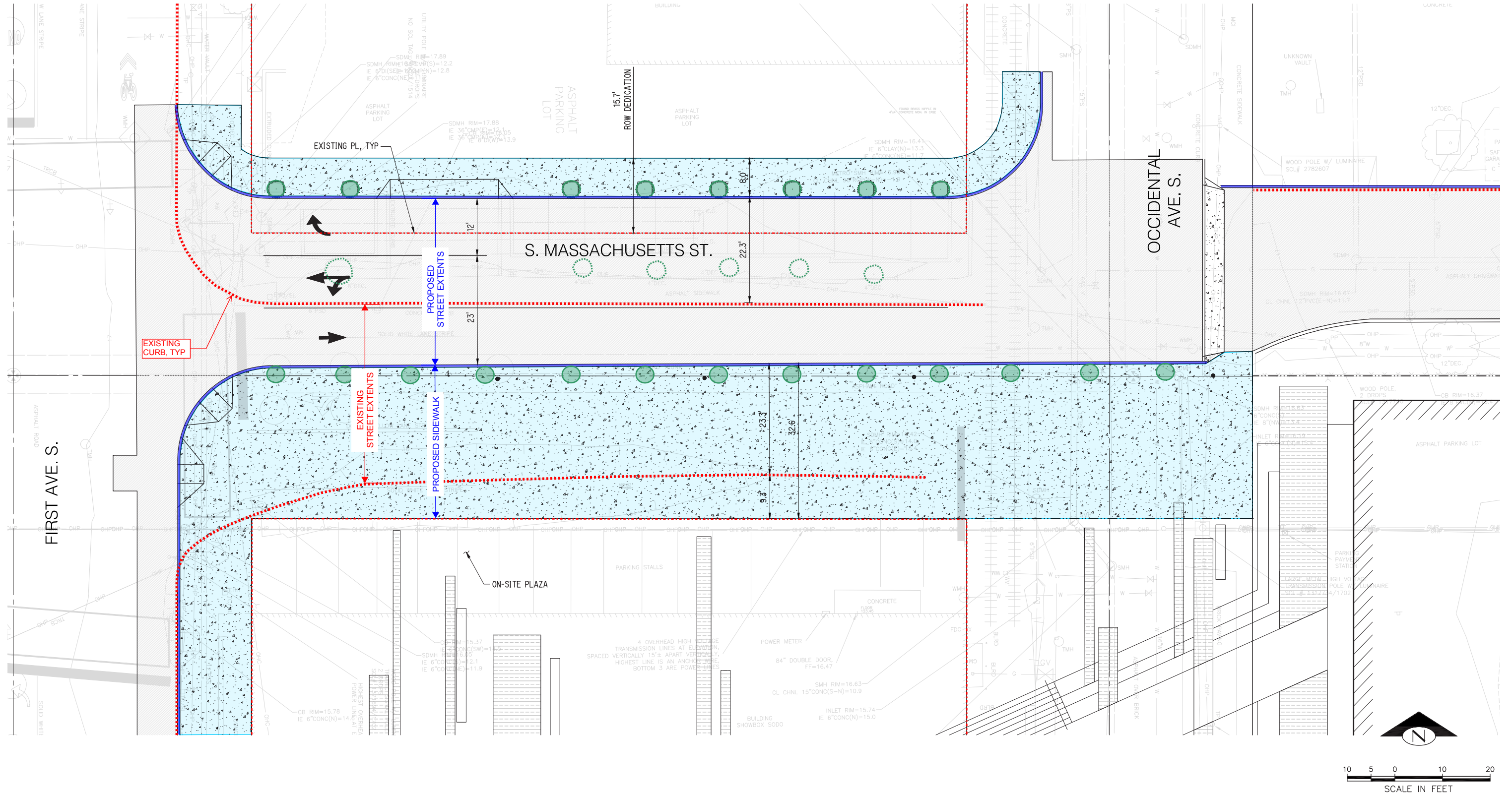
- FAÇADE WRAPPER IS AN AUGMENTED CURTAIN WALL THAT UNIFIES THE COMPOSITION OF THE BUILDING WHILE BALANCING THE NEED FOR SOLAR PROTECTION AND THE DESIRE FOR VIEWS INTO THE BUILDING AND VIEWS FROM THE BUILDING. BALCONIES ARE LOCATED AT THE NORTH PLAZA AND AT THE SOUTHEAST CORNER. THE FAÇADE NO LONGER CONTINUES ABOVE THE ROOF LEVEL.

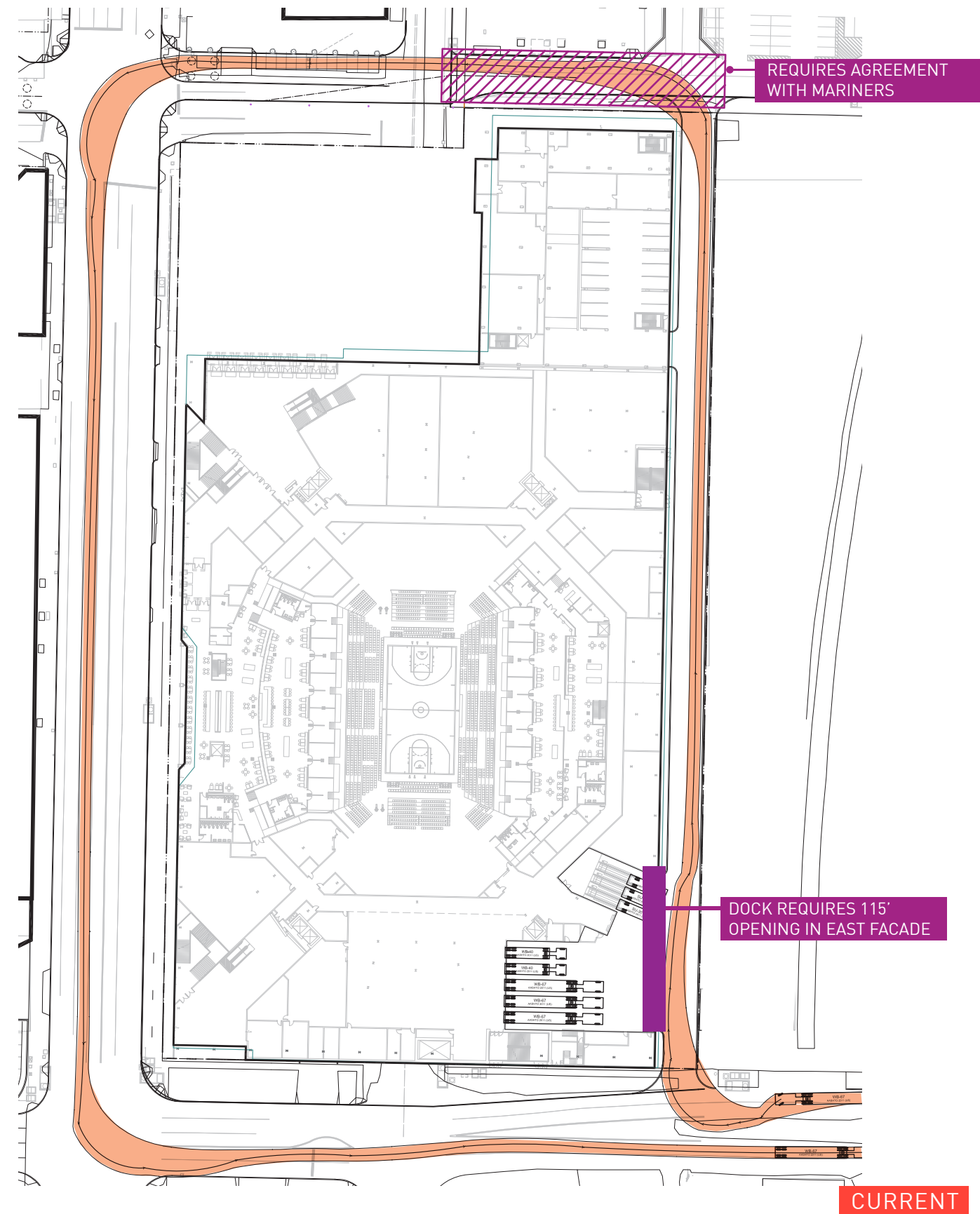
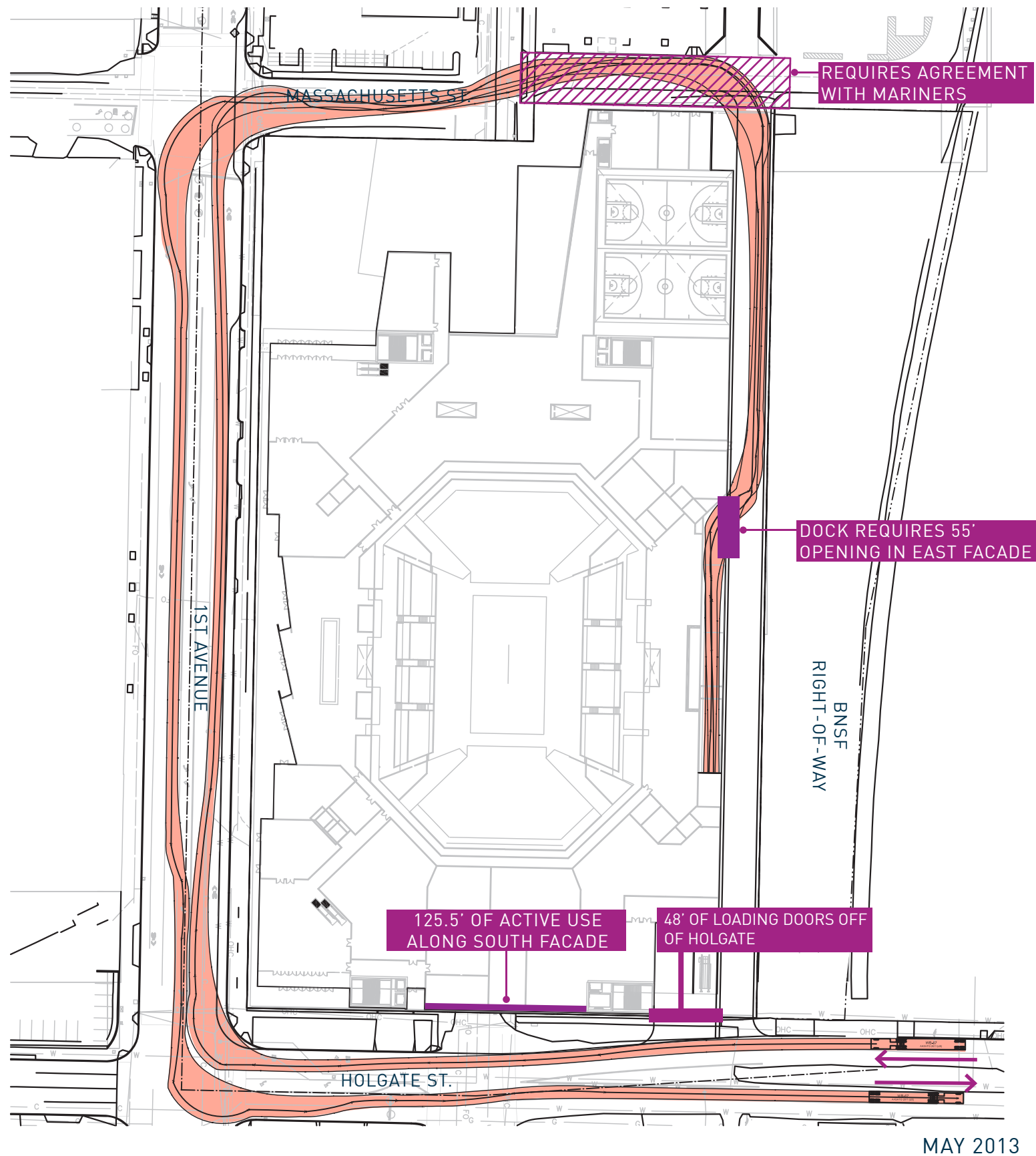
PLAZA DESIGN FIN-WALL AND OVERHEAD PROTECTION

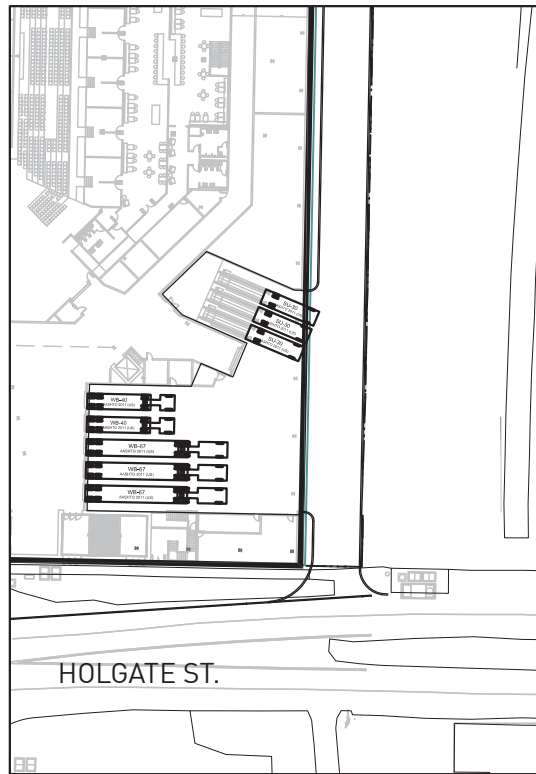
- AS STATED ABOVE, THE PLAZA PROVIDES MORE CONTIGUOUS SPACE AT GRADE MAKING IT ACCESSIBLE, USABLE AND FLEXIBLE. BIKE PARKING VALET IS PROMINENTLY LOCATED AT THE AUXILIARY BUILDING HOUSING TRAINING, TEAM BUILDING AND PARKING. MECHANICAL EQUIPMENT IS IN ROOF WELLS AND DOES NOT AFFECT THE AMBIANCE OF THE PLAZA. THE FIN WALL HAS BEEN REMOVED. WEATHER PROTECTION IS PROVIDED THROUGH ROOF PROJECTIONS ALONG FIRST AVENUE AT BOTH ENTRIES AND ALONG THE FACADES OF THE PLAZA.

SUSTAINABILITY

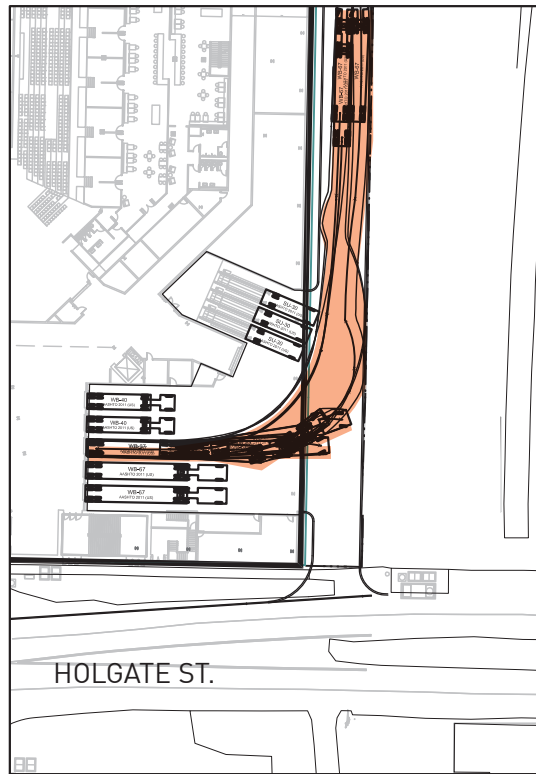
- THE BUILDING IS INTEGRATING HVAC, CENTRAL PLANT, WATER SAVINGS AND RE-USE, AND BUILDING ENVELOPE STRATEGIES AND EVALUATING RENEWABLE AND DISTRICT ENERGY STRATEGIES TO MAKE THE ARENA ONE THE MOST SUSTAINABLE EVER DESIGNED.



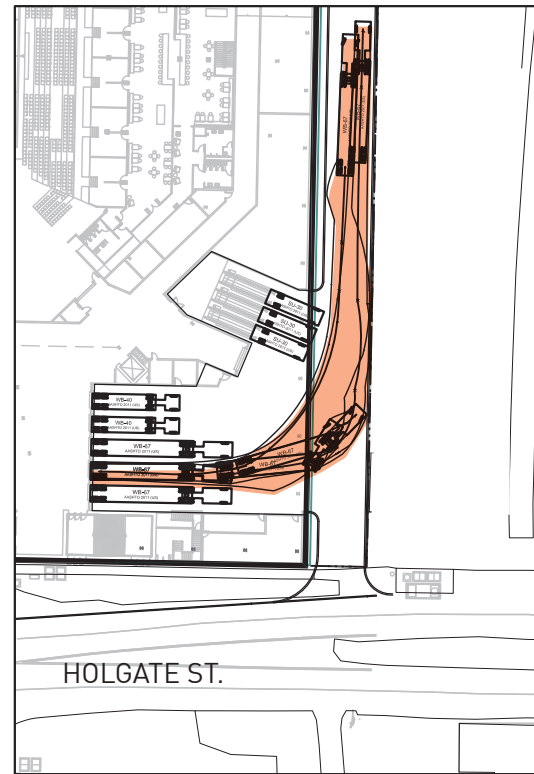




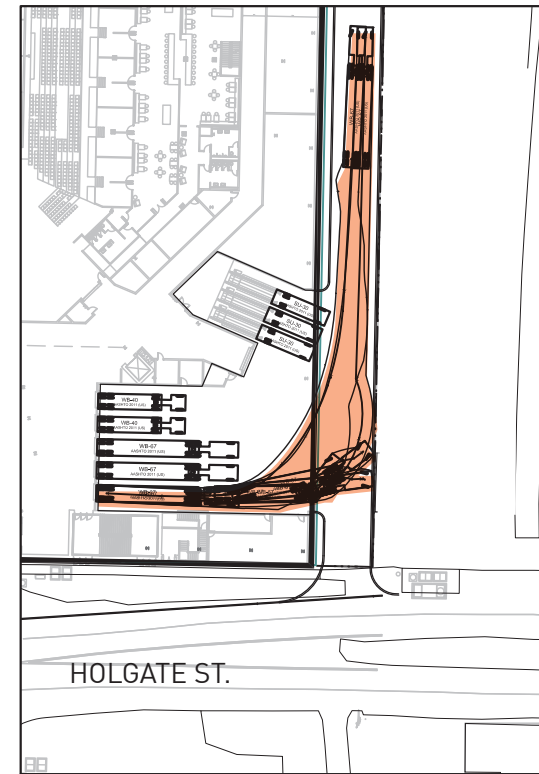
DOCK LAYOUT



LOADING - LARGE TRUCK - BAY 1

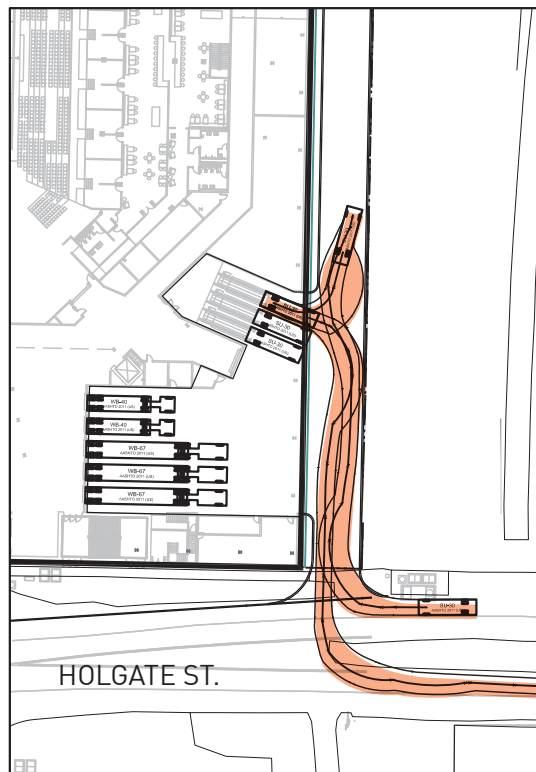


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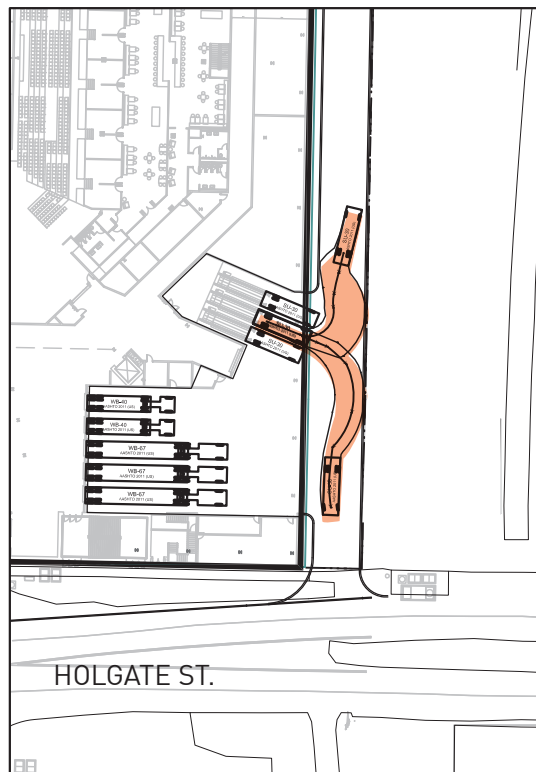


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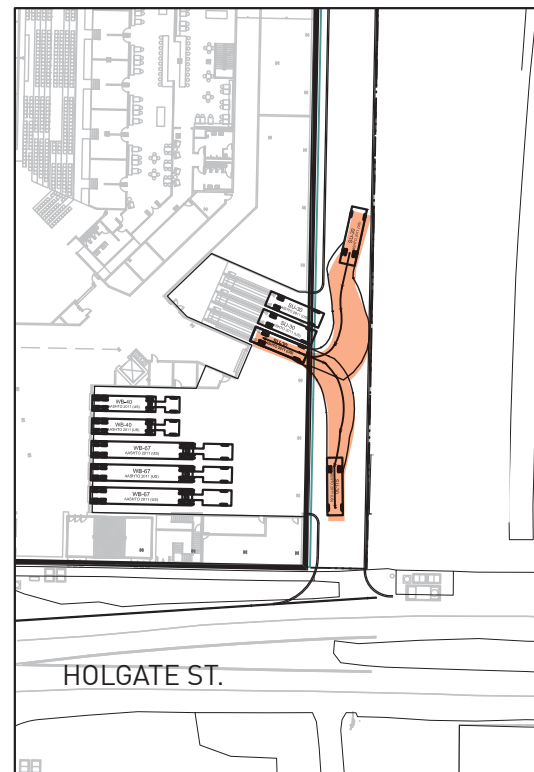
*NOTE - PLAN HAS NOT BEEN
OFFICIALLY REVIEWED/
APPROVED BY SDOT.



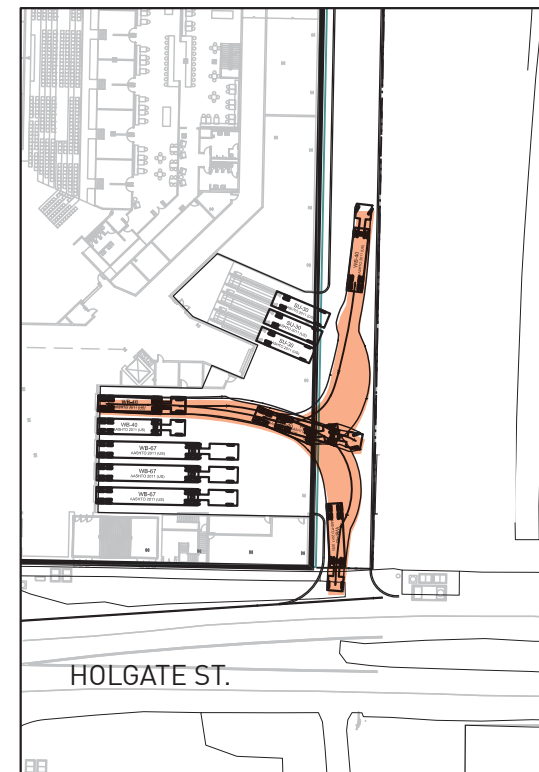
TRASH - BAY 1



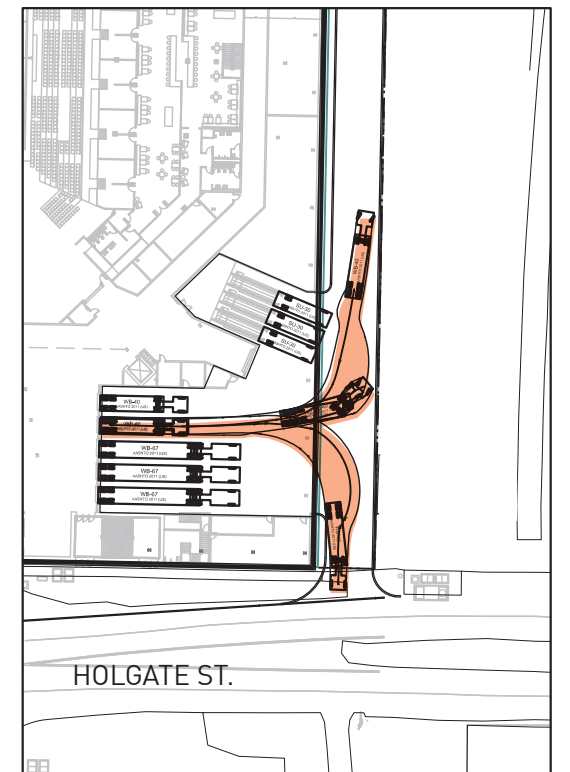
TRASH - BAY 2



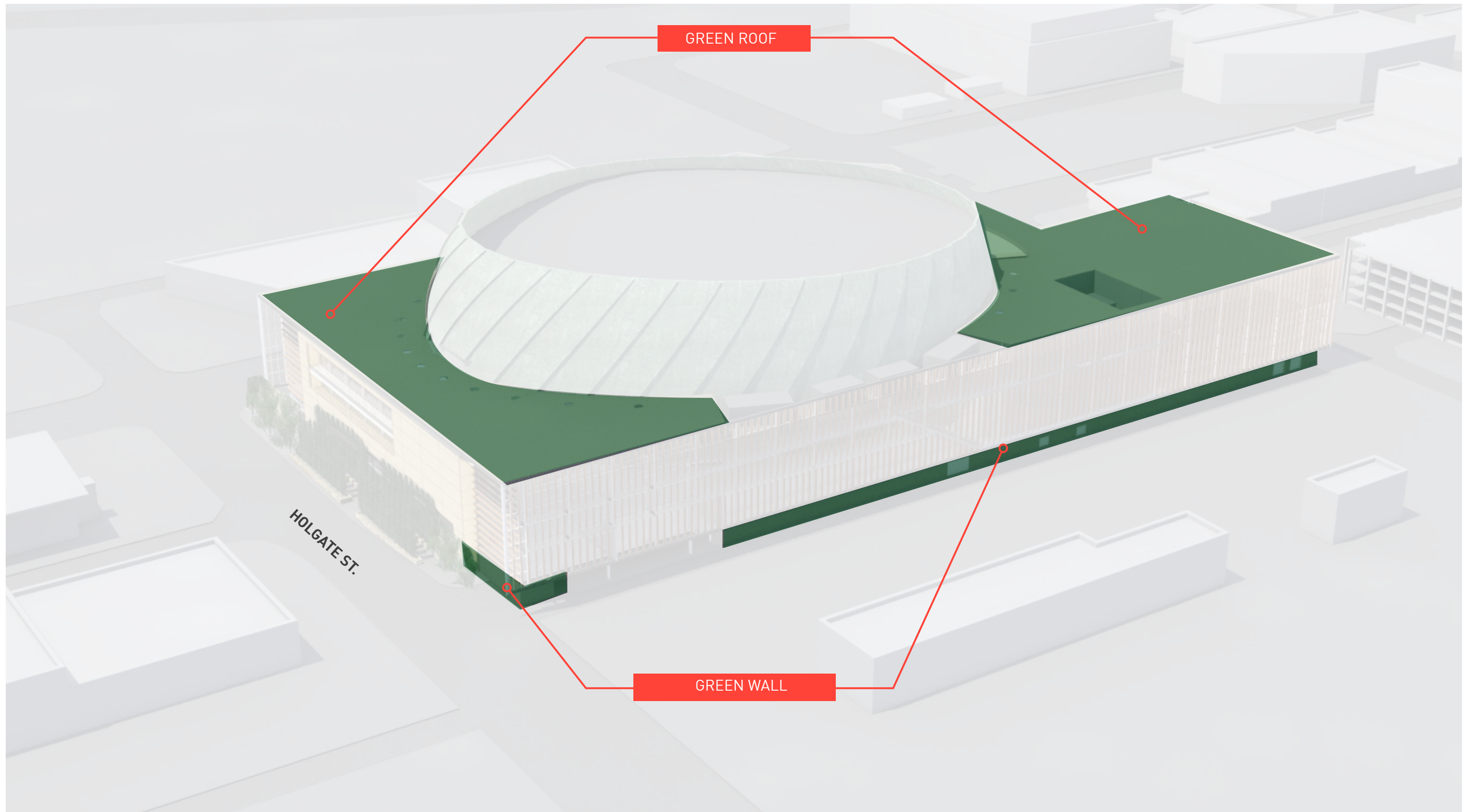
TRASH - BAY 3



FOOD SERVICE - BAY 1



FOOD SERVICE - BAY 2



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SUSTAINABILITY

HVAC STRATEGIES

- DISPLACEMENT VENTILATION
- RADIANT HEATING AND COOLING
- HEAT PUMP/HEAT RECOVERY

CENTRAL PLANT STRATEGIES

- THERMAL STORAGE
- GROUND LOOP HEAT PUMP
- DISTRICT PLANT

WATER SAVINGS & RE-USE STRATEGIES

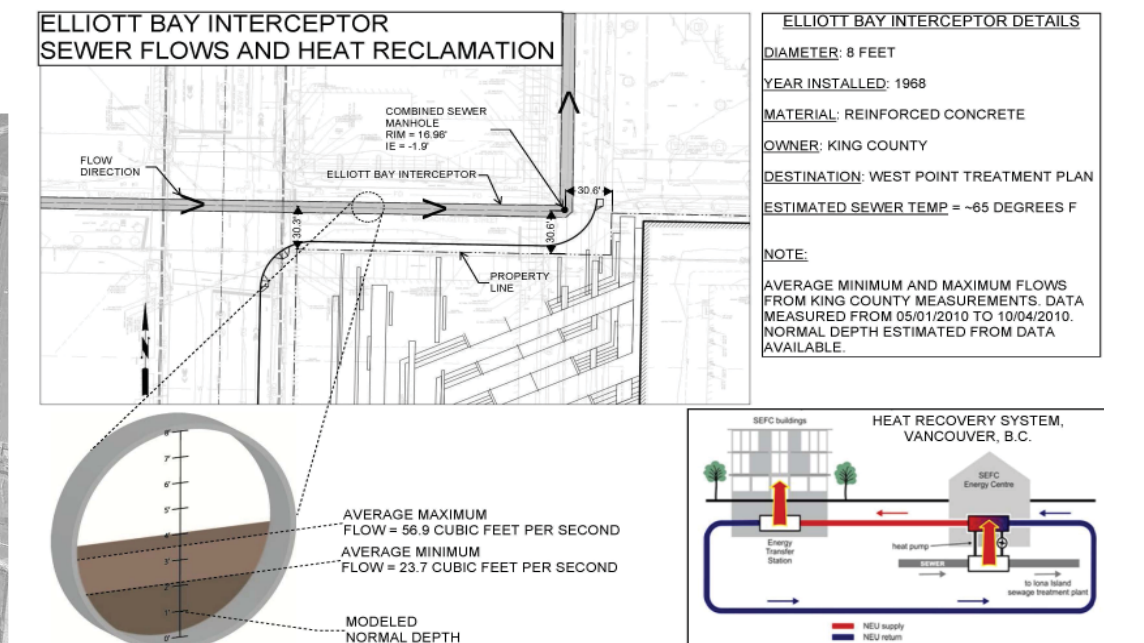
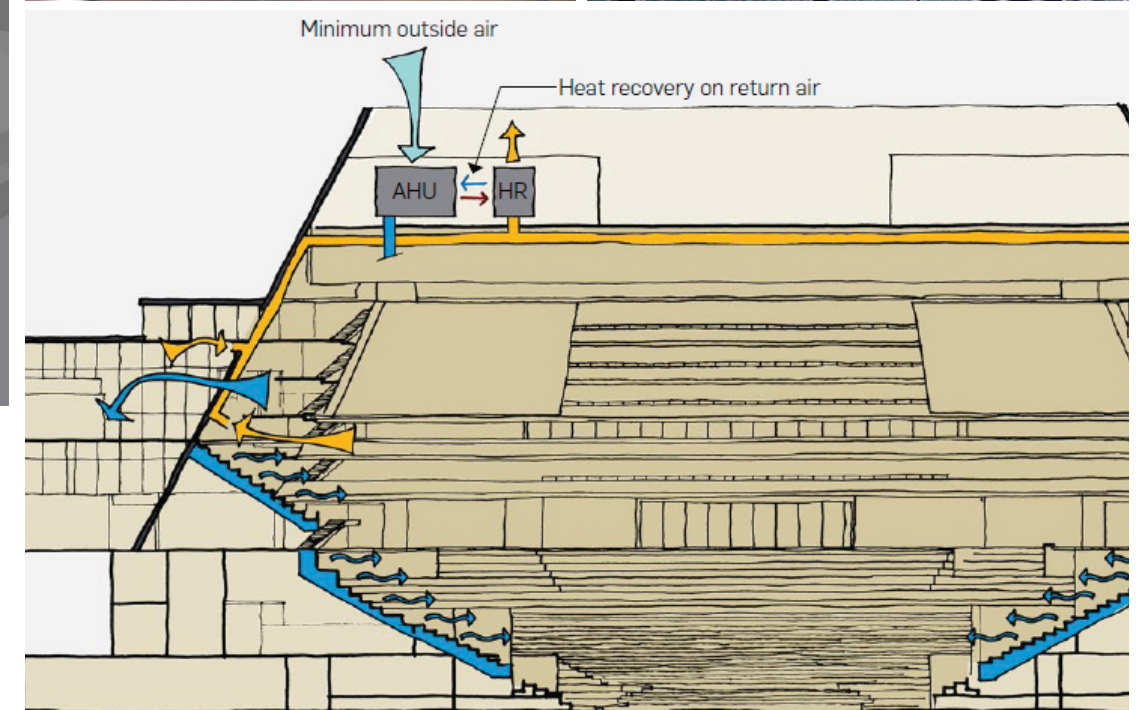
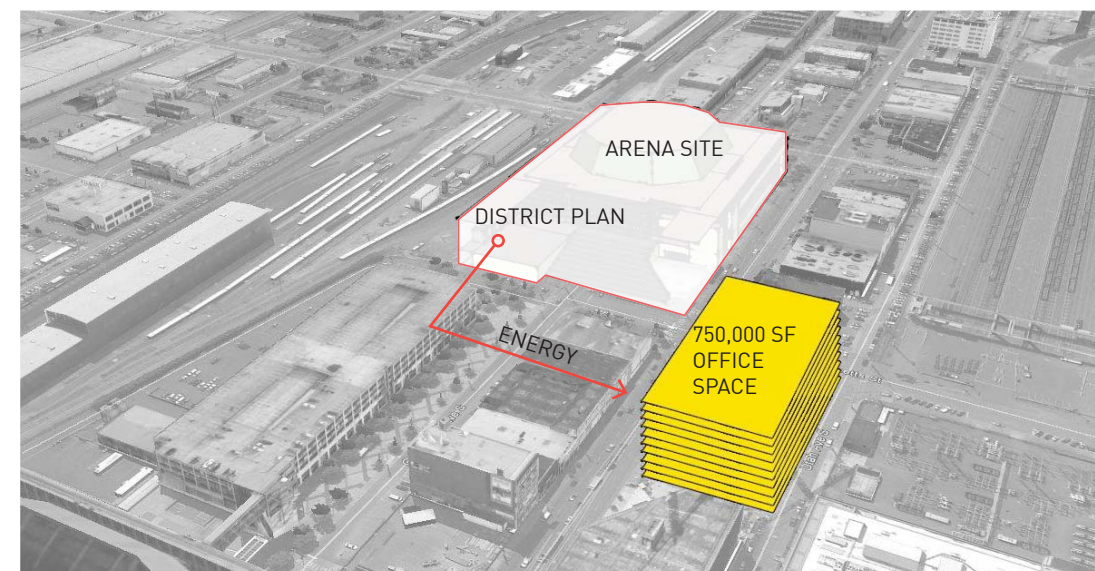
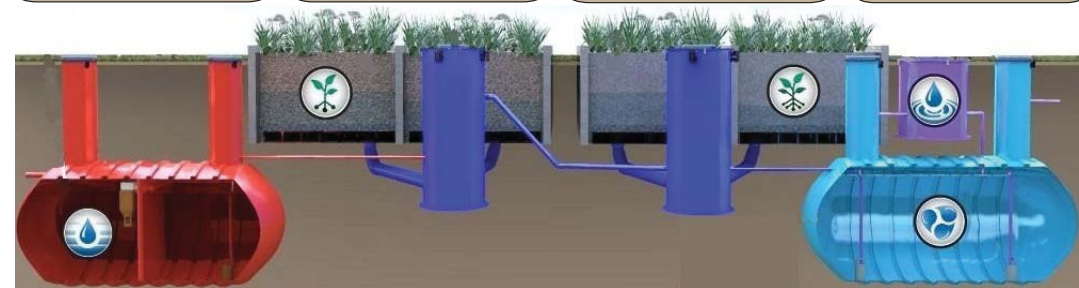
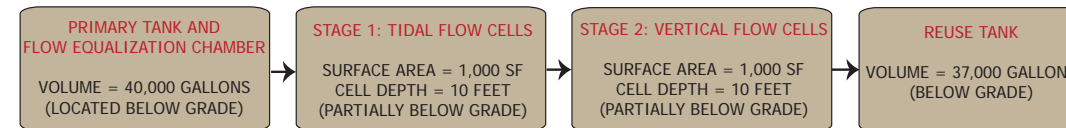
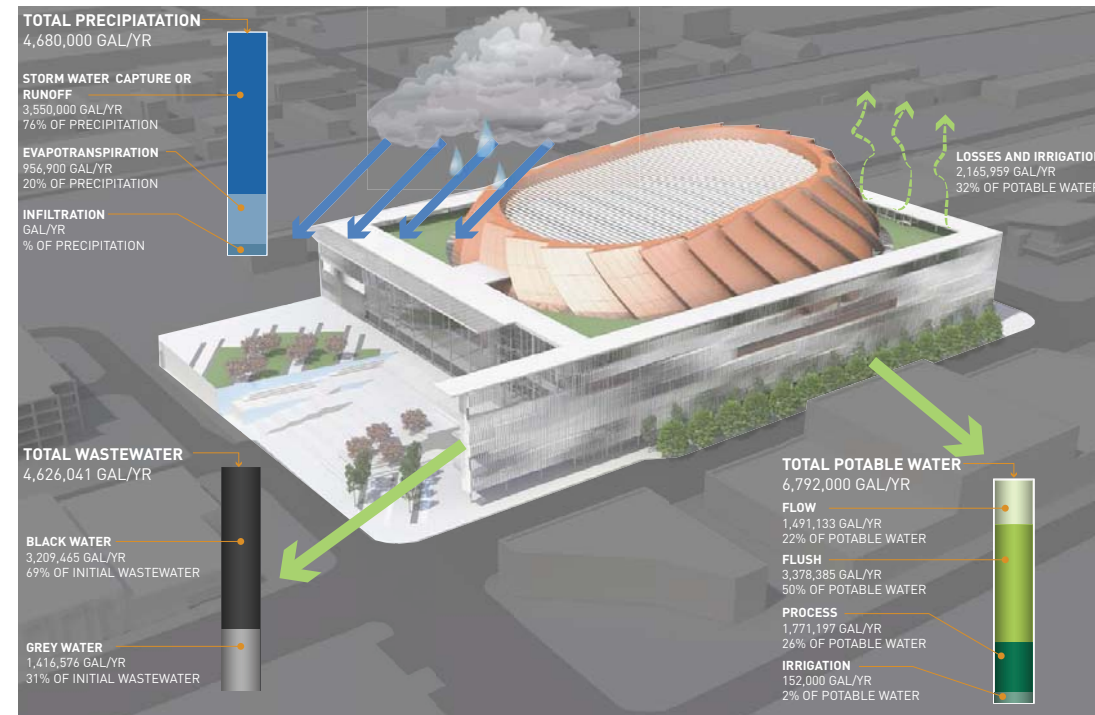
- LOW FLOW FIXTURES
- GREEN ROOFS
- GREEN WALLS
- RAIN GARDENS
- LIVING MACHINE

BUILDING ENVELOPE

- SHADING STRATEGIES
- DAYLIGHT STRATEGIES

RENEWABLE ENERGY

- SOLAR THERMAL HOT WATER
- PHOTOVOLTAICS
- SEWAGE HEAT RECOVERY





SEATTLE ARENA

AUGUST 6, 2013

DOWNTOWN DESIGN REVIEW BOARD

INITIAL RECOMMENDATION

PROJECT NUMBER: 301 4195

1700 FIRST AVENUE SOUTH