



# SEATTLE CENTER ARENA

DESIGN UPDATE  
SEATTLE DESIGN COMMISSION

May 2018

**OVG**  
OAK VIEW GROUP

 **seattlecenter**

**CAAICON**

**POPULOUS**

 **DLR Group**

**SWIFT COMPANY**



# DESIGN STATUS

- Schematic designs have evolved since our January 18, 2018 Seattle Design Commission presentation and will continue to evolve.
- Design team artist and signage consultants are on board and working through preliminary art and signage plans which we will share at upcoming presentations.
- Much of the north courtyard is outside our project area. The City (Seattle Center) and OVG are coordinating access and improvements for this area which we will share at upcoming presentations.
- The design team is processing the analytics information from Fehr & Peers in the Draft EIS that will broaden our understanding of patron arrival and transportation and pedestrian flows.
- South Site redevelopment potential has been considered per Seattle Design Commission request, but there are no current plans for redevelopment of the South Site beyond construction of the truck tunnel access and related screening/mitigation.





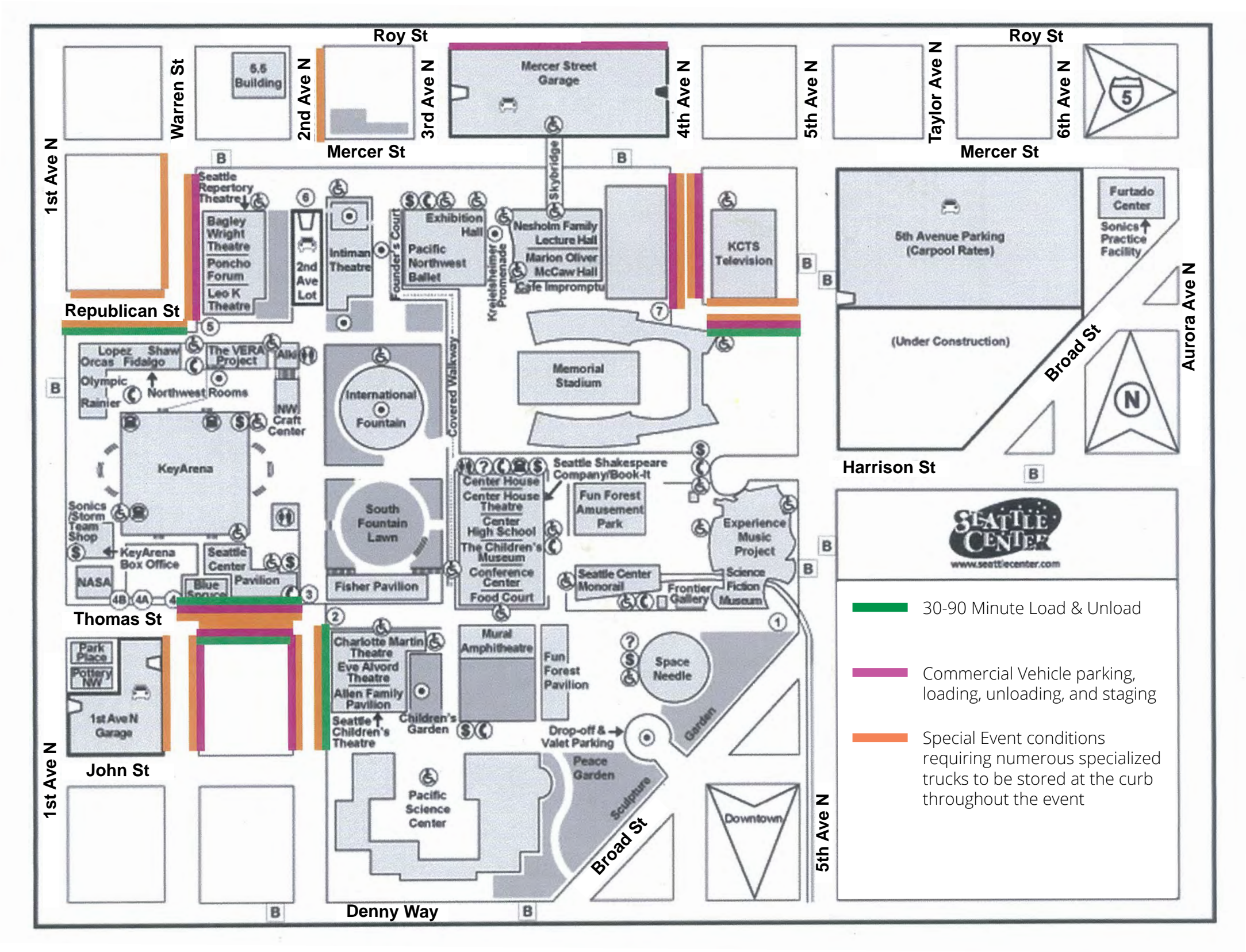
# SEATTLE CENTER PURPOSE

SEATTLE CENTER CREATES EXCEPTIONAL EVENTS, EXPERIENCES AND ENVIRONMENTS THAT DELIGHT AND INSPIRE THE HUMAN SPIRIT TO BUILD STRONGER COMMUNITIES





# CURBSIDE MANAGEMENT PLAN





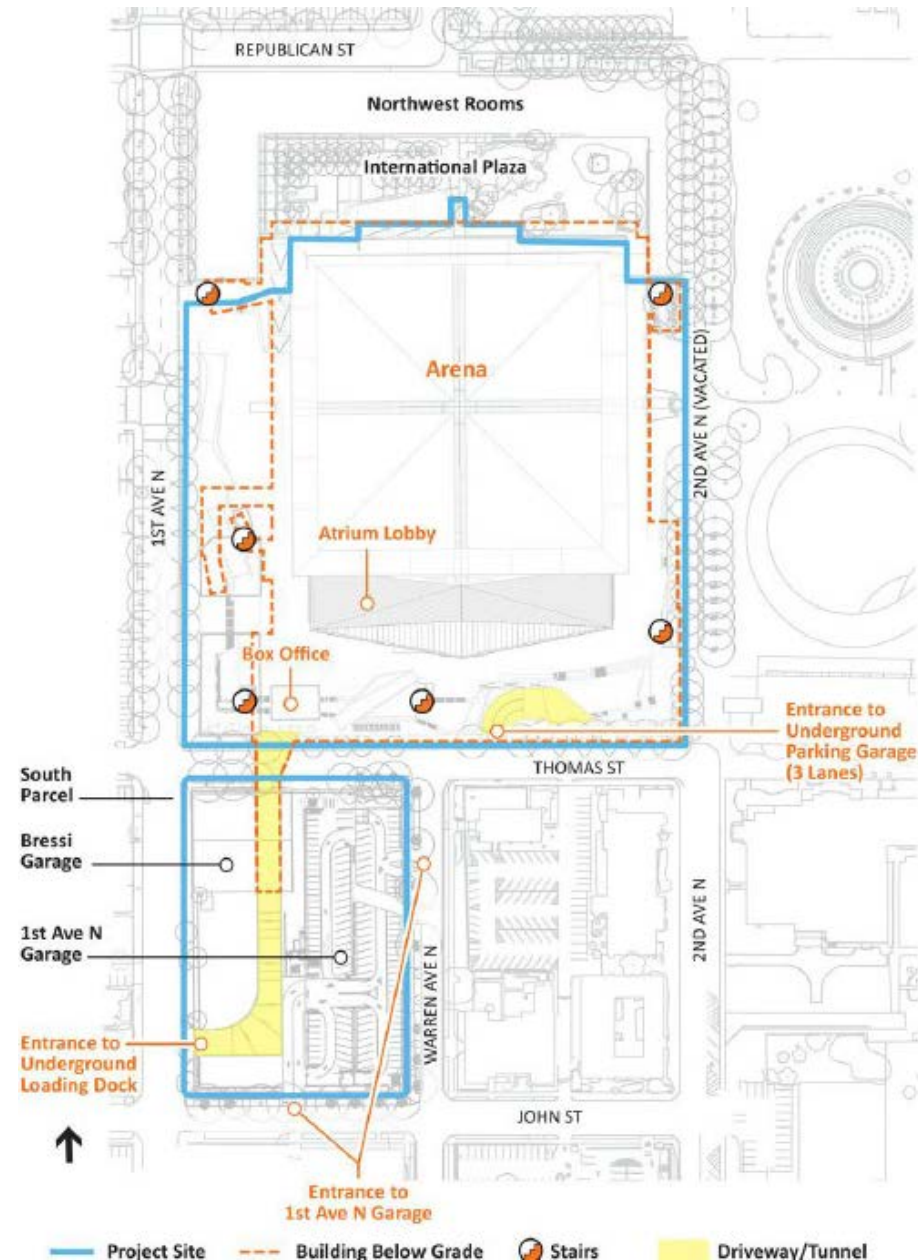
# Road Map to Mobility Solutions

| Process                 | MUP/SIP   | EIS   | NODOMAP  |
|-------------------------|---|---|--|
| Definition              | Project must meet land use code requirements. Can apply conditions that will further reduce impacts identified in the SEPA process.       | Recommends actions to address environmental impacts, which are identified during the SEPA process.  | Prioritizes multi-modal mobility solutions for north downtown neighborhoods.   |
| Specific to SC Arena?   | Yes   | Yes   | Not necessarily  |
| Sample actions/projects | <ul style="list-style-type: none"> <li>• Street improvements</li> <li>• Street tree replacement</li> <li>• Utility relocations</li> </ul> | <ul style="list-style-type: none"> <li>• TMP/DMP</li> <li>• Off-site parking facility reservation</li> <li>• Capital improvements near the arena</li> </ul> | <ul style="list-style-type: none"> <li>• Monorail capacity improvements</li> <li>• Mobility hub at SR 99 north portal</li> <li>• Ped safety upgrades</li> <li>• Complete bike connections</li> </ul> |
| Expected completion     | Phased, Q4 2018-Q1 2019   | FEIS issuance target: August 31, 2018   | Draft with cost estimates and funding source assessments in Fall 2018  |



# Alternative 1: Oak View Group Proposal

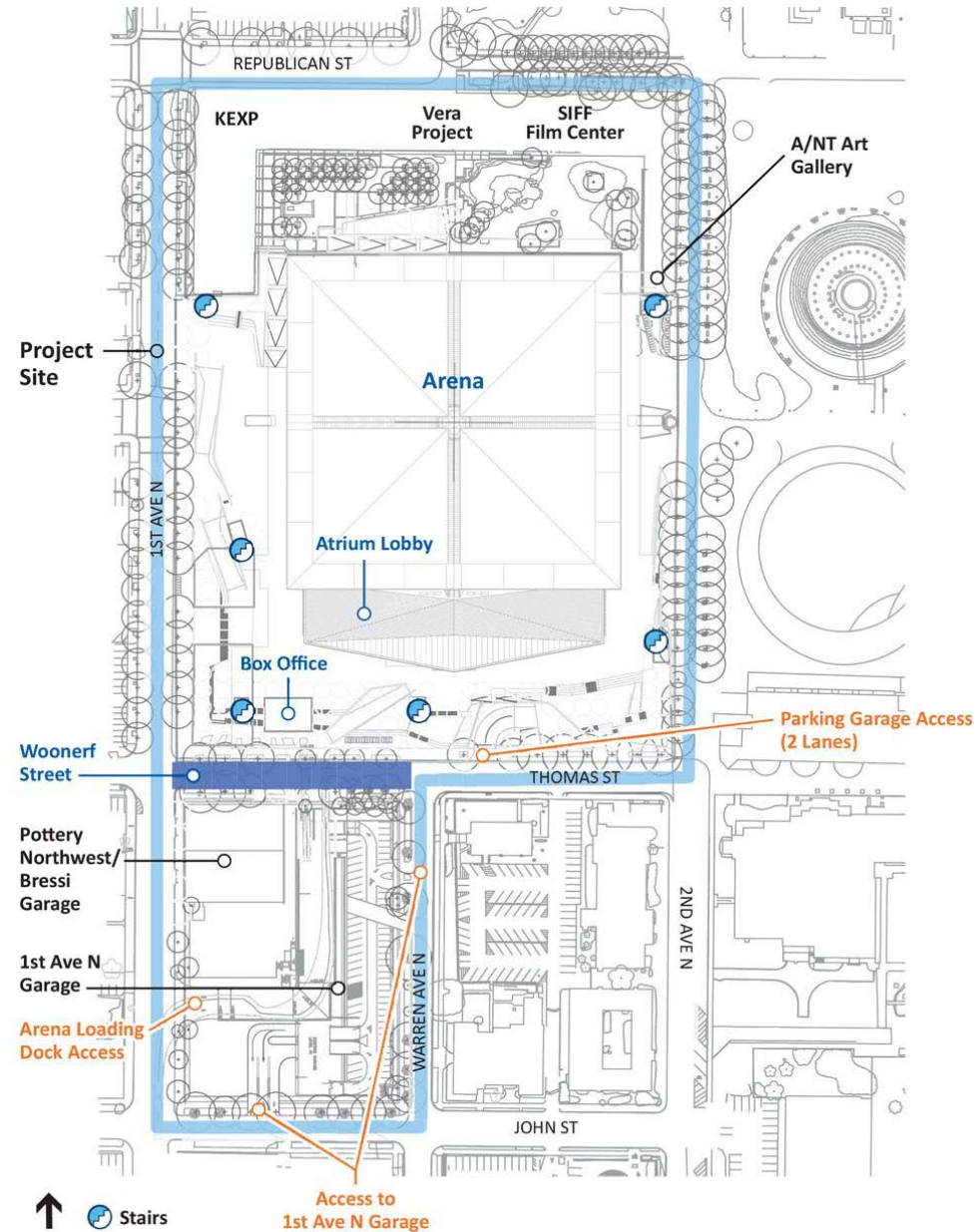
- 17,500-19,125 seat arena
- Landmark-designated arena features preserved or restored
- Underground parking garage for 450 vehicles with 3-lane driveway entrance from Thomas St
- Underground loading dock with 8 loading bays, accessed off 1<sup>st</sup> Ave N through a tunnel
- Full utilization of 1<sup>st</sup> Ave N Garage (620 spaces)
- Large, dynamic signs not consistent with existing regulations





# Alternative 2: Modified Proposal

- Underground parking for 200 vehicles, with driveway reduced to 2 lanes
- Loading dock access from 1st Ave N farther north than with Alternative 1, to avoid impacts to landmarked Bressi Garage
- Thomas St between 1st Ave N and Warren St would be a “woonerf” with priority access to pedestrians/bicyclists
- Parking in 1st Ave N Garage capped at 400 vehicles
- Signage consistent with current conditions

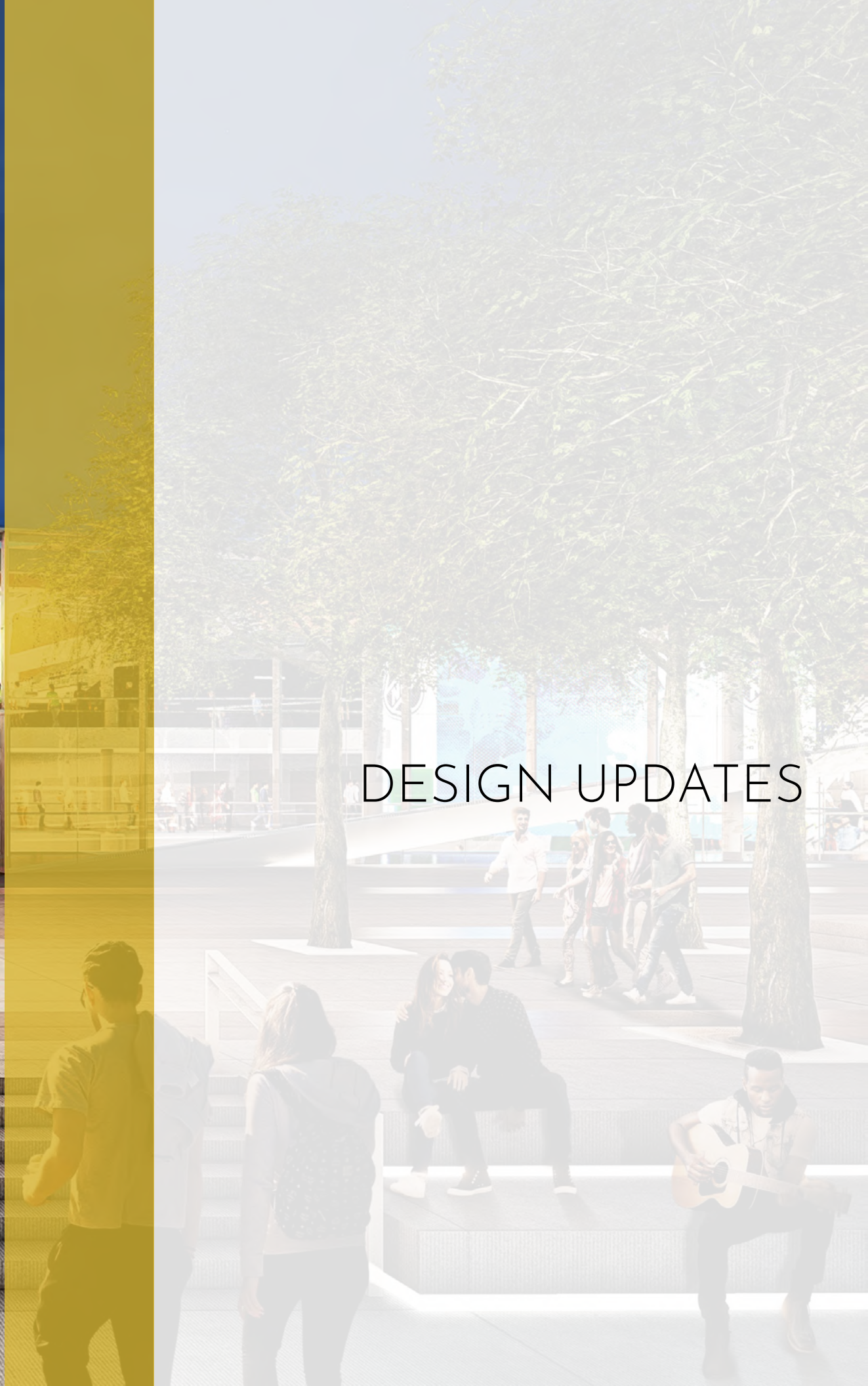




# DEIS Transportation Mitigation

- Construction Management Plan – parking, curb space management, bus stop/layover relocation, and safety impacts
- Revised Curbside Management MOA
- Off-site Parking Facility Reservation and Best Practices System
- Capital improvements near the Arena – such as crosswalks, bulb-outs, new signals, transit queue jumps, reconfiguration of 1<sup>st</sup> Ave N bike lane
- Event Transportation Management Plan (TMP)
- Event Demand Management Plan (DMP)





DESIGN UPDATES



# SUSTAINABILITY

## GOALS & OBJECTIVES

- Develop a building scope that meets a minimum LEEDv4 - NC certification threshold.
- Design a new arena with solutions that deliver inviting spaces, optimize site adaptation, and conserve water and energy resources.
- Achieve both OVG's and Seattle Center's sustainability program goals.
- An innovative yet historical design that leaves a positive environmental legacy for the local community and surrounding neighbors.
- Continued integration of solutions with strategies and approaches regarding site, water, energy, materials and Indoor Environmental Quality and innovation.
- Serve as a pioneer in testing the new higher green building standard, becoming the first arena, stadium, or large scale event venue to achieve LEEDv4 certification.





# SUSTAINABILITY

## SUCCESSFUL SUSTAINABLE INTEGRATION

- Schematic design, budget, and scope achieve the minimum LEEDv4-NC Certified level threshold, with potential for Silver award, pending further analysis.
- Redevelopment exemplifies leadership and environmental stewardship through historic preservation within existing dense urban infrastructure served by multi-modal public transit amenities.
- Site design preserves 46 Seattle Center Legacy trees, restores physical access for pedestrians to the historic facade, and removes obstructions immediately adjacent to the historic facade and roofline on the West, North, and East elevations.
- Parking strategies promote alternative transportation methods like multi-occupancy vehicle and recharging stations or LEV preferred parking stalls, all contributing to Seattle Center's campus-wide reduce GHG emissions footprint.
- Integration of long-term operational strategies for OVG & Seattle Center, including low mercury lighting purchasing policies, green housekeeping plans, and occupant comfort surveys for continuous healthy building maintenance.
- Contributing to supply-chain optimization with specifications for manufacturers to provide EPD's (Environmental Product Declarations) and HPD's (Health Product Declarations)
- Continuous public educational outreach through environmental building signage program and linkable case study of the Arena's green features.
- Seeking to become one of the first LEEDv4 Stadium/Arena projects certified by the GBCI.





# SUSTAINABILITY

## STRATEGIES UNDER CONSIDERATION

- Existing building contamination and remediation efforts
- Increased indoor potable water savings strategies beyond 35%
- Energy code compliance, and existing historic building envelope efficiency allowable upgrades
- Flush-out feasibility within construction schedule and associated cost impacts
- Personal thermal comfort controls and associated zoning, equipment, and cost impacts
- Personal lighting controls and associated zoning, controls, and cost impacts

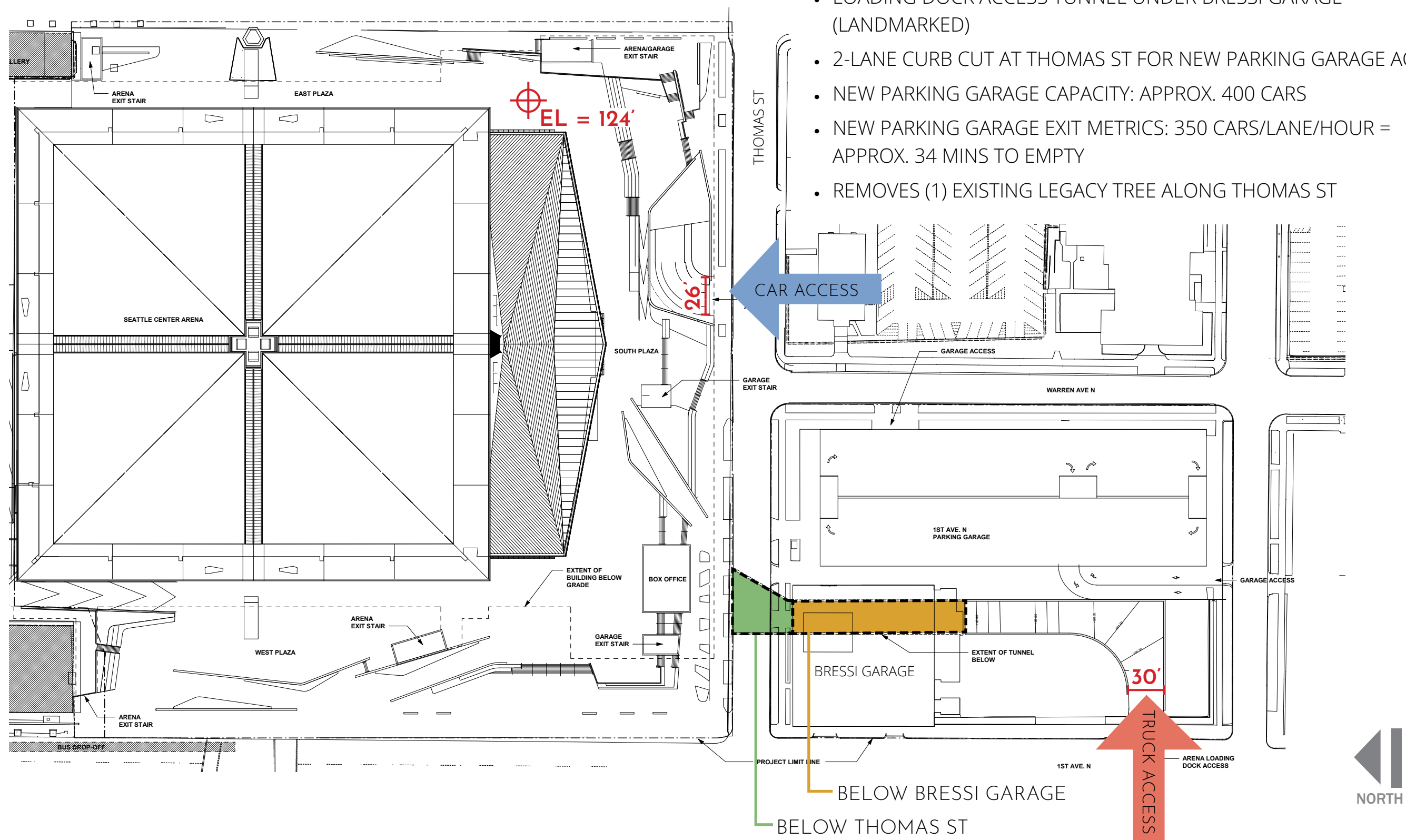




# TRUCK & VEHICLE ACCESS

## PREFERRED CONCEPT SCHEME:

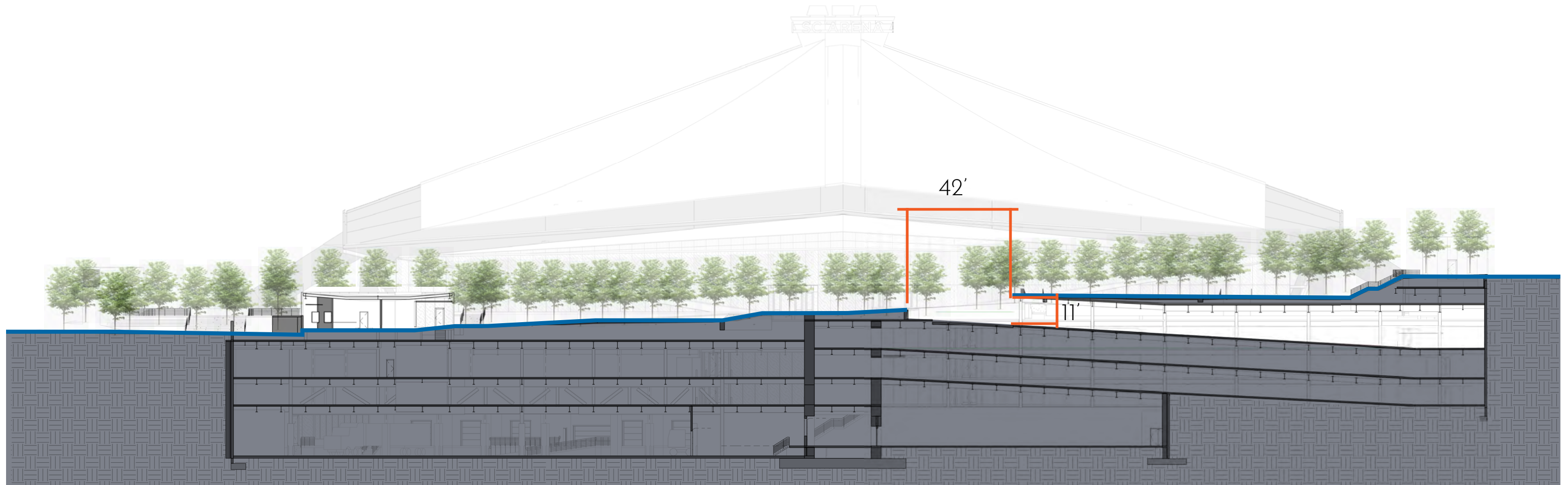
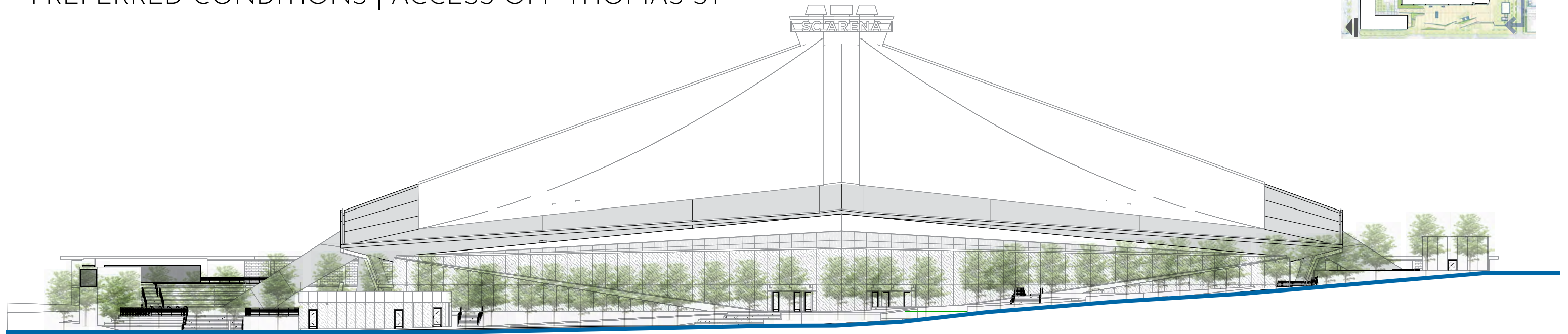
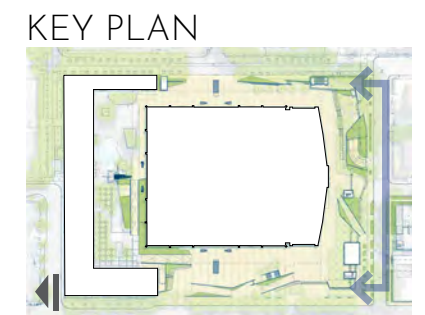
- LOADING DOCK ACCESS TUNNEL UNDER BRESSI GARAGE (LANDMARKED)
- 2-LANE CURB CUT AT THOMAS ST FOR NEW PARKING GARAGE ACCESS
- NEW PARKING GARAGE CAPACITY: APPROX. 400 CARS
- NEW PARKING GARAGE EXIT METRICS: 350 CARS/LANE/HOUR = APPROX. 34 MINS TO EMPTY
- REMOVES (1) EXISTING LEGACY TREE ALONG THOMAS ST





# CURB CUTS + DRIVEWAYS

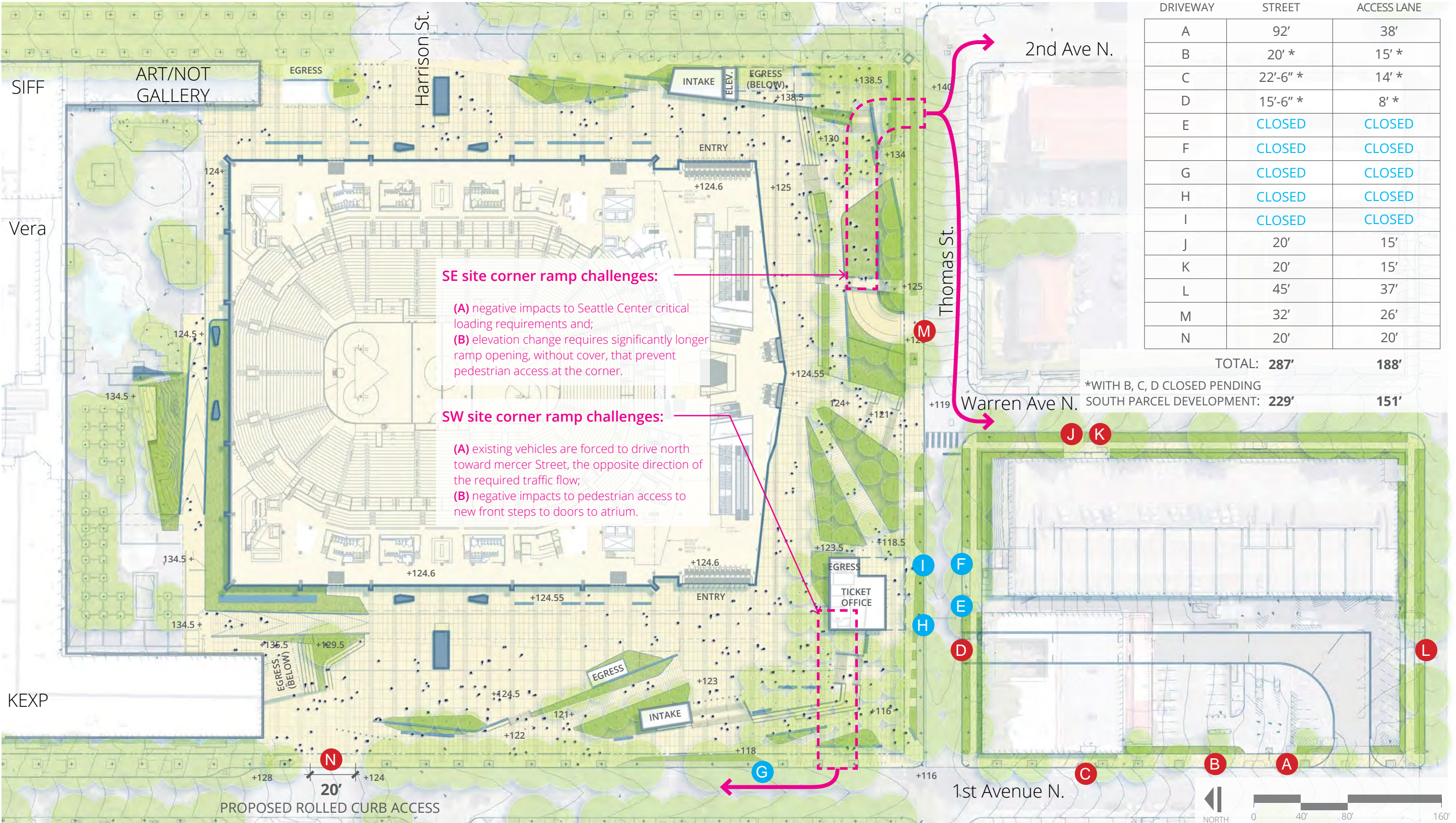
PREFERRED CONDITIONS | ACCESS OFF THOMAS ST





# CURB CUTS + DRIVEWAYS

## PROPOSED CONDITIONS

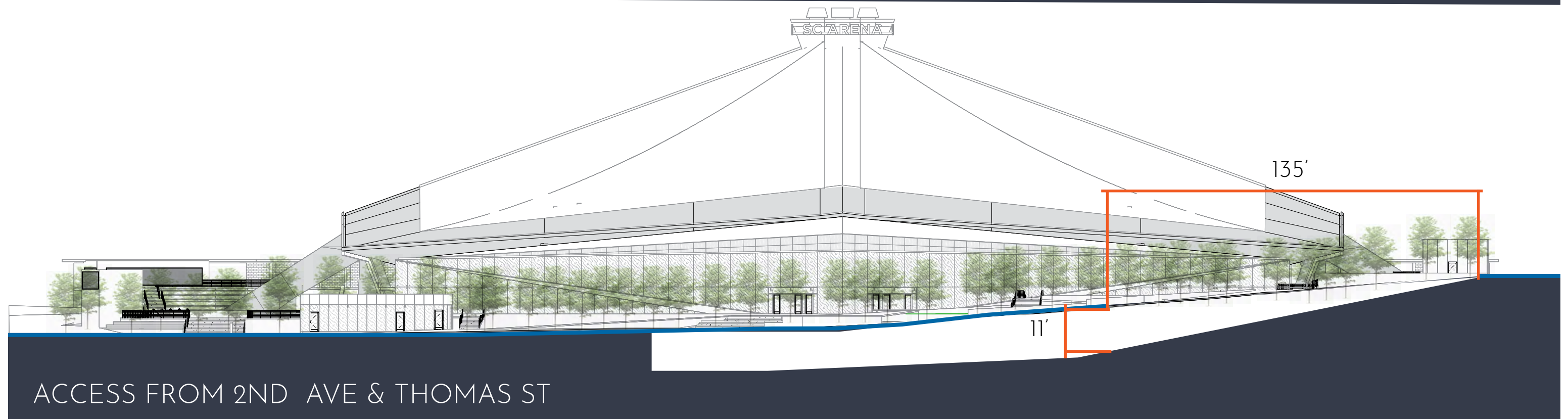
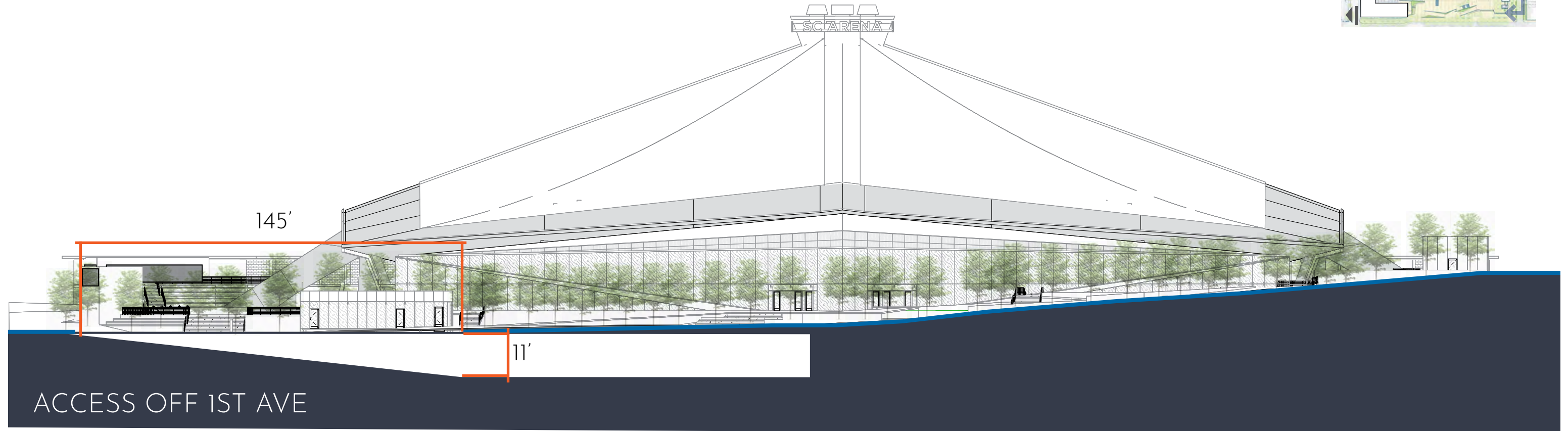
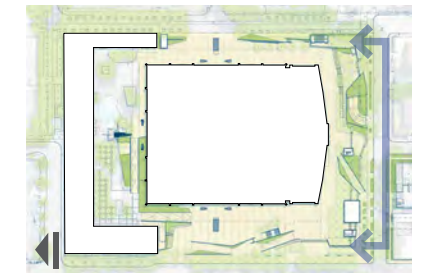




# CURB CUTS + DRIVEWAYS

ALTERNATE GARAGE RAMP LOCATIONS | ACCESS OFF 1ST AVE

KEY PLAN



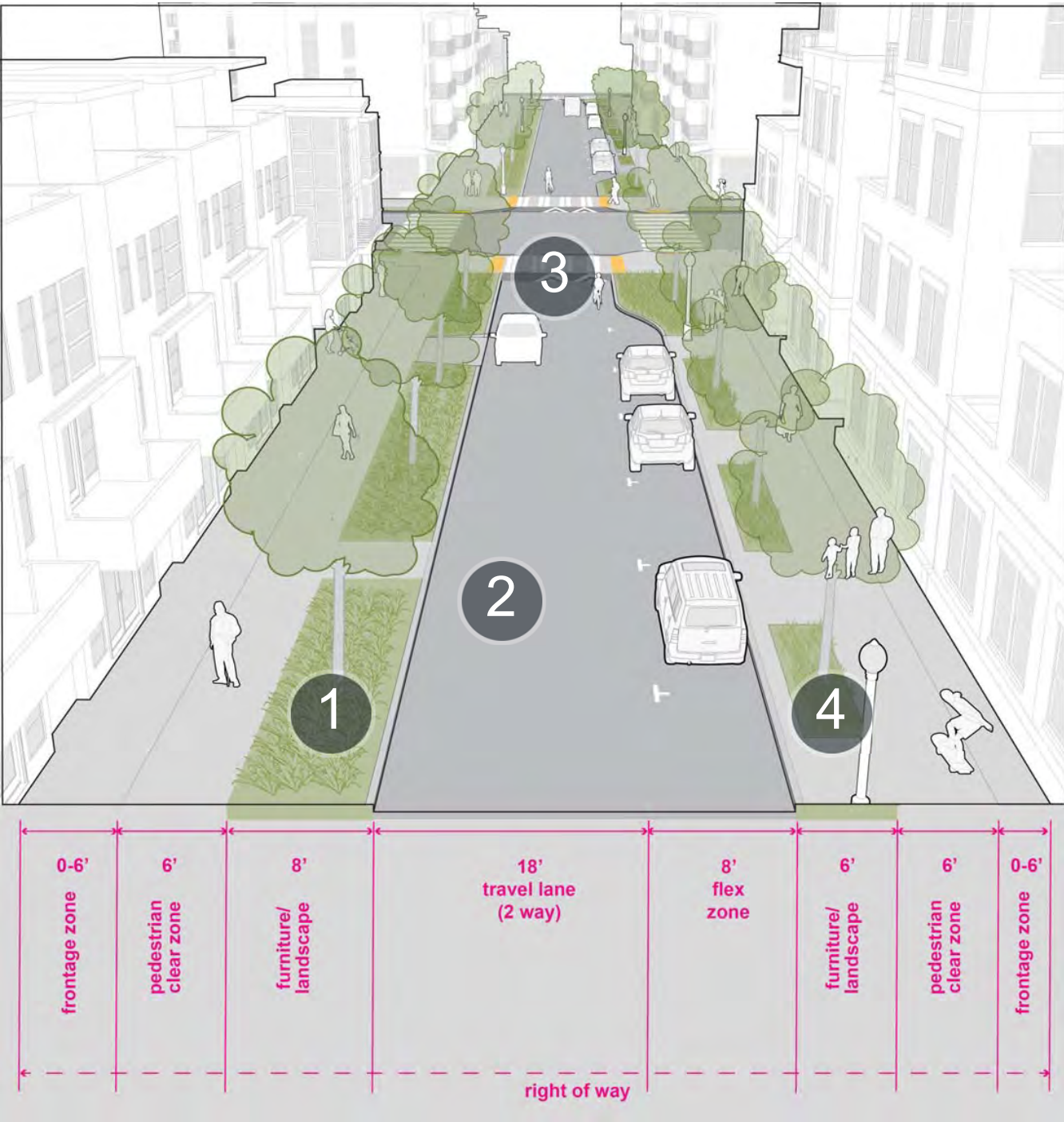


# SITE DESIGN

## THOMAS ST - STREETS ILLUSTRATED

### 2.10 URBAN VILLAGE NEIGHBORHOOD ACCESS

Urban Village Neighborhood Access Streets play a supporting role to Urban Village Main Streets by serving a variety of land uses, with more emphasis on residential uses and curbside uses that provide amenity and activation.



- 1 **3.3 Drainage**  
GSI stands for Green Stormwater Infrastructure, such as a biofiltration swale. A biofiltration swale is an open, gently sloped, vegetated channel designed to treat stormwater. [Read More »](#)
- 2 **Festival Streets**  
May function as a meeting ground for neighborhood events such as farmer's markets and festivals [Read More »](#)
- 3 **Intersection Treatments**  
Curb bulbs make crossings safer by shortening the distance a Pedestrian must cross traffic. [Read More »](#)
- 4 **3.6 Street Trees**  
Street trees require access to air and water, space for growth and must be located, installed and managed for compatibility with the built environment. [Read More »](#)

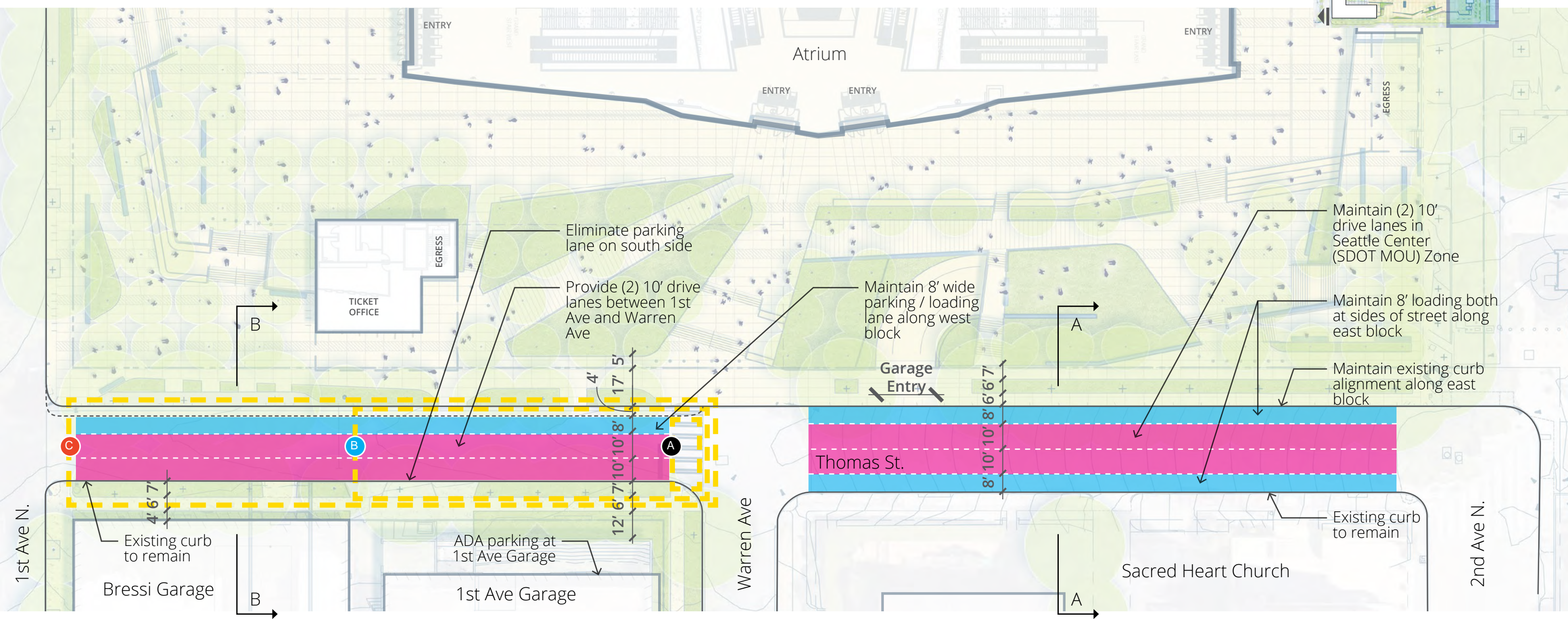
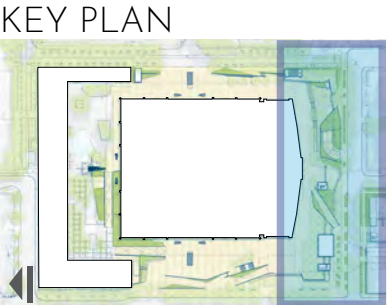
### Thomas Street Type designation

|                         |                                   |
|-------------------------|-----------------------------------|
| Street Type             | Urban Village Neighborhood Access |
| Arterial Classification | Not Designated                    |
| Street Name             | THOMAS ST                         |
| ROW Width - Minimum     | 60                                |
| Existing ROW Width      | 66                                |
| ROW Net                 | 6                                 |
| Street Type Standards   | More info                         |
| Curb Radii              | 20                                |
| Bicycle Master Plan     | Neighborhood Greenway             |
| Transit Master Plan     | N/A                               |
| Freight Master Plan     | N/A                               |
| Pedestrian Master Plan  | Priority Investment Network       |
| Over-legal Route        | N/A                               |
| Urban Village P-Zone    | N/A                               |
| Land Use Constraints    |                                   |

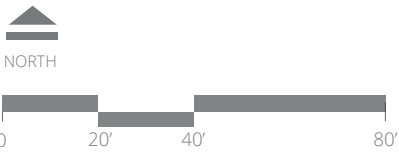


# SITE DIAGRAMS

## THOMAS ST. CONCEPT



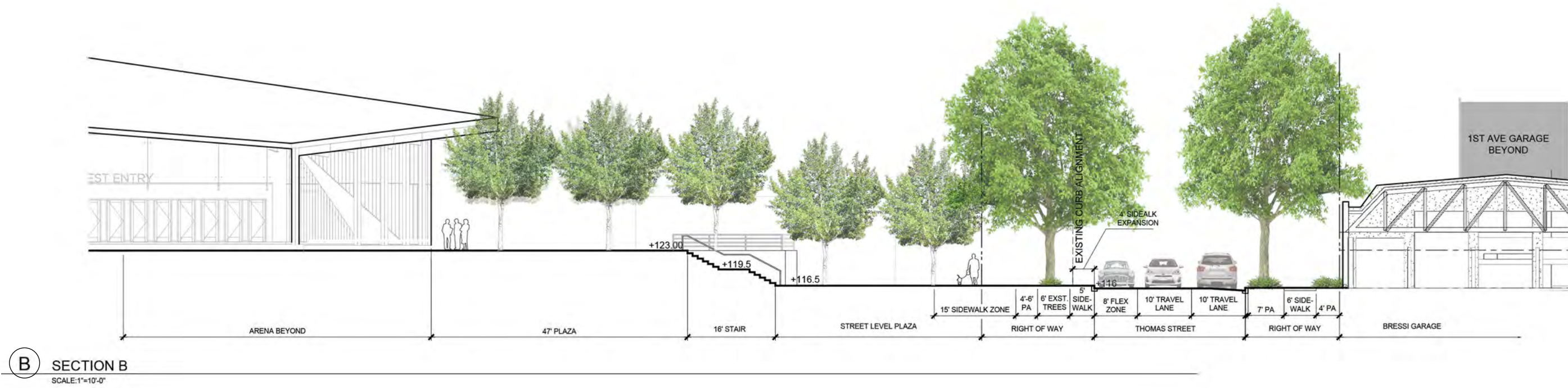
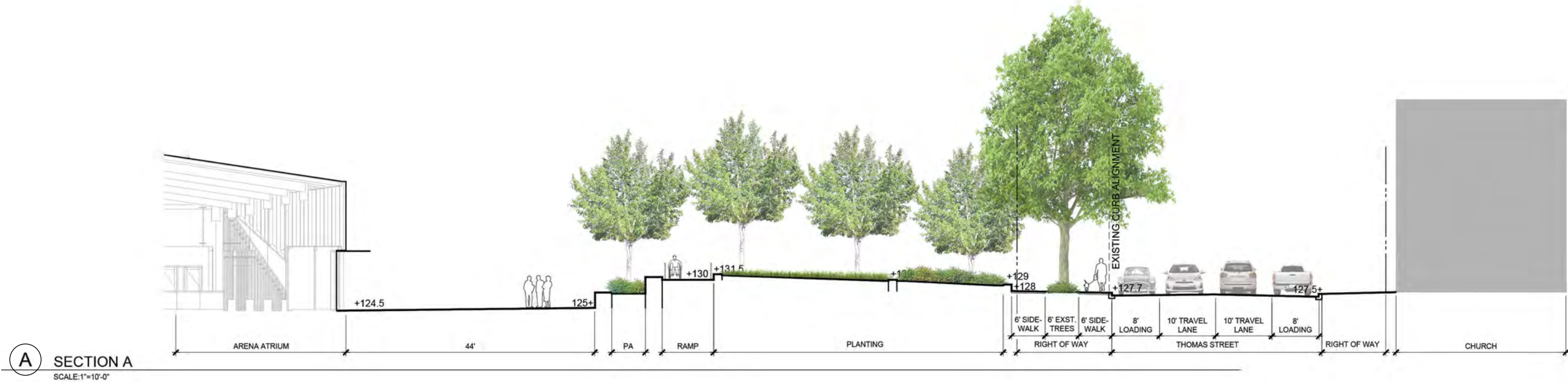
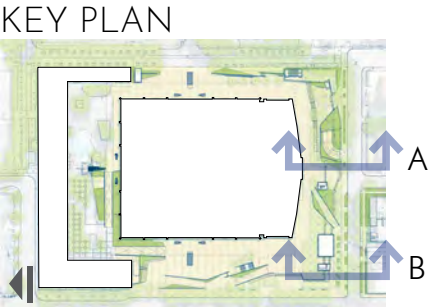
- Existing Curblines
- Proposed Curblines
- 8' Flex Zone / Loading
- Travel Lane (2 way)
- Assumed Primary ADA Ped Crossing Alternatives:
  - A** Raised Crossing at west side of 1st Ave N
  - B** Curbless Street - Half Block
  - C** Curbless Street - Full Block





# SITE DESIGN

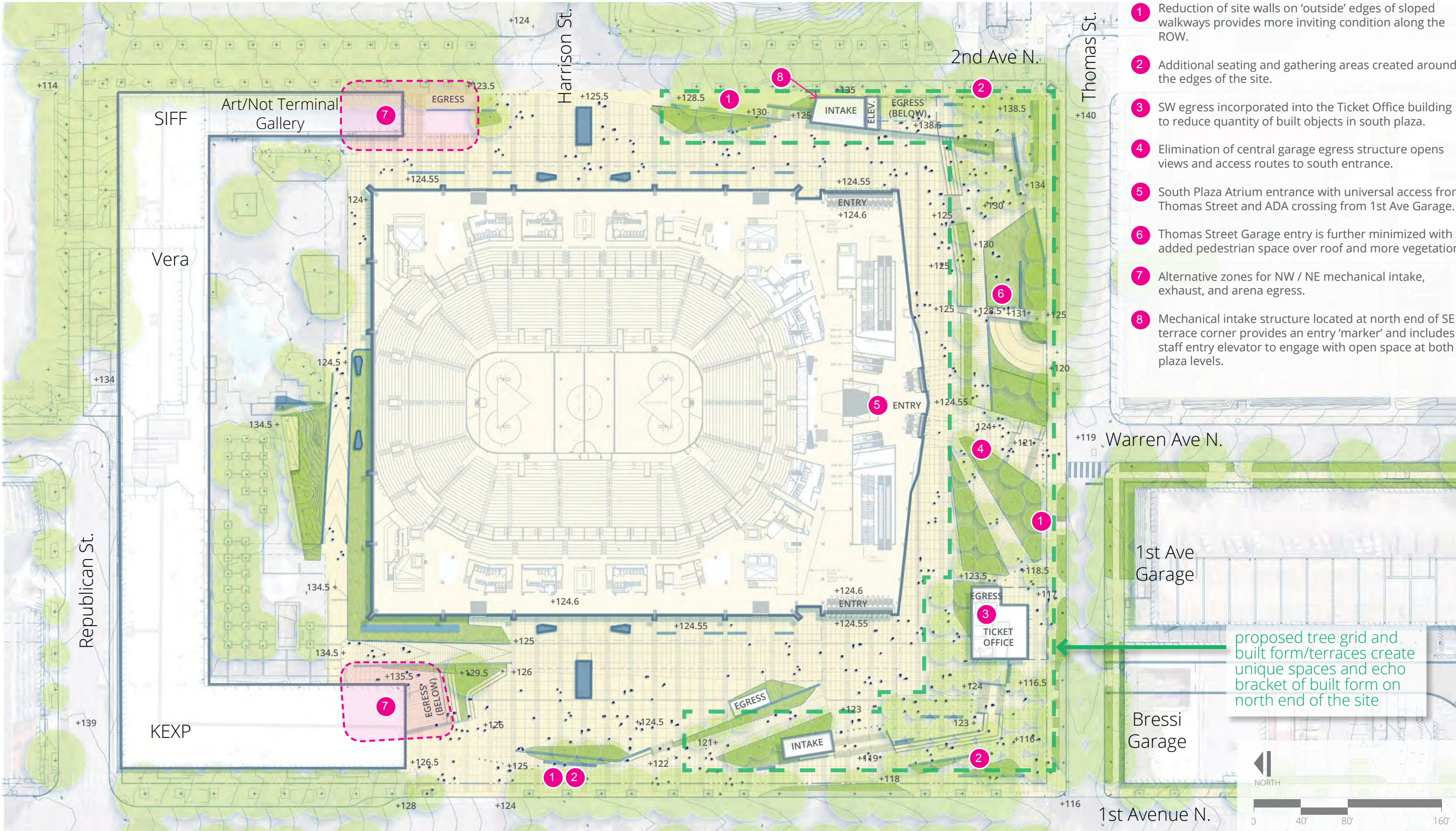
## THOMAS ST CONCEPT - STREET SECTIONS





# PREFERRED CONCEPT SCHEME

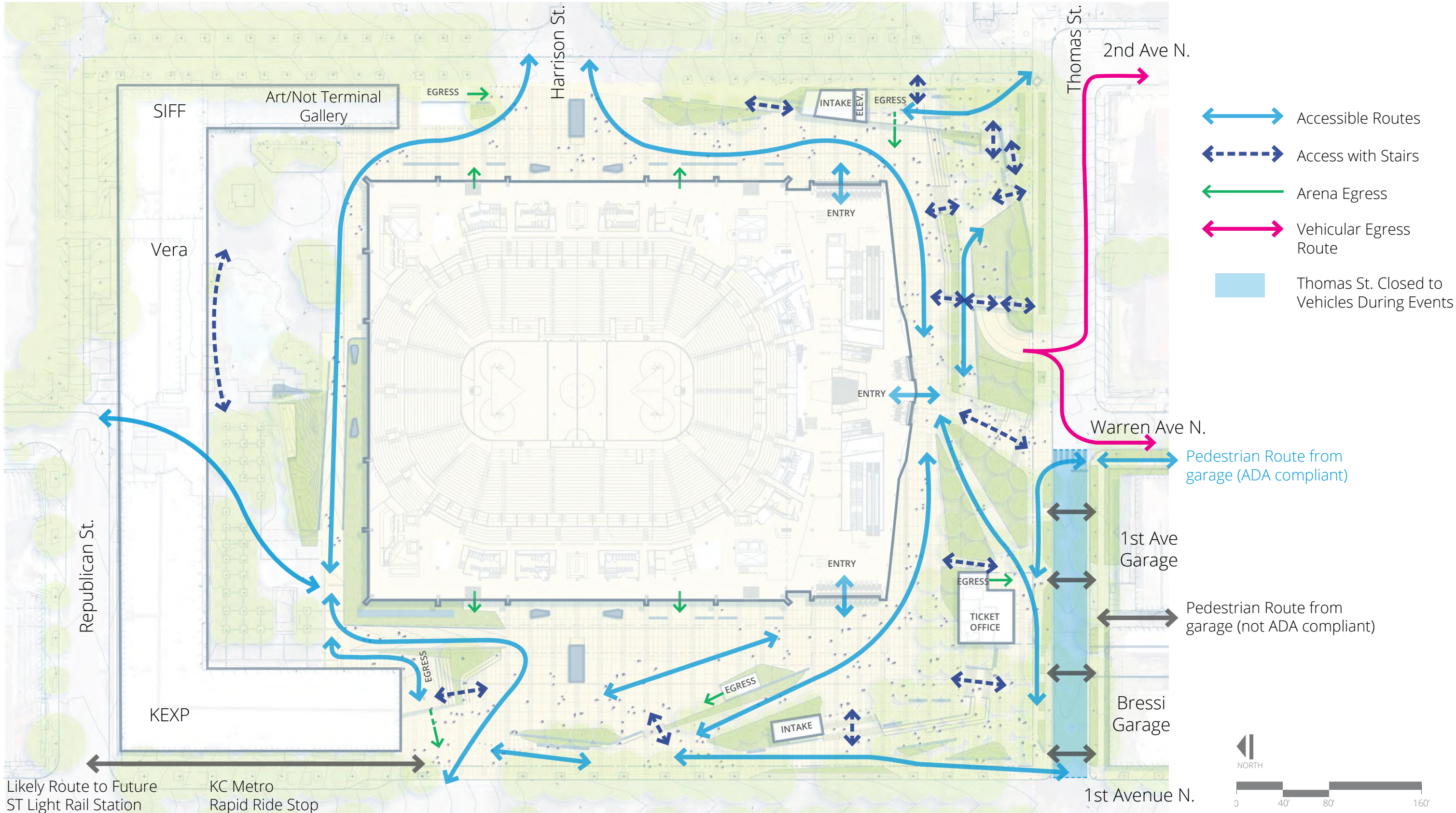
## CURRENT SITE DESIGN





# SITE DIAGRAMS

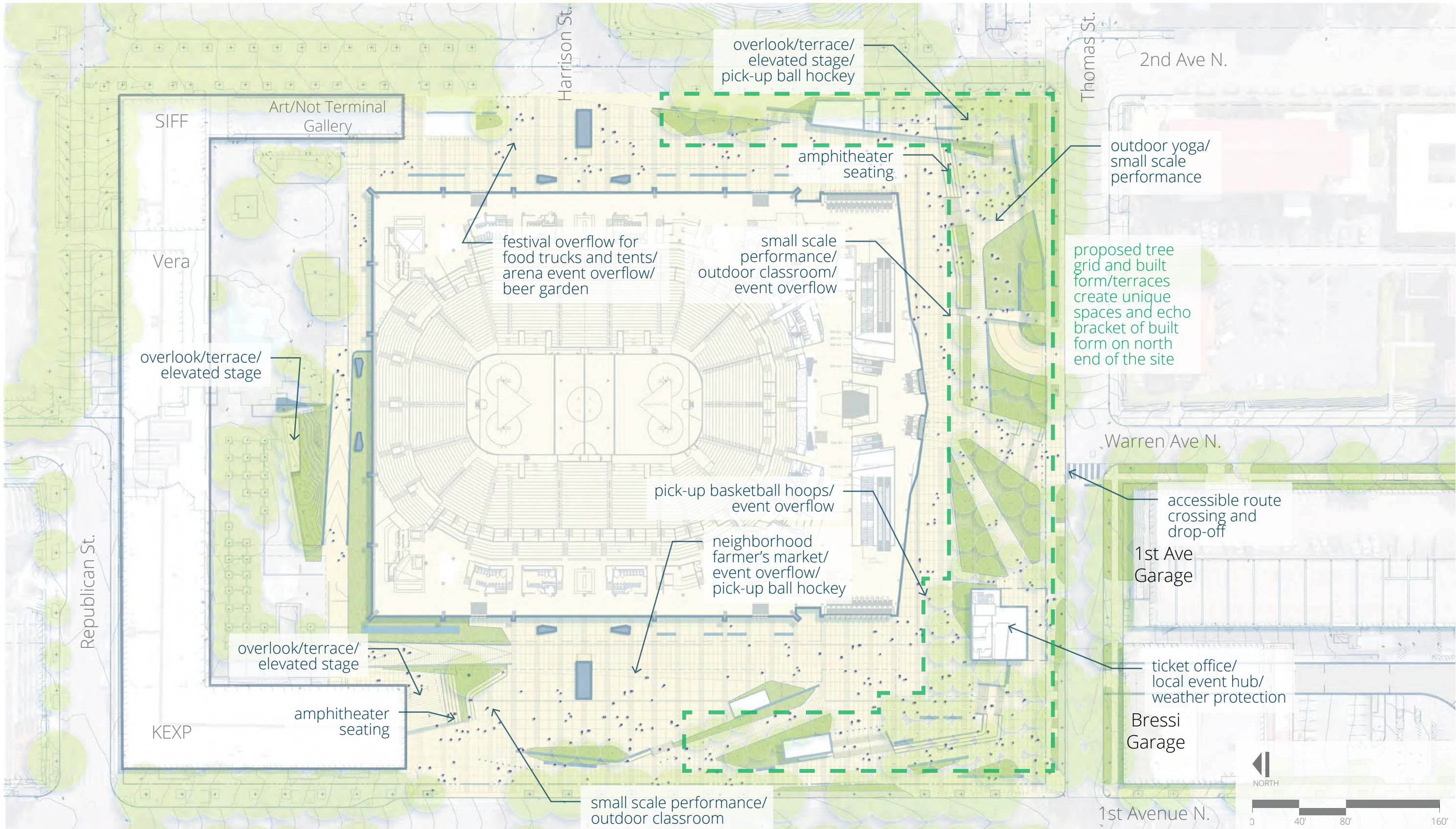
## ACCESSIBLE ROUTES





# SITE DESIGN

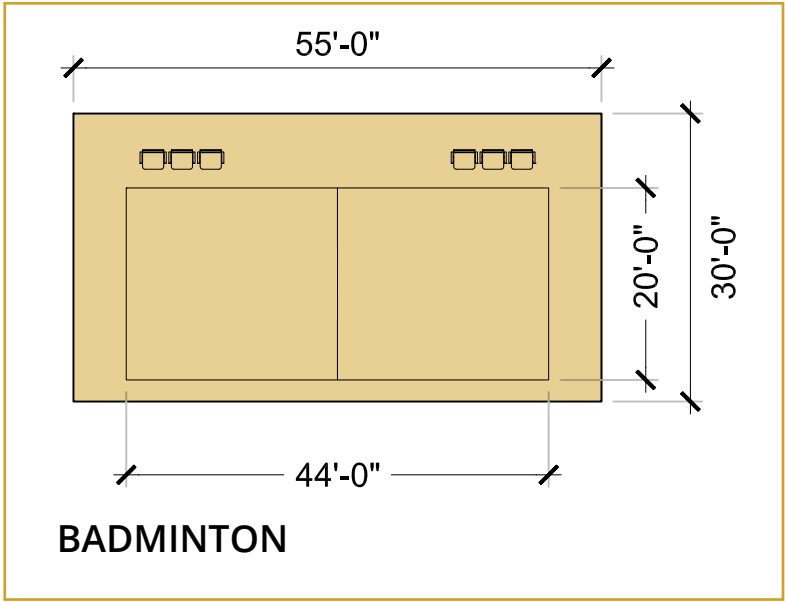
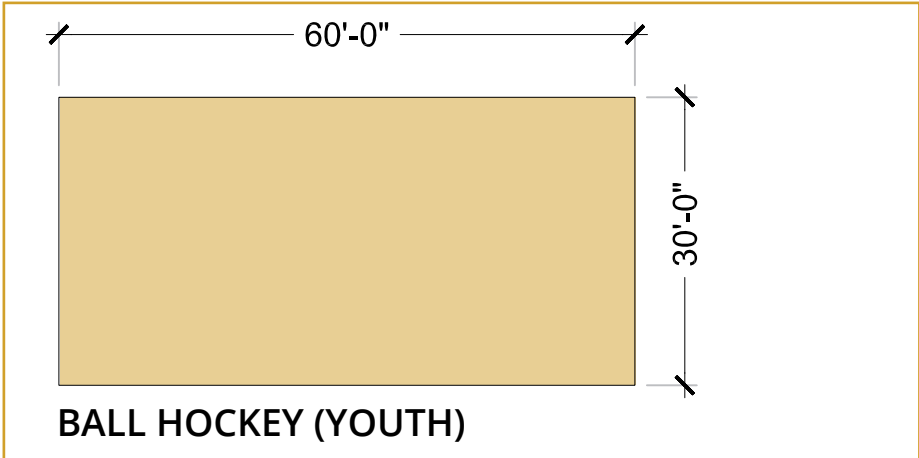
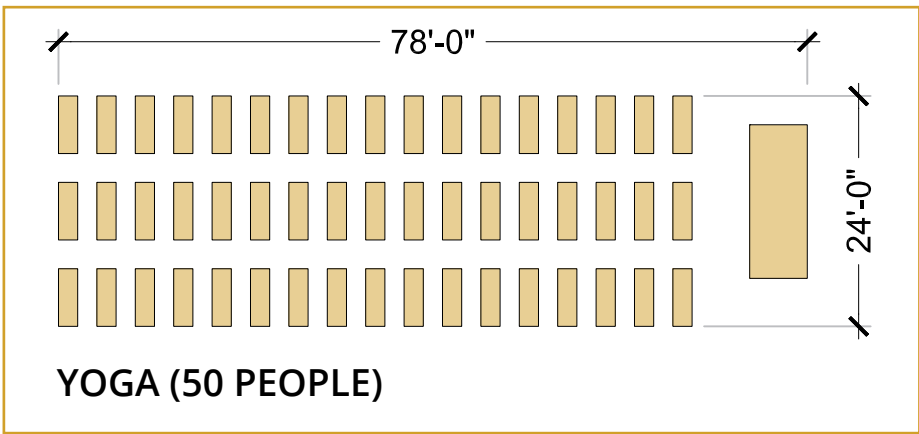
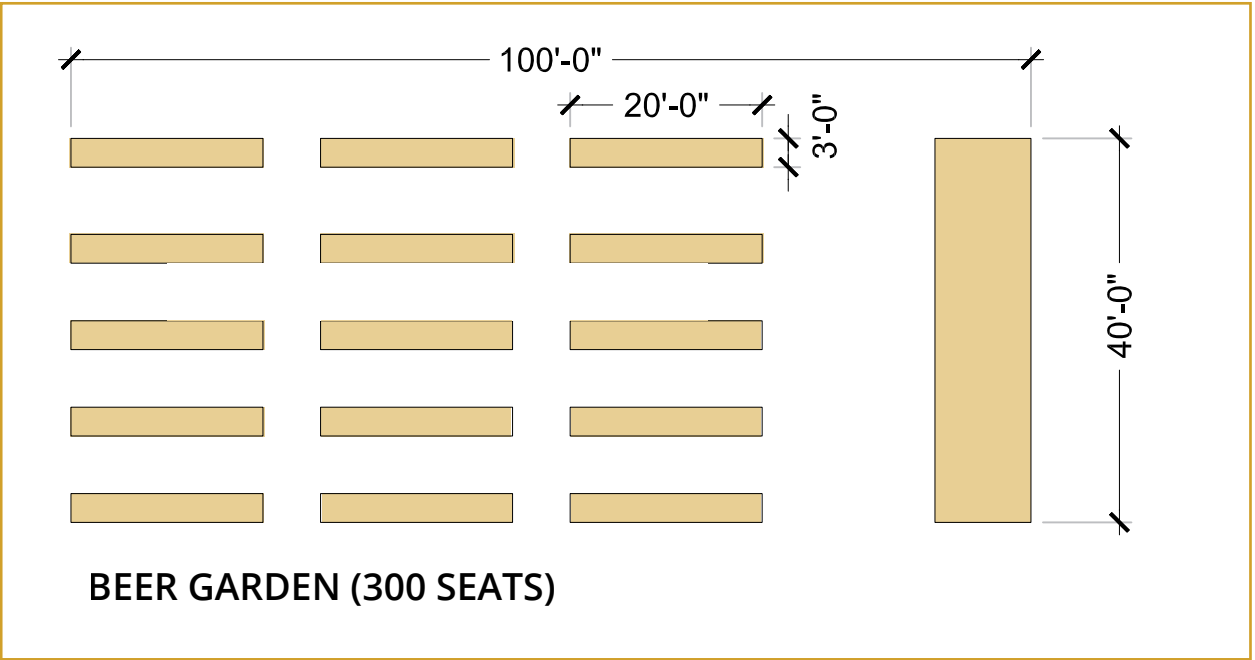
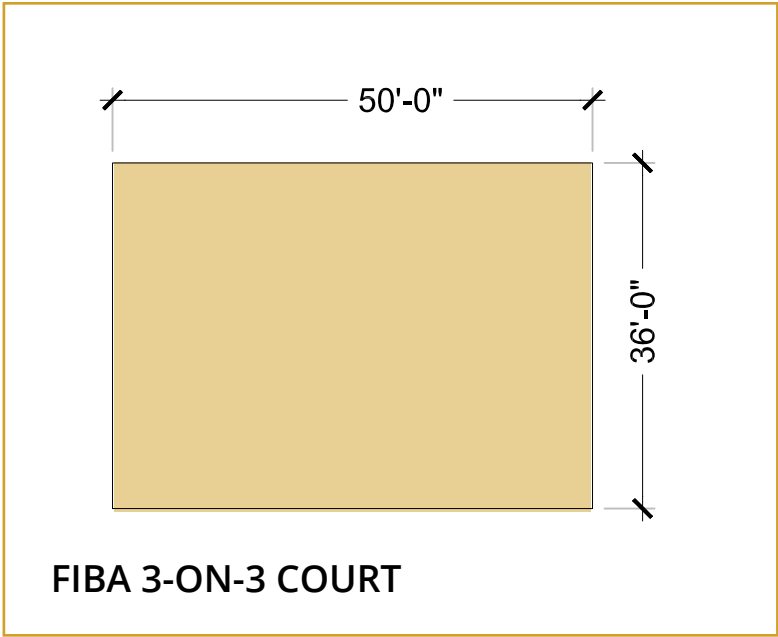
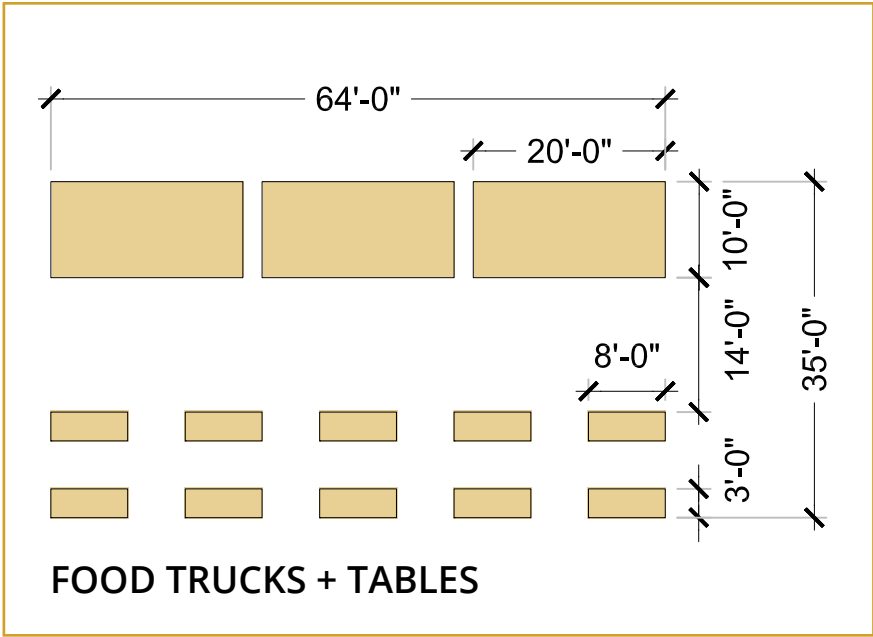
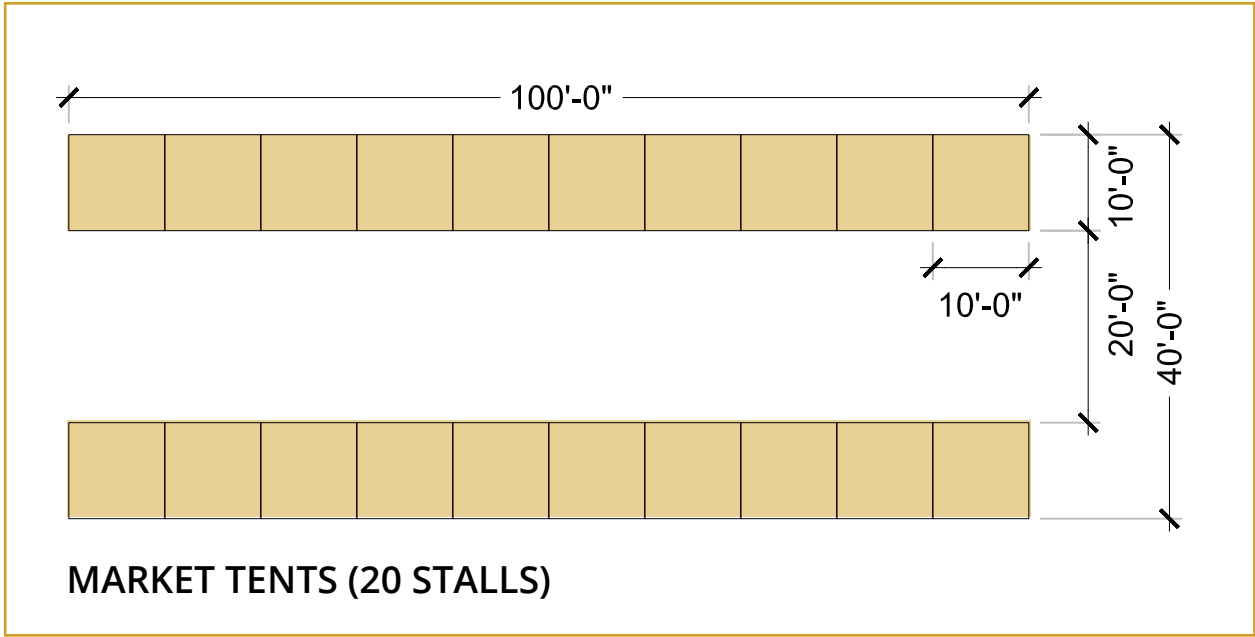
## PROGRAM POSSIBILITIES - PREVIOUS





# SITE DESIGN

## PROGRAM POSSIBILITIES





# CURTAIN WALL

## SOUTHEAST CORNER CONDITION





# CURTAIN WALL

## SOUTHEAST CORNER CONDITION





# PROJECT MECHANICAL NEEDS

## MECHANICAL SYSTEMS CONSIDERATIONS

- Expanded arena requires over 600,000 CFM of air handling capability.
- The Arena Seating Bowl Smoke Exhaust capacity requires 750,000 CFM (current facility has 300,000 CFM).
- The initial landmark design goal was to restore the original building look and remove louvers from the façade.
- A non-typical mechanical system approach is required, using subterranean air ducts.
- Protected intakes for Homeland Security.
- Exhaust fumes to be discharged at safe locations.
- Mechanical system was designed to reduce equipment and building louver / intakes (by nearly 25%) compared to other arenas.
- System Costs



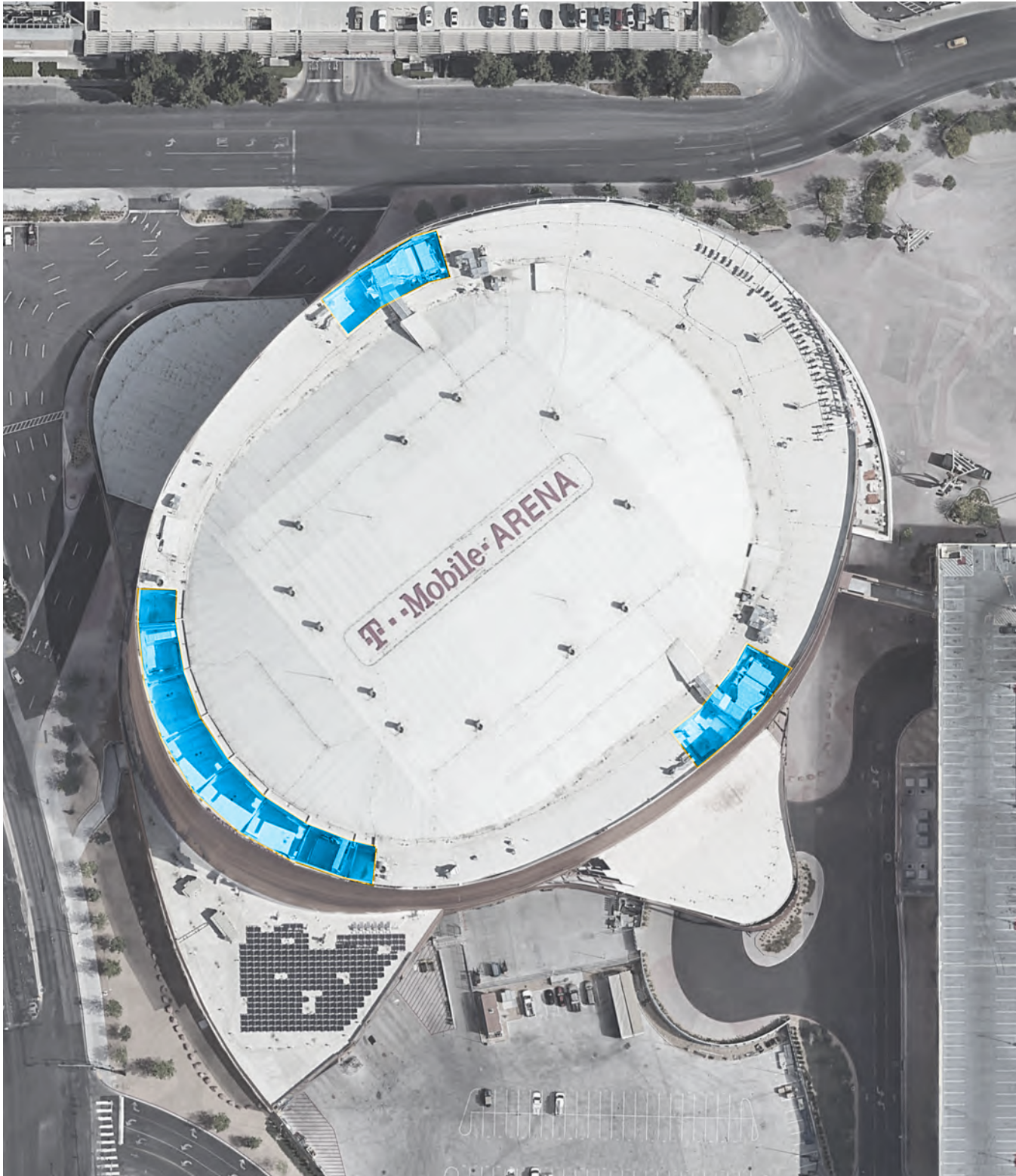


# PROJECT MECHANICAL NEEDS

## VENUE COMPARISONS



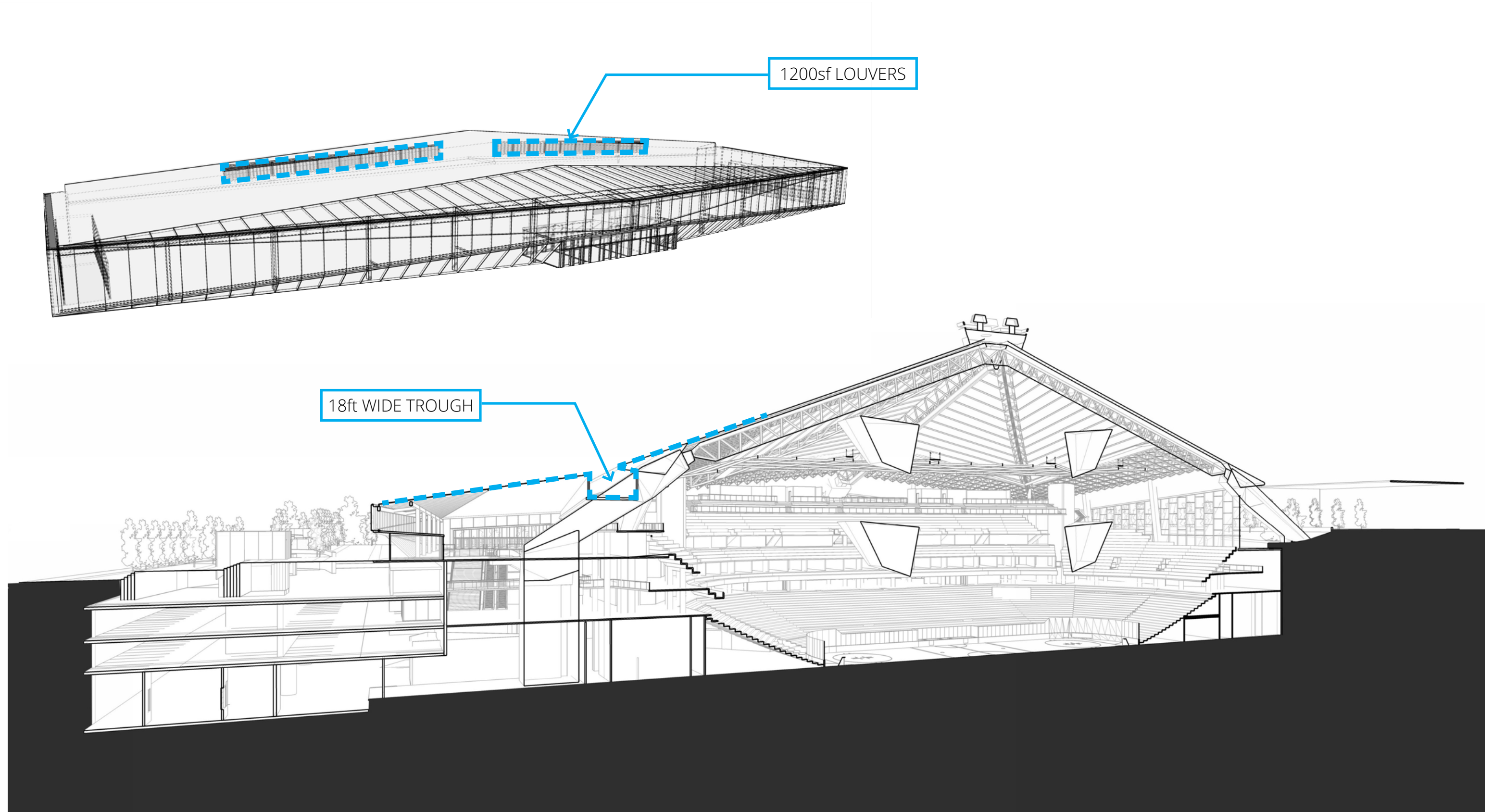
7000 sf





# PROJECT MECHANICAL NEEDS

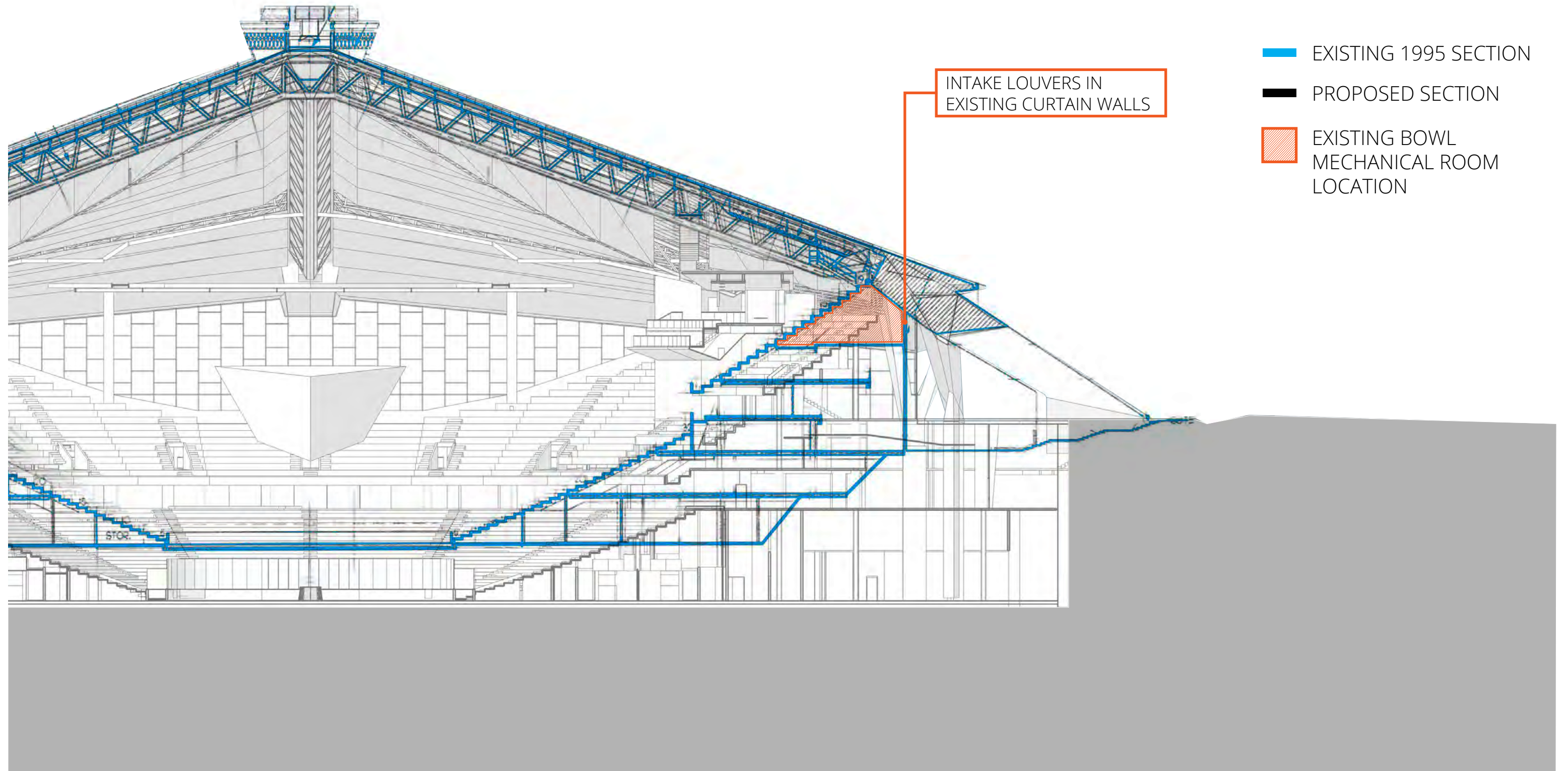
## PRELIMINARY MECHANICAL STRATEGY STUDIES





# PROJECT MECHANICAL NEEDS

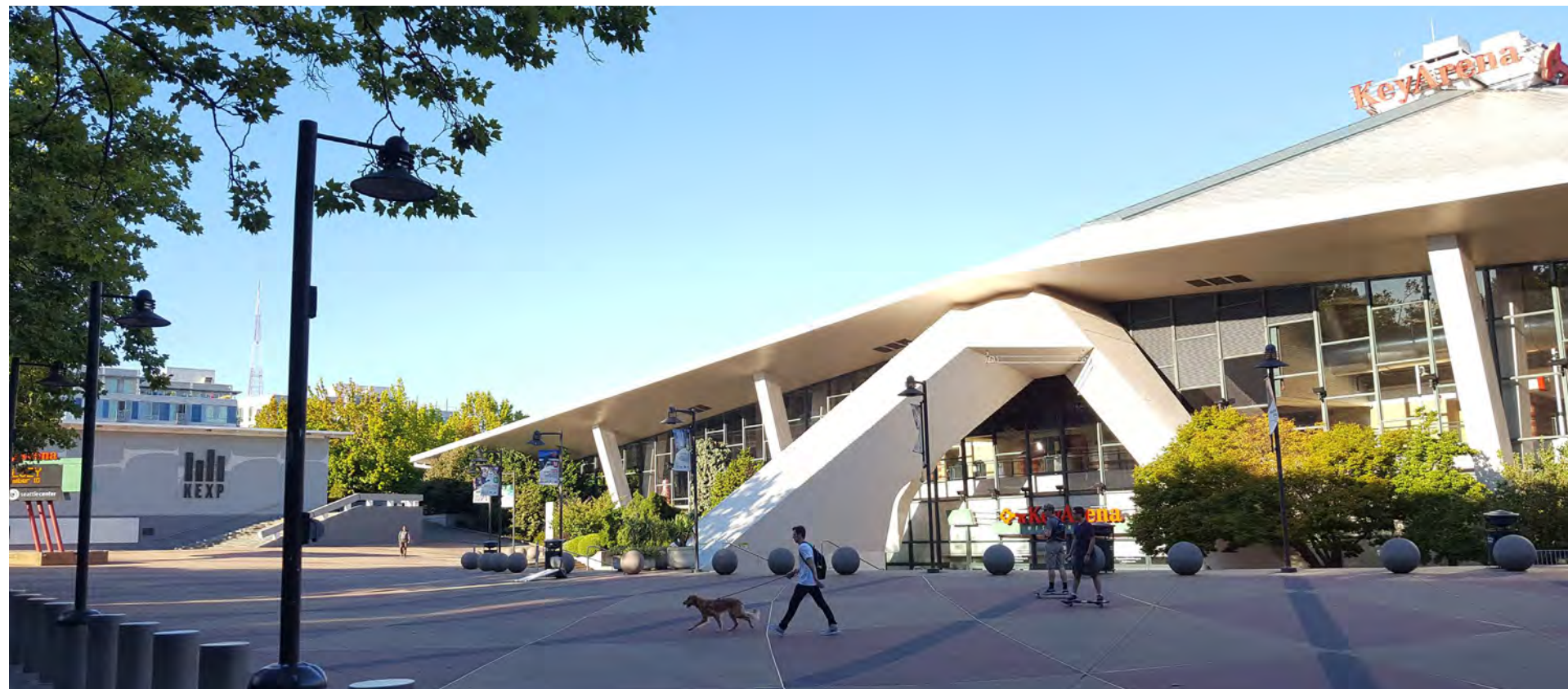
## PRELIMINARY MECHANICAL STUDIES





# PROJECT MECHANICAL NEEDS

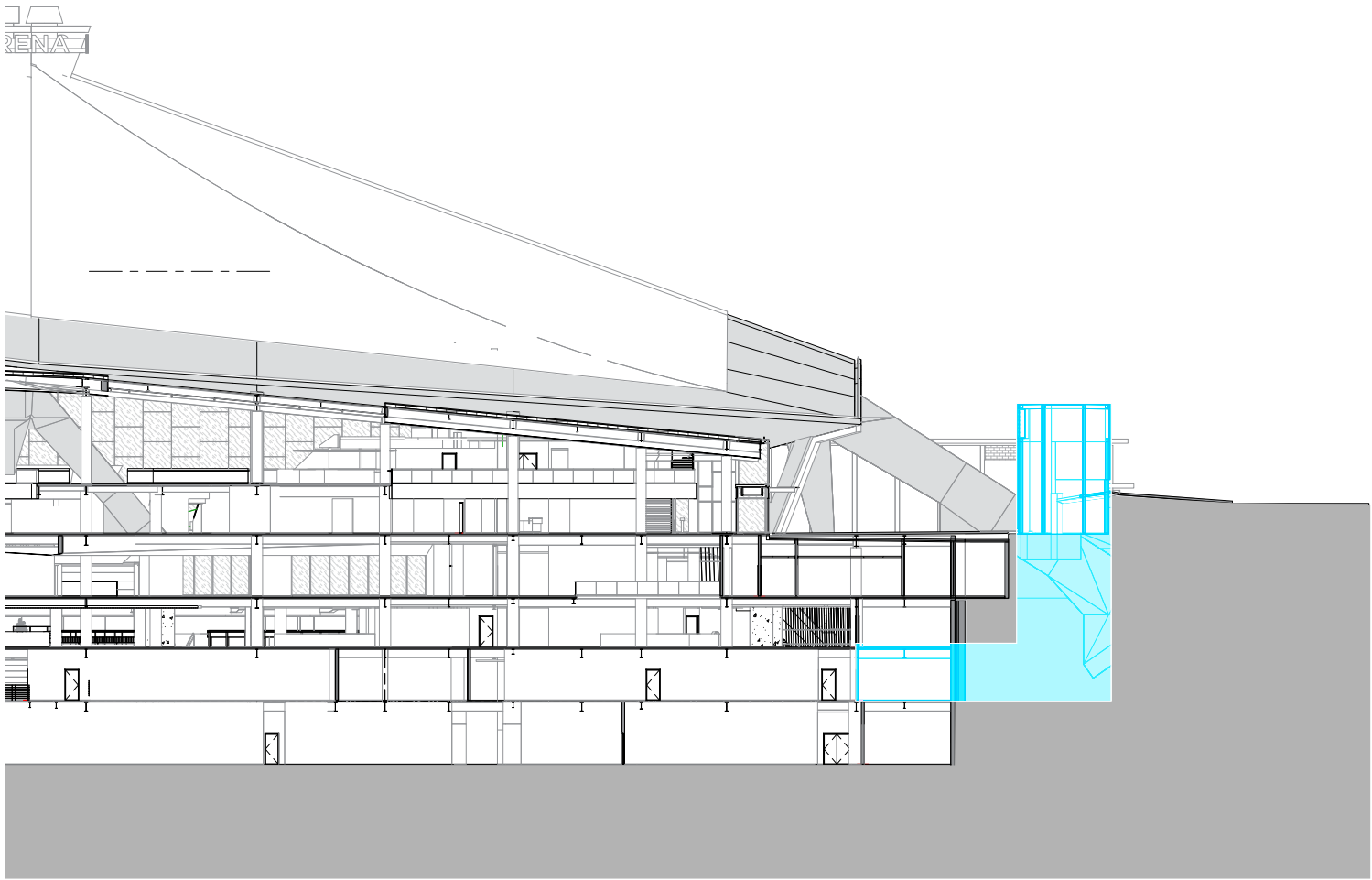
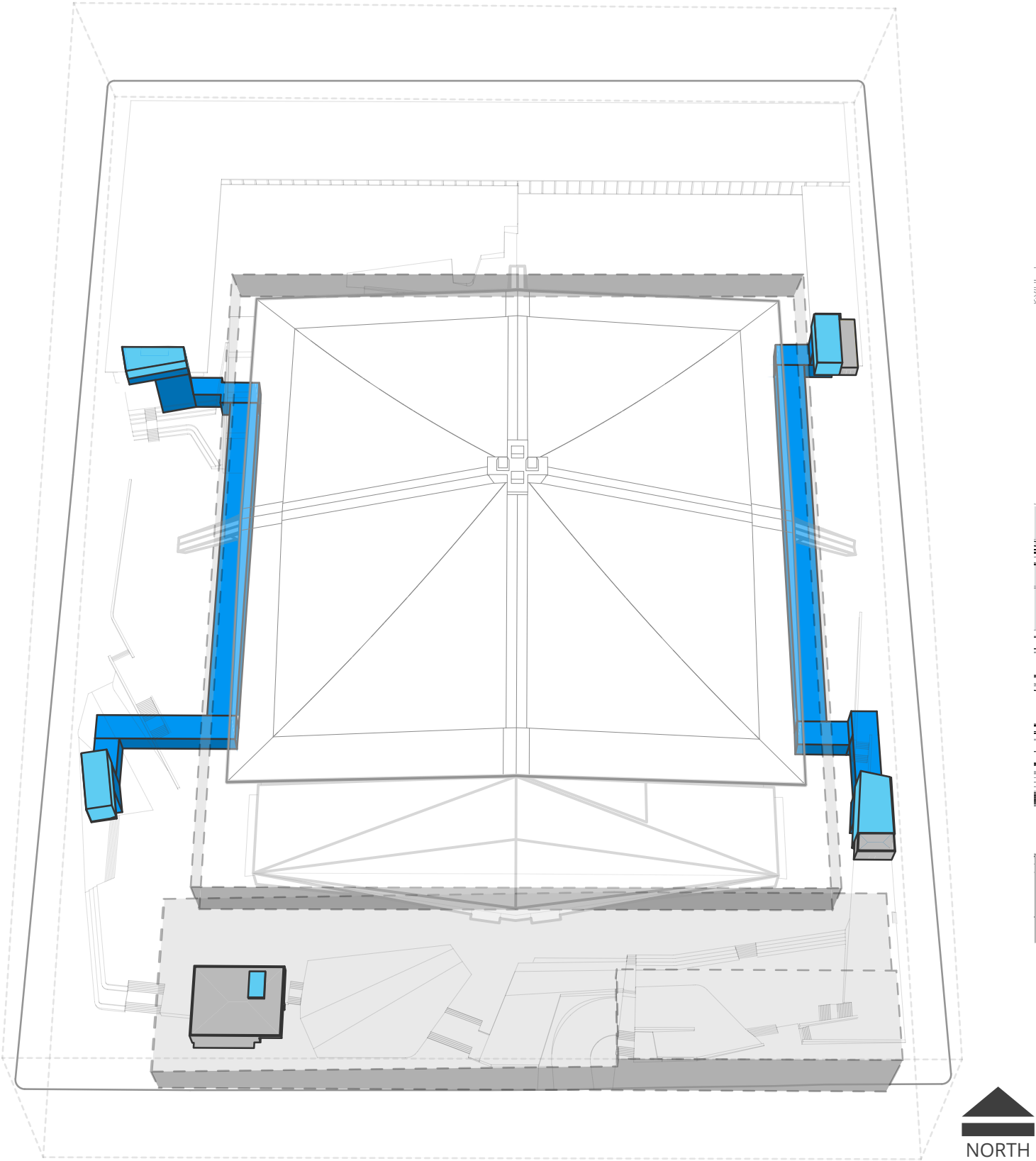
## EXISTING INTAKE & EXHAUST





# SITE DIAGRAM

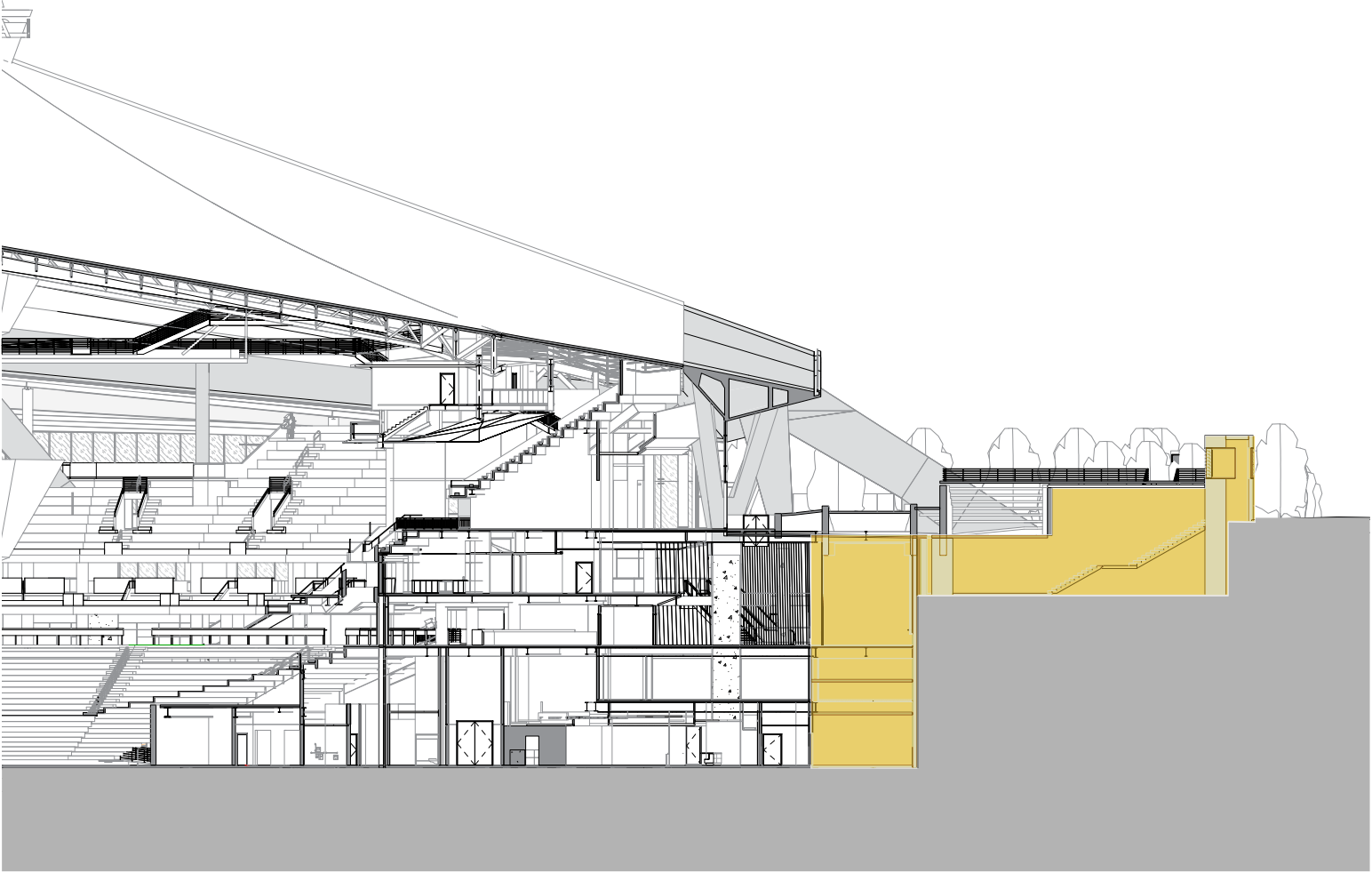
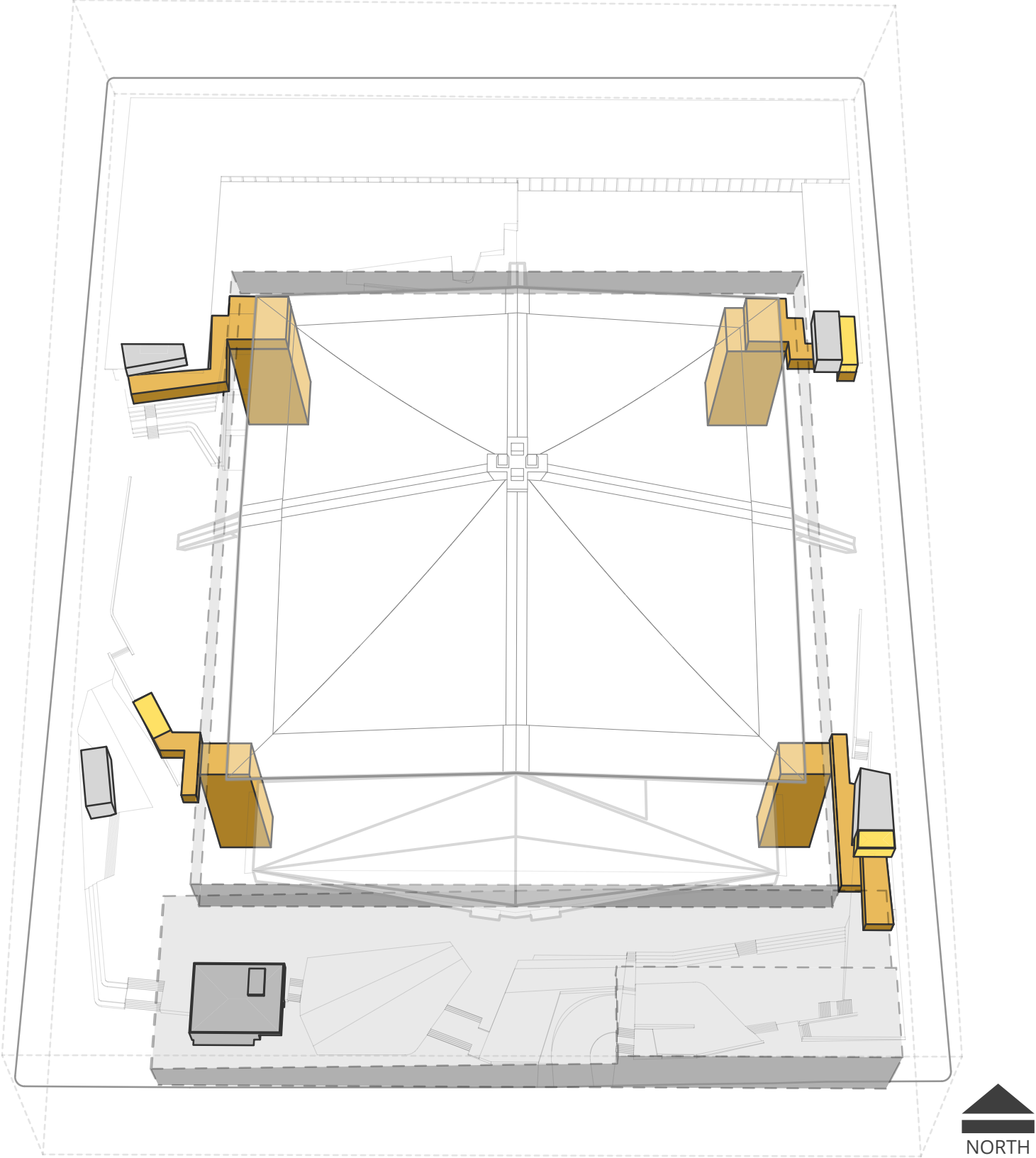
## MECHANICAL LAYOUT





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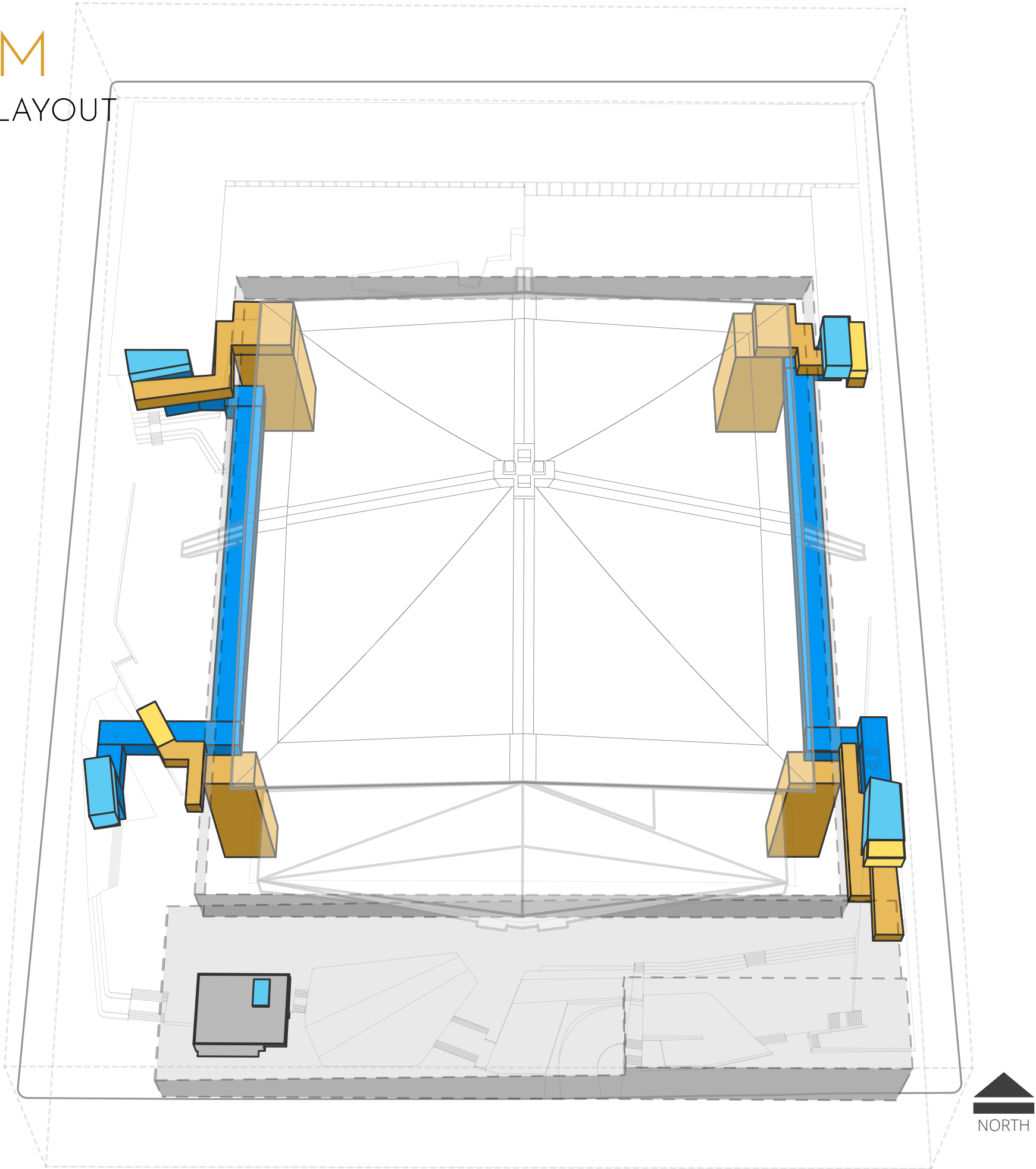
## EGRESS LAYOUT





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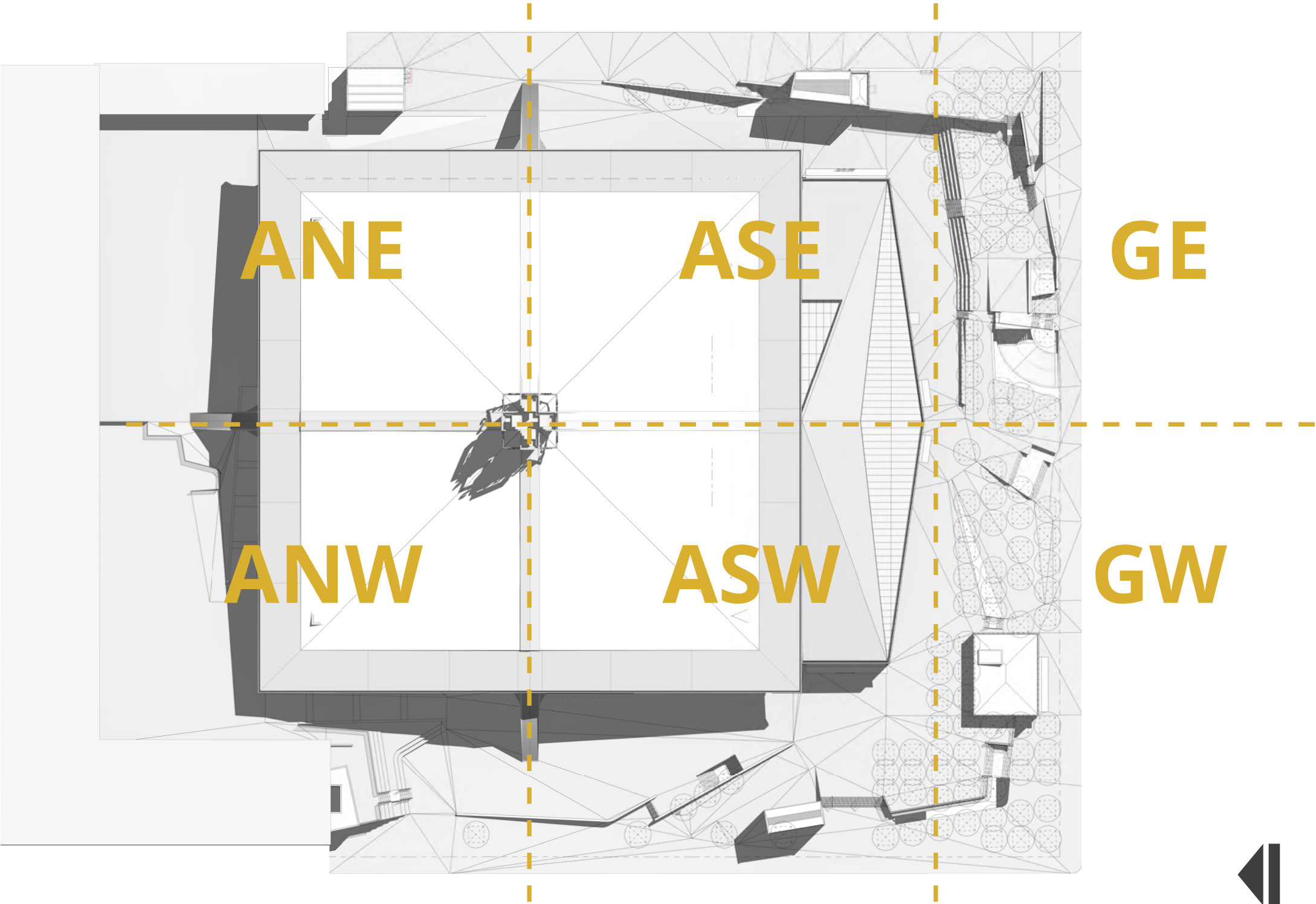
EGRESS & MECHANICAL LAYOUT





# SITE DIAGRAM

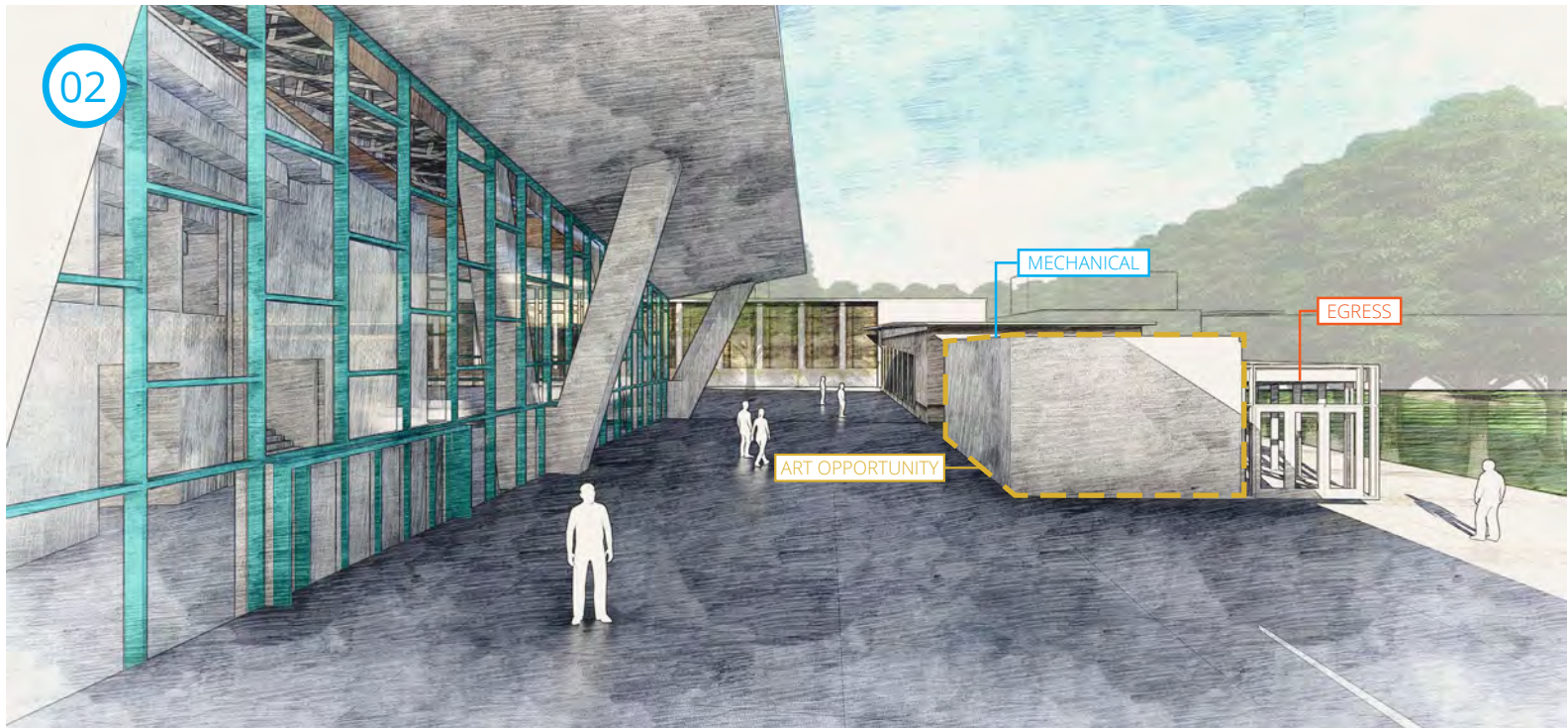
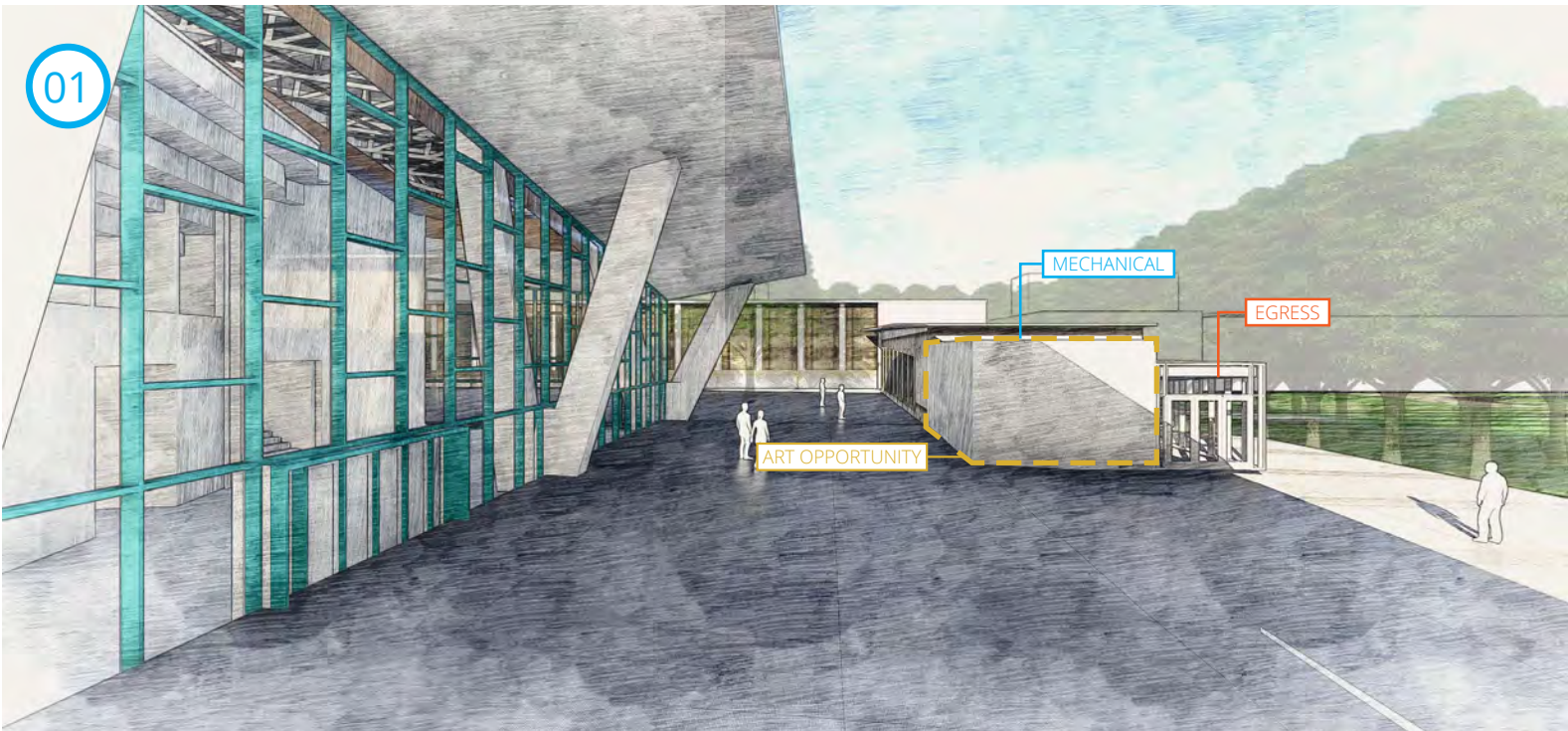
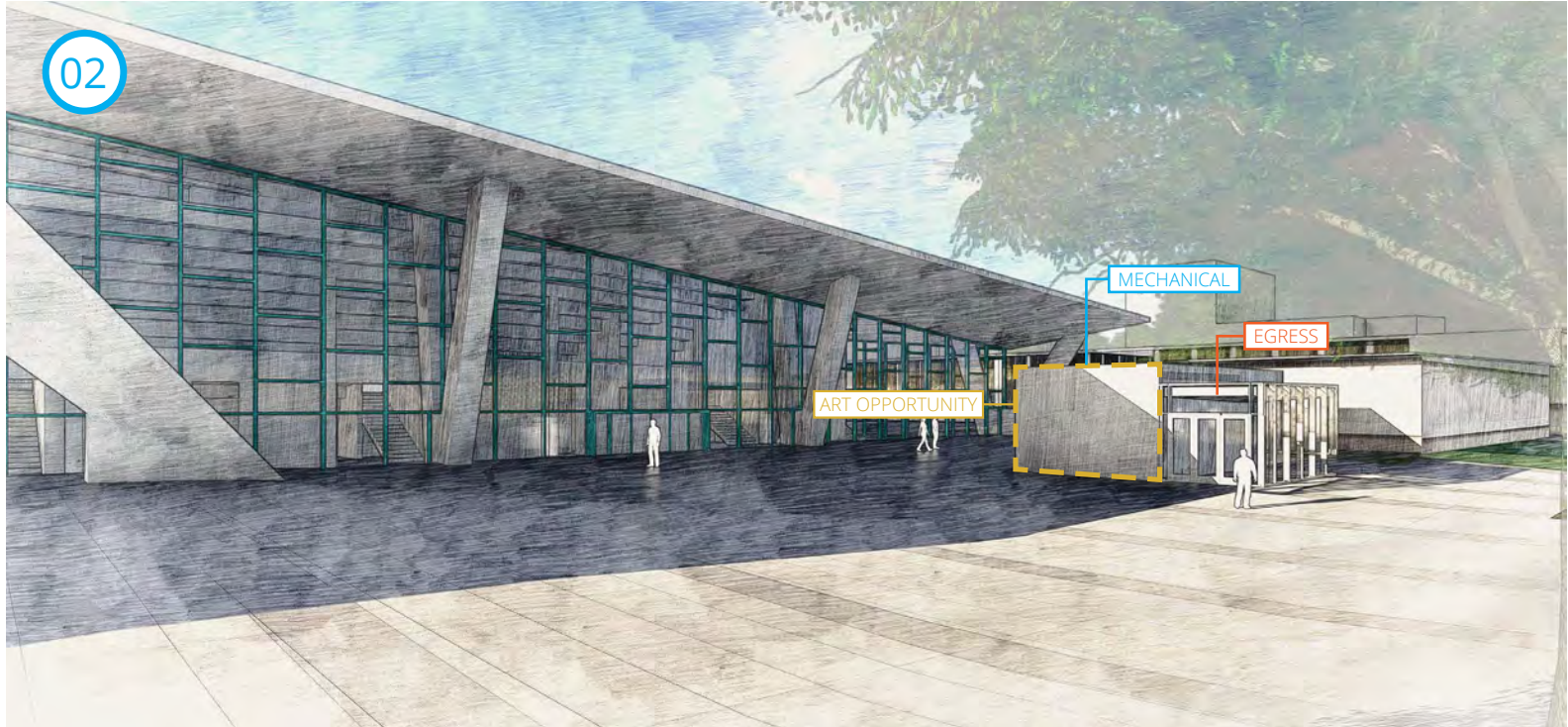
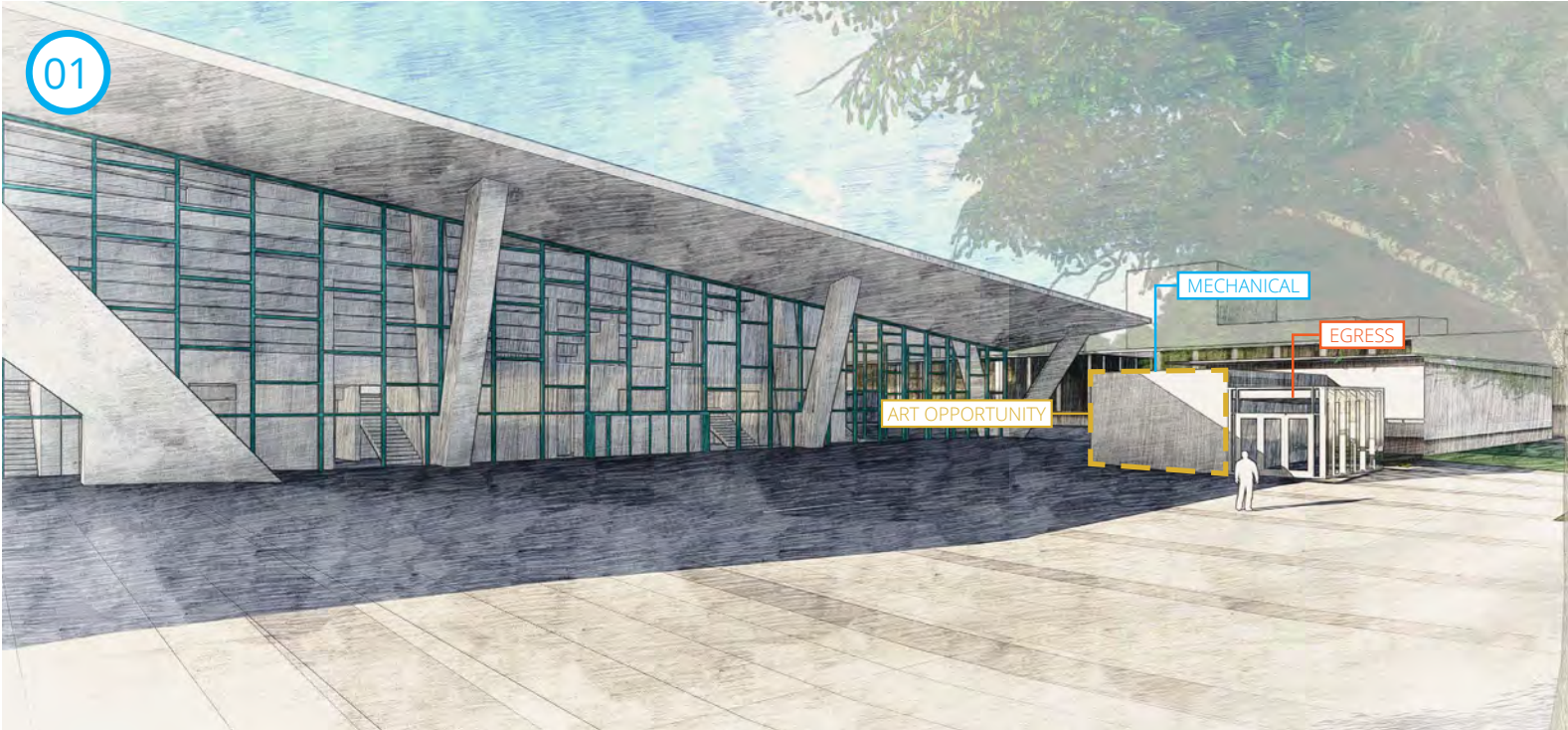
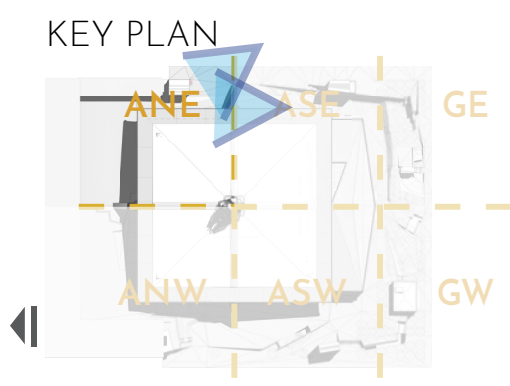
EGRESS & MECHANICAL LAYOUT





# ARENA NORTHEAST

EGRESS & MECHANICAL | PRELIMINARY STUDIES

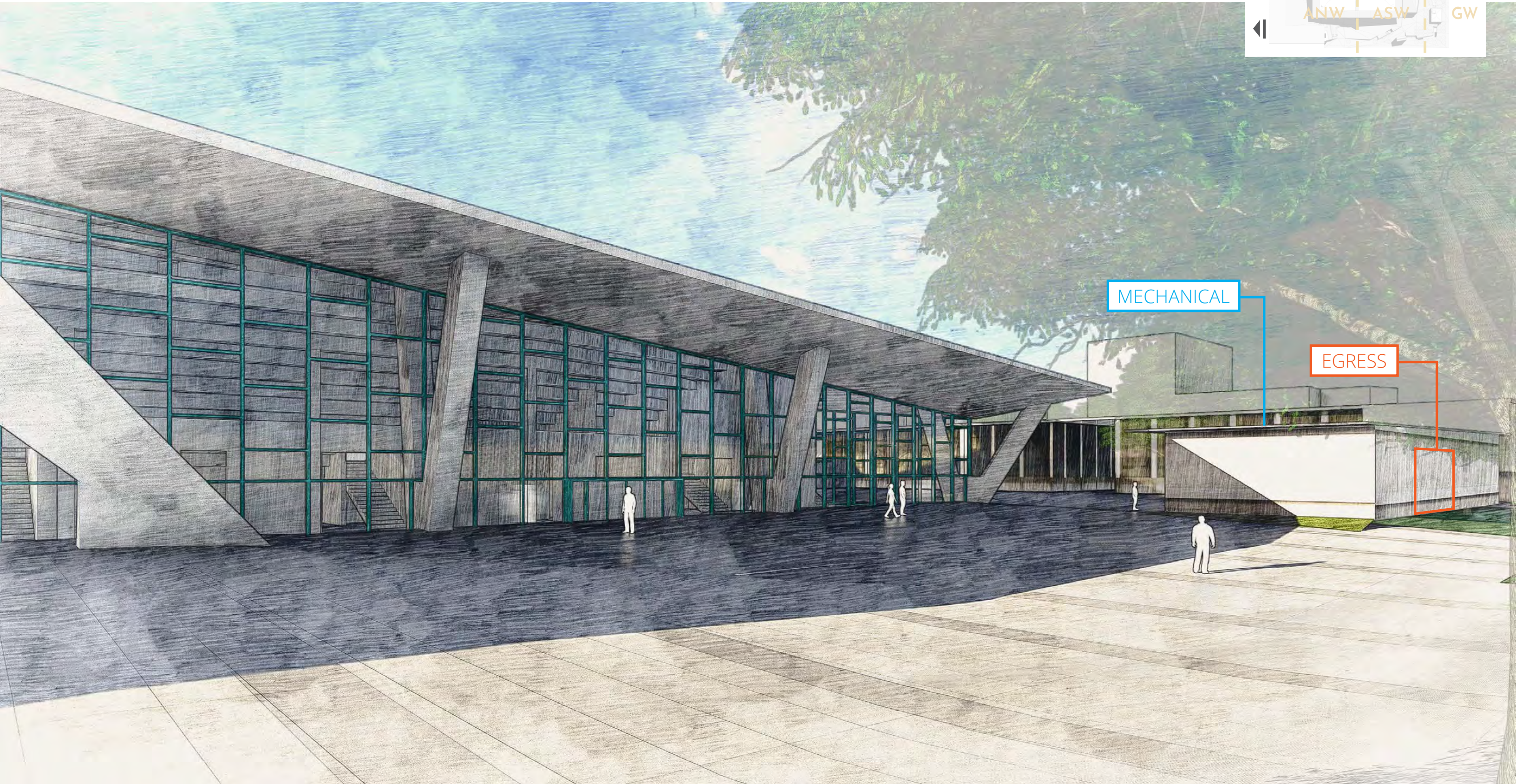
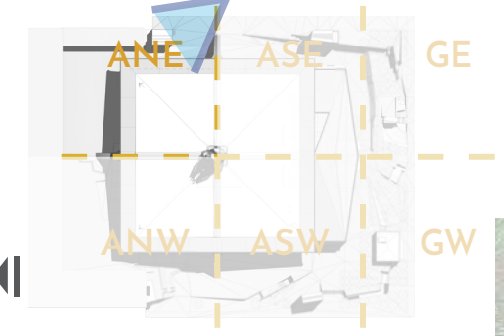




# ARENA NORTHEAST

## EGRESS & MECHANICAL | PREFERRED OPTION

KEY PLAN

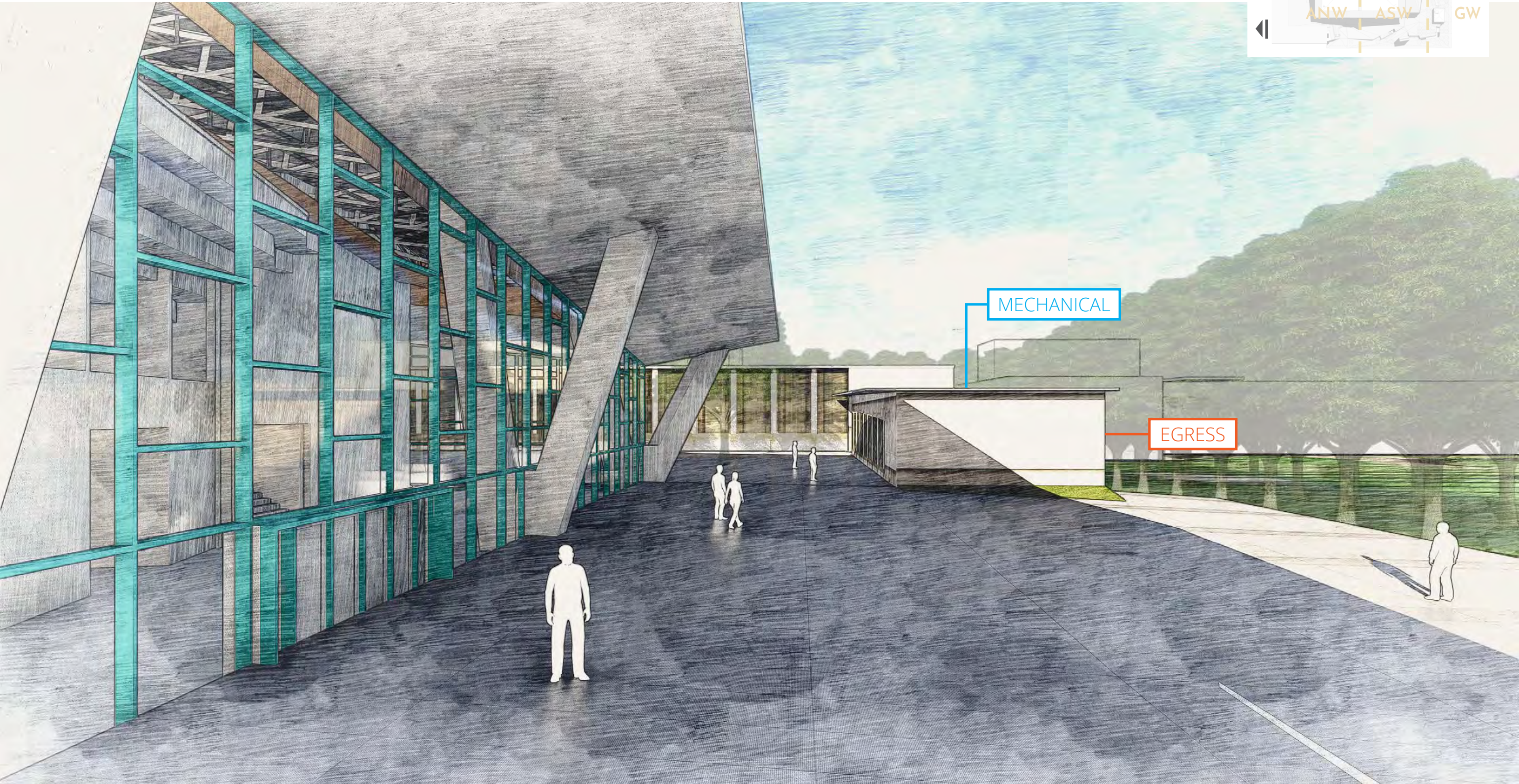




# ARENA NORTHEAST

## EGRESS & MECHANICAL | PREFERRED OPTION

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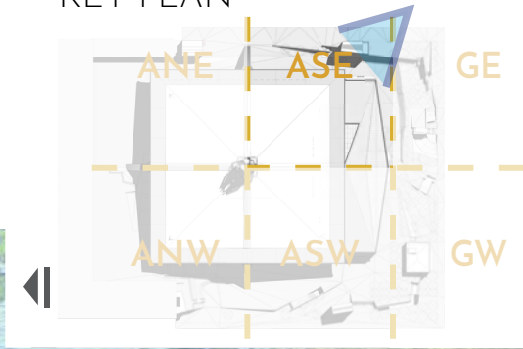




# ARENA SOUTHEAST

## EGRESS & MECHANICAL | OPTION 1

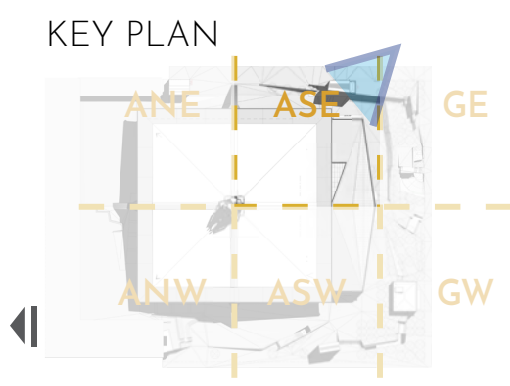
KEY PLAN





# ARENA SOUTHEAST

EGRESS & MECHANICAL | OPTION 2

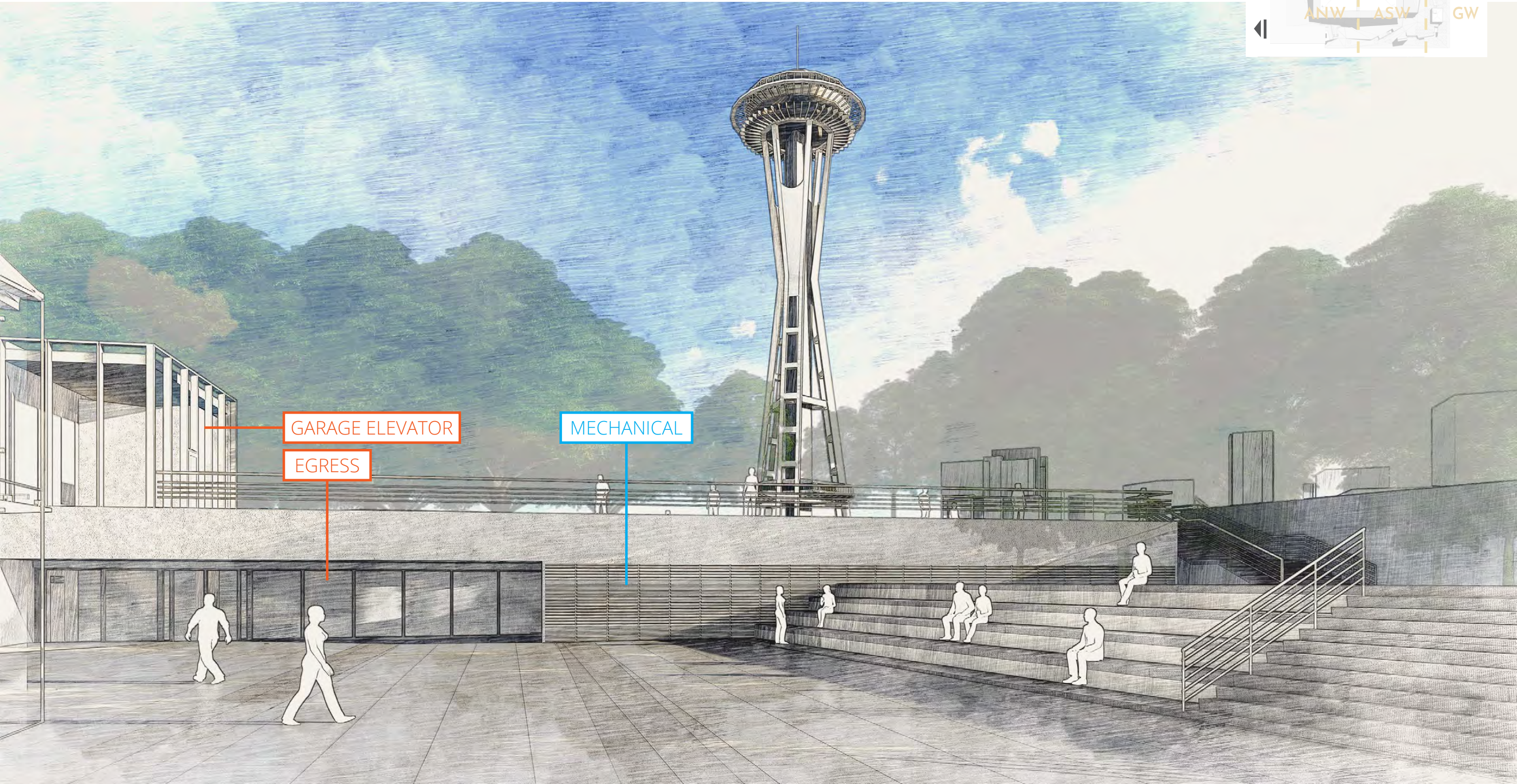




# GARAGE EAST

EGRESS & MECHANICAL | OPTION 1

KEY PLAN

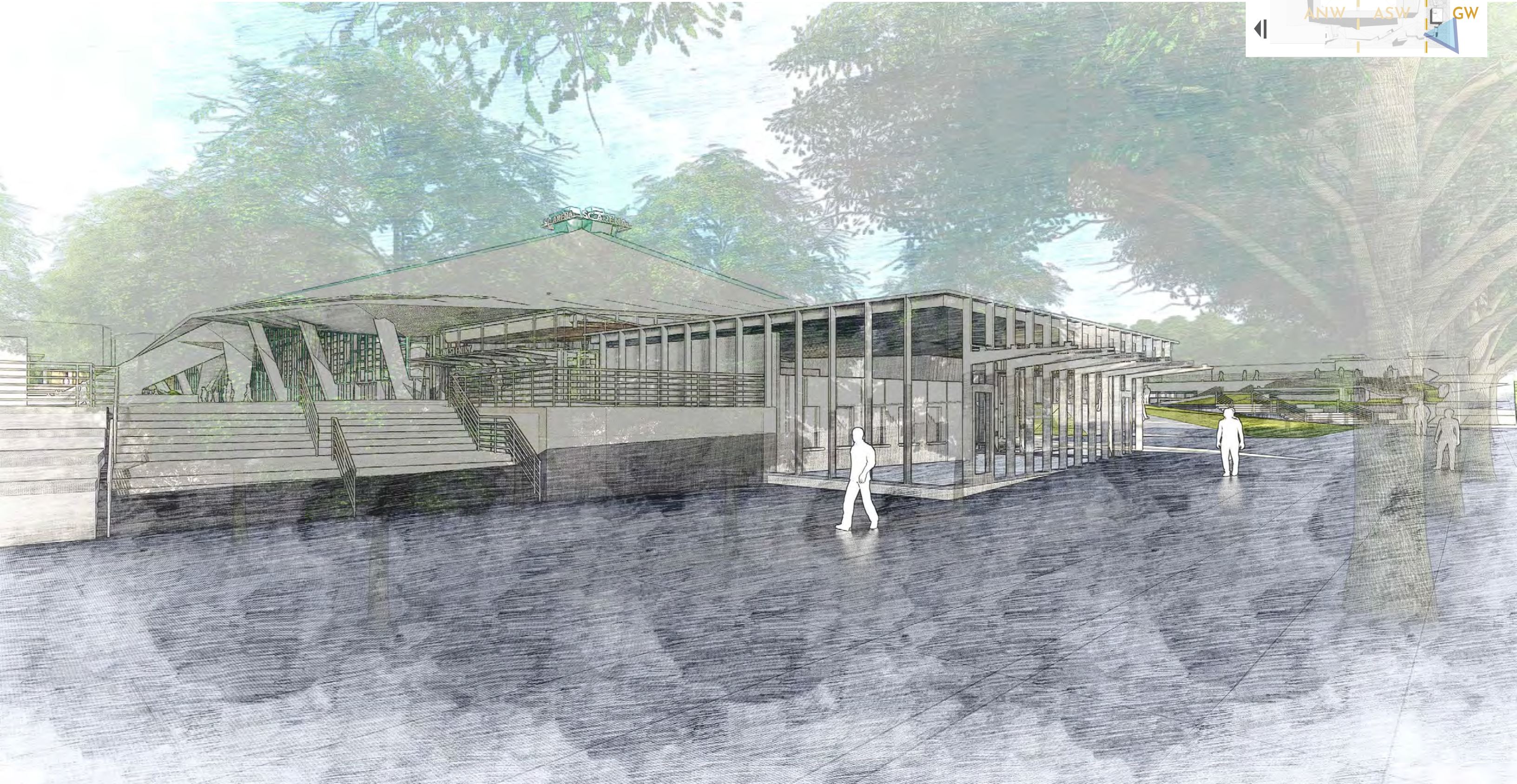
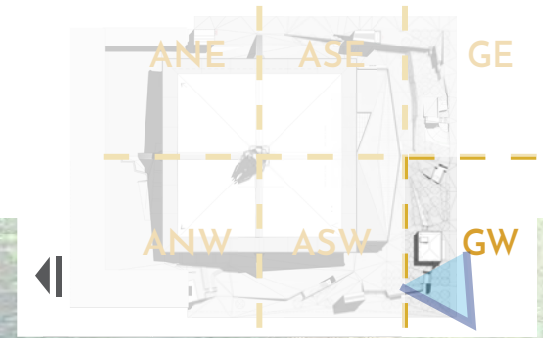




# GARAGE WEST

## EGRESS & MECHANICAL | OPTION 1

KEY PLAN

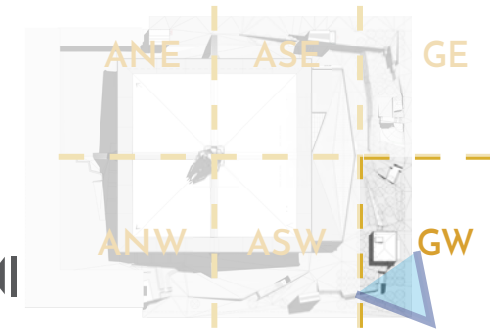




# GARAGE WEST

## EGRESS & MECHANICAL | OPTION 1

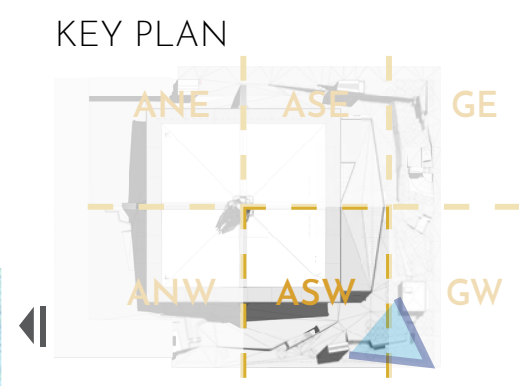
KEY PLAN





# ARENA SOUTHWEST

EGRESS & MECHANICAL | OPTION 1

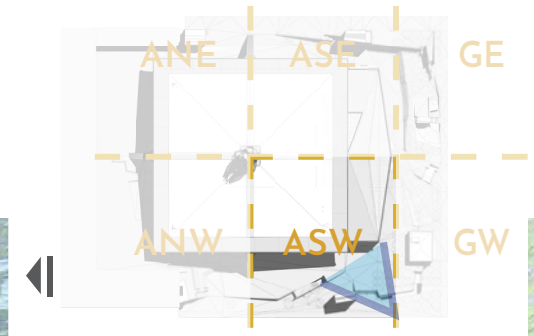




# ARENA SOUTHWEST

EGRESS & MECHANICAL | OPTION 1

KEY PLAN

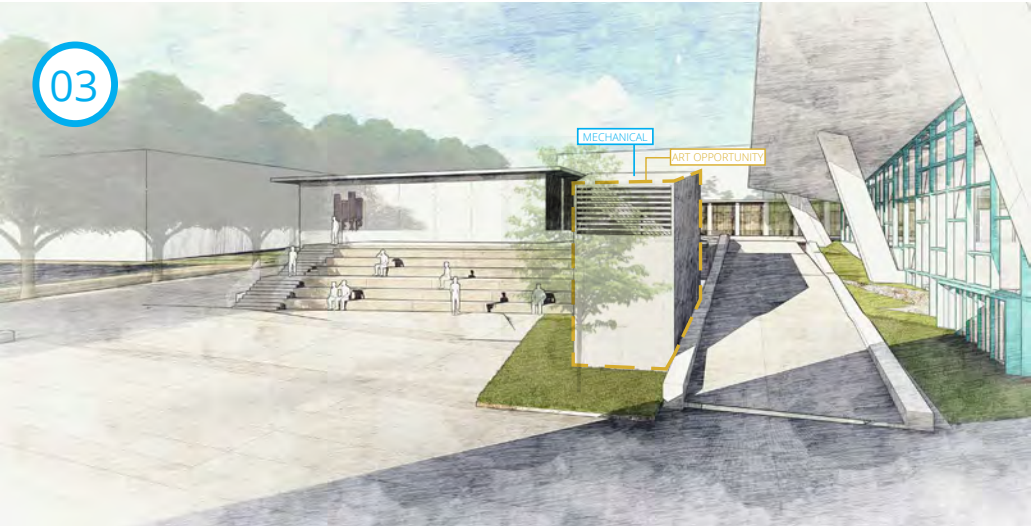
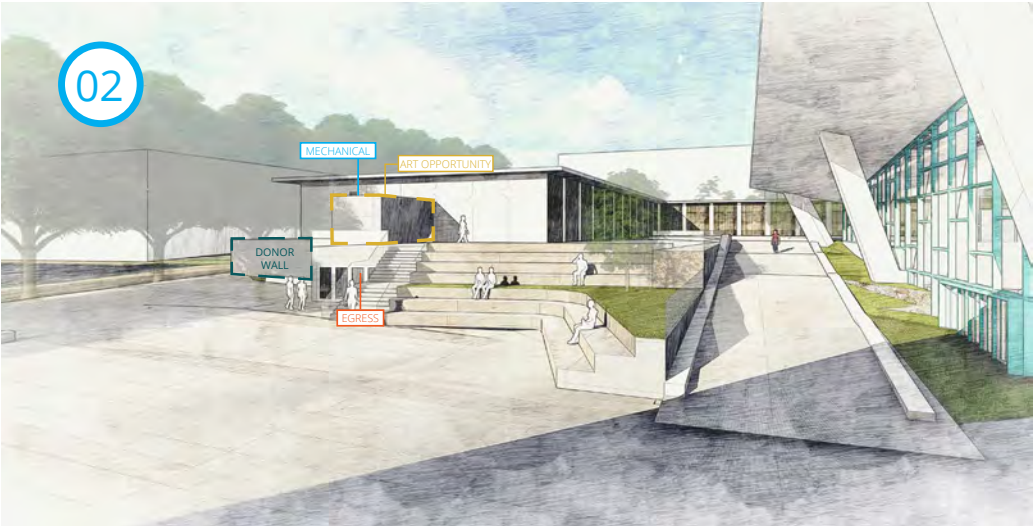
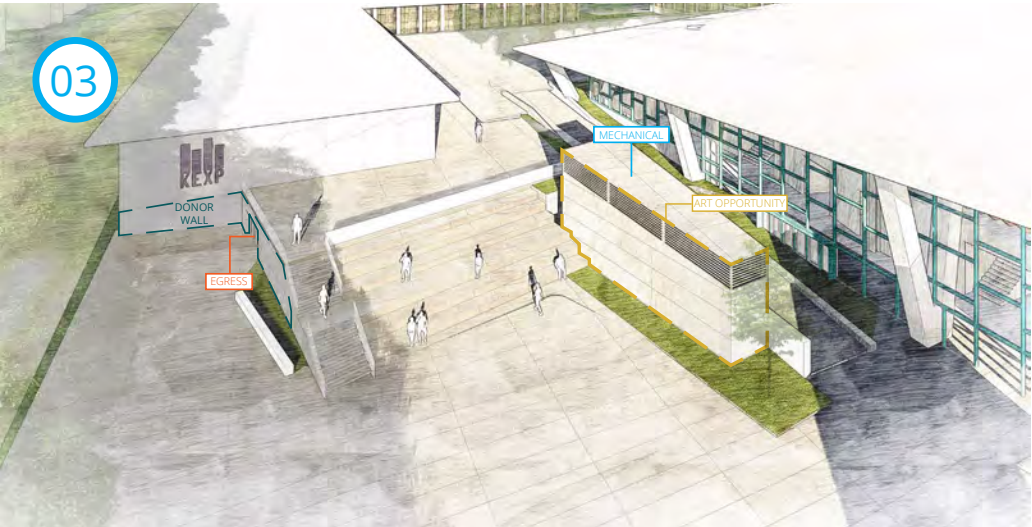
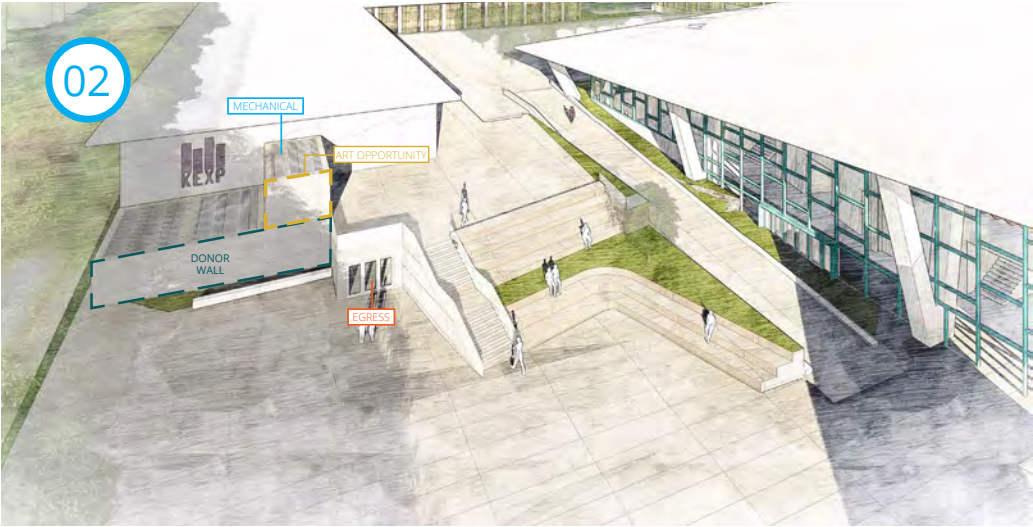
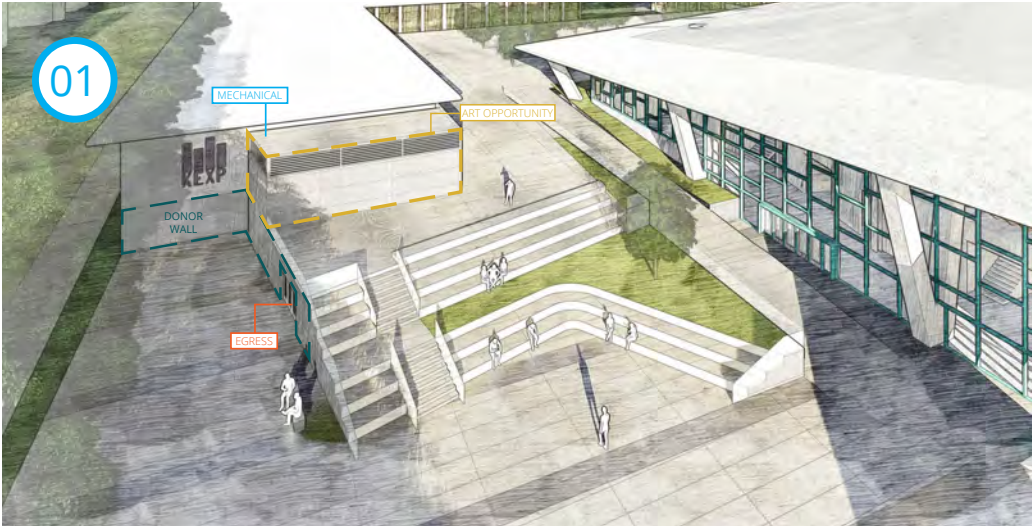
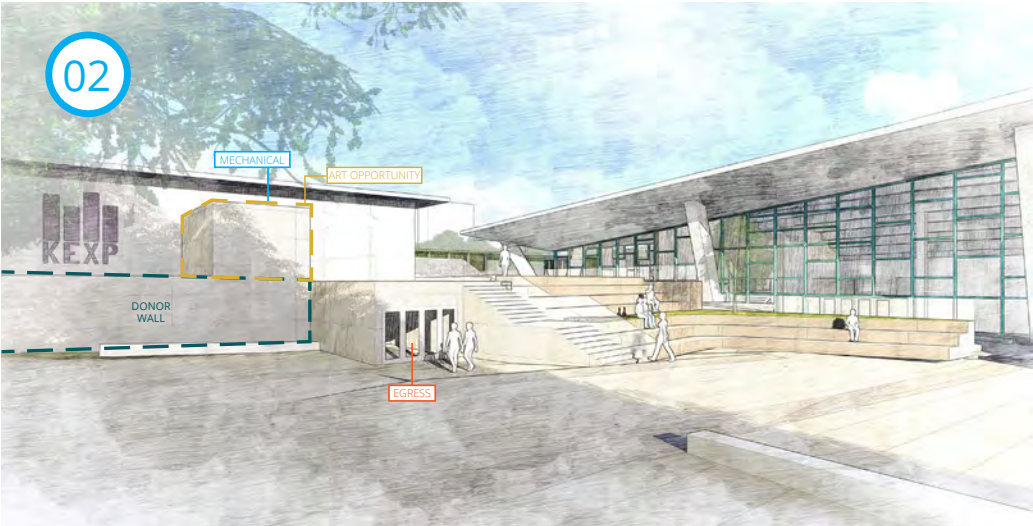
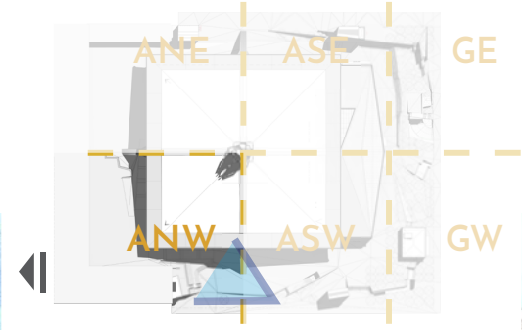




# ARENA NORTHWEST

## EGRESS & MECHANICAL | PRELIMINARY STUDIES

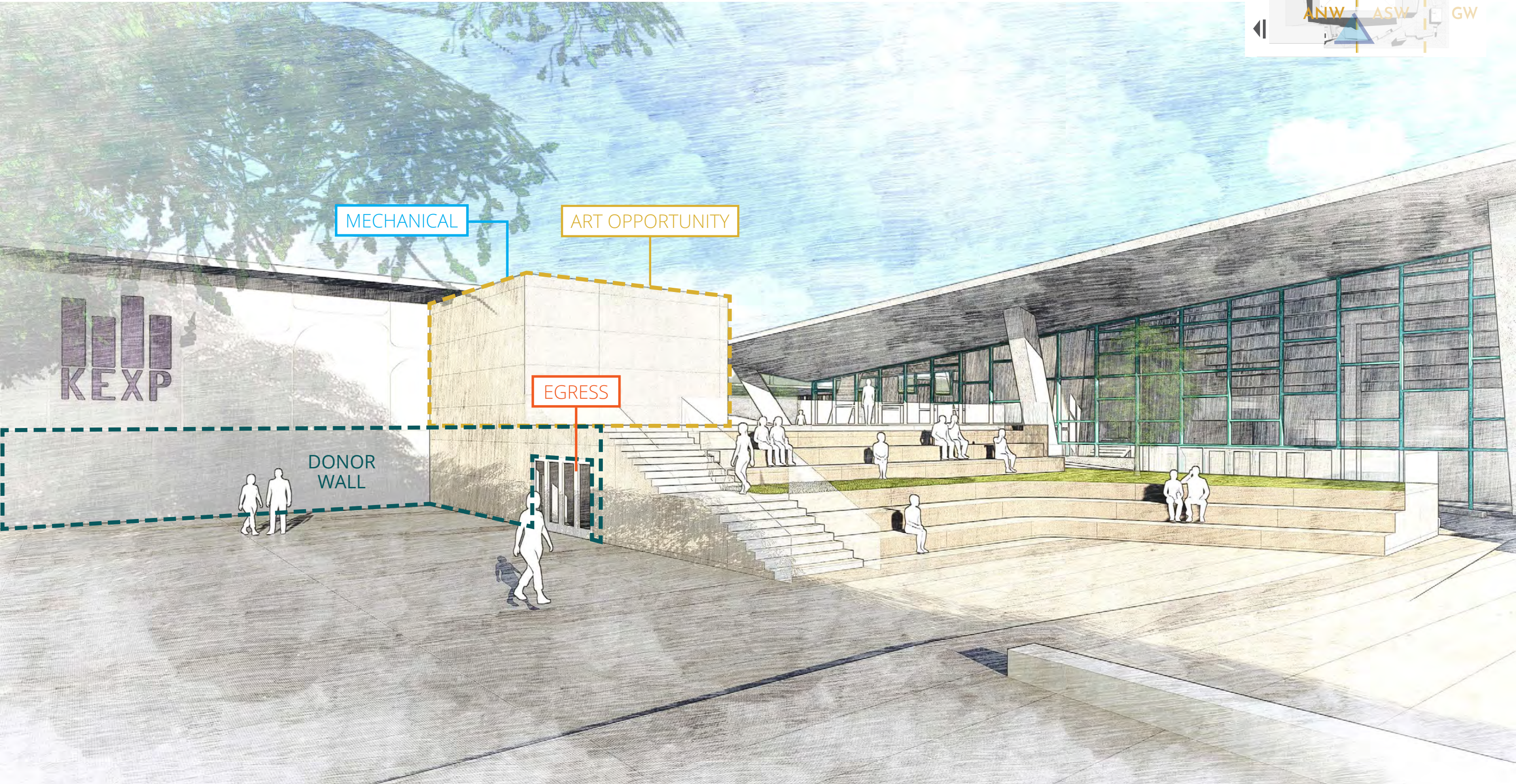
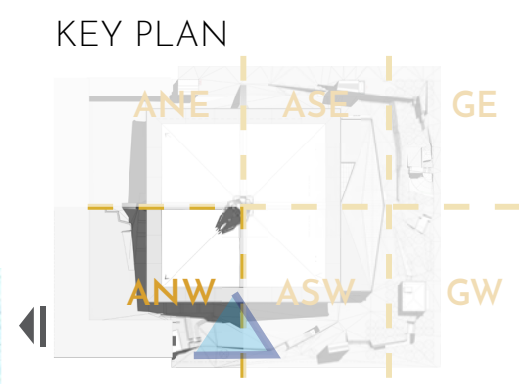
KEY PLAN





# ARENA NORTHWEST

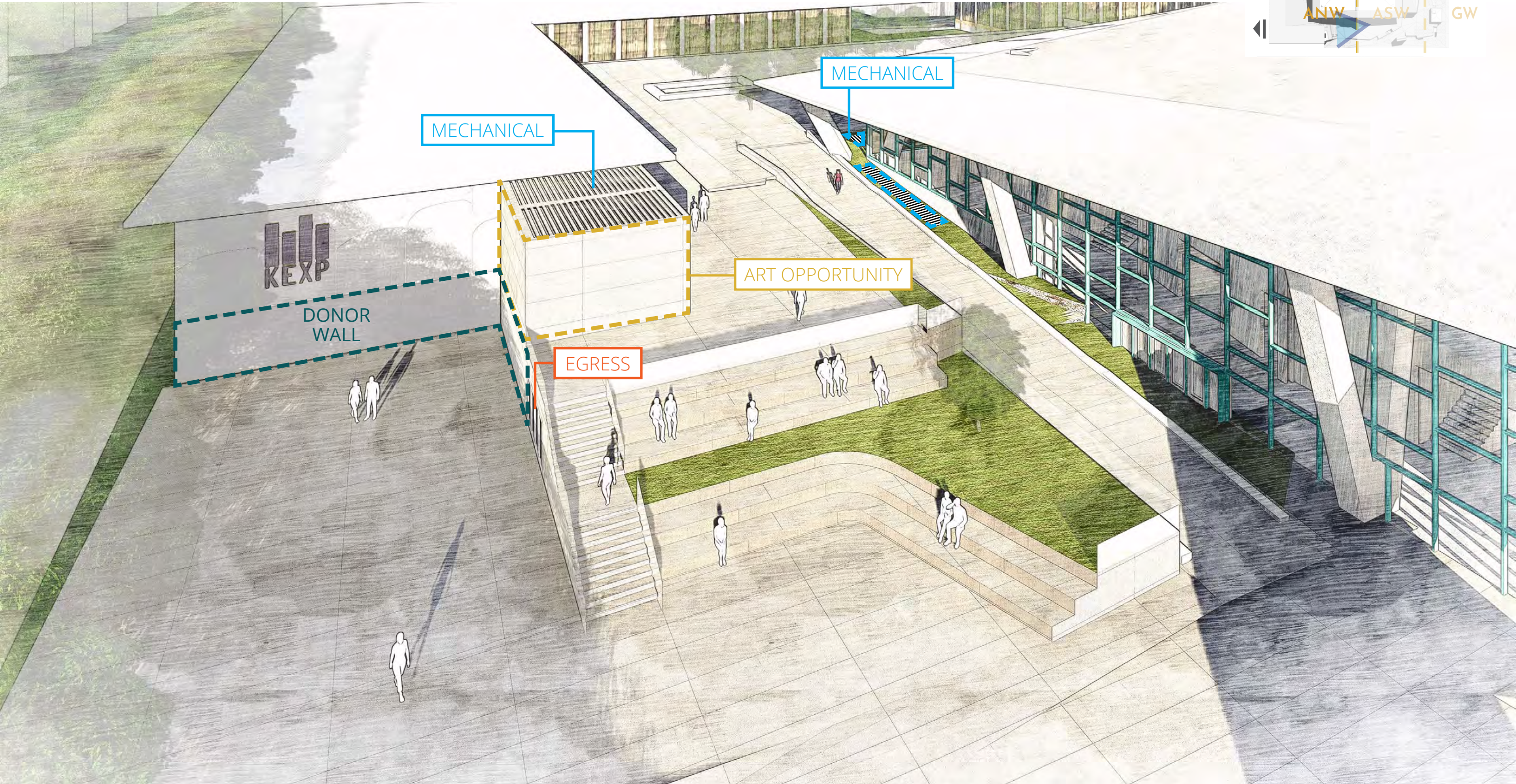
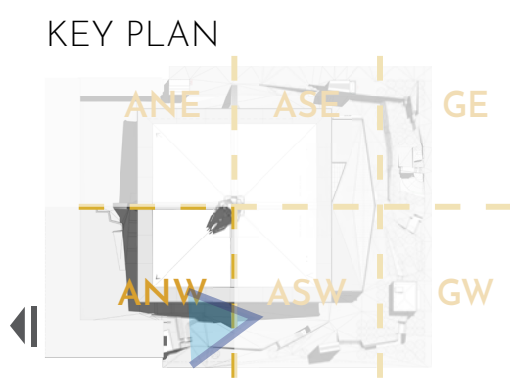
EGRESS & MECHANICAL | OPTION 1





# ARENA NORTHWEST

EGRESS & MECHANICAL | OPTION 1

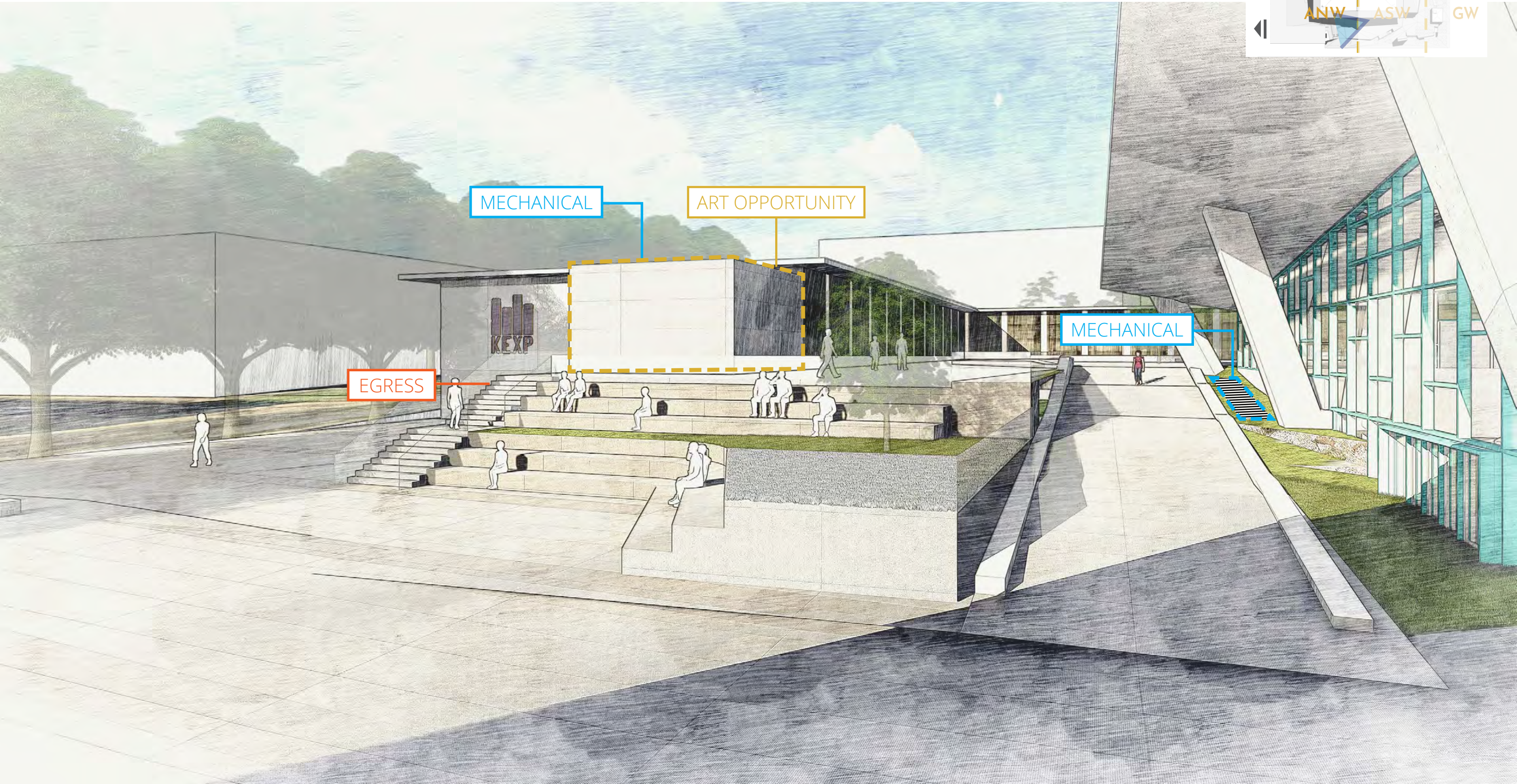
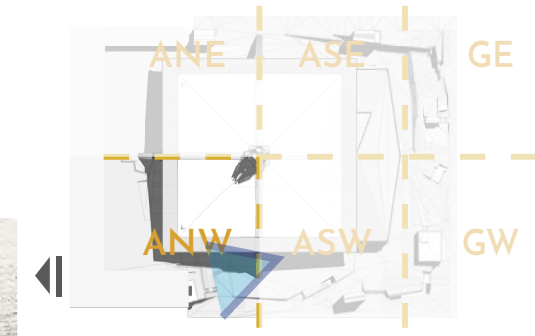




# ARENA NORTHWEST

## EGRESS & MECHANICAL | OPTION 1

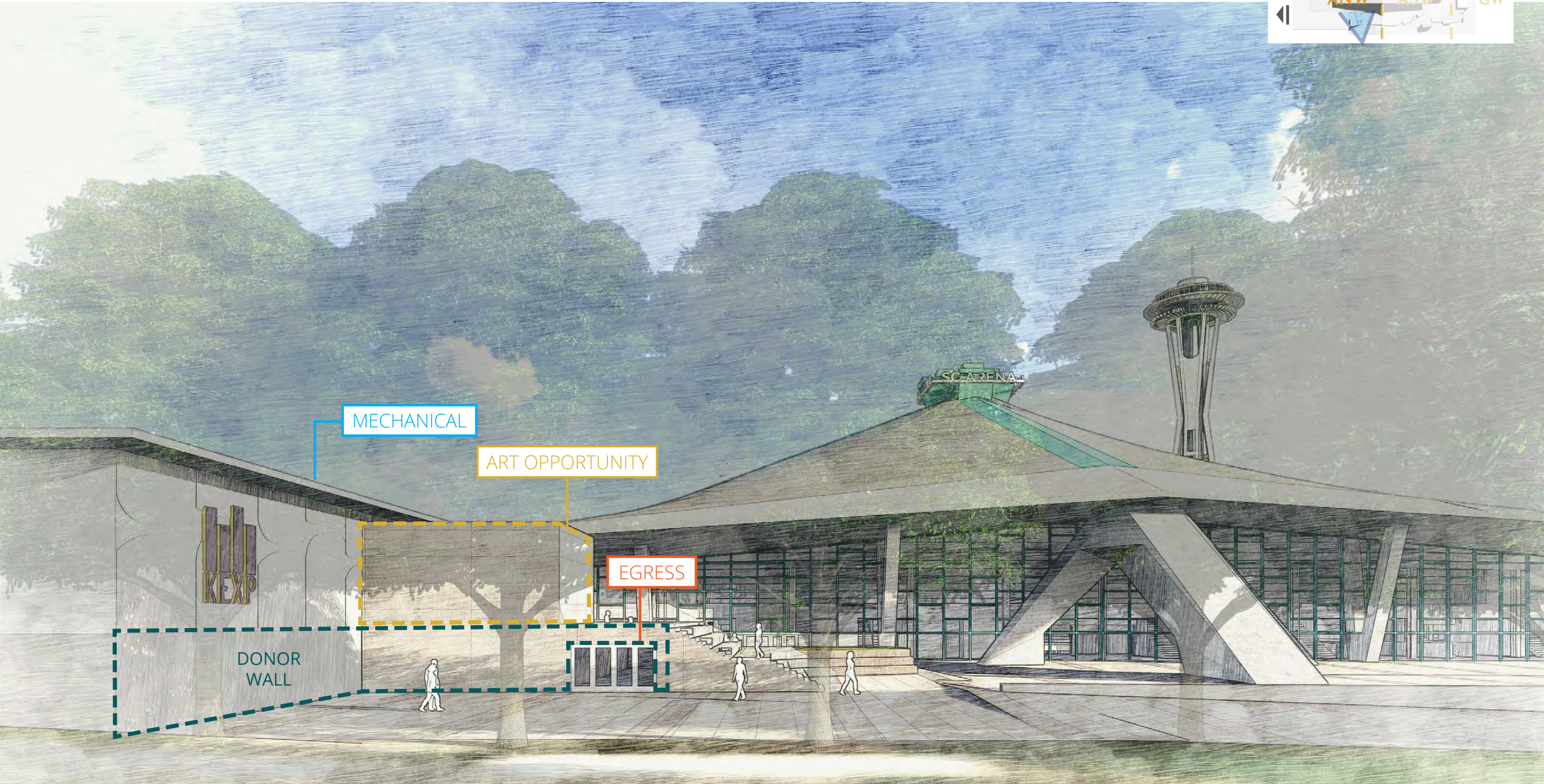
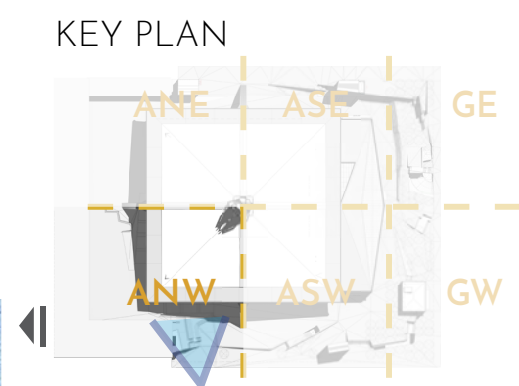
KEY PLAN





# ARENA NORTHWEST

EGRESS & MECHANICAL | OPTION 1

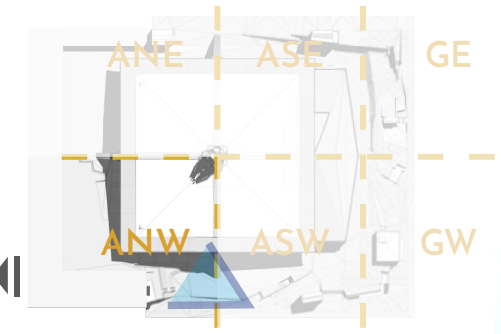




# ARENA NORTHWEST

EGRESS & MECHANICAL | OPTION 2

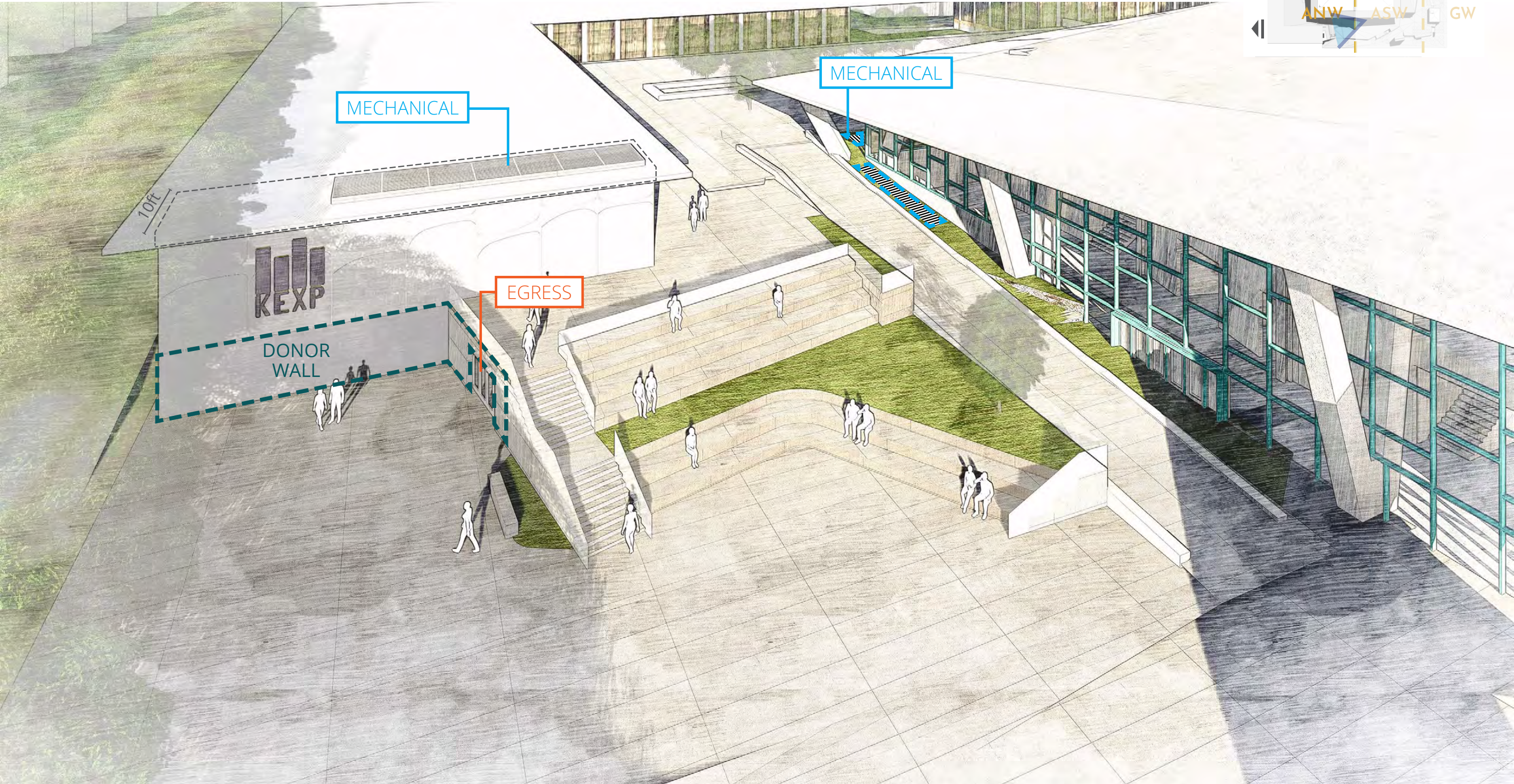
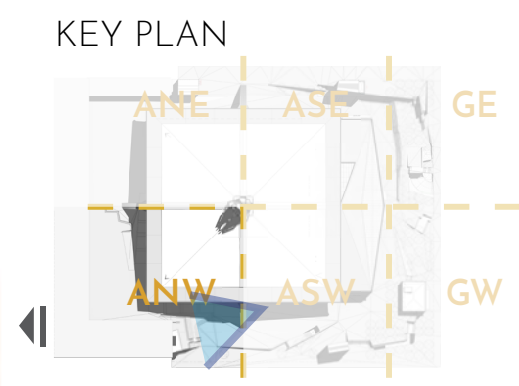
KEY PLAN





# ARENA NORTHWEST

EGRESS & MECHANICAL | OPTION 2

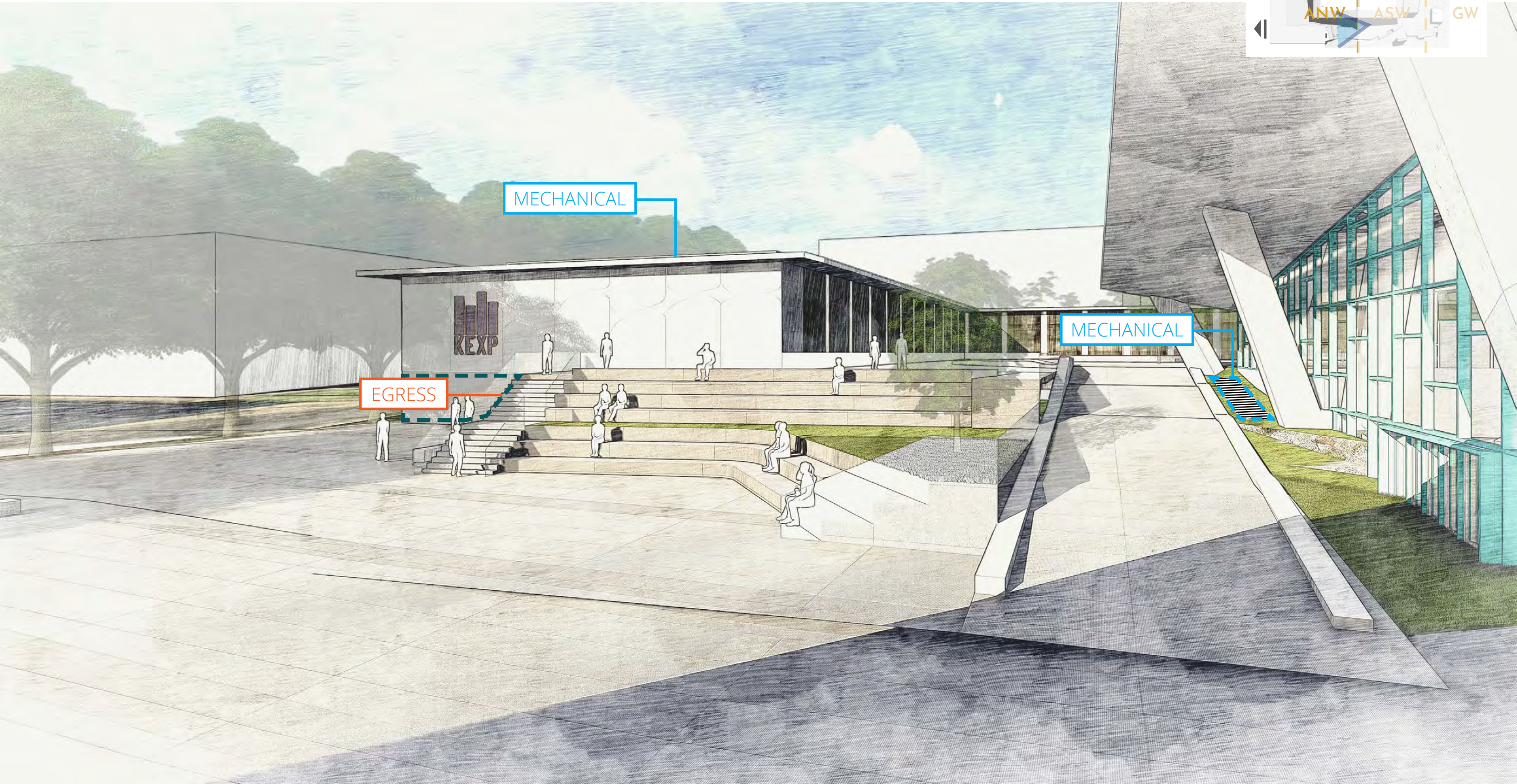
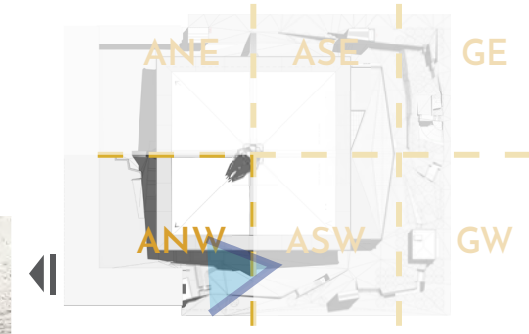




# ARENA NORTHWEST

## EGRESS & MECHANICAL | OPTION 2

KEY PLAN

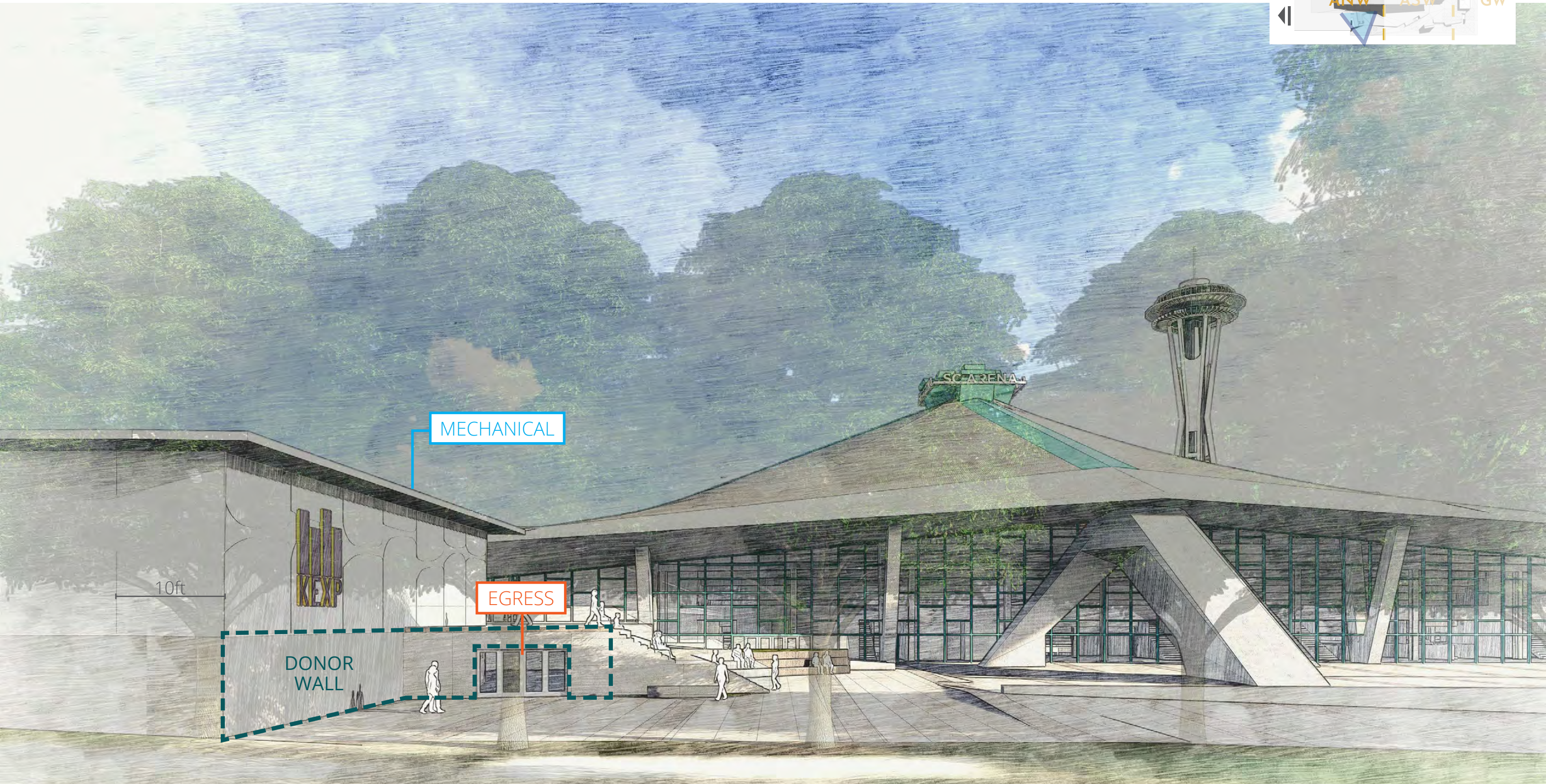
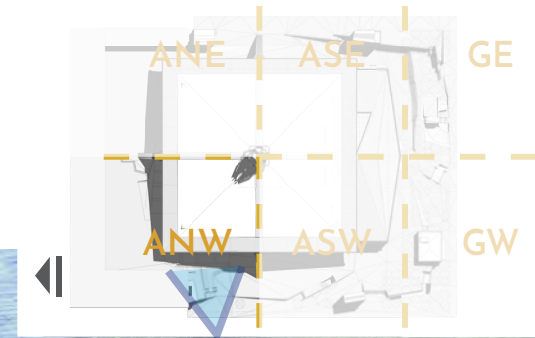




# ARENA NORTHWEST

## EGRESS & MECHANICAL | OPTION 2

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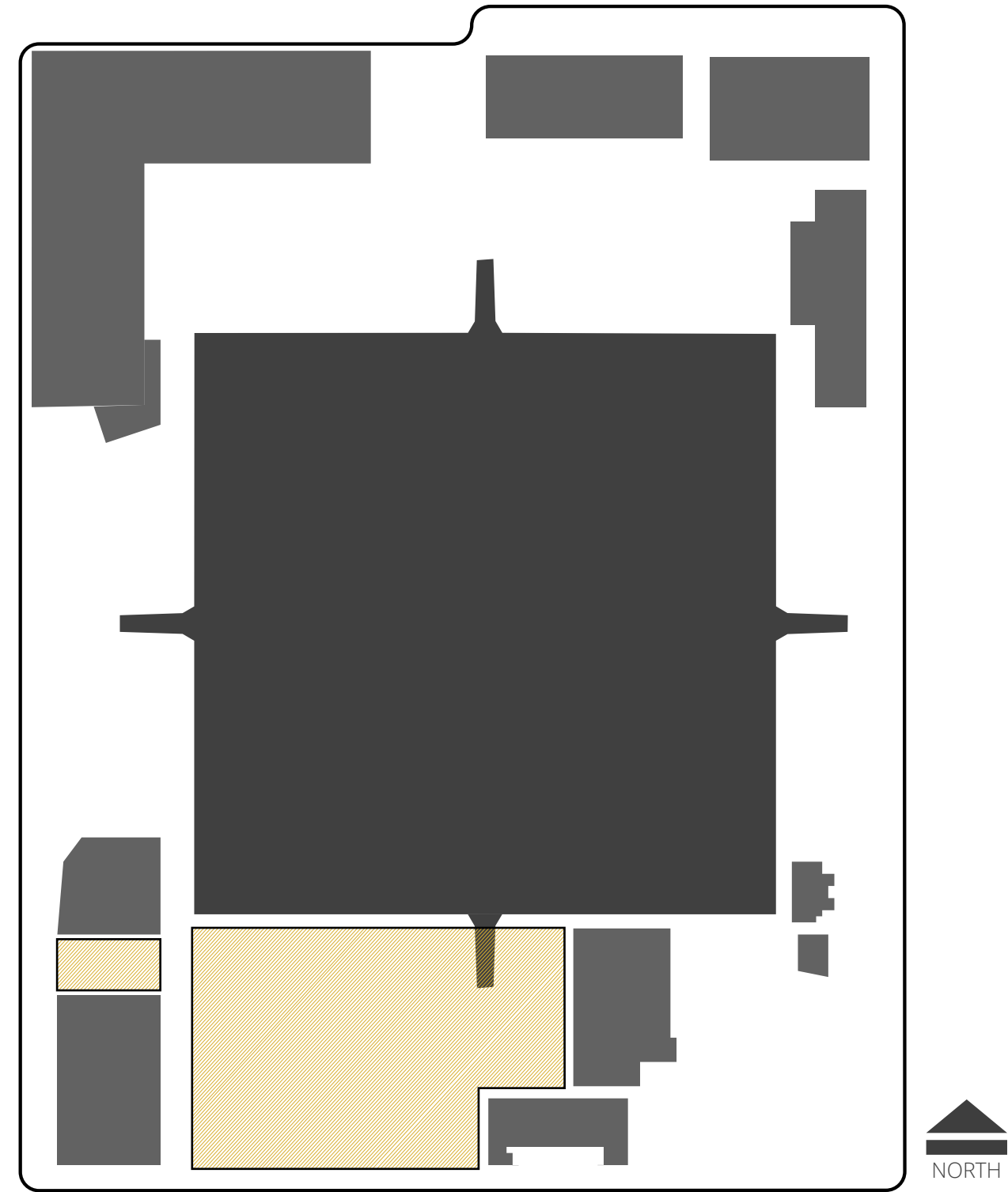




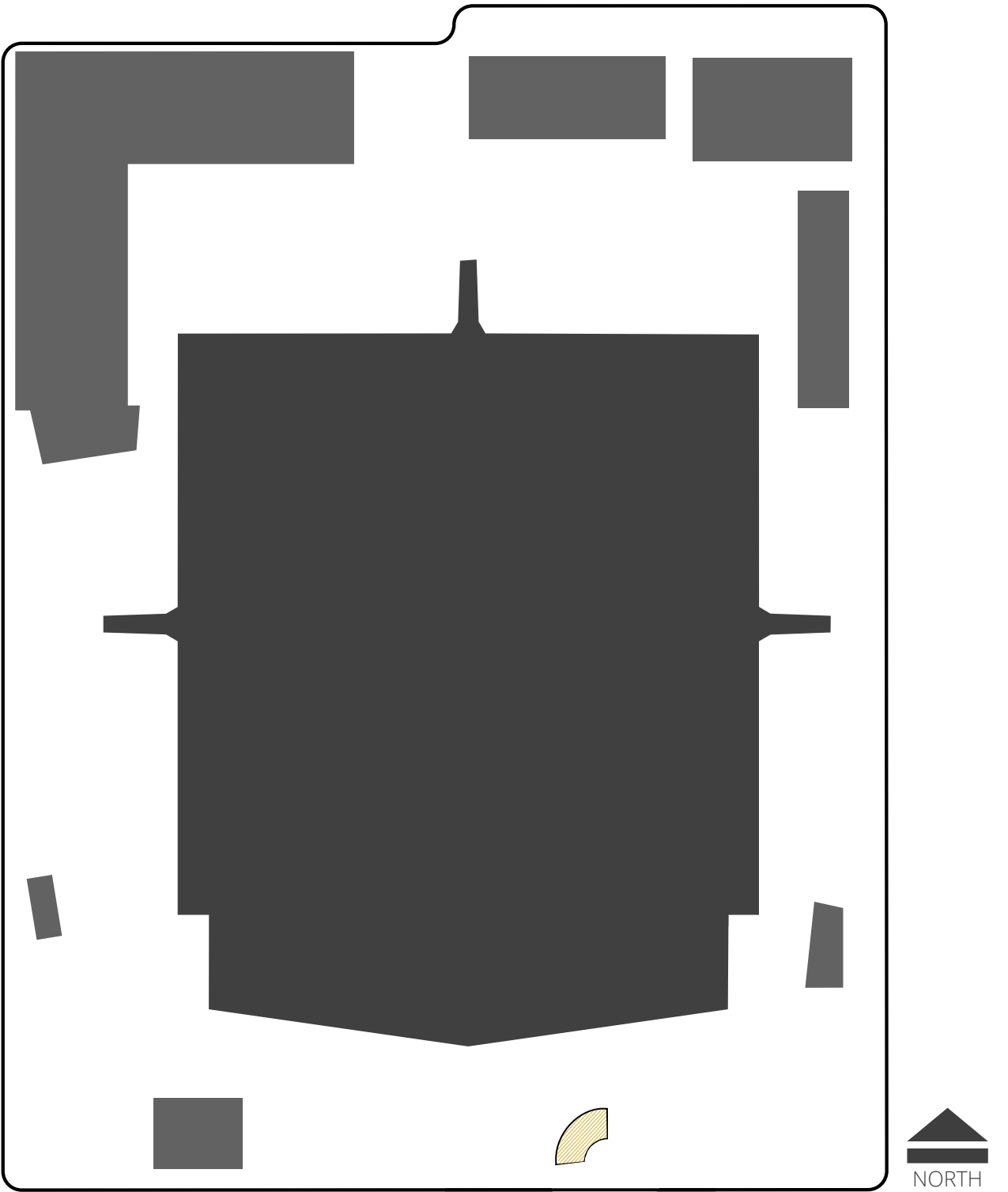
# OPEN SPACE

EXISTING VS. PROPOSED

- ARENA
- SERVICE AREAS
- SITE PROGRAMS



EXISTING



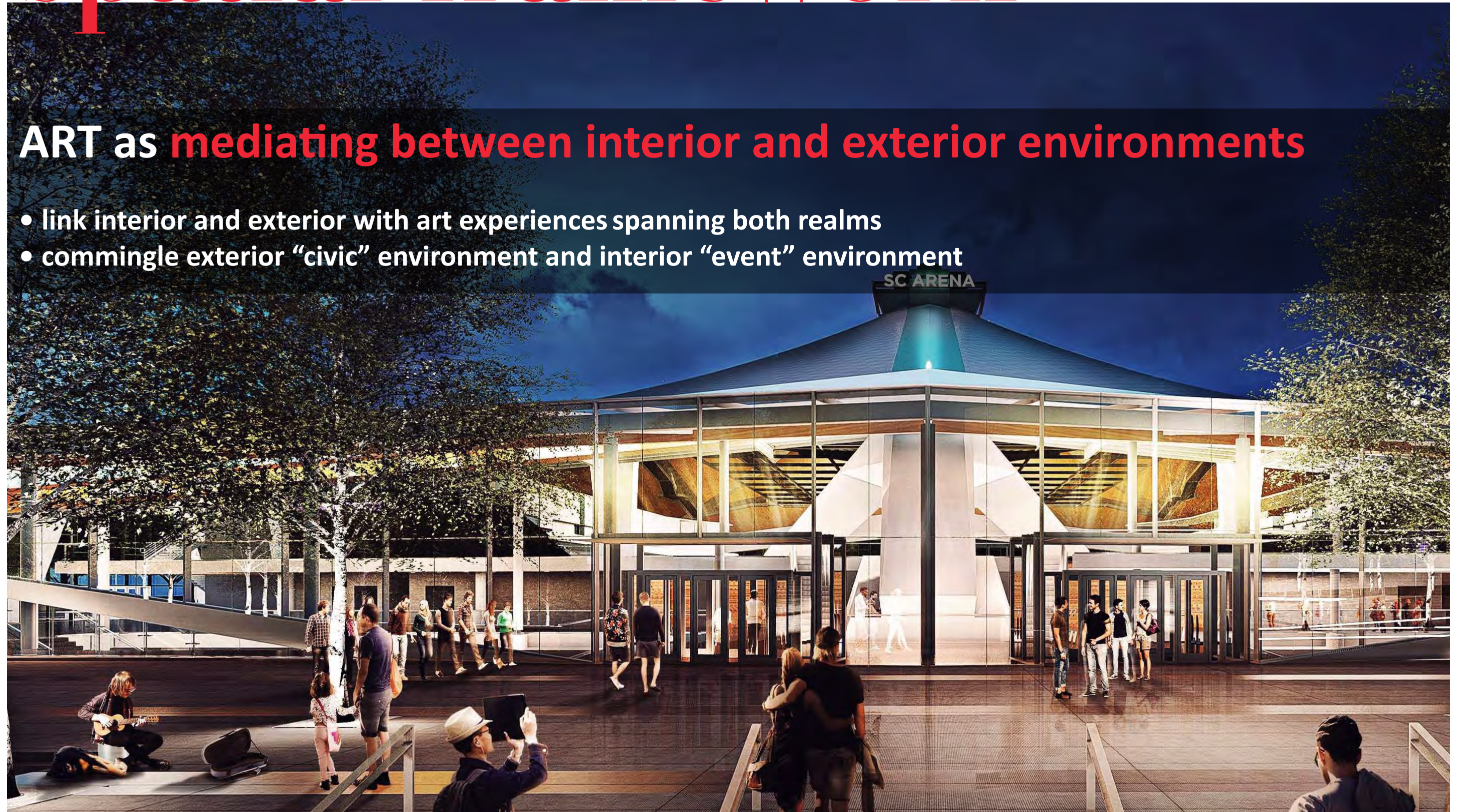
PROPOSED



# ART AT THE ARENA spatial framework

## ART as mediating between interior and exterior environments

- link interior and exterior with art experiences spanning both realms
- commingle exterior “civic” environment and interior “event” environment





ART AT THE ARENA

# temporal framework

## ART as remembering tomorrow

- synthesize the historic past, dynamic present, and unknown future
- explore the notion of envisioning the future
- respond to the site's linear and cyclical time frames
- appeal to personally historic associations with the site as well as collective memories





ART AT THE ARENA

# philosophical vision

## ART as collective emotional experience with transformative power

- tap into inspiring experiences of larger-than-life events, places, and personalities happening at the Arena
- incite wonder and awe triggered by stimuli associated with collective values
- explore emotion as place marker
- position the individual as part of a communal experience, or collective whole



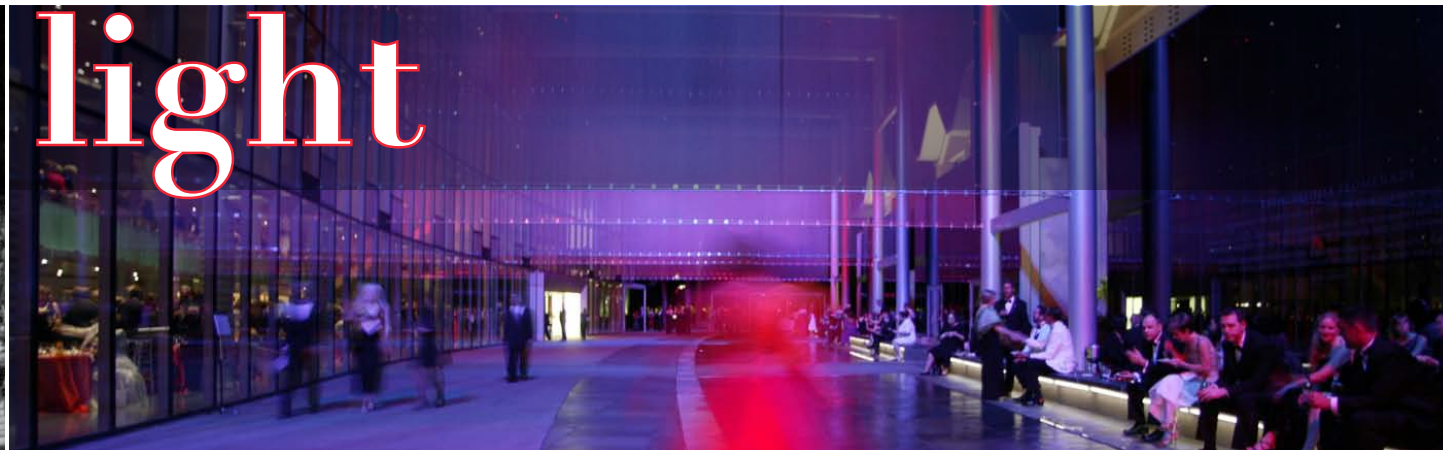


# ART AT THE ARENA

sports



light



entertainment



sculpture



celebrating



image



remembering



performance





# seattle center art guidelines

## GOALS:

- Involve artists and artworks in as many contexts as possible and include artists consistently and actively in project planning and design.
- Provide opportunities for artists and design professionals to collaborate on the design of Seattle Center through its major capital projects, and to integrate artworks into the construction of these projects.
- Emphasize context-driven, site-responsive and temporary artworks aligned with the goals of the Century 21 Master Plan and its phased implementation. A link to the spirit and mission of Seattle Center, its physical site, and its users will strengthen the work's relationship to Seattle Center. The Center's history, its mission and programs, its geography and ecology, and its social environment are among the appropriate issues for an artist to address. The transformation of the campus over time with a multi-phased Master Plan is a compelling issue that lends itself to more temporal and ephemeral artworks in the future.

## ARTISTS SHOULD CONSIDER THE FOLLOWING:

- History of the Site
- The Site in relationship to Seattle and its history and people
- The Center's relationship to the Community
- The Center's relationship to the International Sphere
- The "Green Canvas"
- Environment and Ecology
- A look into the Future as well as the Past
- The diversity of people who attend Seattle Center
- Involvement of the senses

- Seattle Center Century 21 Public Art Plan and Guidelines



# arena art guiding principles

## GENERAL:

- Conceive legacy artwork that inspires generations of people into the future
- Create memorable identifiers for both the Arena and the community
- Balance permanent, civic artworks with ephemeral, performative artworks
- Consider a full range of artistic experiences that encompass diverse media
- Create unexpected, multisensory experiences
- Capture the imagination and arouse emotional connection with place
- Create opportunities for both individual reflection and communal experience

## SPATIAL:

- Integrate art with Arena architecture, plazas, wayfinding, and programming
- Create places for physical experiences and interactions
- Consider contextual variation on all four sides of the building
- Consider views of the artwork from different distances and vantages
- Integrate borrowed views of surrounding place into the art experience
- Mark key arrival points

## CONTEXTUAL:

- Respond to Seattle Center's spirit and sense of place
- Consider Seattle Center's history as a starting point for art concepts
- Tie to Century 21 program of innovation
- Enhance connections between the Arena, Uptown neighborhood, Seattle Center, and the city of Seattle
- Consider global places and traditions as part of the context for art

## TEMPORAL:

- Create art that works on event days as well as non-event days
- Use art to enhance both day and night experiences of the site
- Use durable materials and environmentally sustainable approaches
- Incorporate flexibility for adaptability over time

## EQUITY:

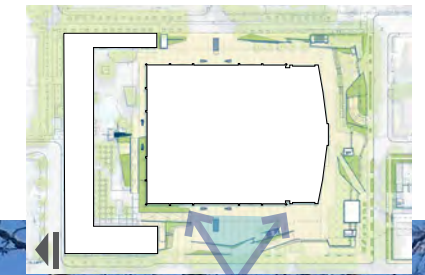
- Include community outreach and exchange of information throughout art program development
- Create art opportunities for a wide spectrum of artistic practices
- Use platforms for sharing open calls to artists that encourage broad participation
- Reflect Seattle's cultural diversity in artist selections
- Consider equity of experience, addressing needs and desires of a diverse population
- Make art accessible and engaging to a wide audience



# SITE ARRIVAL POINTS - CURRENT CONDITIONS

WEST PLAZA & WEST ELEVATION FROM HARRISON ST

KEY PLAN

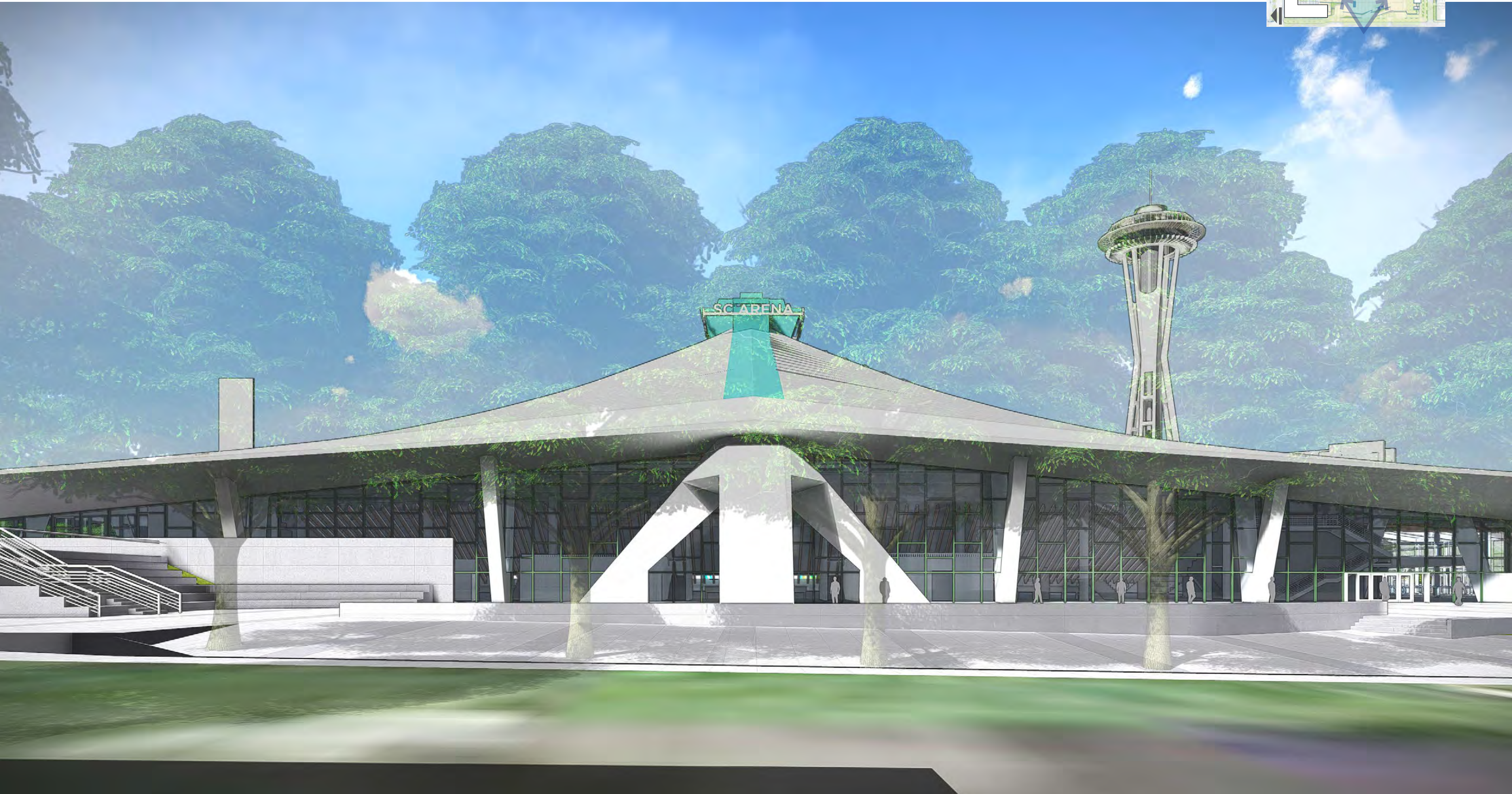
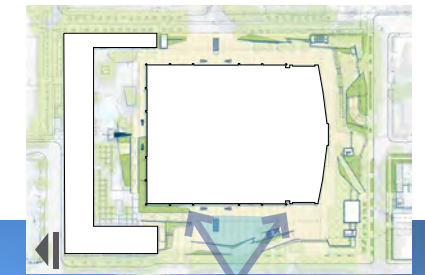




# SITE ARRIVAL POINTS - FUTURE CONDITIONS

WEST PLAZA & WEST ELEVATION FROM HARRISON ST

KEY PLAN

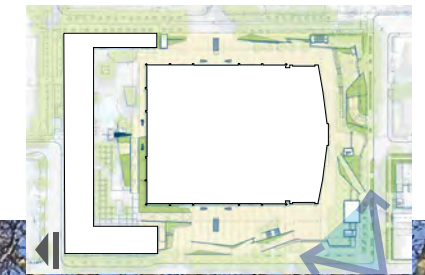




# SITE ARRIVAL POINTS - CURRENT CONDITIONS

CORNER OF 1ST AVE N & THOMAS ST LOOKING NORTH

KEY PLAN

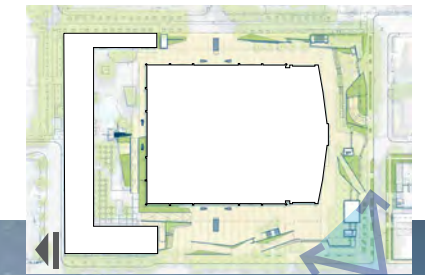




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CORNER OF 1ST AVE N & THOMAS ST LOOKING NORTH

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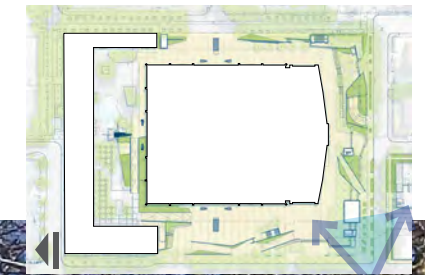




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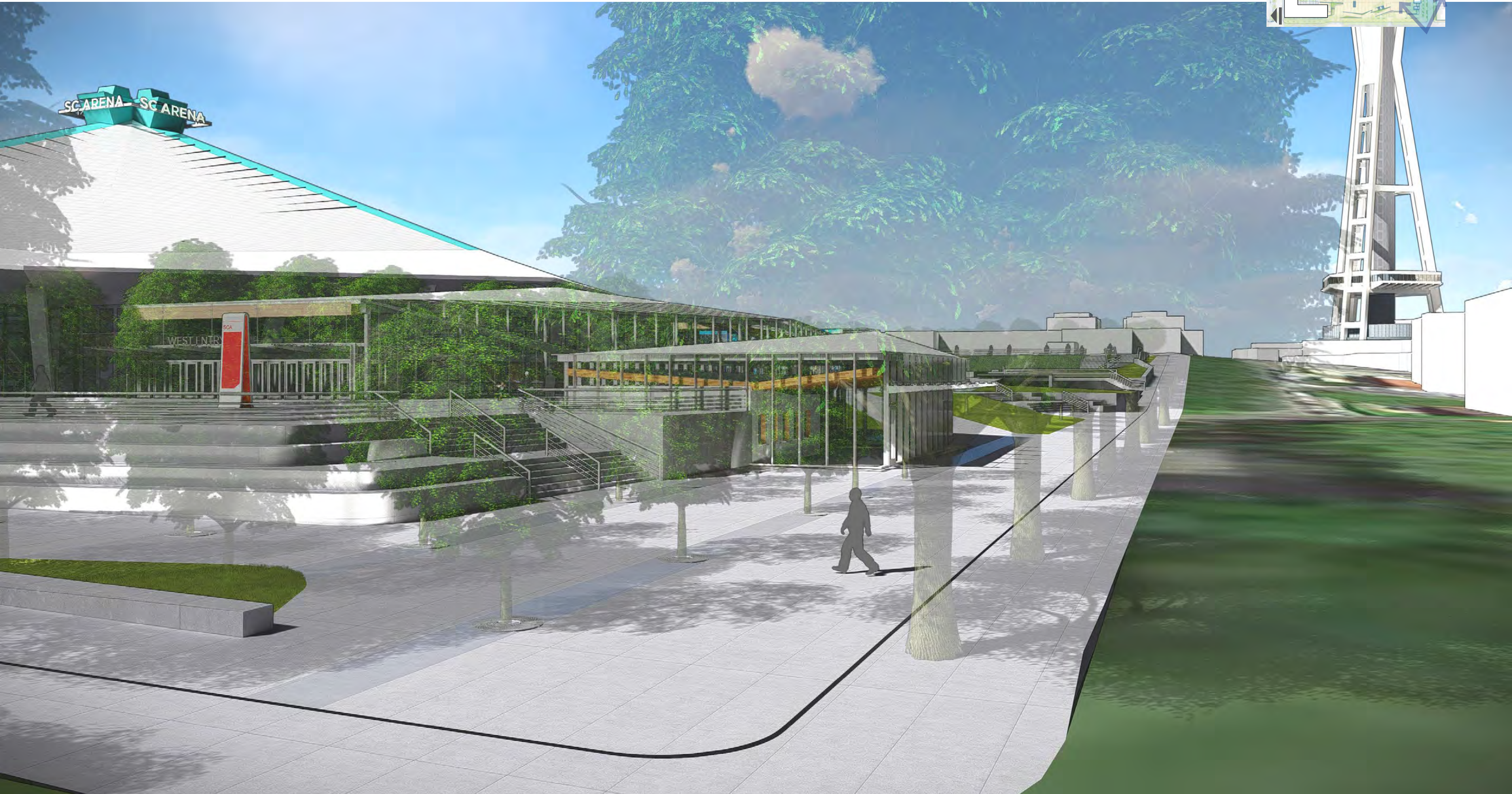
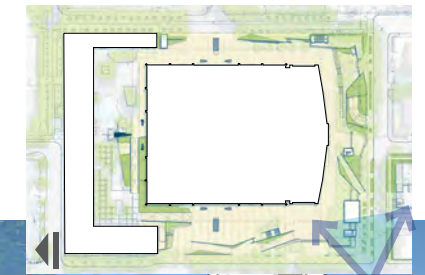




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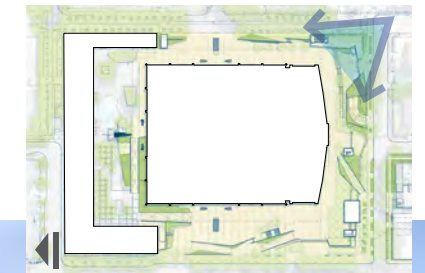




# SITE ARRIVAL POINTS - CURRENT CONDITIONS

SOUTHEAST PLAZA FROM CORNER OF 2ND AVE N & THOMAS ST

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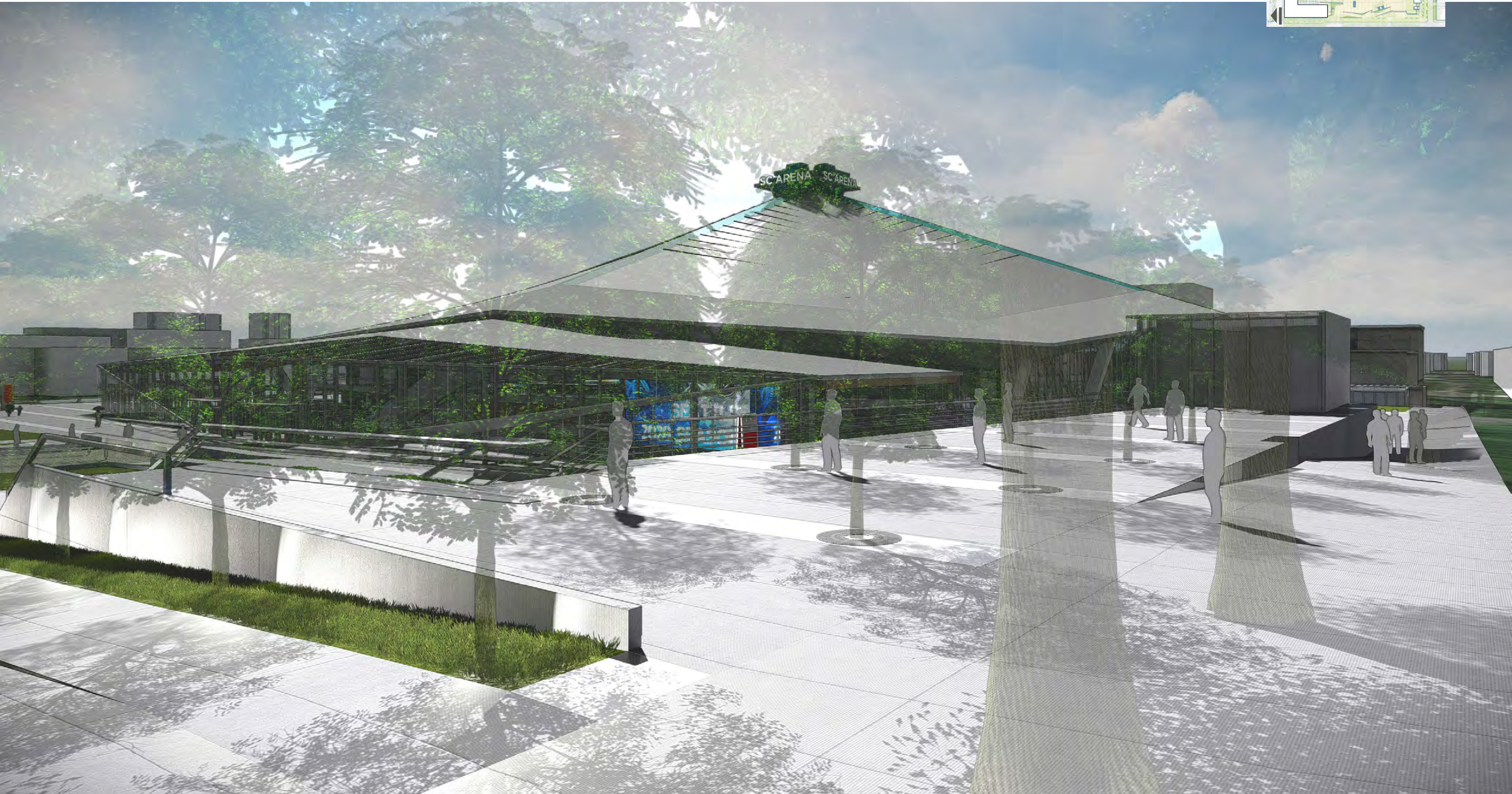
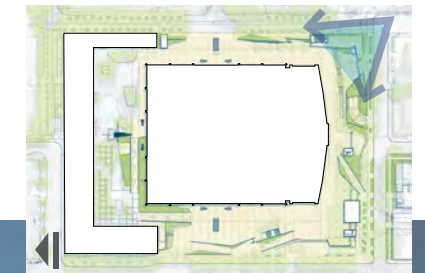




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SOUTHEAST PLAZA FROM CORNER OF 2ND AVE N & THOMAS ST

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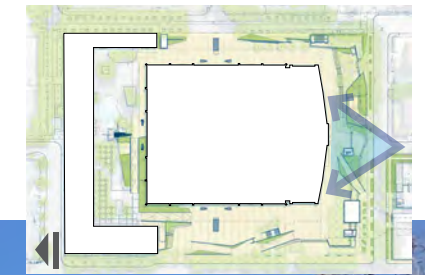




# SITE ARRIVAL POINTS - CURRENT CONDITIONS

SOUTH PLAZA & SOUTH ELEVATION FROM WARREN AVE

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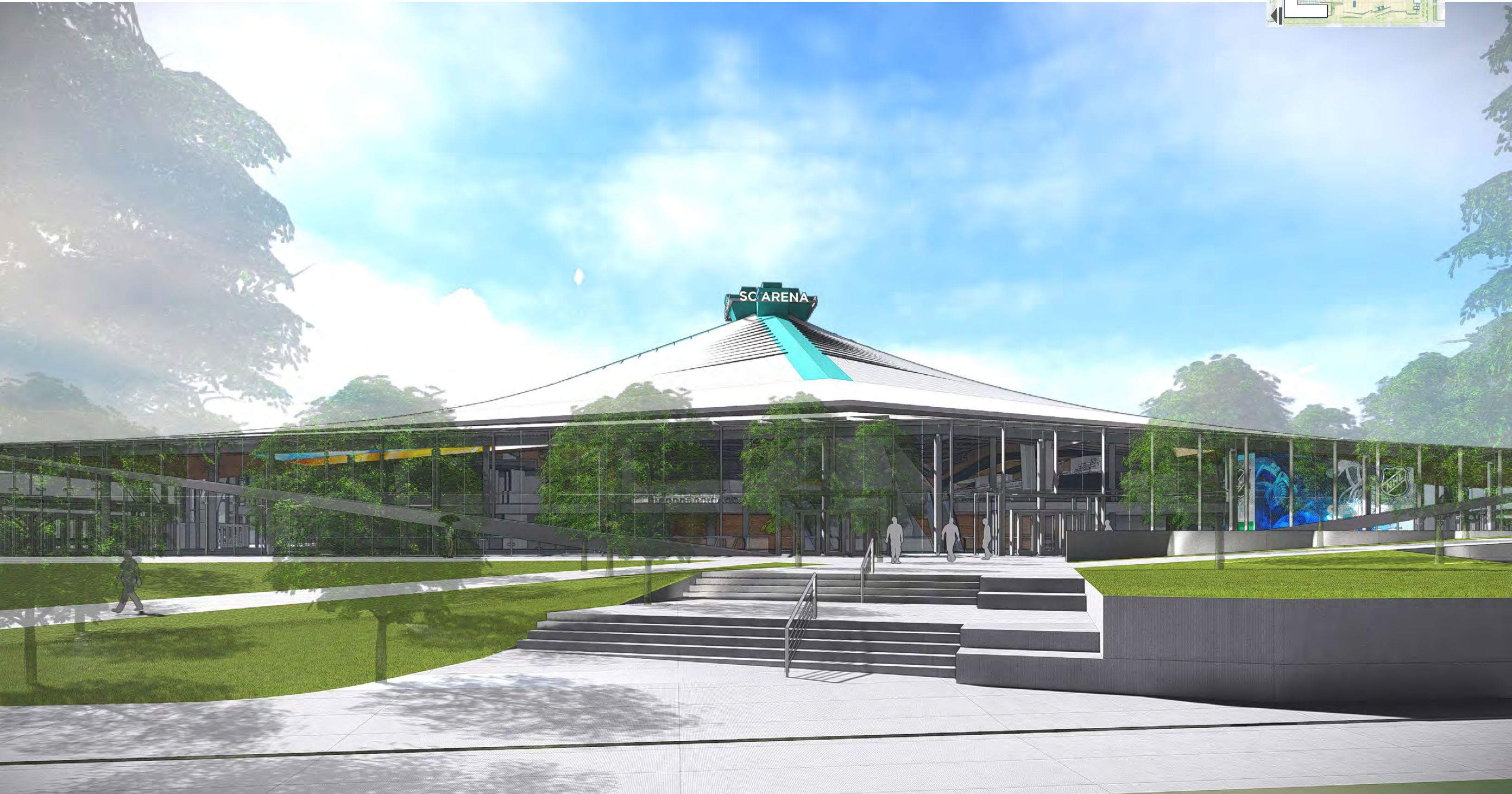
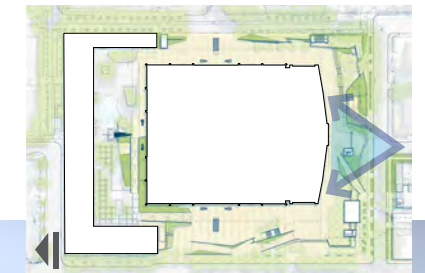




# SITE ARRIVAL POINTS - FUTURE CONDITIONS

SOUTH PLAZA & SOUTH ELEVATION FROM WARREN AVE

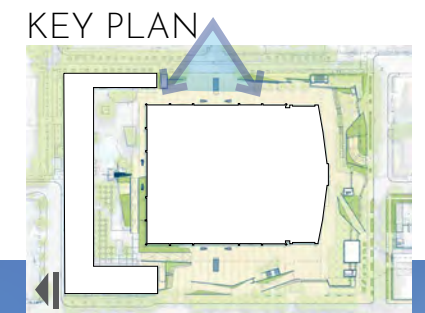
KEY PLAN





# SITE ARRIVAL POINTS - CURRENT CONDITIONS

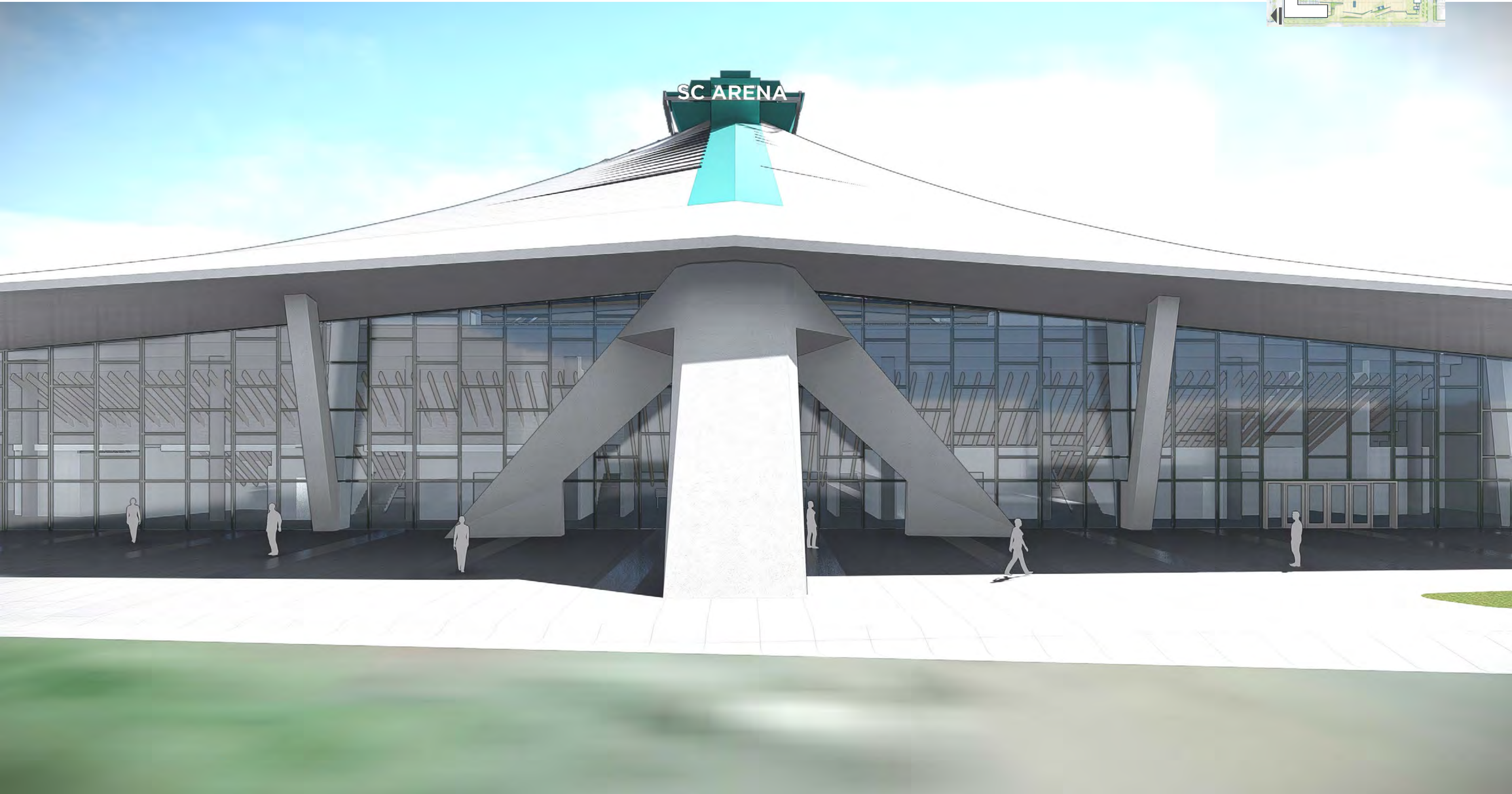
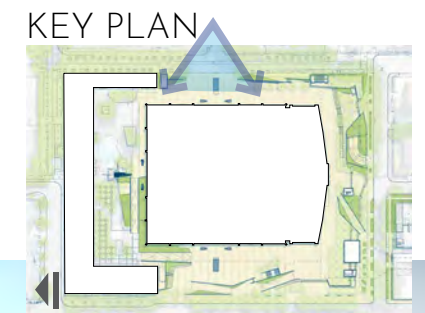
EAST PLAZA & EAST ELEVATION FROM INTERNATIONAL FOUNTAIN





# SITE ARRIVAL POINTS - FUTURE CONDITIONS

EAST PLAZA & EAST ELEVATION FROM INTERNATIONAL FOUNTAIN

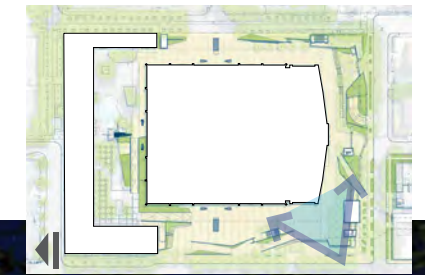




# PERSPECTIVE VIEW

## WEST ENTRY & SOUTHWEST PLAZA

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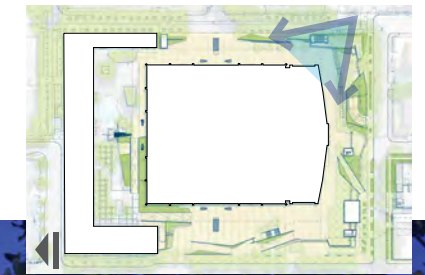




# PERSPECTIVE VIEW

EAST ENTRY & SOUTHEAST PLAZA FROM FISHER PAVILION

KEY PLAN

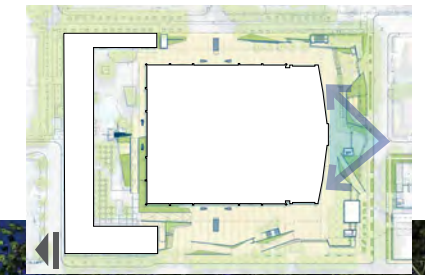




# PERSPECTIVE VIEW

## SOUTH PLAZA & ATRIUM SOUTH ELEVATION

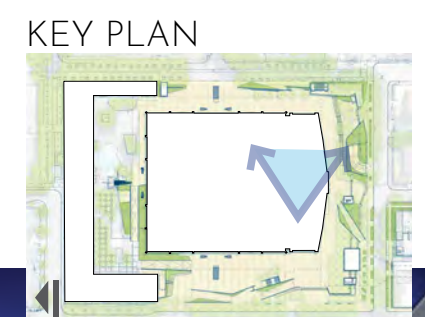
KEY PLAN





# PERSPECTIVE VIEW

## INTERIOR VIEW OF ATRIUM

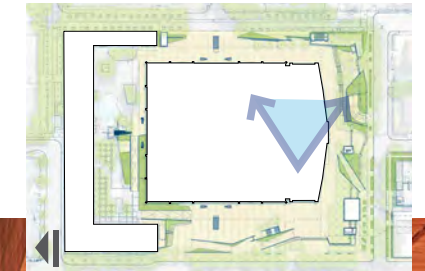




# PERSPECTIVE VIEW

## INTERIOR VIEW OF MAIN CONCOURSE

KEY PLAN

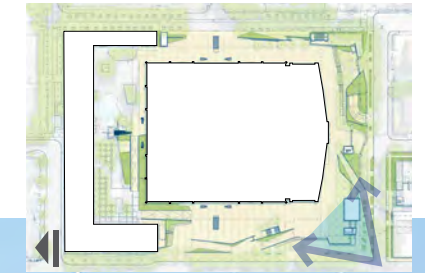




# PERSPECTIVE VIEW

## WEST ENTRY

KEY PLAN







MOVING FORWARD

