

SEATTLE ARENA

MAY 2, 2013

SEATTLE DESIGN COMMISSION

OCCIDENTAL AVE STREET VACATION

URBAN MERIT

INTRODUCTION

This document is the second in a series of City of Seattle Design Commission submittals made in reference to a proposed arena to be located within the 'Stadium Overlay District' specifically in reference to the proposed vacation of Occidental Ave from Massachusetts St to Holgate St.

This document pertains to the urban merit surrounding the arena site.

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SEATTLE ARENA

MAY 2, 2013

SWIFT COMPANY LLC

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URBAN MERIT SUMMARY PAGE

1.

TRANSPORTATION

THE AREA DEVELOPMENT PRODUCES A NET BENEFIT TO THE SYSTEM OF CONNECTIVITY (PEDESTRIAN, VEHICULAR, RAIL) THAT CURRENTLY EXISTS AT THE LARGER DISTRICT SCALE ENCOMPASSING THE DEVELOPMENT SITE. MAJOR PEDESTRIAN PLAZA ORIENTED TO 1ST AVE PEDESTRIAN THOROUGHFARE, AND OCCIDENTAL AVE /SAFECO CONNECTION.
2.

STREET IMPROVEMENTS

GREEN STREET LEVEL IMPROVEMENTS.
3.

GATEWAY

THE BUILDING ALONG WITH STREET TREE PLANTING REINFORCE S HOLGATE AS A GATEWAY FROM THE INDUSTRIAL AREA TO DOWNTOWN.
4.

URBAN FOREST CANOPY

AUGMENT CITY'S URBAN FOREST CANOPY.
5.

UTILITIES

UNDERGROUNDING CLUTTERED OVERHEAD UTILITIES AND ENSURING THAT ALL UTILITY SYSTEMS MAINTAIN REDUNDANCY.
6.

DISTRICT OPEN SPACE (QUANTITY)

ARENA PLAZA PROVIDES NEEDED OPEN SPACES IN DISTRICT.
7.

DISTRICT OPEN SPACE (QUALITY)

THE PROPOSED ARENA PLAZA SCALE AND QUALITY IS IN LINE WITH CURRENT TRENDS IN ADJACENT DEVELOPMENT IN THE STADIUM OVERLAY DISTRICT AND RESPONDS TO CITY POLICY.
8.

NEW CITY LANDMARK + CONTEXT

THE VALUE OF CREATING A NEW CITY LANDMARK.
9.

SUSTAINABILITY FEATURES

THE ARENA WILL BE DESIGNED TO A HIGH LEVEL OF SUSTAINABILITY THOUGH WATER SAVINGS, ENERGY SAVINGS, EDUCATIONAL PROGRAMS AND CONSIDERATION OF REGIONAL AND DISTRICT WIDE STRATEGIES.



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PROJECT DESCRIPTION

THE PROJECT’S ADDRESS IS 1700 1ST AVENUE SOUTH, SEATTLE, WASHINGTON.

IT IS WITHIN THE BLOCK BOUNDED BY HOLGATE STREET TO THE SOUTH, TRAIN TRACKS TO THE EAST, 1ST AVENUE TO THE WEST, AND SOUTH MASSACHUSETTS STREET TO THE NORTH.

THE PROJECT IS LOCATED IN THE INDUSTRIAL COMMERCIAL-85 ZONE, AND IS LOCATED IN THE STADIUM AREA OVERLAY AND THE GREATER DUWAMISH MANUFACTURING INDUSTRIAL CENTER OVERLAY.

THE SITE IS WITHIN THE DOWNTOWN DESIGN REVIEW BOARD’S BOUNDARIES.



DEMOGRAPHIC TRENDS

UNDERLYING ZONING, LAND USES AND ECONOMIC PATTERNS ESTABLISH THE BASIS FOR TRENDS. THIS EVALUATION FOCUSES ON LAND USE AND PLANNED DEVELOPMENT THAT WILL RESULT IN A CHANGE IN NUMBER OF PEOPLE IN THE VICINITY OF THE ARENA DEVELOPMENT.

ASSUMPTIONS:

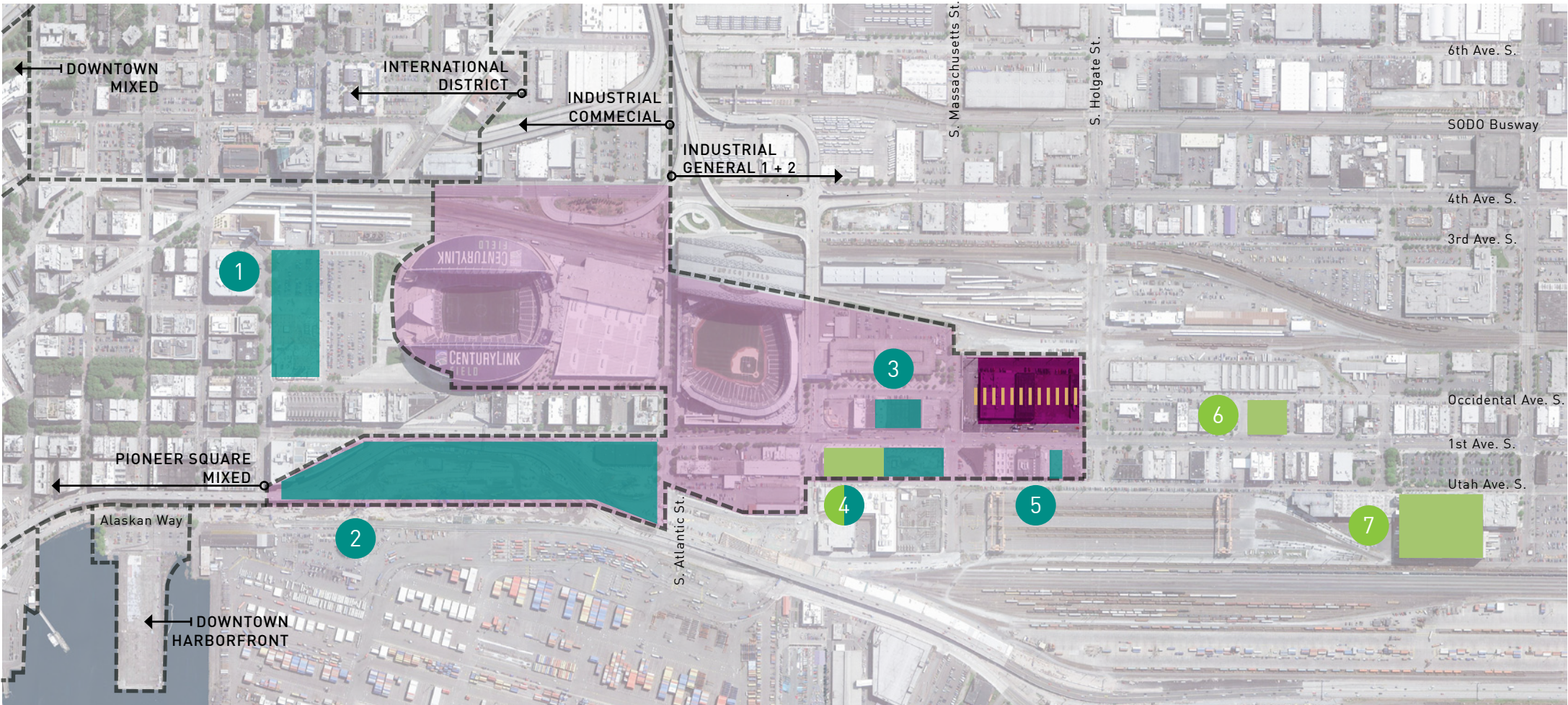
- ASSUME THE EXISTING ZONING FOR ALL AREAS SURROUNDING THE ARENA DEVELOPMENT WILL REMAIN WITH THE POTENTIAL MODIFICATION TO ZONING IN THE STADIUM TRANSITIONAL AREA OVERLAY. ASSUME THE NUMBERS OF PEOPLE IN THE AREA WILL REMAIN AT CURRENT LEVELS OR WILL INCREASE TO REFLECT ZONING CAPACITY
- MAJOR EMPLOYERS SUCH AS STARBUCKS WILL REMAIN IN THE AREA, RESULTING IN DISCRETE CONCENTRATIONS OF PEOPLE TO THE SOUTH OF THE ARENA DEVELOPMENT
- HOME PLATE CENTER, STADIUM PLACE AND THE WSA PROPERTIES WILL CONTRIBUTE 15860 OCCUPANTS ASSOCIATED WITH RETAIL AND OFFICE USE AND 668 HOUSING UNITS WITHIN THE 15 MINUTE WALK DISTANCE TO THE ARENA.
- CITY PLANNING FOR THE STADIUM TRANSITION AREA OVERLAY WILL INCLUDE THE EVALUATION OF THE WOSCA PROPERTY FOR A VARIETY OF USES WHICH WILL INCREASE THE NUMBER OF PEOPLE ON THAT SITE.

URBAN MERIT:

THE ARENA DEVELOPMENT WILL CONTRIBUTE TO THE AREA WITH RETAIL SPACE, A RESTAURANT, A SIGNIFICANT OPEN SPACE FOR PUBLIC USE AND STREET RIGHT OF WAY IMPROVEMENTS SUPPORTING PEDESTRIAN USE.

DESIGN APPLICATION:

THE ARENA DEVELOPMENT WILL INCLUDE A RESTAURANT AND RETAIL SPACE WHICH WILL BE AVAILABLE TO THE PUBLIC. PROPOSED STREET IMPROVEMENTS INCLUDE SIDEWALKS DESIGNED TO MEET THE OBJECTIVES OF CITY OF SEATTLE GREEN STREETS TO SUPPORT PEDESTRIAN USE AND ACTIVITIES. A MAJOR OPEN SPACE AND PLAZA WITH VIEWS OF THE CITY WILL BE AVAILABLE TO THE PUBLIC.



LEGEND

- EXISTING DEVELOPMENT
- FUTURE DEVELOPMENT
- STADIUM TRANSITIONAL AREA OVERLAY
- ZONING BOUNDARIES

1	STADIUM PLACE	RETAIL/OFFICE	5,580 OCCUPANTS
		RESIDENTIAL UNITS	668
2	WOSCA PROPERTY	POTENTIAL RETAIL/COMMERCIAL/RESIDENTIAL/OPEN SPACE	
3	WSA PROPERTIES	RETAIL/OFFICE	4,800 OCCUPANTS
4	HOME PLATE CENTER PHASE 1+ 2	RETAIL/OFFICE	4,330 OCCUPANTS
5	WSA PROPERTIES	RETAIL/OFFICE	1,150 OCCUPANTS
6	ZULILY OFFICES	OFFICE	400 PEOPLE
7	STARBUCKS HEADQUARTERS	OFFICE	700 PEOPLE





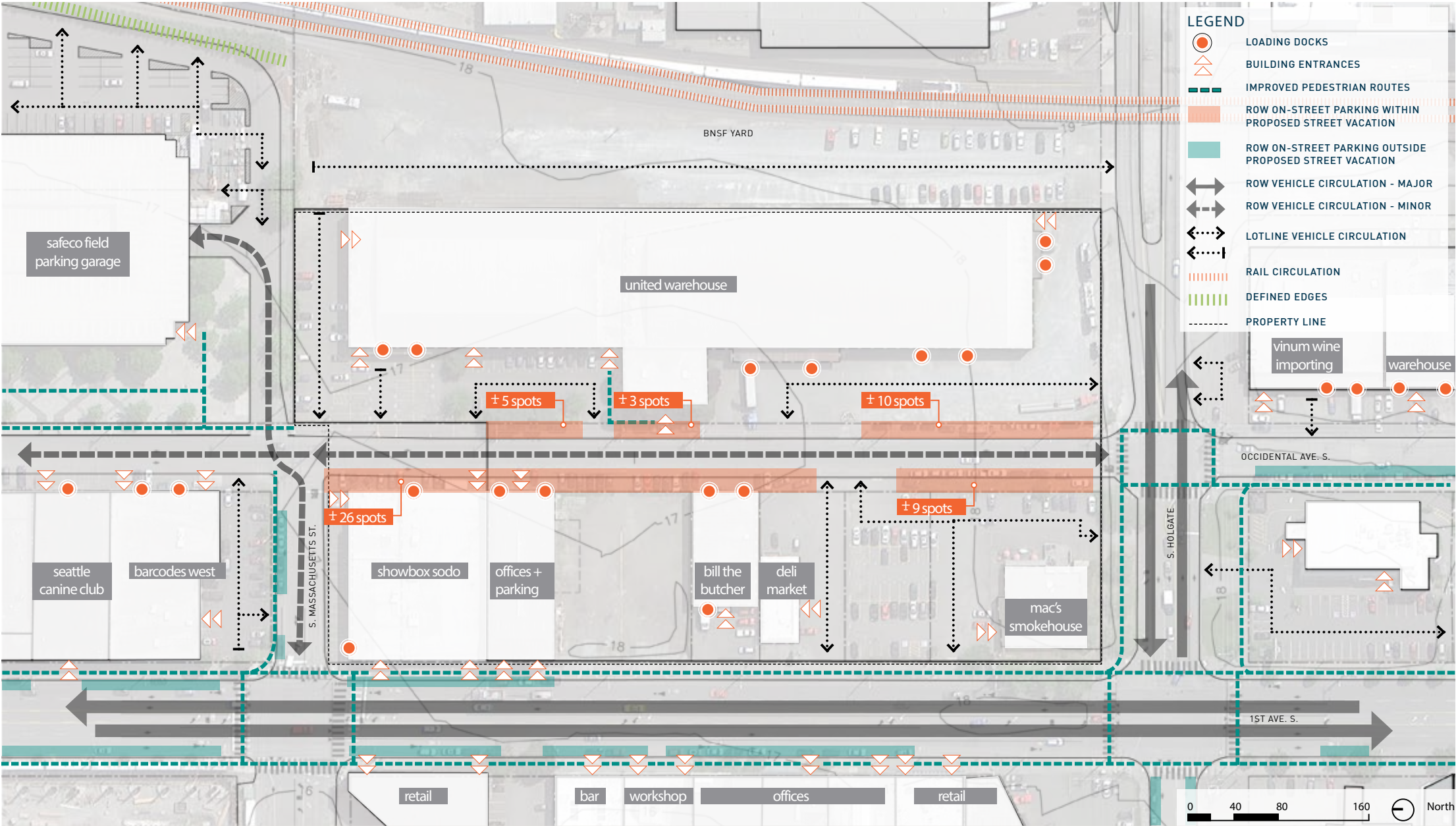
TRANSPORTATION

URBAN MERIT: TRANSPORTATION - EXISTING USE ANALYSIS

ANALYSIS:

EXISTING CONDITIONS ON OCCIDENTAL AVE. S.
INCLUDE THE FOLLOWING:

- 15 LOADING DOCKS
- APPROXIMATELY 53 ON STREET PARKING AREAS.
- 8 CURB CUTS.

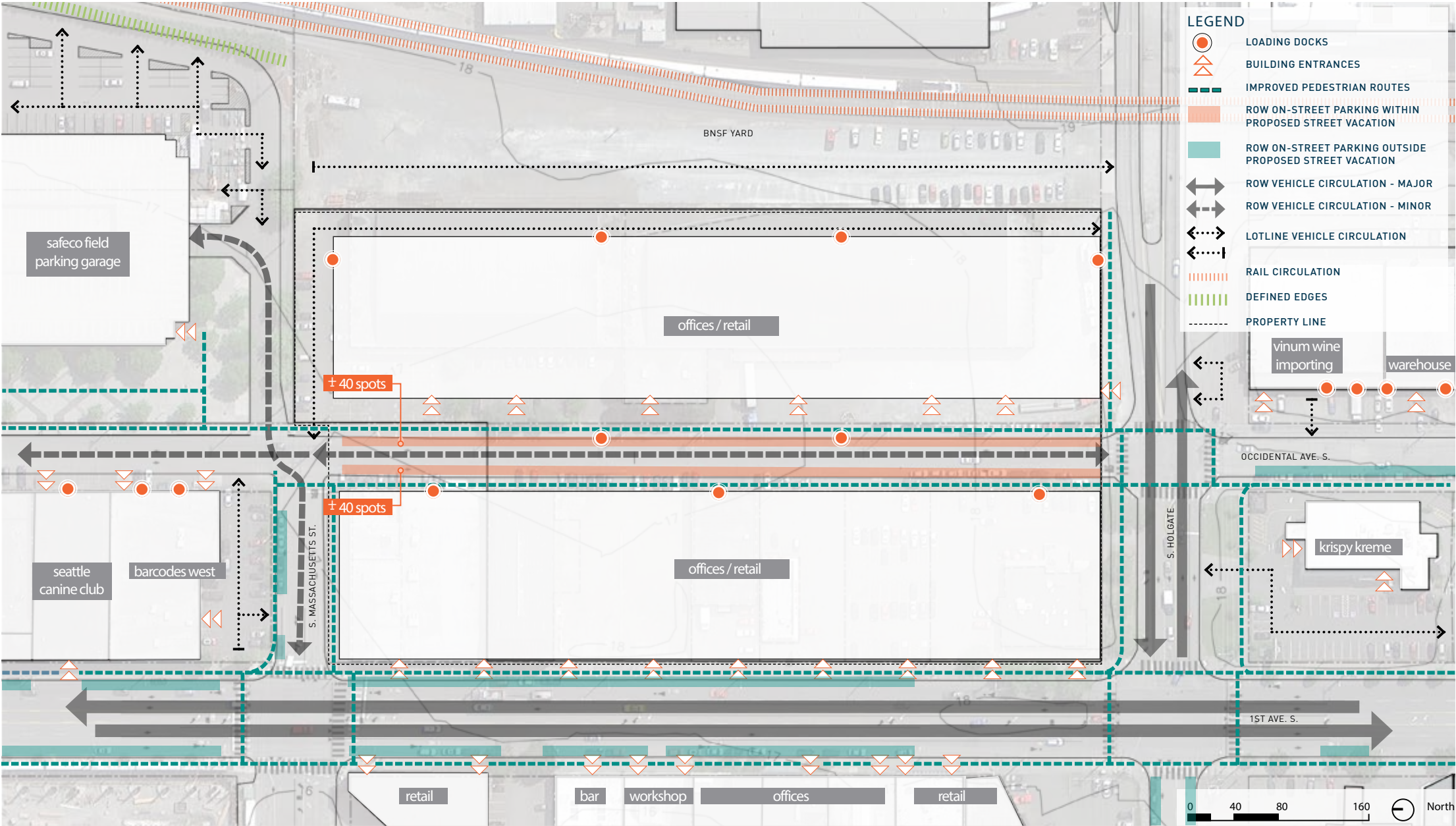


URBAN MERIT: TRANSPORTATION - NO VACATION USE ANALYSIS

ANALYSIS:

NO VACATION CONDITIONS ON OCCIDENTAL AVE. S. COULD INCLUDE THE FOLLOWING:

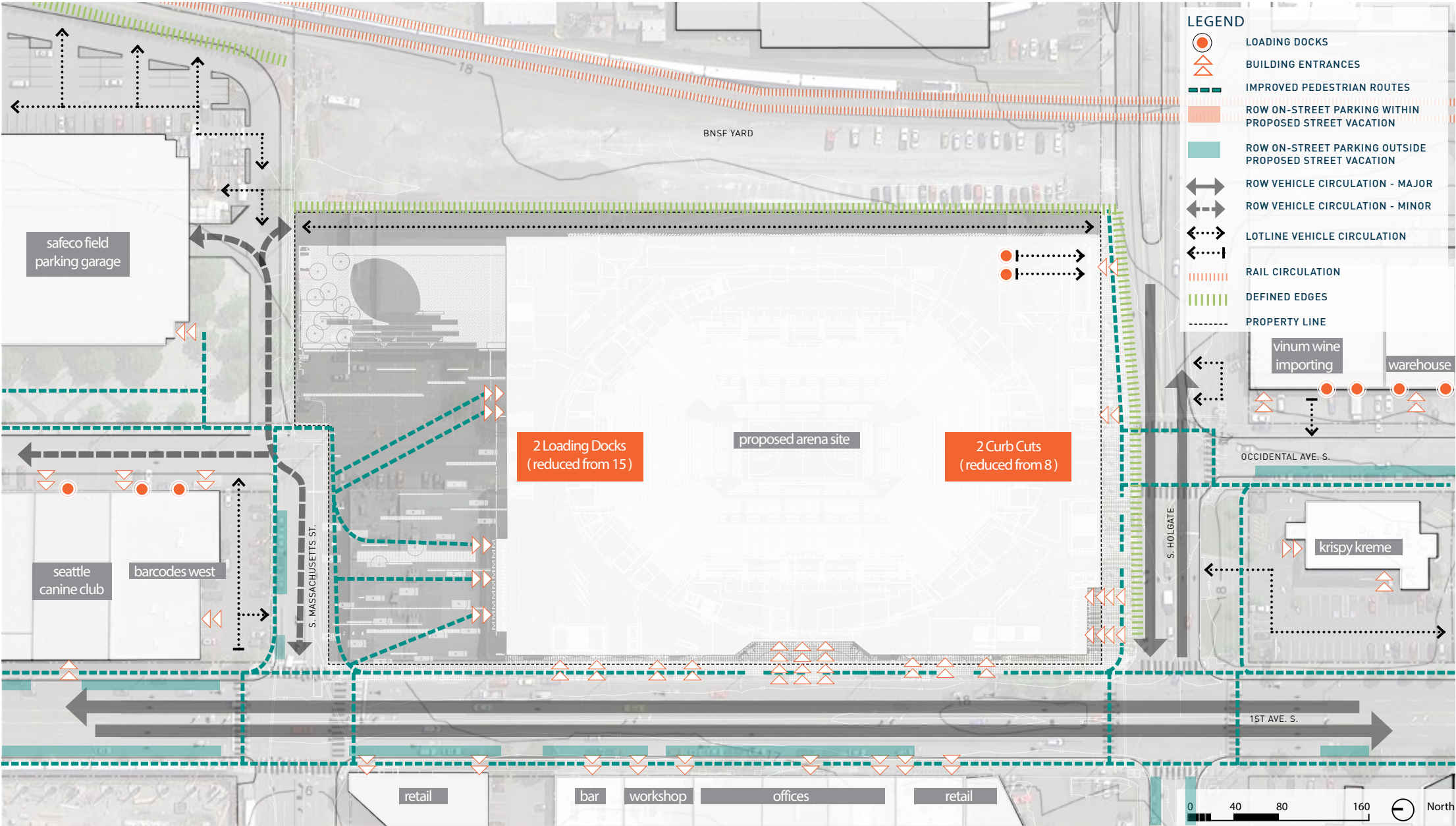
- 5 LOADING DOCKS WITH AN ADDITIONAL 4 LOADING DOCKS SHOWN ON THE EAST PARCEL.
- APPROXIMATELY 80 ON STREET PARKING AREAS.
- APPROXIMATELY 5 CURB CUTS.



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URBAN MERIT:
TRANSPORTATION - ARENA USE
ANALYSIS



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URBAN MERIT:
TRANSPORTATION - EXISTING RAIL



SEATTLE ARENA
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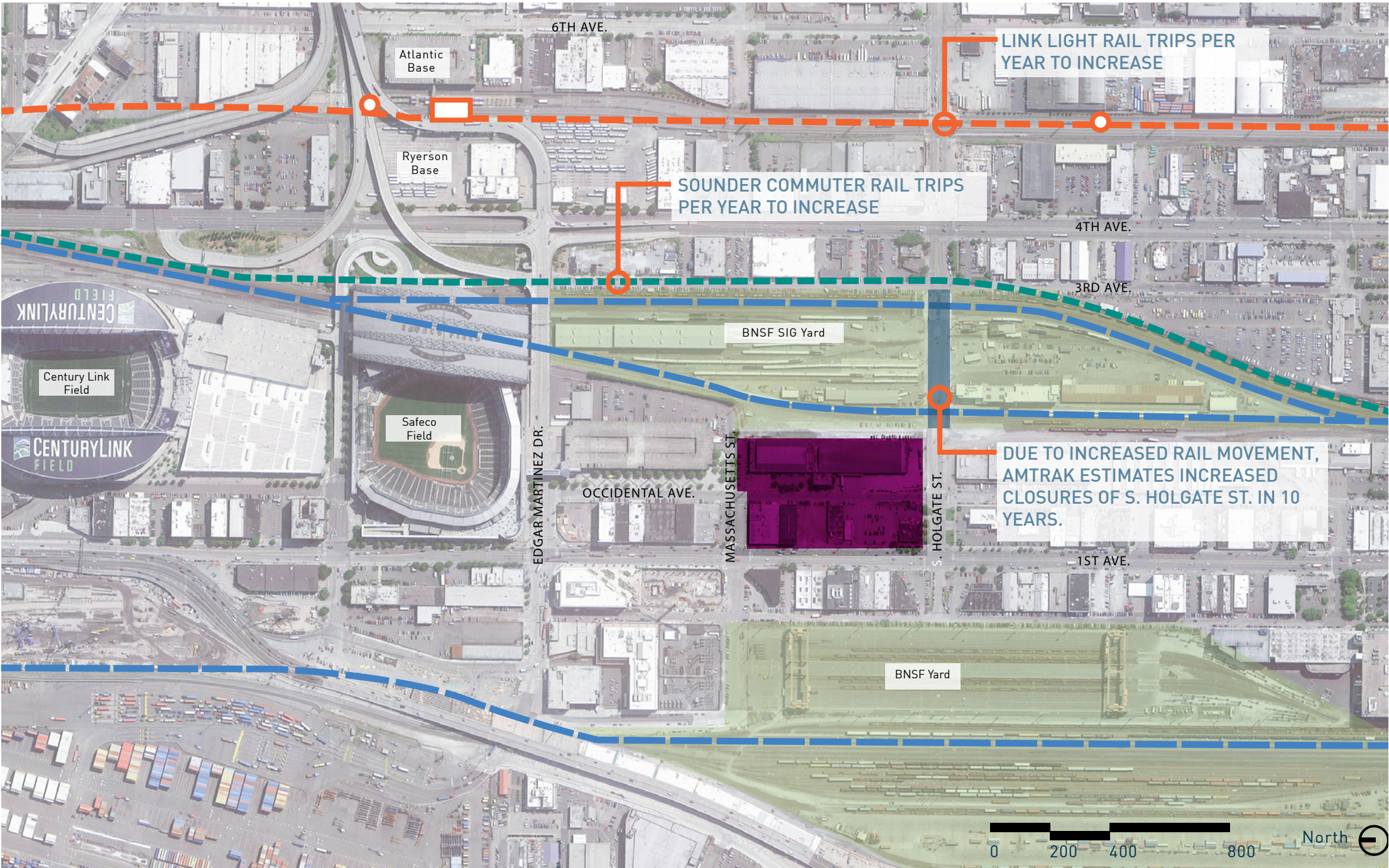
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TRANSIT AND FREIGHT RAIL

THE EXISTING RAIL ACTIVITY IS PROJECTED BY AMTRAK TO INCREASE IN THE FUTURE, LEADING TO INCREASED CLOSURES OF S. HOLGATE ST. IN TEN YEARS. THE ARENA DEVELOPMENT IN CONCERT WITH OTHER INVOLVED PARTIES WILL NEED TO RESPOND TO THIS INCREASE IF/WHEN IT OCCURS.

URBAN MERIT:
THE ARENA DEVELOPMENT WILL WORK WITH AN EXISTING AND CHANGING SITUATION TO MINIMIZE CONFLICTS AND CONTINUE TO COORDINATE WITH ALL PARTIES REGARDING THE DEVELOPMENT OF A SHARED STRATEGY TO CREATE A SAFE AND EFFICIENT EXPERIENCE.

- DESIGN APPLICATION:
THE ARENA DEVELOPMENT WILL:
- FOCUS ON PARKING FACILITIES AND OPPORTUNITIES WEST OF THE BNSF TRACKS
 - DEVELOP THE BUILDING TO BE “PUBLIC PEDESTRIAN BRIDGE READY” ACCOMMODATING AN ENTRY/EXIT ON THE UPPER LEVEL OF THE ARENA
 - CONTINUE TO EVALUATE PEDESTRIAN MOVEMENT PATTERNS, SPECIFICALLY FROM THE NORTH INCLUDING TRANSIT HUBS, AND DESIGN THE ARENA INCLUDING AT-GRADE PEDESTRIAN IMPROVEMENTS TO SUPPORT THE PREDOMINANT PEDESTRIAN PATTERN.



LEGEND

- LINK LIGHT RAIL
- SOUND TRANSIT STATION
- BUS STOP
- FREIGHT RAIL LINES
- SOUNDER COMMUTER RAIL
- FREIGHT AND RAIL YARDS



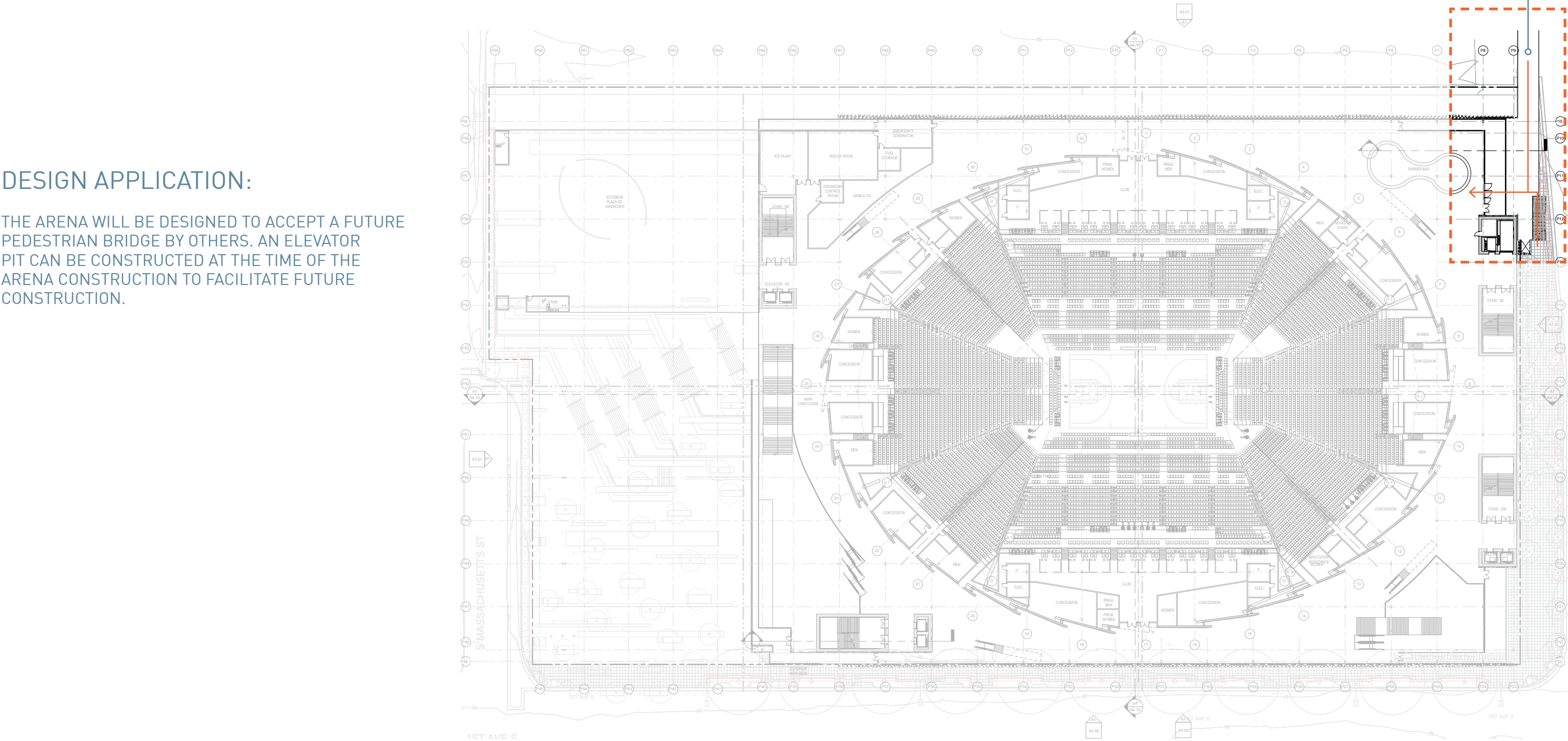
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DESIGN APPLICATION:

THE ARENA WILL BE DESIGNED TO ACCEPT A FUTURE PEDESTRIAN BRIDGE BY OTHERS. AN ELEVATOR PIT CAN BE CONSTRUCTED AT THE TIME OF THE ARENA CONSTRUCTION TO FACILITATE FUTURE CONSTRUCTION.

FUTURE PEDESTRIAN BRIDGE BY OTHERS



VEHICLE AND TRUCK FREIGHT

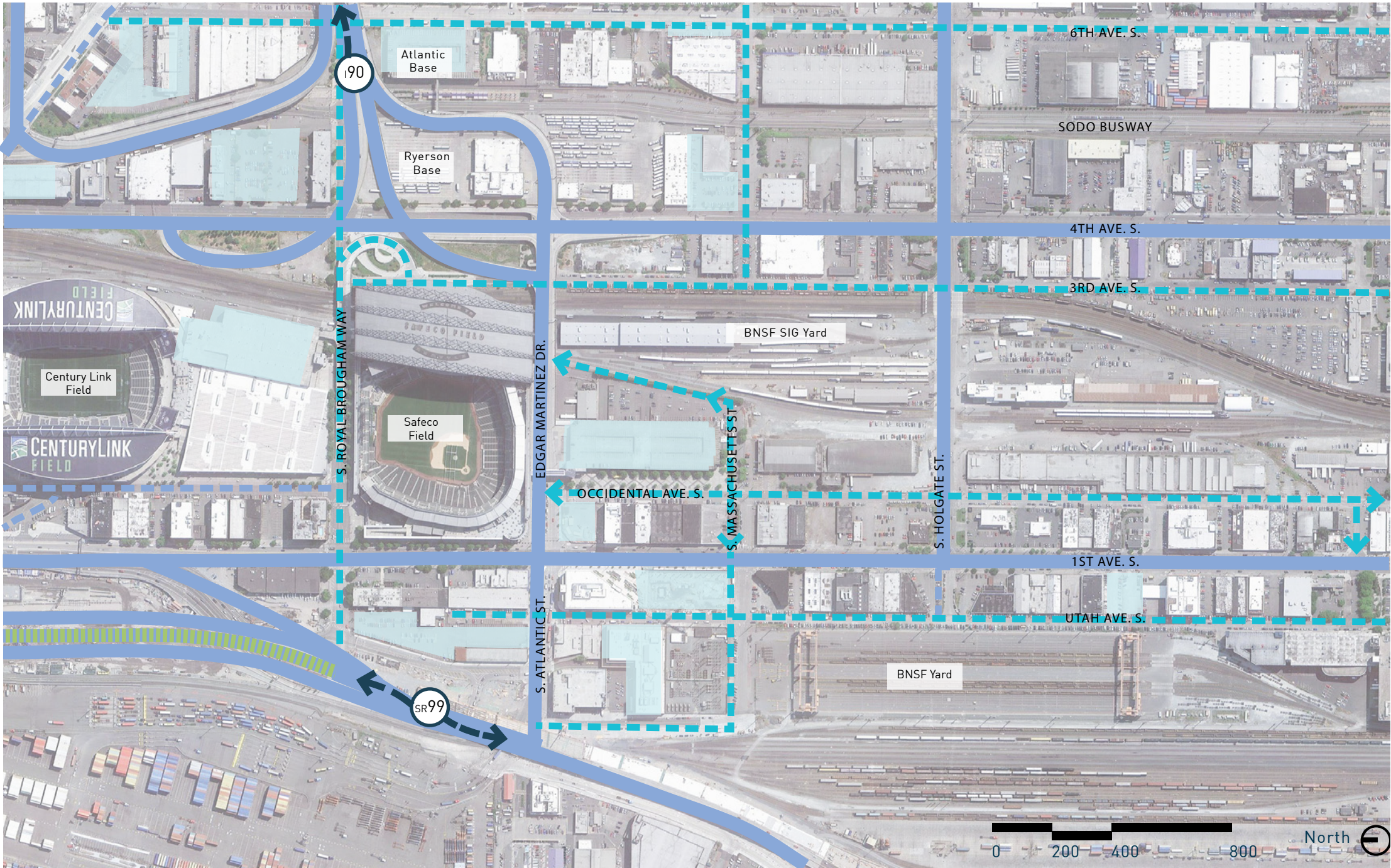
OBSERVATIONS:

- 1ST AVE S.
- PRIMARY NORTH-SOUTH ARTERIAL THROUGH THE STADIUM DISTRICT AND DOWNTOWN.
 - PLANNING FOR FUTURE VEHICULAR CAPACITY IS CRITICAL FOR TRUCK FREIGHT MOBILITY AND PEAK TRAFFIC PERIODS
 - CITY PLANNING INTENT IS TO FOCUS FREIGHT TRUCK TRAFFIC ON DESIGNATED MAJOR TRUCK STREETS

- S. HOLGATE ST.
- VEHICLES AND TRUCK FREIGHT EXPERIENCE FREQUENT DELAYS DUE TO RAIL CROSSINGS.
 - TRUCK FREIGHT TRAFFIC FAVORS EDGAR MARTINEZ DR. FOR EASY I-90 ACCESS AND ABSENCE OF RAIL DELAYS.

- OCCIDENTAL AVE S. BETWEEN EDGAR MARTINEZ DR. S.
- SAFECO GARAGE PLAZA IS UTILIZED FOR EVENT STAGING BY SAFECO AND CENTURYLINK FIELDS
 - WEST SIDE OF THE STREET IS UNIMPROVED (PER SDOT MINIMUM STANDARDS), SERVES MULTIPLE LOADING DOCKS FOR ADJACENT BUSINESSES, AND PROVIDES UNDESIGNATED STREET PARKING

- OCCIDENTAL AVE S. BETWEEN S. MASSACHUSETTS ST. AND S. HOLGATE ST.
- CURRENTLY SERVES MULTIPLE LOADING DOCKS AND SURFACE PARKING LOTS IMMEDIATELY ADJACENT TO THE STREET
 - TRUCK FREIGHT TRAFFIC PRIMARILY SERVES EXISTING ADJACENT BUSINESSES
 - DAY-TO-DAY PM PEAK TRAFFIC IS LOW COMPARED TO 1ST AVE S. AND S. HOLGATE ST.



LEGEND



INTERSTATE/STATE ROUTE ACCESS
MAJOR VEHICULAR CONNECTIONS
MINOR VEHICULAR CONNECTIONS
PARKING LOTS + GARAGES
FUTURE SR 99 TUNNEL



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VEHICLE AND TRUCK FREIGHT

ANALYSIS:

PEDESTRIAN SAFETY WOULD IMPROVE THROUGH CONSOLIDATION AND DECREASE IN LOADING DOCKS AND THEIR ASSOCIATED CURB CUTS. A STRUCTURED, UNDERGROUND PARKING FACILITY WOULD BE NEEDED AND WOULD BE EXPECTED TO INCREASE VEHICULAR TRIPS DURING PEAK PERIODS ON OCCIDENTAL. VEHICULAR TRIPS MAY INCREASE ALONG 1ST AVE AND HOLGATE ST. DURING PEAK TIMES. PROJECTED OCCUPANCY IS APPROXIMATELY 3000 LESS THAN THE PROPOSED ARENA, PRODUCING SIMILAR IMPACTS TO DISTRICT TRAFFIC.

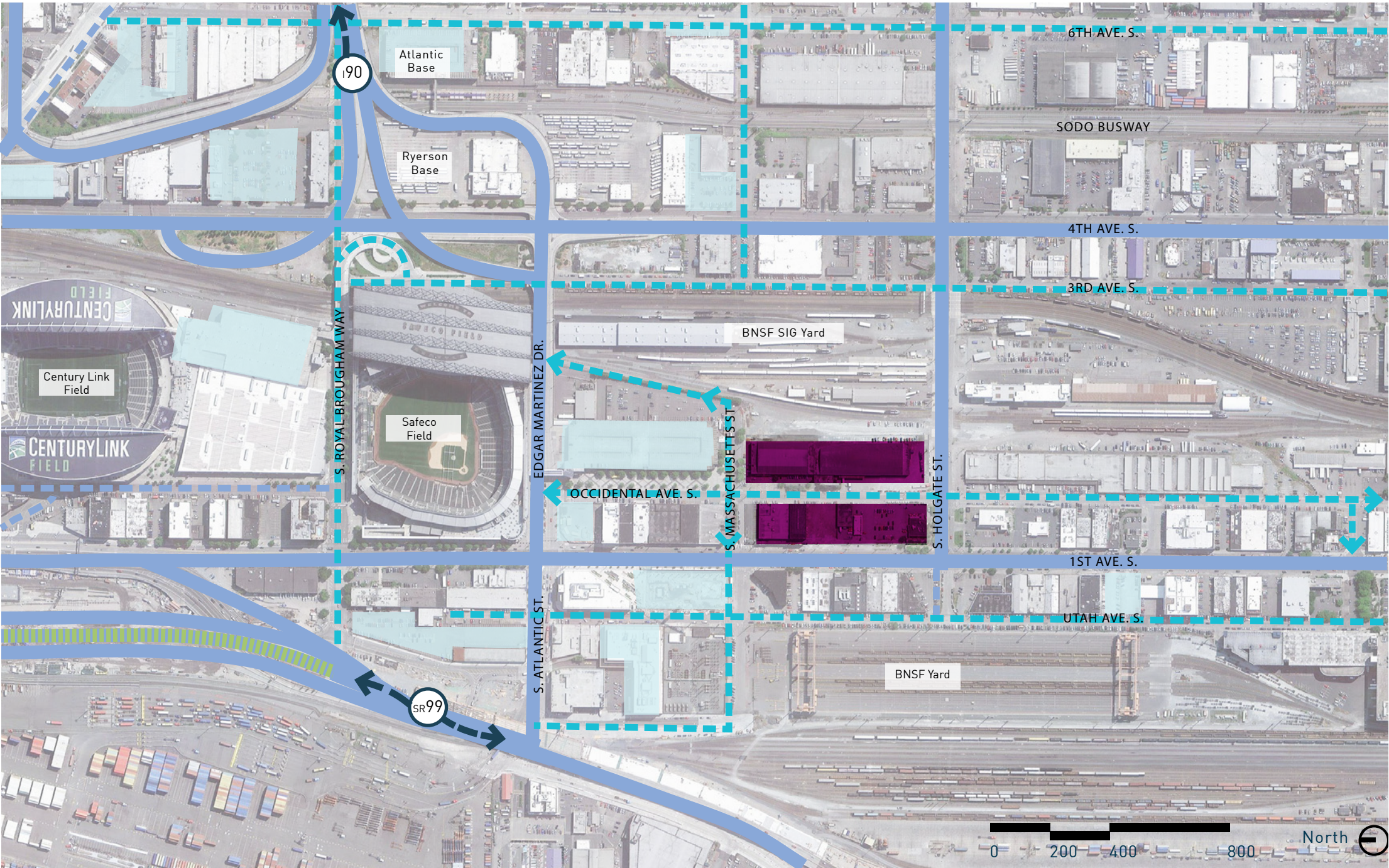
IMPROVEMENTS WOULD BE REQUIRED FOR RIGHT-OF-WAY ADJACENT TO THE PROJECT ON 1ST AVE S., S. HOLGATE ST., AND S. MASSACHUSETTS ST. CONSTRUCTION OF SIDEWALKS WOULD DELINEATE THE VEHICULAR AND PEDESTRIAN ZONES FURTHER ENHANCING PEDESTRIAN SAFETY.

DESIGN RESPONSE:

MAINTAIN CURRENT CIRCULATION ON ALL STREETS.

CONSOLIDATE CURB CUTS AND LOADING DOCKS FOR EFFICIENT CIRCULATION AND SAFETY

OCCIDENTAL RIGHT-OF-WAY WOULD LIKELY BE IMPROVED BETWEEN S. MASSACHUSETTS AND S. HOLGATE. DESIGNATED ON-STREET PARKING WOULD LIKELY BE INCLUDED. STREET IMPROVEMENTS COULD BE REQUIRED FOR PORTIONS OF S. MASSACHUSETTS AND 1ST AVE S.



LEGEND



INTERSTATE/STATE ROUTE ACCESS
MAJOR VEHICULAR CONNECTIONS
MINOR VEHICULAR CONNECTIONS
PARKING LOTS + GARAGES
FUTURE SR 99 TUNNEL



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VEHICLE AND TRUCK FREIGHT

URBAN MERIT:

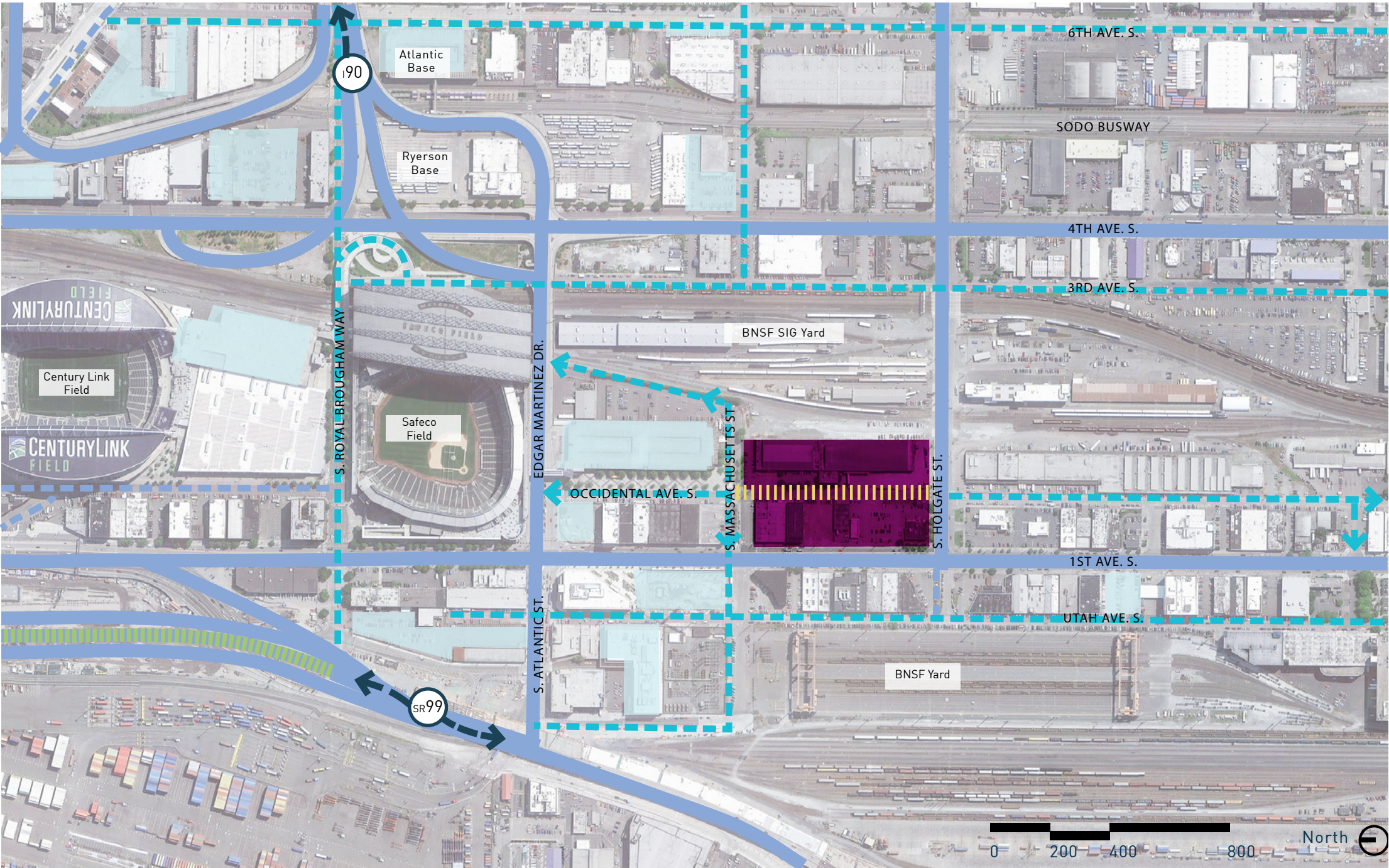
DEVELOPMENT DOES NOT DIMINISH THE CURRENT SYSTEM OF VEHICULAR CONNECTIVITY AT THE LARGER DISTRICT SCALE. THE ARENA PRODUCES SIMILAR IMPACTS TO THE IMMEDIATE SYSTEM OF VEHICULAR CONNECTIVITY AS THE PROPOSED NO VACATION DEVELOPMENT OPTION.

DESIGN RESPONSE:

THE ARENA DEVELOPMENT MAINTAINS VEHICLE CIRCULATION TO THE SAFECO GARAGE AND PLAZA.

A NORTH-SOUTH ARENA PRIVATE ACCESS ROAD IS CURRENTLY BEING STUDIED FOR THE EAST SIDE OF THE PROJECT. TRUCK LOADING ACCESS TO THE ARENA'S LOWER LOADING DOCK FROM MASSACHUSETTS IS BEING CONSIDERED. THIS COULD MAINTAIN LARGE TRUCK ACCESS ALONG MASSACHUSETTS AND THE NORTHERN PORTION OF OCCIDENTAL, AS CURRENTLY EXISTS TODAY.

LOADING FUNCTIONS HAVE BEEN CONSOLIDATED TO TWO DAILY DELIVERY DOCKS AT THE SOUTHEAST CORNER OF THE BUILDING ON S. HOLGATE ST. RESULTING IN A SINGLE CURB CUT ALONG CITY RIGHT-OF-WAY. THE PROPOSED STREET VACATION WOULD ALLOW THE DEVELOPMENT TO DECREASE PEDESTRIAN AND VEHICULAR CONFLICTS AND IMPROVE SAFETY BY CONSOLIDATING CURB CUTS AND LOADING AT A SINGLE PUBLIC RIGHT-OF-WAY CROSSING.



LEGEND



INTERSTATE/STATE ROUTE ACCESS
MAJOR VEHICULAR CONNECTIONS
MINOR VEHICULAR CONNECTIONS
PARKING LOTS + GARAGES
FUTURE SR 99 TUNNEL



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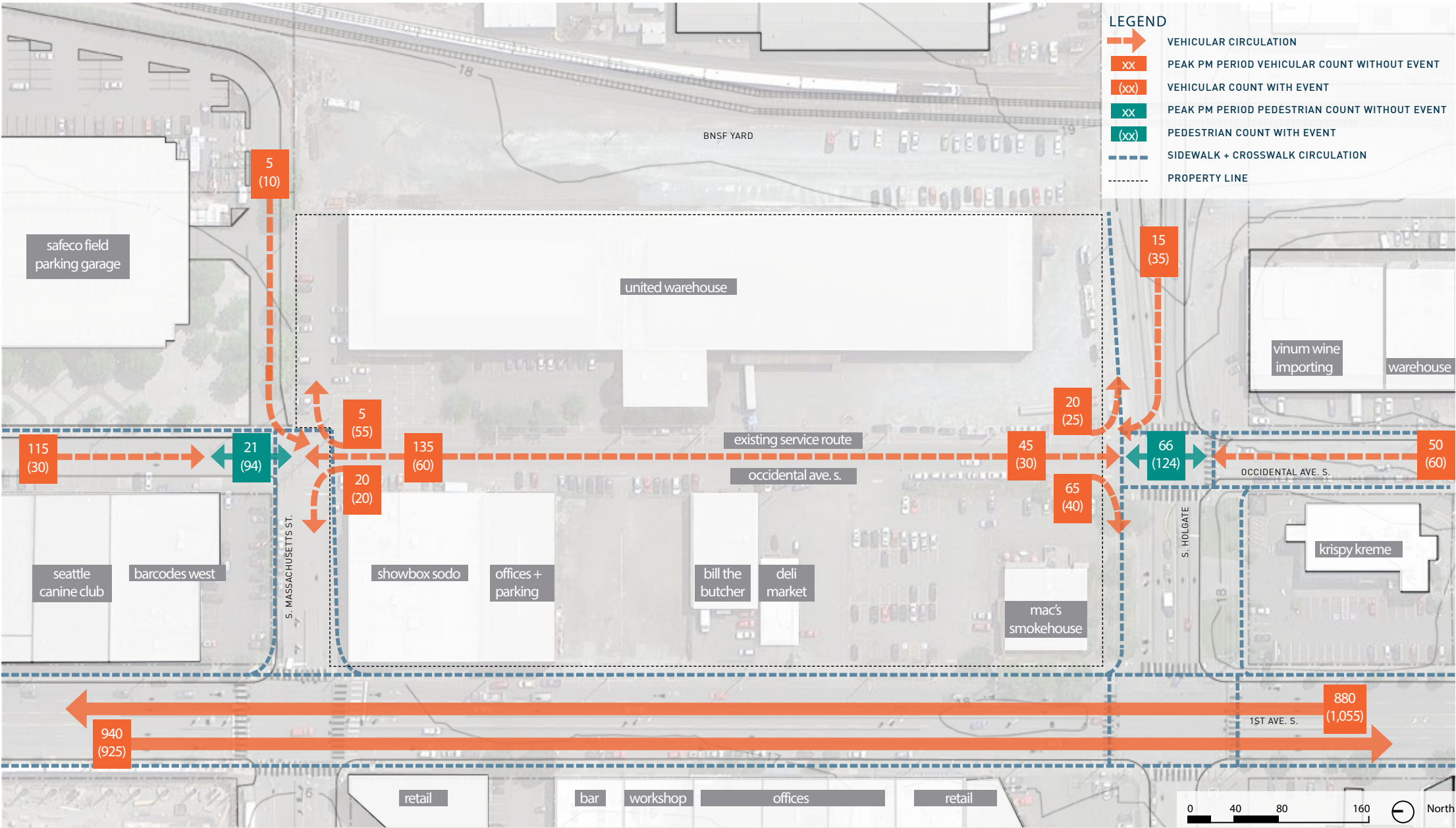
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URBAN MERIT:
TRANSPORTATION -
EXISTING SERVICE

ANALYSIS:

APPROXIMATE NUMBERS OF VEHICLES FOR PEAK PM PERIOD AND DURING AN EVENT ARE SHOWN. PEDESTRIAN MOVEMENTS AT THE INTERSECTION WITH OCCIDENTAL AVE. S. ARE SHOWN FOR INFORMATION. IN GENERAL:

- MORE VEHICLES TRAVEL NORTH ON OCCIDENTAL AVE. S. THAN SOUTH.
- MORE VEHICLES TURN WEST OFF OCCIDENTAL AVE. S. THAN EAST.
- VEHICLES TRAVELING ON OCCIDENTAL AVE. S. DURING AN EVENT RANGE FROM 135 TO 95 AND DURING THE PEAK PM PERIOD 160 TO 130.

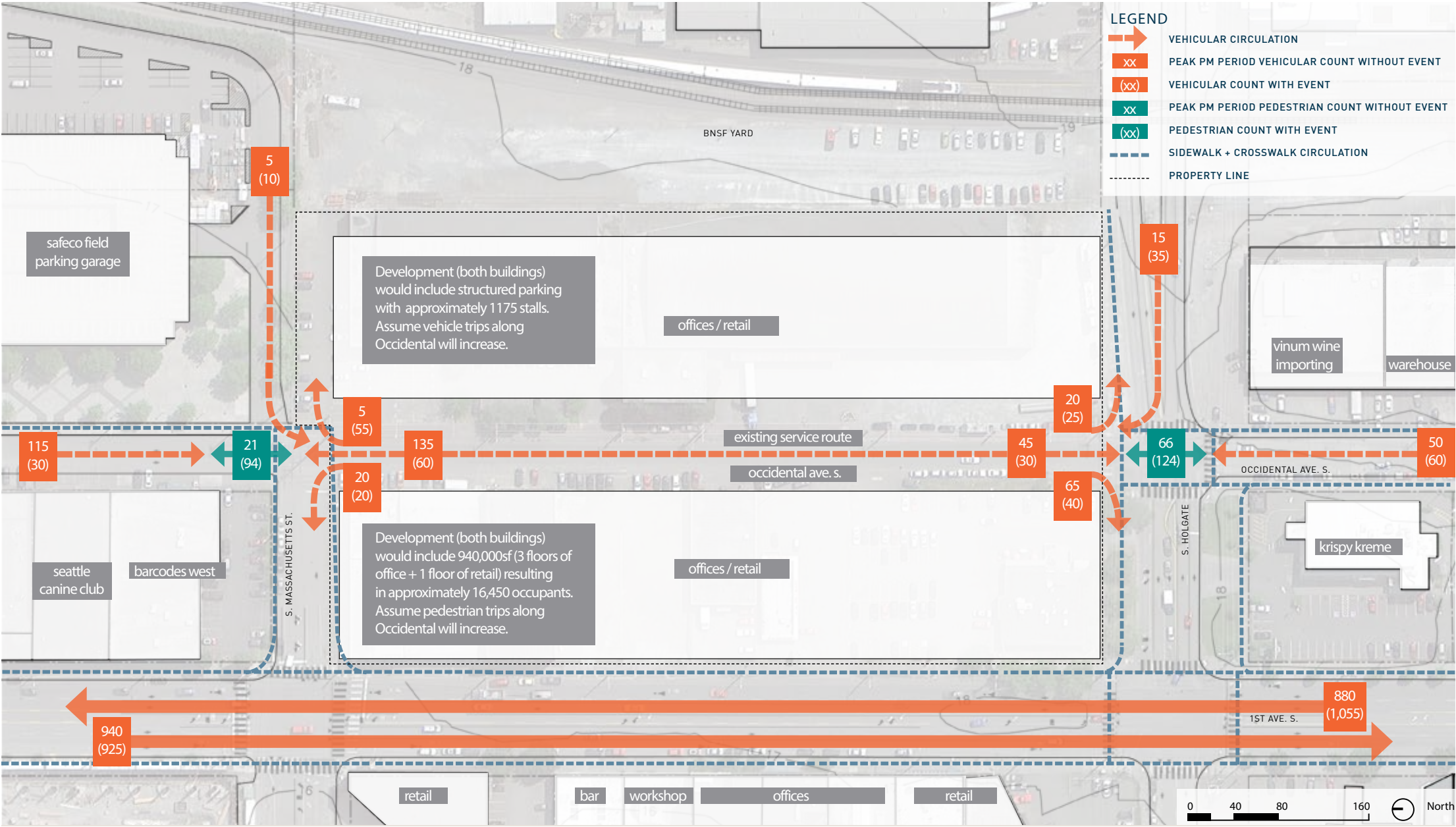


URBAN MERIT:
TRANSPORTATION - NO VACATION
SERVICE

ANALYSIS:

THE APPROXIMATE INCREASE IN VEHICLES ASSOCIATED WITH THE NO VACATION DEVELOPMENT OPTION ASSUMES A PM PEAK PERIOD INCREASE OF 1175 VEHICLES BASED ON THE PARKING STALLS IN THE GARAGE WITH THE ASSUMPTION THAT GARAGE ACCESS IS VIA OCCIDENTAL AVE. S. USING THE PROPORTIONAL EXISTING PATTERN OF DISTRIBUTION OF VEHICLES LEAVING OCCIDENTAL AVE. S., THE ADDED VEHICLES CAN BE ASSUMED TO DISTRIBUTE IN A SIMILAR MANNER. THE FOLLOWING ASSUMES FULL GARAGES:

- ASSUME 54% OF THE VEHICLES LEAVE MOVING TO THE NORTH AT AN INCREASE OF APPROXIMATELY 634 VEHICLES.
- ASSUME 46% OF THE VEHICLES LEAVE MOVING TO THE SOUTH AT AN INCREASE OF APPROXIMATELY 540 VEHICLES



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URBAN MERIT:
TRANSPORTATION - ARENA SERVICE

ANALYSIS:
THE DEVELOPMENT OF THE ARENA RESULTS IN THE REROUTING OF VEHICLES OFF OCCIDENTAL AVE. S TOWARD 1ST AVENUE S. AND REROUTES VEHICLES TURNING ONTO OCCIDENTAL AVE. S. OFF S. HOLGATE TO CONTINUE ON TO 1ST AVE. S.

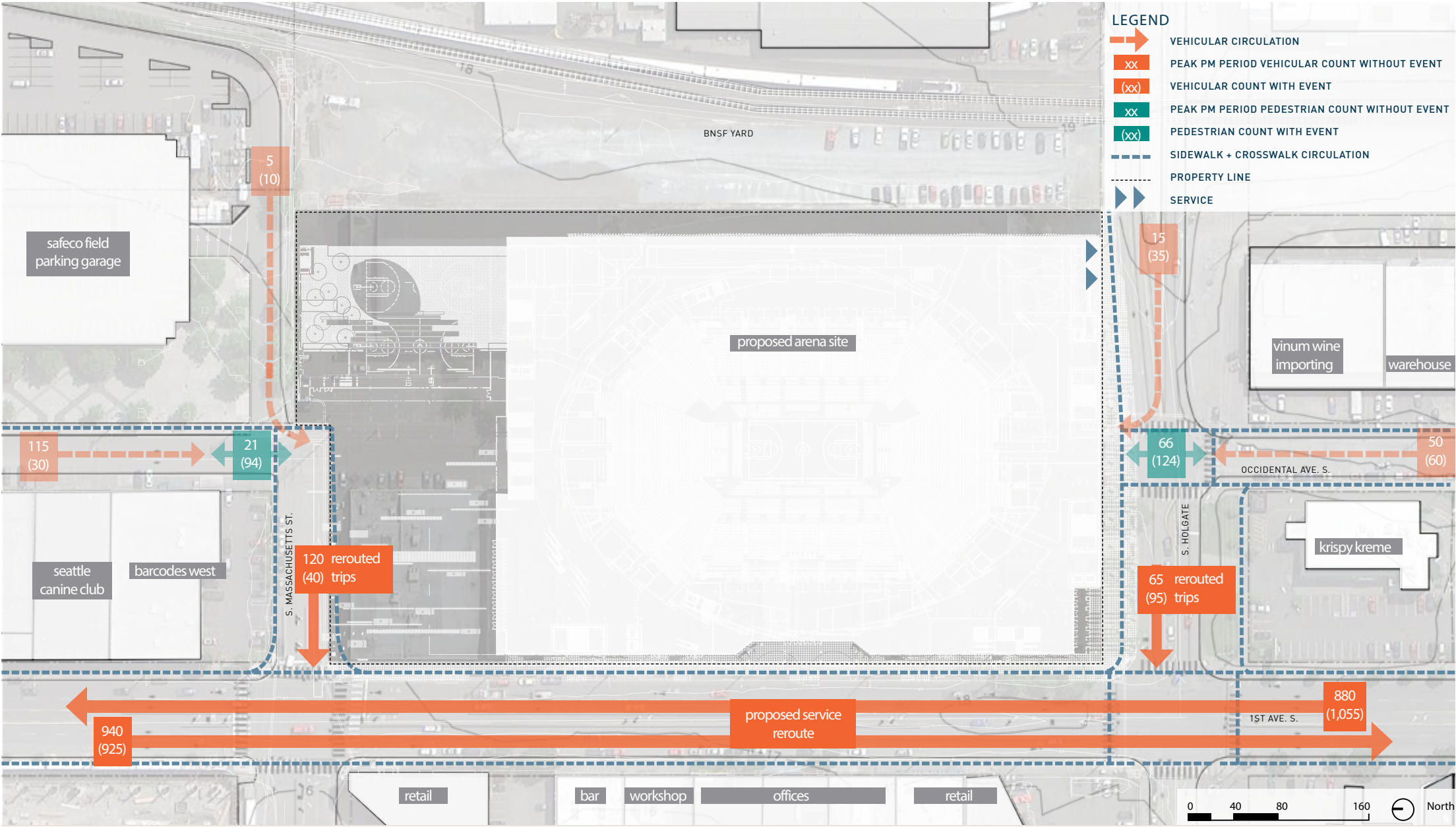
ASSUMING THE CURRENT PROPORTION OF DIRECTIONAL TURNS AT THE 1ST AVE. S. INTERSECTIONS, THE FOLLOWING APPROXIMATE PERCENTAGE OF VEHICLES WOULD BE

- AT THE INTERSECTION OF 1ST AVE. S AND S. MASSACHUSETTS ST:
 - 61% WOULD TURN NORTH
 - 8% WOULD CONTINUE STRAIGHT
 - 31% WOULD TURN SOUTH.
- AT THE INTERSECTION OF 1ST AVE. S. AND S. HOLGATE ST:
 - 41% WOULD TURN NORTH
 - 5% WOULD CONTINUE STRAIGHT
 - 54% WOULD TURN SOUTH.

THE ESTIMATED NUMBER OF SERVICE VEHICLES IS SEVEN WITH VEHICLES RANGING FROM TRASH HAULERS TO LOCAL DELIVERY TRUCKS.

URBAN MERIT:
THE ARENA REDUCES THE NUMBER OF SERVICE VEHICLES TRAVELING THROUGH THE AREA WITH A MINIMAL REROUTING OF VEHICLES DURING A PEAK PM PERIOD OR EVENT PERIOD.

DESIGN APPLICATION:
THE SERVICE FUNCTIONS OF THE SITE ARE LOCATED IN THE SOUTHEAST CORNER OF THE ARENA. THOSE VEHICLES ACCESSING THE LOWER LOADING DOCKS WILL ENTER THE SITE VIA S. MASSACHUSETTS ST. THE TWO DAILY DELIVERY DOCKS, TYPICALLY ASSOCIATED WITH ARENA FOOD SERVICE, TRASH AND RECYCLING OPERATIONS ARE ACCESSED OFF S. HOLGATE ST. WITH A MINIMUM DOOR WIDTH TO ACCOMMODATE THE VEHICLES.



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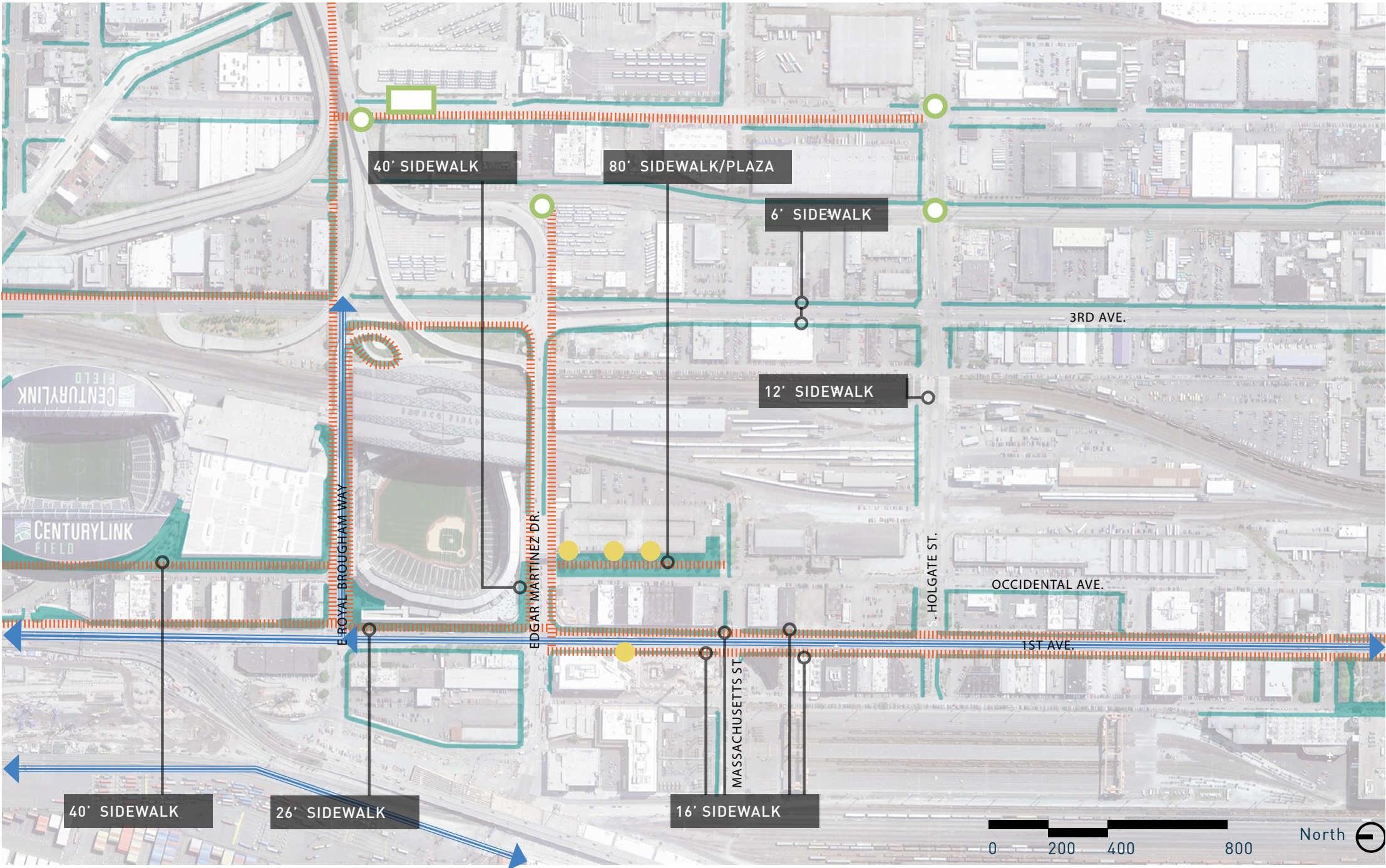
PEDESTRIAN AND BIKE CONNECTIONS

OBSERVATIONS:

PEDESTRIAN CONNECTION FROM EXISTING TRANSPORTATION STATIONS TO THE EXISTING STADIUMS ARE STRONG WITH MANY OF THESE IMPROVED SIDEWALK CONNECTIONS EXCEEDING MINIMUM SDOT ROW MANUAL STANDARDS. PEDESTRIAN CONNECTION TO DOWNTOWN IS CURRENTLY BEING ENHANCED BY TRANSFORMATIVE PROJECTS UNDERWAY TO CREATE A STRONG LINK TO THE EXISTING STADIUMS.

SECTIONS OF 1ST AVE LINKING TO DOWNTOWN DO NOT MEET THE BASIC SDOT STANDARDS FOR IMPROVED STREETSCAPES. PEDESTRIANS AND BICYCLE CONNECTIONS ARE WEAK ALONG HOLGATE ST DUE TO UNIMPROVED ROW AND RAIL INTERRUPTIONS.

BIKE CONNECTION TO DOWNTOWN AND EXISTING TRANSIT STATIONS IS LINKED BY SHARROWS ON 1ST AVENUE SOUTH AND ON STREET BIKE LANES ON S. ROYAL BROUGHAM WAY BETWEEN 1ST AVE. S. AND 4TH AVE. S. THERE ARE NO NEW CONNECTIONS PLANNED ADJACENT TO THE PROPOSED ARENA SITE IN THE CITY OF SEATTLE BICYCLE MASTER PLAN UPDATE PER RECENT CONVERSATIONS WITH SDOT.



LEGEND

- MAJOR PEDESTRIAN ROUTE
- SOUND TRANSIT STATION
- BUS STOP
- MAJOR BIKE ROUTE (PER SDOT BICYCLE MASTER PLAN)
- ROW BIKE RACKS IN STADIUM OVERLAY DISTRICT (VIF)



SEATTLE ARENA
MAY 2, 2013

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PEDESTRIAN AND BIKE CONNECTIONS

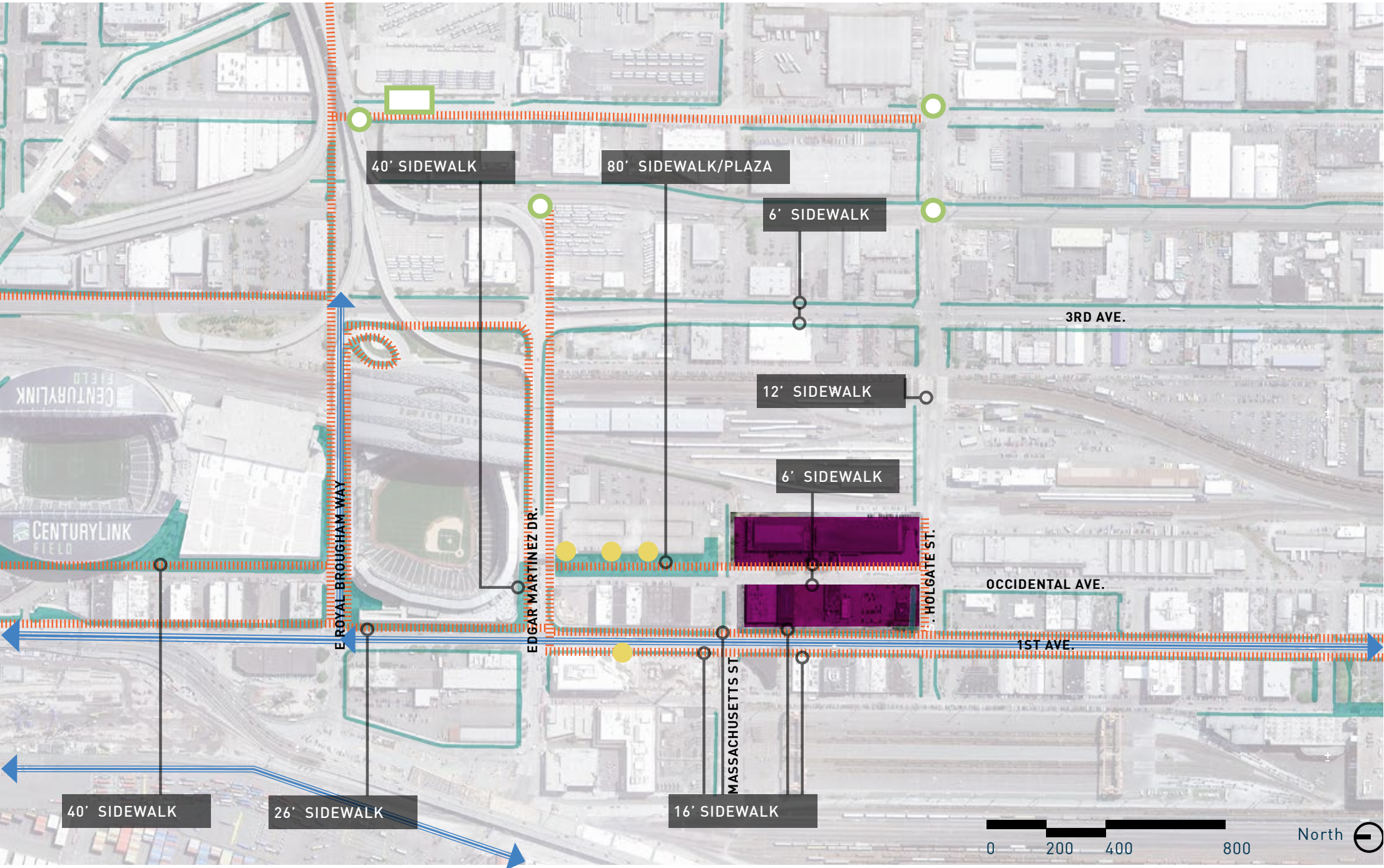
ANALYSIS:

IN THE PROPOSED NO VACATION MIXED USE DEVELOPMENT, PEDESTRIANS AND BICYCLISTS WOULD UTILIZE EXISTING INFRASTRUCTURE TO THE NORTH AND WEST FOR TRANSPORTATION ROUTES TO MASS TRANSIT AND DOWNTOWN.

DESIGN RESPONSE:

PROVIDE BASIC STREETScape IMPROVEMENTS ON OCCIDENTAL, HOLGATE, MASSACHUSETTS AND FIRST AVENUE PER SDOT ROW MANUAL . FIRST AVENUE AND OCCIDENTAL IMPROVEMENTS LINK MAJOR PEDESTRIAN AND BIKE TRAFFIC ALONG FIRST AVE. AND MINOR PEDESTRIAN TRAFFIC ALONG OCCIDENTAL AVE. S.

MEET MINIMUM BIKE PARKING REQUIREMENTS PER SEATTLE MUNICIPAL CODE.



LEGEND

- MAJOR PEDESTRIAN ROUTE
- SOUND TRANSIT STATION
- BUS STOP
- MAJOR BIKE ROUTE (PER SDOT BICYCLE MASTER PLAN)
- ROW BIKE RACKS IN STADIUM OVERLAY DISTRICT (VIF)



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PEDESTRIAN AND BIKE CONNECTIONS

URBAN MERIT:

GREEN STREET LEVEL ROW IMPROVEMENTS IMPROVE PEDESTRIAN SAFETY AND LINKAGES TO DOWNTOWN.

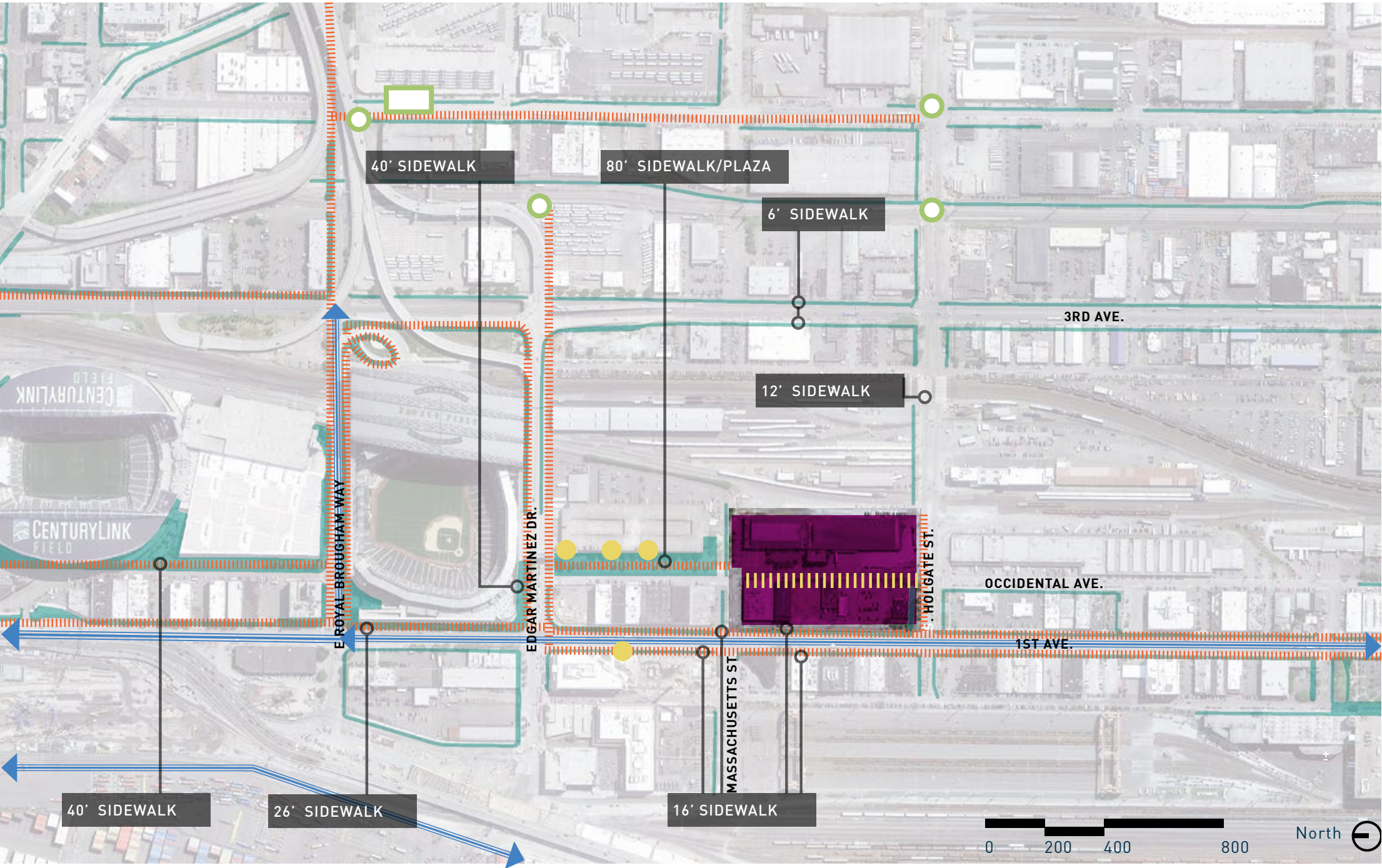
DESIGN RESPONSE:

PROVIDE GREENSTREET LEVEL STREETScape IMPROVEMENTS ON FIRST AVENUE AND HOLGATE TO IMPROVE PEDESTRIAN SAFETY AND LINKAGES.

SETBACK BUILDING FACADE TO ALLOW FOR WIDE SIDEWALKS THAT ACCOMMODATE EVENT SURGES, CREATE A GENEROUS PEDESTRIAN EXPERIENCE, AND BUFFER USERS FROM BUSY ARTERIALS.

MEET MINIMUM BIKE PARKING REQUIREMENTS PER SEATTLE MUNICIPAL CODE FOR AN 18,000 SEAT ARENA.

EXPLORE OPPORTUNITIES TO PROVIDE ON-SITE BIKE VALET FACILITIES.



LEGEND

- MAJOR PEDESTRIAN ROUTE
- SOUND TRANSIT STATION
- BUS STOP
- MAJOR BIKE ROUTE (PER SDOT BICYCLE MASTER PLAN)
- ROW BIKE RACKS IN STADIUM OVERLAY DISTRICT (VIF)



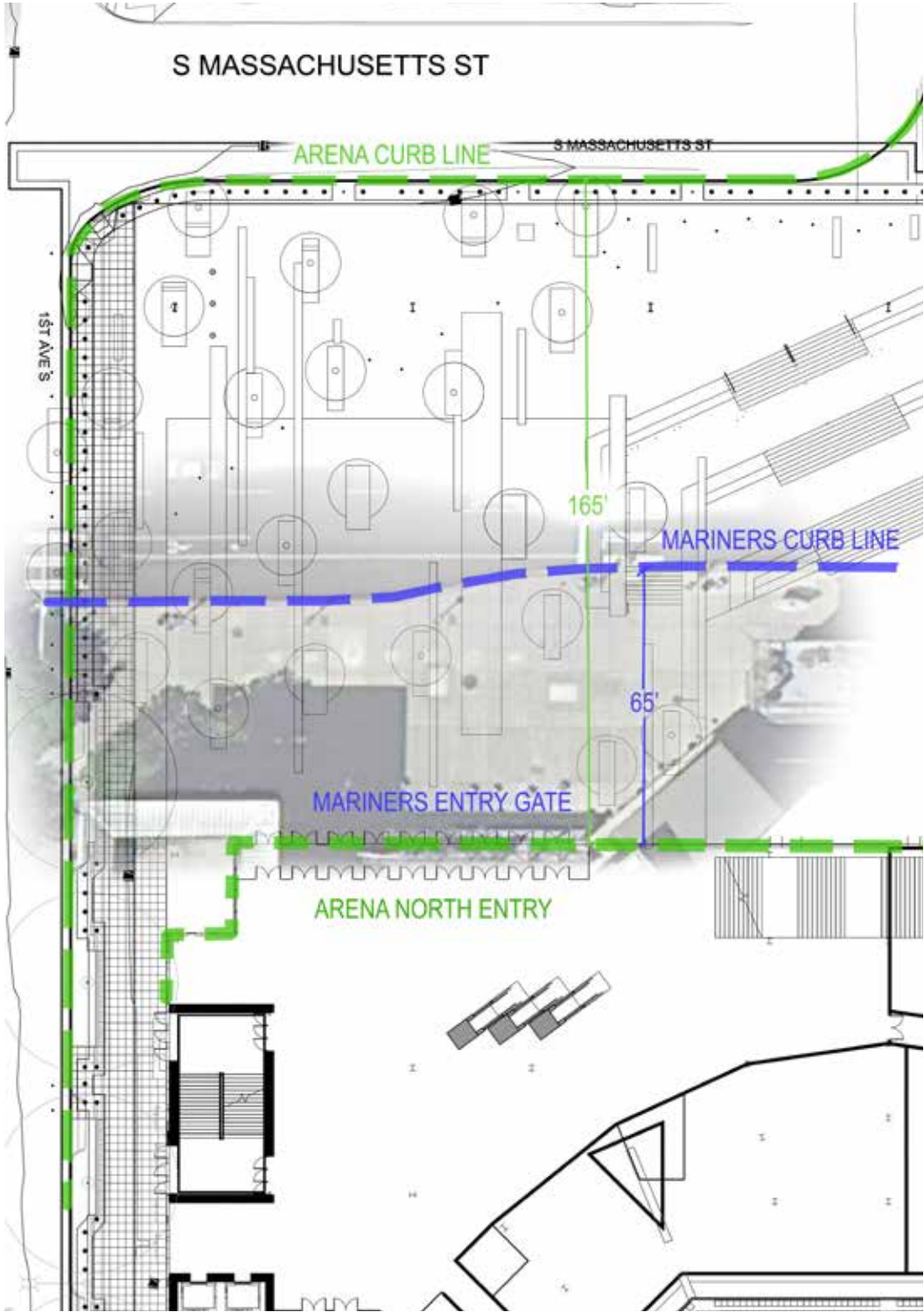
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URBAN MERIT: TRANSPORTATION - PEDESTRIAN QUEUING COMPARISONS

ANALYSIS:

- OVERLAY COMPARISON OF SAFECO FIELD QUEUING AREAS TO CURRENT DESIGN.
- NORTH PLAZA CREATES A GENEROUS AREA FOR QUEUING AS COMPARED TO SAFECO
- SOUTH ENTRANCE SIZE IS COMPARABLE IN SIZE AND SCALE.



NORTH PLAZA COMPARISONS



SOUTH PLAZA COMPARISONS



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STREET IMPROVEMENTS

EXISTING CONDITIONS

ANALYSIS:
THE DESIGN TEAM'S ANALYSIS OF EXISTING STREETScape CONDITIONS USES THE SDOT MINIMUM STANDARD OF A 6' SIDEWALK IN ADDITION TO STREET TREE PLANTING TO DIFFERENTIATE BETWEEN IMPROVED VERSUS UNIMPROVED STREETScape CONDITIONS. THIS APPLIED CRITERIA HAS IDENTIFIED WHERE HOLES ARE IN THE PEDESTRIAN LINKAGES TO DOWNTOWN AND WHERE STREET CONDITIONS DO NOT MEET THIS MINIMUM STANDARD.



LEGEND

IMPROVED STREETScape

UNIMPROVED STREETScape

STREETScape TO BE IMPROVED - BY OTHERS



NO VACATION ALTERNATE

DESIGN APPLICATION

A NO VACATION DEVELOPMENT ALTERNATIVE WOULD BE REQUIRED TO USE THE SDOT MINIMUM STANDARD STREETScape IMPROVEMENTS FOR THE SEGMENTS OF OCCIDENTAL AVE, MASSACHUSETTS ST., HOLGATE ST., AND 1ST AVENUE SOUTH ADJACENT TO THE DEVELOPMENT SITE. THE MINIMUM STANDARD WOULD INCLUDE:

- 6'-0" WIDE SIDEWALK
- 5'-0" LANDSCAPE/FURNISHING ZONE
- 2" CALIPER STREET TREE PLANTING



LEGEND



IMPROVED STREETScape



STREETScape TO BE IMPROVED THROUGH PROJECT



OTHER STREETScape TO BE IMPROVED



UNIMPROVED STREETScape



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PROPOSED ARENA

DESIGN RESPONSE

THE PROPOSED ARENA WOULD PROVIDE FOR GREEN STREET LEVEL IMPROVEMENTS TO HOLGATE ST., AND 1ST AVENUE SOUTH TO ENHANCE THE PEDESTRIAN EXPERIENCE AND INCREASE OPEN SPACE ASSOCIATED WITH THE PUBLIC ROW. THIS HIGH STANDARD OF STREETScape DESIGN WOULD INCLUDE:

- CURB BULBOUTS
- ON-STREET PARKING
- BICYCLE PARKING
- WIDE SIDEWALKS BETWEEN 29'-6" MAX AND 10' MIN
- 6'-0" MINIMUM PLANTING ZONE
- RAINGARDENS
- PEDESTRIAN SCALED LIGHTING
- STREET FURNITURE
- WEATHER PROTECTION VIA BUILDING OVERHANG ON 1ST AVE

THE DESIGN TEAM HAS INCORPORATED FREQUENT MODULATION OF THE BUILDING FACADE AT STREETScape LEVEL TO INCREASE OPEN SPACE ADJACENT TO THE ROW AS WELL AS CREATE VARIETY IN SIZES OF OPEN SPACE FOR ACTIVE STREETScape USES.

OPPORTUNITIES

THE DESIGN TEAM IS STUDYING THE BENEFITS OF ESTABLISHING A DISTRICT STREETScape STANDARD TO ENHANCE THE QUALITY AND SAFETY OF THE DISTRICT'S STREETS AND STRENGTHEN THE NETWORK OF PEDESTRIAN CONNECTIONS TO TRANSIT HUBS AND DOWNTOWN.

IDEAS INCLUDE:

- PEDESTRIAN LIGHTING THAT ENHANCES WAYFINDING
- SIDEWALK UPGRADES WITH STREET TREE PLANTING FOR UNIMPROVED BLOCKS
- STREET FURNISHINGS



LEGEND

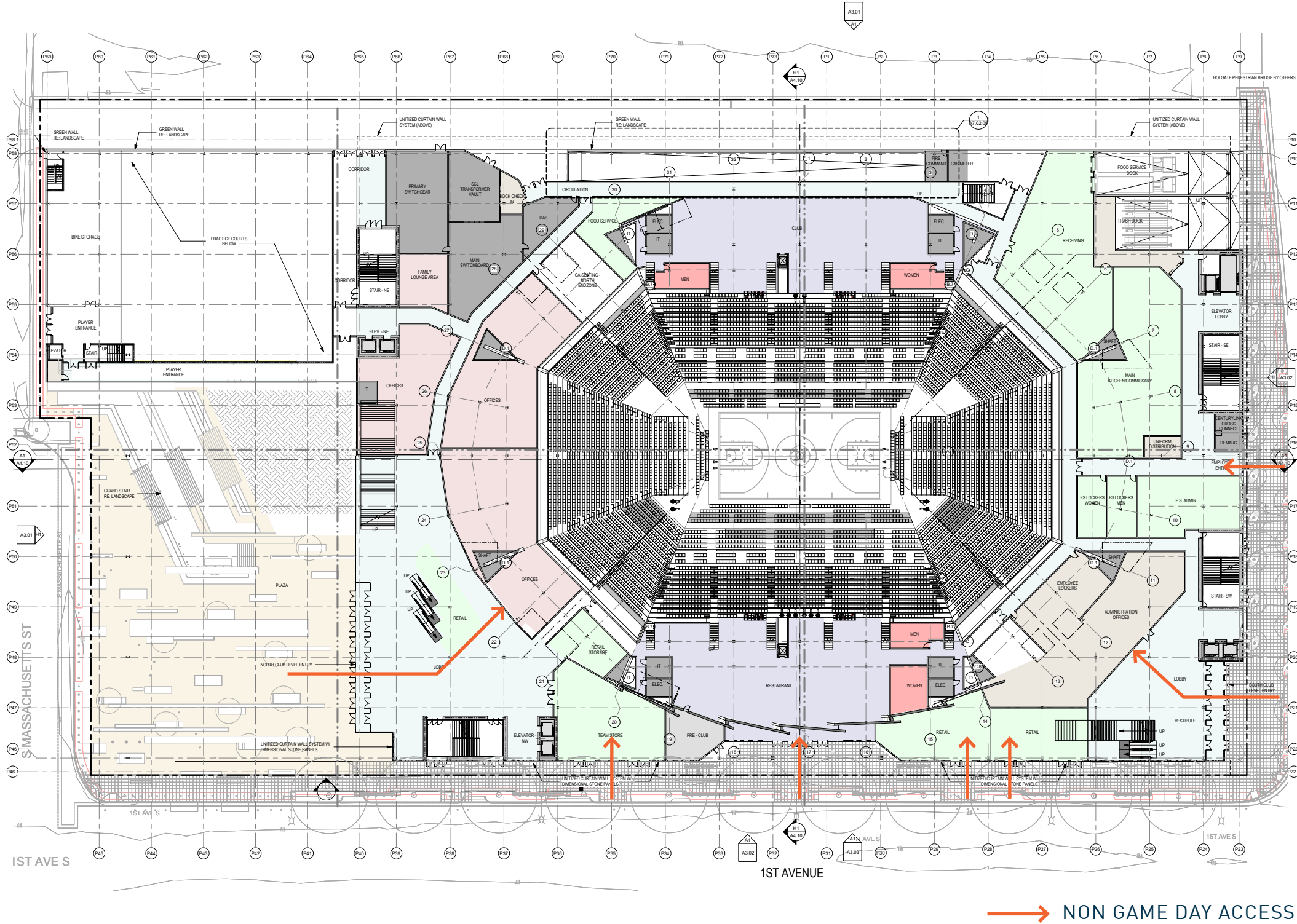
- IMPROVED STREETScape
- STREETScape TO BE IMPROVED THROUGH PROJECT
- UNIMPROVED STREETScape
- STREETScape TO BE IMPROVED- BY OTHERS



URBAN MERIT:

STREET IMPROVEMENTS

GREEN STREET LEVEL IMPROVEMENTS

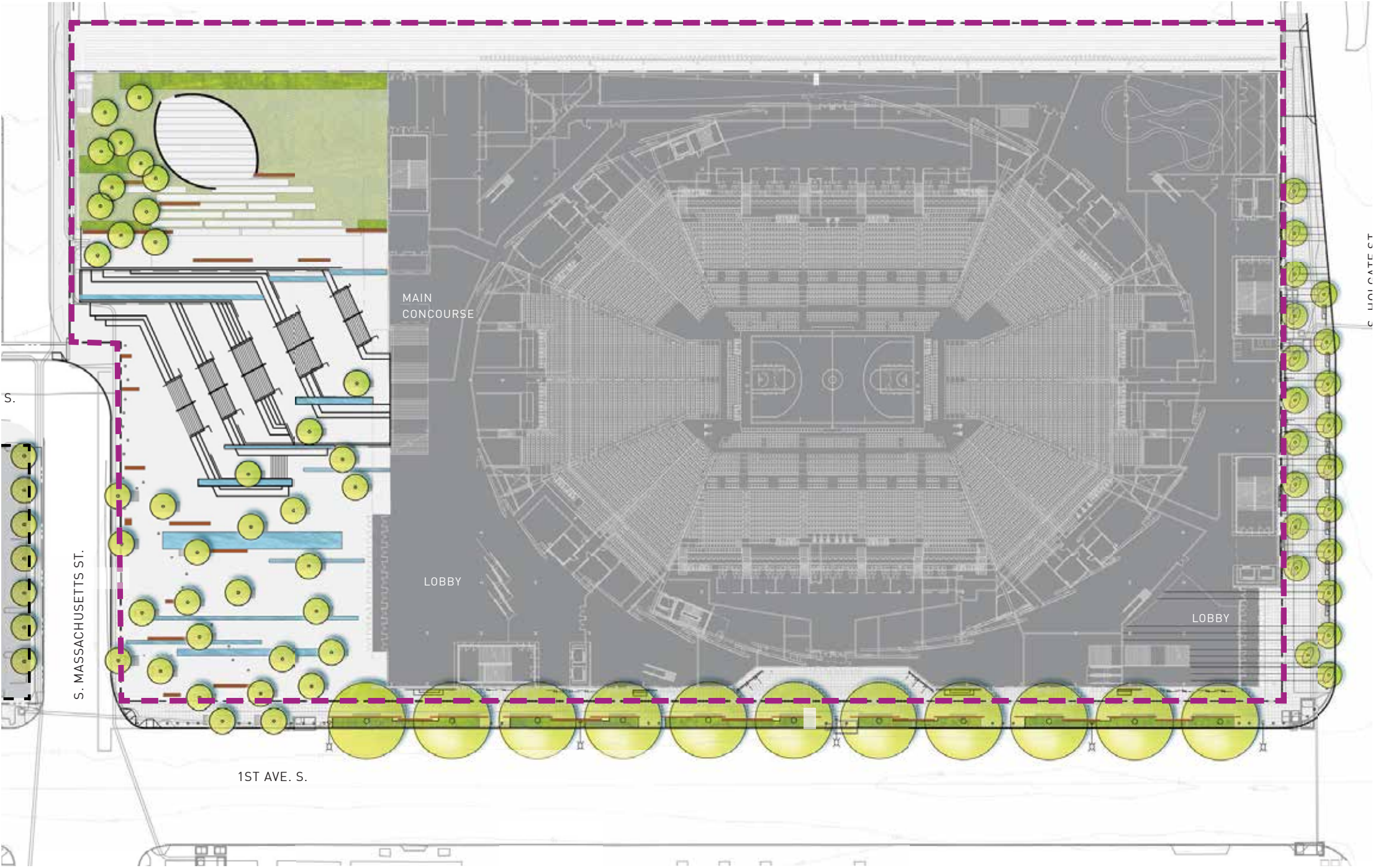


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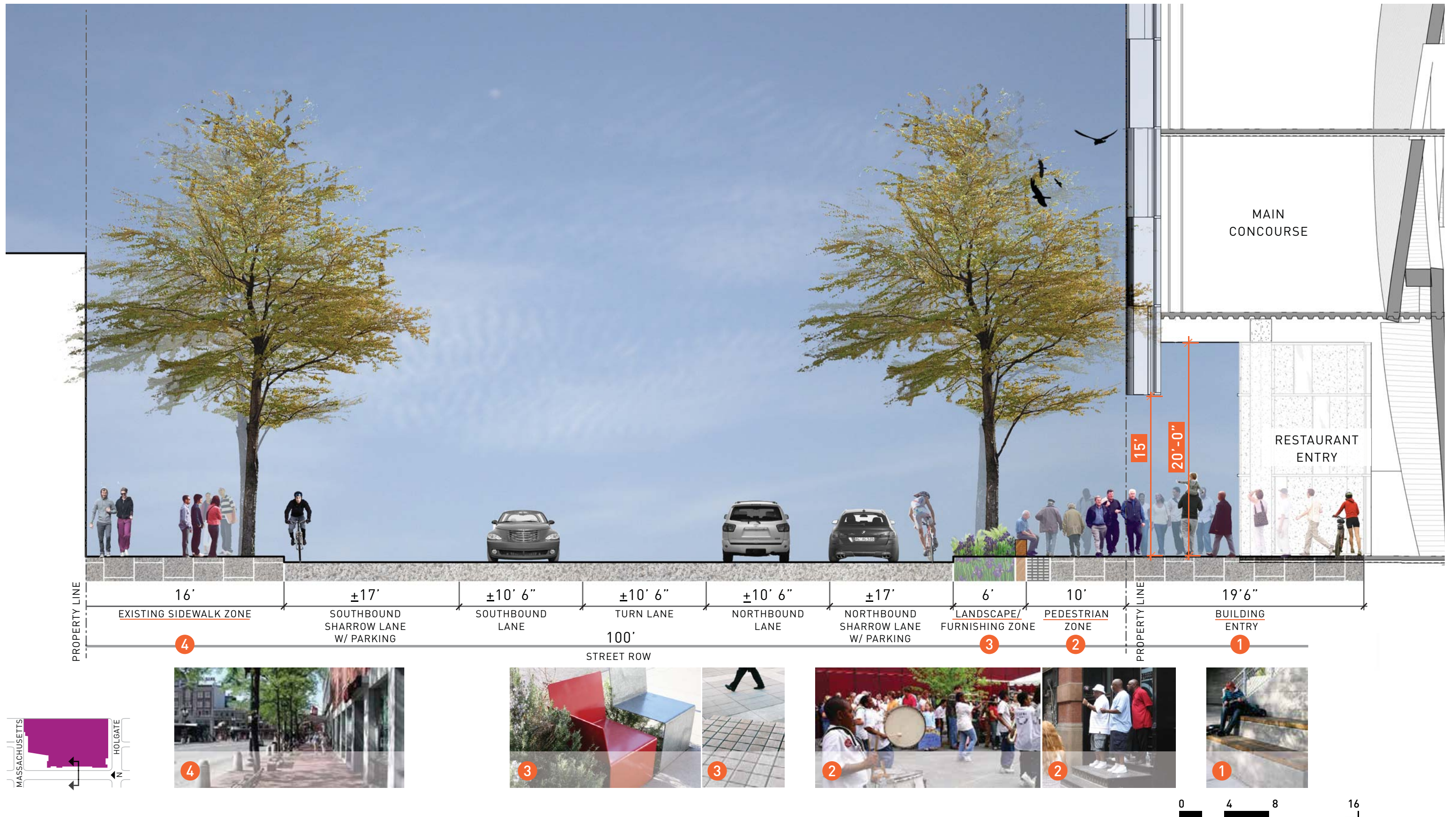
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URBAN MERIT:
STREET IMPROVEMENTS
GREEN STREET LEVEL IMPROVEMENTS



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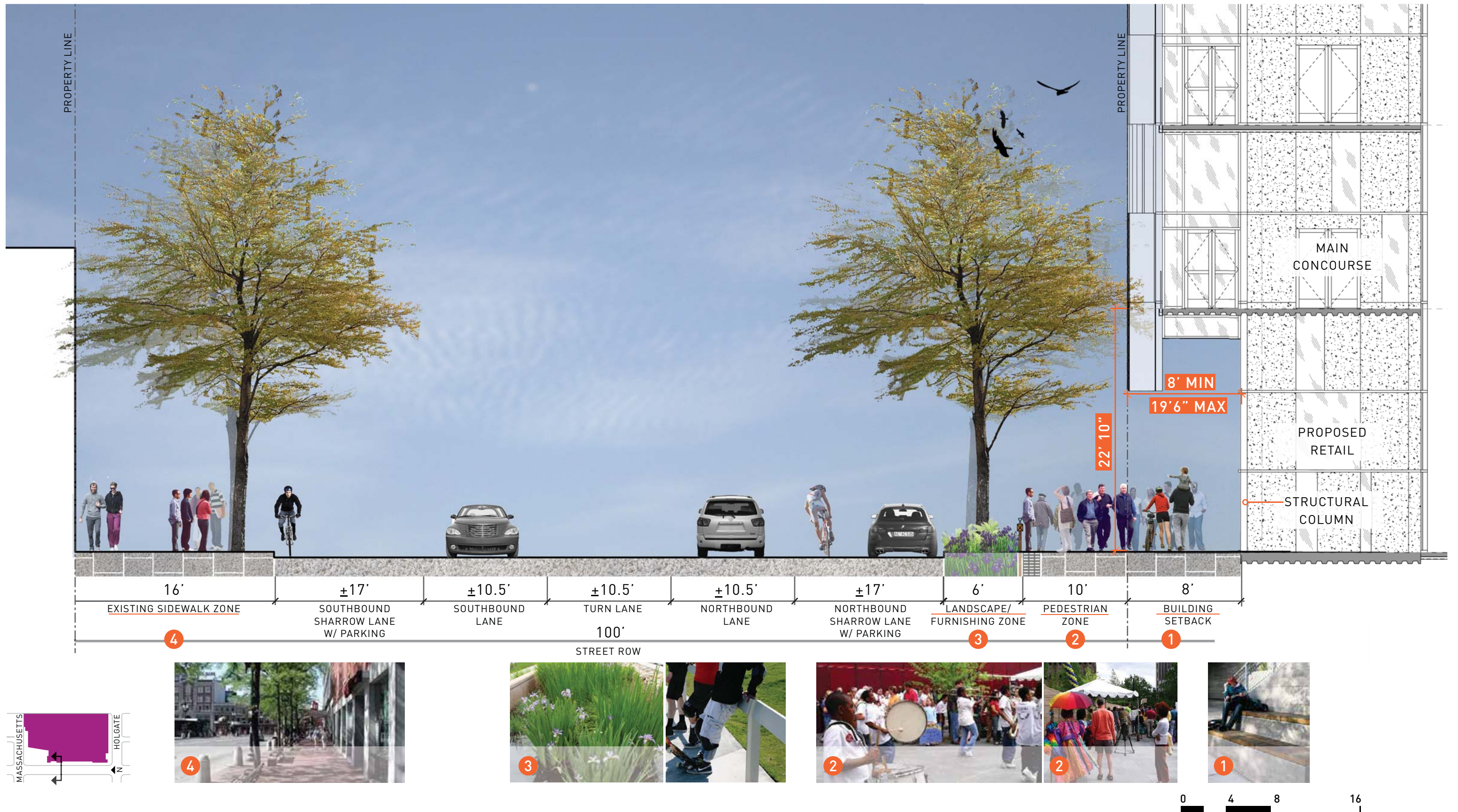
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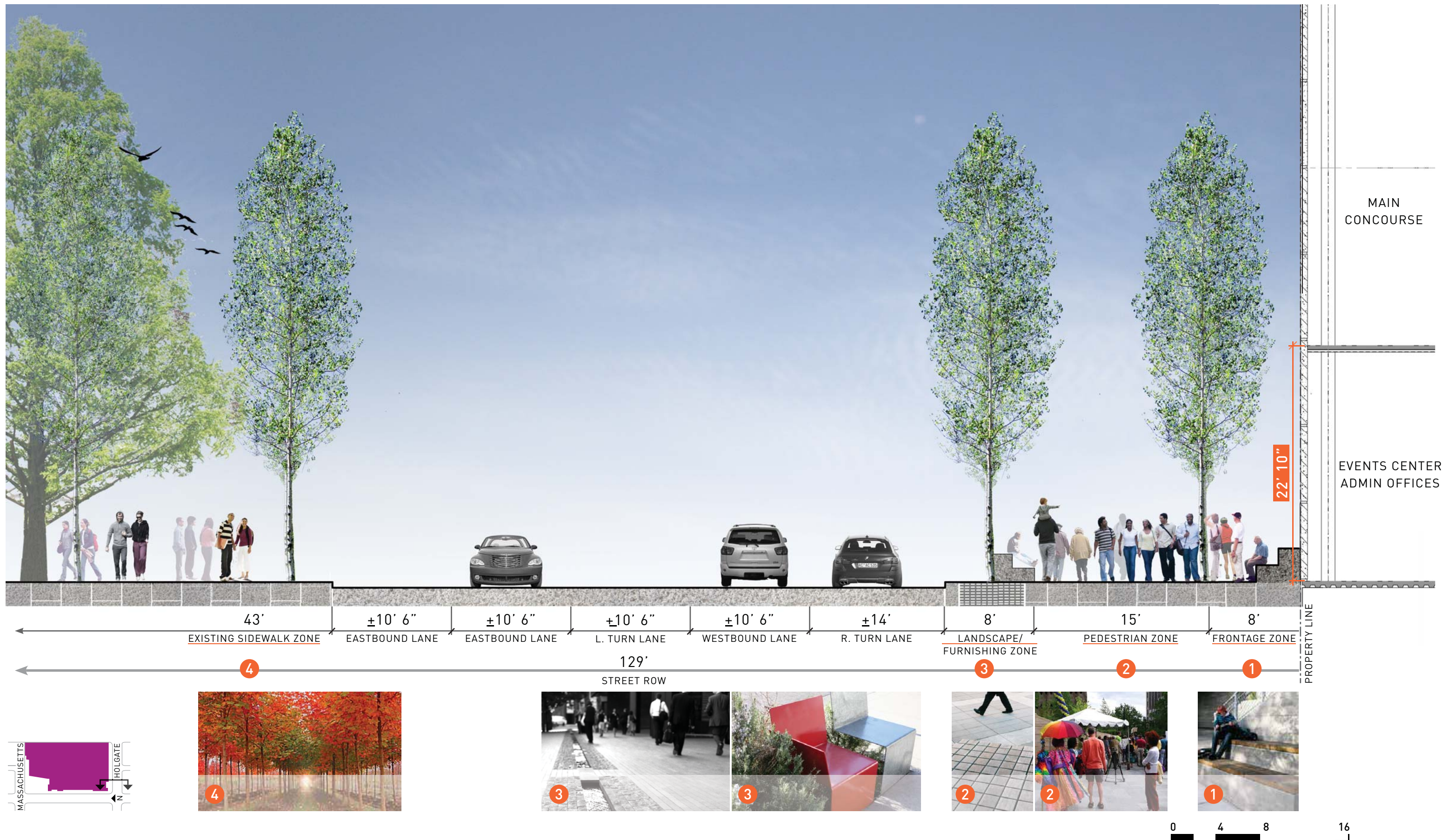
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GATEWAY

URBAN MERIT:
GATEWAY - EXISTING

ANALYSIS:

SOUTH 1ST AVE PROVIDES NO VISUAL ARRIVAL CUE AS ONE PASSES FROM THE INDUSTRIAL DISTRICT TO DOWNTOWN.

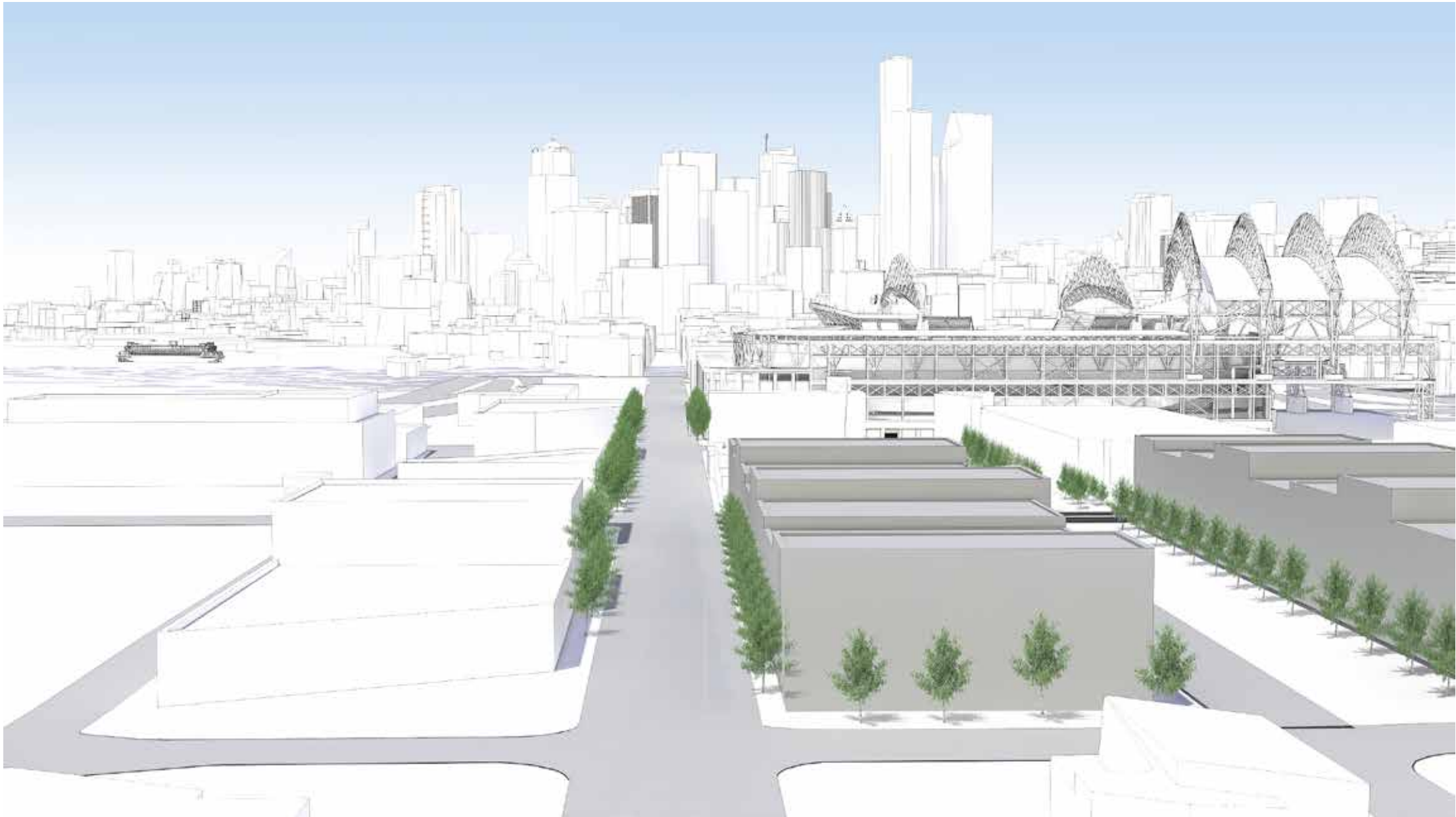


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URBAN MERIT:
GATEWAY - NO VACATION

ANALYSIS:

IN A NO-VACATION ALTERNATIVE ADDITIONAL DEVELOPMENT OVER TIME WILL AND STREET TREES MAY SUBTLY INDICATE A CHANGE FROM INDUSTRIAL AREA TO DOWNTOWN.



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URBAN MERIT:
GATEWAY - ARENA

DESIGN APPLICATION:

THE SCALE OF THE ARENA, ITS SITING, HOLDING THE CORNER OF 1ST AVE S. AND S. HOLGATE, COMBINED WITH UMBRAGEOUS STREET TREES CROSSING OVER 1ST AVE S WILL CREATE A GATEWAY TO DOWNTOWN AND REINFORCE THE CITY'S URBAN PLANNING DISTINCTION OF INDUSTRIAL USES SOUTH OF S. HOLGATE.



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A panoramic view of the Seattle skyline, featuring the Space Needle prominently in the center. The city is surrounded by lush green trees in the foreground, and Mount Rainier is visible in the background under a hazy sky. The entire image has a warm, golden-yellow tint.

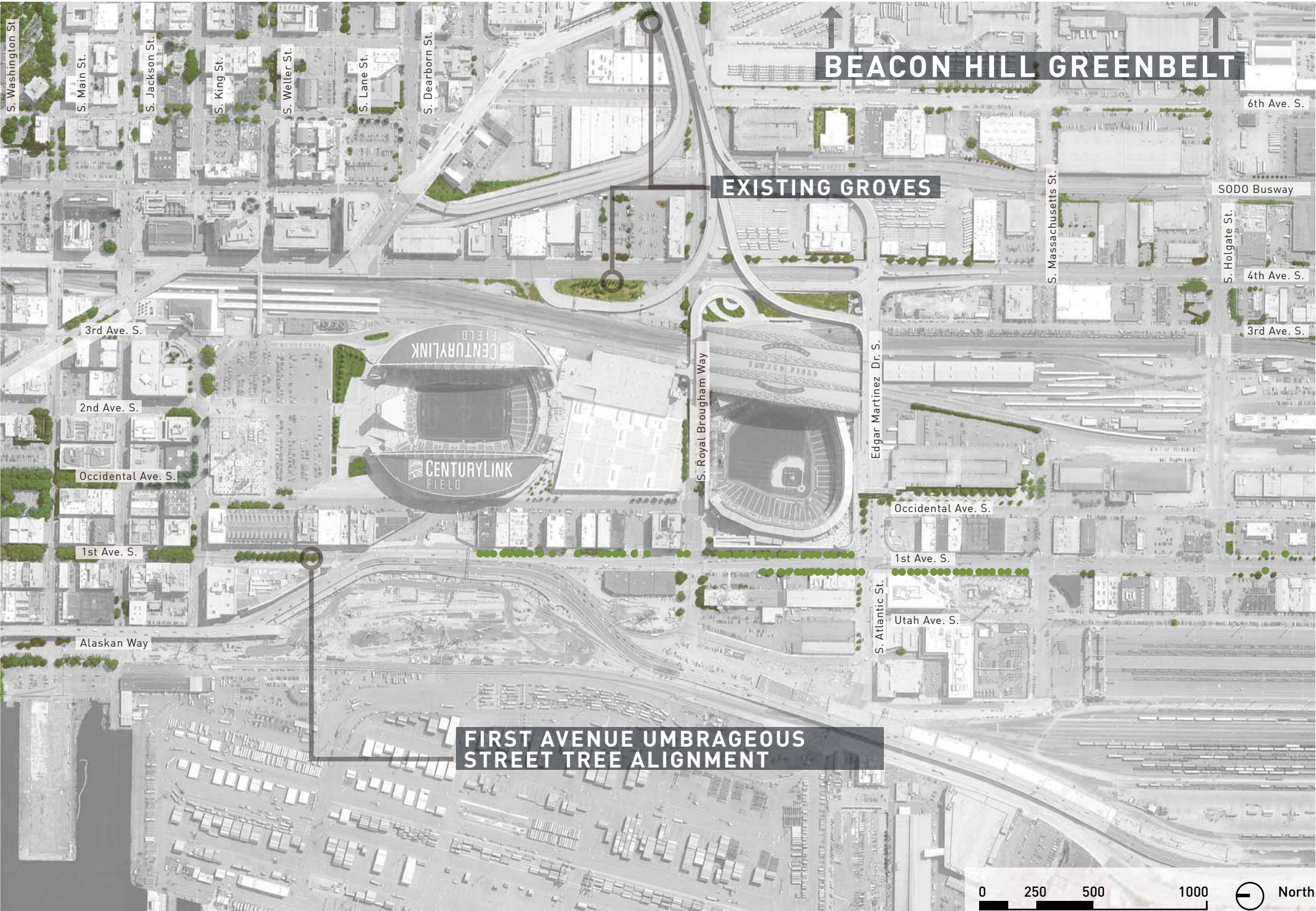
URBAN FOREST CANOPY

EXISTING URBAN FOREST

ANALYSIS

OBSERVATIONS:

THE EXTENT OF THE EXISTING URBAN FOREST INCLUDES STREET TREES ASSOCIATED WITH MATURE MIXED USE NEIGHBORHOODS SUCH AS PIONEER SQUARE AND THE INTERNATIONAL DISTRICT OR WITH SIGNIFICANT PROJECTS SUCH AS THE TWO STADIUMS. 1ST AVENUE S. AND 4TH AVENUE S. AS MAJOR CITY ARTERIALS HAVE SOME STREET TREES IN LIMITED LOCATIONS. THE INDUSTRIAL ZONE HAS LIMITED TREE PLANTINGS. GROVES OF TREES ARE LOCATED IN WDOT INTERCHANGE AREAS AND THE BEACON HILL GREENBELT PROVIDES THE SIGNIFICANT URBAN FOREST IN THE AREA.



LEGEND



EXISTING TREES



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NO VACATION URBAN FOREST

ANALYSIS

OBSERVATIONS:

THE EXISTING URBAN FOREST IS AUGMENTED SIGNIFICANTLY AS A RESULT OF THE ALASKAN WAY VIADUCT REPLACEMENT PROGRAM AND RAILROAD WAY IMPROVEMENTS, CONNECTING THE EXISTING FOREST WITH ALLEES AND GROVES IN GENERALLY NORTH-SOUTH LINES BETWEEN S. KING ST. AND S. ATLANTIC S. THE NORTH-SOUTH ALIGNMENTS CONTINUE THE EXISTING PATTERN, MARK IMPORTANT PEDESTRIAN ROUTES AND CONTRIBUTE TO A DEVELOPING CITY GATEWAY DISTRICT.

DESIGN APPLICATION:

THE NO VACATION OPTION CONTINUES THE DEVELOPMENT OF THE GATEWAY CHARACTERISTICS WITH STREET TREE PLANTINGS ON THE EAST SIDE OF 1ST AVE. S, NORTH SIDE OF S. HOLGATE ST. AND ALONG THE SOUTH SIDE OF S. MASSACHUSETTS. OCCIDENTAL AVE. S. WILL BE PLANTED WITH STREET TREES, PROVIDING AN URBAN FOREST CONNECTION TO THE TREES TO THE IMMEDIATE NORTH.



LEGEND



EXISTING TREES



PROPOSED TREES



PROPOSED TREES (BY OTHERS)



SITE



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ARENA URBAN FOREST

ANALYSIS

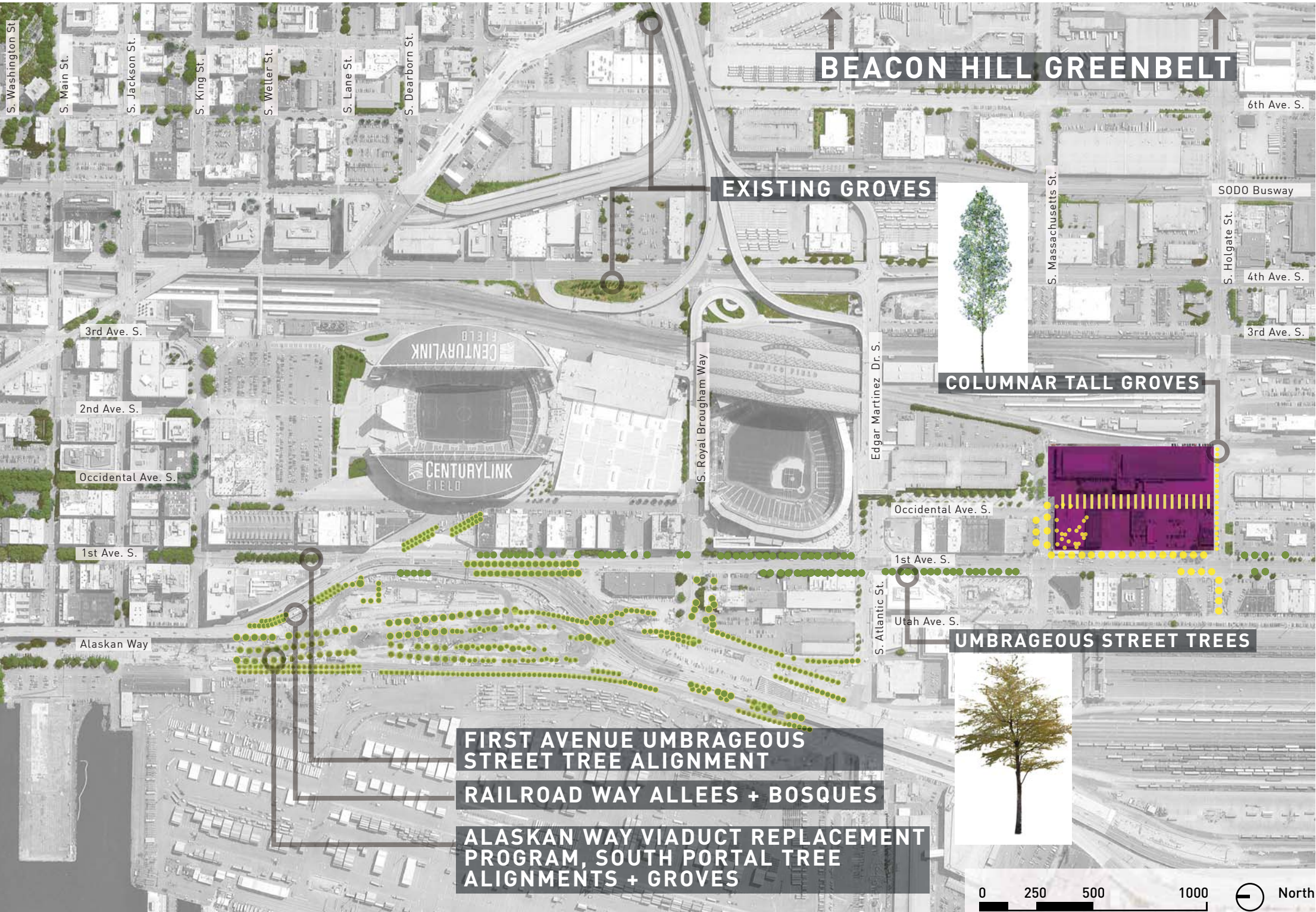
URBAN MERIT:

THE ARENA OPTION CONTINUES THE DEVELOPMENT OF THE GATEWAY CHARACTERISTICS AND THE PATTERN OF NORTH-SOUTH ALIGNMENTS ALONG 1ST AVE. S. WITH STREET TREE AND GROVE PLANTINGS. THE USE OF ALIGNMENTS AND GROVES CREATES A STRONG URBAN PRESENCE AND SUPPORTS PEDESTRIAN USE.

DESIGN APPLICATION:

THE PLANTING OF LARGE UMBRAGEOUS STREET TREES IS CONTINUED TO THE SOUTH ALONG 1ST AVE. S, CONTINUING THE EFFORT TO CONNECT THE DISTRICT WITH PIONEER SQUARE AND THE DOWNTOWN. DOUBLE ALIGNMENTS OF COLUMNAR TREES ALONG THE NORTH SIDE OF S. HOLGATE ST. ON BOTH SIDES OF 1ST AVE. S. CONTRIBUTE TO THE DEVELOPMENT OF A DISTRICT GATEWAY.

GROVES OF TREES ASSOCIATED WITH THE NORTH PLAZA AND STREET TREES ON BOTH SIDES OF S. MASSACHUSETTS ST, ESTABLISH A GROVE AND CONNECT THE URBAN FOREST WITH THE EXISTING PLAZA TO THE NORTH ON OCCIDENTAL AVE. S. GROVES ARE USED TO MARK PEDESTRIAN GATHERING AREAS.



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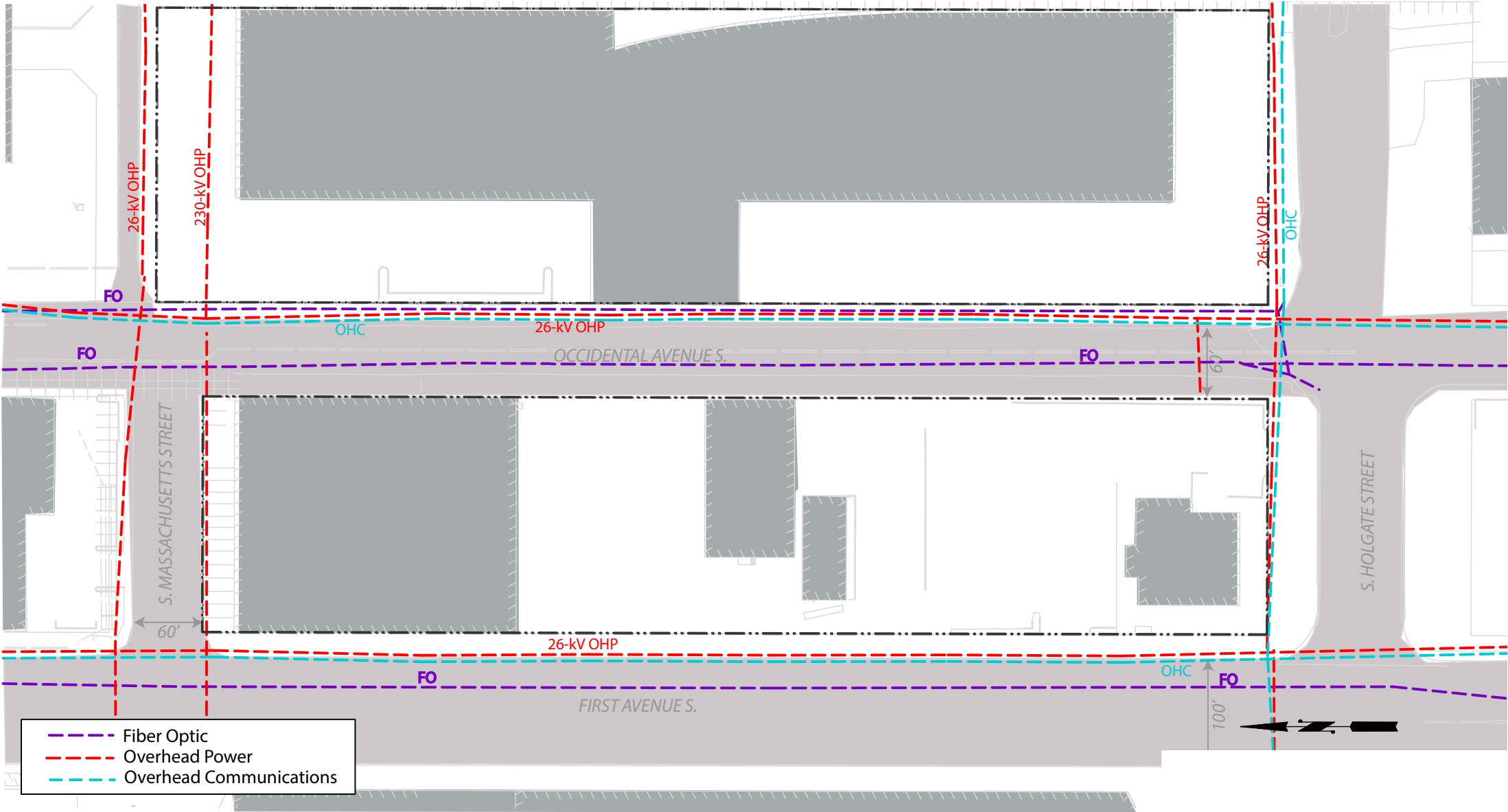


UTILITIES

URBAN MERIT:
UTILITIES - EXISTING DRY

ANALYSIS:

- OVERHEAD ELECTRICAL AND COMMUNICATIONS UTILITIES CREATE CLUTTERED VIEWS
- THERE IS A RISK OF OUTTAGES CAUSED BY WEATHER OR VEHICLES.
- THERE IS A SAFETY CONCERN WITH ELECTRICAL CLEARANCES FOR CONSTRUCTION AS WELL AS PERMANENT BUILDING CONDITIONS.



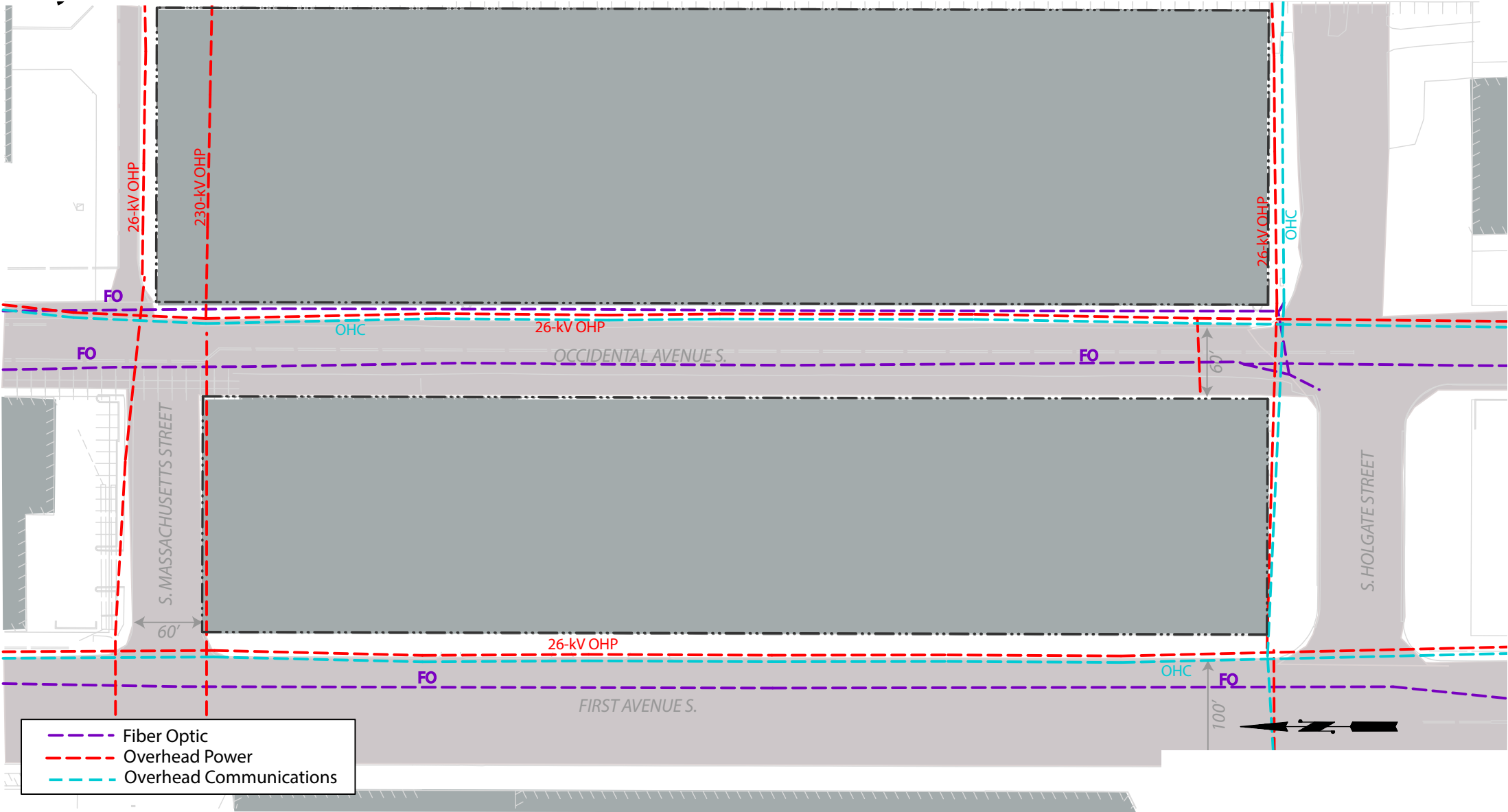
URBAN MERIT:
UTILITIES - NO VACATION DRY

ANALYSIS:

- SAME AS EXISTING CONDITION.

DESIGN IMPLICATIONS:

- UNDERGROUNDING IS NOT EXPECTED TO BE COST FEASIBLE WITH A TYPICAL OFFICE DEVELOPMENT.
- BUILDINGS MUST BE SET BACK TO MAINTAIN CLEARANCES.
- THE OVERHEAD LINES IN OCCIDENTAL CAN REMAIN IF THE STREET IS NOT VACATED.



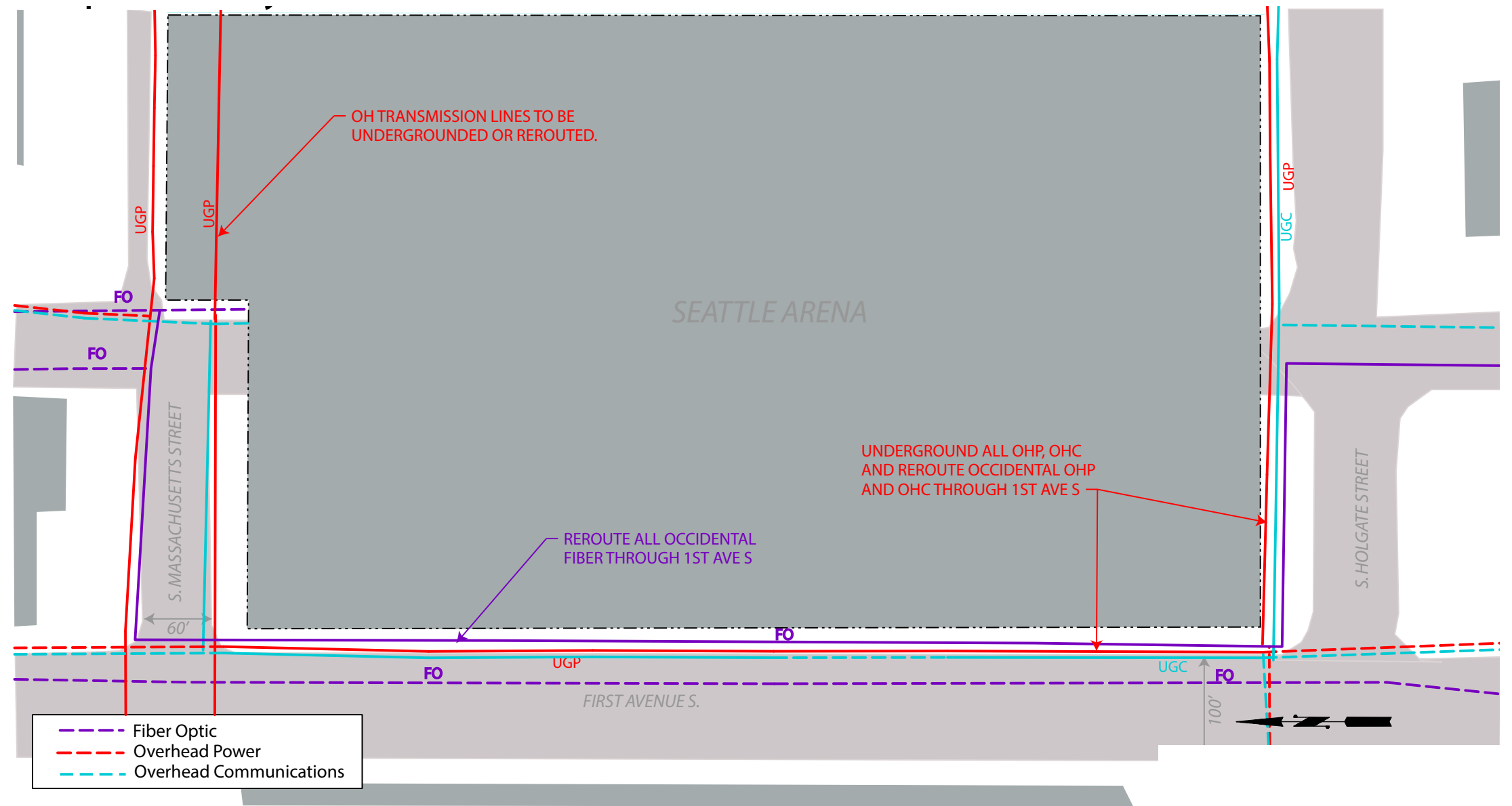
URBAN MERIT: UTILITIES - ARENA DRY

ANALYSIS:

- UNDERGROUND ELECTRICAL FOR AESTHETIC, SAFETY, AND REDUNDANCY BENEFITS.
- REROUTE ALL EXISTING DRY UTILITIES IN OCCIDENTAL VIA 1ST AVE S.
- RESULTS IN MORE REDUNDANT COMMUNICATIONS NETWORKS.

DESIGN IMPLICATIONS:

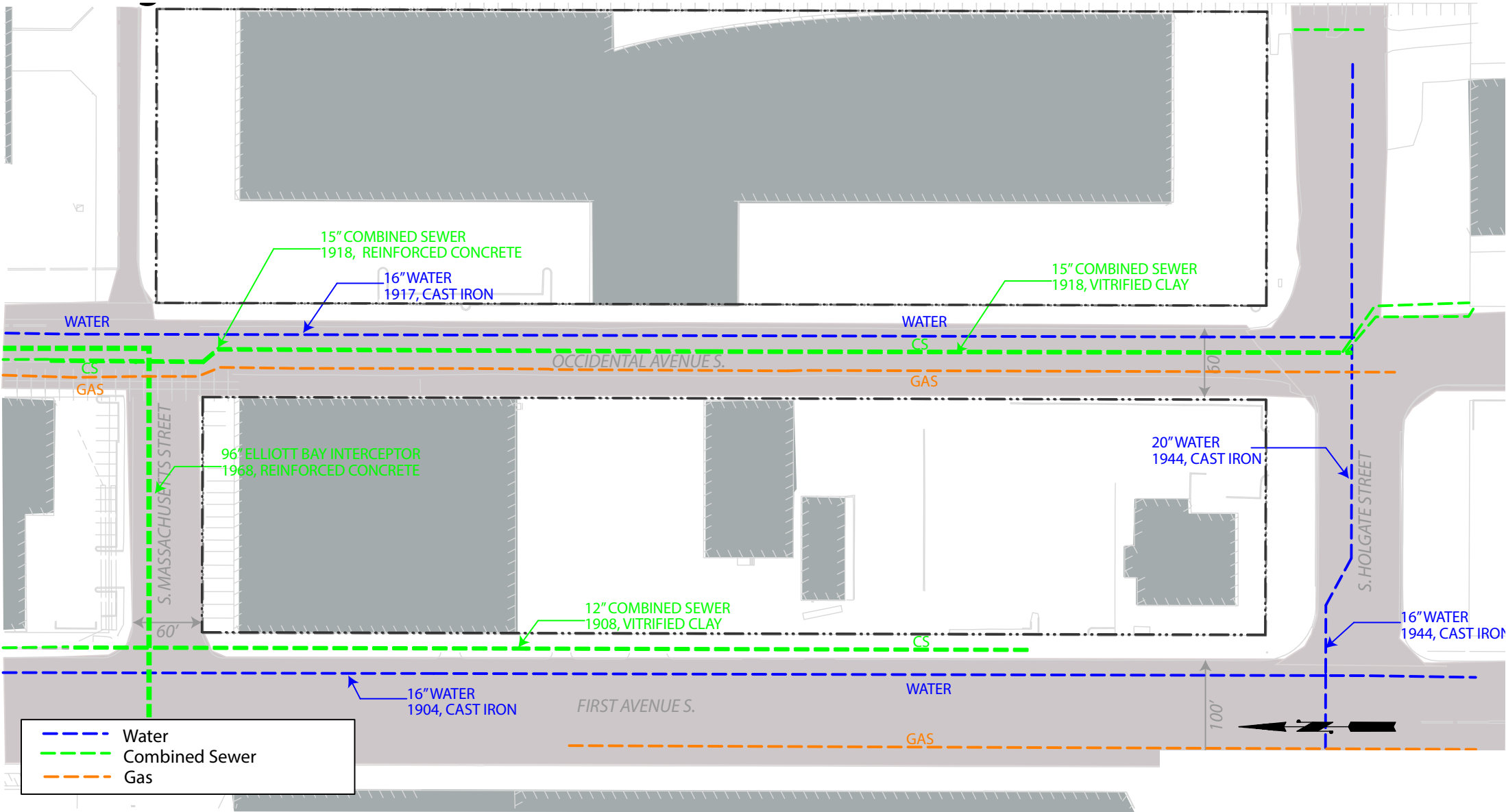
- REMOVAL OF OVERHEAD POLES AND WIRES HELP TO MEET URBAN DESIGN GOALS.
- TRANSMISSION LINES WILL EITHER BE REROUTED OR UNDERGROUNDED.
- MINIMUM PERMANENT CLEARANCES TO BUILDING WILL NOT BE AN ISSUE.



URBAN MERIT:
UTILITIES - EXISTING WET

ANALYSIS:

- EXISTING WATER, SEWER, AND GAS ARE LOCATED IN OCCIDENTAL TO SERVE ADJACENT PROPERTIES.
- 96" ELLIOT BAY INTERCEPT IS NORTH OF PROJECT SITE.
- AGING INFRASTRUCTURE FOR WATER AND SEWER



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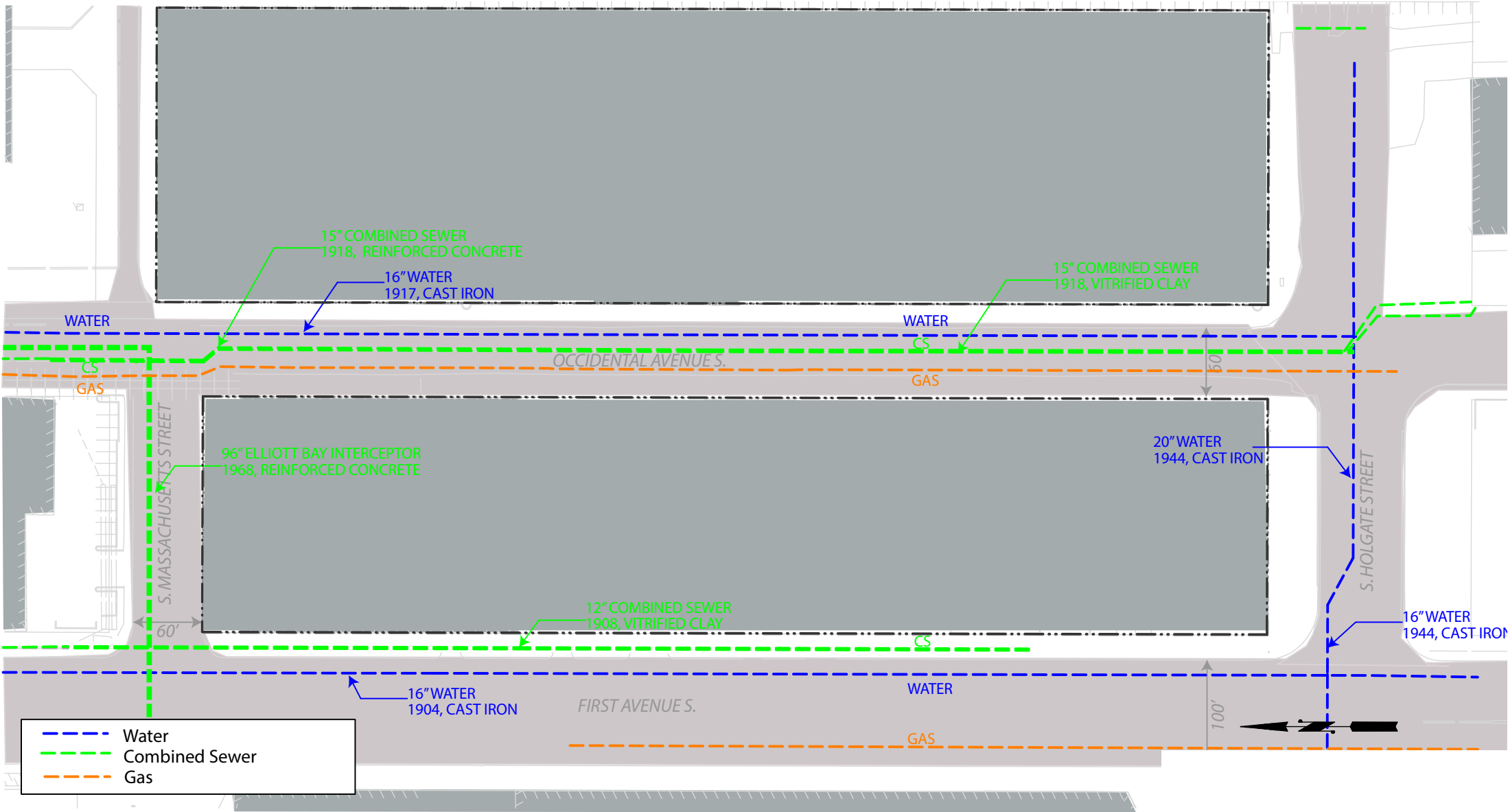
URBAN MERIT:
UTILITIES - NO VACATION WET

ANALYSIS:

- SAME AS EXISTING CONDITIONS

DESIGN IMPLICATIONS:

- TYPICAL OFFICE DEVELOPMENT WOULD REQUIRE NEW UTILITY CONNECTIONS
- ALL UTILITIES WILL REMAIN UNCHANGED IN OCCIDENTAL SO UPGRADES WOULD NOT BE LIKELY.



SEATTLE ARENA
MAY 2, 2013

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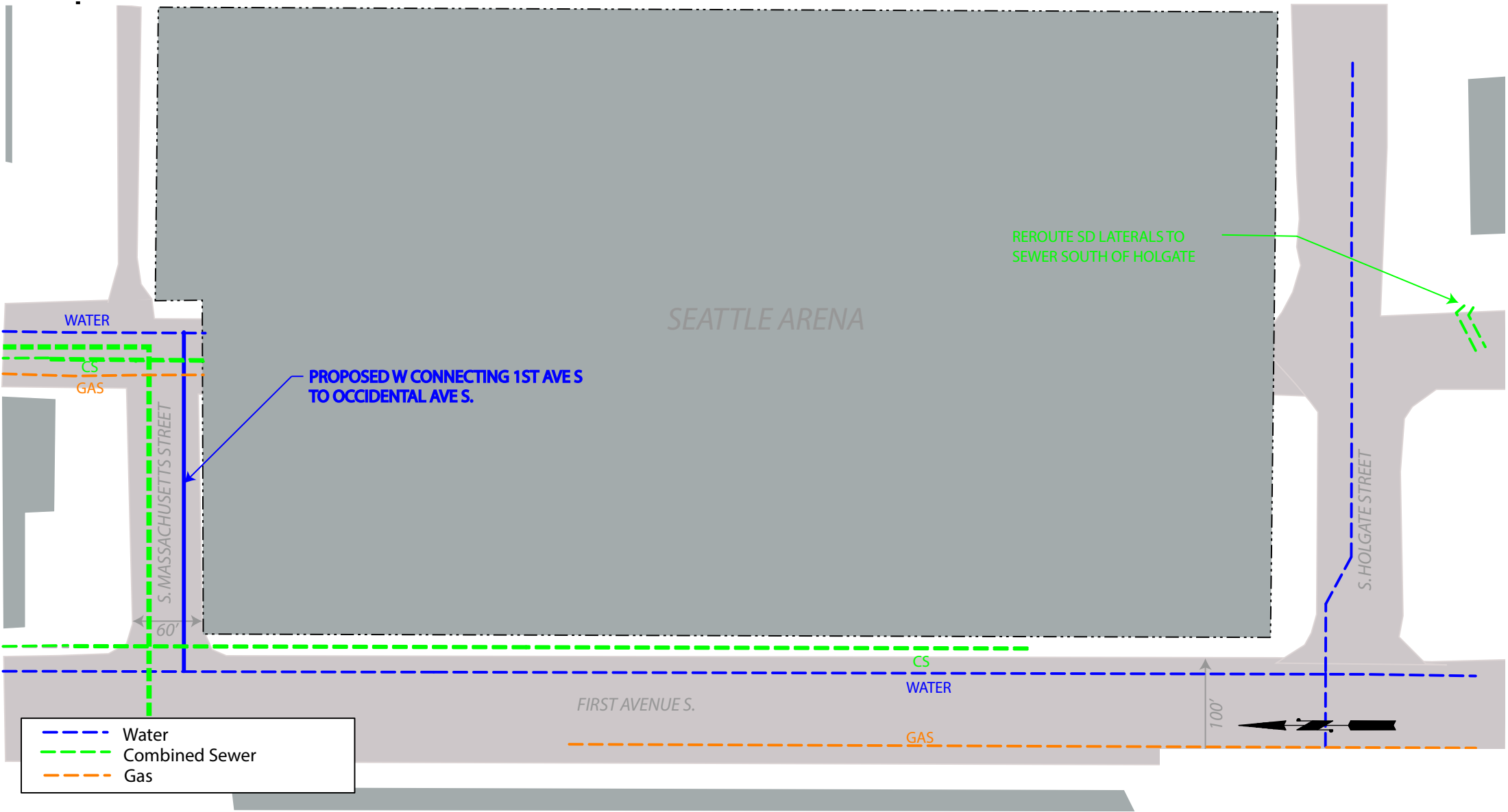
URBAN MERIT:
UTILITIES- ARENA WET

ANALYSIS:

- RECONNECT STORM LATERALS SOUTH OF S. HOLGATE STREET.
- LINK WATER MAINS IN OCCIDENTAL AND 1ST AVENUE S. VIA NEW S. MASSACHUSETTS STREET WATER MAIN.
- ARENA TEAM MODELING THE WATER SYSTEM WITH SPU TO DETERMINE IF ADDITIONAL WATER IMPROVEMENTS ARE NEEDED.

DESIGN IMPLICATIONS:

- MAINTAIN UTILITY CONNECTIVITY
- MAINTAIN REDUNDANCY



URBAN MERIT:
UTILITIES- OCCIDENTAL AVE S.
UTILITY REMOVAL AND REDUNDANCY
CONSIDERATIONS

GAS:

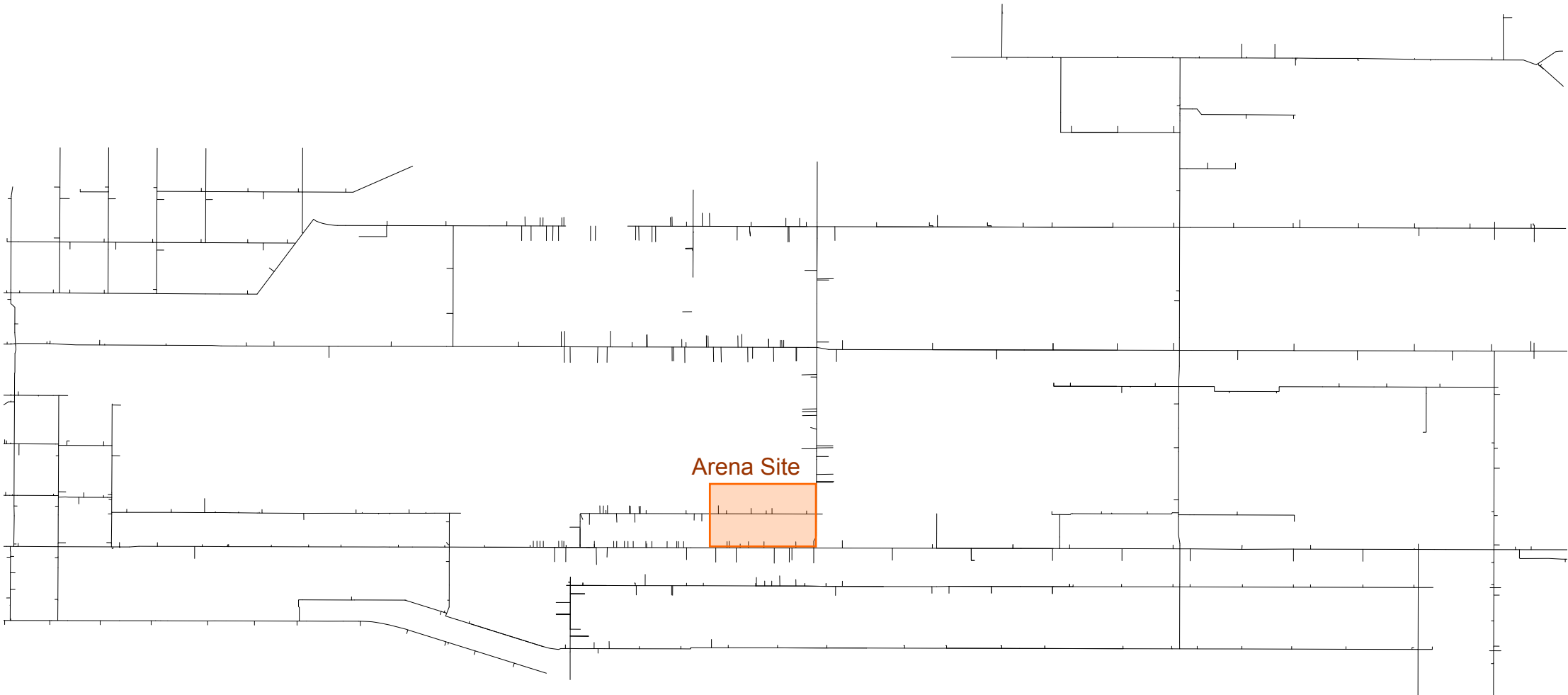
- THE EXISTING GAS LINE IN OCCIDENTAL WILL BE REMOVED BETWEEN S. HOLGATE ST. AND S. MASSACHUSETTS ST. THIS LINE IS CURRENTLY BEING USED TO SERVE EXISTING PROPERTIES ON THE PROJECT SITE. PER EARLY DISCUSSIONS WITH PSE, IT IS UNLIKELY THAT THIS GAS LINE NEEDS TO BE REROUTED AS THERE IS MORE THAN ADEQUATE PRESSURE IN THE SYSTEM. THE EXISTING GAS LINE IN OCCIDENTAL IS JUST TO SERVE THE EXISTING BUILDINGS.

STORM/SEWER:

- THE EXISTING COMBINED STORM/SEWER LINE IN OCCIDENTAL BEGINS AT S. HOLGATE AND IS ONLY CAPTURING STORMWATER AND SEWER FROM THE PROJECT SITE AND NORTH. BECAUSE OF THIS, THERE ARE NO REDUNDANCY ISSUES FOR REMOVING THIS LINE FROM HOLGATE TO S. MASSACHUSETTS. ALL ON-SITE STORM AND SEWER WILL CONNECT TO THE SAME SYSTEM AT THE NORTH END OF THE SITE.

WATER INFRASTRUCTURE:

- THERE ARE MULTIPLE OPTIONS ON THE TABLE FOR MAINTAINING WATER SYSTEM REDUNDANCY AFTER THE REMOVAL OF THE WATER LINE IN OCCIDENTAL. PER RECENT DISCUSSIONS WITH SPU ENGINEERING, AT A MINIMUM THERE WOULD NEED TO BE A TIE-IN BETWEEN THE EXISTING LINE IN 1ST AVE S AND THE EXISTING LINE IN OCCIDENTAL AT S. MASSACHUSETTS ST. THE ARENA TEAM WILL BE PROCURING WATER MODELING BY SPU OF THE LOCAL WATER NETWORK TO DETERMINE IF ADDITIONAL IMPROVEMENTS ARE WARRANTED TO MAINTAIN CAPACITY.

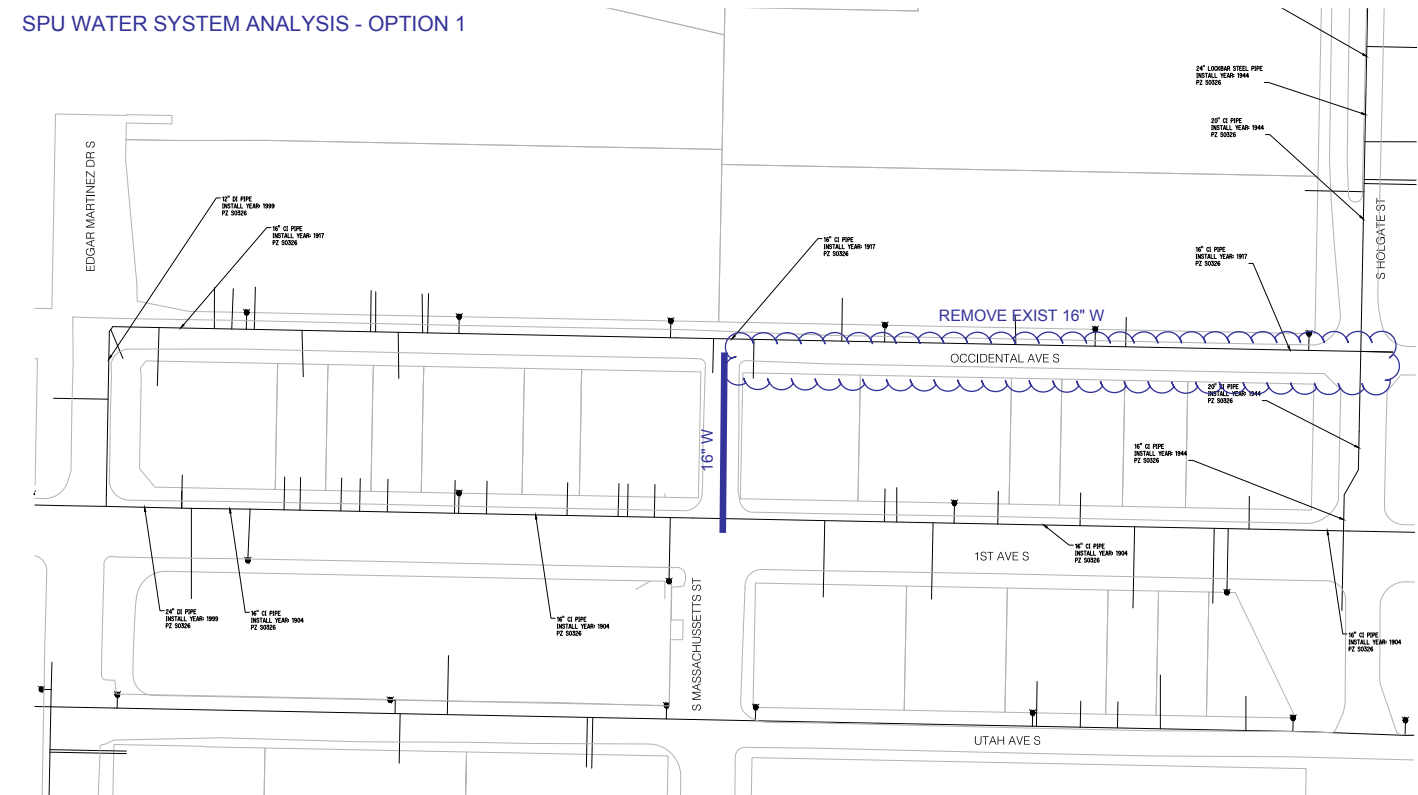


SPU Water System GIS Map

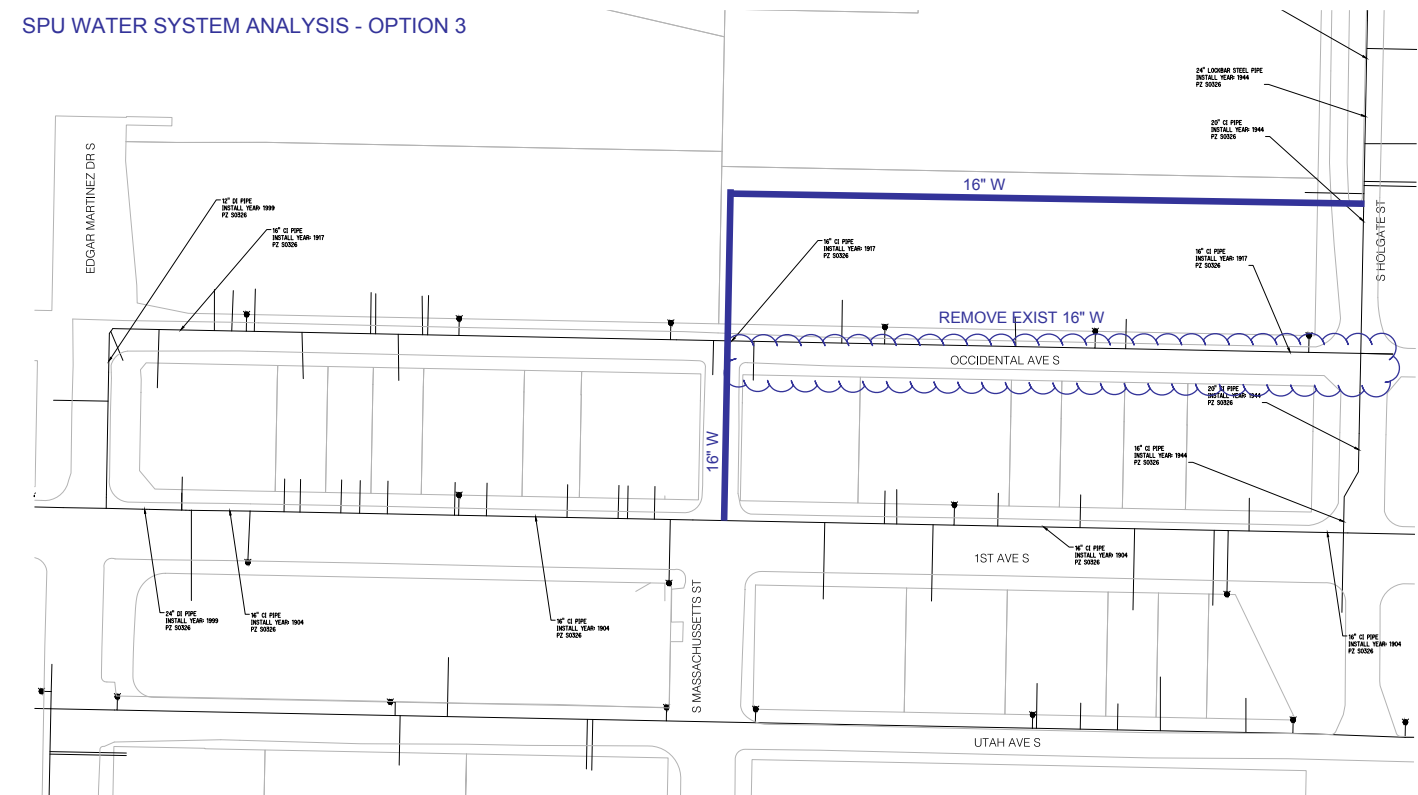


URBAN MERIT:
UTILITIES- SPU WATER SYSTEM

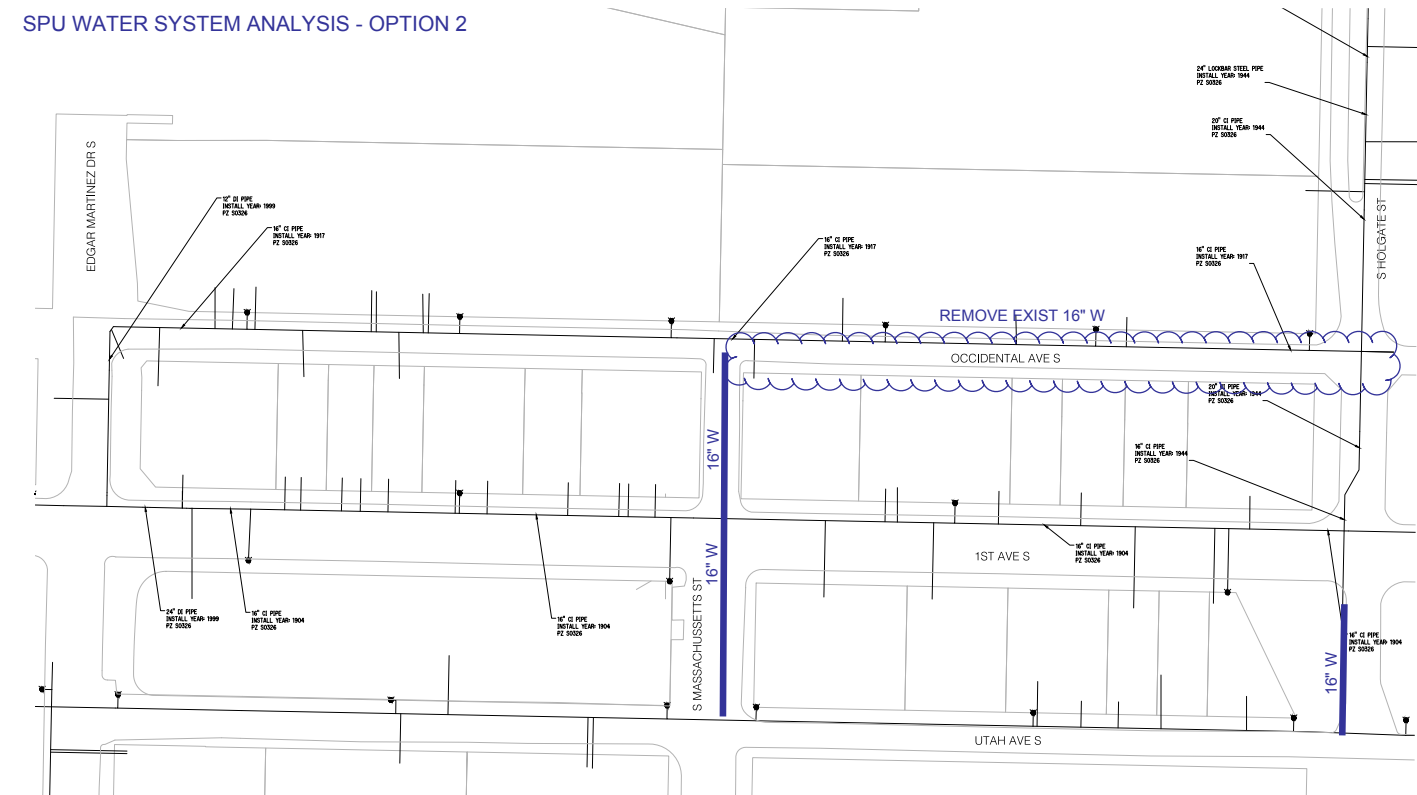
SPU WATER SYSTEM ANALYSIS - OPTION 1



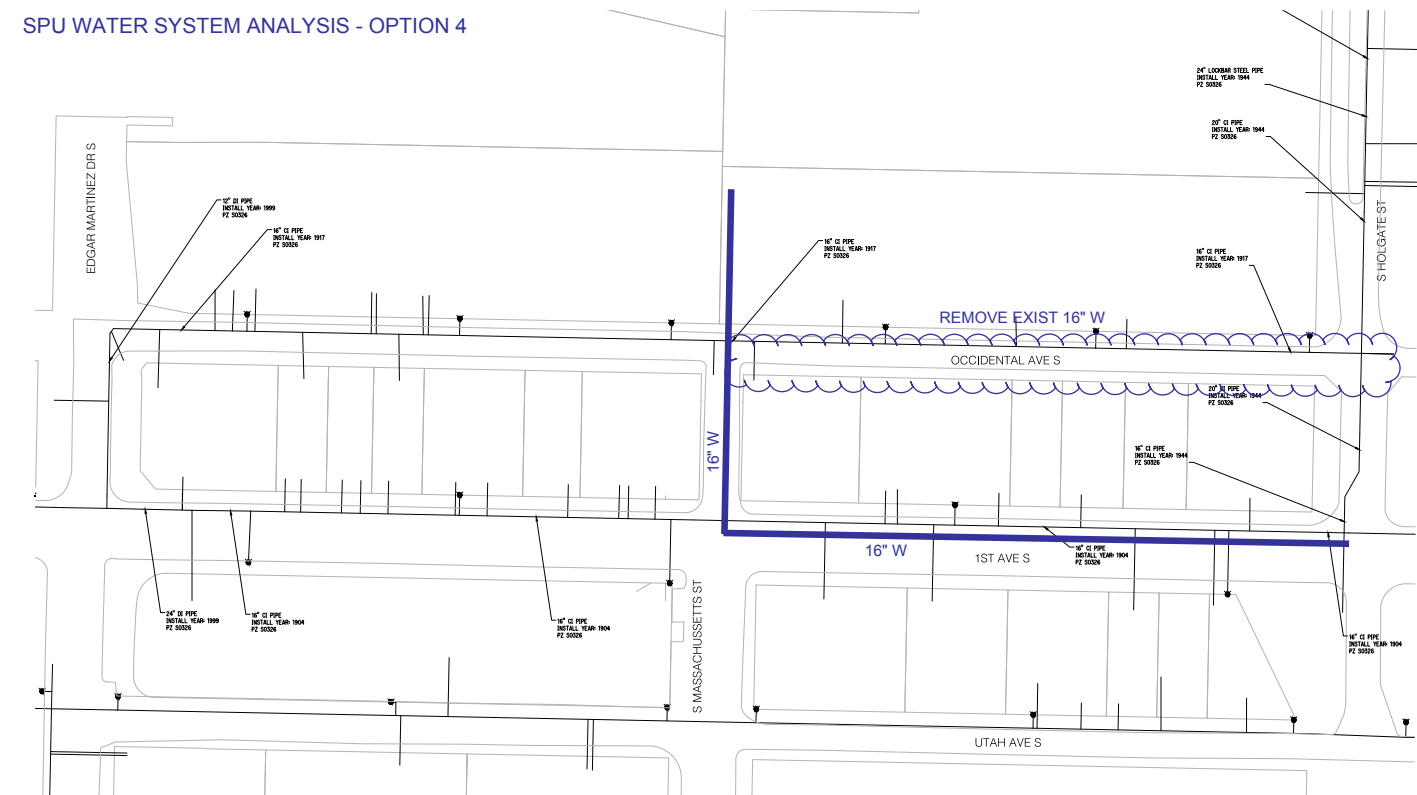
SPU WATER SYSTEM ANALYSIS - OPTION 3

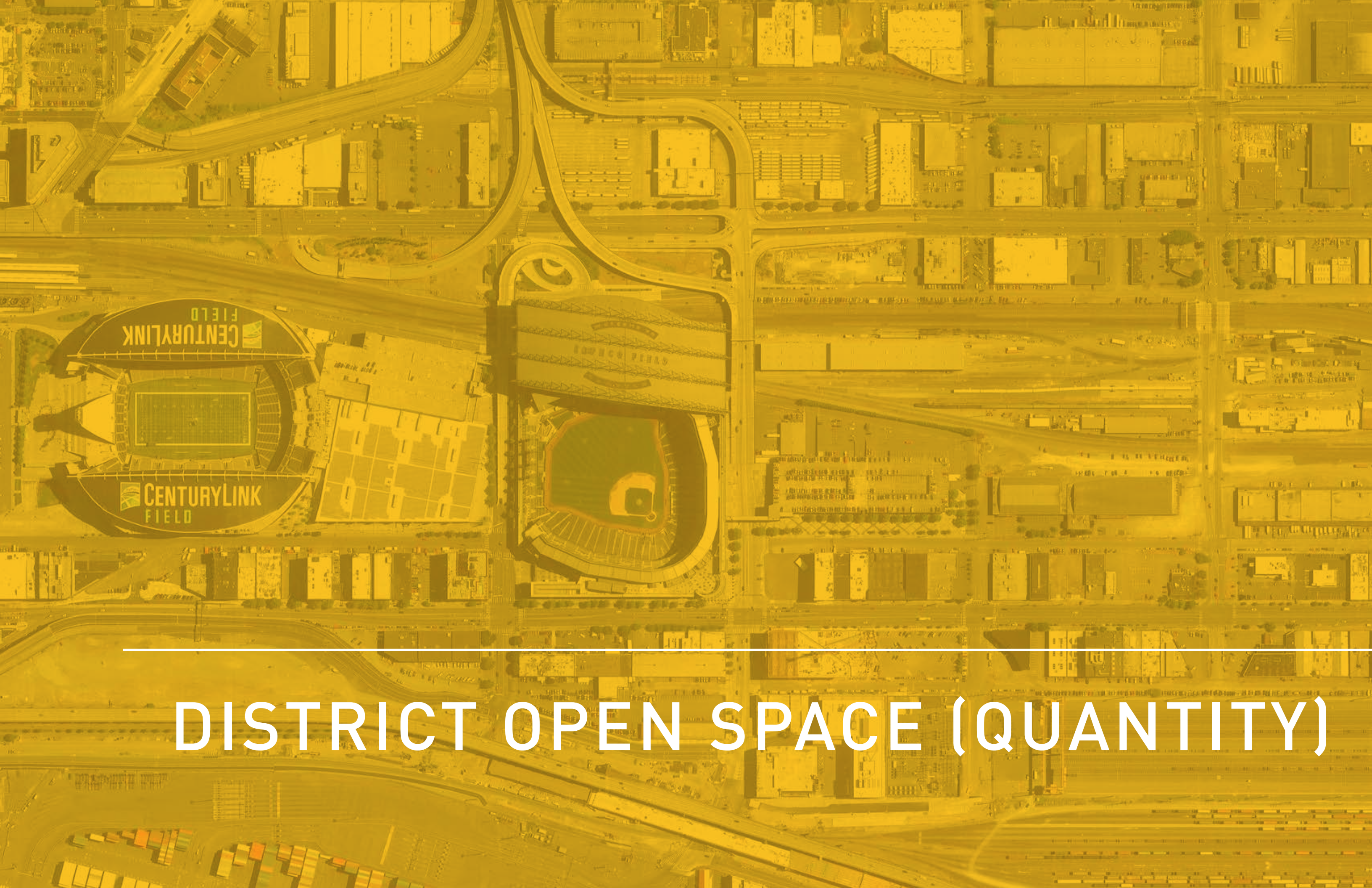


SPU WATER SYSTEM ANALYSIS - OPTION 2



SPU WATER SYSTEM ANALYSIS - OPTION 4



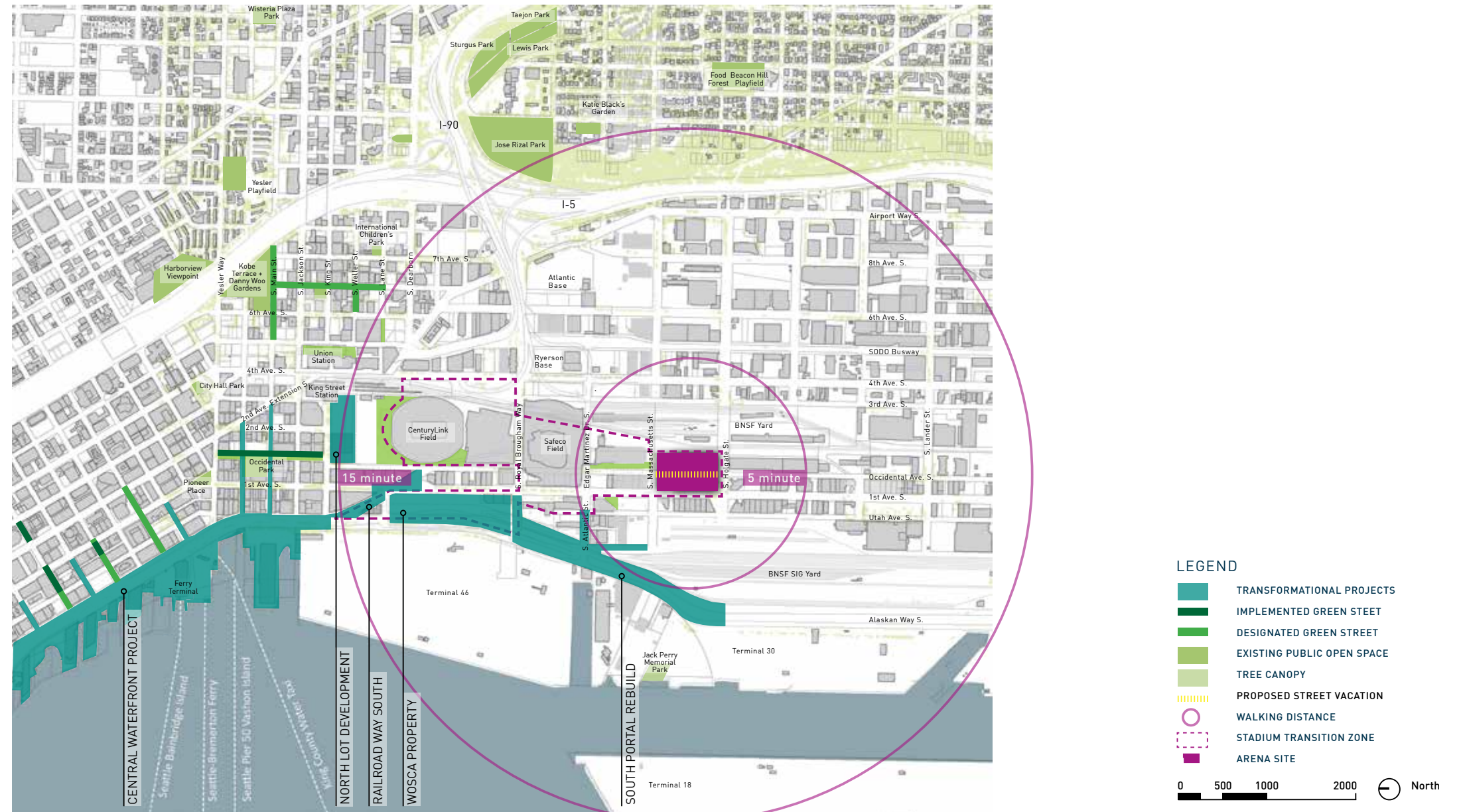


DISTRICT OPEN SPACE (QUANTITY)

URBAN MERIT: DISTRICT OPEN SPACE - QUANTITY

ANALYSIS:

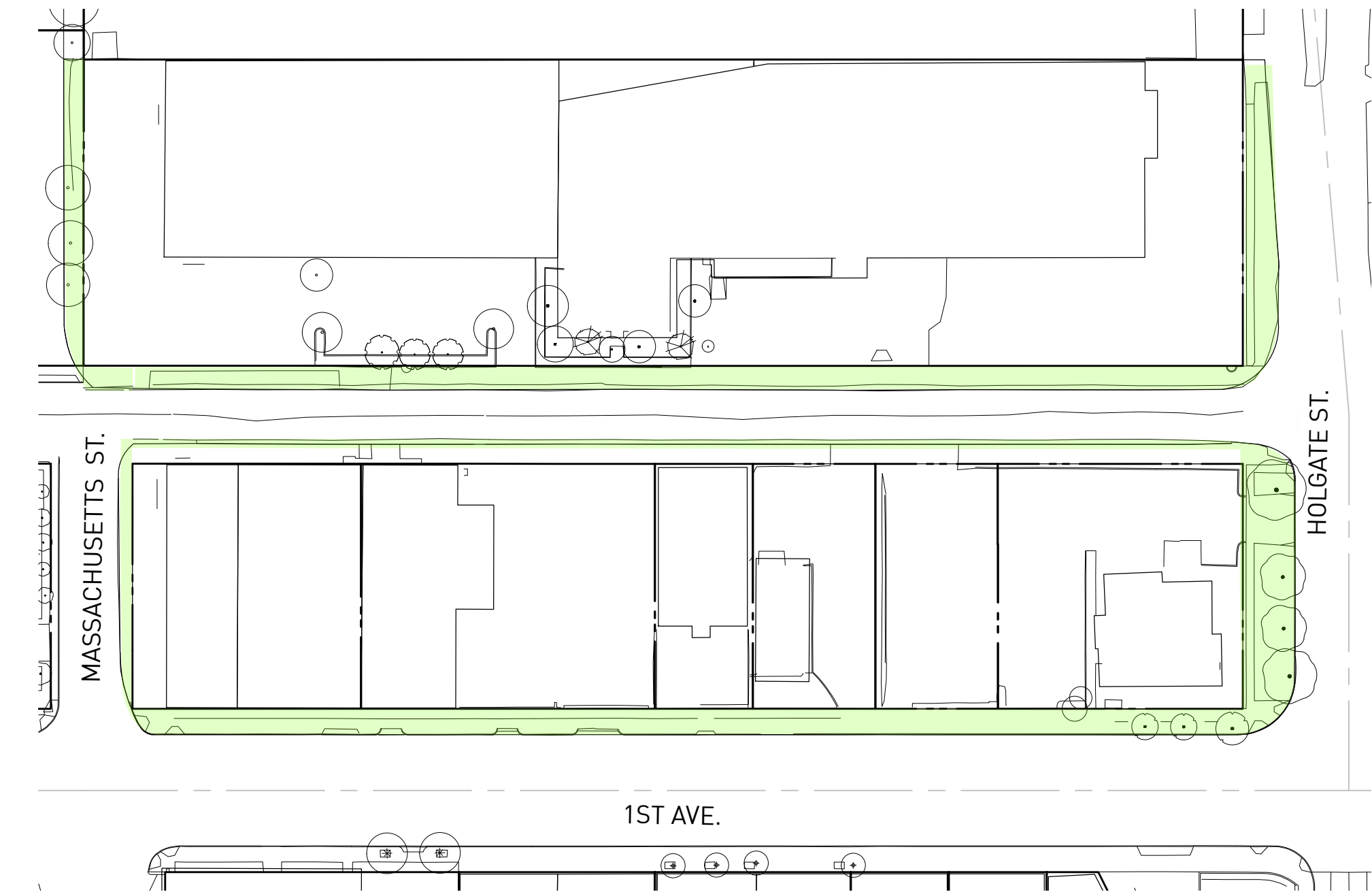
EXISTING OPEN SPACE IS LIMITED IN QUALITY AND QUANTITY. THE SOUTHERN EDGE, GATEWAY TO THE STADIUM OVERLAY DISTRICT CAN BE FURTHER DEFINED WITH THE DEVELOPMENT OF OPEN SPACE.



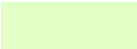
URBAN MERIT:
DISTRICT OPEN SPACE - QUANTITY

ANALYSIS:

EXISTING OPEN SPACE IS LIMITED IN QUALITY AND QUANTITY. THE SOUTHERN EDGE, GATEWAY TO THE STADIUM OVERLAY DISTRICT CAN BE FURTHER DEFINED WITH THE DEVELOPMENT OF OPEN SPACE.



LEGEND



PUBLICLY ACCESSIBLE OPEN SPACE: PUBLIC LAND

39,242 SQUARE FEET



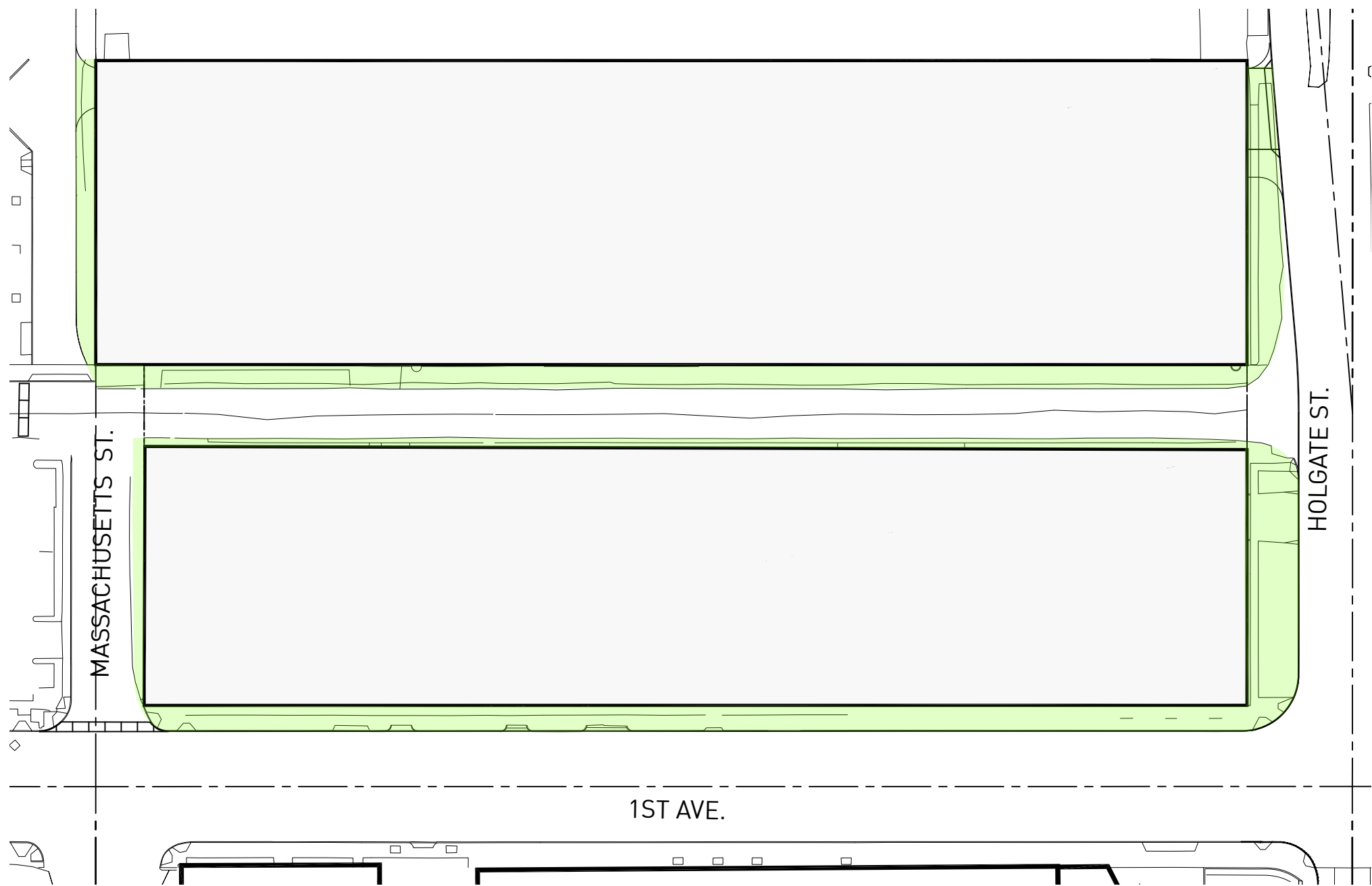
SEATTLE ARENA
MAY 2, 2013

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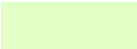
URBAN MERIT:
DISTRICT OPEN SPACE - QUANTITY

ANALYSIS:

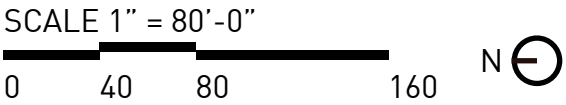
IN A NO-VACATION ALTERNATIVE, NO PUBLIC OPEN SPACE WOULD BE REQUIRED TO BE PROVIDED.



LEGEND



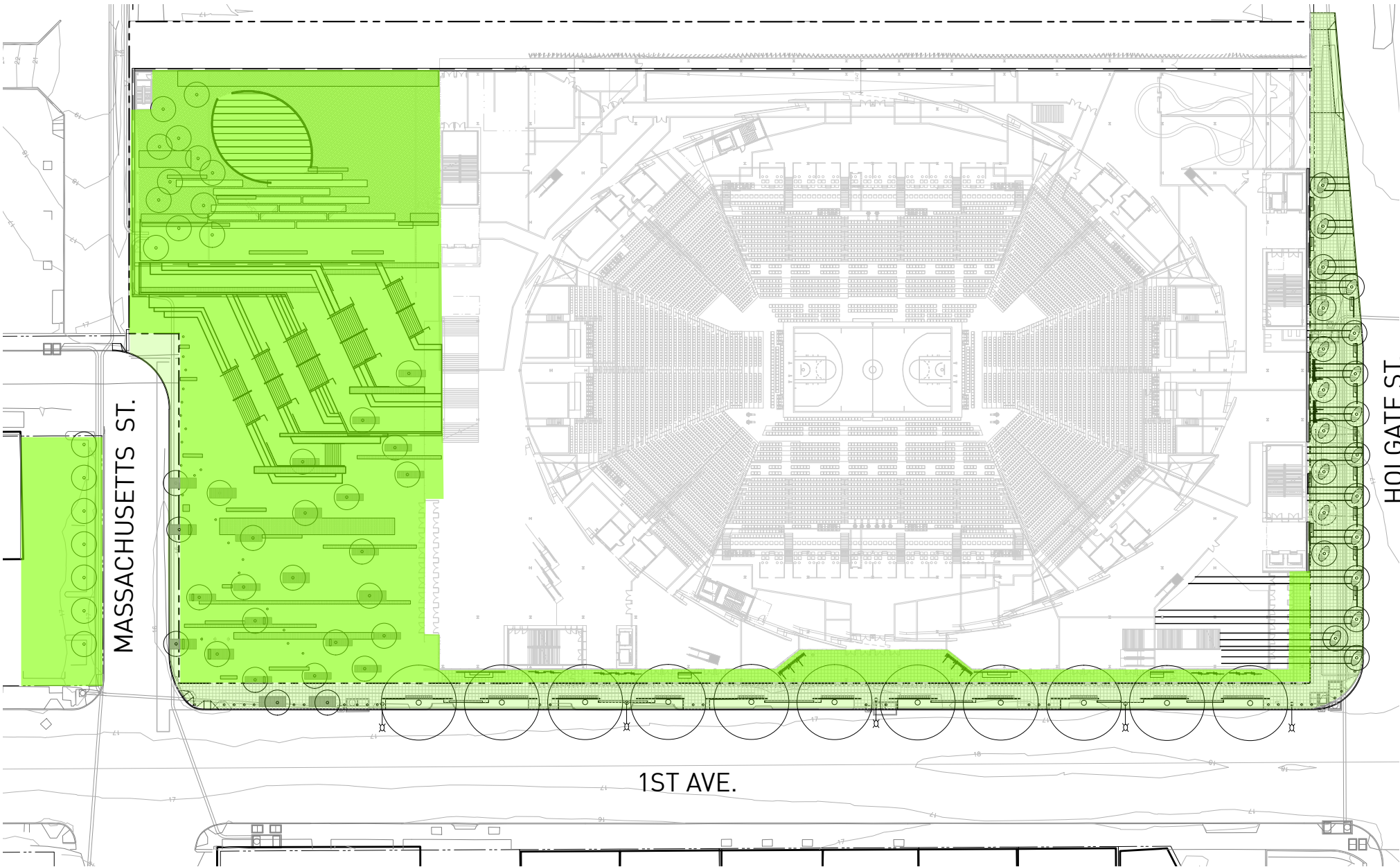
PUBLICLY ACCESSIBLE OPEN SPACE: PUBLIC LAND 39,242 SQUARE FEET




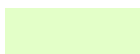
URBAN MERIT:
DISTRICT OPEN SPACE - QUANTITY

ANALYSIS:
ARENA PLAZA PROVIDES NEEDED PUBLICLY ACCESSIBLE OPEN SPACED IN DISTRICT. VACATING OCCIDENTAL AVE WITH THE PROPOSED DEVELOPMENT CONTRIBUTES SIGNIFICANTLY LARGER AREA OF PUBLIC OPEN SPACE THAN POTENTIAL DEVELOPMENT WITH THIS VACATION.

DESIGN APPLICATION:
USE DESIGN AND DESIGN ELEMENTS TO SIGNAL A GENEROUS ENVIRONMENT FOR PUBLIC USE. DEVELOP GENEROUS SIDEWALK ZONES WITH ASSOCIATED GREEN STREET LEVEL IMPROVEMENTS. OPEN SPACE TO SERVE EVENT AND NON EVENT USE. LOCATE ENTRIES TO OPEN SPACE TO FOSTER ACTIVITY AND INTEGRATE ACCEPTED STRATEGIES TO SUPPORT SAFE USE.



LEGEND

	PUBLICLY ACCESSIBLE OPEN SPACE: PRIVATE LAND	75,461 SQUARE FEET
	PUBLICLY ACCESSIBLE OPEN SPACE: PUBLIC LAND	24,165 SQUARE FEET



SEATTLE ARENA
MAY 2, 2013

57
DISTRICT OPEN SPACE - ARENA

An architectural rendering of a modern, multi-story building with a prominent glass facade and a sloped roof. The building is surrounded by trees and a street with pedestrians and cars. The entire image is overlaid with a yellow filter.

DISTRICT OPEN SPACE (QUALITY)



CENTURY LINK PLAZA

- plaza commons
- quality street furnishings

Century link plaza has a wide open character serving as a public commons to the neighborhood businesses & residences surrounding the open space. Our plaza takes a similar approach contributing to the district public open space



CENTURY LINK ENTRY PLAZA

- elevated building entry
- sense of place

Centurylink & Safeco Field has an elevated entry plaza and monumental staircase creating a unique sense of arrival. The sonics arena creates a similar space but moves it into the public realm, providing prospect & territorial views of the district.



CENTURY LINK STREETScape

- wide sidewalks

The wide sidewalks and tree planting around Centurylink and the proposed arena contribute to pedestrian safety and the diversity of the urban forest canopy.



OCCIDENTAL STREETScape

- flexible use
- activated open space

Occidental Ave. between King Street and S.Royal Brougham way is a precedent for the type of shared pedestrian/vehicular street we are in discussions to create adjacent to the Arena plaza on on Occidental Avenue & Massachusetts Street.



OCCIDENTAL STREETScape

- preserve historical fabric
- festival street
- street front retail
- multi-use space

We are taking a similar strategy on Occidental & Massachusetts Street S. adjacent to the arena site to create flexible streets that preserve existing neighborhood characters.



SAFECO STEETScape

- street front retail
- human scale architectural elements

Safeco's streetscape and plazas incorporate human scale elements and sidewalk bulbouts that create safe pedestrian crossings similar in scale to the proposed arena design.



SAFECO ENTRY PLAZA

- wide sidewalks
- safe pedestrian crossing



HOME PLATE CENTER

- public art integration
- water activated space

Home plate center integrates public art and activates this public open space with water. Strategies also taken in the proposed Arena Plaza. Using quality material and interesting planting combinations shows an investment in the public realm.



STREETScape AT HOMEPLATE CENTER

- quality materials
- human scale planting
- investment in public space



S. OCCIDENTAL AVE. VIEW NORTH

- no sidewalks
- no street trees
- uneven pavement
- overhead utilities

The industrial character of many streets in SODO do not provide a clear delination between vehicular and pedestrian areas and results in unsafe conditions when both users are present. Our intent is to develop functional streetscapes that provide clear separation between street users and safe, well-defined pedestrian crossings.



S. HOLGATE ST. VIEW WEST

- intermitant sidewalks
- undefined pedestrian/vehicular zones



S. HOLGATE ST. VIEW EAST

- unsafe pedestrian rail line crossing

Separation between industrial uses and pedestrians is one guiding principal of the Arena's streetscape design. Many of the current vehicular rail crossing in Sodo do not provide any defined pedestrian route.



S. 1ST STREET VIEW NORTH

- no street trees
- pedestrian-scale storefronts

While storefronts and awnings provide human-scale in SODO, there is little else that defines the pedestrian realm. The Arena will provide street tree planings, pedestrian-scale lighting, and site furnishings as public amenities.



S. LANDER ST. VIEW SE

- activated streetscape
- human-scale facade

Existing businesses provide activated public space and eyes on the street. The Arena team plans to incorporate commercial spaces at street level to respond to these needs.



CENTURY LINK PLAZA

- limited human scale
- few small gathering spaces
- minimal contribution to urban forest

Century Link plaza provides needed public open space but incorporates few human-scale elements, small gathering spaces, and urban trees. Also, much of the open space is not accessible to the public at all times, limiting public benefit. The Arena's proposed plaza will be completely publicly accessible and designed to provide a pedestrian-scale experience.



CENTURY LINK ENTRY PLAZA

- inaccessible open space
- un-engaging planting



SAFECO ENTRY PLAZA

- inaccessible open space
- small staircase landings

Both Safeco and Century Link's elevated entry plazas are not accessible to the public outside of game times decreasing benefit to the public. Our elevated plaza takes a different approach, providing a publically accessible space that provides territorial views with the opportunity to get up off the street.



CENTURY LINK ENTRY PLAZA

- private elevated plaza

URBAN MERIT:
DISTRICT OPEN SPACE - QUALITY
THE PROPOSED ARENA PLAZA SCALE AND QUALITY IS IN LINE WITH CURRENT TRENDS IN ADJACENT DEVELOPMENT IN STADIUM OVERLAY DISTRICT AND RESPONDS TO CITY POLICY.

ANALYSIS:
NO PUBLIC OPEN SPACE CURRENTLY EXISTS OUTSIDE OF RIGHT OF WAY.

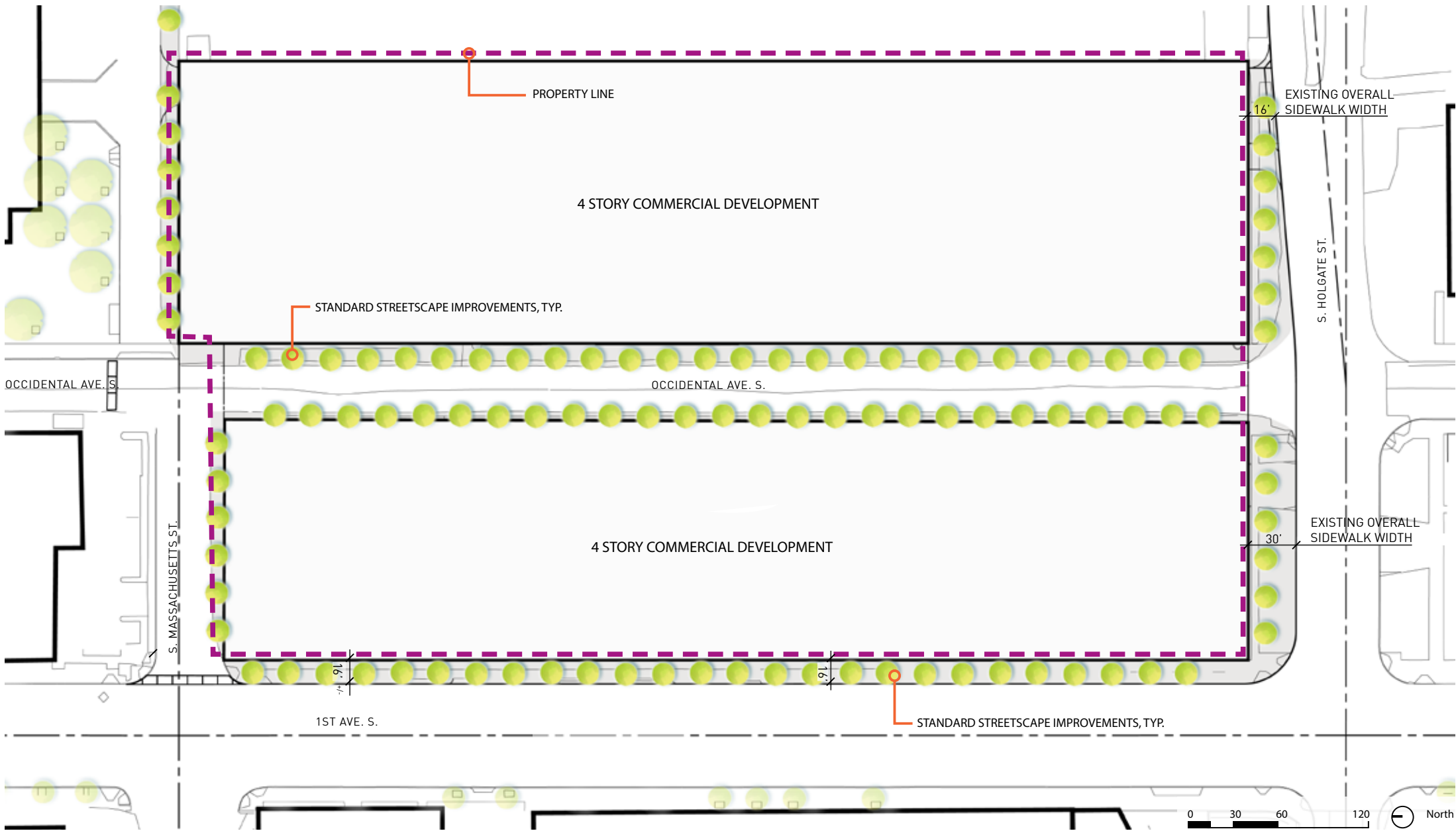


URBAN MERIT:
DISTRICT OPEN SPACE - QUALITY

THE PROPOSED ARENA PLAZA SCALE AND QUALITY IS IN LINE WITH CURRENT TRENDS IN ADJACENT DEVELOPMENT IN STADIUM OVERLAY DISTRICT AND RESPONDS TO CITY POLICY.

ANALYSIS:

- THE EXISTING OPEN SPACE IN THE AREA OCCURS TO THE NORTH IN THE OCCIDENTAL PLAZA AND TO THE WEST AT THE HOME PLATE CENTER.
- THE NO VACATION OPTION OPEN SPACE WILL BE THE SDOT RIGHT OF WAY STANDARD STREET SCAPE IMPROVEMENTS.



DISTRICT OPEN SPACE - QUALITY

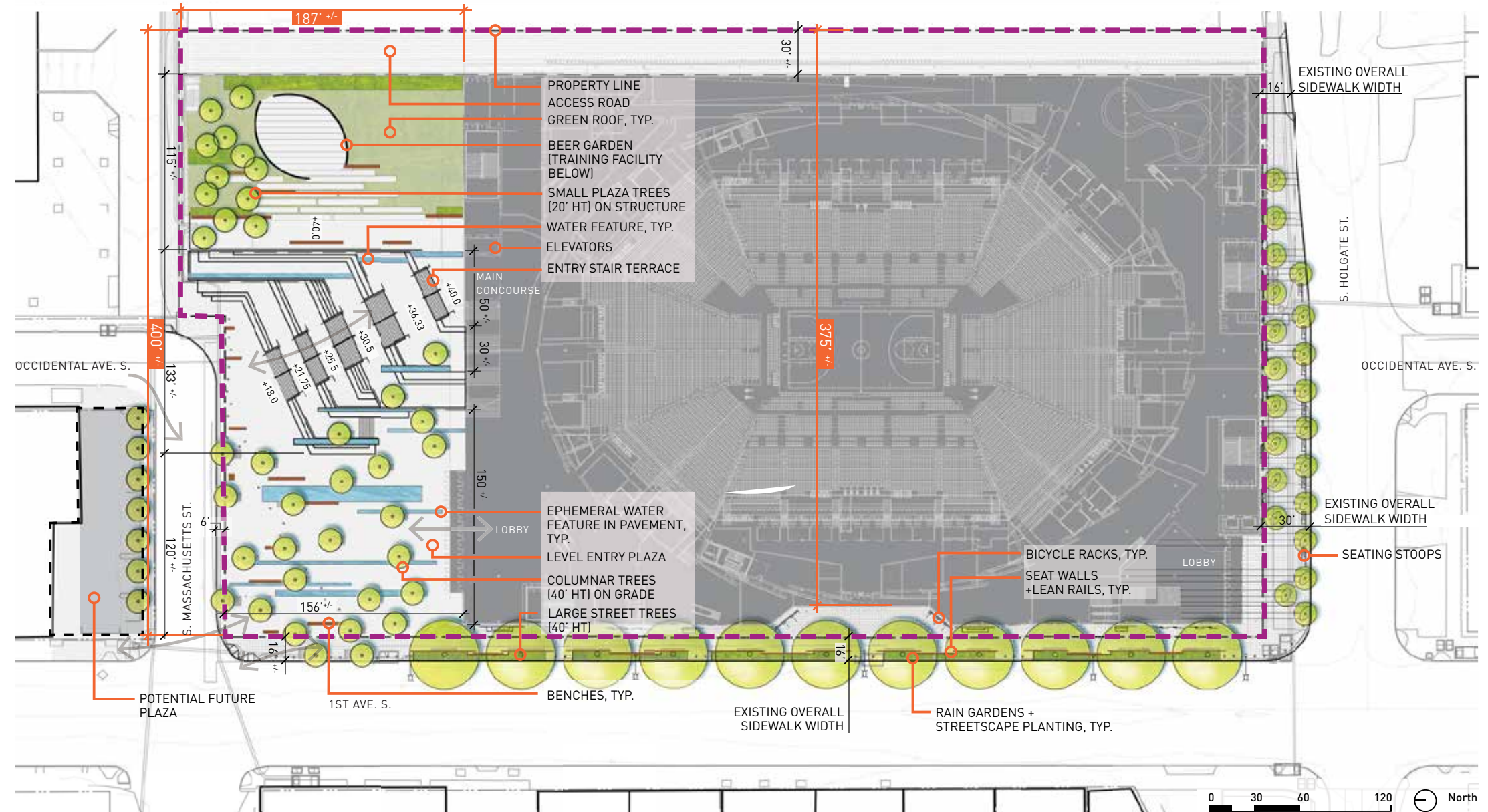
THE PROPOSED ARENA PLAZA SCALE AND QUALITY IS IN LINE WITH CURRENT TRENDS IN ADJACENT DEVELOPMENT IN STADIUM OVERLAY DISTRICT AND RESPONDS TO CITY POLICY.

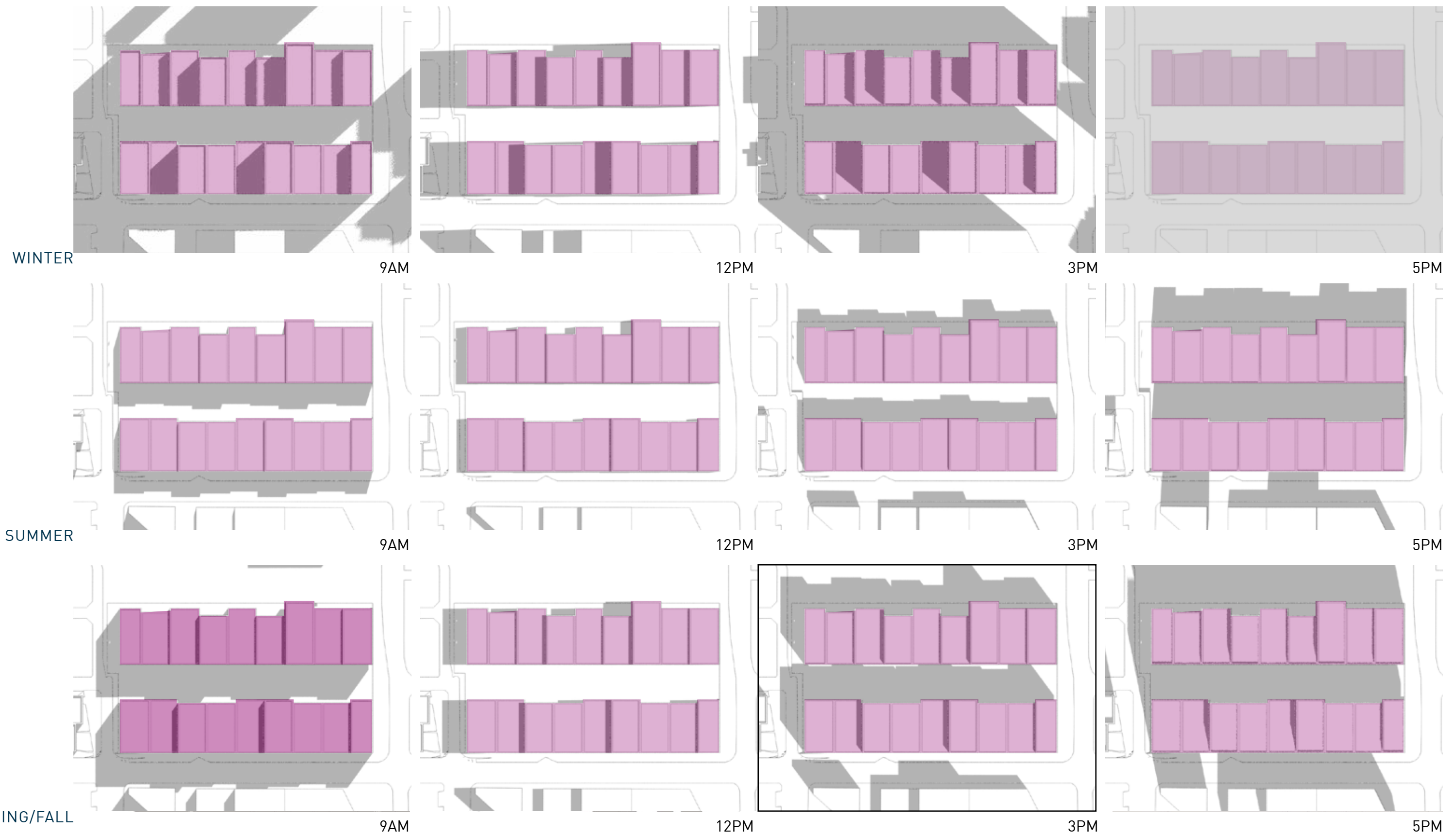
URBAN MERIT:

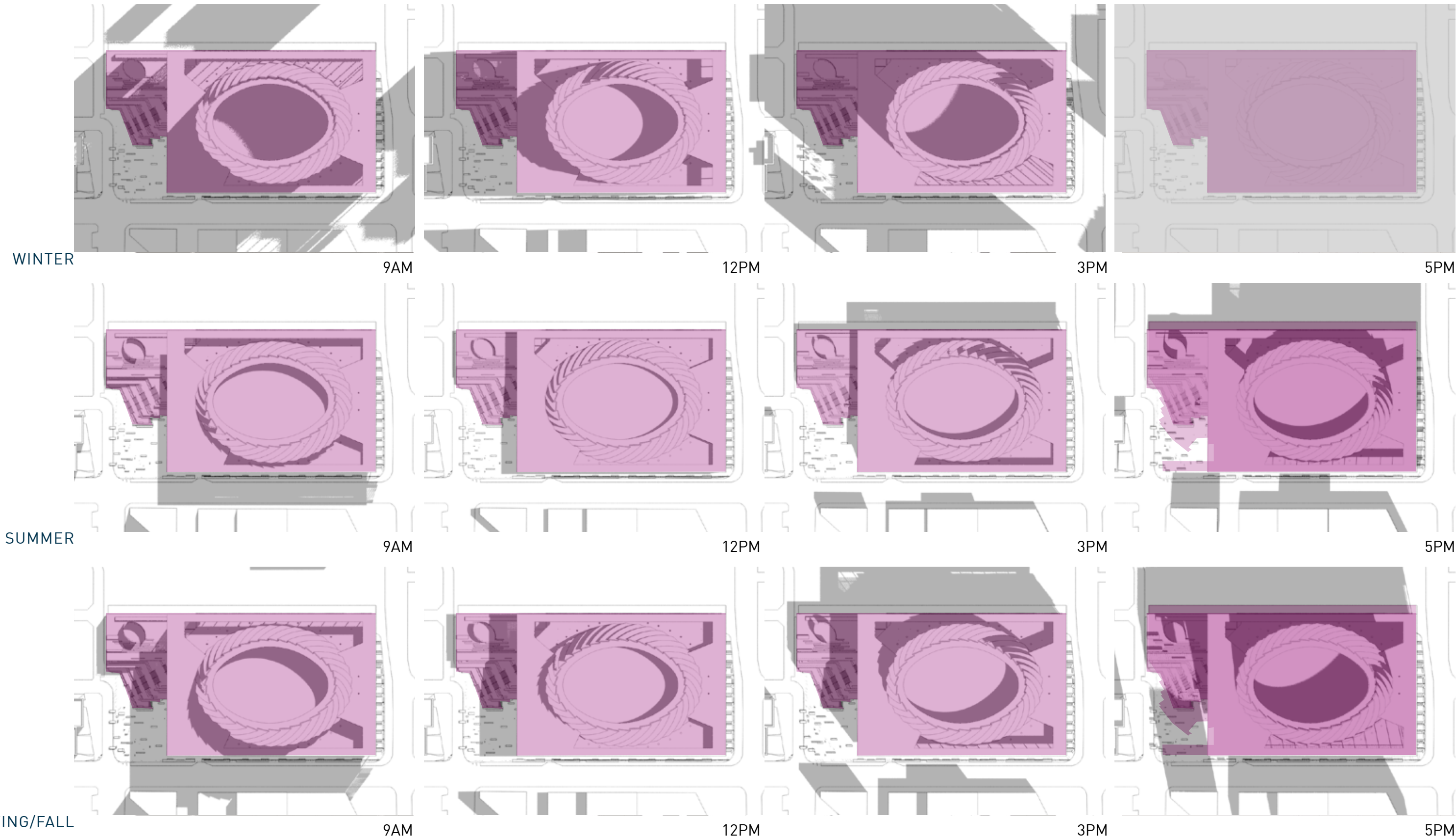
- THE ARENA OPTION INCLUDES SIGNIFICANT OPEN SPACE INCLUDING A PLAZA AND WIDENED SIDEWALKS SUPPORTING THE OBJECTIVES OF DISTRICT PLANNING, CREATING AN EVENT AND NON-EVENT GATHERING AREA AND CONTRIBUTING TO THE INCREASING NUMBER OF DISTRICT OPEN SPACES.

DESIGN APPLICATION:

- THE PLAZA IS DESIGNED TO ORIENT TO PREDOMINANT VIEWS FROM THE NORTH TO THE WEST AND TAKE ADVANTAGE OF THE GRADE CHANGE TO DEVELOP GATHERING AREAS FOR VIEWING, PERFORMANCES, OVERLOOKS, CONGREGATION, AND ARENA ACCESS. THE LARGE STAIRCASE IS EASILY ACCESSIBLE WITH DIRECT ACCESS TO THE CONCOURSE LEVEL ENTRANCE. A SIGNIFICANT PORTION OF THE PLAZA IS AT STREET LEVEL AND PROVIDES AREAS FOR EVENT QUEUING AND DAILY USE. FURNISHINGS FOR SEATING, INTEGRATED WATER FEATURES, LIGHTING, UTILITY CONNECTIONS AND VEGETATION IN THE FORM OF VINE COVERED WALLS AND TREES SUPPORT AND INVITE USE. THE PLAZA IS DESIGNED FOR PUBLIC USE AND EXCEEDS THE SIZE REQUIRED TO MEET THE NEEDS OF EVENTS. A TRANSPARENT OVERHEAD CANOPY PROVIDES WEATHER PROTECTION









SEATTLE ARENA

MAY 2, 2013

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SEATTLE ARENA

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RENDERED IMAGE: LOWER PLAZA LOOKING NORTH

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SUSTAINABILITY

ANALYSIS
SEATTLE ENERGY CODE
-2012 VERSION IN DRAFT FORM:

- 30% WINDOW TO WALL RATIO
- MINOR CHANGES TO FAN EFFICIENCIES
- INCREASED METERING REQUIREMENTS
- 10% IMPROVEMENT ON BASELINE IS REQUIRED FROM TOTAL BUILDING PERFORMANCE

2009
Seattle Energy Code
(2009 Washington State Energy Code
with Seattle Amendments
including Reference Standards 29, 31, and 36)

Ordinance 123432
Effective November 13, 2010 for nonresidential spaces;
effective January 1, 2011 for residential spaces

An electronic version of the Energy Code is located on the Seattle Department of Planning and Development website. This site contains the entire text of the Energy Code in effect in Seattle. This site also contains links to Client Assistance Memos, forms, and Directors Rules, as well as a search function for the Energy Code, residential energy tips and nonresidential energy tips, and links to other websites with energy efficiency information.

www.seattle.gov/dpd/energy



Seattle Department of Planning and Development

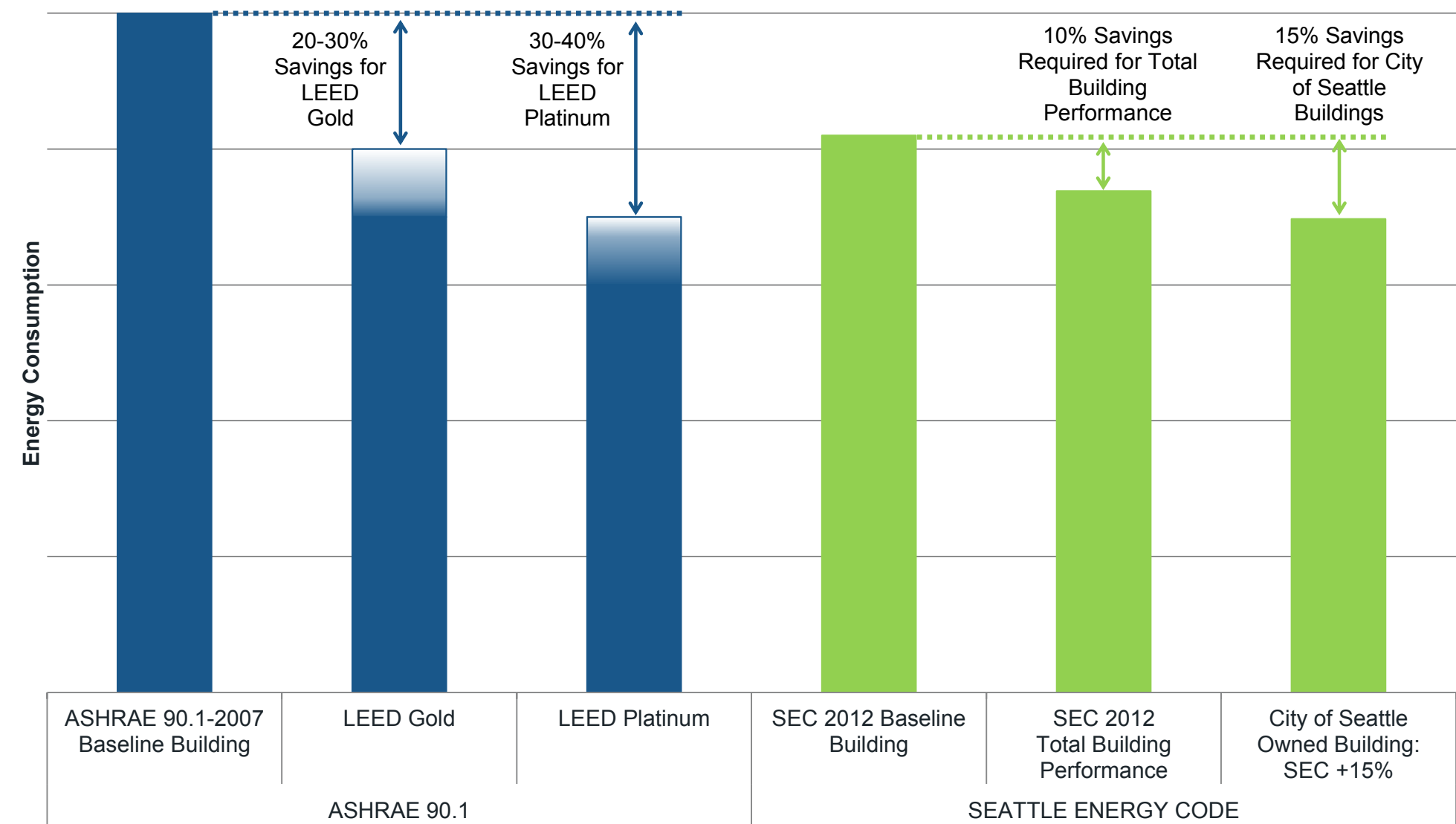


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ANALYSIS
LEED GOLD + SEC+15%:

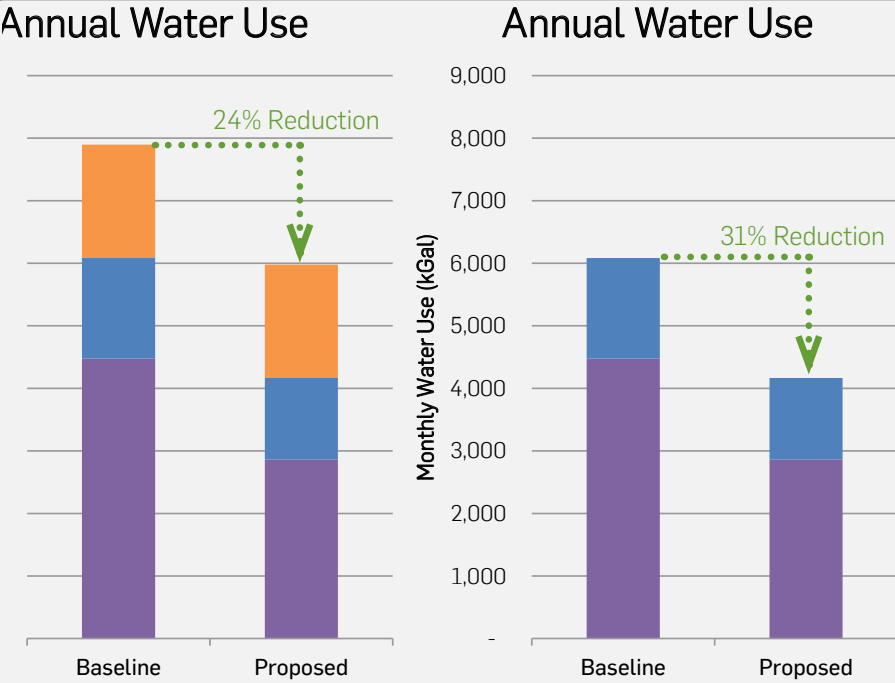
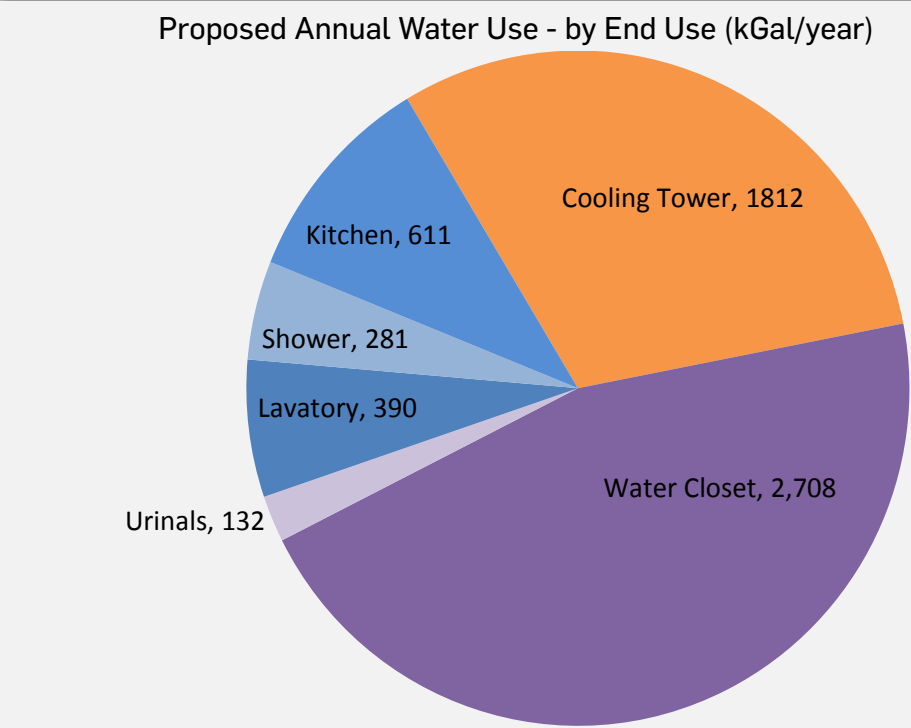
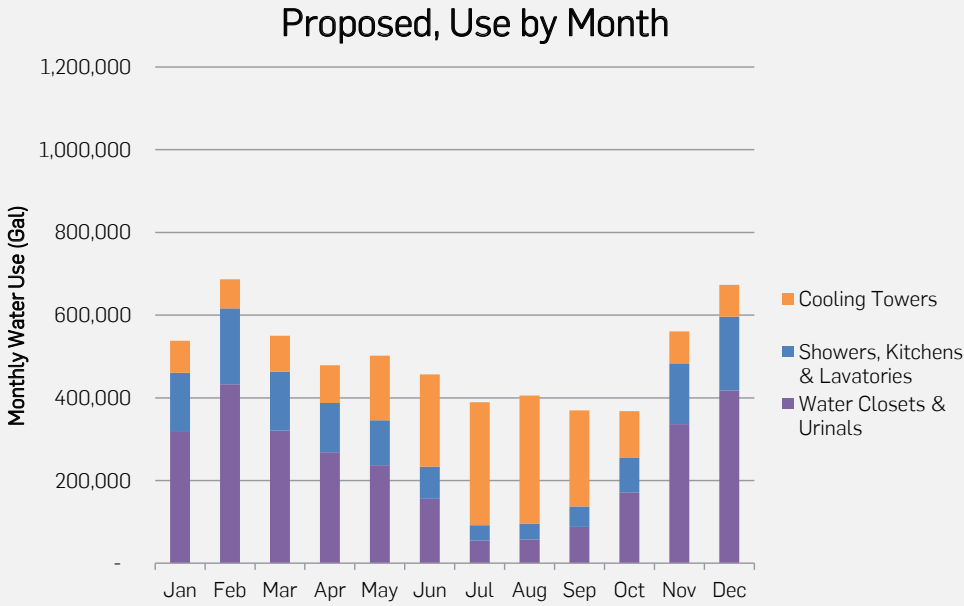
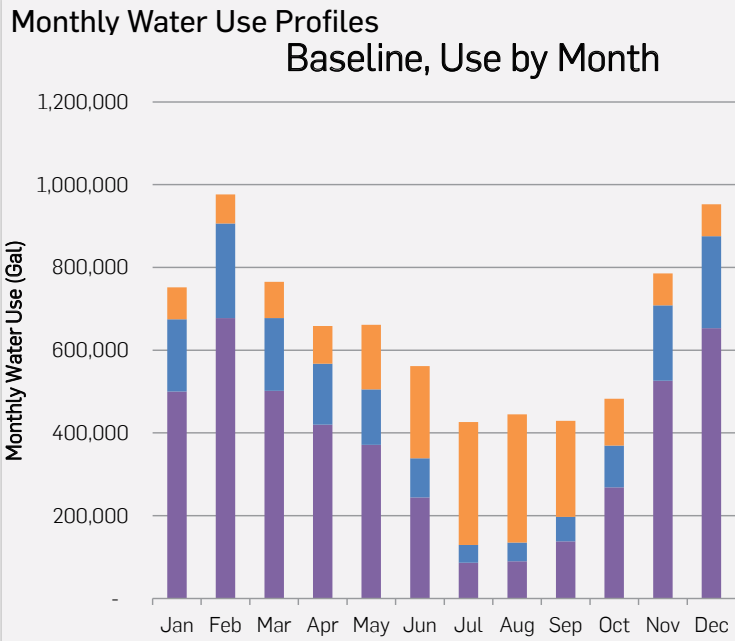
- LEED GOLD DOES NOT NECESSARILY REQUIRE A CERTAIN ENERGY SAVINGS, BUT NORMALLY LEED GOLD BUILDINGS ACHIEVE ENERGY SAVINGS AT LEAST IN THE 20-30% RANGE, WHILE LEED PLATINUM BUILDINGS TYPICALLY ACHIEVE A MINIMUM OF 30-40% ENERGY SAVINGS.
- SEC IS GENERALLY 15% TO 25% BETTER THAN ASHRAE 90.1-2007, BUT DEPENDS ON THE SPECIFICS OF THE BUILDING: MASSING, SIZE, OCCUPANCY, PROGRAM, ETC.
- AT 10% SAVINGS AGAINST THE BASELINE BUILDING MUST BE DEMONSTRATED FOR SEC 2012 WHEN A TOTAL BUILDING PERFORMANCE APPROACH (IE MODELED APPROACH TO COMPLIANCE) IS USED
- THE SUSTAINABLE BUILDING DESIGN REQUIREMENTS FOR CITY OF SEATTLE BUILDINGS REQUIRE A 15% ENERGY SAVINGS AGAINST SEC. WHILE THIS ISN'T EXACTLY PRECISE, THIS WOULD GENERALLY BE THE LEVEL OF ENERGY EFFICIENCY OF A LEED GOLD OR POSSIBLY EVEN PLATINUM BUILDING
- ASHRAE USES ENERGY COST AS A BASIS FOR COMPARISON WHILE SEC USES SITE ENERGY USE (DIFFERENT METRICS, PARTICULARLY WHEN BOTH GAS AND ELECTRICITY ARE USED IN THE BUILDING)

Summary of Energy Metrics

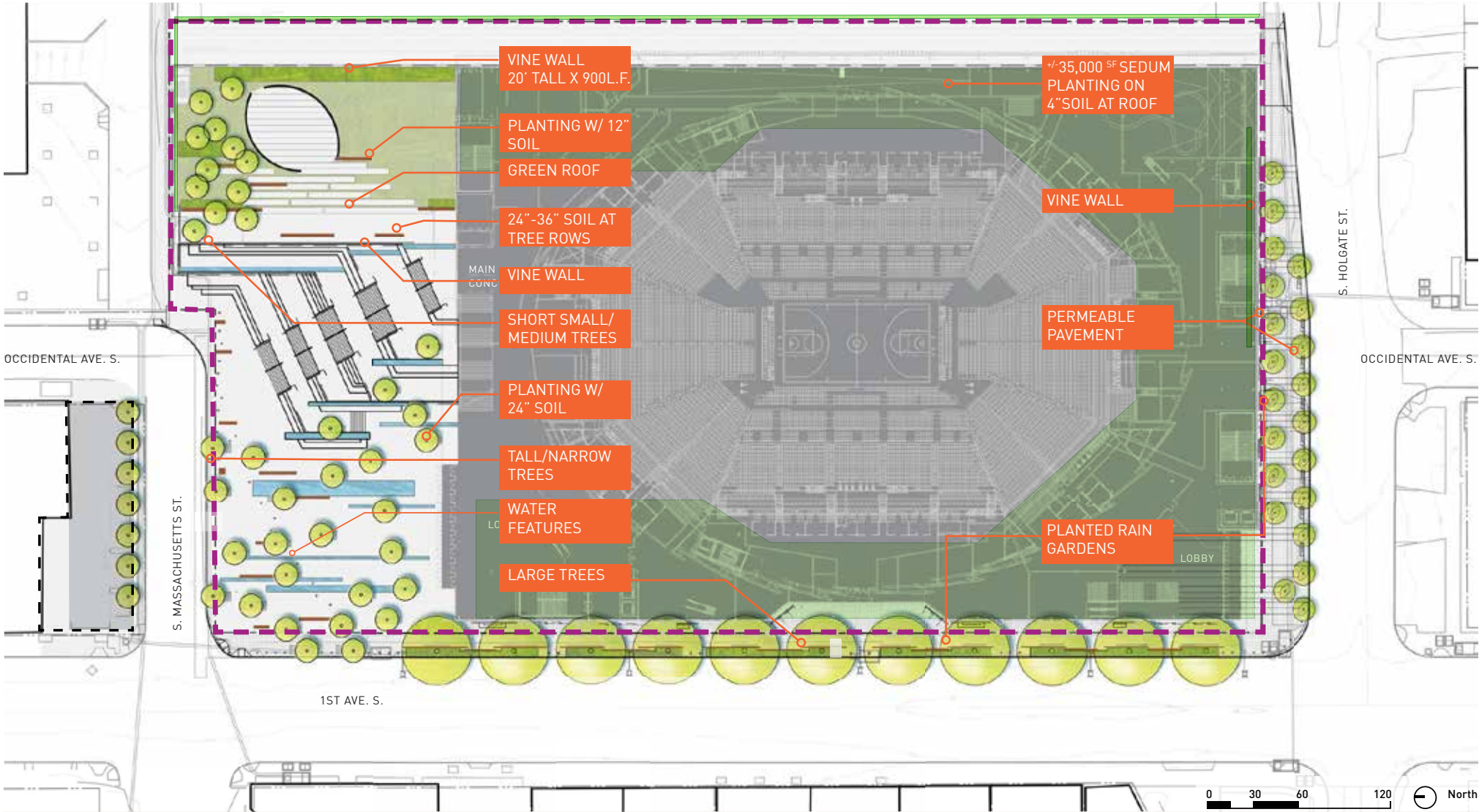


WATER SAVINGS:

- APPROXIMATELY 30% WATER SAVINGS CAN BE ACHIEVED THROUGH SELECTION OF EFFICIENT FIXTURES AND FITTINGS
- ADDITIONAL SAVINGS MAY BE POSSIBLE WITH WATER REUSE STRATEGIES (THIS IS ASSUMING WE WANT TO SAVE CONVERSATION OF AND WATER REUSE FOR THE PUBLIC BENEFIT SECTION – EG LIVING MACHINE, RAINWATER COLLECTION, ETC.)

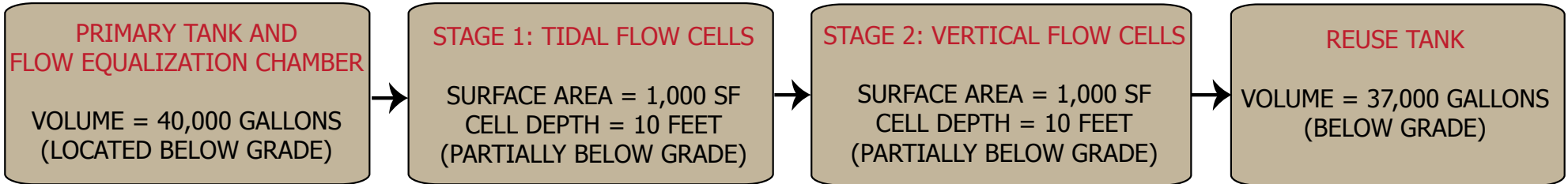
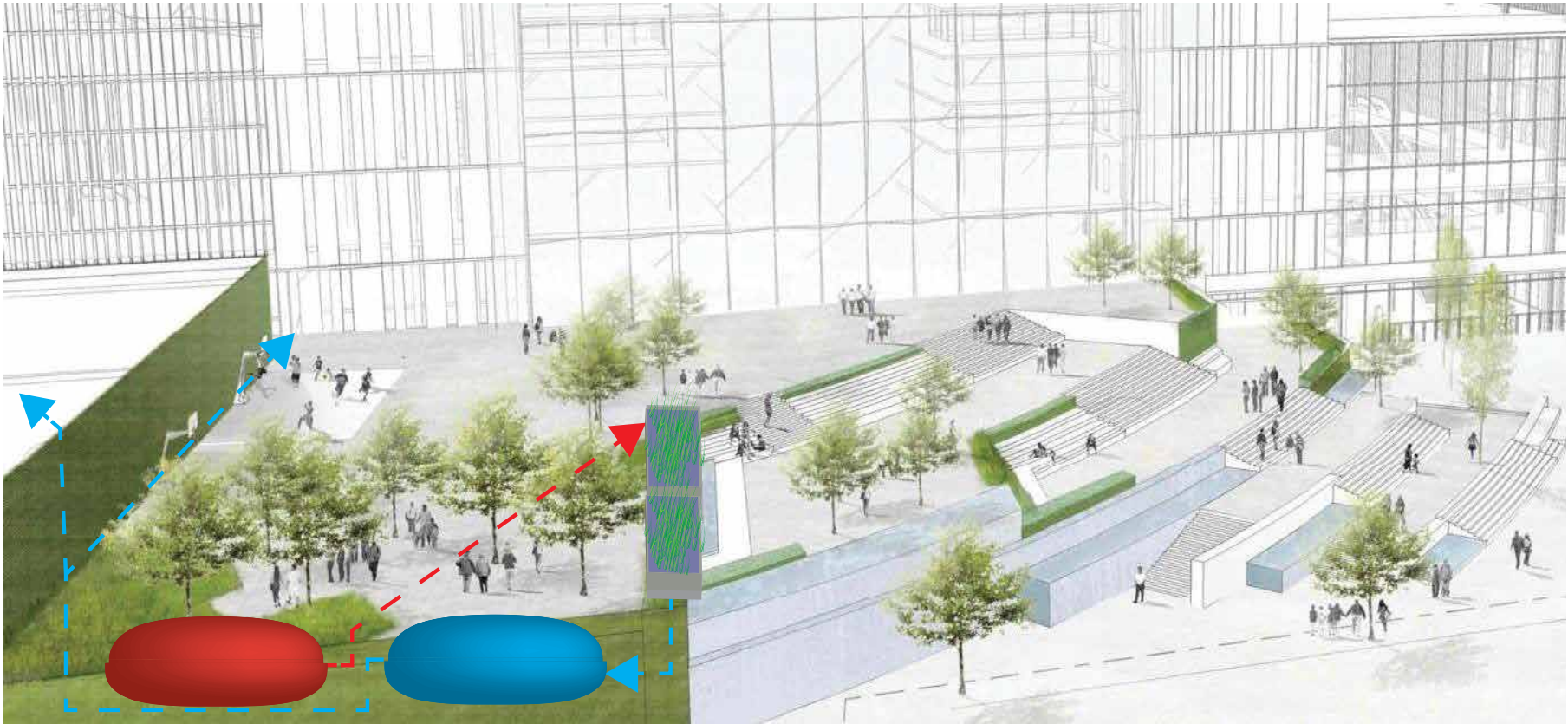


GREEN ROOFS AND GREEN WALLS:



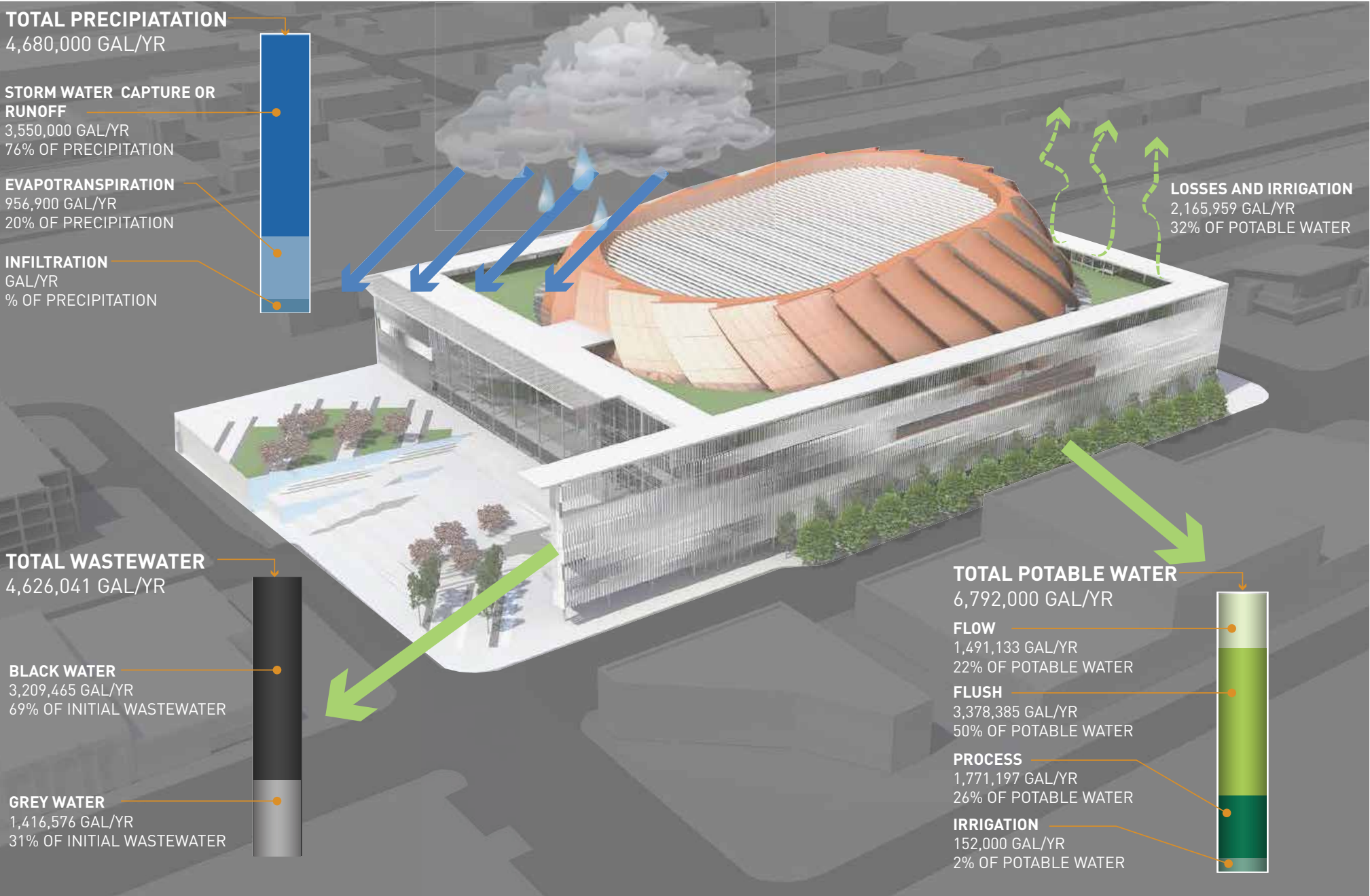
LIVING MACHINE:

- ECOLOGICAL WASTEWATER TREATMENT SYSTEM SIMULATES THE ECOLOGY OF NATURAL COASTAL WETLANDS.
- WASTEWATER FROM THE ARENA IS TREATED THROUGH A SYSTEM OF TANKS, FLOW CELLS AND A POLISHING SYSTEM.
- UPON TREATMENT COMPLETION, WATER IS STORED IN A REUSE TANK AND AVAILABLE FOR NON-POTABLE USE: TOILET FLUSHING, IRRIGATION AND COOLING TOWER MAKE-UP WATER.
- THE SYSTEM REDUCES 4.6 MILLION GALLONS PER YEAR OF SEWER LOAD, HELPING REDUCE COMBINED SEWER OVERFLOWS, AND IMPROVING THE WATER QUALITY OF PUGET SOUND.
- RESULTS IN SIGNIFICANT OPERATING COSTS SAVINGS.
- THE SYSTEM CAN BE EXTENDED TO FORM A COMPONENT IN A NEIGHBORHOOD SCALE ECO-DISTRICT.



WATER DIAGRAM:

- THE PROJECT HAS PERFORMED A WATER BALANCE ANALYSIS TO UNDERSTAND AND LEVERAGE WATER REUSE OPPORTUNITIES.
- AN ANNUAL PRECIPITATION OF 4.7 MILLION GALLONS CAN BE USED TO MEET NON-POTABLE WATER NEEDS.
- ADDITIONALLY, 4.6 MILLION GALLONS OF WASTEWATER IS AVAILABLE TO BE RECLAIMED AND REUSED ON-SITE.

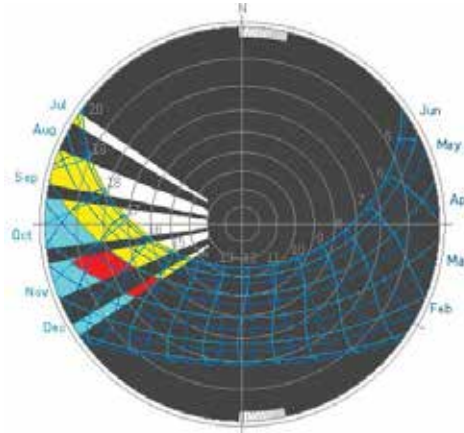


URBAN MERIT:
SUSTAINABILITY

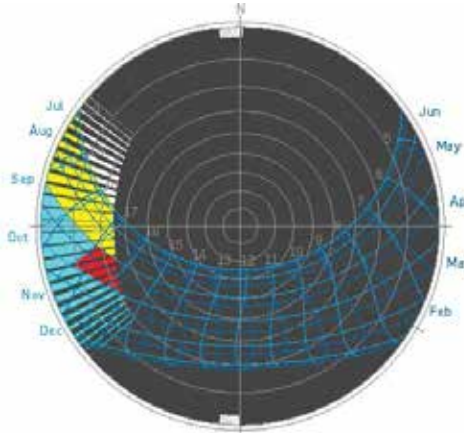
ENERGY SAVINGS:

- TUNING THE ANGLES OF THE EXTERNAL SHADING SYSTEMS TO BLOCK SUMMER SUN WHILE ENCOURAGING PASSIVE SOLAR HEATING IN WINTER
- EFFICIENT HVAC DESIGN (MORE BASIC APPROACH): VENTILATION HEAT RECOVERY, CONDENSING BOILERS, HIGH EFFICIENCY CHILLERS, MINIMIZE FAN STATIC PRESSURE, ETC

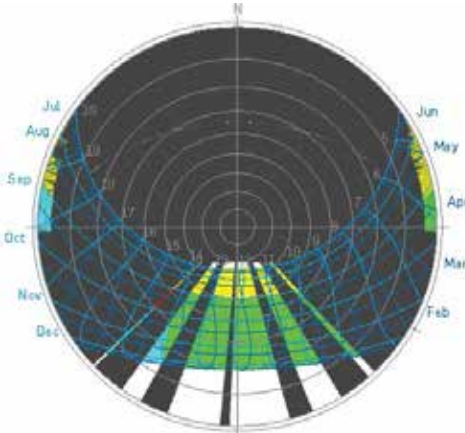
West Perimeter - 90°



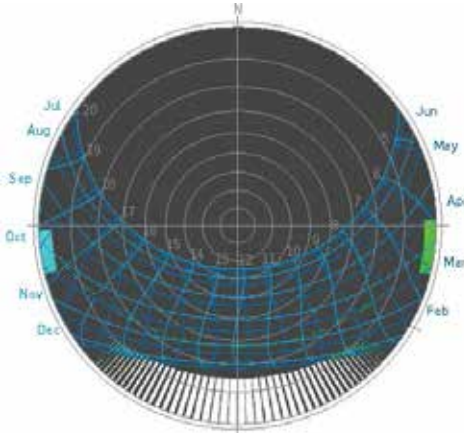
West Interior - 90°



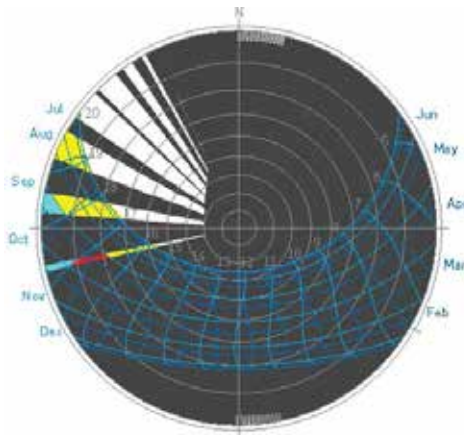
South Perimeter - 90°



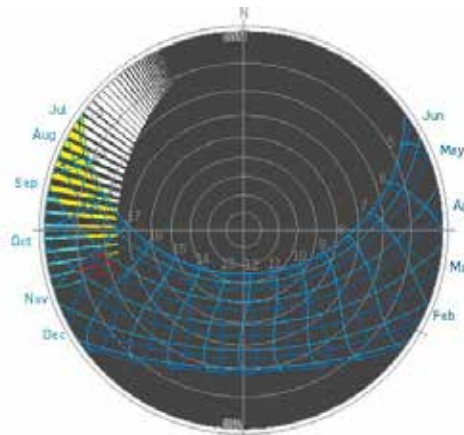
South Interior - 90°



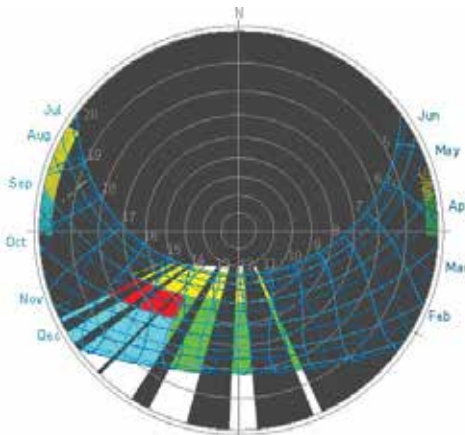
West Perimeter - 45°



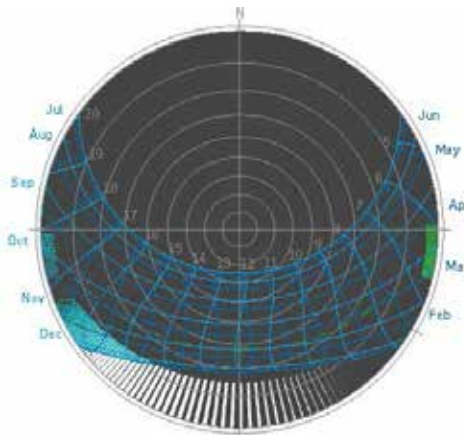
West Interior - 45°



South Perimeter - 45°



South Interior - 45°



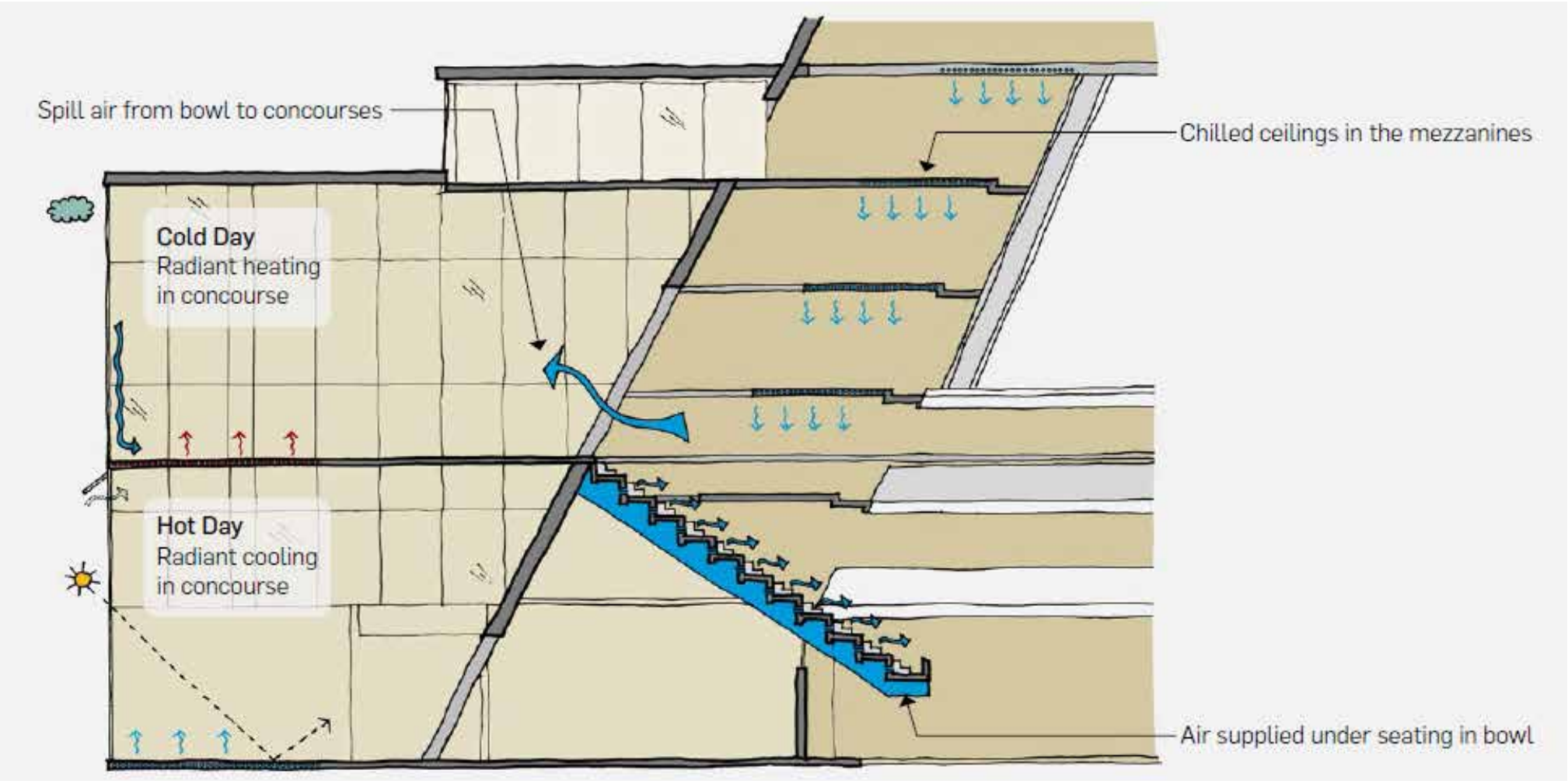
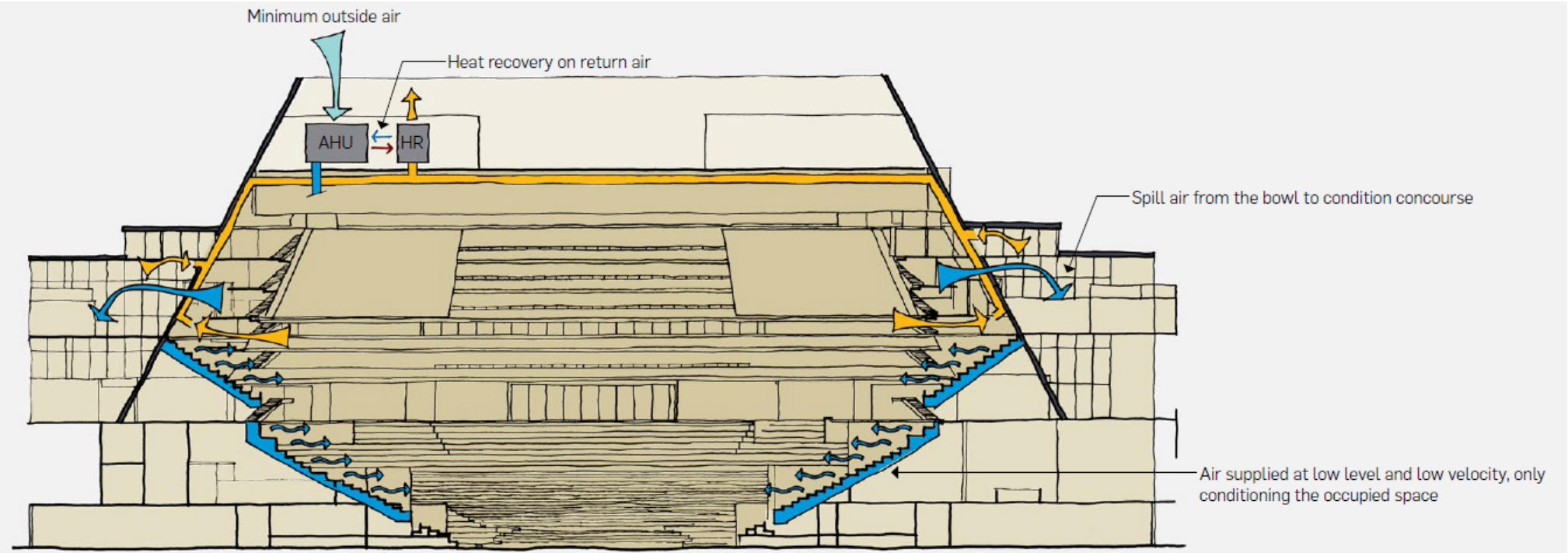
SEATTLE ARENA
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URBAN MERIT:
SUSTAINABILITY

ENERGY SAVINGS
DISPLACEMENT AND HYDRONIC
SYSTEMS:

- DISPLACEMENT VENTILATION AND HYDRONIC SLAB HEATING IN THE ARENA BOWL AND CONCOURSES RESPECTIVELY WOULD PROVIDE SIGNIFICANT COMFORT AND INDOOR AIR QUALITY BENEFITS WHILE GREATLY REDUCING THE ENERGY CONSUMPTION OF OUR HEATING SYSTEMS
- DISPLACEMENT VENTILATION REDUCES REHEAT LOADS BY SUPPLYING A MORE MILD TEMPERATURE AIR TO THE SPACE WHILE THE SLAB HEATING IN THE CONCOURSE CAN MUCH MORE EFFICIENTLY HEAT THE BUILDING THAN FORCED AIR, BOTH DURING OCCUPANCY AND DURING AFTERHOURS SETBACK MODE.

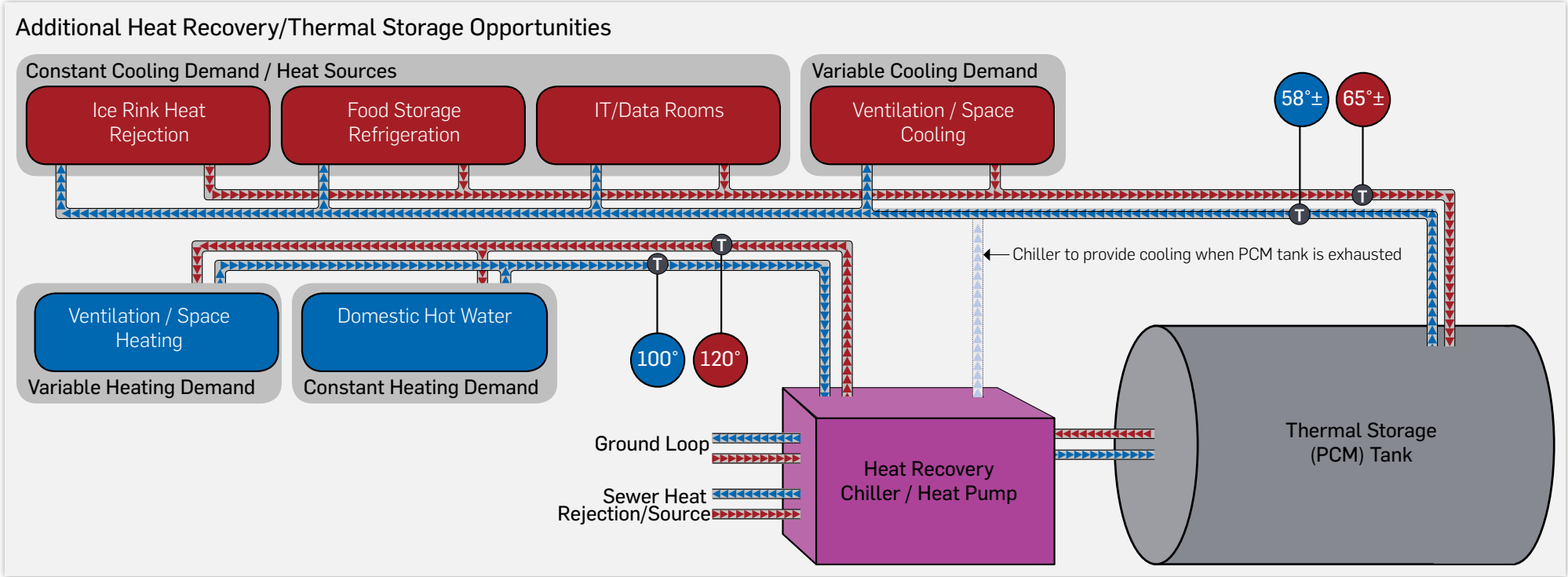
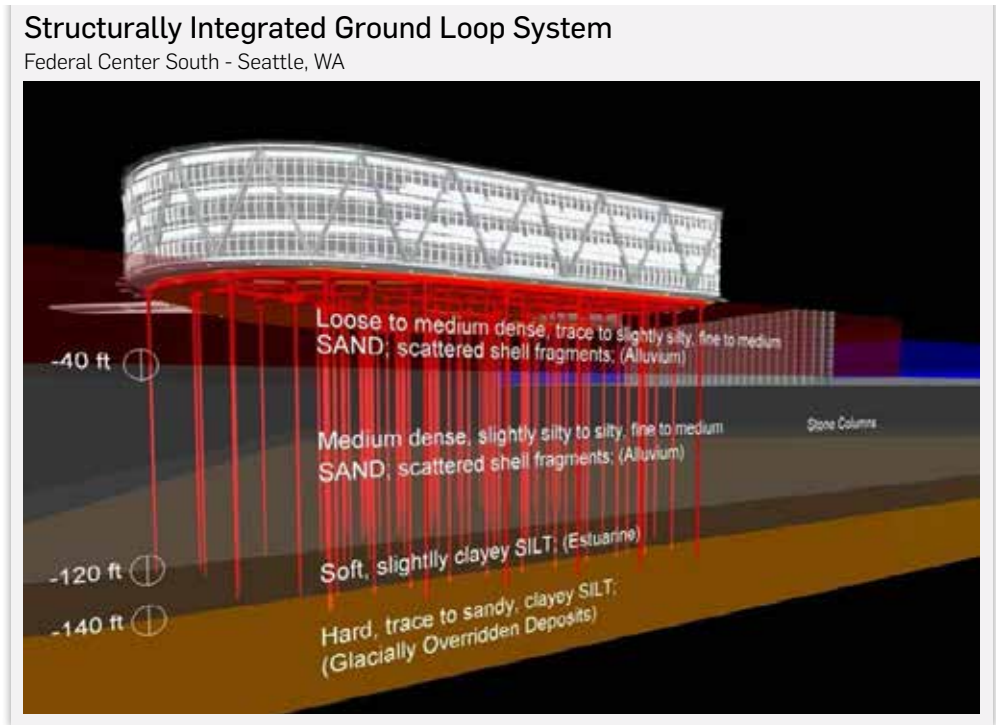


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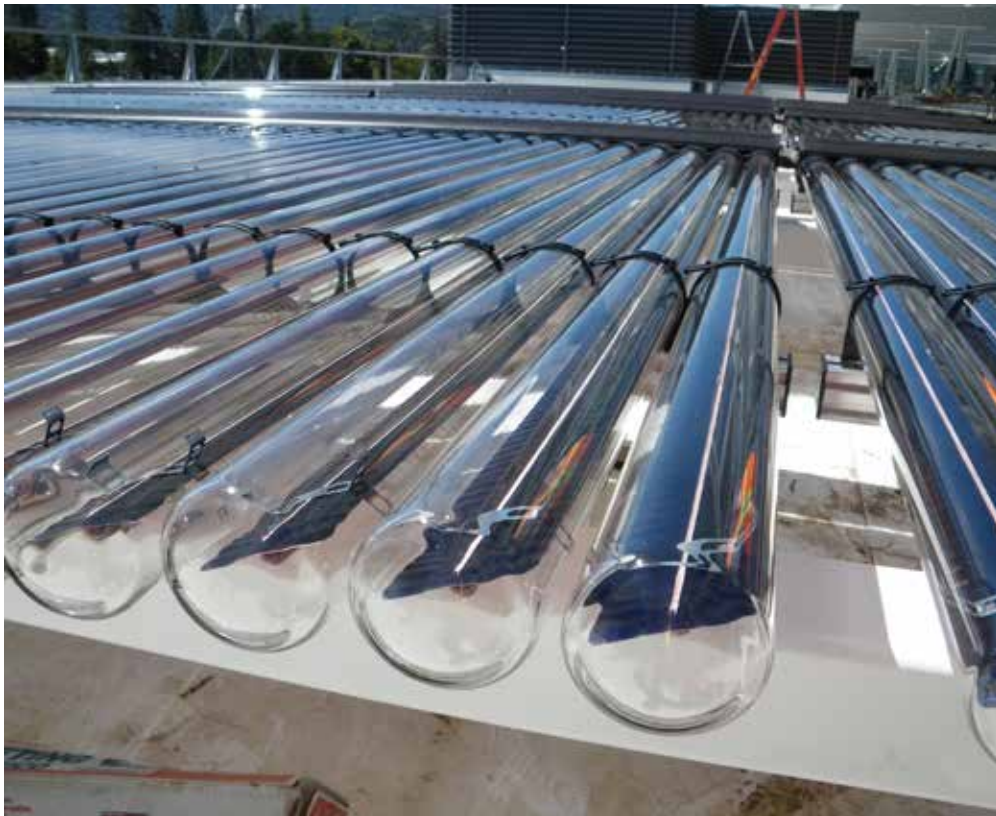
ENERGY SAVINGS
INTERNAL LOAD SHARING:

- WE WANT TO CAPTURE “WASTE” HEAT FROM SOURCES THROUGHOUT THE BUILDING: ICE REFRIGERATION, FOOD STORAGE HEAT REJECTION, COOLING SYSTEMS, ETC.
- CAPTURED HEAT CAN BE REUSED INSTANTANEOUSLY AND STORED IN THERMAL STORAGE TANKS SUCH AS PHASE CHANGE MATERIAL (PCM) THERMAL STORAGE TANKS
- THERMAL STORAGE SYSTEMS FOR INTERNAL LOAD SHARING CAN ALSO BE PAIRED WITH “EXTERNAL SOURCES” SUCH AS GROUND LOOPS AND SEWER HEAT RECOVERY



ENERGY SAVINGS
RENEWABLE ENERGY:

- SEATTLE ENERGY CODE 2012 WILL REQUIRE THAT 40% OF THE ROOF BE “RENEWABLE READY” IN TERMS OF CONDUITS / CONNECTIONS AND STRUCTURAL CAPACITY.
- WE WILL INTEGRATE A COMBINATION OF PV AND SOLAR THERMAL HOT WATER SYSTEMS BASED ON THEIR PERFORMANCE AND ECONOMIC FEASIBILITY. CURRENTLY STUDYING A SOLAR THERMAL HOT WATER SYSTEM SIZED TO SERVE APPROXIMATELY 90% OF THE NON-EVENT DOMESTIC HOT WATER DEMAND



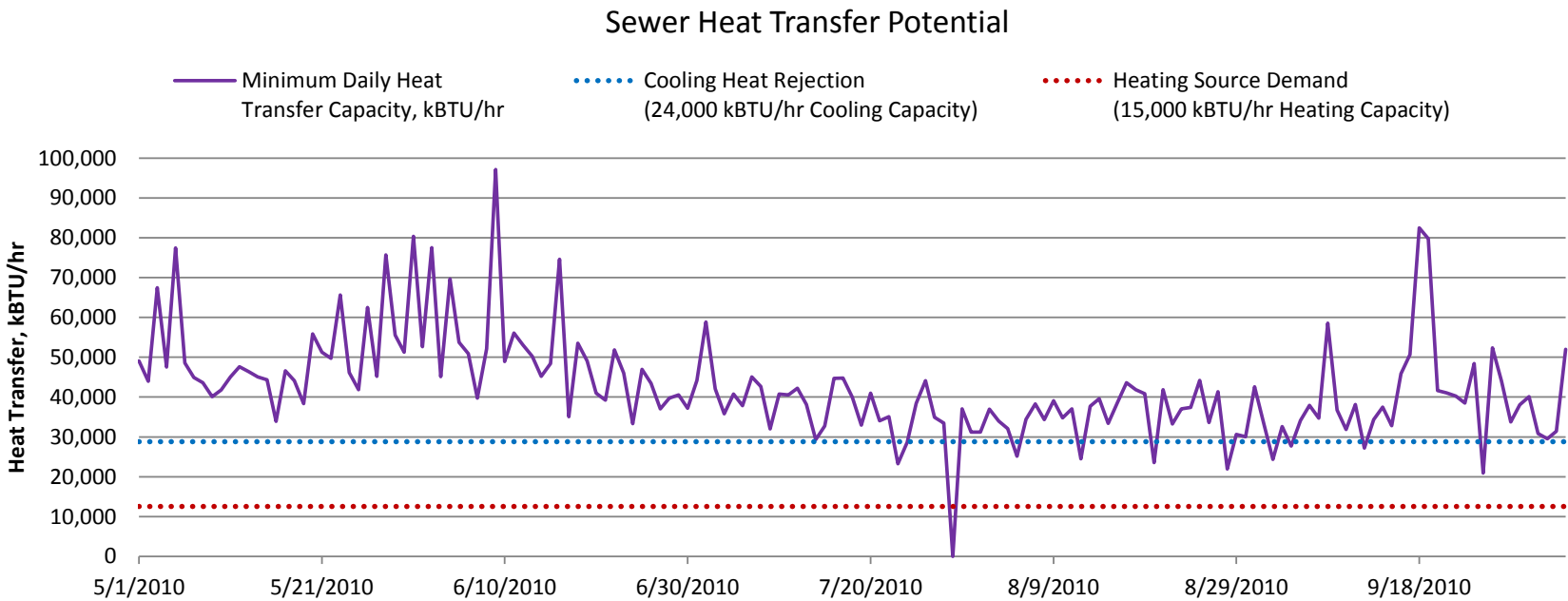
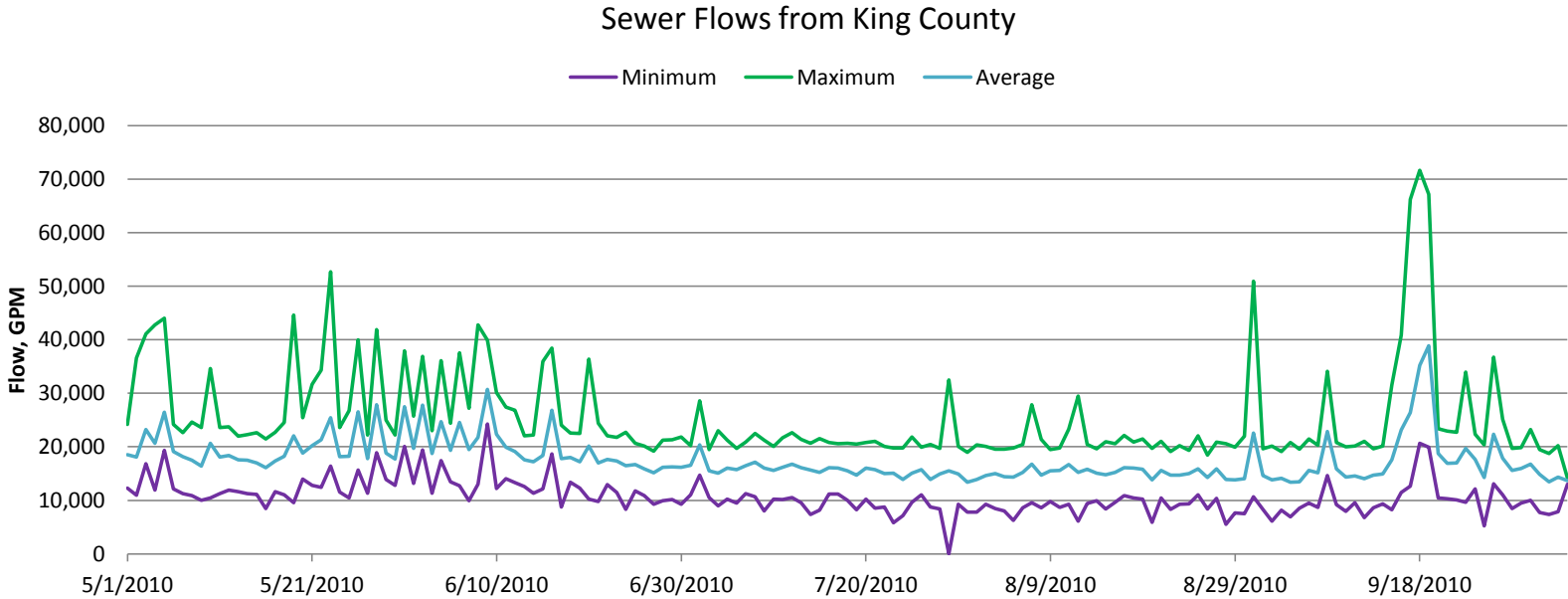
EDUCATIONAL PROGRAMS

- WE ARE LOOKING AT WAYS TO IMPLEMENT VISIBLE SUSTAINABLE DESIGN FEATURES.... EXAMPLES: BUILDING DASHBOARDS, FACADE INTEGRATED SOLAR THERMAL, SHOWING OFF “COOL” BUILDING SYSTEMS (RAINWATER, THERMAL STORAGE, ETC)



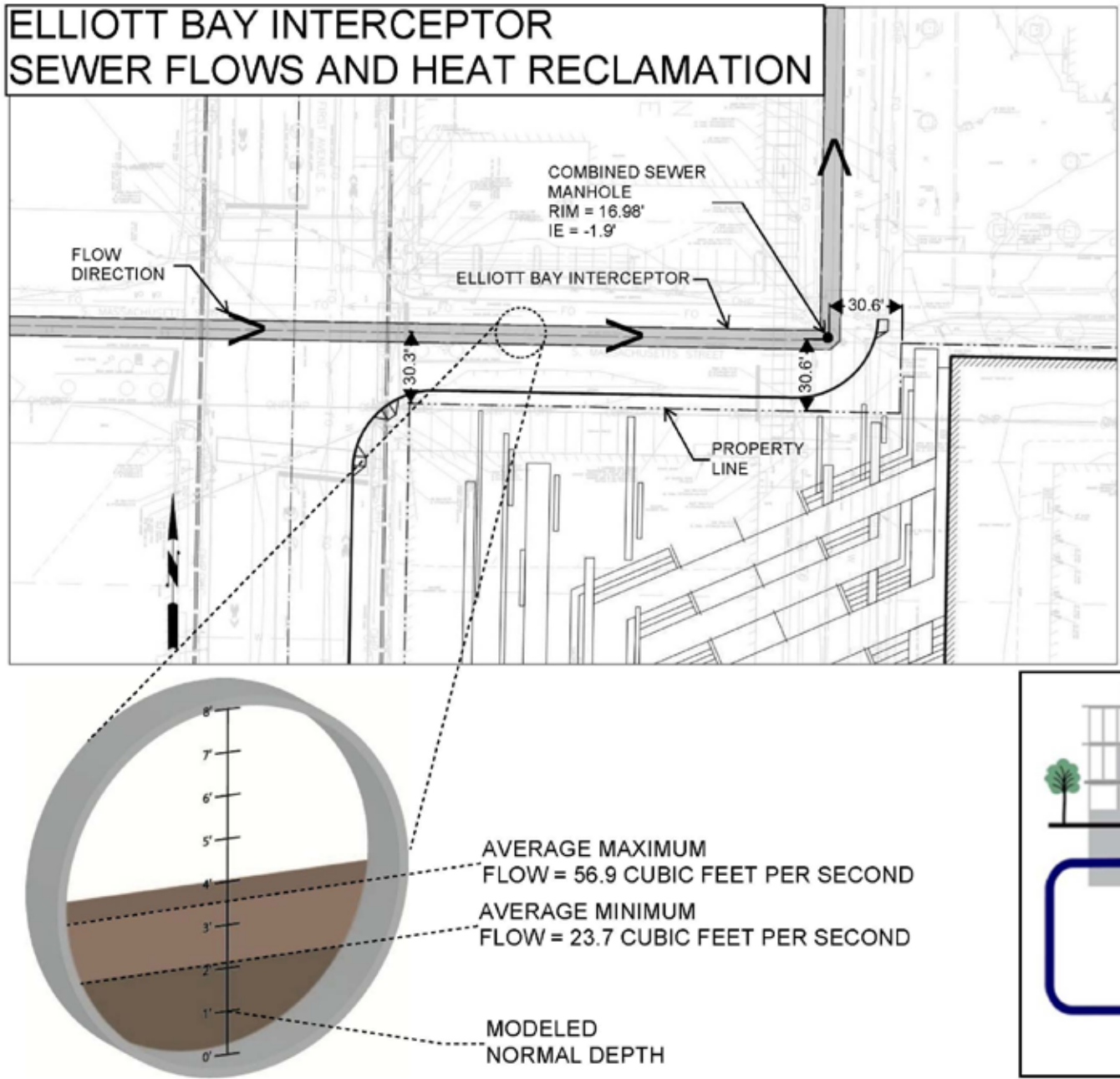
REGIONAL STRATEGY
SEWAGE HEAT RECOVERY

- SEWAGE HEAT TRANSFER IS A SIMILAR APPROACH TO THE INTERNAL LOAD SHARING, EXCEPT WITH RELATIVELY FEW LIMITS ON CAPACITY
- DATA FROM KING COUNTY SUGGEST THAT WE MAY BE ABLE TO ELIMINATE BACK UP COOLING HEATING AND COOLING PLANT (IE COOLING TOWERS AND BOILERS)
- THE LOW POINTS IN FLOW APPEAR TO DIP BELOW OUR CAPACITY REQUIREMENTS FOR COOLING, BUT THESE MINIMUM POINTS GENERALLY OCCUR FIRST THING IN THE MORNING OR LATE IN THE AFTERNOON. FURTHERMORE, HIGHER DELTA T'S COULD BE USED DURING BRIEF PERIODS OF PEAK CAPACITY WITH LOW FLOW (THE CURRENT STUDY USES A REASONABLY CONSERVATIVE 8°F DELTA T)
- HEATING AVAILABILITY FROM THE SEWER LOOKS VERY FAVORABLE.
- THE ZERO POINT IN LATE JULY / EARLY AUGUST IS LIKELY A DATA ERROR, BUT NONETHELESS, THERMAL STORAGE OR SOME OTHER CONTINGENCY WOULD NEED TO BE CONSIDERED FOR INTERRUPTION OF SEWER FLOW.
- THE FLOWS MEASURED CLEARLY DON'T INCLUDE FLOWS GENERATED BY OUR BUILDING. DURING PEAK COOLING, THE BUILDING WILL BE OCCUPIED AND GENERATED ITS OWN FLOW.

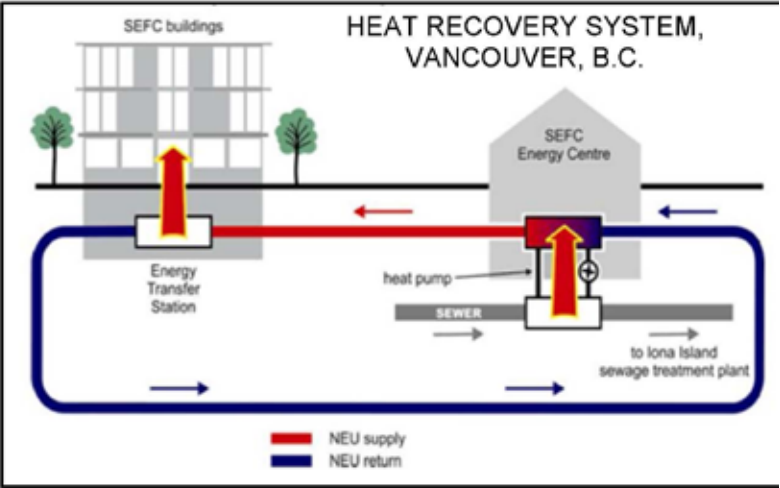


REGIONAL STRATEGY
SEWAGE HEAT RECOVERY

- SEWER FLOWS HIDDEN IN UNDERGROUND PIPE NETWORKS BELOW CITIES CAN BE LEVERAGED FOR SEWER HEAT RECOVERY BY TAPPING INTO A FREE, UNDERUTILIZED, RENEWABLE AND SUSTAINABLE RESOURCE.
- A LARGE SYSTEM TRUNKLINE, THE ELLIOTT BAY INTERCEPTOR, RUNS IMMEDIATELY ADJACENT TO THE ARENA SITE. IT PROVIDES CONSISTENT, YEAR-ROUND FLOWS, AVERAGING 65 DEGREES FAHRENHEIT.
- USING A REVERSIBLE HEAT PUMP, THIS FLOW CAN BE USED FOR BOTH HEATING AND COOLING THE ARENA.
- THE SYSTEM CAN BE EXPANDED IN SIZE AND FORM A COMPONENT IN A NEIGHBORHOOD SCALE ECO-DISTRICT.

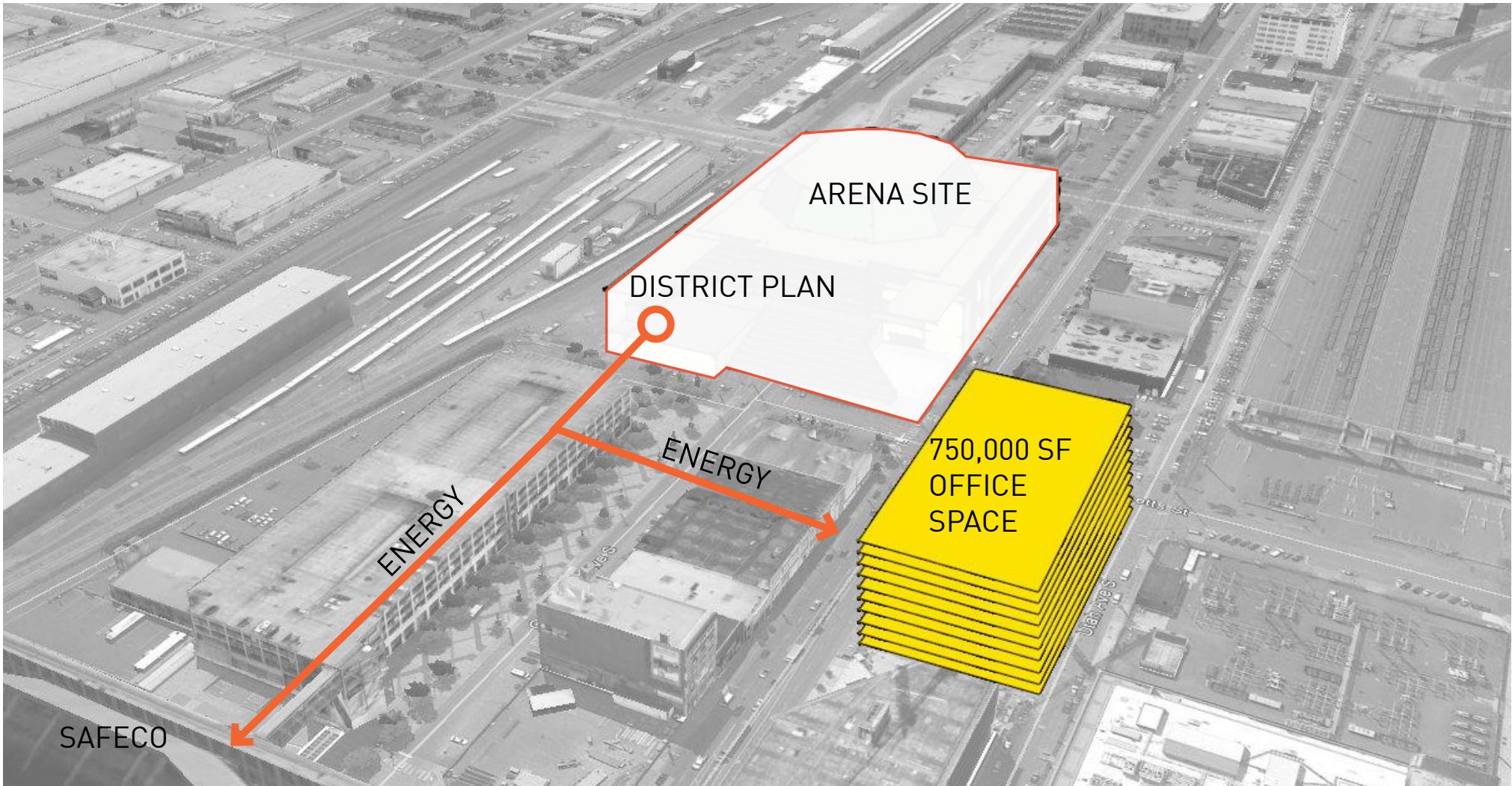


ELLIOTT BAY INTERCEPTOR DETAILS	
DIAMETER:	8 FEET
YEAR INSTALLED:	1968
MATERIAL:	REINFORCED CONCRETE
OWNER:	KING COUNTY
DESTINATION:	WEST POINT TREATMENT PLAN
ESTIMATED SEWER TEMP	= ~65 DEGREES F
NOTE:	
AVERAGE MINIMUM AND MAXIMUM FLOWS FROM KING COUNTY MEASUREMENTS. DATA MEASURED FROM 05/01/2010 TO 10/04/2010. NORMAL DEPTH ESTIMATED FROM DATA AVAILABLE.	



DISTRICT STRATEGY /
DISTRICT ENERGY

- WE ARE LOOKING AT OPPORTUNITIES AS TO HOW OUR PLANT COULD INTERFACE WITH THE NEIGHBORHOOD AND / OR POTENTIALLY ANCHOR A DISTRICT THERMAL ENERGY PLANT.
- WE HAVE BEGUN CONVERSATIONS WITH THE MARINERS WHO WILL LIKELY BE REPLACING THEIR PLANT IN THE FORESEEABLE FUTURE (5 – 10 YEARS)



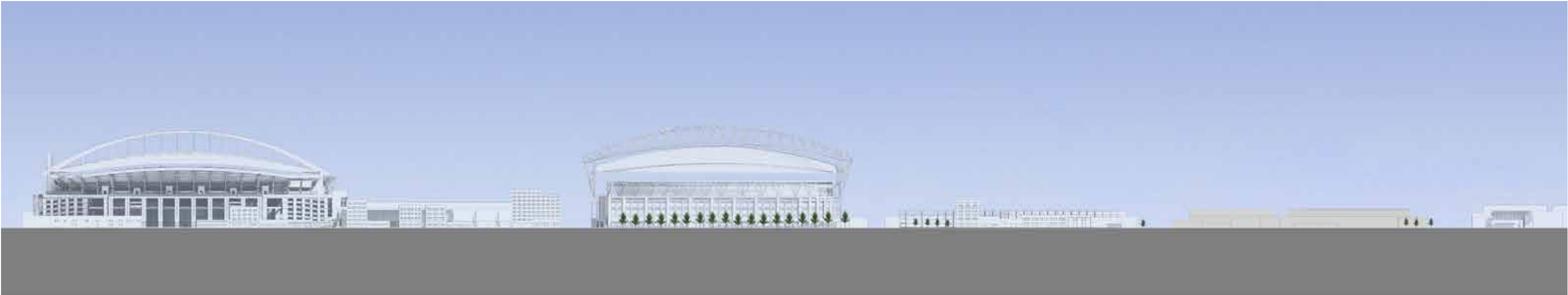


NEW CITY LANDMARK + CONTEXT

URBAN MERIT:
NEW CITY LANDMARK + CONTEXT

ANALYSIS:

- THE CONTEXT OF THE EXISTING SITE IS A MIX OF SMALL SCALE INDUSTRIAL BUILDINGS, HISTORIC BUILDINGS OF VARIOUS SCALES AND LARGE FORM BUILDINGS AND STRUCTURES (CRANES, STADIUM AND BALLPARK, STARBUCKS HEADQUARTERS.)



SEATTLE ARENA
MAY 2, 2013

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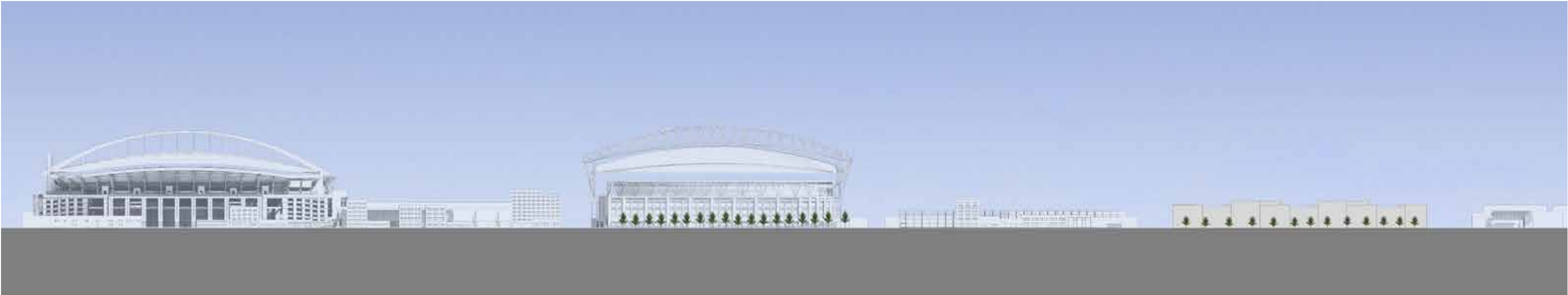
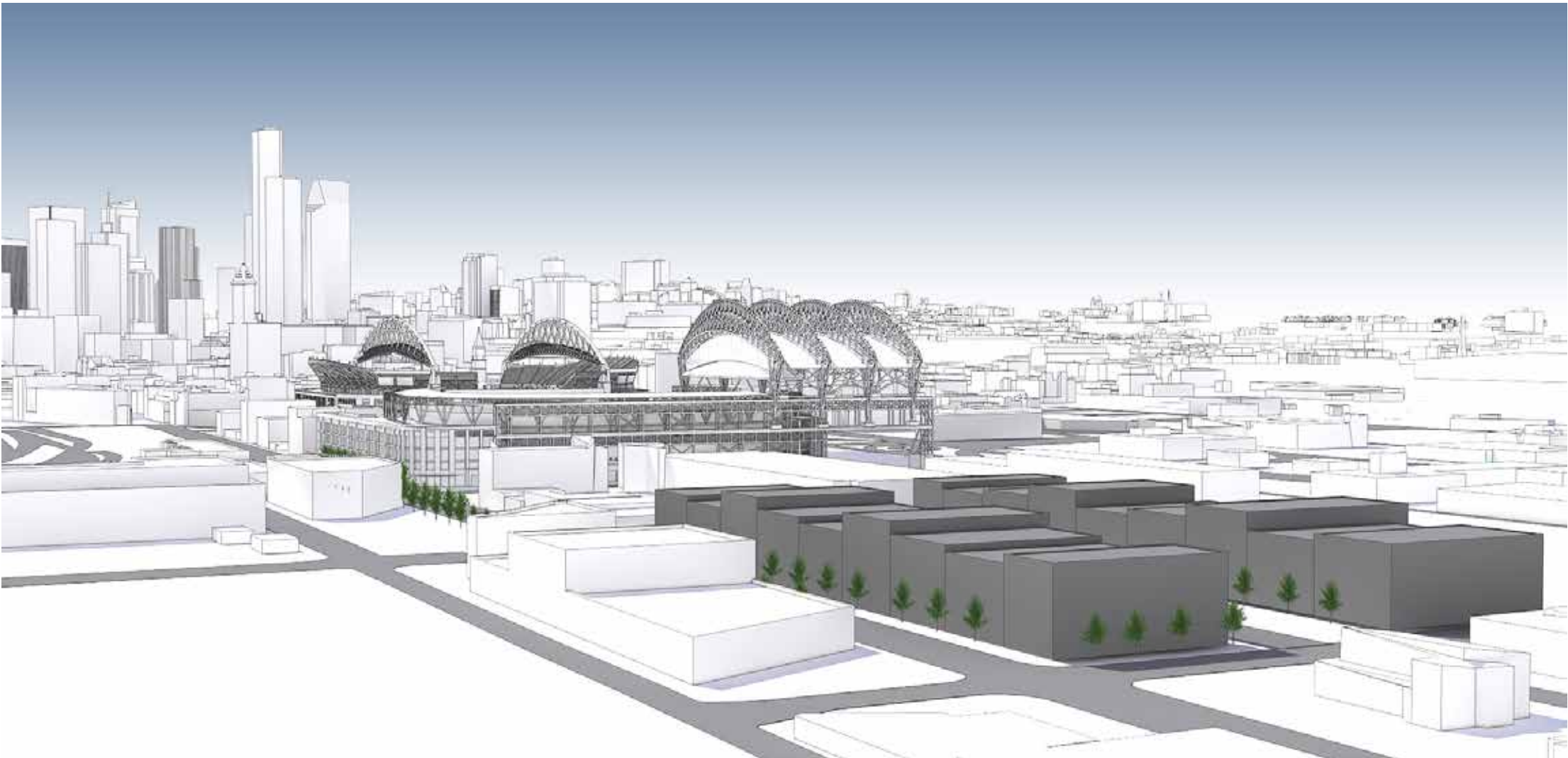
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URBAN MERIT:
NEW CITY LANDMARK + CONTEXT

ANALYSIS:

- UNDER A NO-VACATION ALTERNATIVE, UNDER A MAXIMUM DEVELOPMENT ALTERNATIVE, MID-RISE BUILDINGS OF 4-5 STORIES IS ASSUMED WITH RETAIL AT THE GROUND LEVEL WITH OFFICE SPACE IN THE REMAINING LEVELS.



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URBAN MERIT:
NEW CITY LANDMARK + CONTEXT

DESIGN APPLICATION :
CONTEXT

- THE ARENA DESIGN PROVIDES A FACADE ALONG FIRST AVENUE SOUTH AND SOUTH HOLGATE WHICH IS OF A CONTEXTUAL SCALE TO OTHER LARGE FORM BUILDINGS AND SMALLER HISTORIC AND INDUSTRIAL BUILDINGS

LANDMARK

- THE ARENA DESIGN ARCHITECTURALLY EXPRESSES THE ENERGY OF THE PERFORMANCE WITH A LANDMARK ELEMENT THAT CAN BE VIEWED FROM DISTANCES THROUGHOUT THE CITY

VIEWS

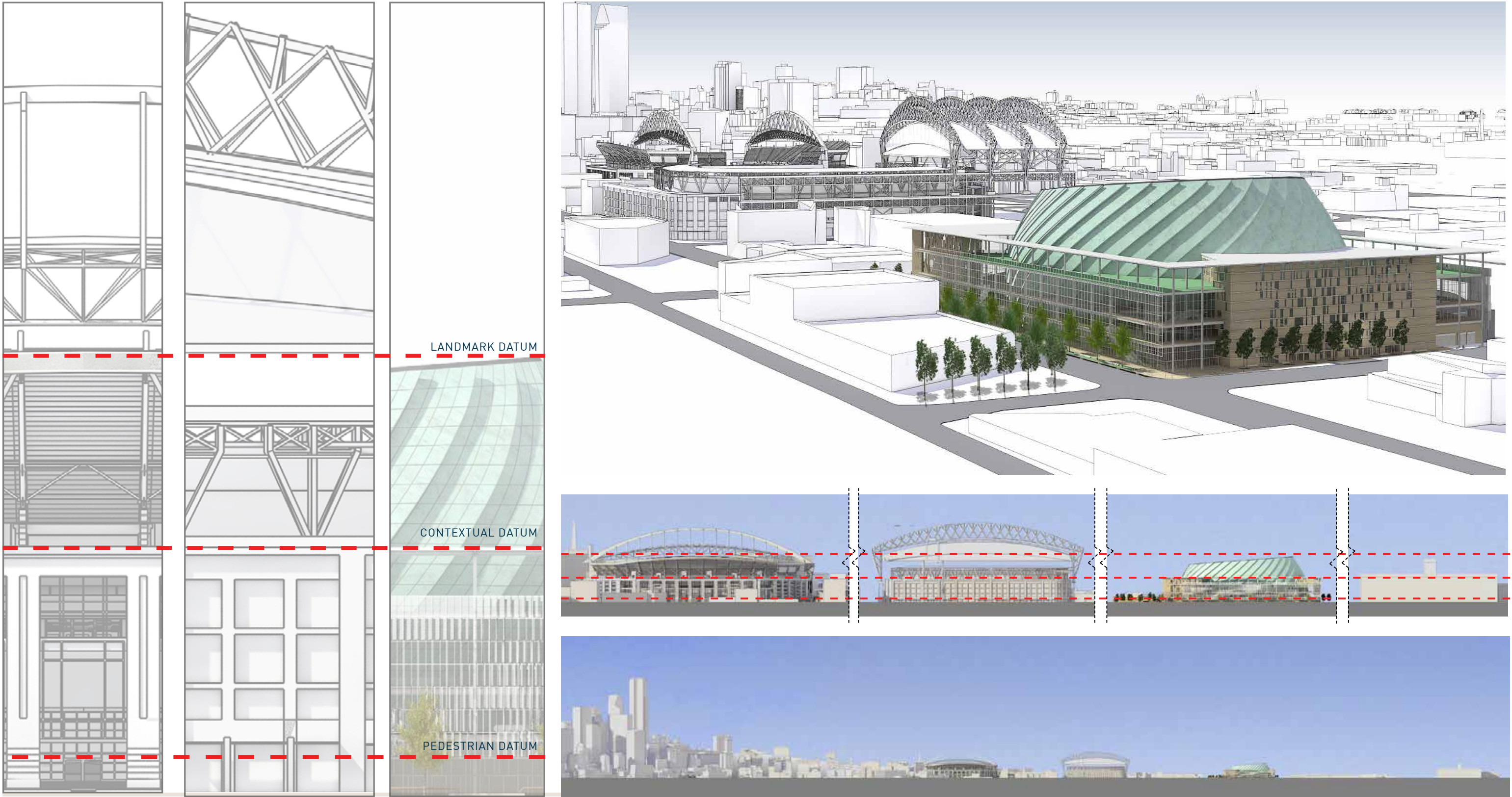
- THE ARENA PROVIDES NEW VIEW CORRIDORS TO AND FROM DOWNTOWN, THE WATERFRONT AND TO THE SOUTH.



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URBAN MERIT:
NEW CITY LANDMARK + CONTEXT



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FERRY VIEW



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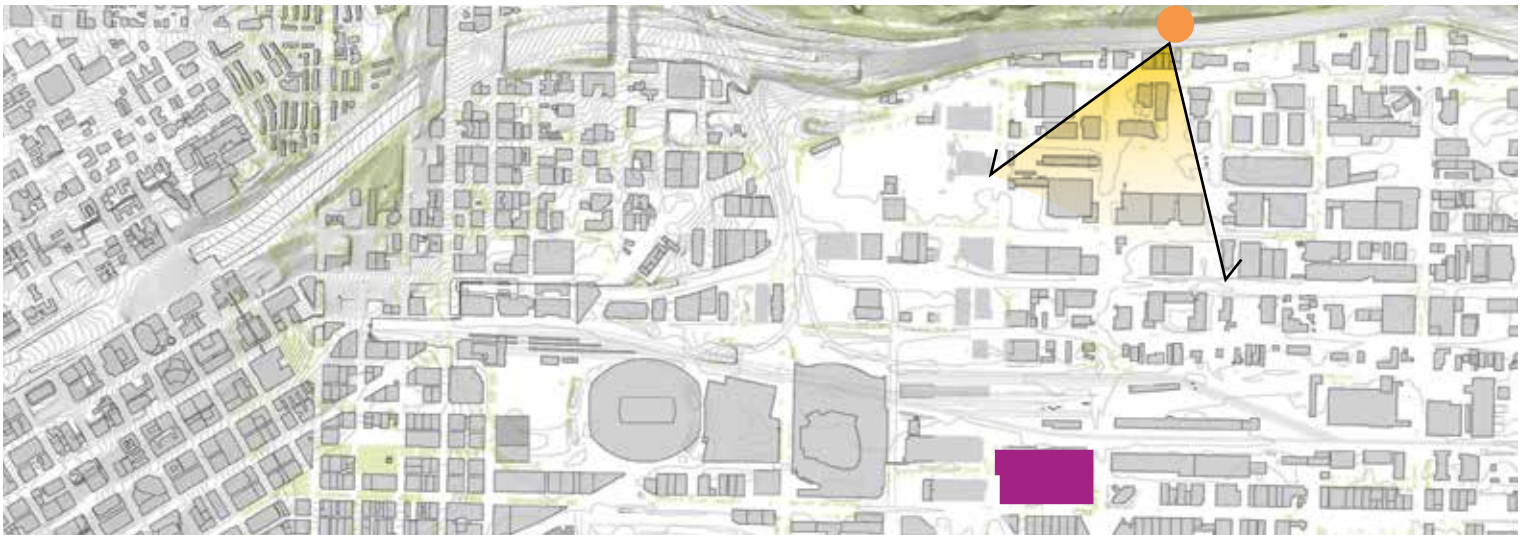
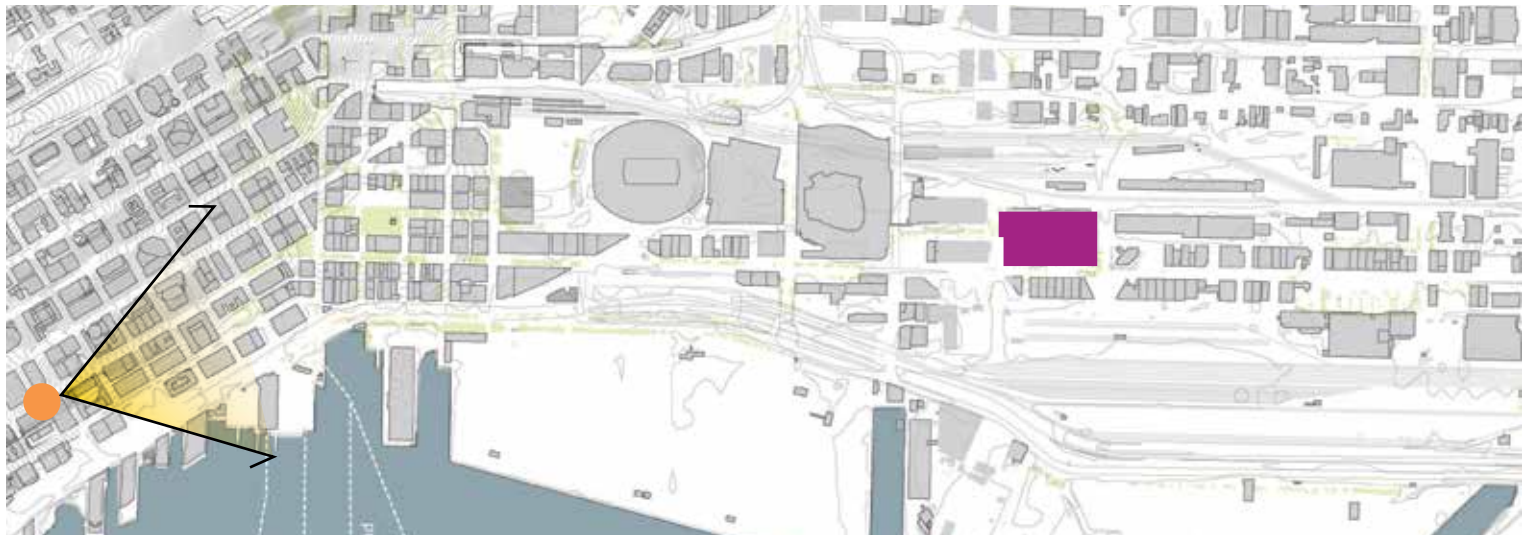
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NORTHWEST CONTEXT AERIAL



BEACON HILL VIEW



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URBAN MERIT SUMMARY PAGE

1.

TRANSPORTATION

THE AREA DEVELOPMENT PRODUCES A NET BENEFIT TO THE SYSTEM OF CONNECTIVITY (PEDESTRIAN, VEHICULAR, RAIL) THAT CURRENTLY EXISTS AT THE LARGER DISTRICT SCALE ENCOMPASSING THE DEVELOPMENT SITE. MAJOR PEDESTRIAN PLAZA ORIENTED TO 1ST AVE PEDESTRIAN THOROUGHFARE, AND OCCIDENTAL AVE /SAFECO CONNECTION.
2.

STREET IMPROVEMENTS

GREEN STREET LEVEL IMPROVEMENTS.
3.

GATEWAY

THE BUILDING ALONG WITH STREET TREE PLANTING REINFORCE S HOLGATE AS A GATEWAY FROM THE INDUSTRIAL AREA TO DOWNTOWN.
4.

URBAN FOREST CANOPY

AUGMENT CITY'S URBAN FOREST CANOPY.
5.

UTILITIES

UNDERGROUNDING CLUTTERED OVERHEAD UTILITIES AND ENSURING THAT ALL UTILITY SYSTEMS MAINTAIN REDUNDANCY.
6.

DISTRICT OPEN SPACE (QUANTITY)

ARENA PLAZA PROVIDES NEEDED OPEN SPACES IN DISTRICT.
7.

DISTRICT OPEN SPACE (QUALITY)

THE PROPOSED ARENA PLAZA SCALE AND QUALITY IS IN LINE WITH CURRENT TRENDS IN ADJACENT DEVELOPMENT IN THE STADIUM OVERLAY DISTRICT AND RESPONDS TO CITY POLICY.
8.

NEW CITY LANDMARK + CONTEXT

THE VALUE OF CREATING A NEW CITY LANDMARK.
9.

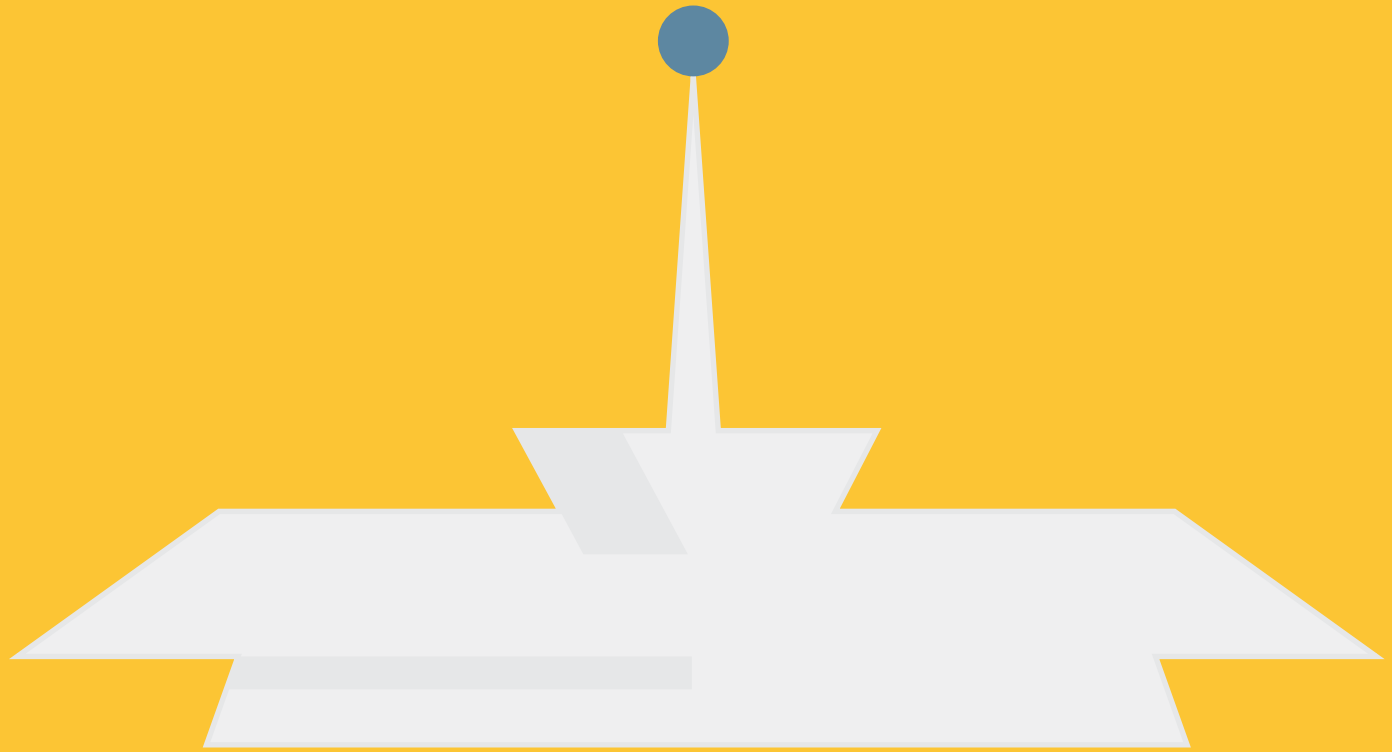
SUSTAINABILITY FEATURES

THE ARENA WILL BE DESIGNED TO A HIGH LEVEL OF SUSTAINABILITY THOUGH WATER SAVINGS, ENERGY SAVINGS, EDUCATIONAL PROGRAMS AND CONSIDERATION OF REGIONAL AND DISTRICT WIDE STRATEGIES.



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SEATTLE ARENA

MAY 2, 2013

SEATTLE DESIGN COMMISSION

OCCIDENTAL AVE STREET VACATION

URBAN MERIT