

Denny Substation

Urban Design Merit

60% Design

Review of Public Benefit Considerations

with the

Seattle
design
Commission

April 3, 2014



Denny Substation Project

Powering Seattle through the 21st century



5 MAJOR TOPICS TO BE COVERED:

1. INTRO and PROJECT UPDATES
2. URBAN DESIGN MERIT - REQUEST FOR APPROVAL
3. DESIGN FRAMEWORK
4. 60% DESIGN - REQUEST FOR APPROVAL
5. REVIEW of PUBLIC BENEFITS
UNDER CONSIDERATION



INTRO and PROJECT UPDATES

PROJECT SCHEDULE and MUP STATUS

RECENT MILESTONES:

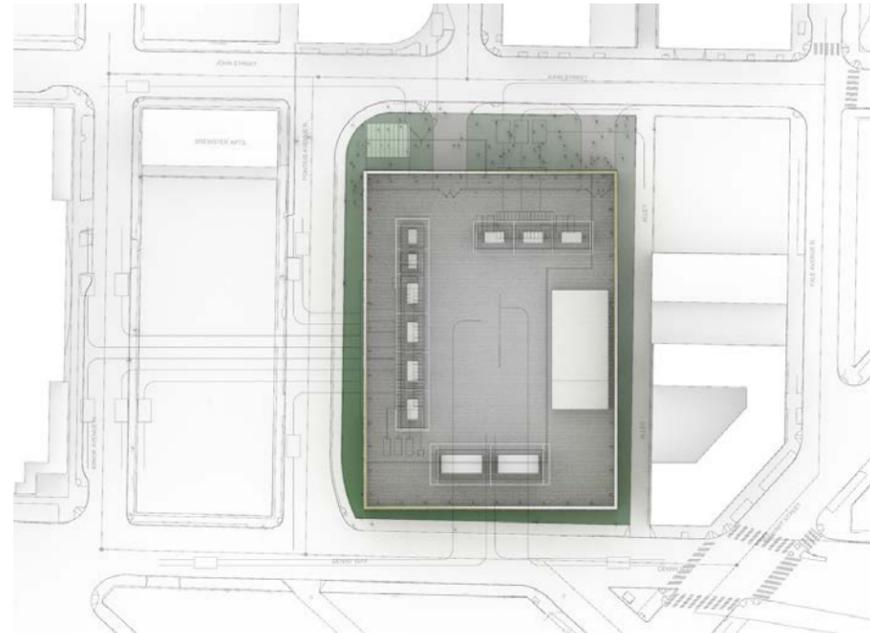
- Substation 60% Design _____ March 2014
- Denny Network Phase 1 60% Design _____ March 2014
- Draft Environmental Impact Statement (DEIS) Public Notice ___ March 27th
- Master Use Permit (MUP) Submitted _____ April 1st

UPCOMING MILESTONES:

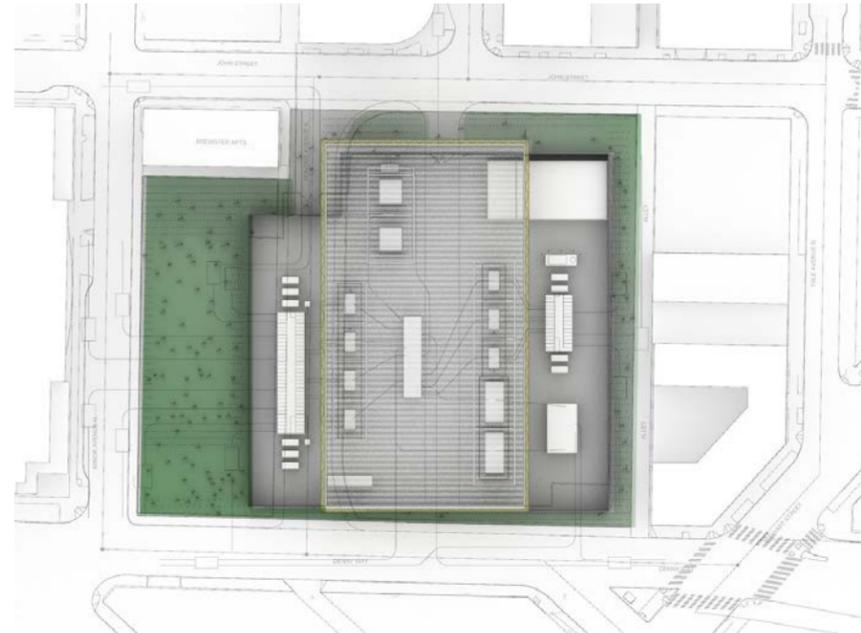
- Denny Network Phase 1 & 2 Design Complete _____ 4th Quarter 2014
- Substation Design Complete _____ 4th Quarter 2014
- Final Environmental Impact Statement (FEIS) _____ 4th Quarter 2014
- Denny Network Construction Start _____ 1st Quarter 2015
- Substation Construction Start _____ 2nd Quarter 2015
- Denny Network Phase 1 & 2 Physical Completion _____ 4th Quarter 2016
- Substation Energization _____ 4th Quarter 2016

D.E.I.S. UPDATES / 3 ALTERNATIVES

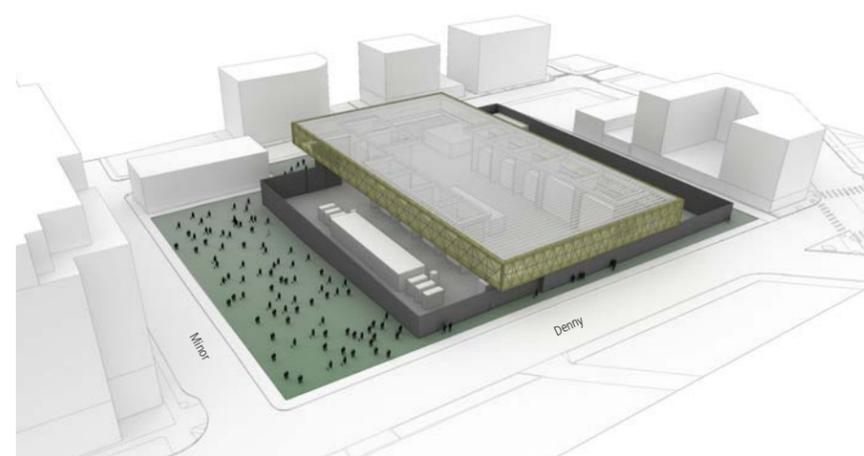
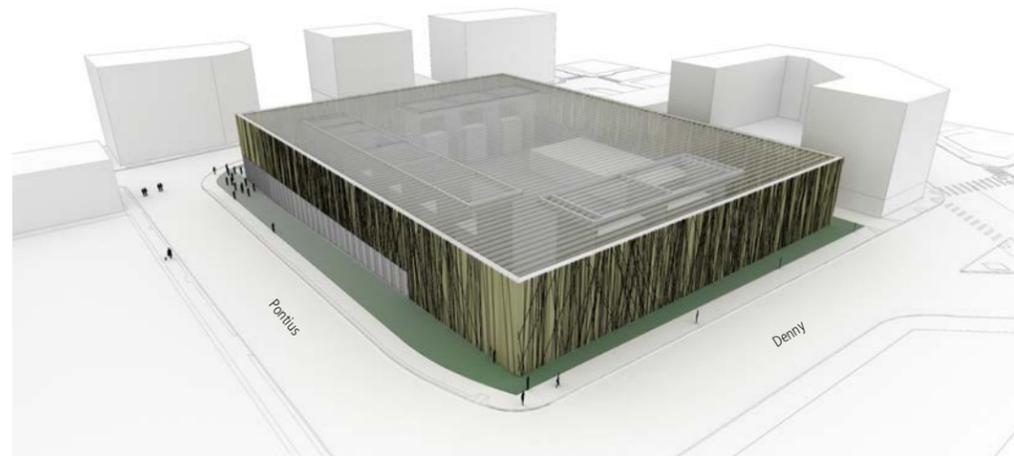
Alternative 1



Alternative 2

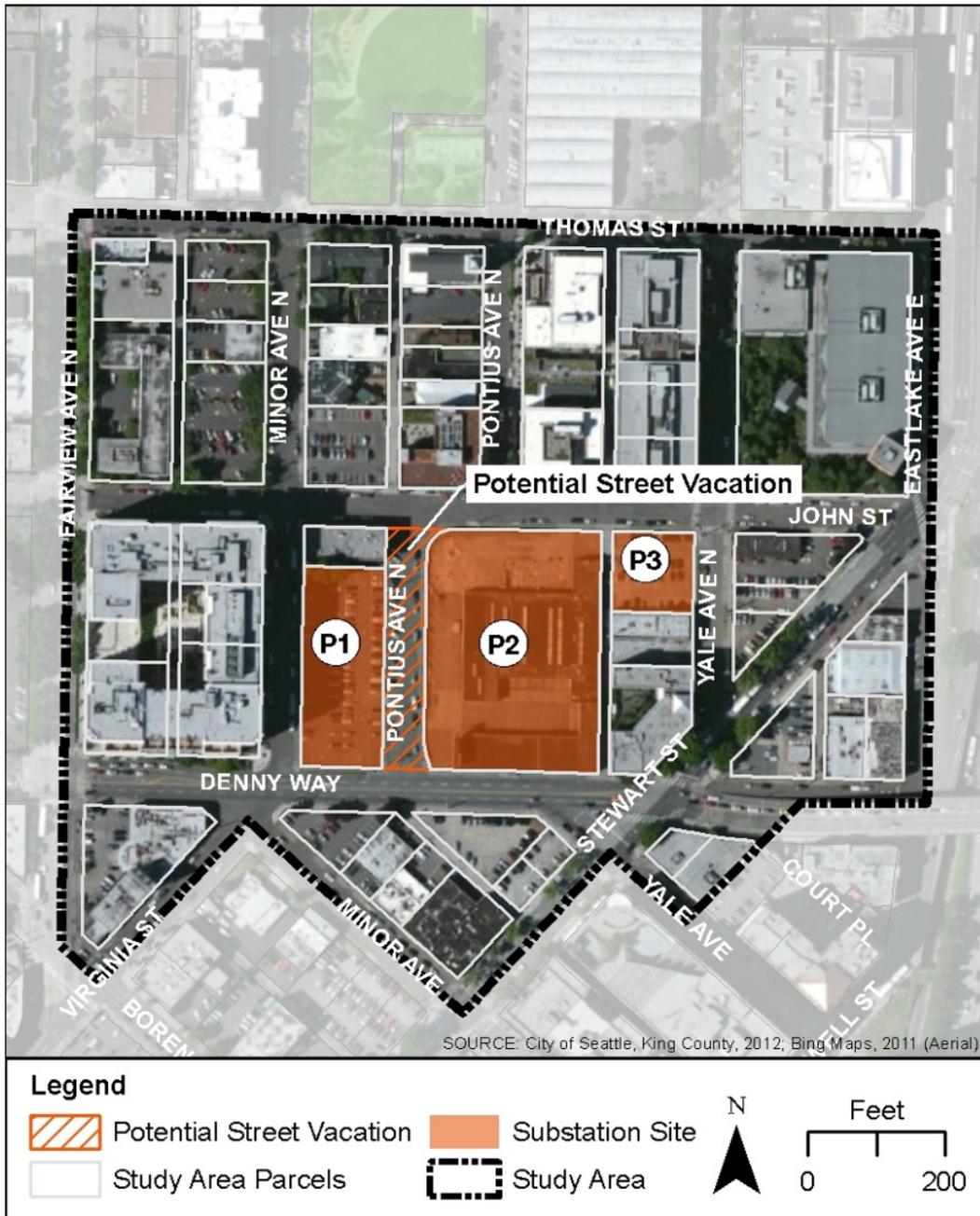


Alternative 3



Aesthetics Analysis

- Existing and expected development
- Guided by City SEPA polices:
 - Height bulk, and scale
 - Scenic view protection
 - Light and glare



Aesthetics Context



The Brewster
133 Pontius Avenue North



Feathered Friends
119 Yale Avenue North



Mirabella Seattle Retirement
Community
122 Fairview Avenue North



David Colwell Building
111 Yale Avenue North



Seattle Cancer Care Alliance
House
207 Pontius Avenue North



Alley 24 Mixed Use
Development
224 Pontius Avenue North



US Healthworks
1151 Denny Way



1370 Stewart Street

Visual Simulation Locations



- P1 Parcel 1
- P2 Parcel 2
- P3 Parcel 3

STREET-LEVEL VIEWS

- A** SE corner of John Street & Yale Avenue North (facing southwest)
- B** Pontius Avenue North, mid-block between Thomas & John Streets (facing south)
- C** North side of John Street, mid-block between Minor & Pontius Avenues North (facing southeast)
- D** NW corner of Minor Avenue & Virginia Street (facing northeast)
- E** SE corner of Yale Avenue & Stewart Street (facing northwest)

BUILDING VIEWS

- 1** Alley24, 6th floor office (facing southwest)
- 2** Seattle Cancer Care Alliance, 2nd floor outdoor patio (facing south)
- 3** The Brewster apartments, 3rd floor corridor (facing southeast)
- 4** Mirabella Seattle, 10th floor common space (facing southeast)
- 5** David Colwell building, 6th floor elevator lobby (facing west)

BIRD'S EYE VIEW

- *** Metropolitan Park North Tower, 10th floor office deck (facing northwest)

Birdseye view looking NW



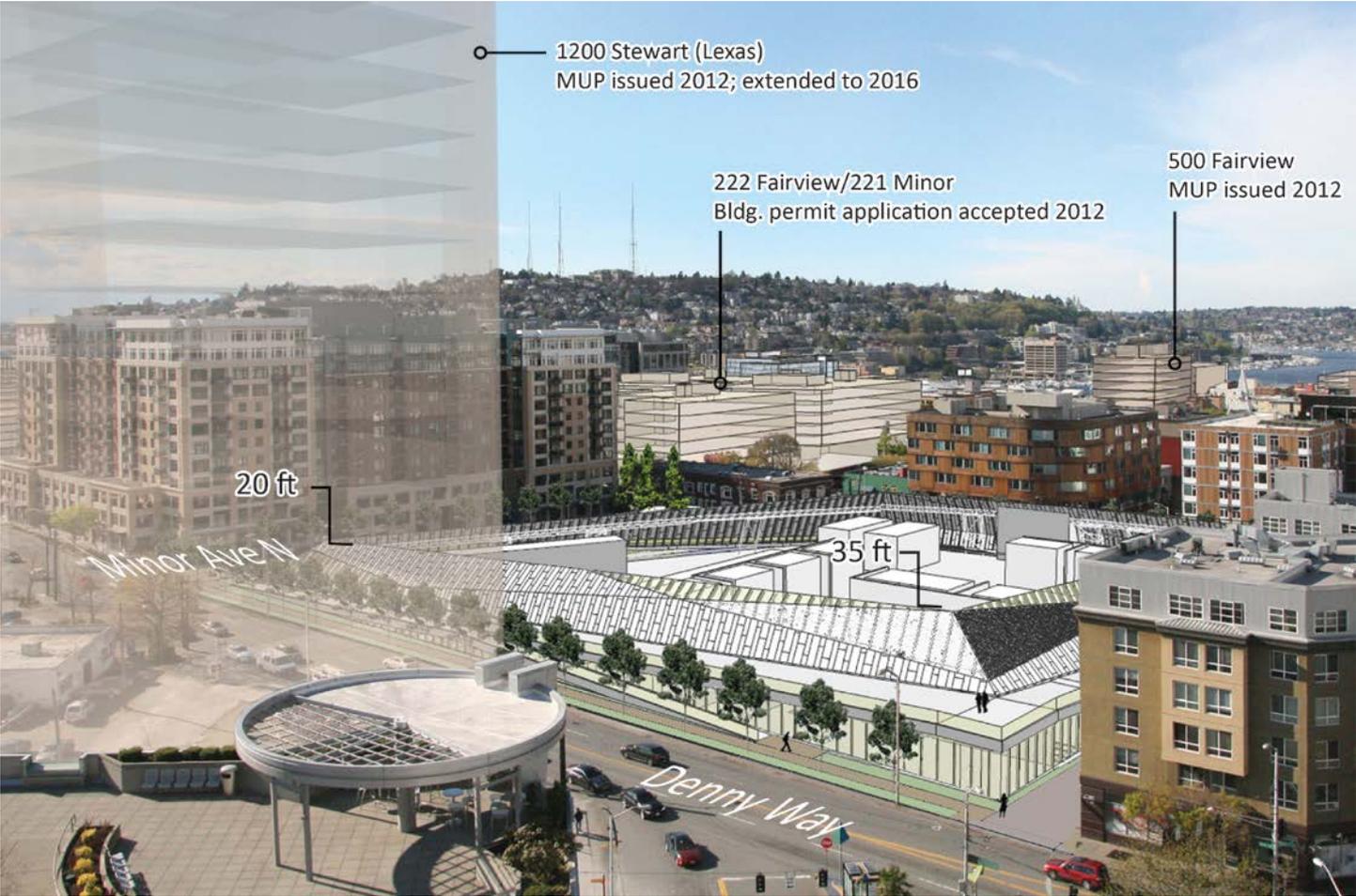
Birdseye view looking NW at SA1



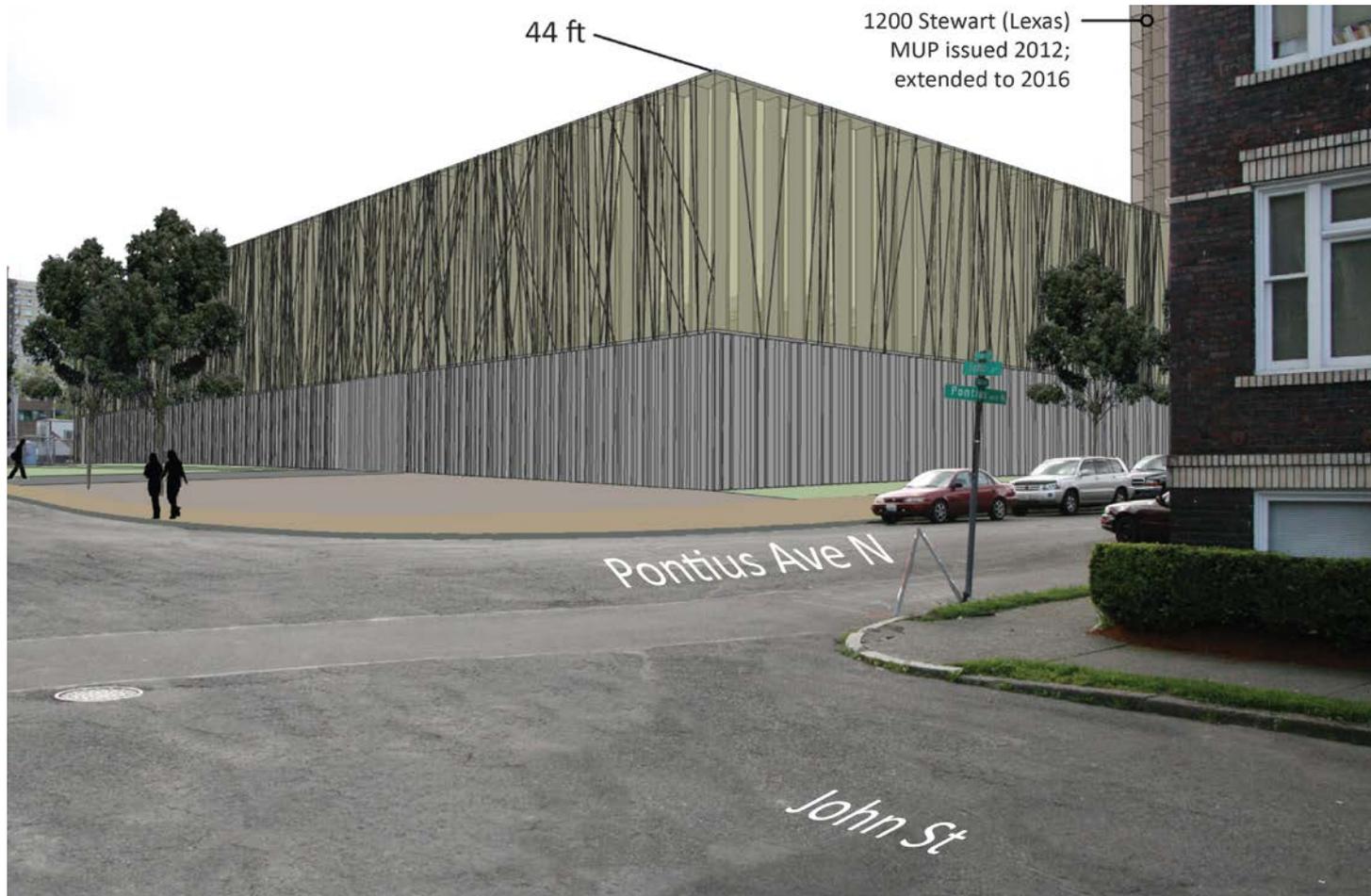
Birdseye view looking NW at SA2



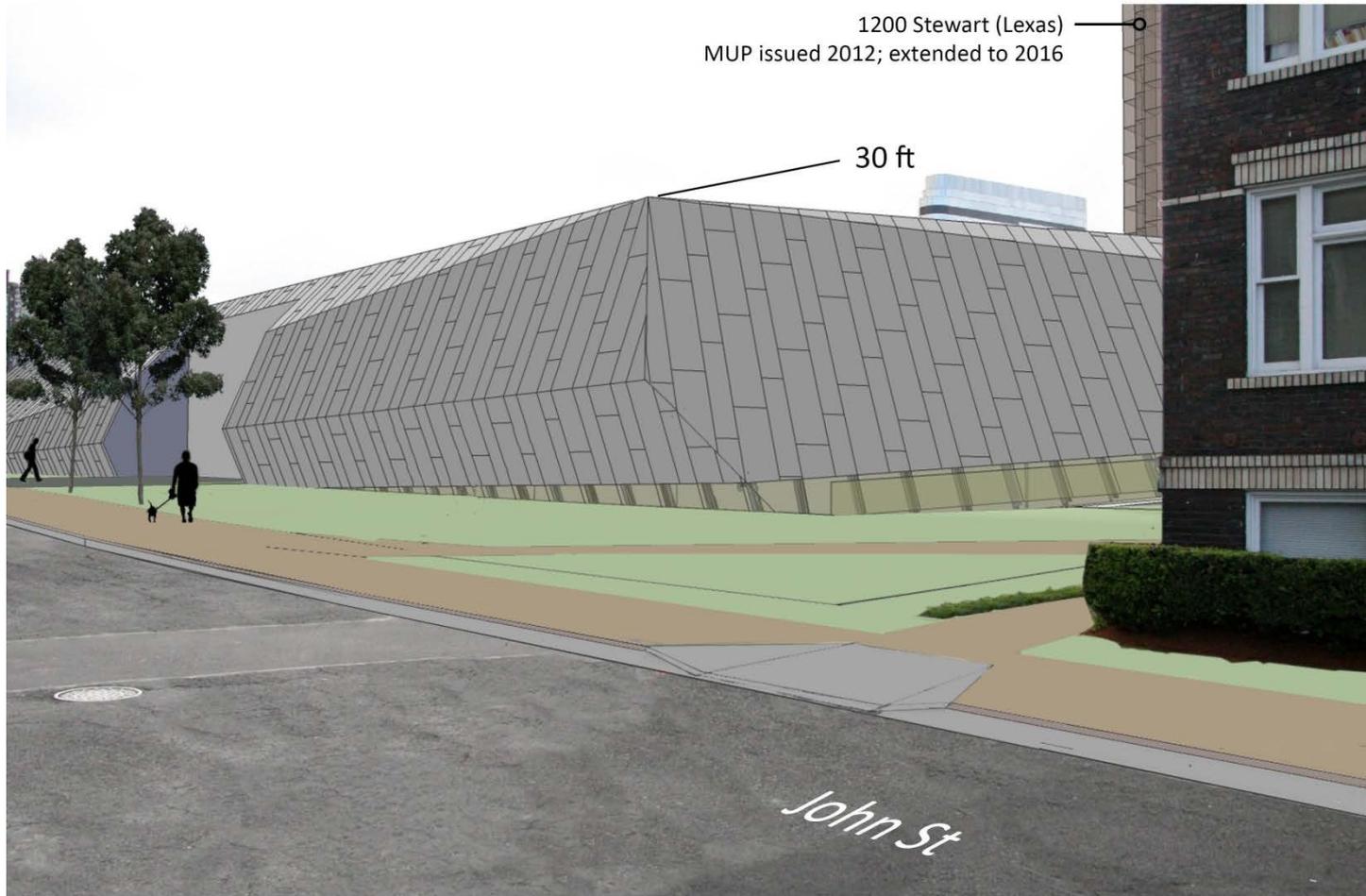
Birdseye view looking NW at SA3



Street view looking SE at SA1 from John Street



Street view looking SE at SA3 site from John Street



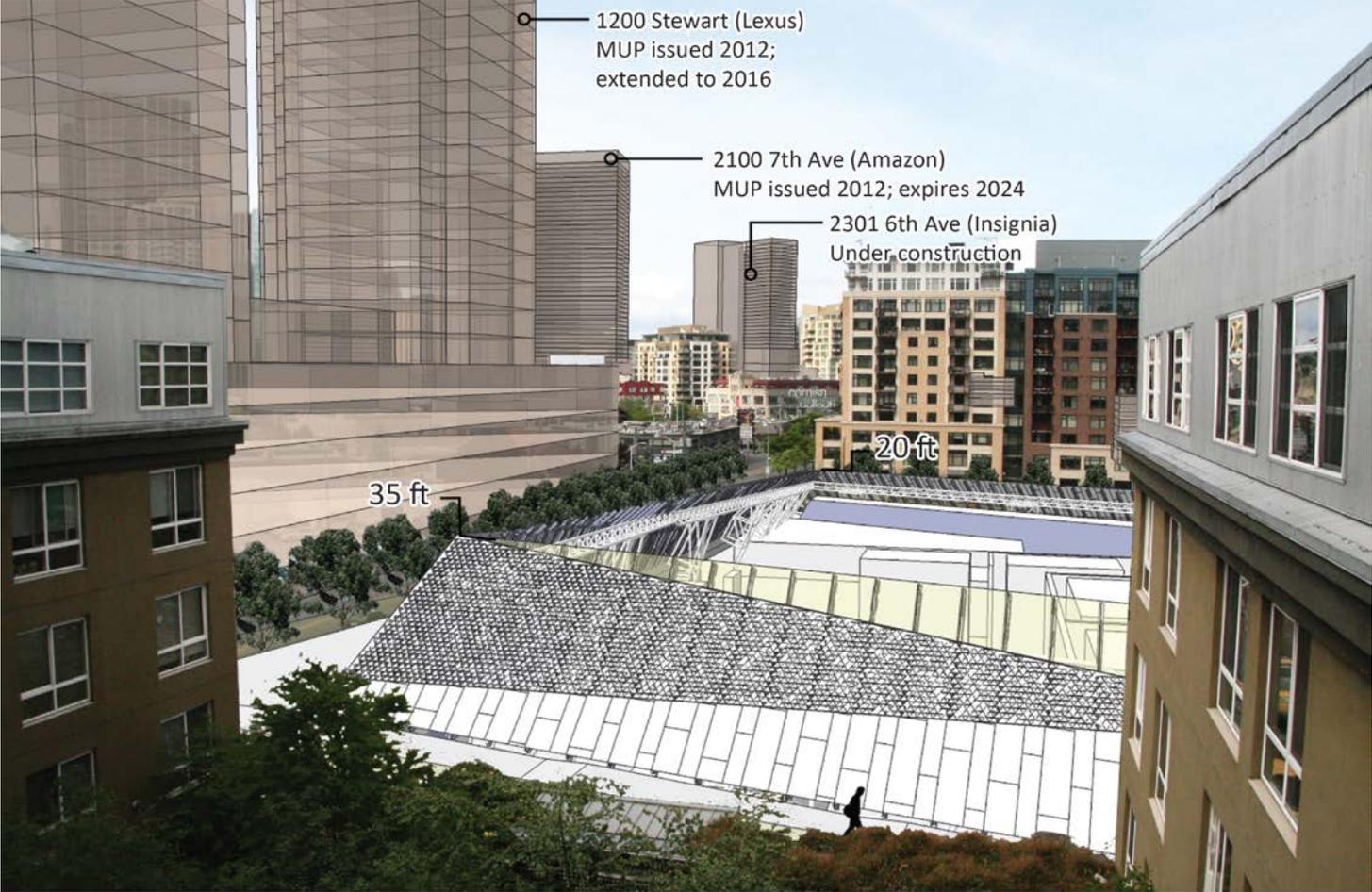
View looking NW at SA3 from Denny Way



View looking south at SA3 from Pontius Ave N



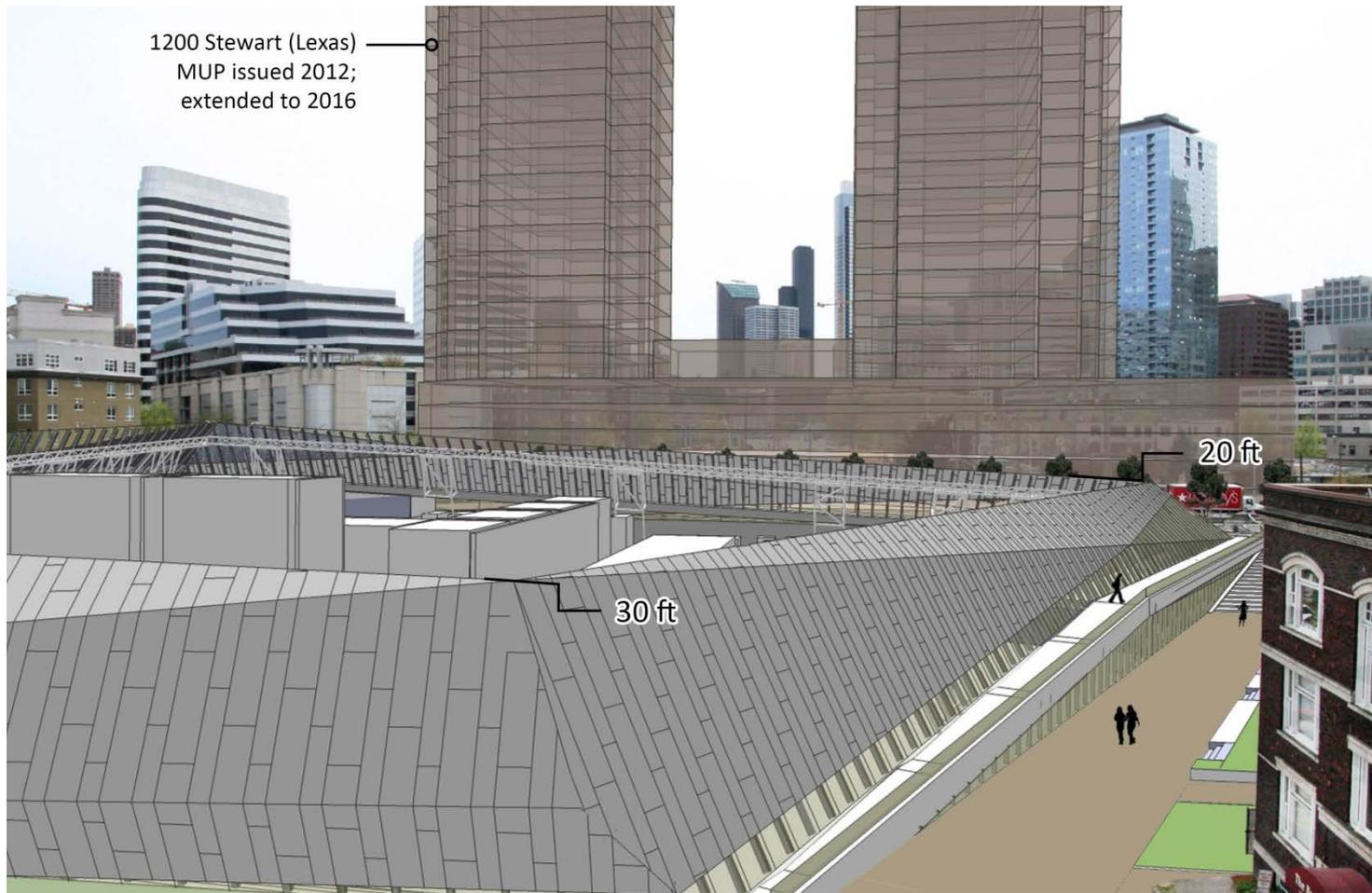
View of SA3 from David Colwell Building



View of SA3 from Mirabella



View of SA3 from SCCA Building



NBBJ View Analysis

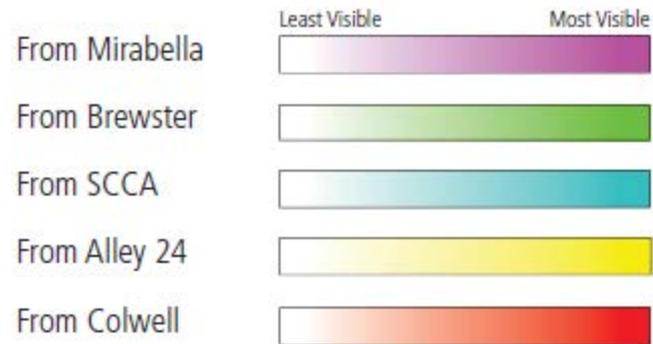


Table 3-2 Footprint and Façade Length of Substation Alternatives and Adjacent Buildings

	Footprint	Façade Length (feet)			
Substation Alternatives ¹		East	West	North	South
Substation Alternative 1 (SA1)	63,500 square feet	250	250	220	220
Substation Alternative 2 (SA2)	95,250 square feet	290	260	220	320
Substation Alternative 3 (SA3)	111,500 square feet	290	360	260	420
Adjacent Buildings		East	West	North	South
The Brewster Apartments	6,000 square feet	60	60	100	100
Mirabella Seattle Retirement Community	88,400 square feet	340	340	250	250
Proposed Lexas Towers	55,000 square feet	330	330	350	350
David Colwell Building	15,000 square feet	80	160	120	60
Feathered Friends	9,600 square feet	80	80	120	120
1370 Stewart Street Building	3,600 square feet	40	40	80	90
Recreational Equipment, Incorporated (REI)	43,500 square feet	290	290	250	150
Alley 24 Apartments	14,000 square feet	120	120	120	120
Seattle Cancer Care Alliance (SCCA)	14,000 square feet	120	120	120	120

Table 3-3 Height of Substation Screen Walls Closest to Adjacent Buildings

Adjacent Buildings (# of stories)	Substation Alternative 1 (SA1) (feet)	Substation Alternative 2 (SA2) (feet)	Substation Alternative 3 (SA3) (feet)
The Brewster Apartments (3 stories)	44	43	30
Mirabella Seattle Retirement Community (12 stories)	44	25	20
US Healthworks Building (2 stories)	34	25	20
Proposed Lexas Towers (40 stories planned)	34	33	35
David Colwell Building (6 stories)	34	25	35
Feathered Friends (2 stories)	38	25	28
1370 Stewart Street Building (2 stories)	38	25	28
Alley 24 Apartments (7 stories)	38	38	28
Seattle Cancer Care Alliance (SCCA) (6 stories)	44	43	30

PUBLIC INVOLVEMENT PROCESS-

STEPHERSON & ASSOCIATES COMMUNICATIONS

COMMUNICATION METHODS

- Project website: www.seattle.gov/light/denny/dennysub
- A project email address: SCL_dennysub@seattle.gov
- Project hotline, (206) 257-2142
- Public open houses
- Community Forum (Stakeholder Group)
- Presentations and briefings to stakeholder groups and organizations
- Media outreach
- Project area mailers
- Door-to-door
- Seattle City Council briefings

RECENT OPEN HOUSE - MARCH 31, 2014



2012-2013 PUBLIC INVOLVEMENT BY THE NUMBERS

The following summarizes our outreach methods and their results.

Presentations and Briefings

- 21 presentations to community organizations attended by more than 350 individuals
- 350+ questions and comments were received and answered at these briefings
- 4 Seattle City Council briefings
- 4 Seattle Design Commission briefings

Public Meetings

- Three open house/scoping meetings
- One design specific public meetings
- 14 organizations formally partnered with project to help promote event and broaden its reach

Community Forums

- Three community forums attended by representatives from 25 different community organizations
 - Project Overview
 - Substation Design and Public Benefits
 - EIS and Art Concepts

Website

- 15,500+ unique page views of the project website
- 261 subscribers to the project email list

Project Notice

- Two mailers of more than 24,000+ to the project area
- One mailer of 4,000+ to stakeholders near substation

Media Coverage

- 15+ media stories



COMMISSIONER COMMENTS FROM PREVIOUS PRESENTATIONS

Our presentation directly addresses the Commission's recommendations that followed the Design Commission meetings of June 6, 2013 and November 11, 2013:

Comments from June 6, 2013 - 30% Design

1. Embrace scale of building; emphasize how it provides positive experience to the neighborhood; human scale.
2. Develop all edges of the building – i.e. 5th façade, alley, John Street.
3. Develop how building interacts with the landscape surroundings on ramps and facades.
4. Work with SDOT on pedestrian crossings, bus stops; leverage the SDC for assistance in this.
5. Sustainability: Develop and put it at the forefront given the relation to SCL.
6. Develop programming with educational components and sustainability that relate to the facility.
7. Consider undergrounding overhead power adjacent to proposed arena projects.
8. Organize Ramp Design to interconnect with existing pedestrian patterns in the neighborhood; currently this appears only driven by building form.

Comments from November 11, 2013 - Urban Design Merit

(from official Draft of Minutes of the Meeting - distributed March 21, 2014)

1. The diagrammatic and traffic information was especially useful.
2. Please provide more information on pedestrian movements.
3. In future presentations, spend more time explaining each of the facades and the "roof" of the structure.
4. Better explain how the elevated walkways function within their proximate and larger context. Be aware that generally the commission questions taking people away from street level.
5. Provide additional information on shading of the open spaces.
6. Reexamine the narrowness of the triangular open space at the point where it reaches Denny and Minor.
7. Present how the art is integrated into the project.
8. At each presentation, explain how previous recommendations of the commission were addressed.

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S.D.O.T. FINDINGS ON DENNY PEDESTRIAN CROSSINGS





URBAN DESIGN MERIT - REQUEST FOR APPROVAL



AERIAL VIEW FROM DENNY WAY



SITE PLAN



STREET VIEW ALONG DENNY WAY LOOKING NORTHEAST



STREET VIEW ALONG DENNY WAY LOOKING NORTHWEST

RELATIONSHIP TO SIGNIFICANT NODES



VIEW FROM PONTIUS LOOKING SOUTH



VIEW FROM DENNY WAY LOOKING WEST



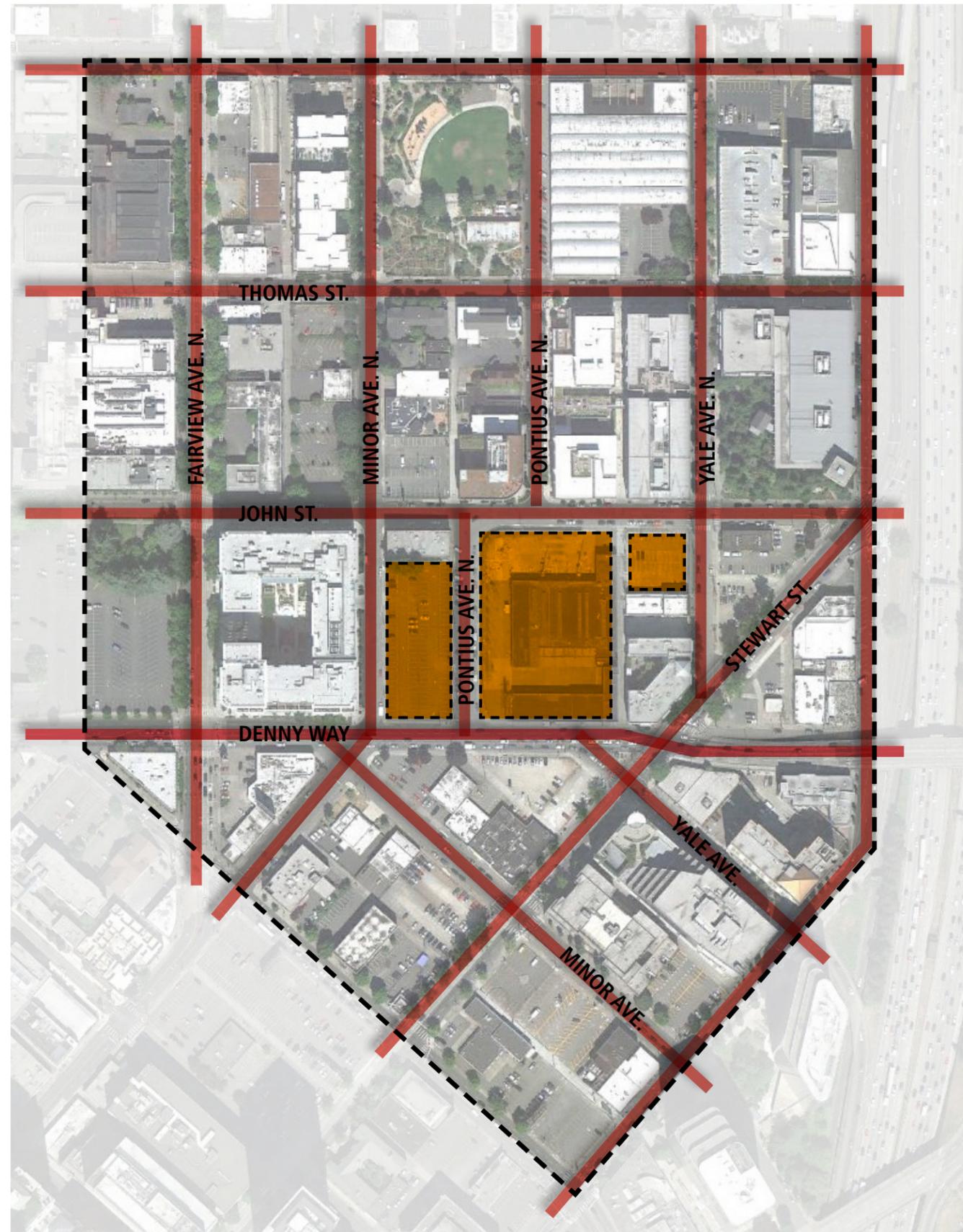
VIEW FROM VIRGINIA LOOKING NORTHEAST



MODAL NETWORK DISCUSSION

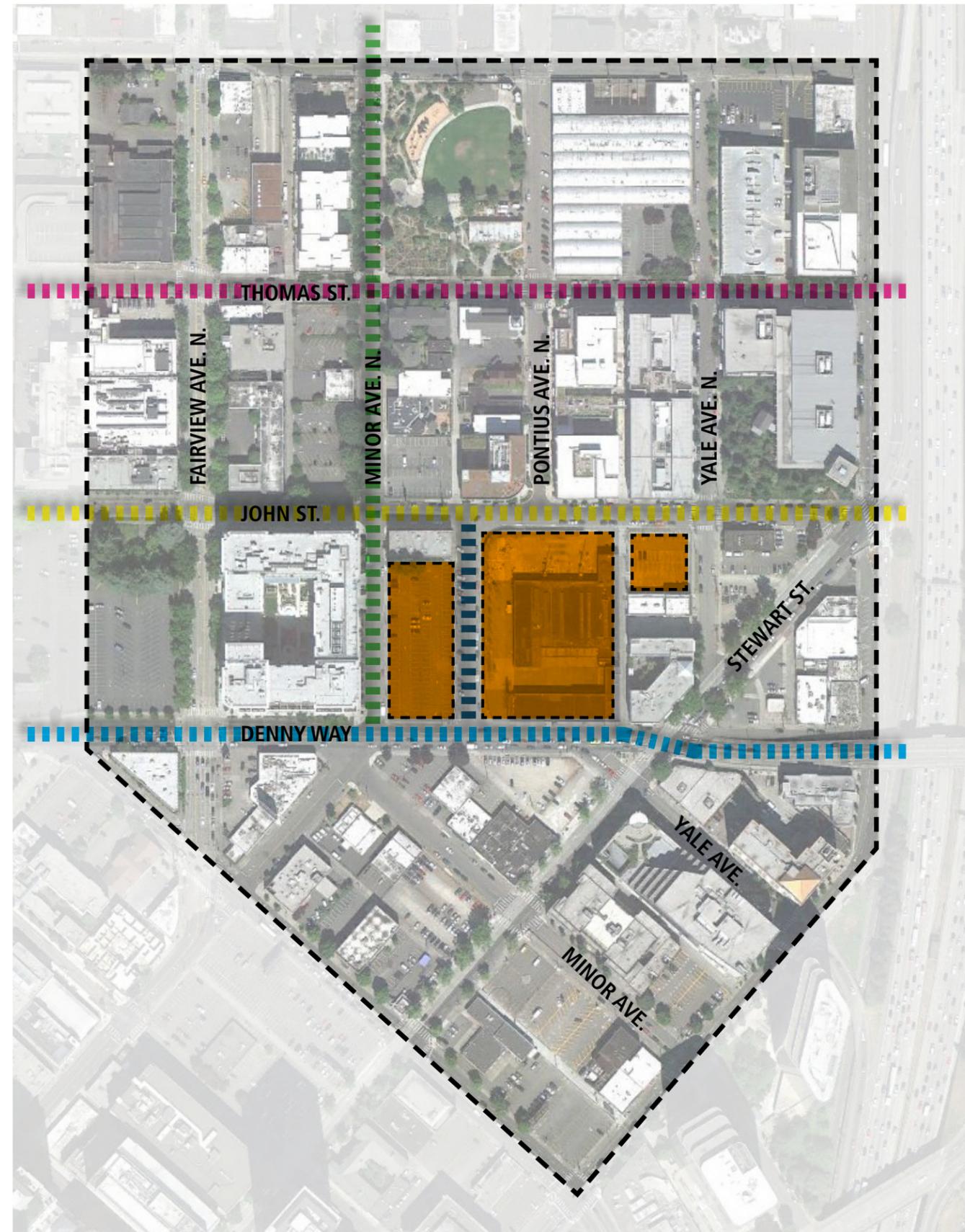
VEHICLES, TRANSIT, PEDESTRIAN, and BICYCLE

EXISTING STREET NETWORK



EXISTING TRAFFIC VOLUMES P.M. PEAK HOUR

-  PONTIUS AVE. N
105 VEHICLES
-  JOHN STREET
290 VEHICLES
-  MINOR AVE. N
140 VEHICLES
-  THOMAS ST.
240 VEHICLES
-  DENNY WAY
1800 VEHICLES



TRANSIT

██████████ BUS ROUTES

① BUS NUMBER

● ZIP CARS

● BUS STOPS

TOTAL # OF RIDERS PER DAY

① 300 RIDERS ON; 100 RIDERS OFF

② 360 RIDERS ON; 150 RIDERS OFF

③ 600 RIDERS ON; 2,100 RIDERS OFF



***PARALLEL PARKING ON EAST
SIDE OF STREET***



***BACK IN ANGLE PARKING ON
WEST SIDE OF STREET***

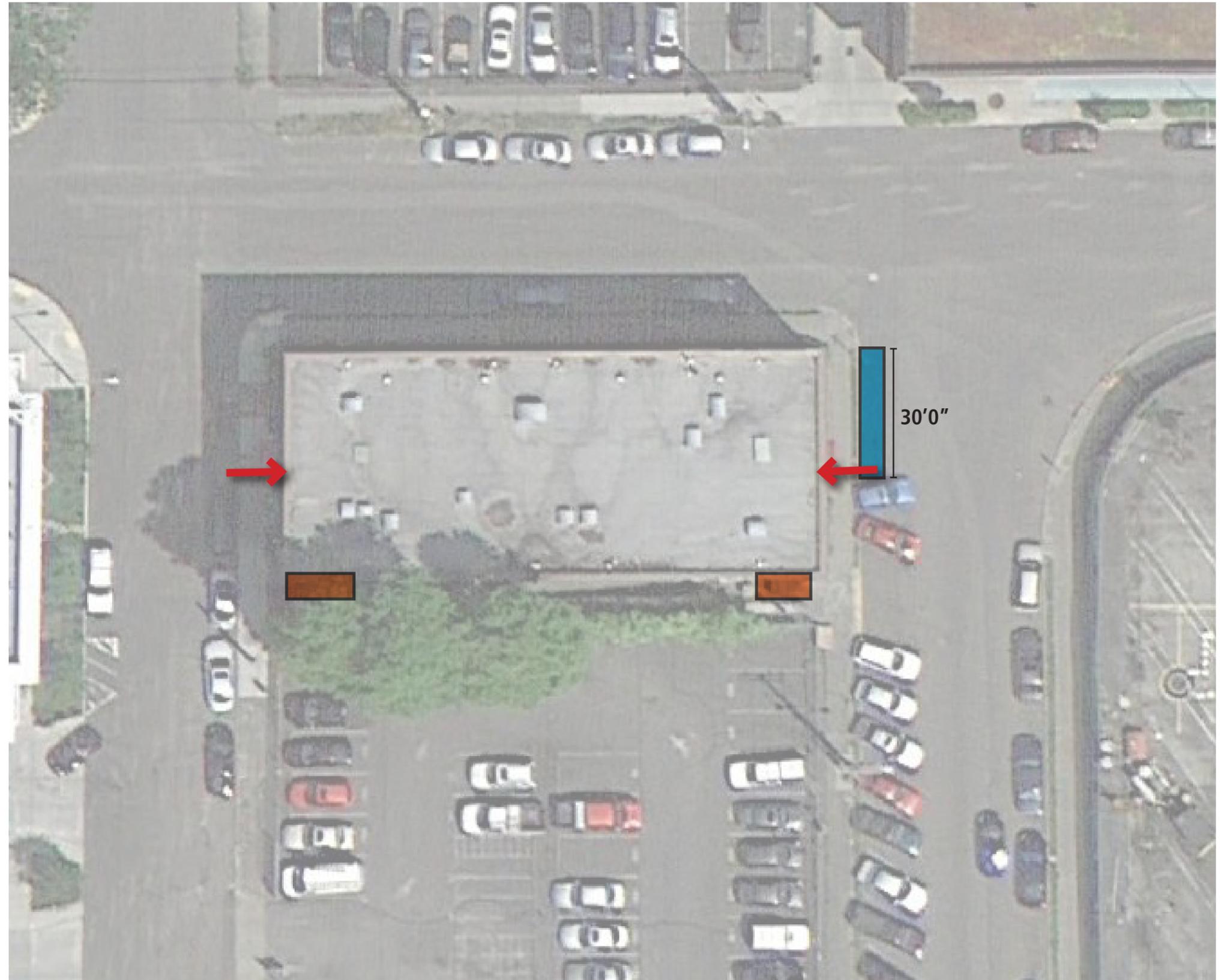


***ACCESS AND SERVICE
EXISTING***

 WASTE/RECYCLING ZONE

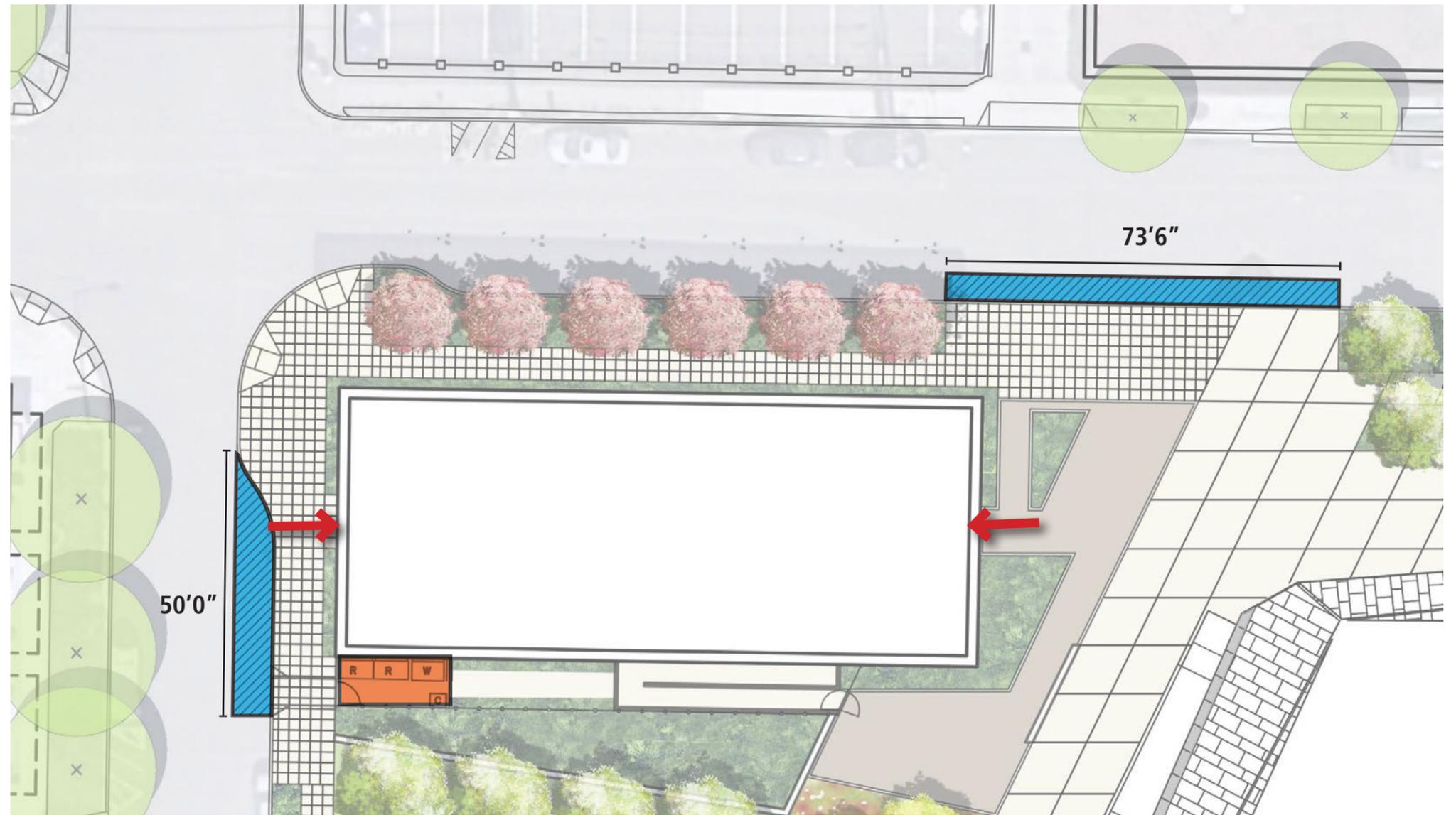
 LOADING ZONES

 ENTRANCE



ACCESS AND SERVICE PROPOSED

-  WASTE/RECYCLING ZONE
-  LOADING ZONES
-  ENTRANCE

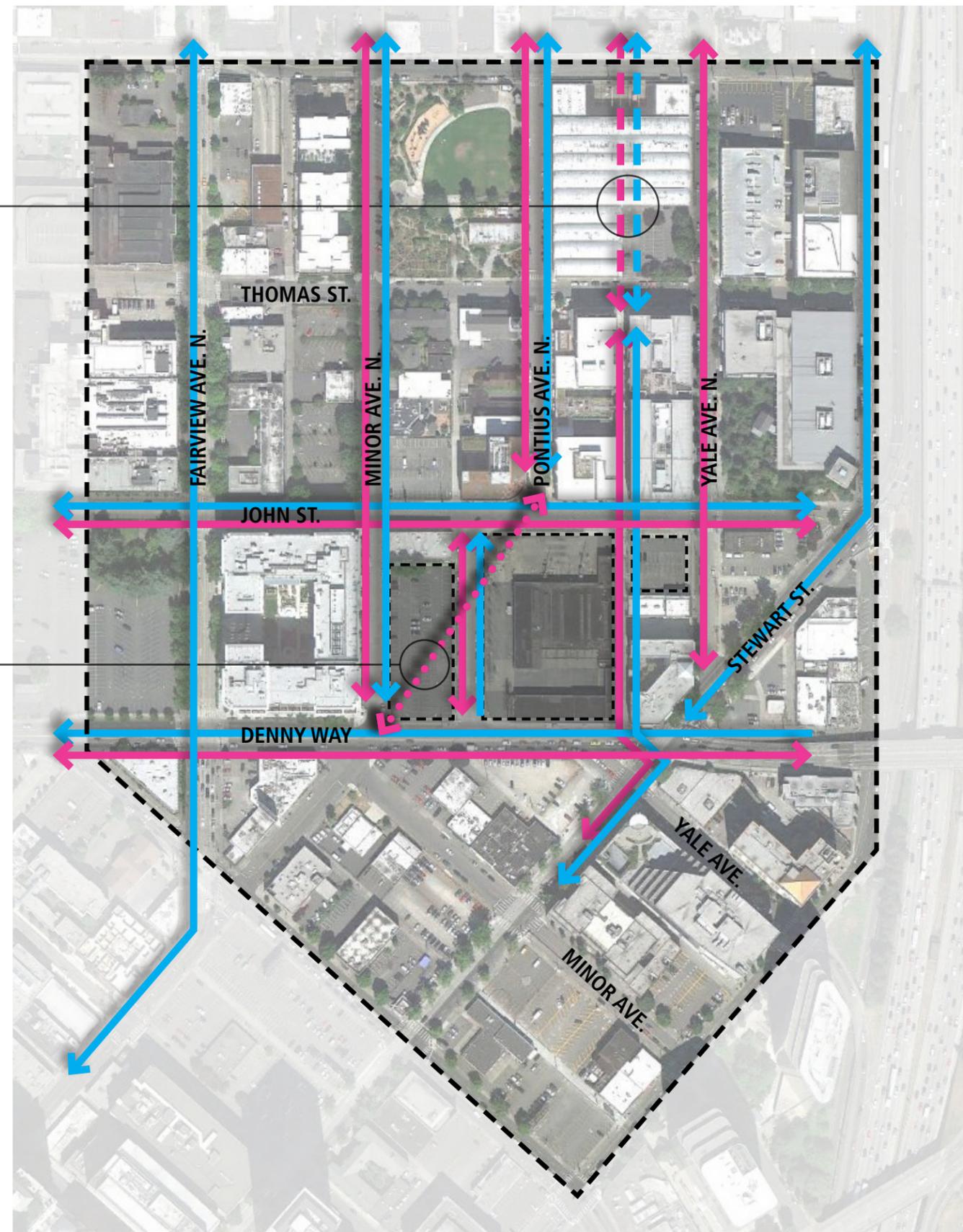


CURRENT OBSERVED PEDESTRIAN AND BICYCLE ROUTES

- PEDESTRIAN ROUTES
- BICYCLE ROUTES

Future Alley
Connection to
Developments to
the North

Informal
Pedestrian Route
cutting diagonally
through existing
parking lot



***CURRENT OBSERVED
POINTS OF INTEREST***

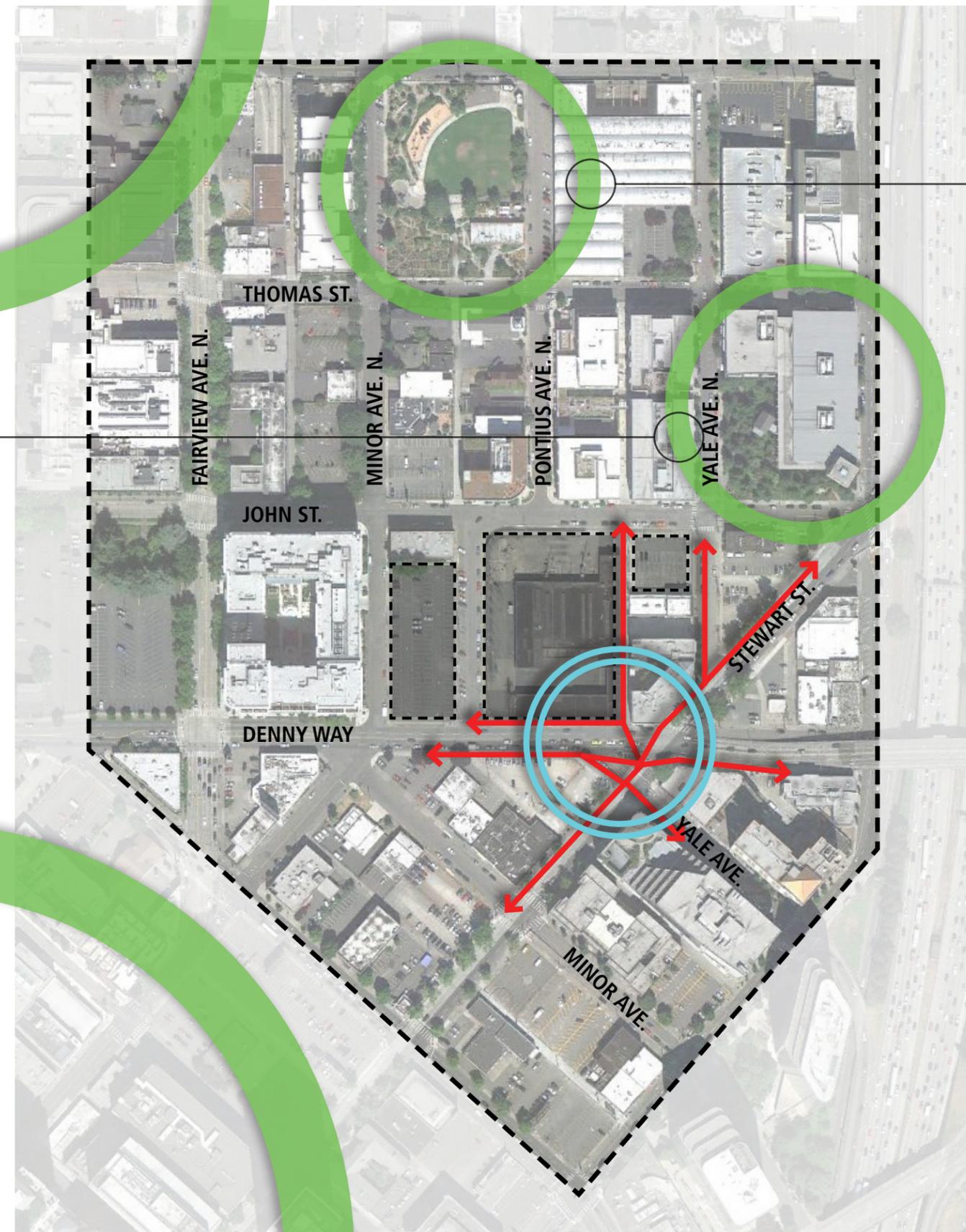
-  TRANSIT / PEDESTRIAN HUB of ACTIVITY
-  MAJOR POINTS of INTEREST / DESTINATIONS

Amazon / South Lake Union Workspaces

Cascade Playfield and People's Center

R.E.I. Headquarters

Downtown Seattle



***CURRENT OBSERVED
POINTS OF INTEREST***

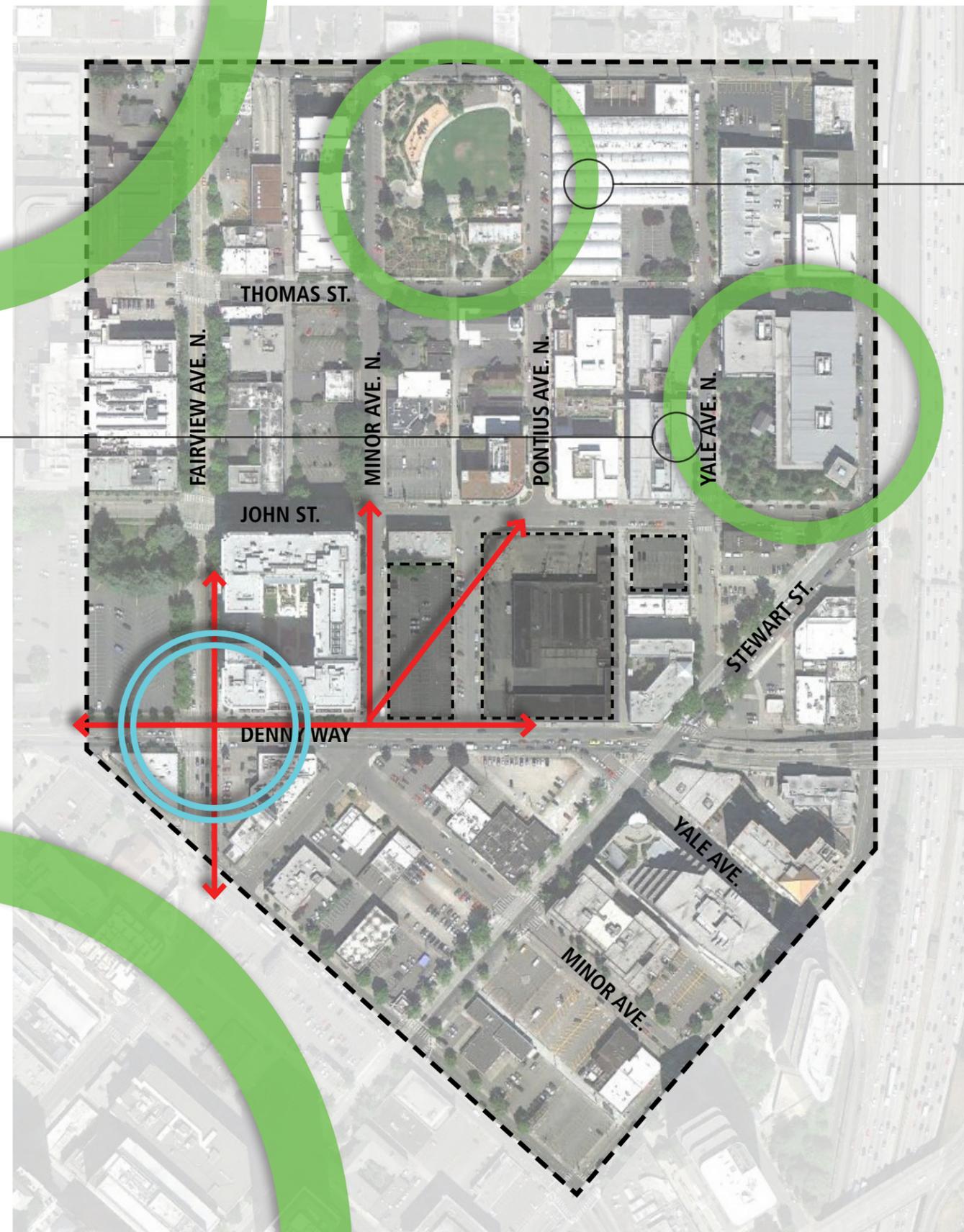
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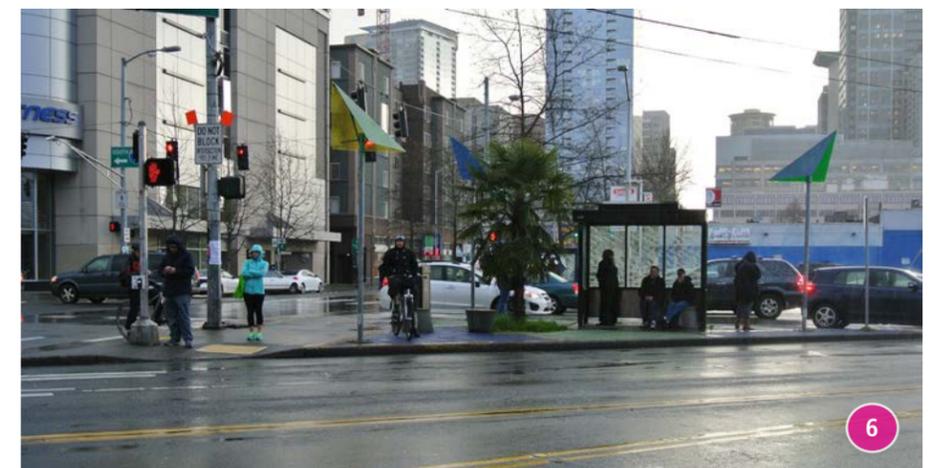
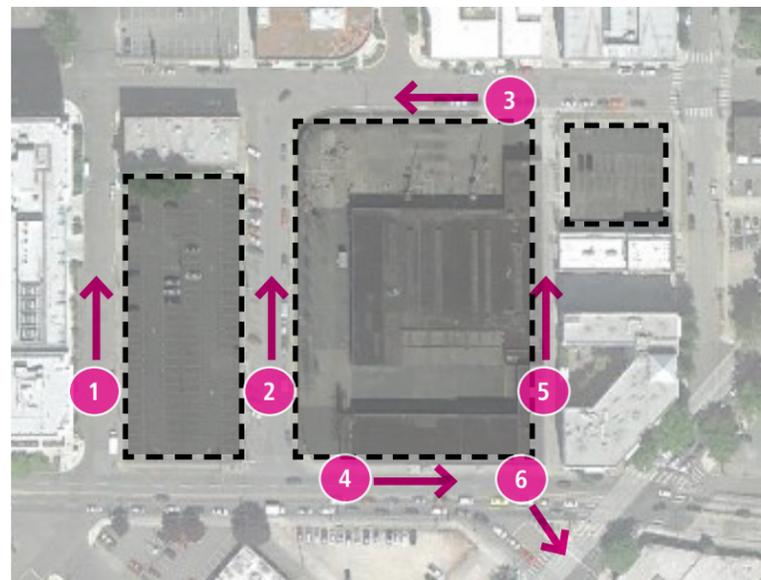
Amazon /
South Lake
Union
Workspaces

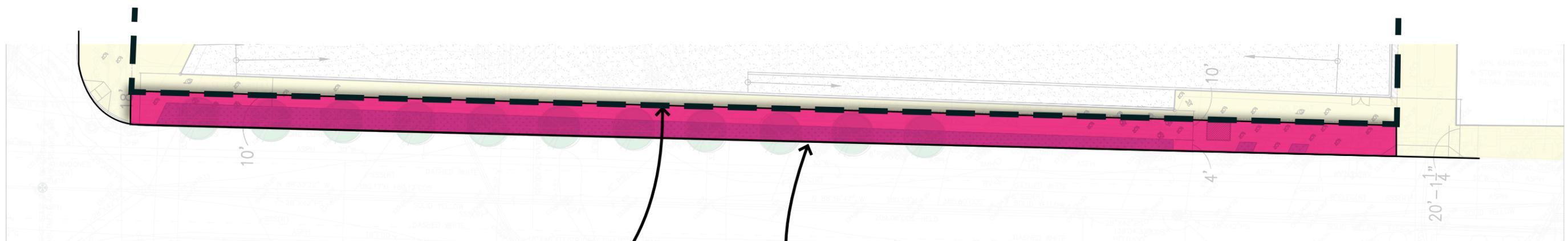
R.E.I.
Headquarters

Downtown
Seattle

Cascade
Playfield and
People's
Center

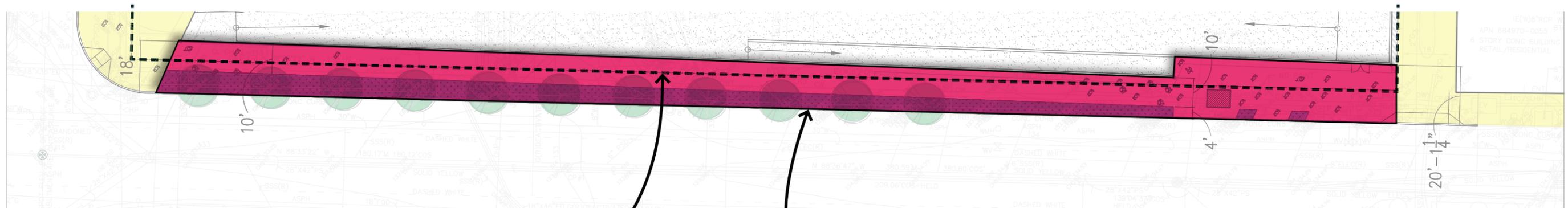






***DENNY WAY SIDEWALK:
PROPERTY LINE LOCATION***

ZONE OF MIN. REQUIRED RIGHT OF WAY



***DENNY WAY SIDEWALK:
PROPERTY LINE LOCATION***

***DENNY WAY SIDEWALK:
SIDEWALK WIDTH ADJUSTED TO ADDRESS
SDOT STREETScape CONCEPT PLAN***



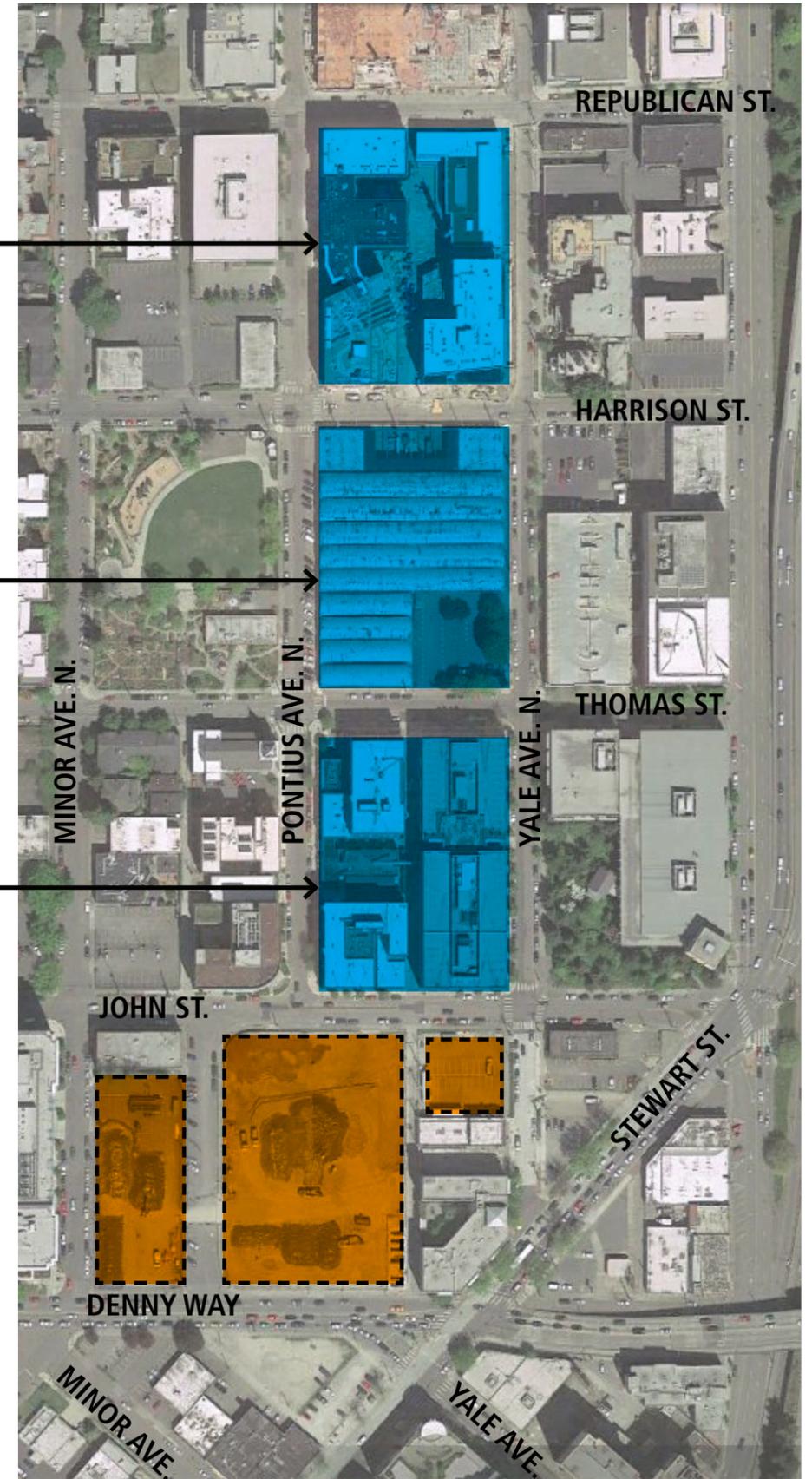
STACKHOUSE

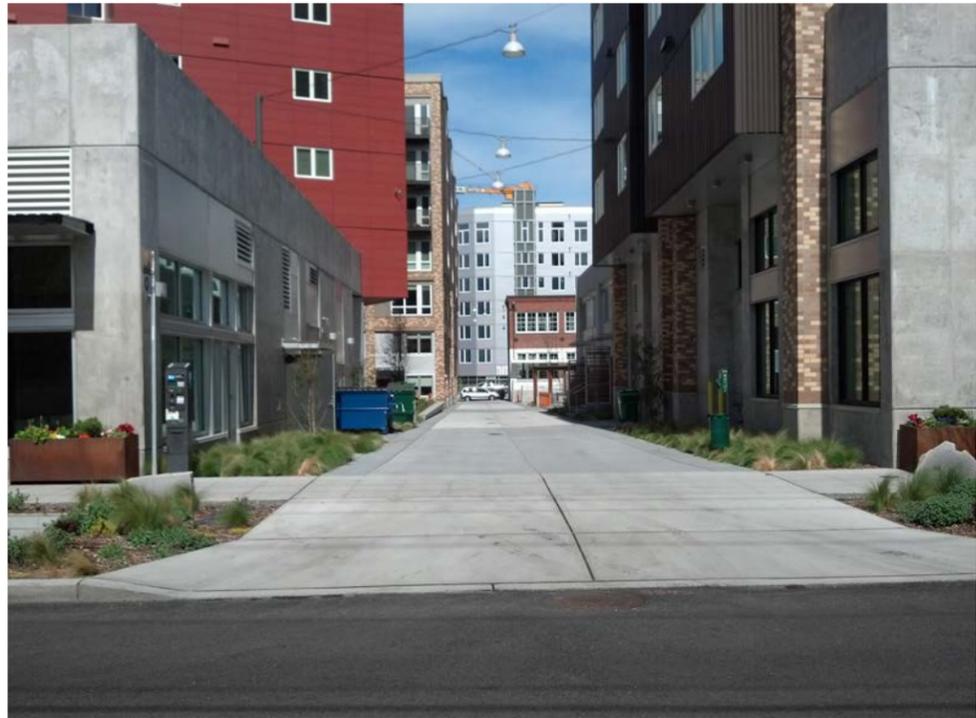


1264 THOMAS



ALLEY 24

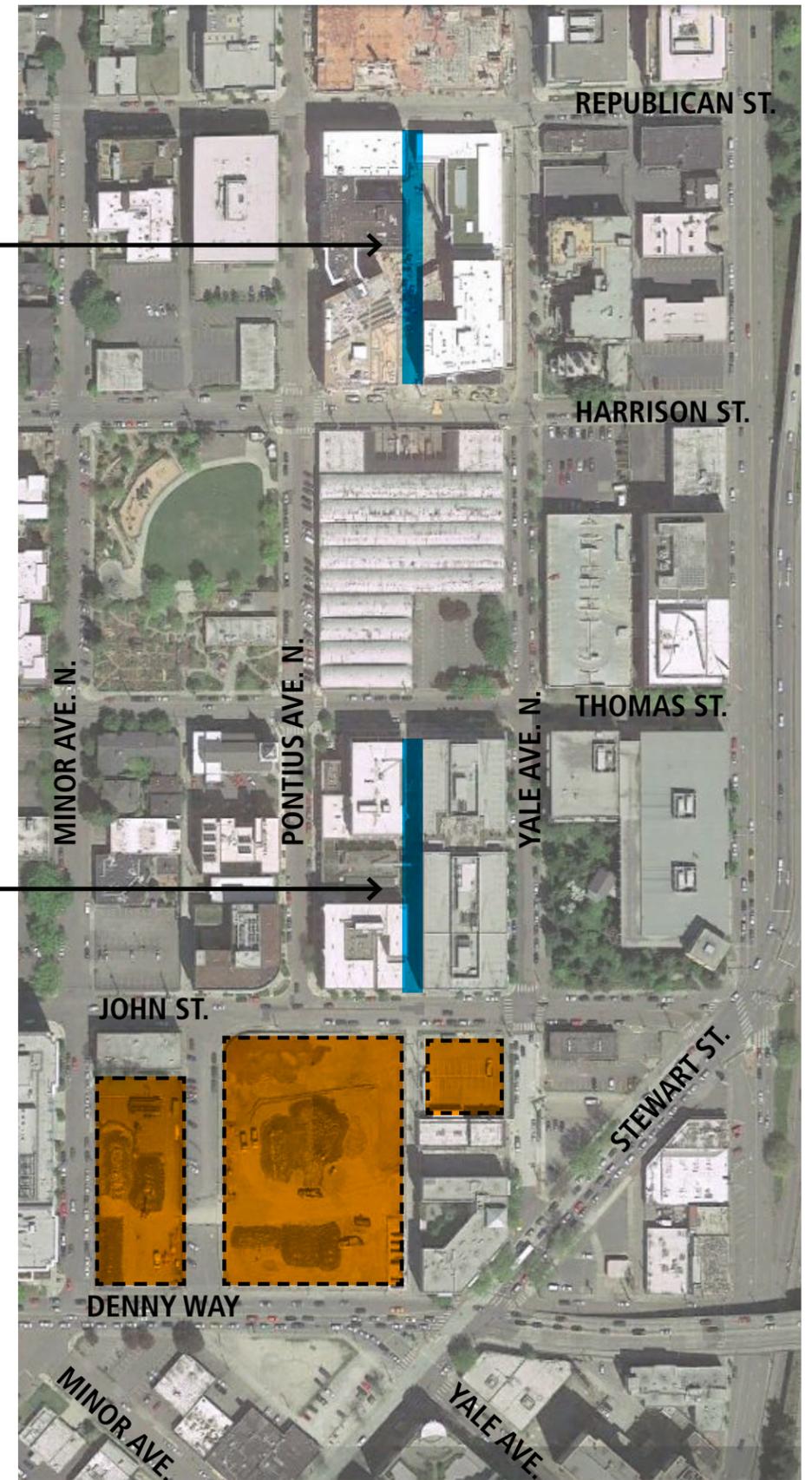




STACKHOUSE

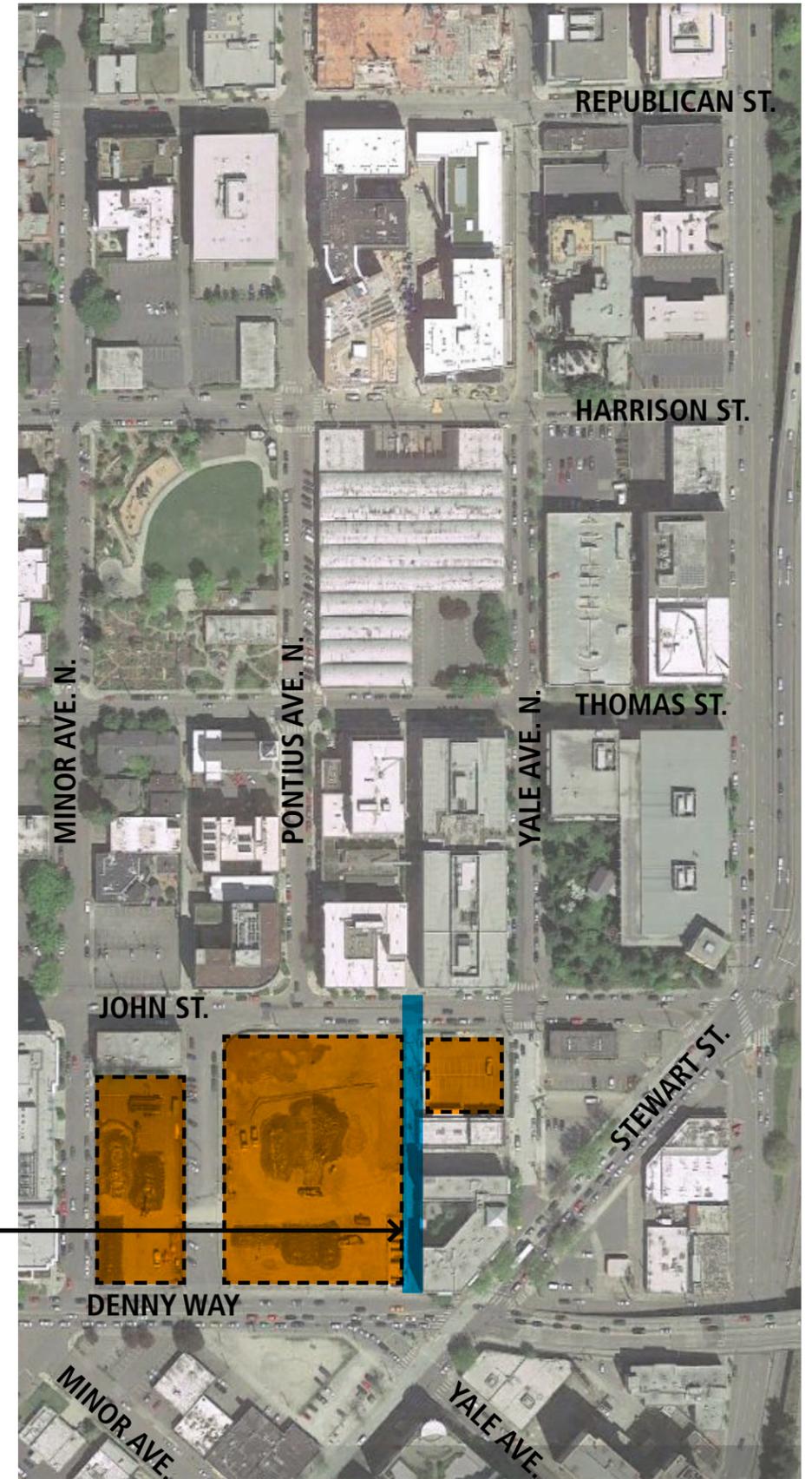


ALLEY 24

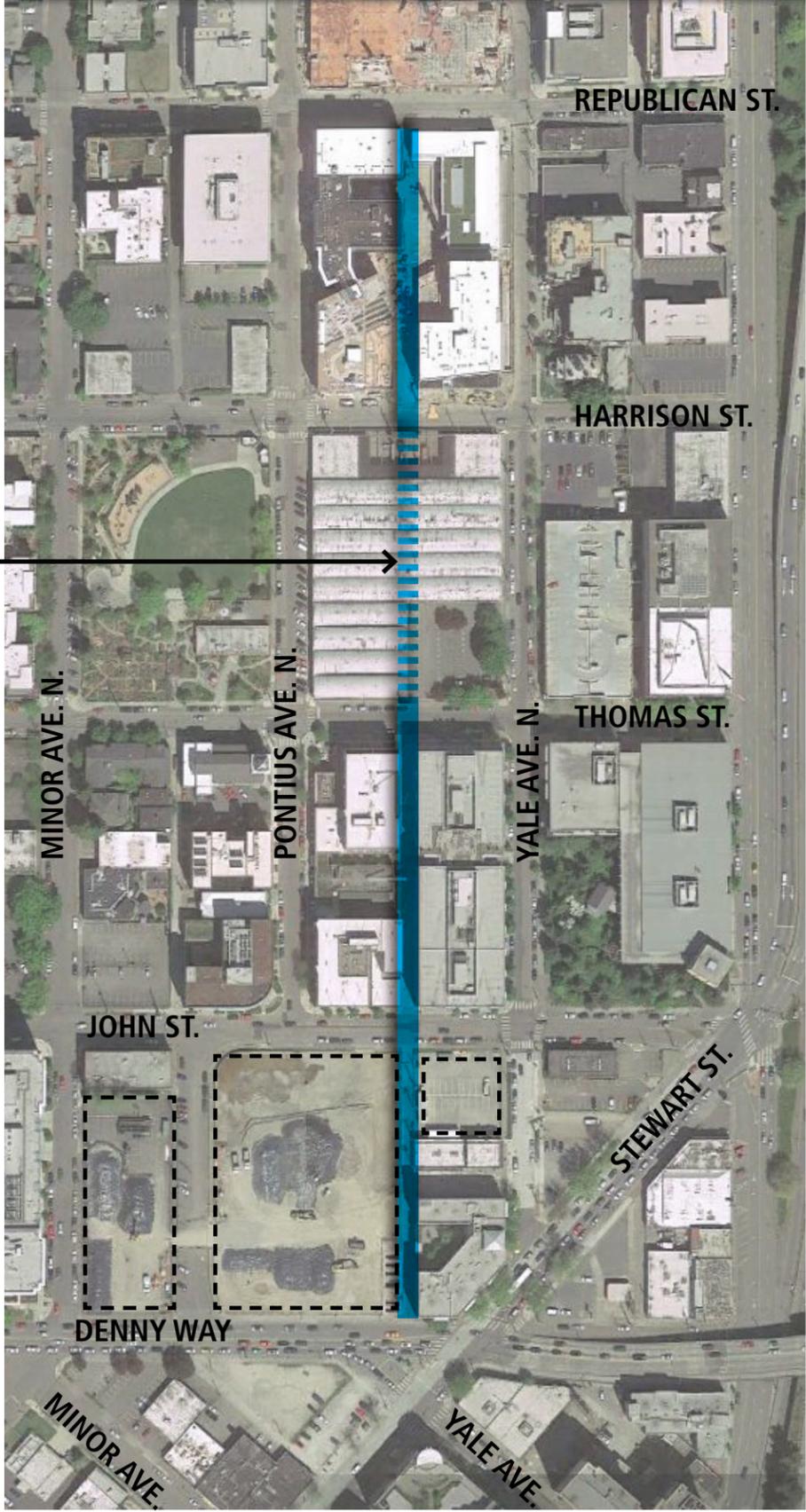




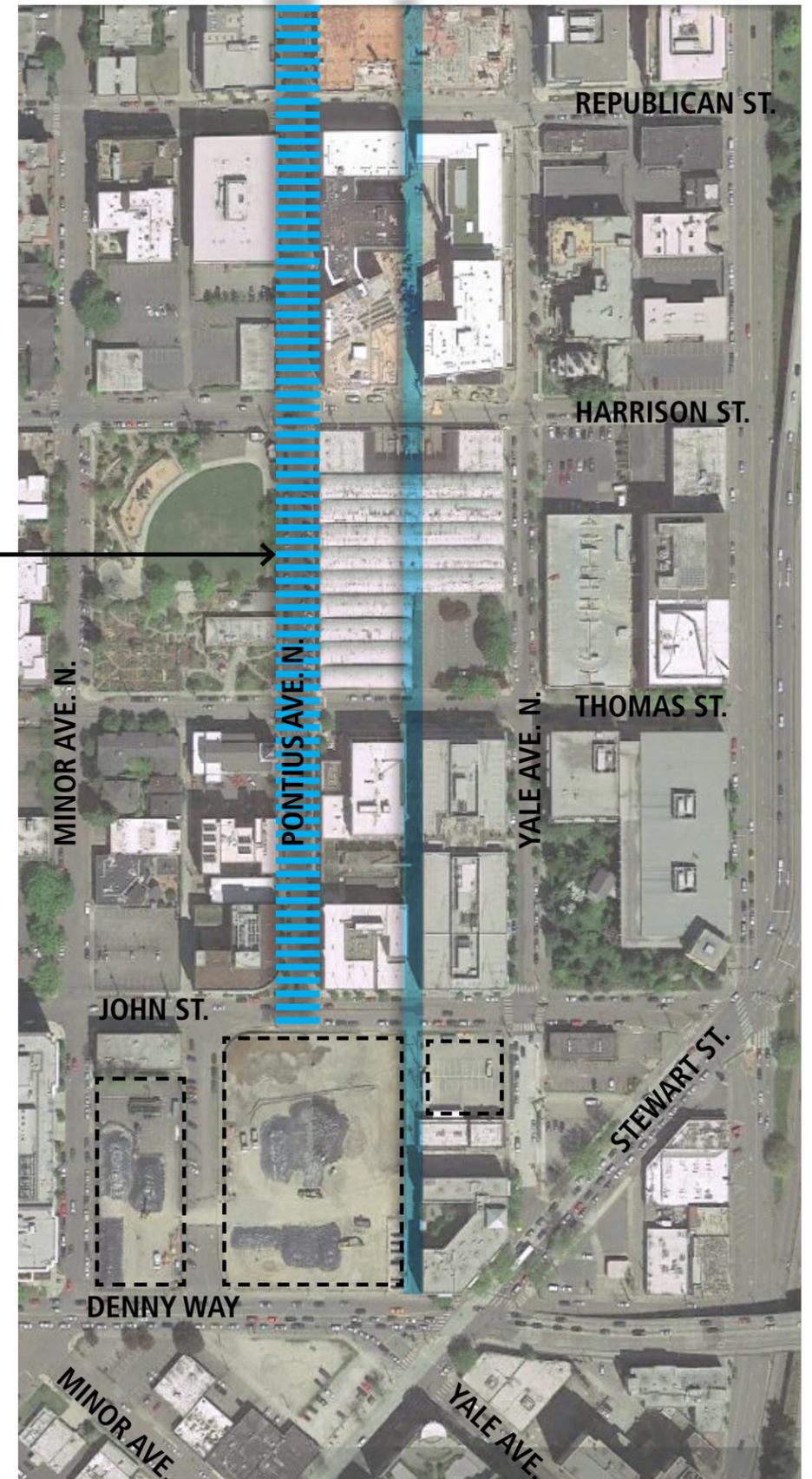
*PEDESTRIAN
and VEHICULAR
USE OF ALLEY
BETWEEN
DENNY and
JOHN*



***1264 THOMAS STREET
FUTURE POTENTIAL DEVELOPMENT OF
THE ALLEY CONCEPT CONTINUATION***



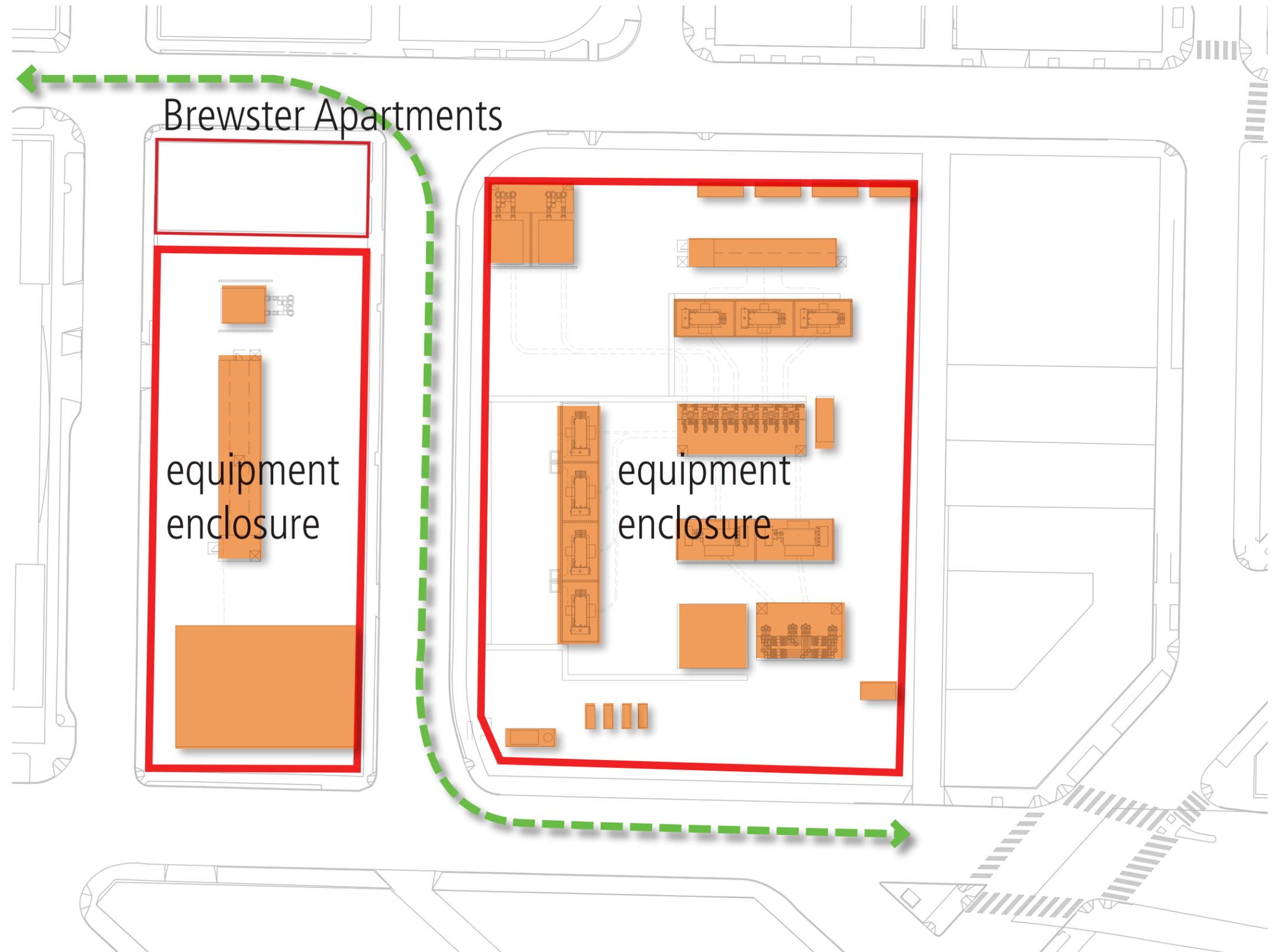
S.D.O.T.
CASCADE NEIGHBORHOOD STREET
CONCEPT PLAN DRAFT



EQUIPMENT FOOTPRINT RATIONALE

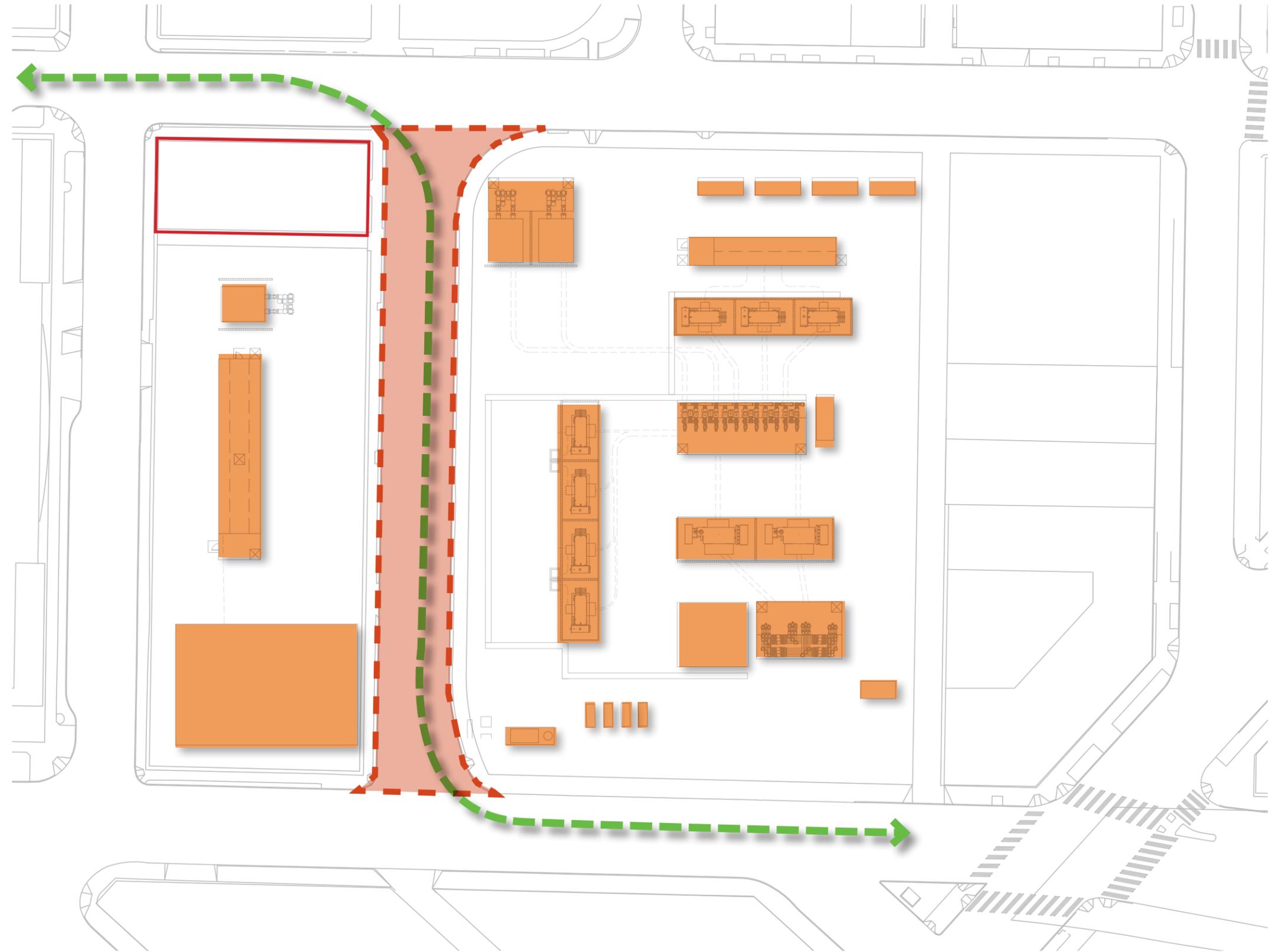
NO STREET VACATION vs. STREET VACATION

- Equipment layout dispersed on discontinuous parcels and not optimal for daily operations
- Increased operational difficulty in emergency and non-normal operational situations.
- Complexity of security management is increased
- Safety risk for crews and public beyond conventional substation construction approach
- Increased maintenance and capital improvement costs
- Road and sidewalk closure for maintenance and capital improvements will be required
- Visual acuity between sides is challenging for operation
- Requires below street level vacation
- More vulnerable to destructive external attack than conventional substation design
- Higher cost of initial construction



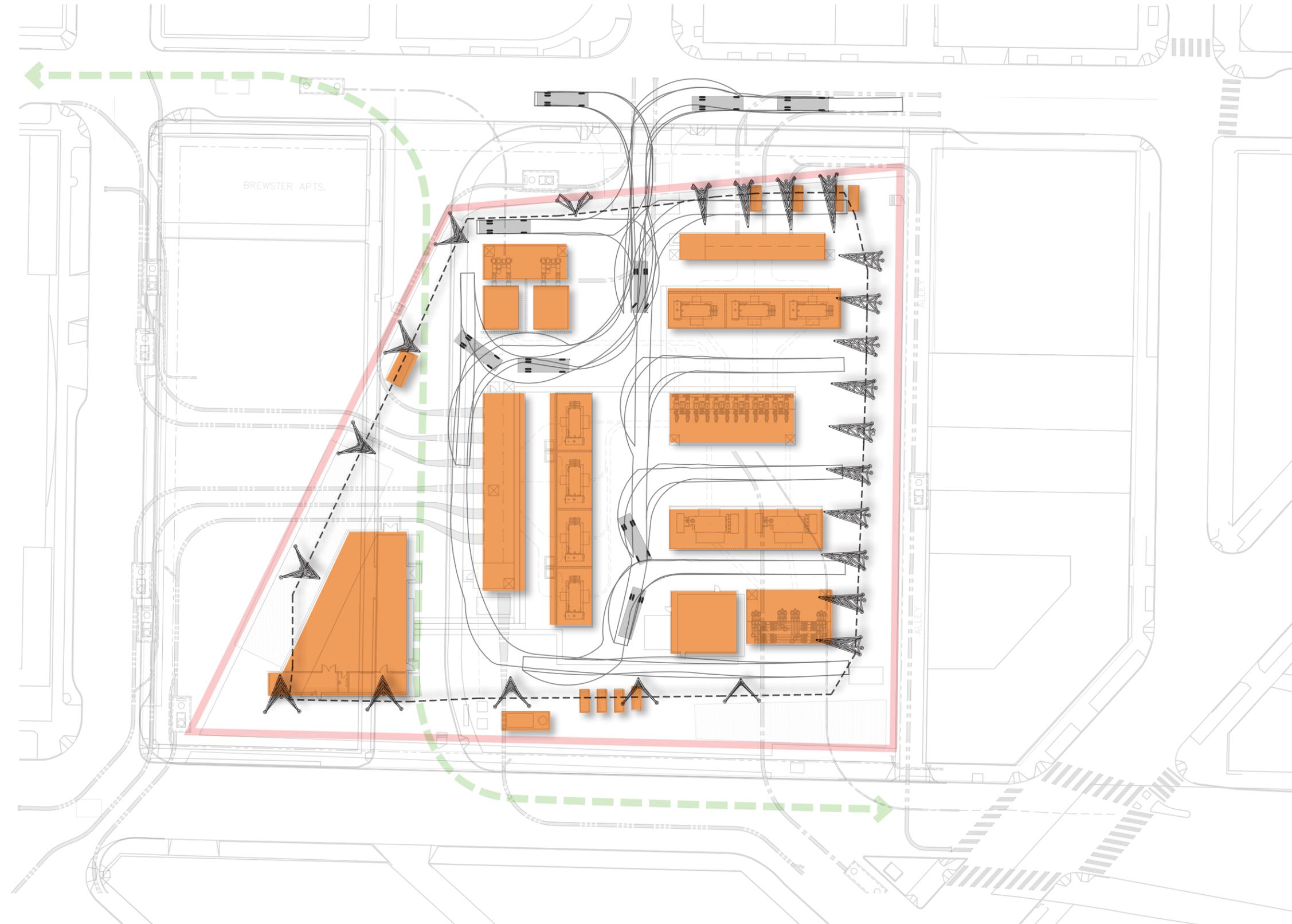
Pontius Street Area and Dimensions of Vacation Request:

- approximately 21,600 SF
- 60' wide and 360' long

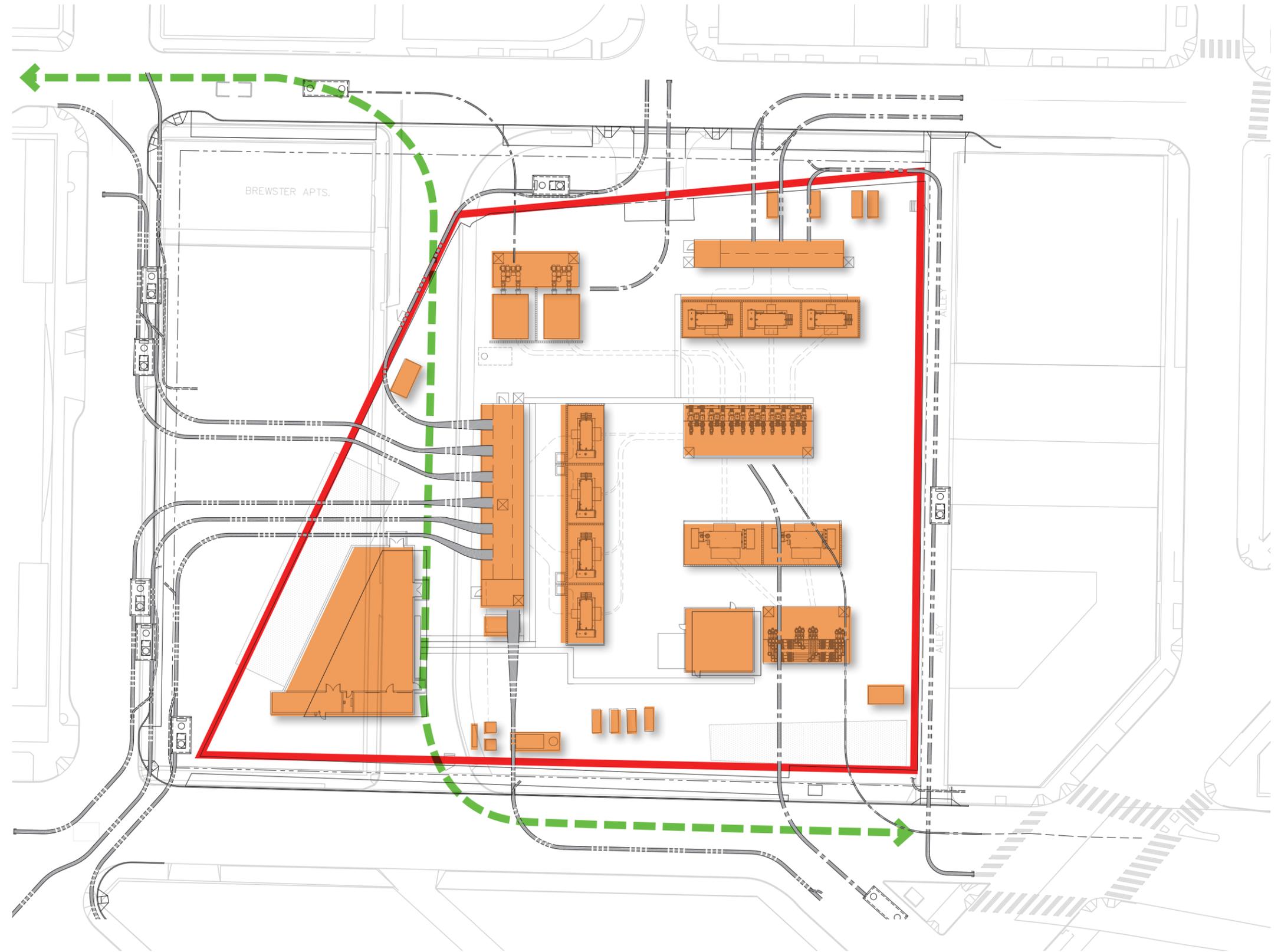




**STRUCTURE LAYOUT AND
TRUCK ACCESS ROUTES**



**EQUIPMENT LAYOUT,
POWER DISTRIBUTION, AND
TRANSMISSION ROUTING**



- Equipment layout occurs on Parcel 2, a portion of Parcel 1, and over Pontius Street.
- Substation facility is accessible at grade for ease of maintenance and safety.
- Distribution lines occur slightly below grade as per standard for ease of access, maintenance, and lower cost.
- Unassigned open space affords opportunities for potential public amenities.
- Creates a unique condition for experiencing the neighborhood, art, and the substation
- Serves as a prominent landmark for the city and the neighborhood
- Current costs are aligned with anticipated baseline project cost



PROPOSED STREET NETWORK

VACATION OF PONTIUS AVE. N.

GAPS IN USABLE OPEN SPACE

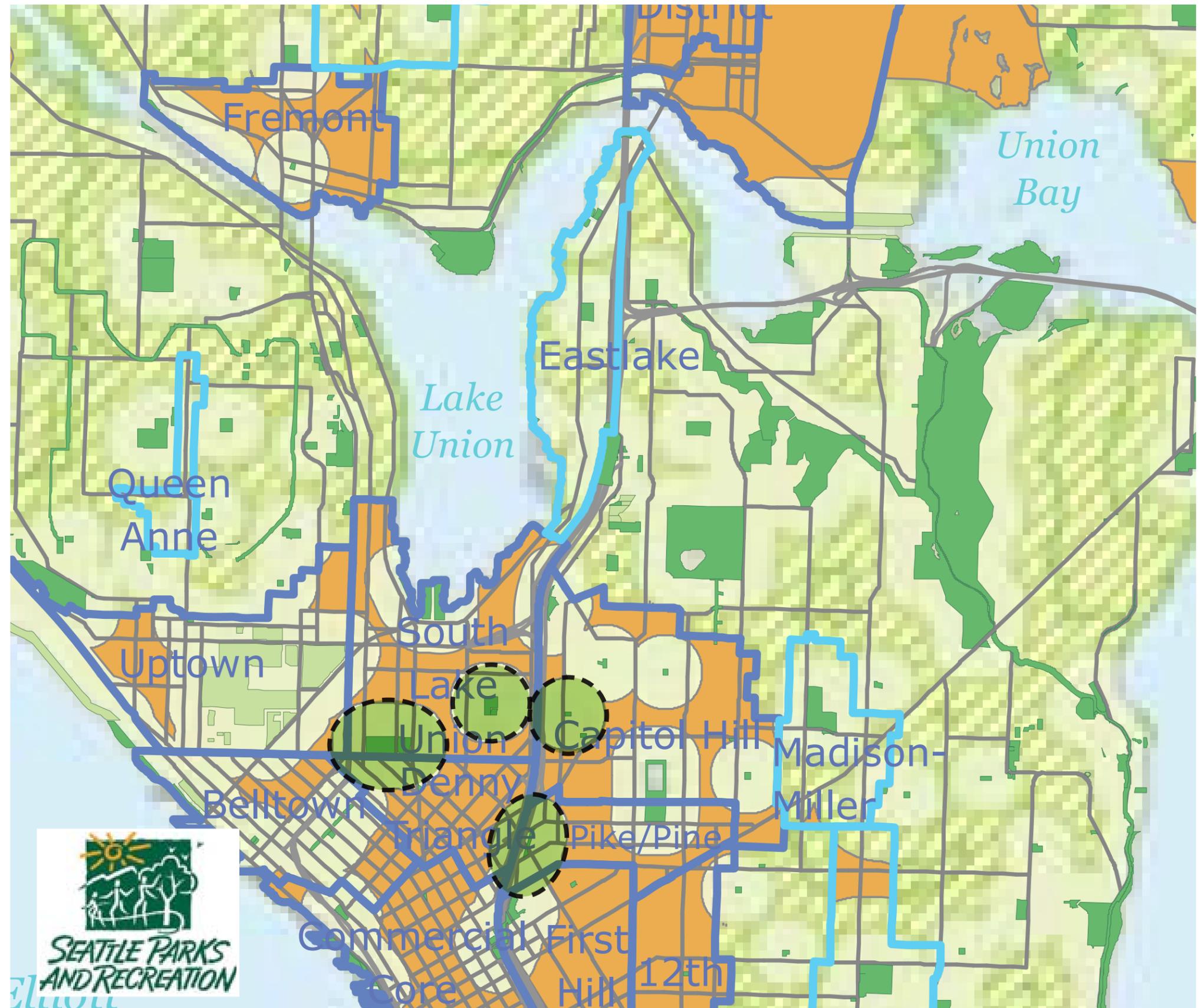
AN ASSESSMENT OF GAPS IN SEATTLE'S OPEN SPACE NETWORK: THE 2011 GAP REPORT UPDATE

May 13, 2011

<http://www.seattle.gov/parks/publications/gapreport.htm>

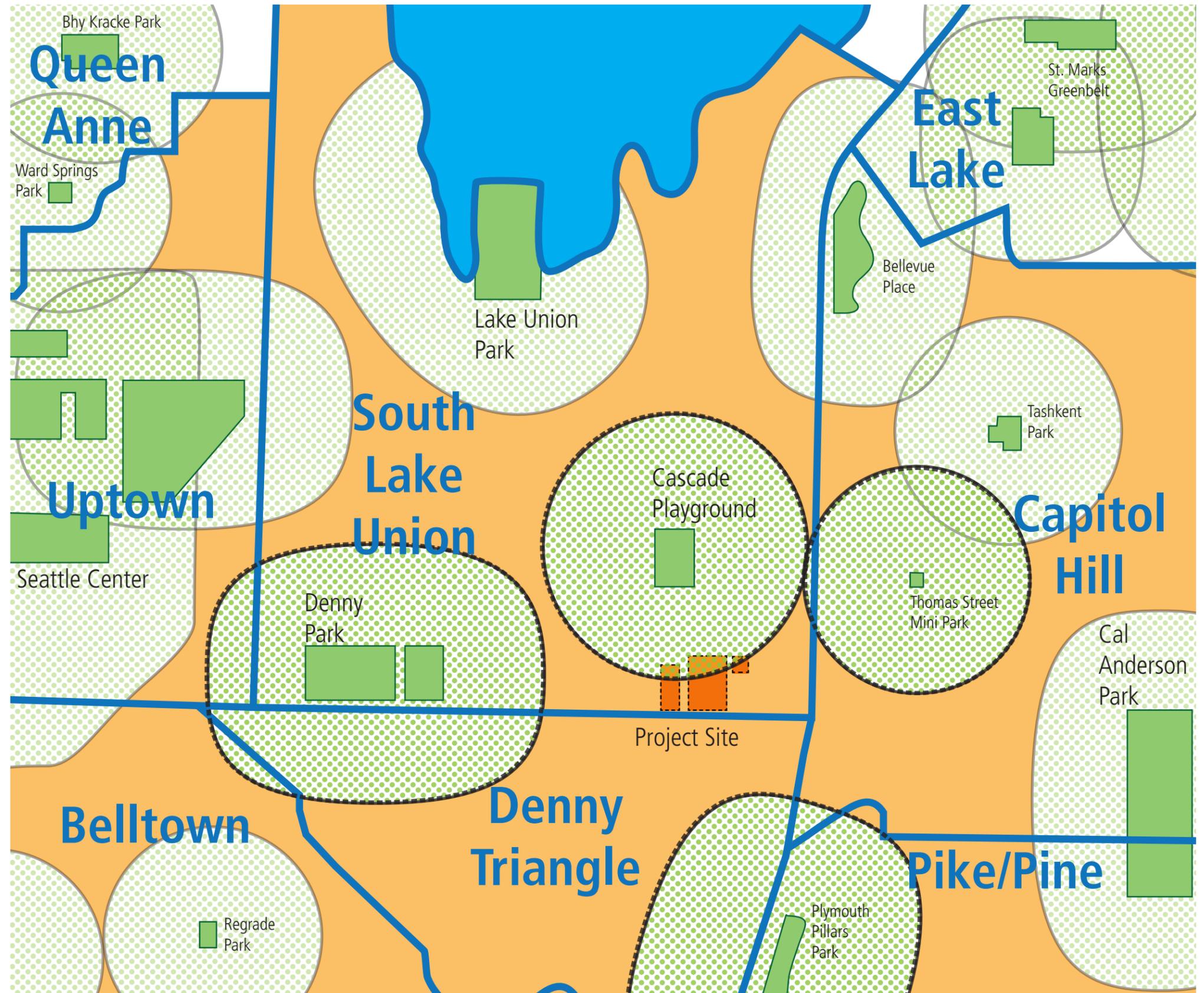
-  City of Seattle Parks
-  Non-City Park/Open Space
-  Residential Urban Villages
-  Urban Center Villages & Hub Urban Villages
-  Gaps in Usable Open Space

-  1/8 Mile Service Area of Usable Open Space over 10,000 SF
-  1/4 Mile Service Area of Usable Open Space over 10,000 SF
-  1/2 Mile Service Area of Usable Open Space over 1/2 Acre



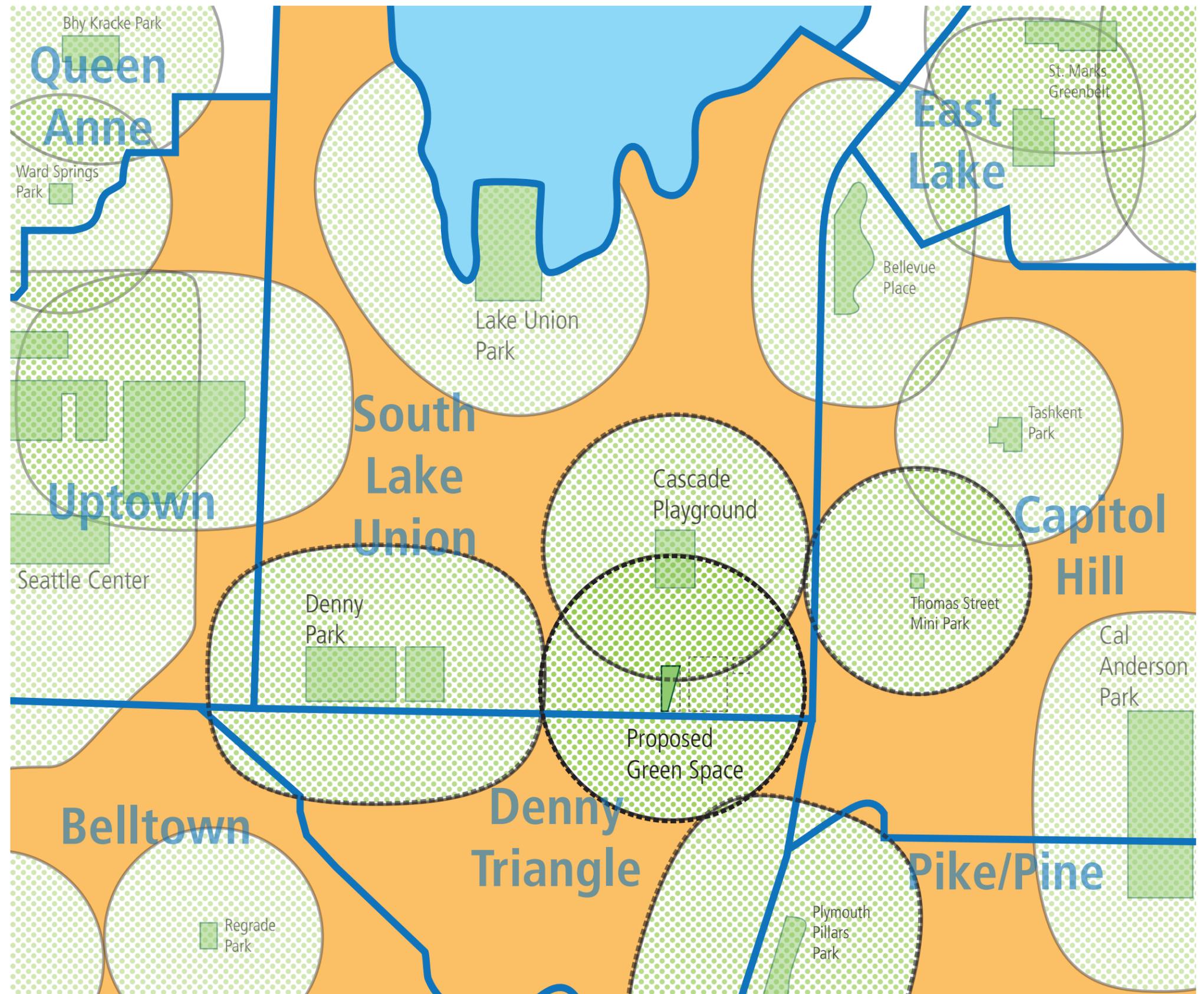
**GAPS IN USABLE
OPEN SPACE
EXISTING**

-  OPEN SPACE
-  NEIGHBORHOOD
-  1/8 MILE SERVICE AREA
-  GAPS IN USABLE OPEN SPACE

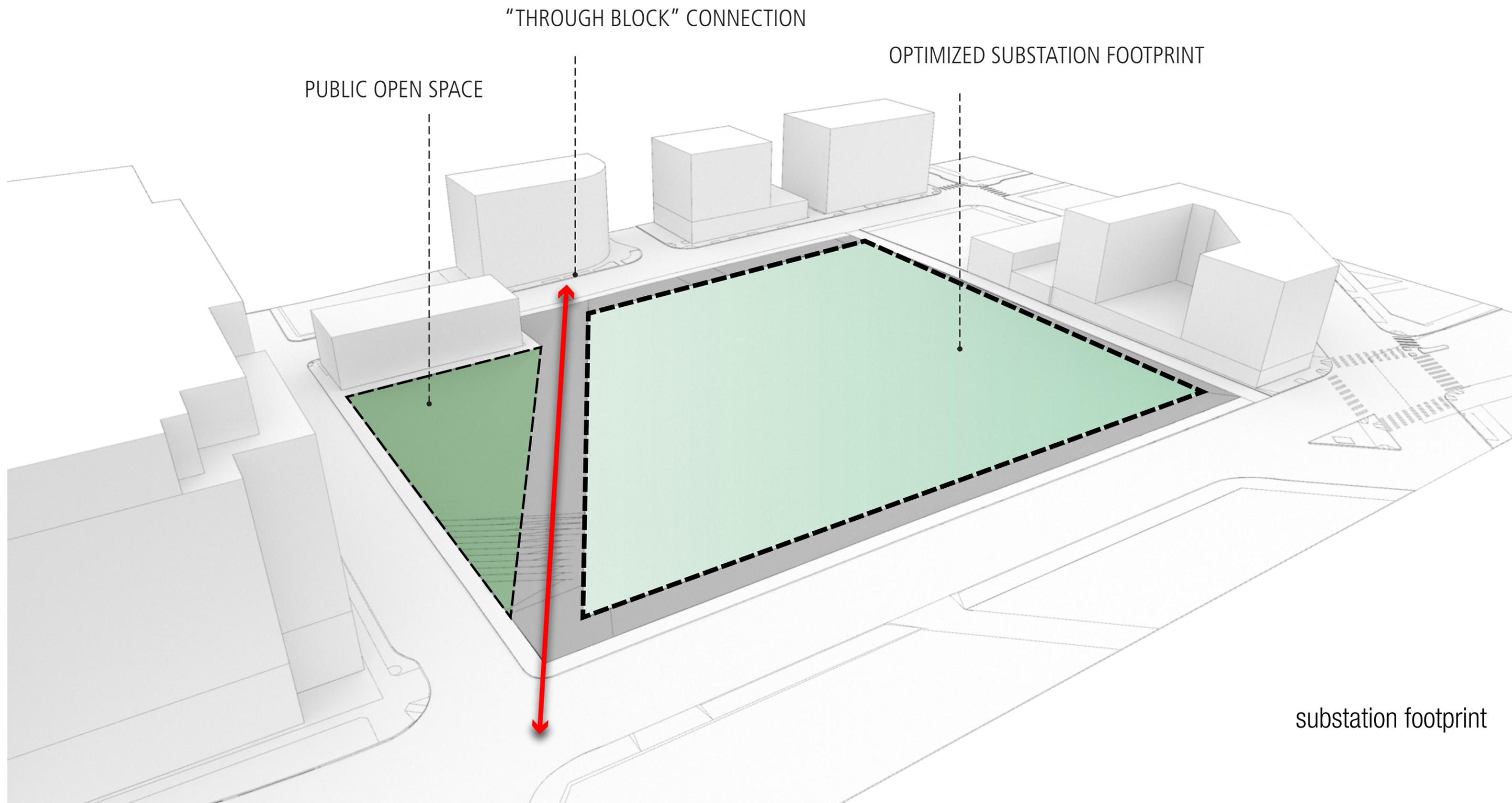


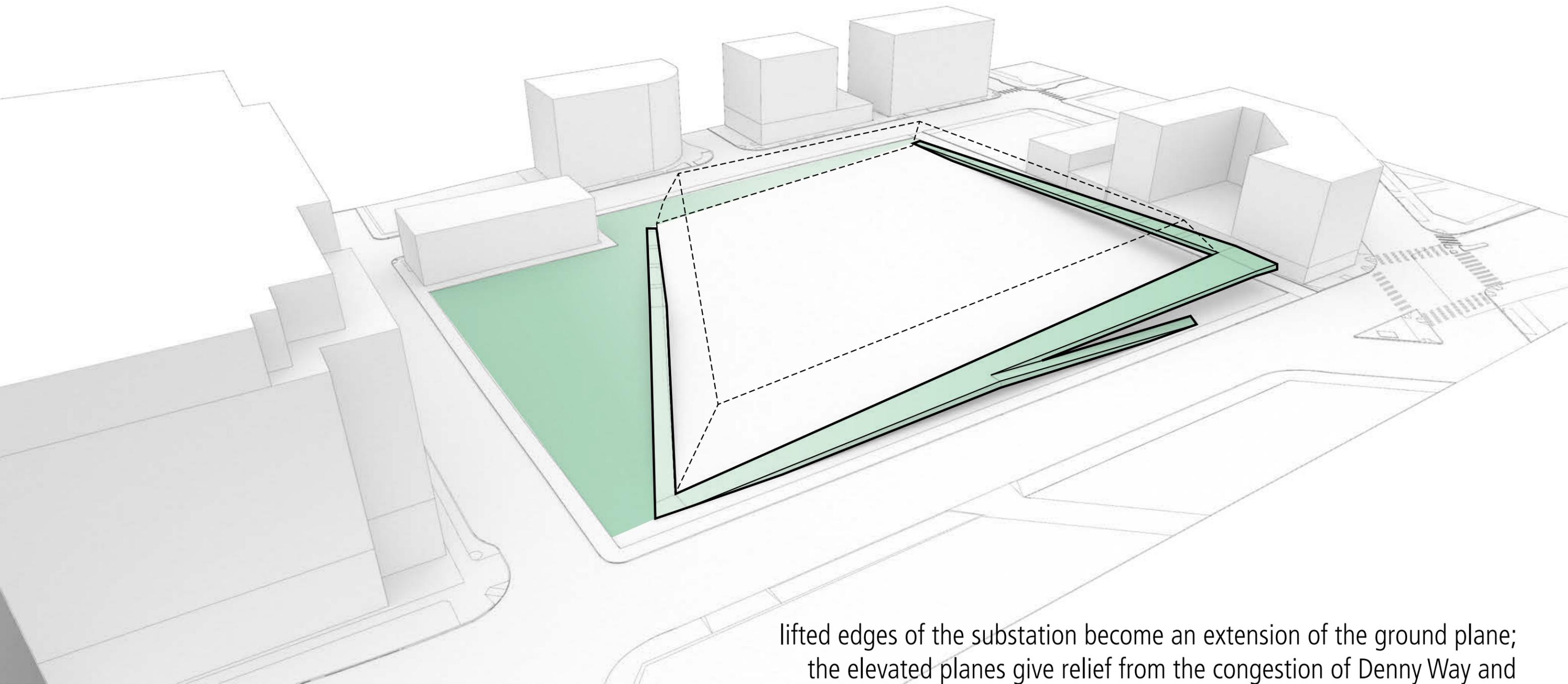
**GAPS IN USABLE
OPEN SPACE
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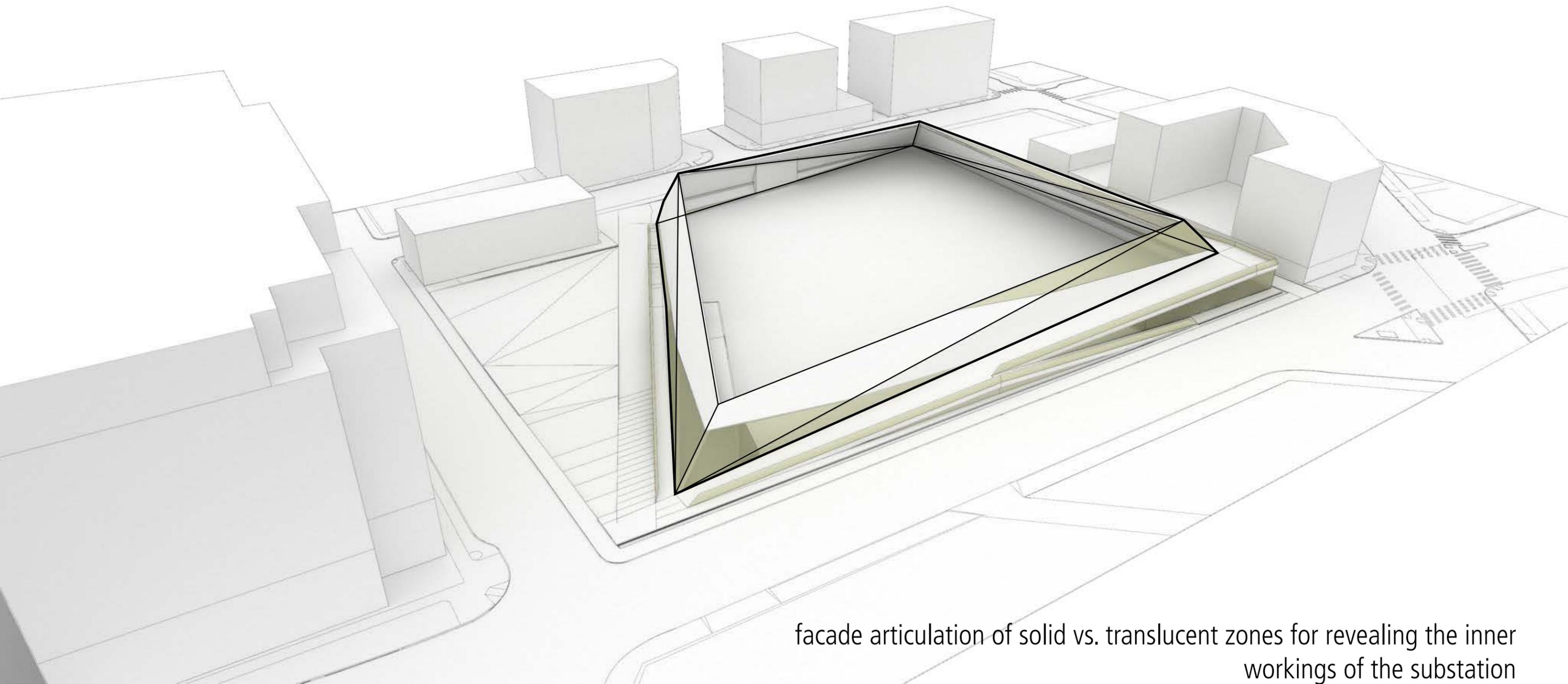




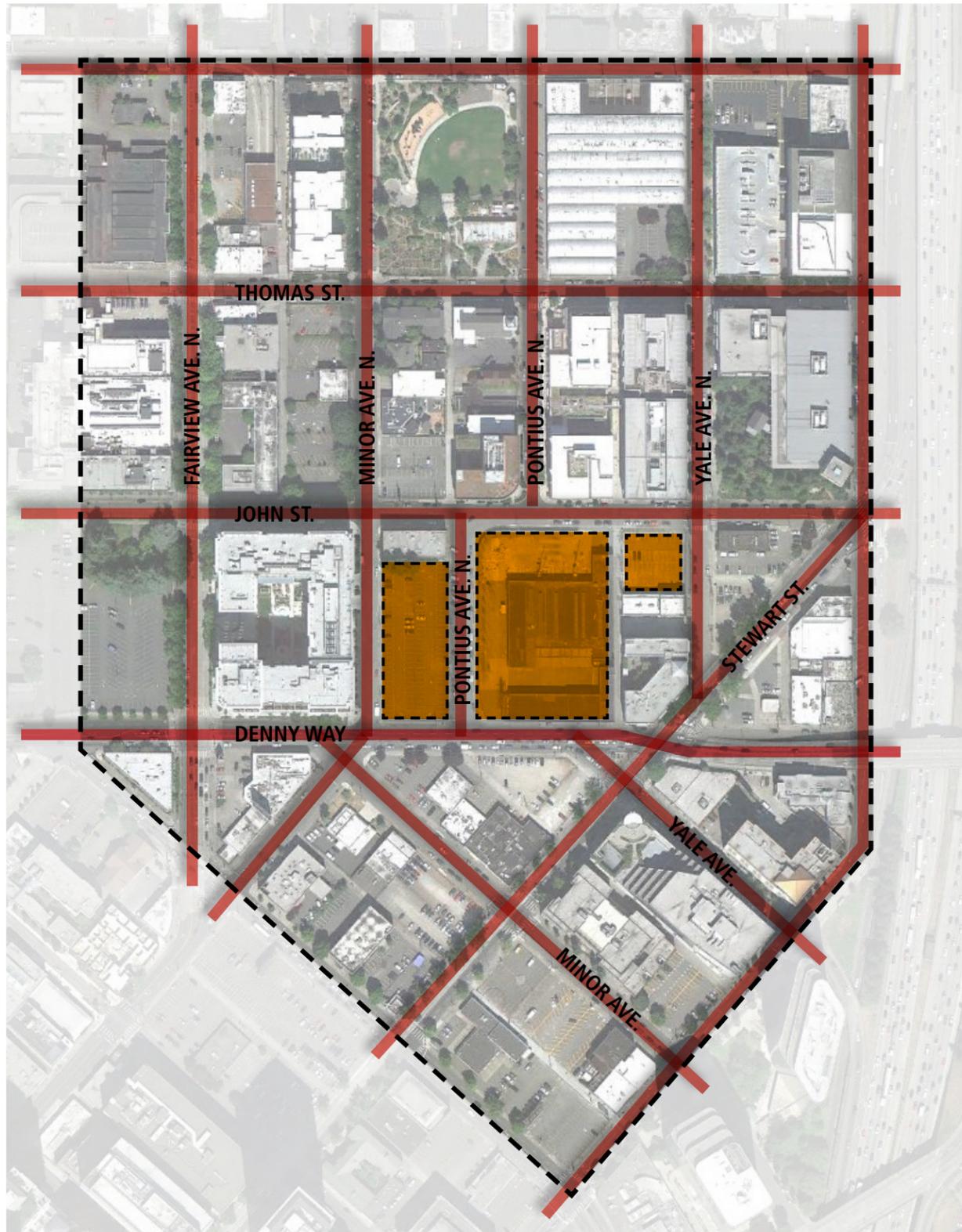




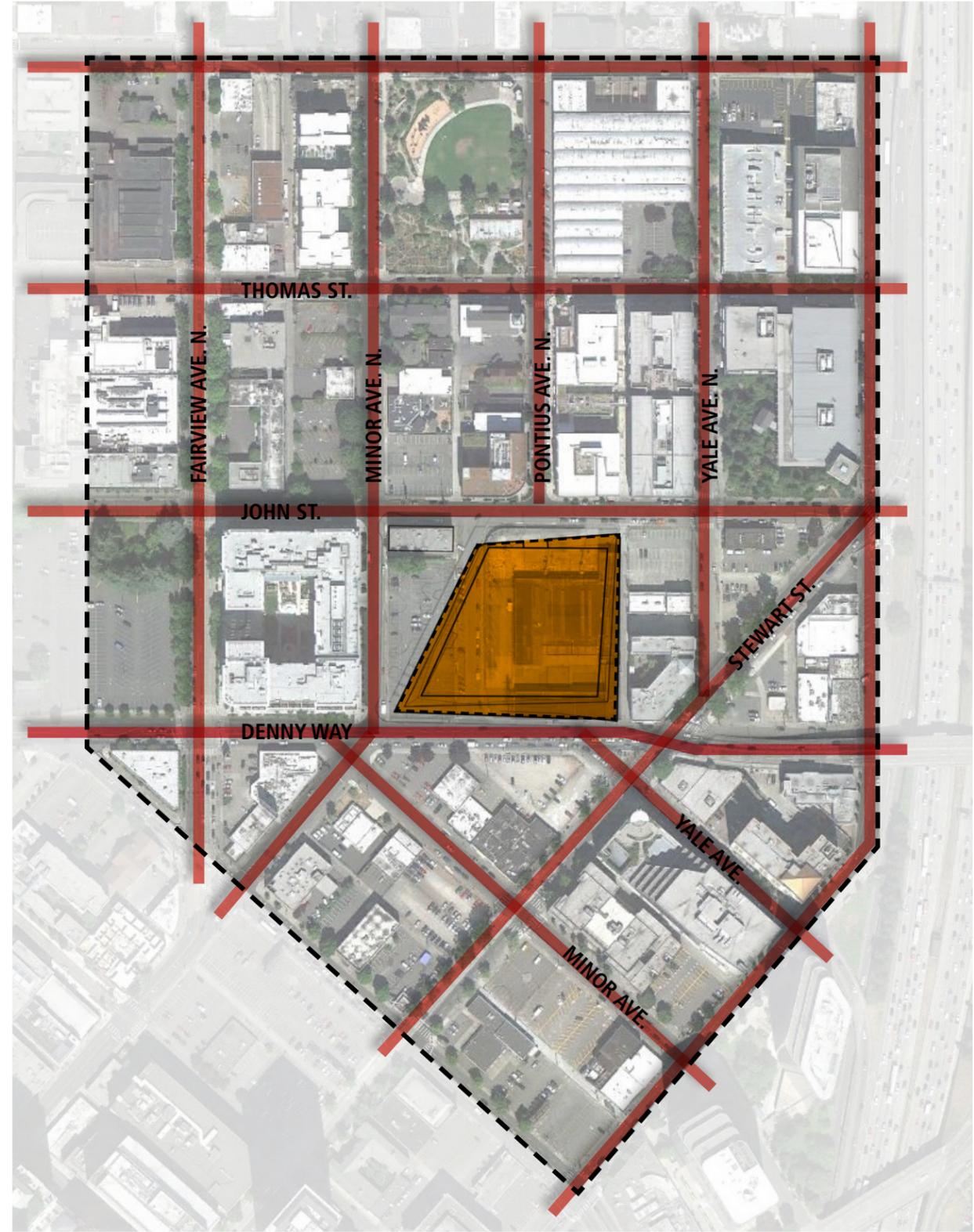
lifted edges of the substation become an extension of the ground plane;
the elevated planes give relief from the congestion of Denny Way and
provide unique views and experience of the city



facade articulation of solid vs. translucent zones for revealing the inner workings of the substation

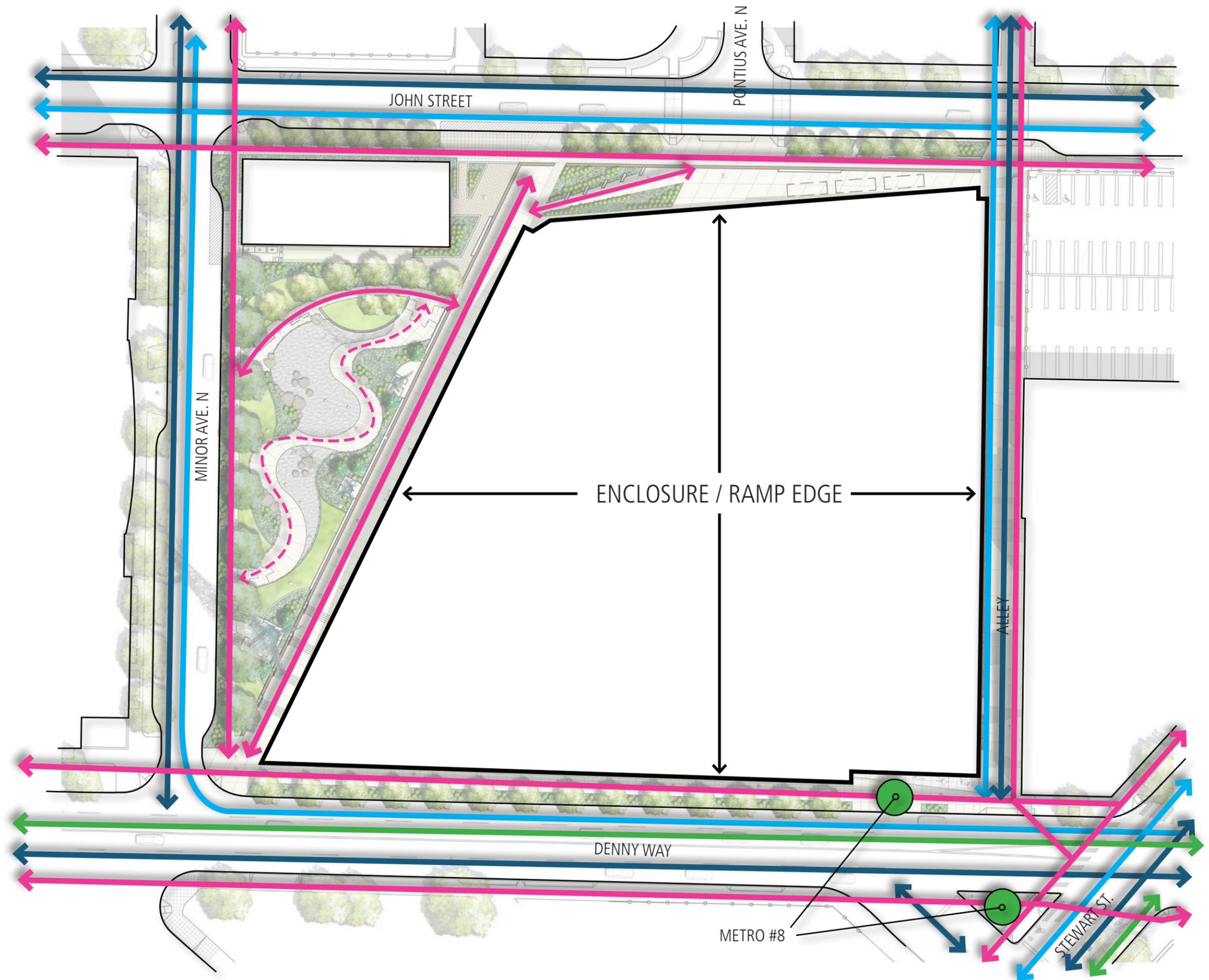


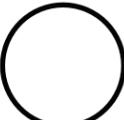
EXISTING STREET NETWORK

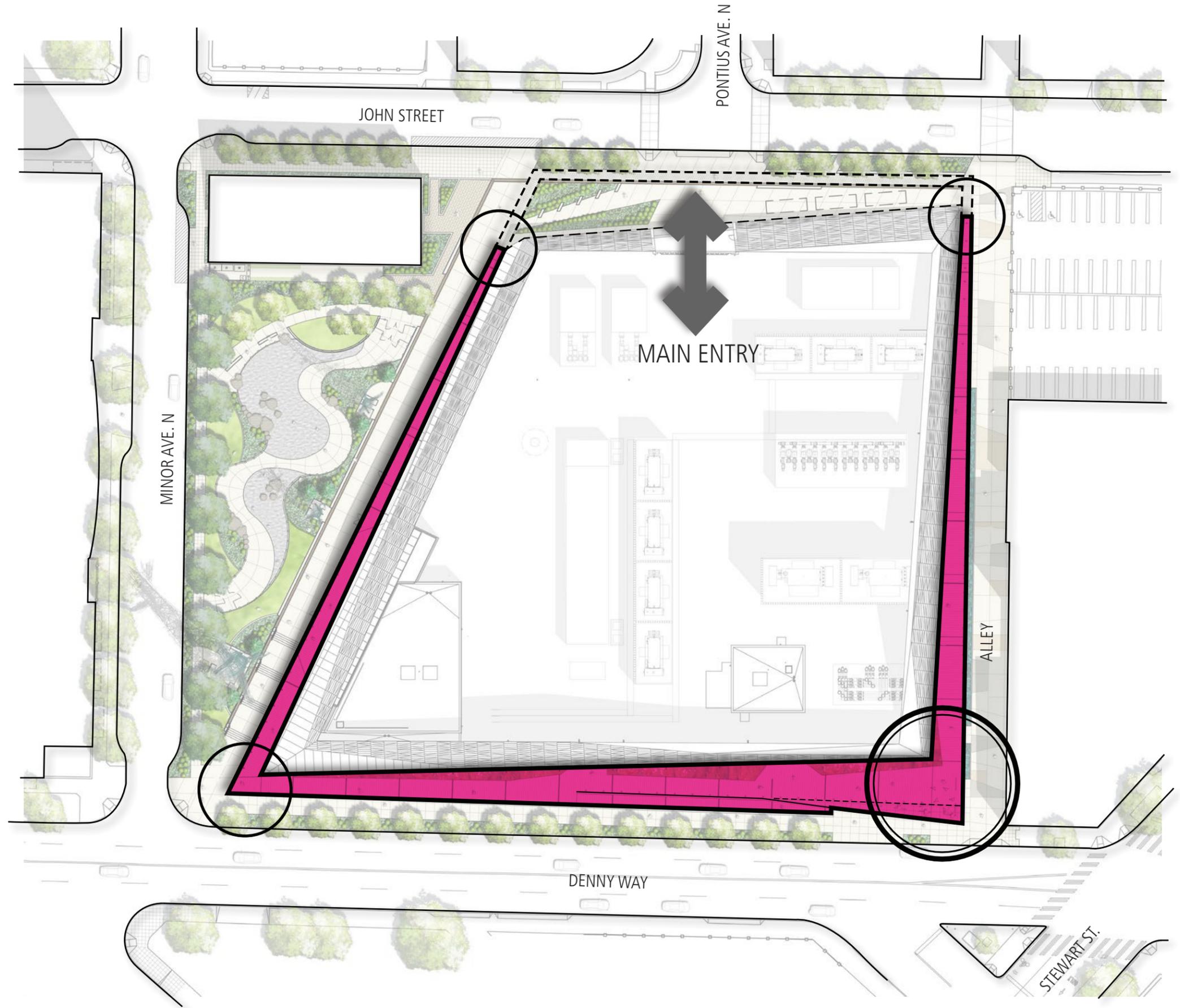


PROPOSED STREET NETWORK

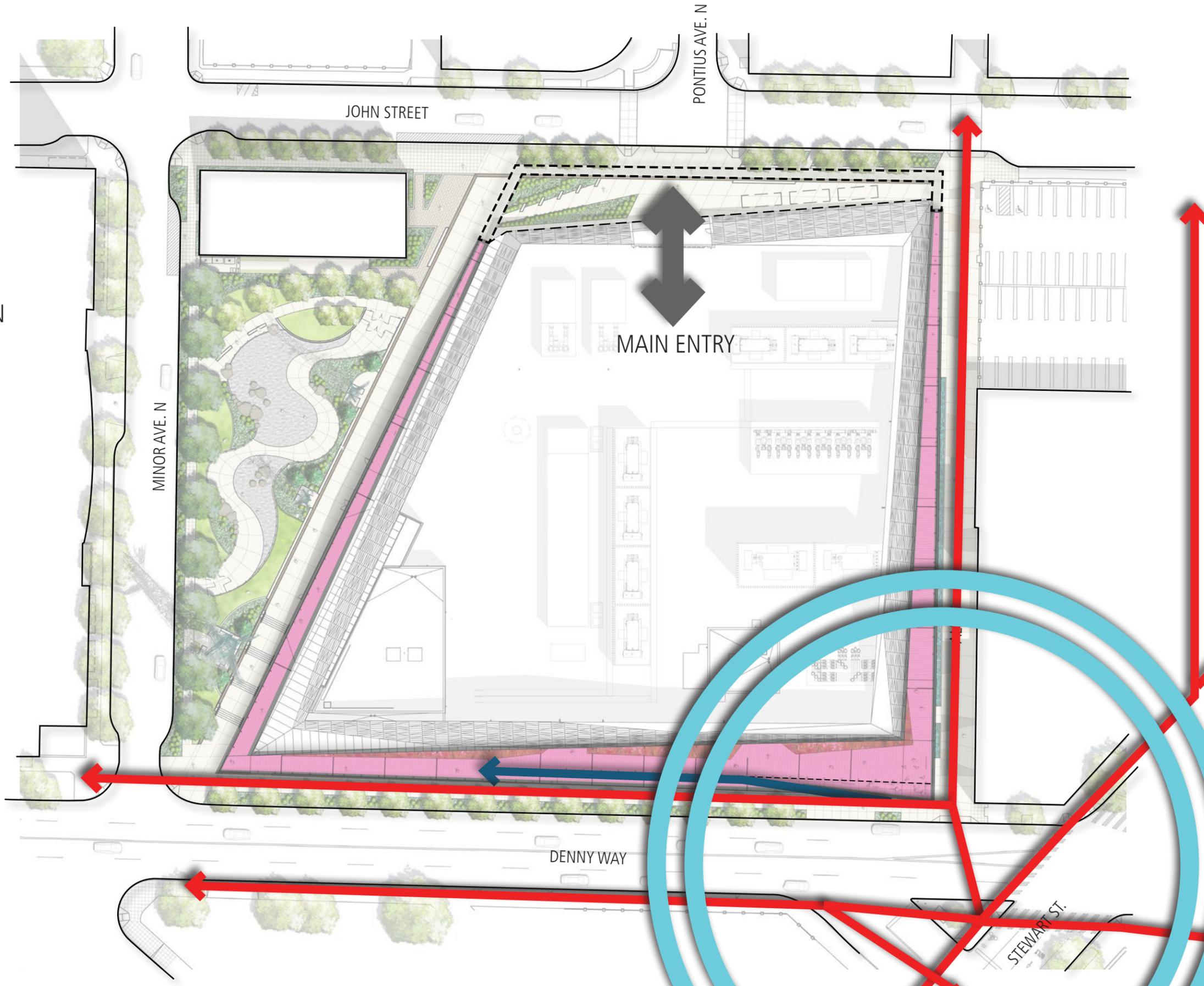
- CARS
- TRANSIT
- PEDESTRIANS
- BICYCLES



-  PEDESTRIAN "ELEVATED INTERPRETIVE WALKWAY"
-  CONNECTION TO SIDEWALK GRADE
-  +16'-0" ABOVE SIDEWALK GRADE

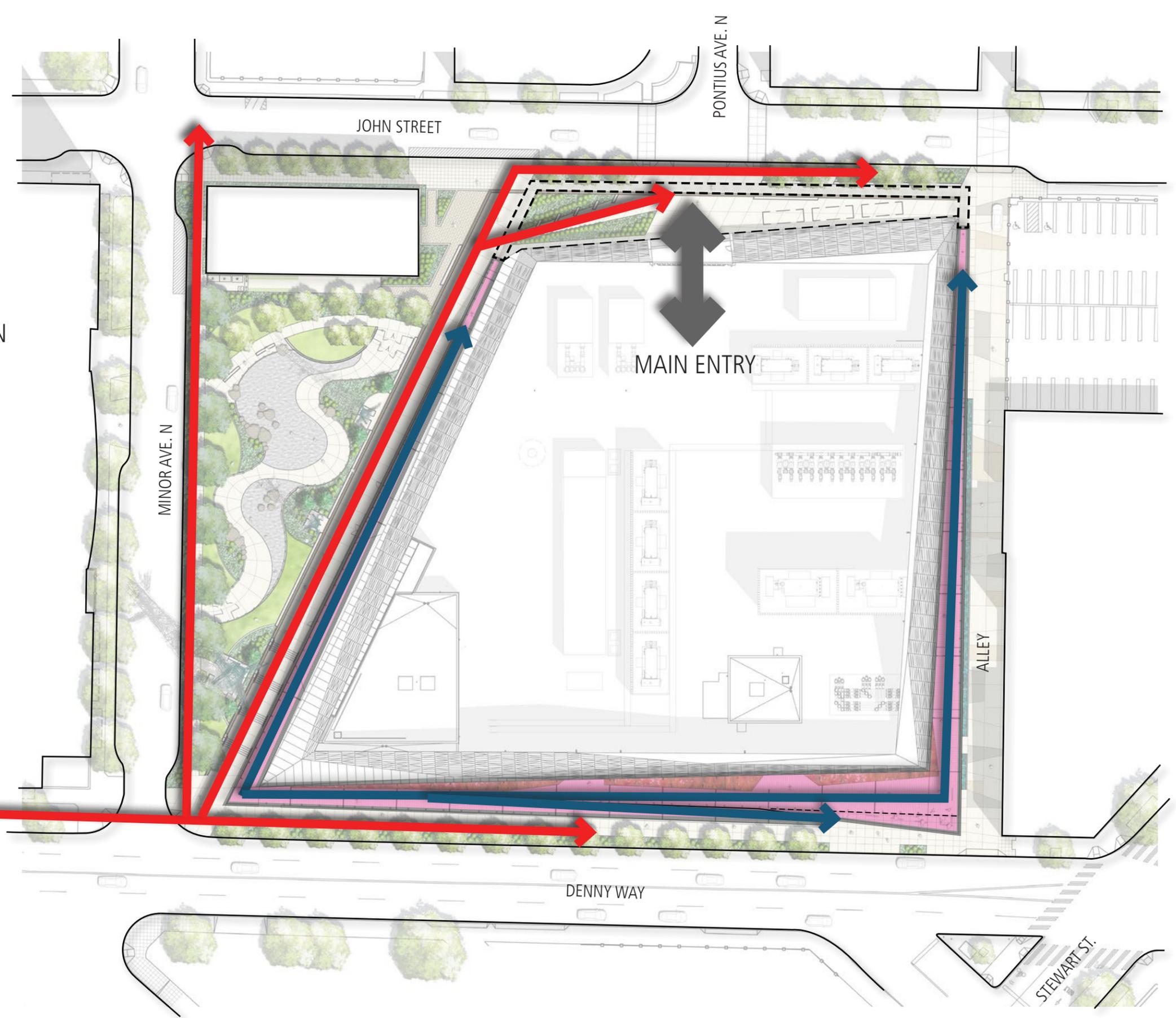


-  PEDESTRIAN MOVEMENT ON RAMP
-  PEDESTRIAN MOVEMENT AT GRADE
-  PEDESTRIAN "ELEVATED INTERPRETIVE WALKWAY"
-  TRANSIT / PEDESTRIAN HUB of ACTIVITY

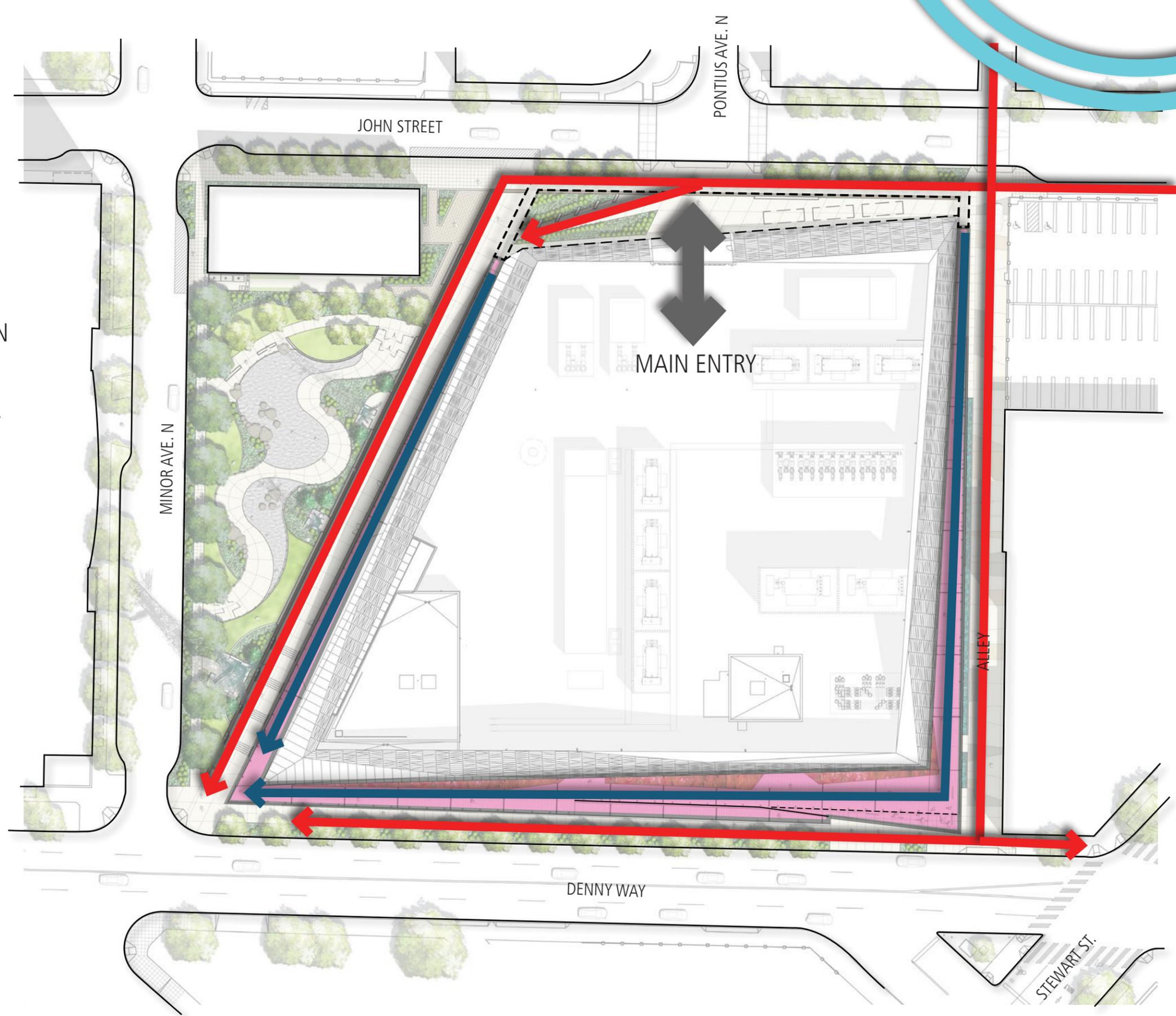


DENNY AND FAIRVIEW INTERSECTION

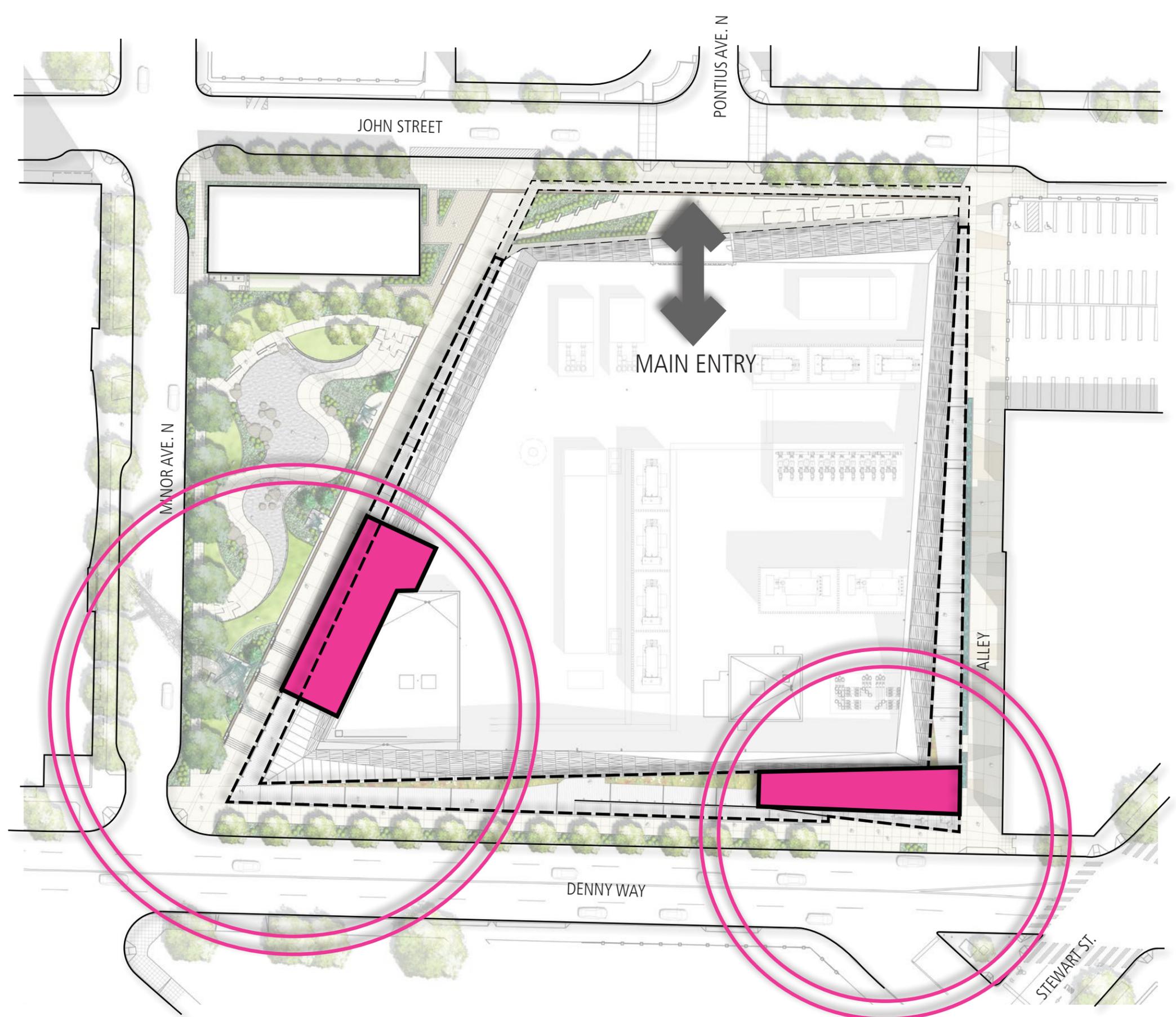
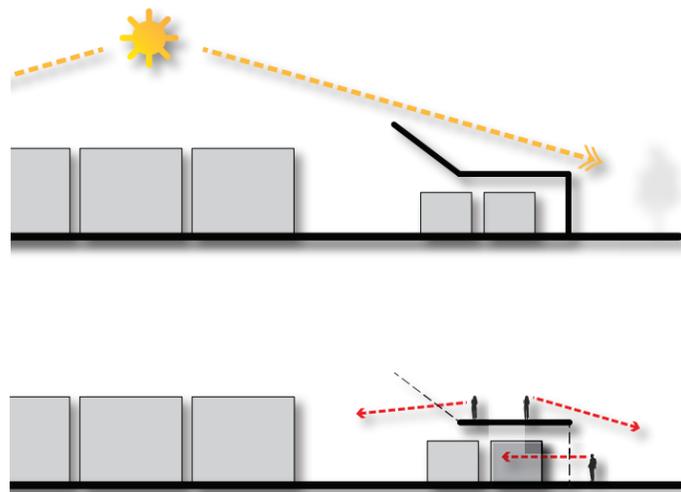
- PEDESTRIAN MOVEMENT ON RAMP
- PEDESTRIAN MOVEMENT AT GRADE
- PEDESTRIAN "ELEVATED INTERPRETIVE WALKWAY"
- TRANSIT / PEDESTRIAN HUB of ACTIVITY



-  PEDESTRIAN MOVEMENT ON RAMP
-  PEDESTRIAN MOVEMENT AT GRADE
-  PEDESTRIAN "ELEVATED INTERPRETIVE WALKWAY"
-  TRANSIT / PEDESTRIAN HUB of ACTIVITY

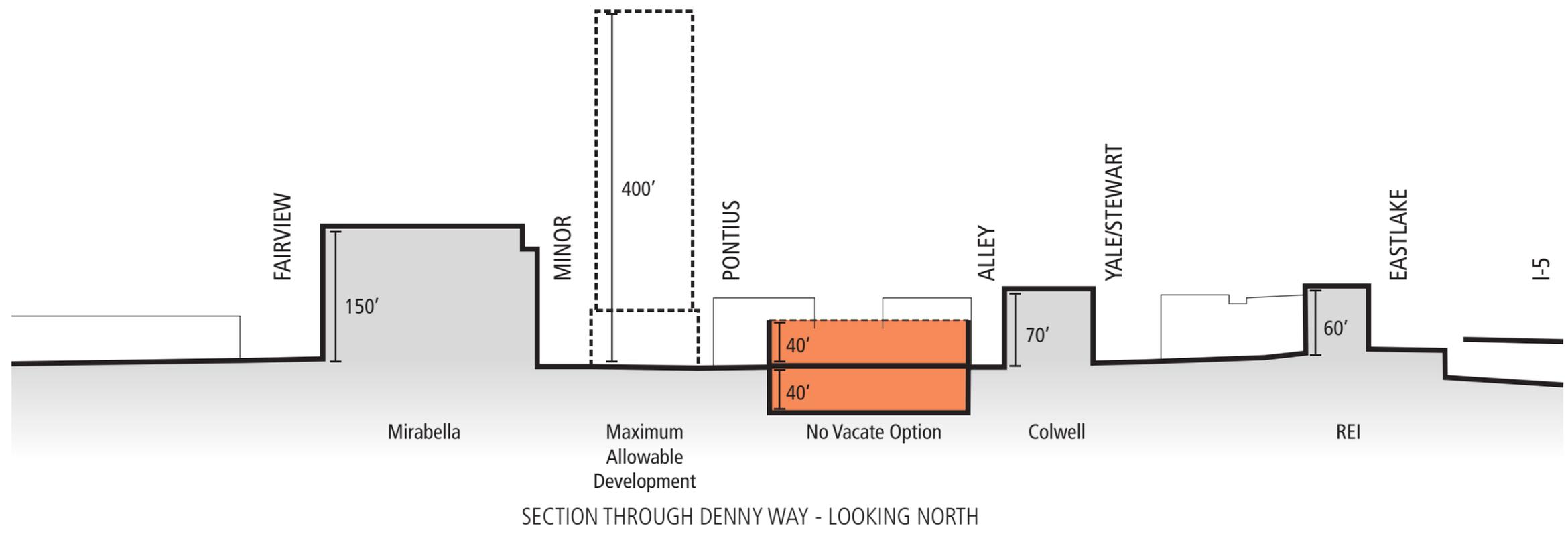
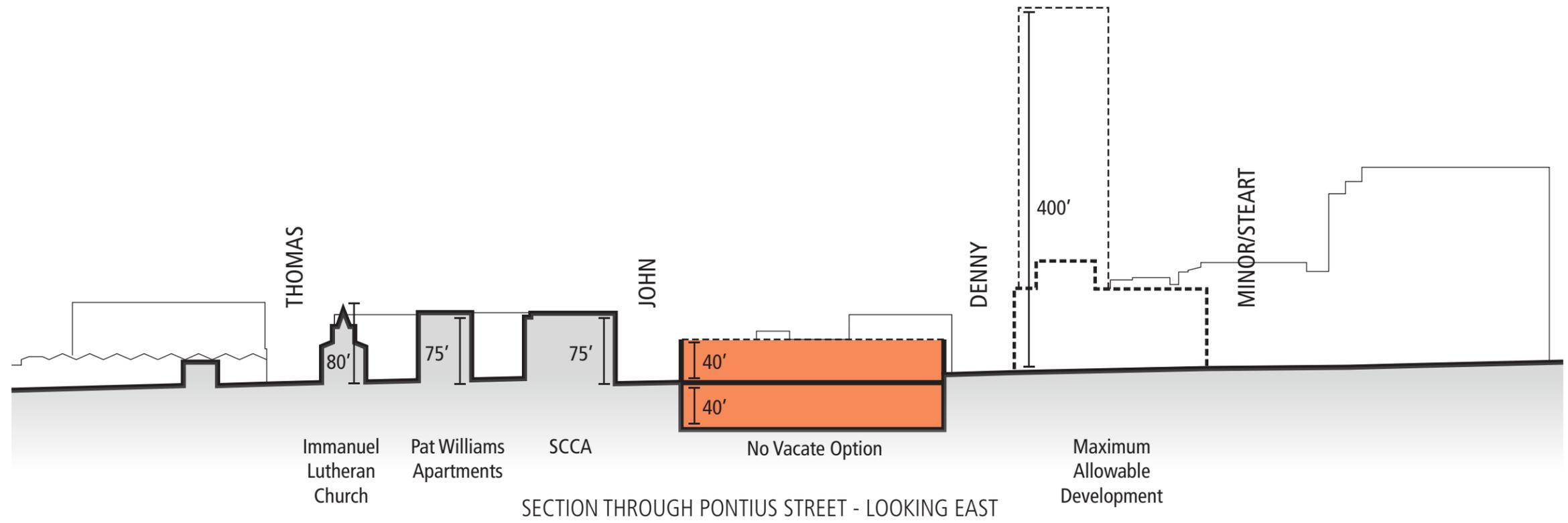


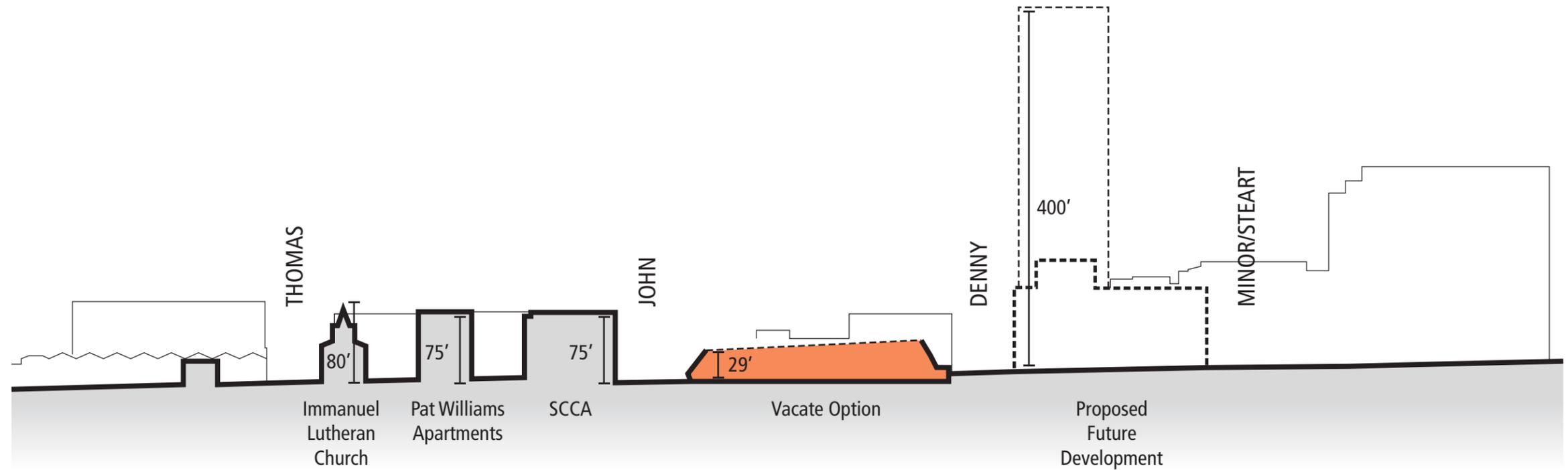
ENCLOSED INTERIOR SHELL SPACES



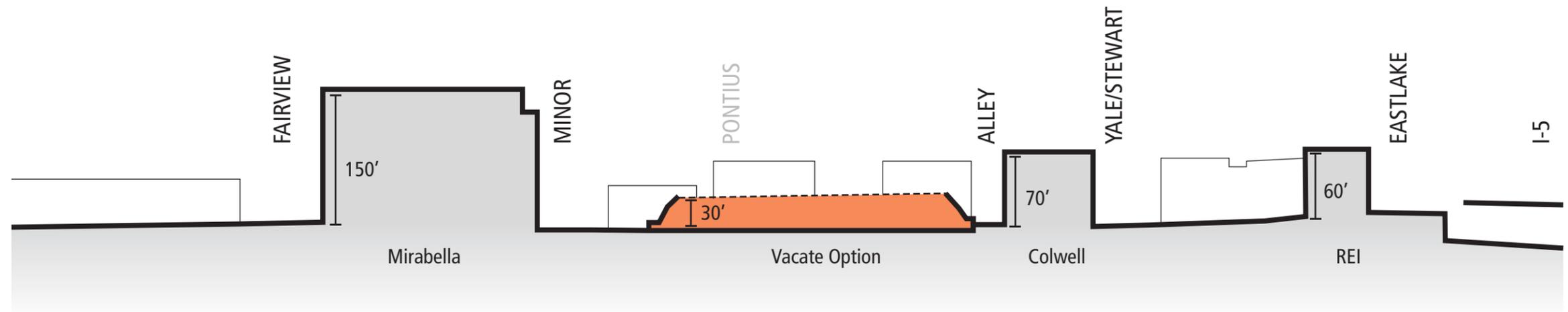
BULK and SCALE COMPARISON

NO STREET VACATION vs. STREET VACATION

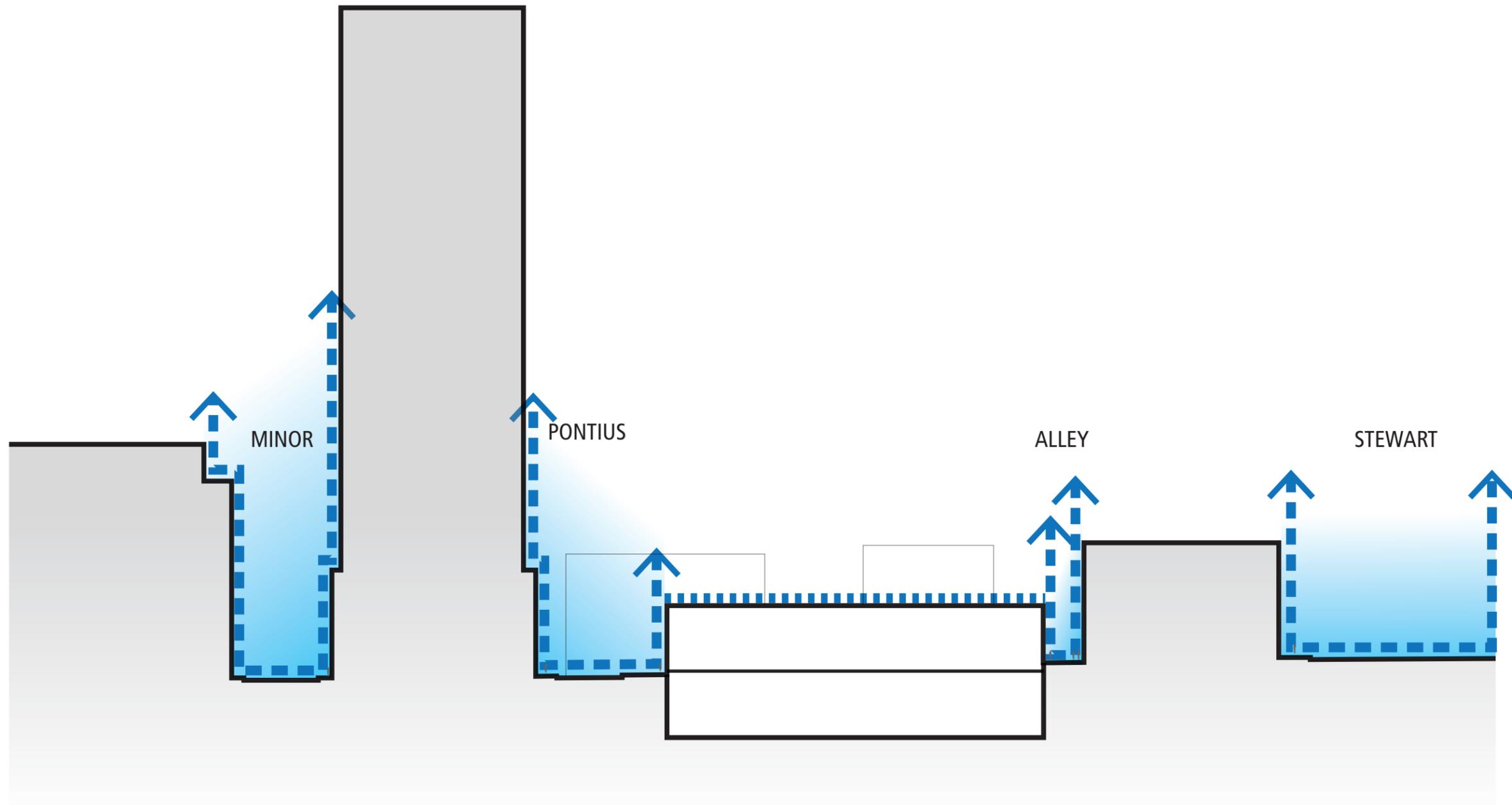


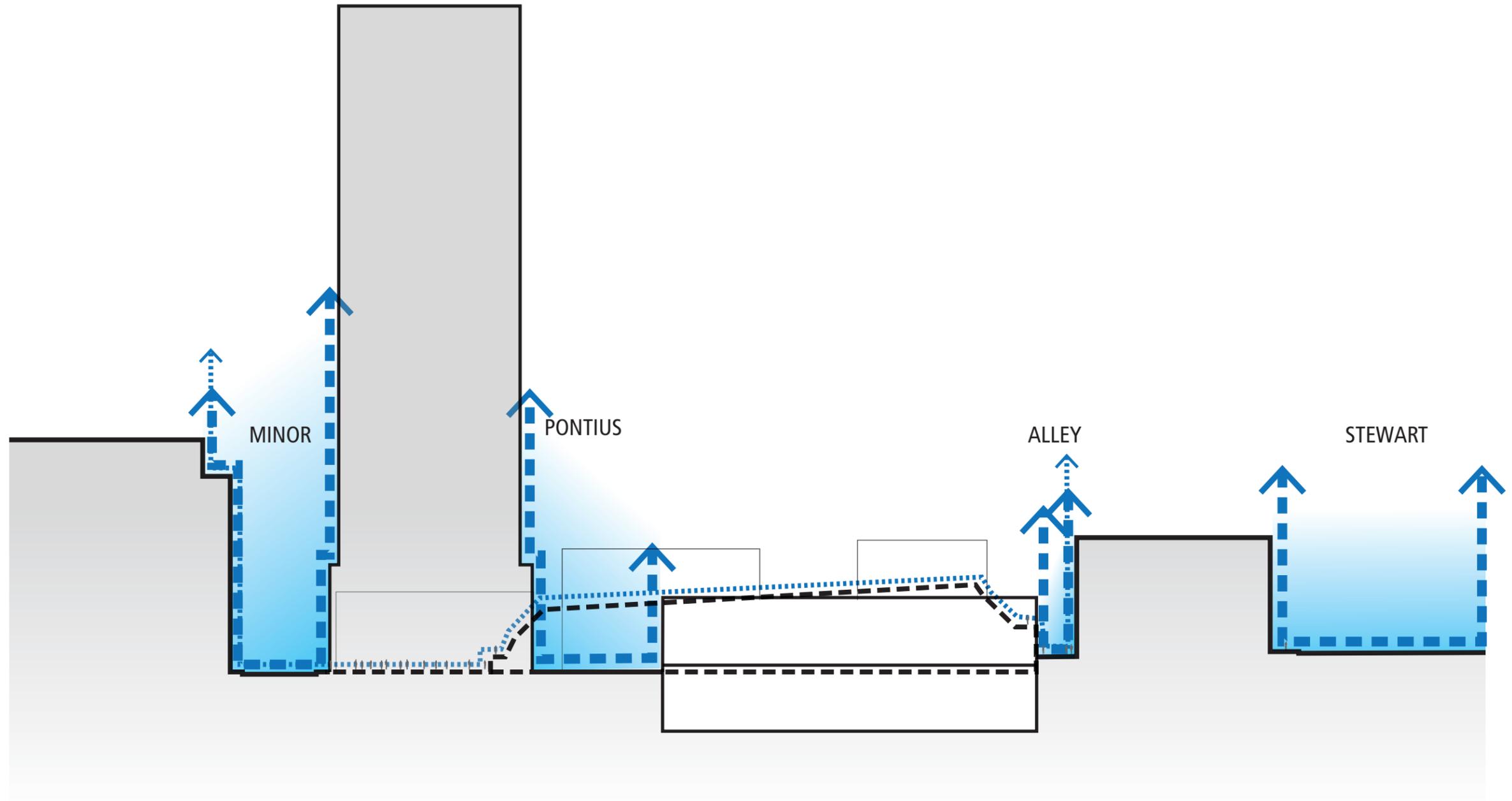


SECTION THROUGH PONTIUS STREET - LOOKING EAST

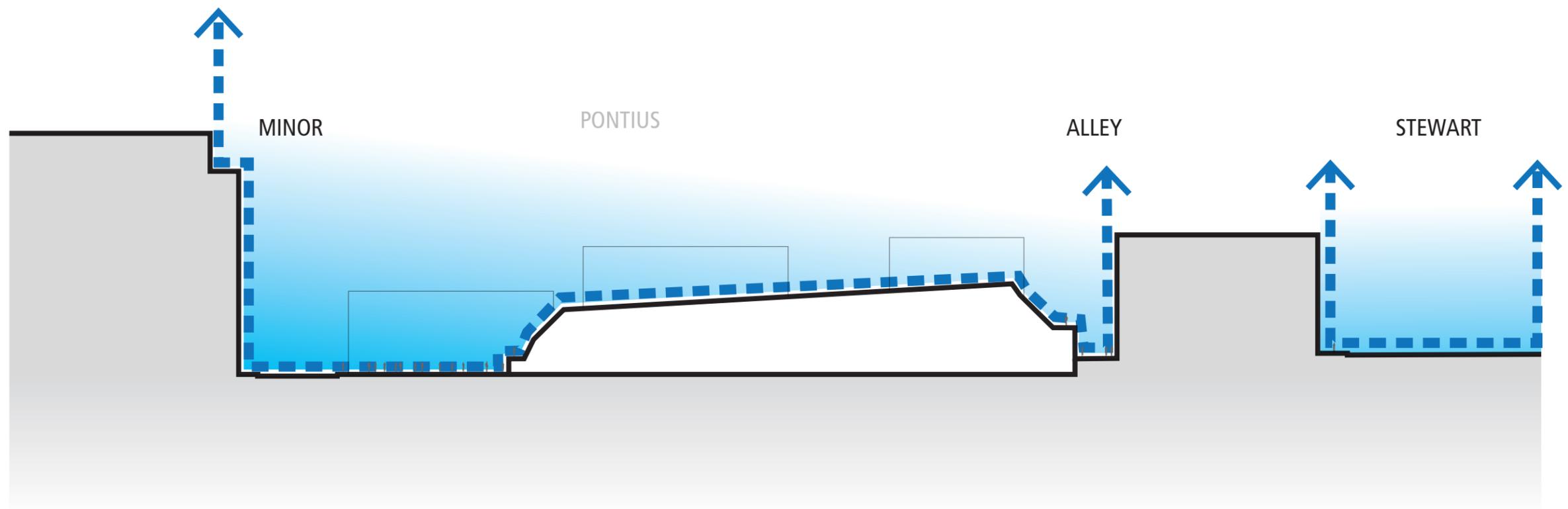


SECTION THROUGH DENNY WAY - LOOKING NORTH





NO VACATION OF PONTIUS



VACATION OF PONTIUS



DESIGN FRAMEWORK

THE STORY OF WE.
SEATTLE CITY LIGHT

nbbj



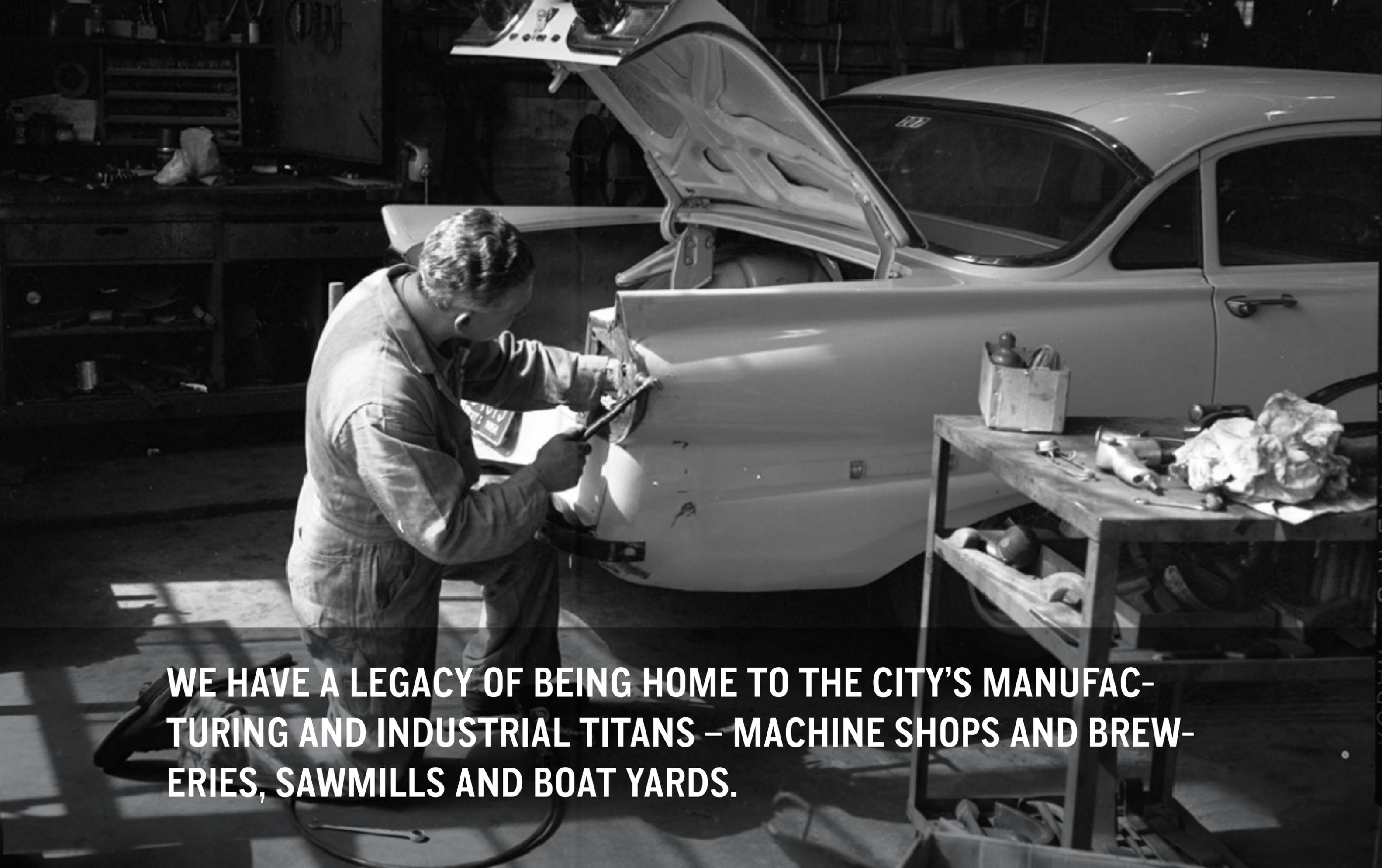
WE LIVE. WE WORK. WE PLAY.



**WE BUILT THE FIRST FORD FACTORY WEST OF THE MISSISSIPPI
IN 1914.**



IN THE 1950S WE FOUGHT FOR OUR PRESERVATION TO KEEP A HIGHWAY FROM SPLITTING OUR NEIGHBORHOOD IN HALF.

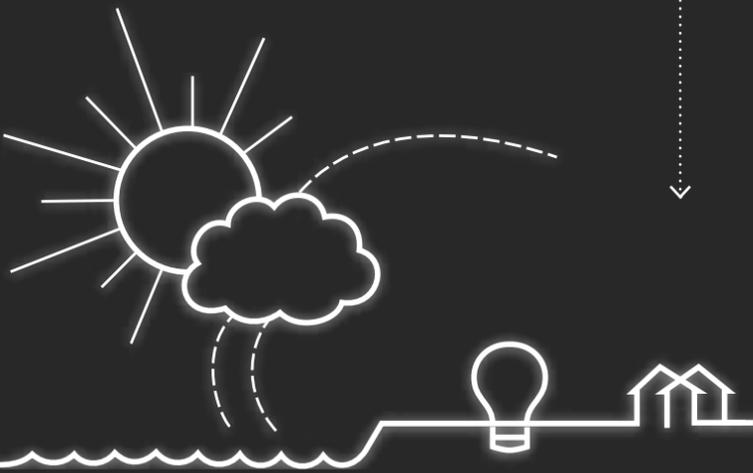


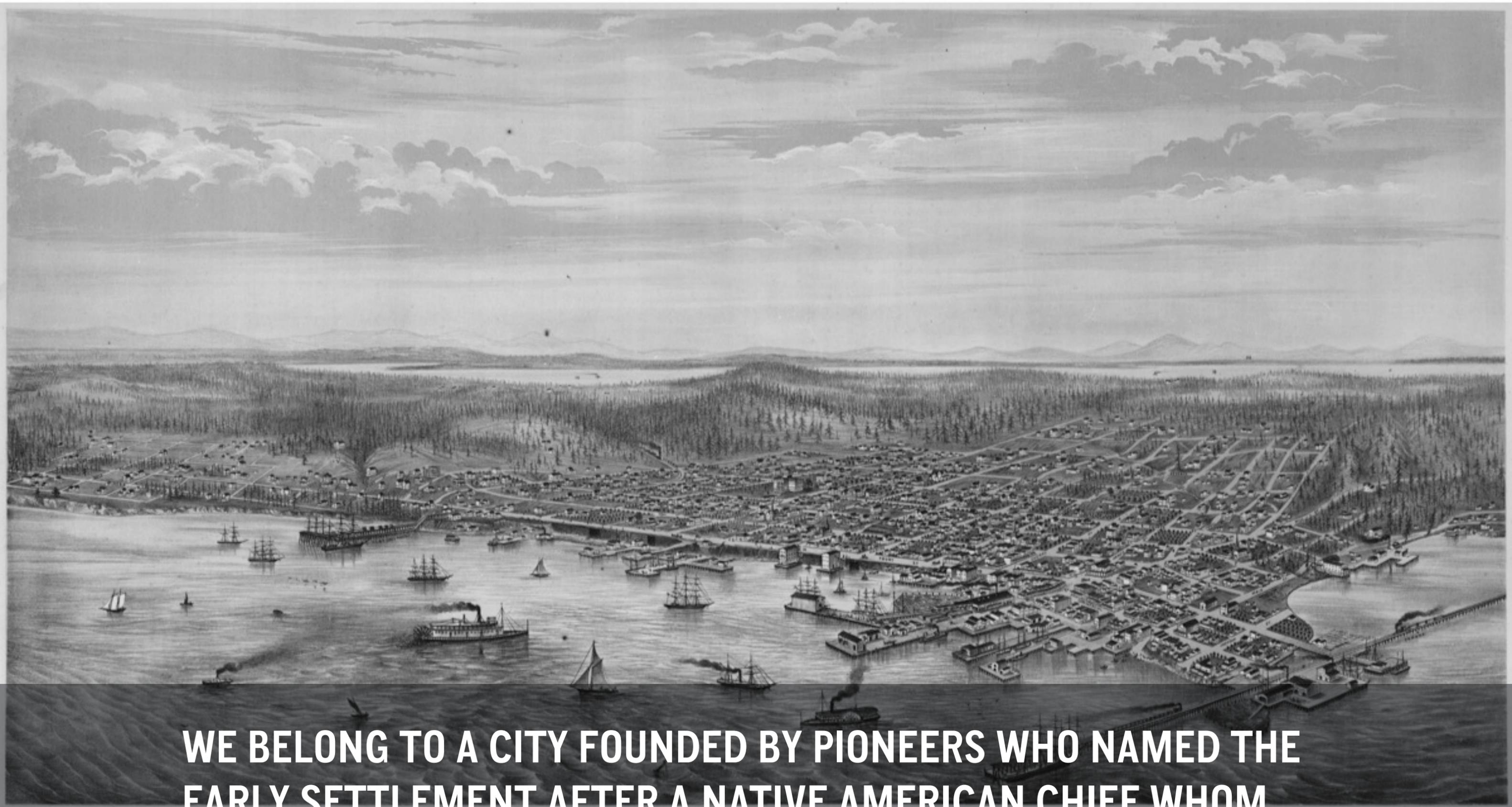
WE HAVE A LEGACY OF BEING HOME TO THE CITY'S MANUFACTURING AND INDUSTRIAL TITANS – MACHINE SHOPS AND BREWERIES, SAWMILLS AND BOAT YARDS.



NOW, WE ARE HOME TO THE CITY'S TECH GIANT AND WE LIVE ON AS A HUB OF INNOVATION IN A DIGITAL WORLD.

WE ARE **CASCADE NEIGHBORS.**





WE BELONG TO A CITY FOUNDED BY PIONEERS WHO NAMED THE EARLY SETTLEMENT AFTER A NATIVE AMERICAN CHIEF WHOM THEY RESPECTED AND TRUSTED.

Drawn by E. B. Moran, Portland, Oregon.

A. S. Durand & Co., Lithographers, San Francisco.

- 1. Congress Building
 - 2. Methodist Church
 - 3. Presbyterian Church
 - 4. Episcopal Methodist Church
 - 5. Baptist Church
 - 6. University Building
 - 7. High School
- A. Puget Sound Business College.

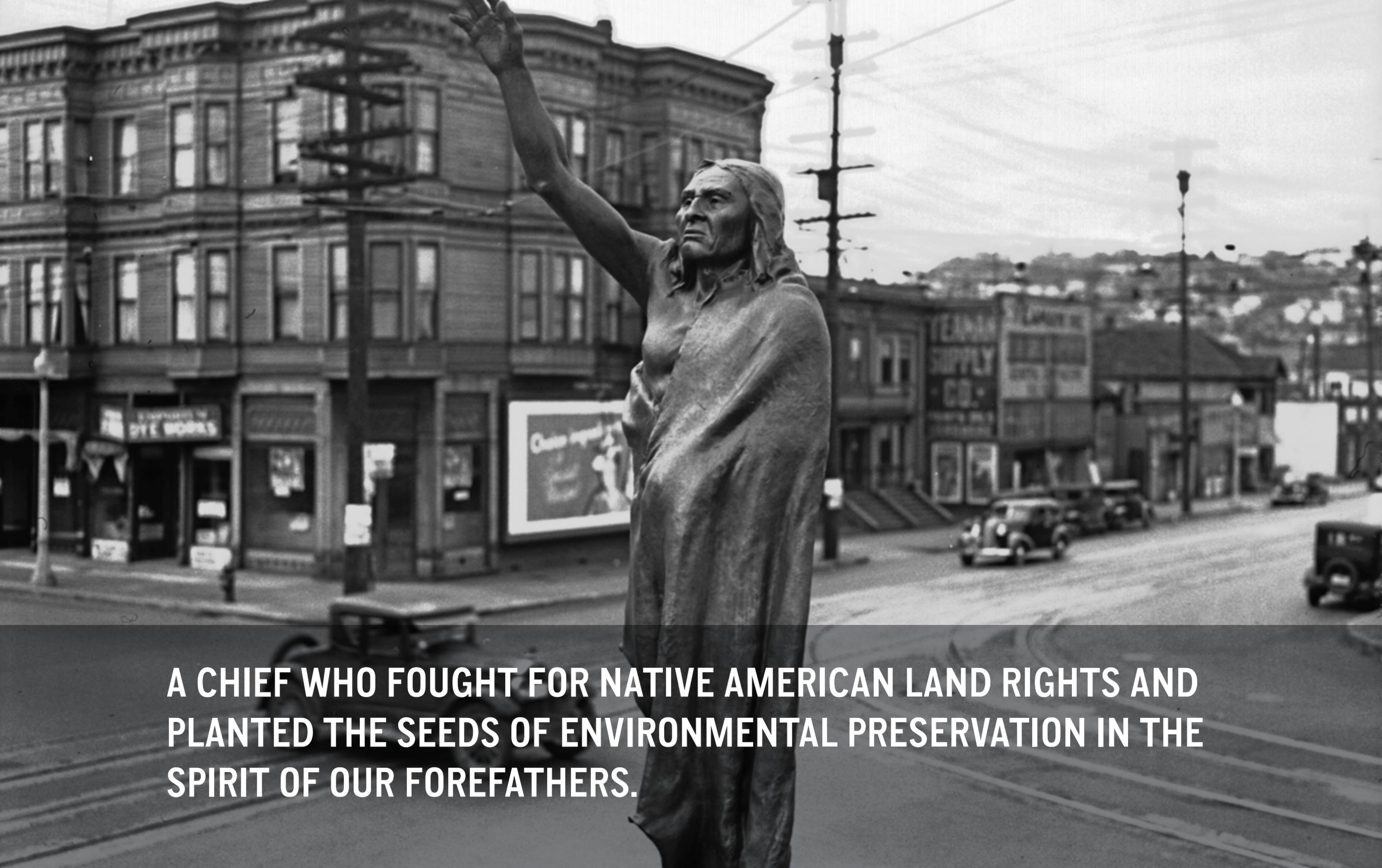
BIRD'S-EYE VIEW OF THE
CITY OF SEATTLE,
 Puget Sound, Washington Territory, 1878.

- REFERENCES.
- 11. Public Schools
 - 12. Masonic Hall
 - 13. Old Fellows' Hall
 - 14. F. M. C. A. Rooms
 - 15. Fire Engine House
 - 16. Council Chamber
 - 17. Gas Works
 - 18. Lake Union
 - 19. Lake Washington
 - 20. Cascade Mountains
 - 21. Seattle and Walla Walla Rail Road

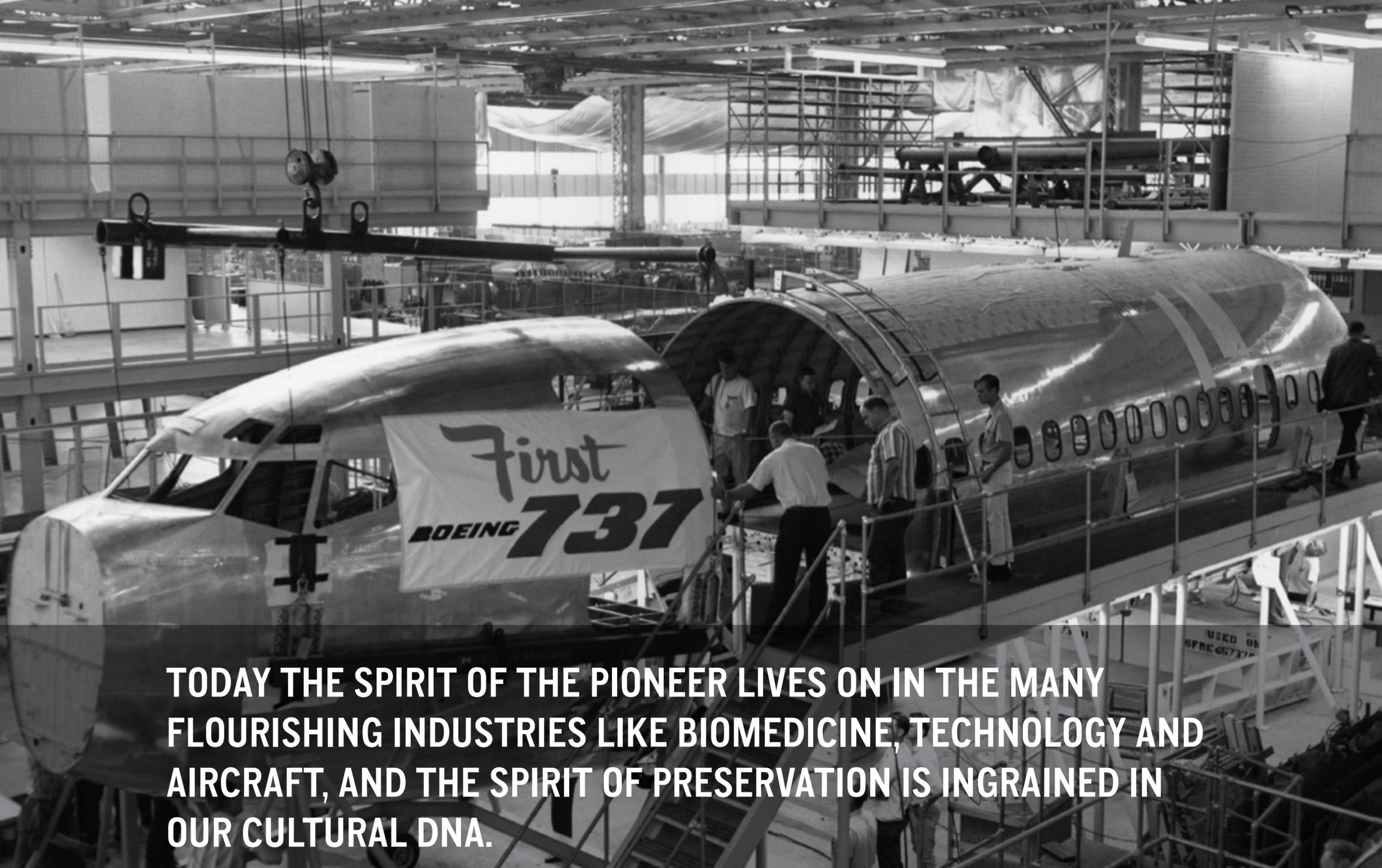


254966

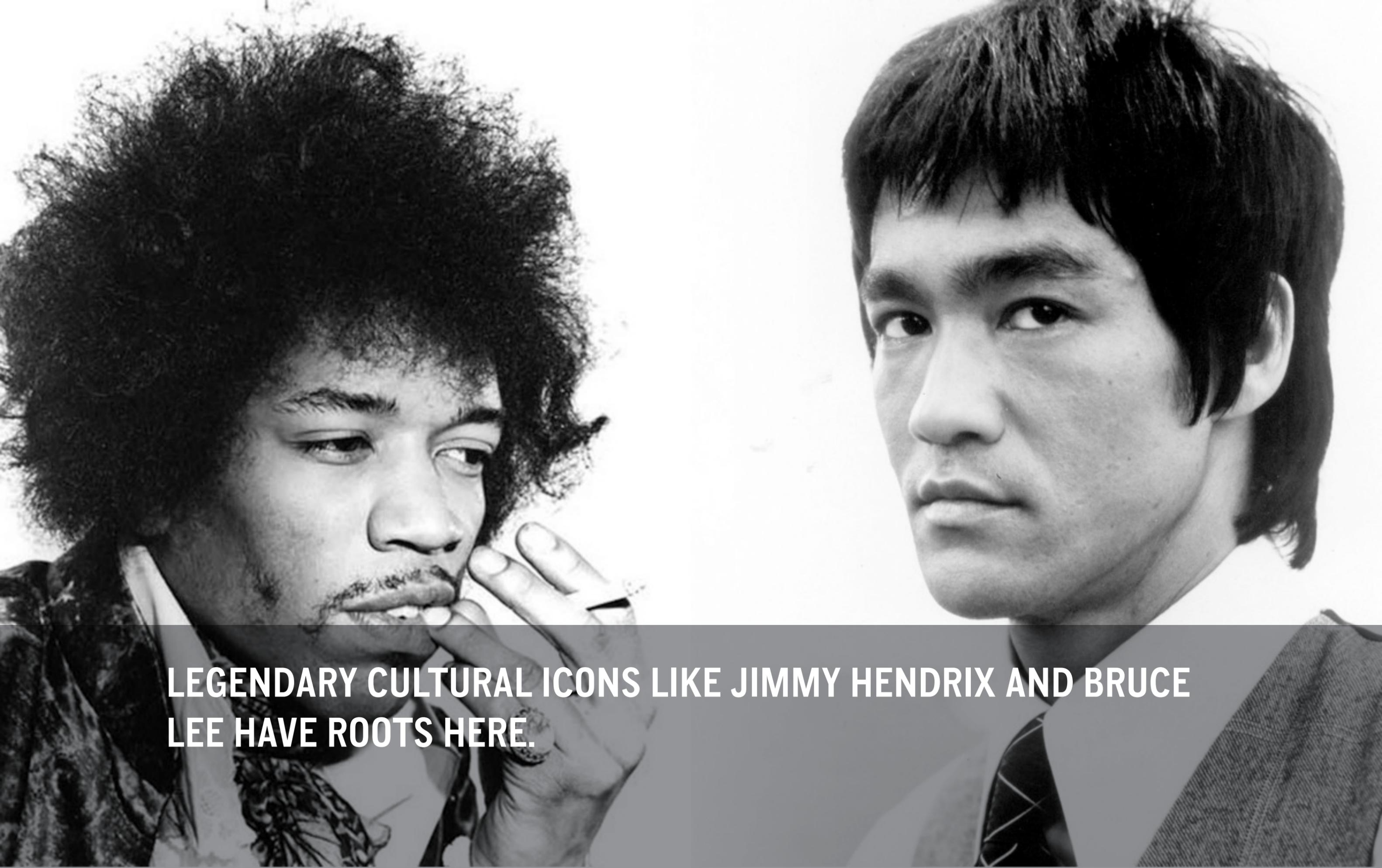
64214
SvAs
1878
16



**A CHIEF WHO FOUGHT FOR NATIVE AMERICAN LAND RIGHTS AND
PLANTED THE SEEDS OF ENVIRONMENTAL PRESERVATION IN THE
SPIRIT OF OUR FOREFATHERS.**



TODAY THE SPIRIT OF THE PIONEER LIVES ON IN THE MANY FLOURISHING INDUSTRIES LIKE BIOMEDICINE, TECHNOLOGY AND AIRCRAFT, AND THE SPIRIT OF PRESERVATION IS INGRAINED IN OUR CULTURAL DNA.



LEGENDARY CULTURAL ICONS LIKE JIMMY HENDRIX AND BRUCE LEE HAVE ROOTS HERE.



OUR CITY IS HOME TO THE COUNTRY'S MOST DIVERSE ZIP CODE.

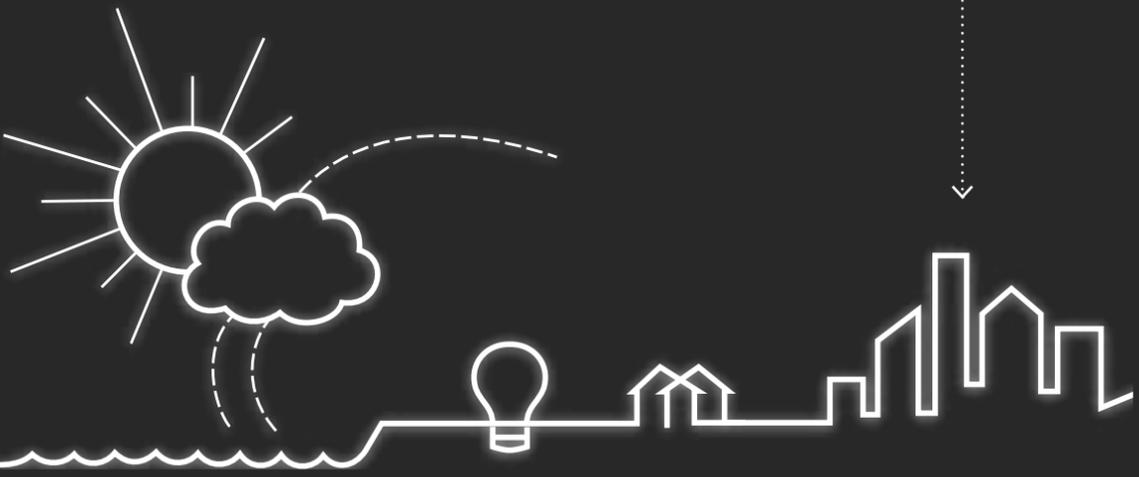


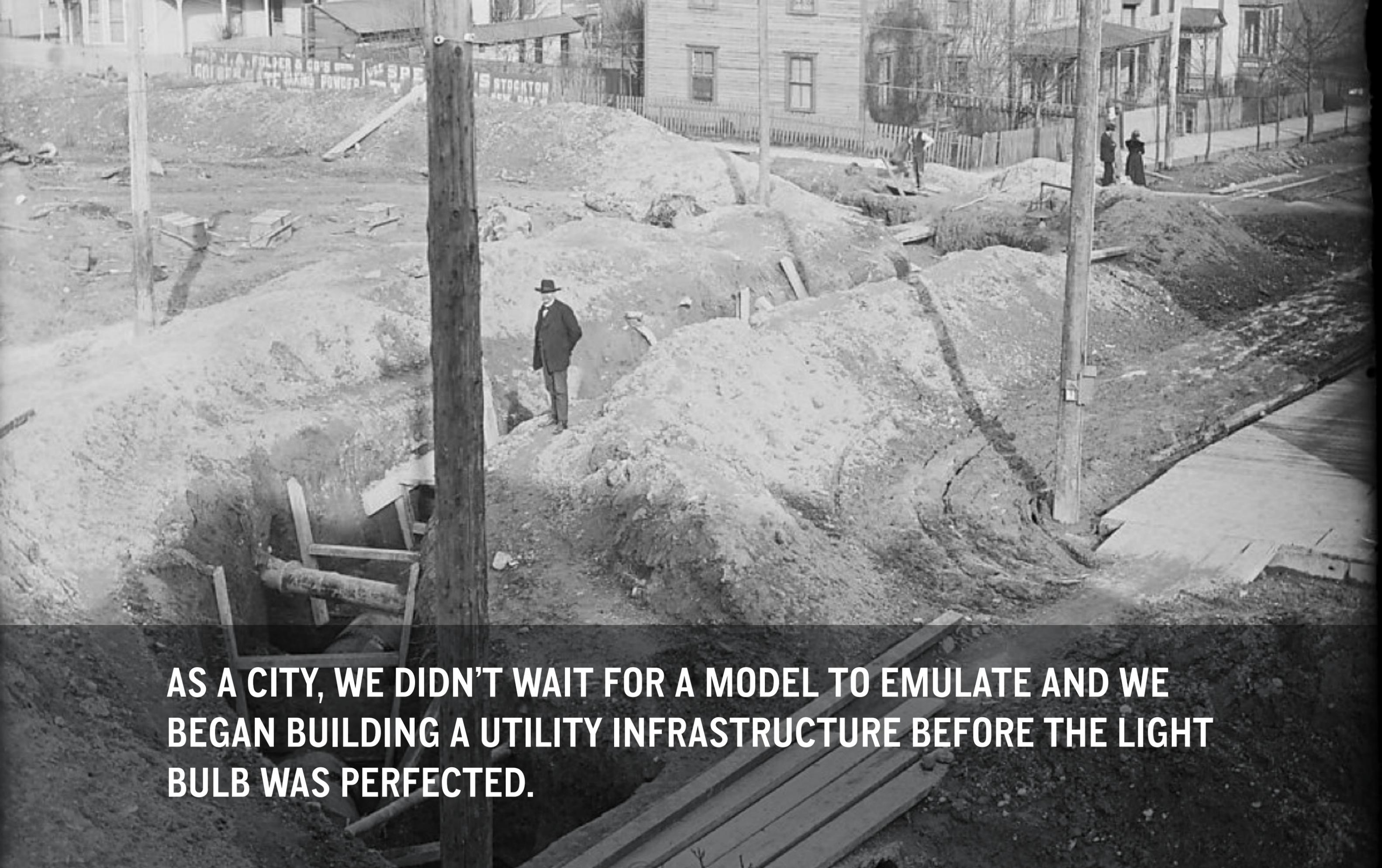
WE'VE LIVED THROUGH FIRES, EARTHQUAKES, VOLCANOES AND FLOODS AND HAVE COME OUT STRONGER, TOUGHER, RESOLVED TO BE A PEOPLE OF COMMITMENT.

REBUILDING FROM COMMERCIAL ST.

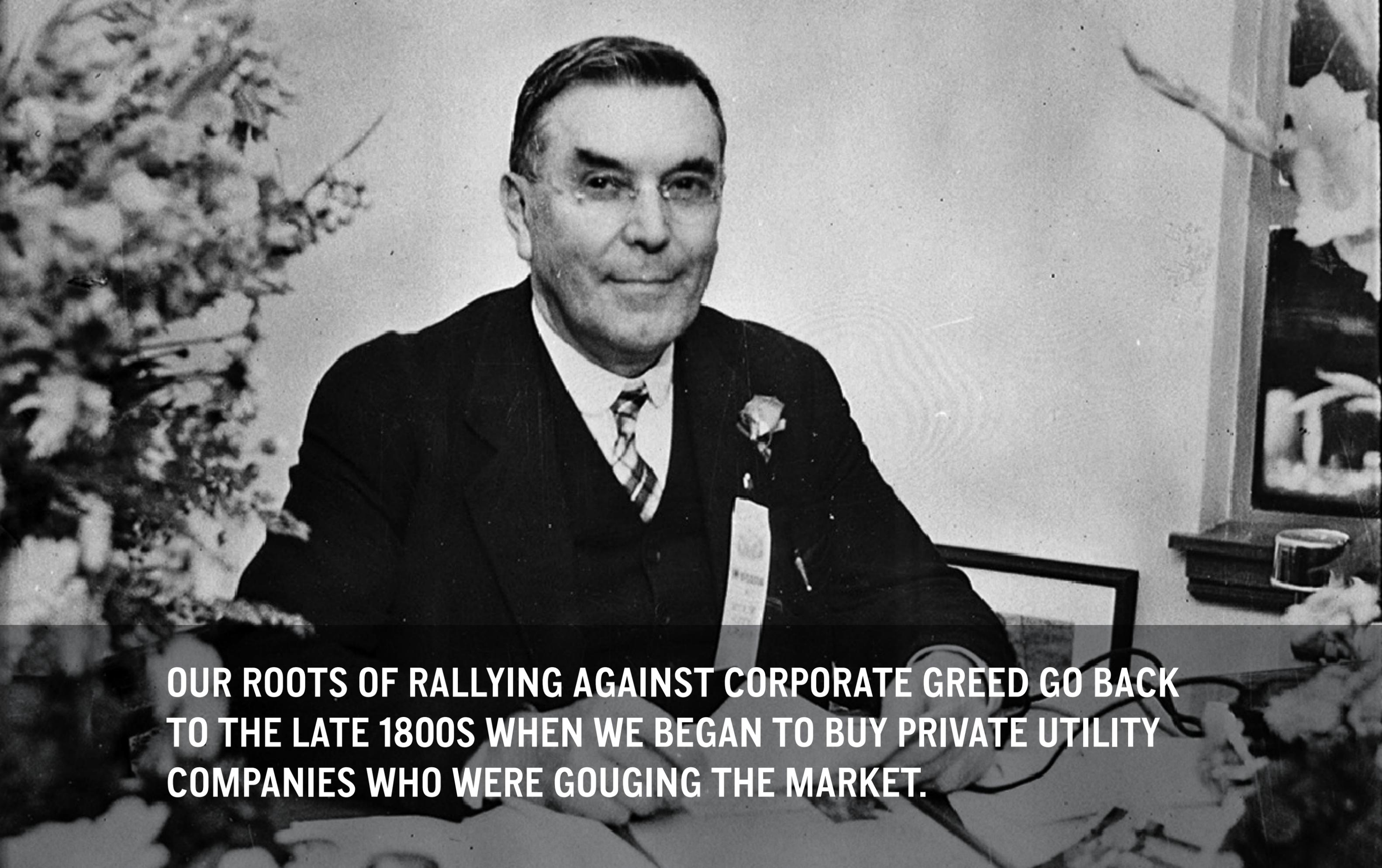
WE ARE CASCADE NEIGHBORS.

WE ARE **SEATTLE.**

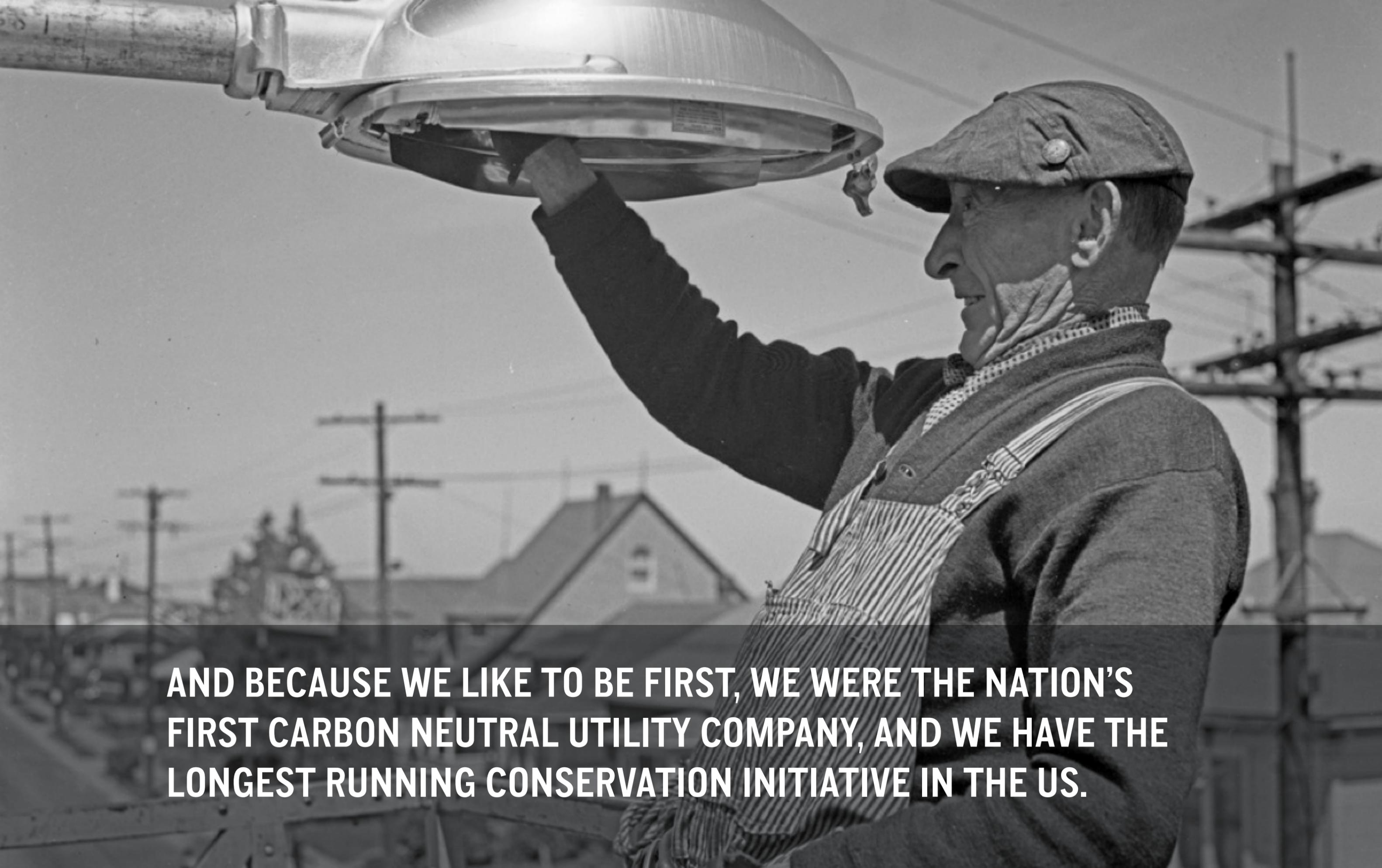




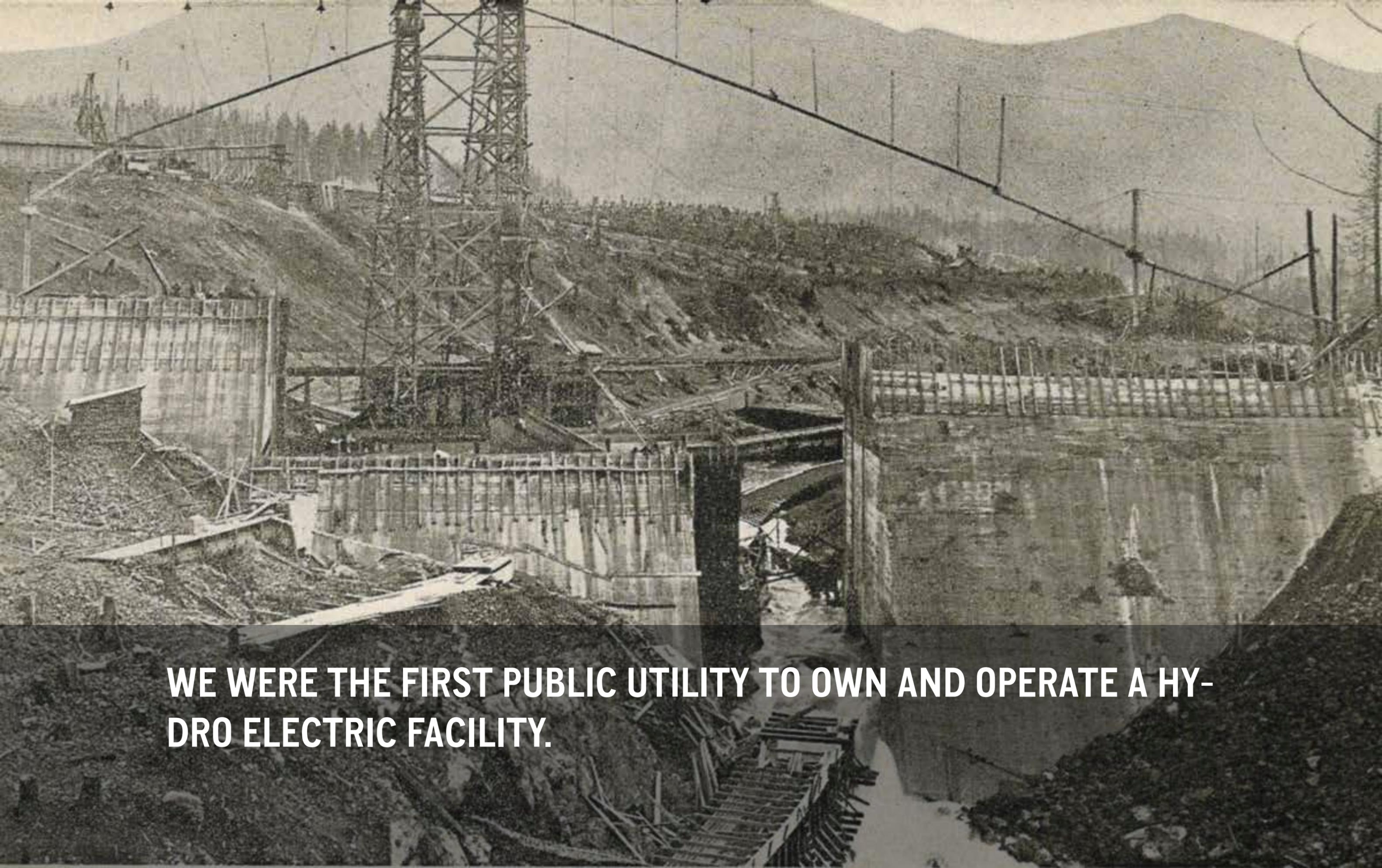
AS A CITY, WE DIDN'T WAIT FOR A MODEL TO EMULATE AND WE BEGAN BUILDING A UTILITY INFRASTRUCTURE BEFORE THE LIGHT BULB WAS PERFECTED.



OUR ROOTS OF RALLYING AGAINST CORPORATE GREED GO BACK TO THE LATE 1800S WHEN WE BEGAN TO BUY PRIVATE UTILITY COMPANIES WHO WERE GOUGING THE MARKET.



AND BECAUSE WE LIKE TO BE FIRST, WE WERE THE NATION'S FIRST CARBON NEUTRAL UTILITY COMPANY, AND WE HAVE THE LONGEST RUNNING CONSERVATION INITIATIVE IN THE US.

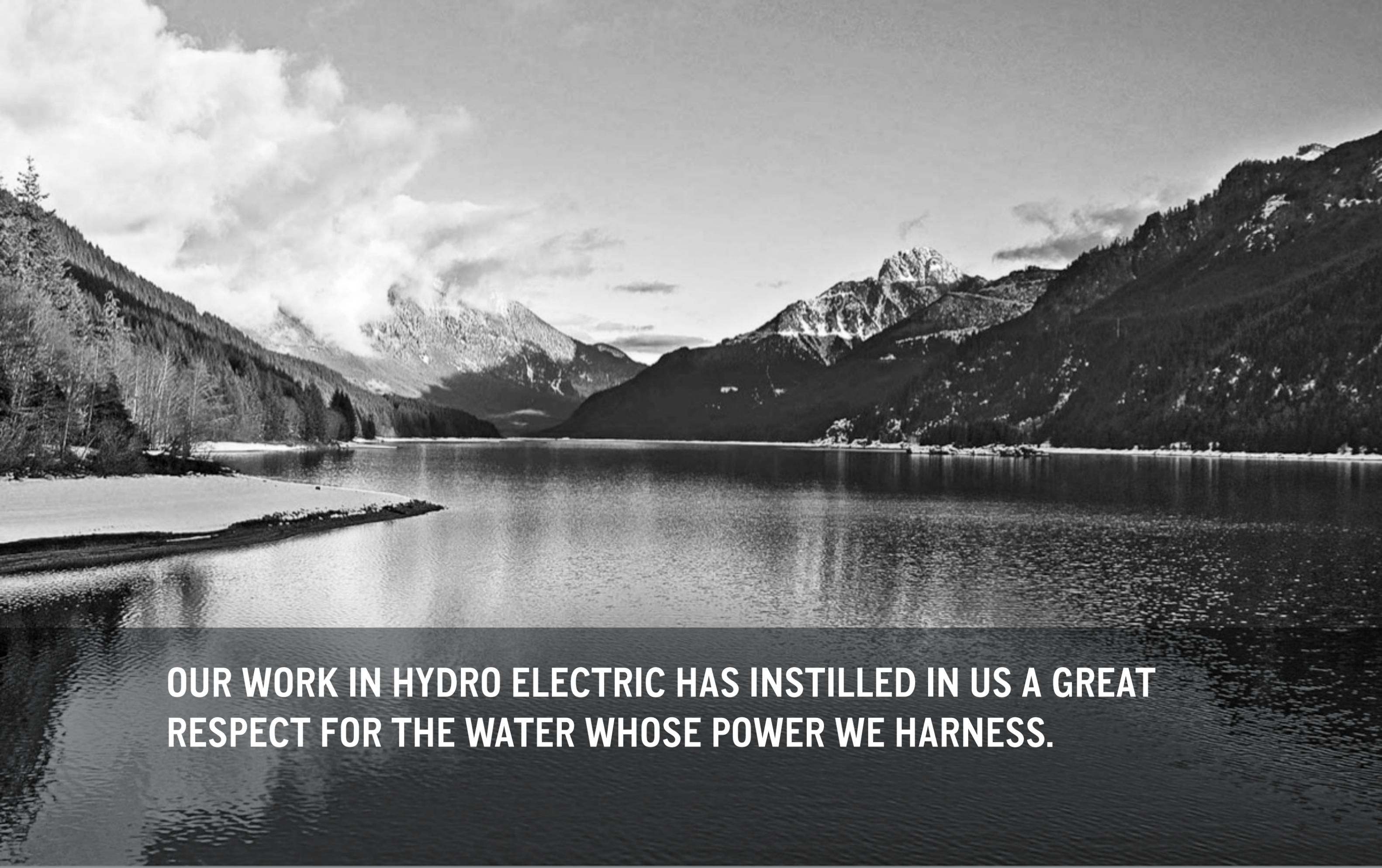


WE WERE THE FIRST PUBLIC UTILITY TO OWN AND OPERATE A HYDRO ELECTRIC FACILITY.

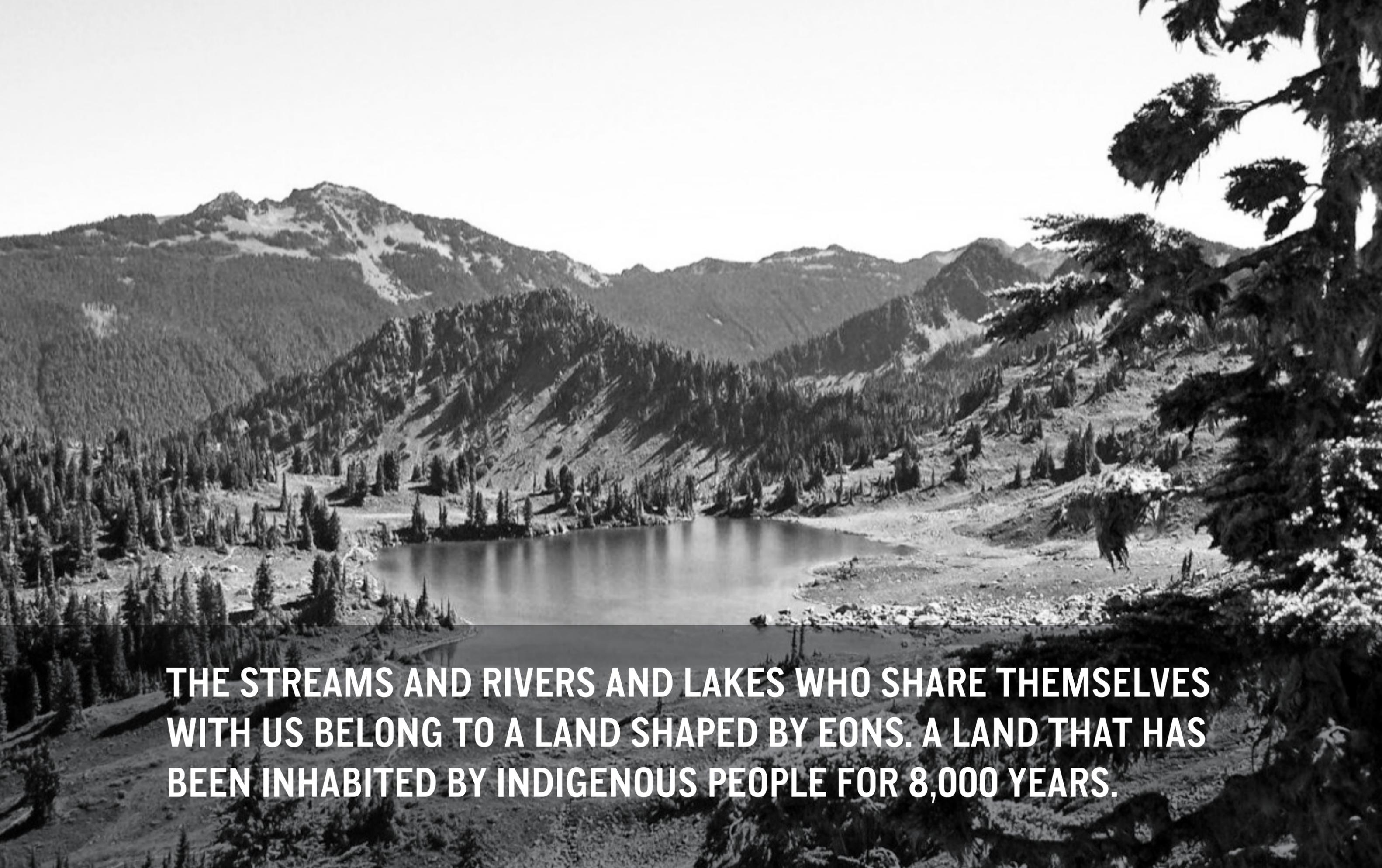
WE ARE CASCADE NEIGHBORS.
WE ARE SEATTLE.

WE ARE **SEATTLE CITY LIGHT**.

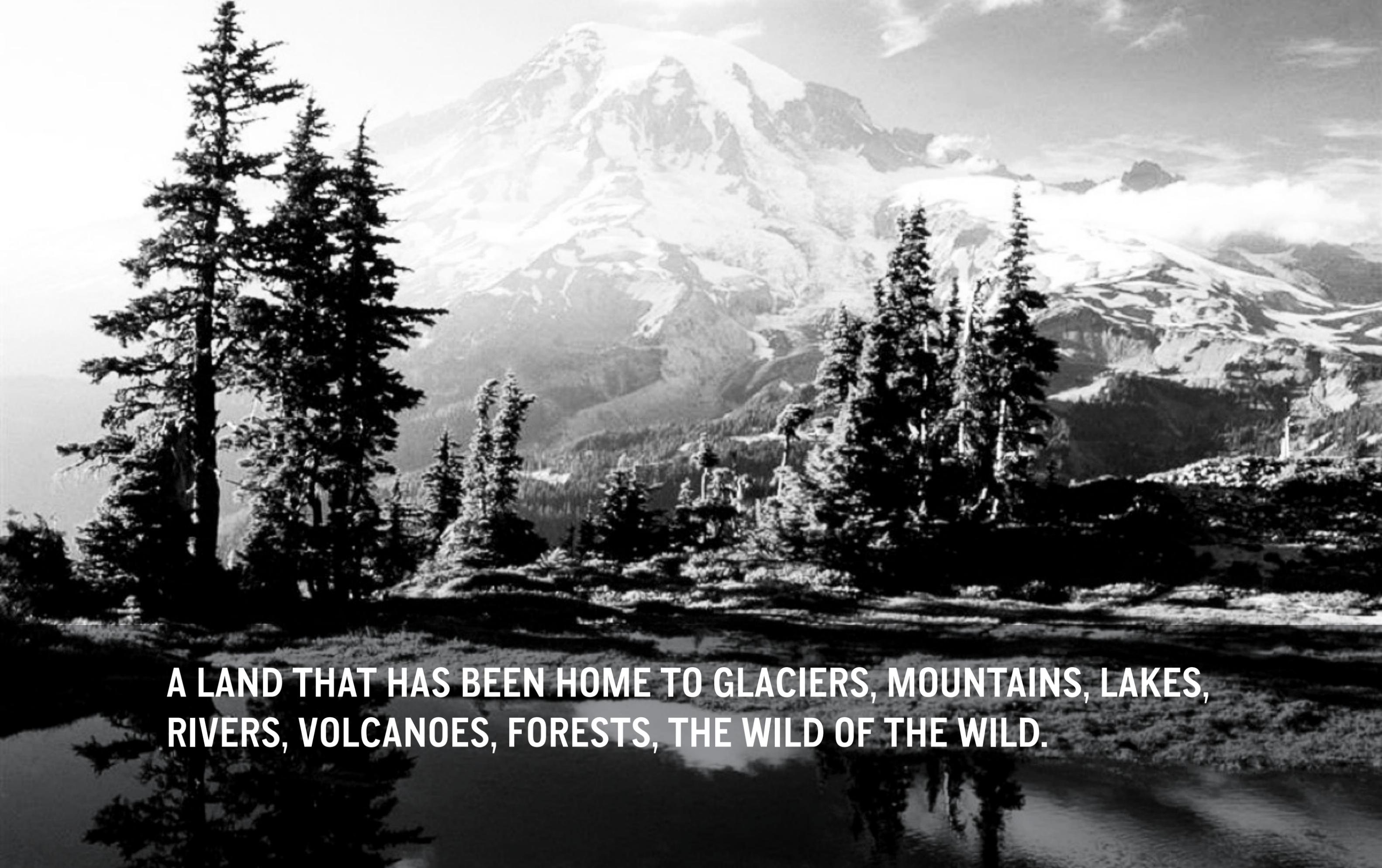




OUR WORK IN HYDRO ELECTRIC HAS INSTILLED IN US A GREAT RESPECT FOR THE WATER WHOSE POWER WE HARNESS.



THE STREAMS AND RIVERS AND LAKES WHO SHARE THEMSELVES WITH US BELONG TO A LAND SHAPED BY EONS. A LAND THAT HAS BEEN INHABITED BY INDIGENOUS PEOPLE FOR 8,000 YEARS.



**A LAND THAT HAS BEEN HOME TO GLACIERS, MOUNTAINS, LAKES,
RIVERS, VOLCANOES, FORESTS, THE WILD OF THE WILD.**

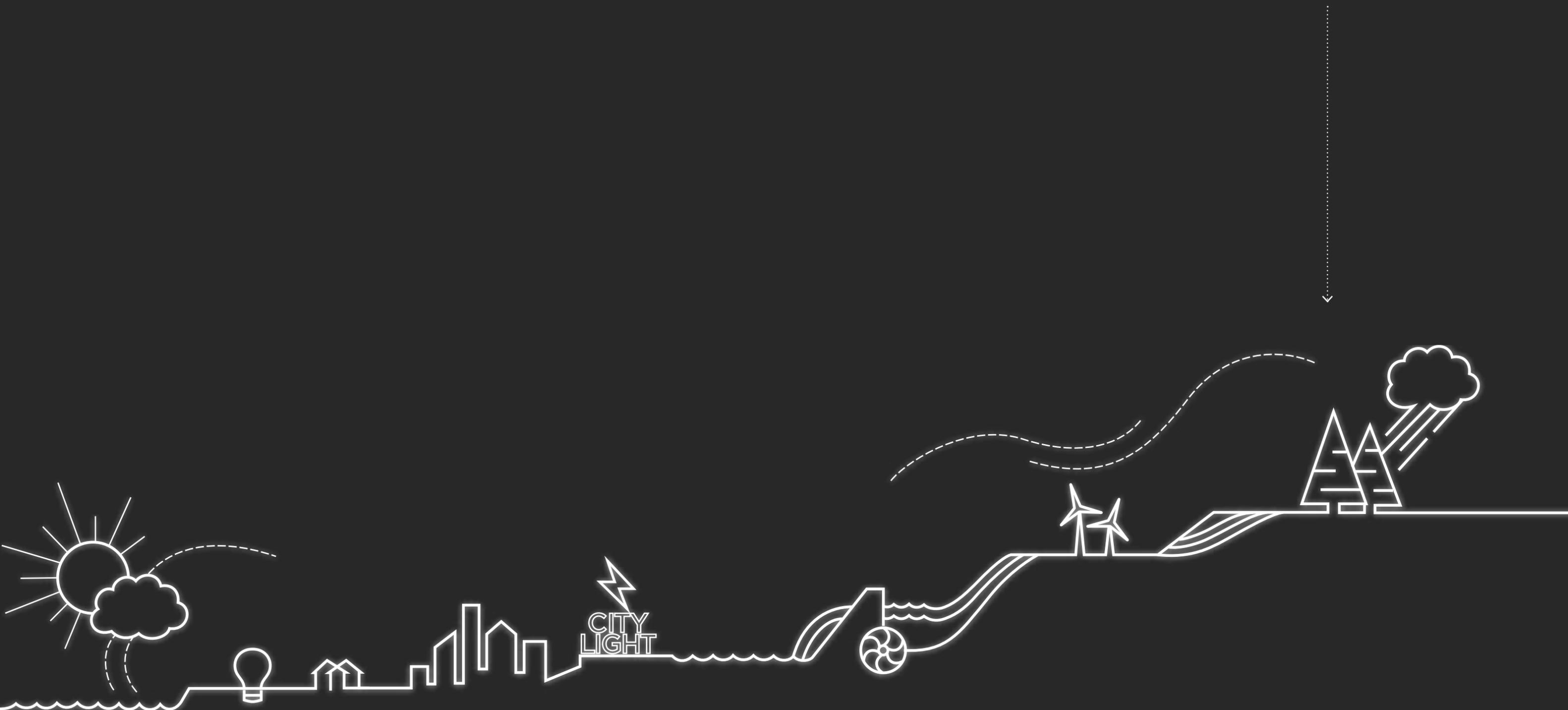


TODAY THE LAND INVITES HIKERS, SKIERS, FISHERMAN, GEOLOGISTS, AND RESPITE SEEKERS.



OUR LAND NOT ONLY SUSTAINS OUR LIFE, IT INSPIRES IT.

WE ARE CASCADE NEIGHBORS.
WE ARE SEATTLE.
WE ARE SEATTLE CITY LIGHT.
WE ARE THE NORTHWEST.



WE ARE
CASCADE NEIGHBORS

1A

1B

1D

WE ARE
SEATTLE

2B

WE ARE
SEATTLE CITY LIGHT

3B

WE ARE
THE PACIFIC NORTHWEST

5A

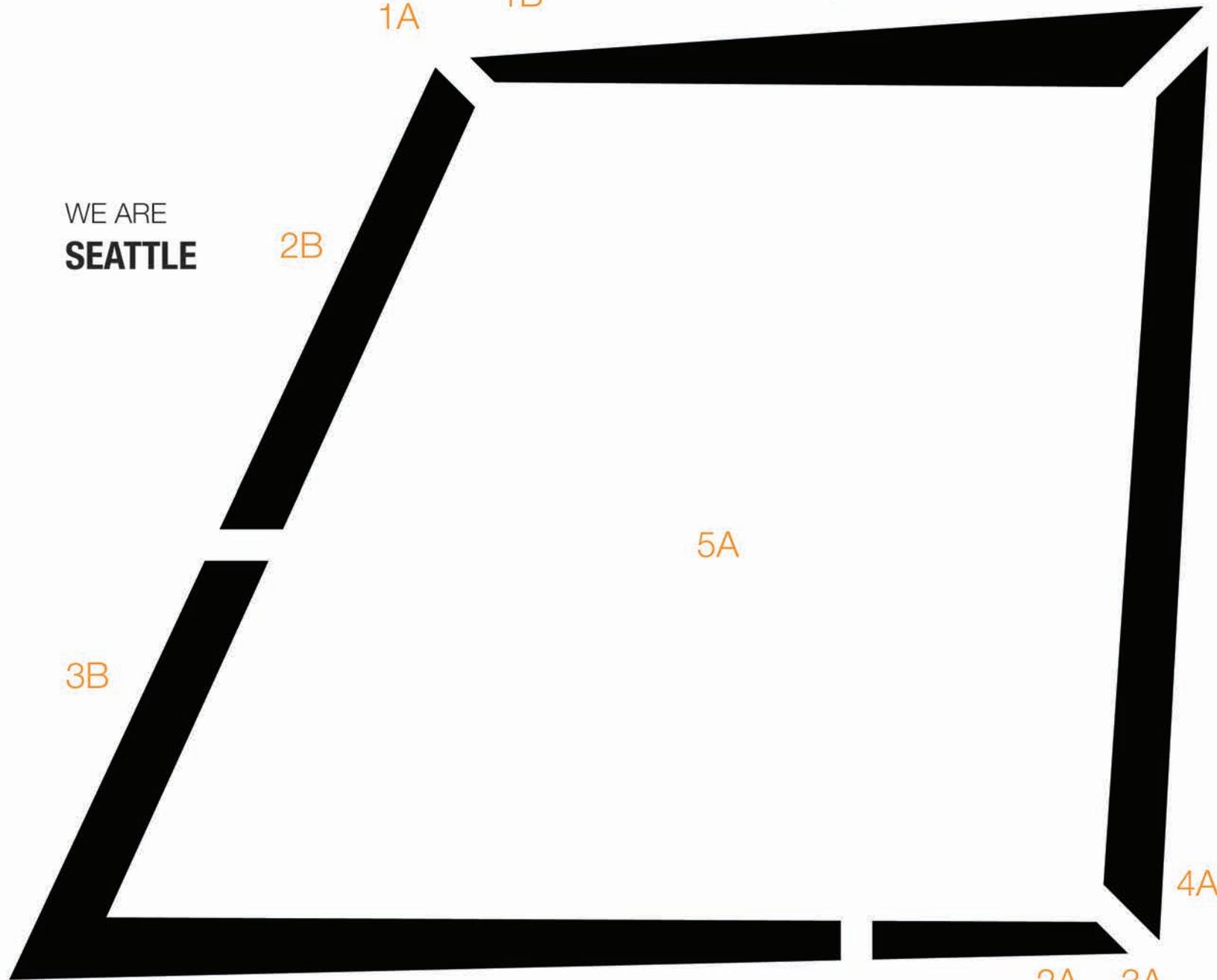
4A

1C

BUS

2A

3A





60% DESIGN- REQUEST FOR APPROVAL

60% DESIGN

"STAND UP" PORTION OF THE PRESENTATION:
REVIEW PHYSICAL MODELS, MATERIAL SAMPLES and PRINTED BOARDS
AS PART OF THE 60% DESIGN and THE
INITIAL PUBLIC BENEFITS UNDER CONSIDERATION

(see APPENDIX section for presentation materials)

1. Minimum Façade Height - SMC 23.48.014-A.2

- a. Waiver for Development Standard - The Enclosure height along Denny Way is less than the required 25'. The intent of the code is for developments to maintain continuity and contribute to the quality of public realm at the street edge.
- b. Justification - A Council Waiver for Development Standard is requested for a segment of the facade along Denny Way that is below 25' due to the unique geometry of the project. The average facade height of the Denny Way facade is 27' to meet the intent of the requirement. The portion that drops below 25' is important to the architectural response to unique urban condition and project type. The site is located at a key intersection of Downtown, Capitol Hill and Cascade neighborhoods. The location is an intersection of the two major urban grids in Seattle and is a distinctive point of transition both in character and geometry for the neighborhoods. One of the opportunities of the project is to leverage the sense of open space and maximize the amenity of access to light and air. The segment along Denny that is lower has purposeful intent to acknowledge the axial relationship to Virginia as well as the intent to help welcome and draw pedestrian activity to the open space developed as part of the project and maximize the amount of light that is available to the open space.

2. Permitted Setbacks - SMC 23.48.014-A.3

- a. Waiver for Development Standard - Setbacks exceed the maximum 12' requirement on John and Minor.
- b. Justification – The increased setbacks are a response to public benefit features, urban merit, and SCL program requirements. Public open space is being provided on both John Street and Minor Avenue. The substation also has a functional requirement to be setback from John Street for vehicle access clearance.

3. Façade Transparency Requirements - SMC 23.48.014-D.1

- a. Waiver for Development Standard – Both Denny Way and John St. do not meet the 60% transparency requirement. Denny Way has 54% and John Street is 18%.
- b. Justification - Due to (NERC) regulatory requirements for substations, visual access within the substation must be limited. As intent to meet the transparency requirements, translucent glazing has been provided to allow transmission of light and to create facade variations both in daytime and nighttime conditions. The changing geometrical planes of the facades are made to meet the intent of the requirement to create interesting variation and engaging authentic street level facades experiences that do not rely on storefront mimicry.

4. Blank Façade Limits - SMC 23.48.014-D.2 & SMC 23.48.014-D.3

- a. Waiver for Development Standard – Both Denny Way and John St. do not meet the 60% transparency requirement and because of this the facades do not explicitly meet the Blank Façade Limits.
- b. Justification - Due to (NERC) regulatory requirements for substations, visual access within the substation must be limited. As intent to meet the transparency requirements, translucent glazing has been provided to allow transmission of light and to create facade variations both in daytime and nighttime conditions. The changing geometrical planes of the facades are made to meet the intent of the requirement to create interesting variation and engaging authentic street level facades experiences that do not rely on storefront mimicry.

5. Green Factor - SMC 23.48.024-A.2 (SMC 23.86.019)

- a. Waiver for Development Standard - Landscaping that achieves a Green Factor score of .30 or greater. The site is unable to meet this requirement.
- b. Justification - A Council Waiver for Development Standard is requested. While it is not feasible to meet the 0.3 green factor points for this site due to programmatic infrastructure for the substation, we have strived to implement sustainable features as much as possible. The site includes bioretention cells to collect stormwater runoff from the alley. Additionally, a runnel collects stormwater runoff from the open space, John Street streetscape, and elevated walkway. Planting soil depth has been increased to a minimum of 24" in tree, shrub, groundcover, and lawn areas which will increase infiltration and reduce stormwater runoff. This will also provide a healthier growing environment for plants and reduce the overall amount of water needed for irrigation. Due to clearance requirements from underground utilities, tree planting is limited, but trees are provided wherever possible. The space above the substation needs to remain open, precluding a green roof, however, plantings similar to a green roof have been provided on the elevated walkway. Streetscape improvements include a continuous planting strip on all three sides of the site. Of the 37,671 sf of available open space inside the right-of-way, 100% is publicly accessible and 30% is planted with trees, shrubs, and groundcovers.

6. Accessory Surface Parking - SMC 23.48.034-C.3

- a. Waiver for Development Standard - An area designated for food trucks is proposed on the site adjacent to John Street and this is interpreted as Accessory Surface Parking
- b. Justification - A Council Waiver is requested for this facility to allow an on-site permanent food truck installation that is separated from the sidewalk. This solution meets the intent of the requirement to maintain attractive and inviting pedestrian urban spaces and is developed as a public benefit for activity that will encourage and enliven urban public space. Food truck usage will provide activity and in the absence of truck parking the space will be open for other potential activities such as pop up art markets movable seating.

7. Parking and Loading Access - SMC 23.48.034-D.1

- a. Waiver for Development Standard - Access to parking and loading shall be from the alley when the lot abuts an alley if it would not create a significant safety hazard. The technical function of the substation required access to be off John Street.
- b. Justification - A Waiver for Development Standard is requested to allow service access along John Street in response to the unique requirements of a substation for at grade large equipment transport. Alley access does not allow for required turning radius and changes in grade from the alley to the substation yard grade make vehicle entry to the substation infeasible. The John street Façade and service entry door are receiving special treatment to eliminate the appearance that there is a vehicle service entrance. The service door will be treated with special glazing as well as artistic environmental graphic installations to make the door a visual feature that will provide interest and add to the rich context proposed on John St.

5

**REVIEW PUBLIC BENEFITS
UNDER CONSIDERATION**

Public Benefits Summary

Open Space Components

Interpretive / Open Space Components

Alley only

Streetscape / Urban Environment

Aspirational Additive Elements

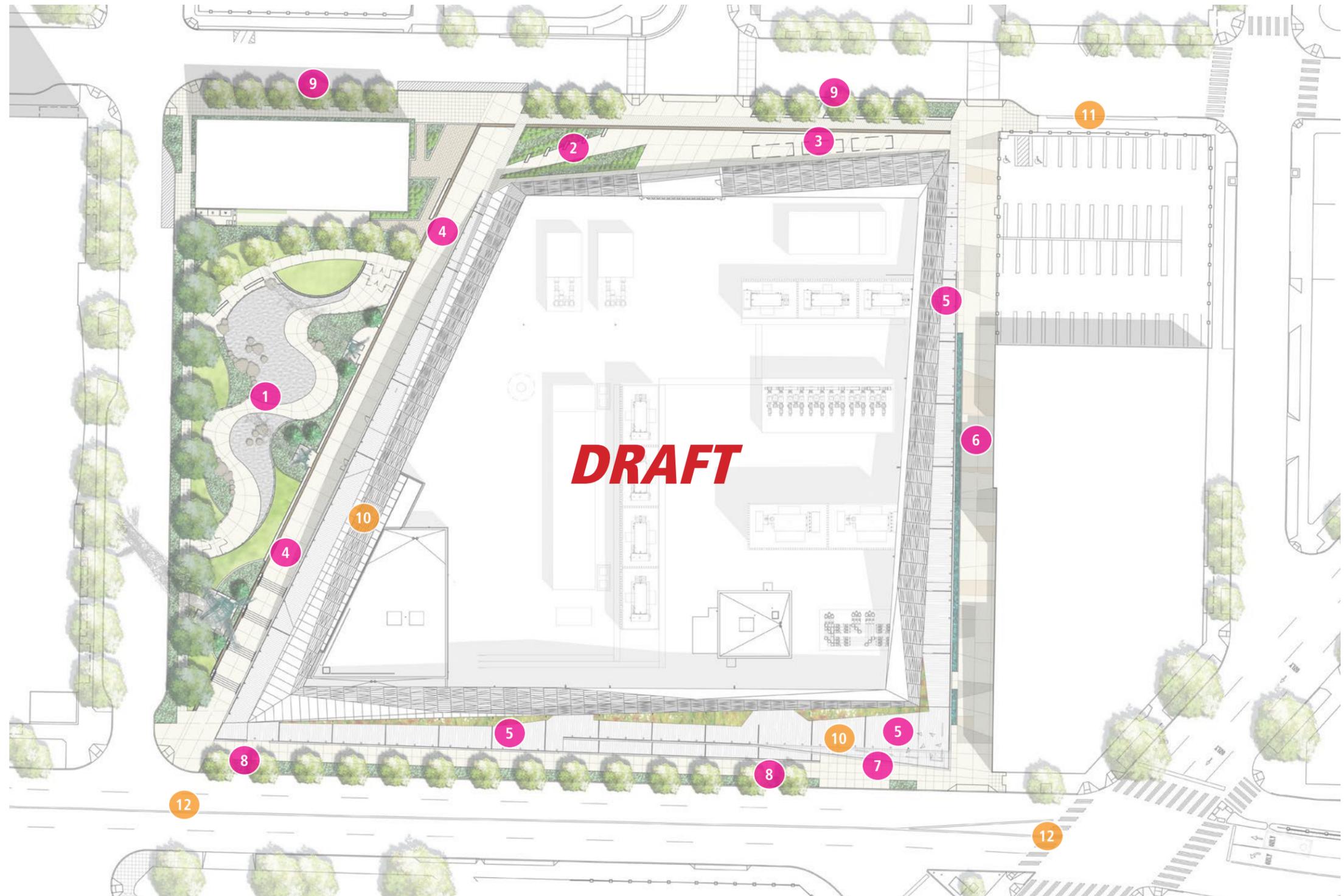
PUBLIC BENEFIT	DESCRIPTION	ADDED BENEFIT
1 - Open Space on Minor	Off-leash area	6,800 sf
	Seating Elements on north side of the off-leash area	32 lf
	Green Space	9,340 sf
	Art Integration - Seating Elements	3
	Park Ranger Station	1
	Kiosk for neighborhood postings	1
2 - John Street Pocket Park at NW Corner	Seating elements	22 lf
	Landscaping	1,000 sf
3 - Food Truck Zone	Dedicated paved zone for food truck parking	3 spaces for typical 23' x 7' trucks
4 - "Pedestrian Thru-Block Connector"	18'-0" wide paved pedestrian pathway (no vehicular traffic)	6,500 sf
	Seatwalls	250 lf
	Seating zones integrated with the art	3
	Entry Access into the SW Shell Space	1
	Integrated site stormwater feature	362 lf
5 - "Elevated Interpretive Walkway"	Ambulatory Walking Loop	1/4 mile path
	Seating Elements at SE corner	42 lf
	Landscaping	1,450 sf
	Educational viewing portals and interpretive graphics	10 locations
	Educational components integrated into walkway experience	-
	Art integration into substation enclosure structure	2,500 - 4,790 sf
6 - Alley Improvements	Paving Enhancements	8,100 sf
	Safety Lighting	275 lf
	Bio-retention Planter	180 lf
7 - Bus Shelter / Transit Hub	Integrated building overhang for bus shelter	700 sf
	Passenger waiting "lean rail"	15 lf
	Transit Kiosk	1
8 - Implementation of the Intent of the "Denny Streetscape Plan" (SDOT Setback Requests)	Voluntary setbacks fronting Denny Way to meet the intent of the proposed "Denny Streetscape Plan"	2,350 sf
9 - John Street Green Street Enhancements	Increased pedestrian and planting zones north of the Brewster apartments and across the length of the project site	___ sf
	Enhanced pedestrian crossings at the alley and at mid-block	3 locations
10 - Shell Spaces	SW SHELL SPACE: Storefront space located adjacent to the Pedestrian Thru-Block Connector and the Minor Street open space park (potential Seattle City Light Informational / Educational Center)	3,900 sf
	SE SHELL SPACE: Storefront space located at the intersection of Denny Way and the Alley in the SE corner of the site (potential community space)	2,900 sf
11 - Bike Share Program	Fleet of bikes provided at a fixed station located at the NW corner of the site (proximity and connection to the Cheshiahud Lake Union Loop)	min. desired 19 docking stations
12 - Denny Street Crossings	Enhanced pedestrian crossings of Denny Way at the intersections of Denny Way / Stewart Street and Denny Way / Minor Ave. N.	2 crossings

Public Benefits Overview

Summary Diagram

- 1: Open Space on Minor
- 2: John Street pocket park at NE corner near Brewster
- 3: Food truck parking zone
- 4: Pedestrian Thru-Block Connector
- 5: "Elevated Interpretive Walkway"
- 6: Alley improvements
- 7: Bus Shelter / Transit Hub
- 8: Implementation of intent of Denny Streetscape Plan
- 9: John Street Green Street Enhancements
- 10: Shell Spaces
- 11: Bike Share Program
- 12: Denny Street Crossings

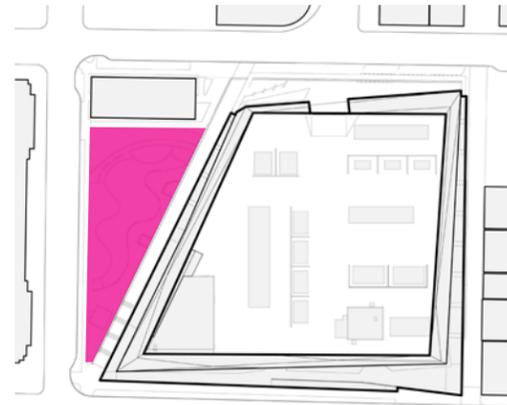
Aspirational Additive Elements



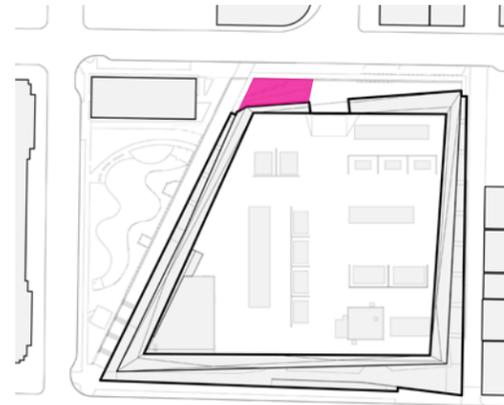
Public Benefits Overview

Summary Diagram

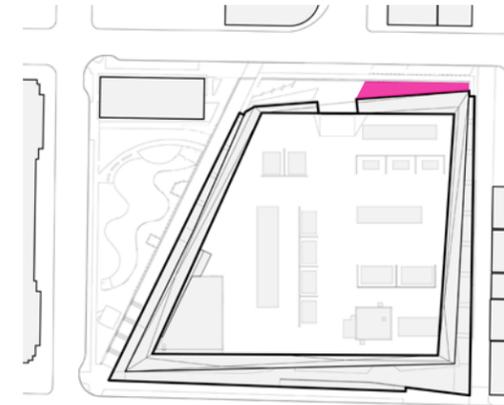
1: Open Space on Minor



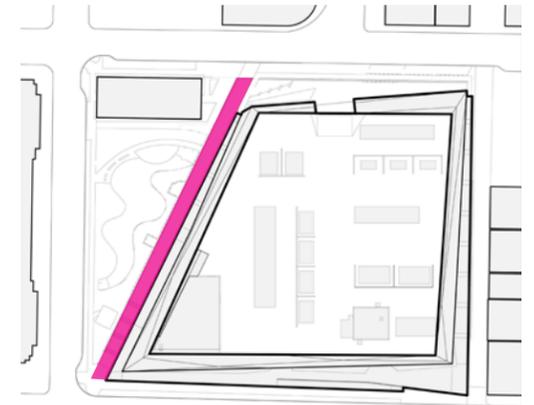
2: John Street Pocket Park



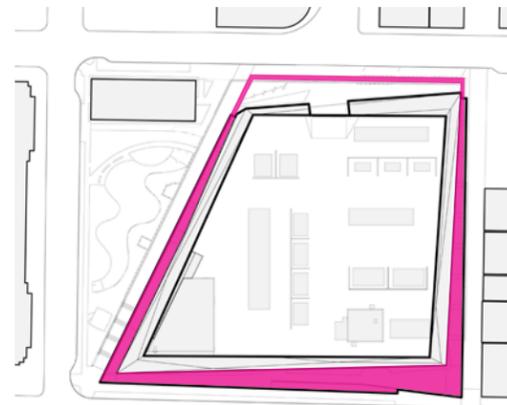
3: Food Truck Parking Zone



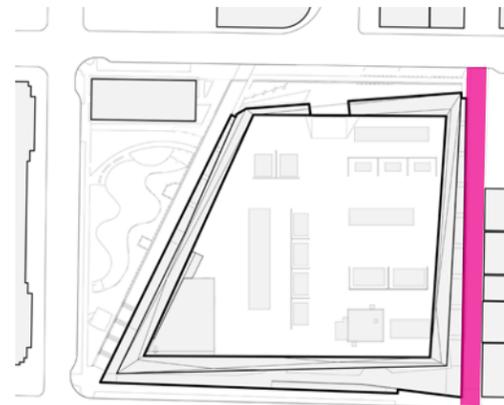
4: "Pedestrian Thru-Block Connector"



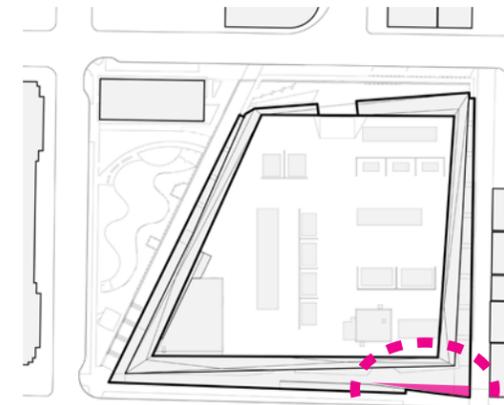
5: "Elevated Interpretive Walkway"



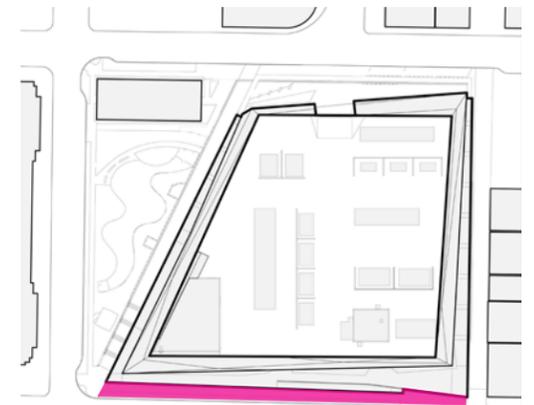
6: Alley Improvements



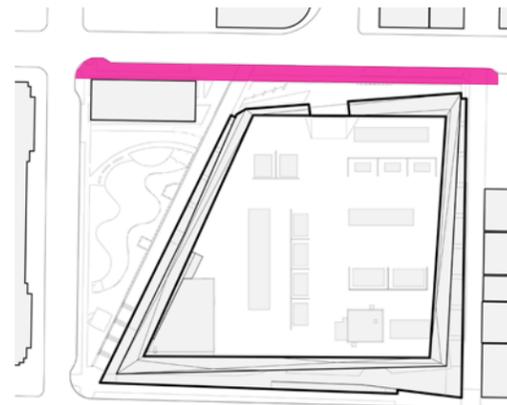
7: Bus Shelter / Transit Hub



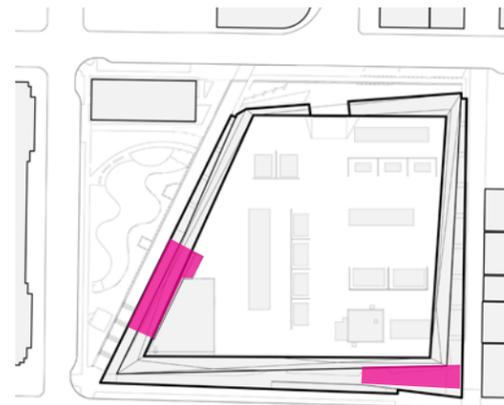
8: Implementation of intent of SDOT Denny Streetscape Plan



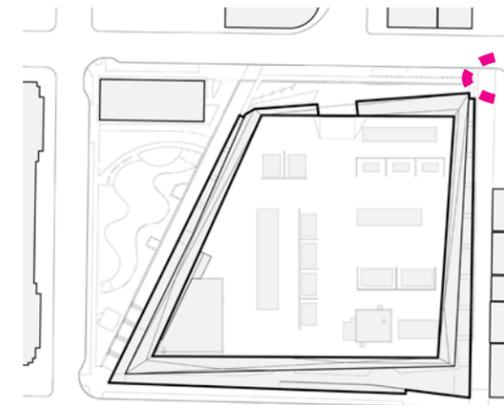
9: John Street Green Street Enhancements



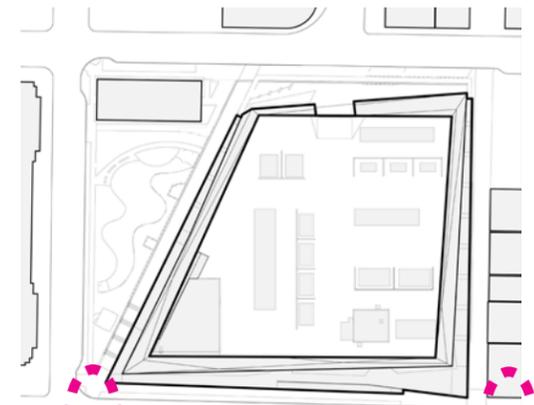
10: Shell Spaces



11: Bike Share Program



12: Denny Street Crossings



Denny Substation

Urban Design Merit

60% Design

Review of Public Benefit Considerations

with the

Seattle
design
Commission

April 3, 2014

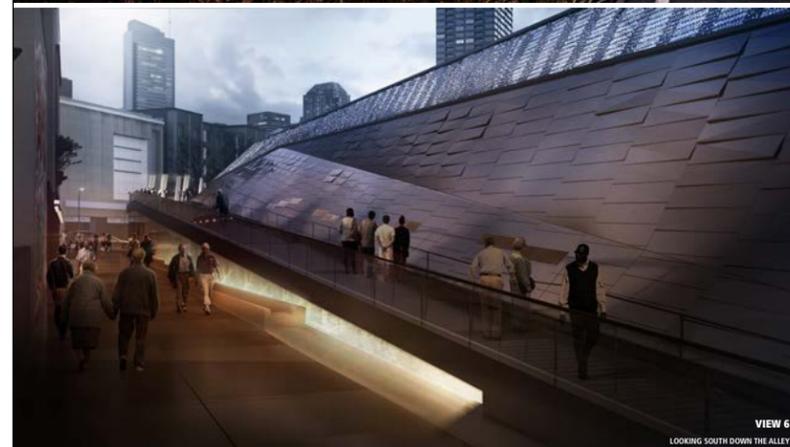


Denny Substation Project

Powering Seattle through the 21st century



APPENDIX



Denny Substation | Design Commission - Urban Design Merit | 60% Design | Public Benefits - April 3, 2014 1

nbbj



Denny Substation | Design Commission - Urban Design Merit | 60% Design | Public Benefits - April 3, 2014 2

nbbj



Denny Substation | Design Commission - Urban Design Merit | 60% Design | Public Benefits - April 3, 2014 3

nbbj

A. Bus Stop and Alley Treatment

B. John Street Plaza

C. John Street Pocket Park

1: Plaza areas
2: Seatewalls
3: Streetscape cobbles
4: Off-leash area fence
5: Boulder cluster
6: Off-leash area surface
7: Runnel at stairs
8: Low planting areas
9: Informal lawn area
10: Streetscape planting along Minor

1: Elevated walkway planting
2: Bio-retention planting
3: Alley paving treatment
4: Runnel grate
5: Food truck area
6: Streetscape planting
7: Plaza area

Denny Substation | Design Commission - Urban Design Merit | 60% Design | Public Benefits - April 3, 2014 4 nbbj

D. Minor Street Open Space

Denny Substation | Design Commission - Urban Design Merit | 60% Design | Public Benefits - April 3, 2014 5 nbbj

SUSTAINABILITY and SITE ANALYSIS

SITE SUSTAINABILITY STRATEGIES

- BROWNFIELD SITE DEVELOPMENT
- PROMOTE SUSTAINABILITY
- RUNNEL
- BIO-RETENTION PLANTER
- REDUCE IRRIGATION DEMAND
- NATIVE AND DROUGHT-TOLERANT SPECIES
- CITY OF SEATTLE BIKE SHARE HUB
- INTEGRATE MASS TRANSIT STATION
- RENEWABLE ENERGY - PHOTOVOLTAIC ARRAY
- SOLAR SHADING

SOLAR ACCESS ANALYSIS

OPTIMAL PHOTOVOLTAIC ARRAY

VIEW ANALYSIS

GLARE ANALYSIS

Denny Substation | Design Commission - Urban Design Merit | 60% Design | Public Benefits - April 3, 2014 6 nbbj

LIGHTING

LIGHTING - SAFETY AND FUNCTION

FUNCTIONAL:
SAFE
ACTIVE
BALANCED WITH SETTINGS
COMPELLING
A POLITE NEIGHBOR

Illumination levels for the interior yard are 2 Footcandles during use and 0.5 Footcandles when unoccupied. Traditional glass wall sections reveal interior messaging and a safely lit interior space.

Low glare perimeter yard lighting, controllable security lighting, and select perimeter lighting, make for a functional and neighborhood friendly experience.

LIGHTING - PERFORMANCE AND PRESENCE

FUNCTIONAL:
SAFE
ACTIVE
BALANCED WITH SETTINGS
COMPELLING
A POLITE NEIGHBOR

The lighting of the Denny Substation will contribute positively to the neighborhood environment.

Planned infrared transparency sensors located along the facade trigger light level increases, thus improving human visibility and safety.

Light spill will be kept to a minimum, with fixtures dimmed down or turned off when not in use.

ENVIRONMENTAL GRAPHIC DESIGN

COMMUNITY TOUCH POINTS + GRAPHIC STYLE GUIDE

AaBbCc AaBbCcDdEeFfGgHhIiJjKkLlMmNnOoPp QqRrSsTtUuVvWwXxYyZz 1234567890
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Helvetica Neue 77 Bold Condensed

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Helvetica Neue 77 Bold Condensed

Color Palette

Structure elements

Icon System

We live. We work. We play.
We are a pioneering community!
We are for the people, by the people.
Together we power the city.

Language Style

WE ARE CASCADE NEIGHBORS

OUR NEIGHBORHOOD
OUR RESOURCE
A COMMUNITY THAT LIKES WIND AND SUN

Our goal is to create a place for the Cascade neighborhood when they can discover, learn, and make it a place that they can call their own.

WE ARE SEATTLE

WE ARE PIONEERS
WE ARE COMMITTED
WE ARE DIVERSE

We want the broader Seattle community to learn about Seattle City Light and discover how the facility is for them, by them, and around them.

WE ARE SEATTLE CITY LIGHT

WE WERE CREATED BY YOU AND CONTINUE TO SERVE FOR YOU
WE ARE YOUR PUBLIC UTILITY FOR RESPONSIBLE ENERGY

What does Seattle City Light do for you? We are here to make sure that you have the power you need in any of the neighborhoods you live in. Our goal is to answer those questions and help our community develop a better relationship with Seattle City Light.

WE ARE THE PACIFIC NORTHWEST

OUR NATURAL POWER SOURCE
OUR REGION
OUR INSPIRATION

Our communities are powered by our rich rivers and mountains. We want to tell that story and increase the importance of preserving our beautiful Pacific Northwest.

FIFTH FACADE

"...just comes through electricity to the people... to connect some kind of thing in their work..." - John Mendenhall

Lead Pencil Studio - "TRANSFOREST"

ART INTEGRATION UPDATES

Scale reference for old growth trees
Scale reference for 400' allowable zoning envelope

Sketch looking east from the Mirabella
Sketch looking south from the Brewster

Sketch looking west with the Mirabella in the background
Sketch looking south from the Brewster

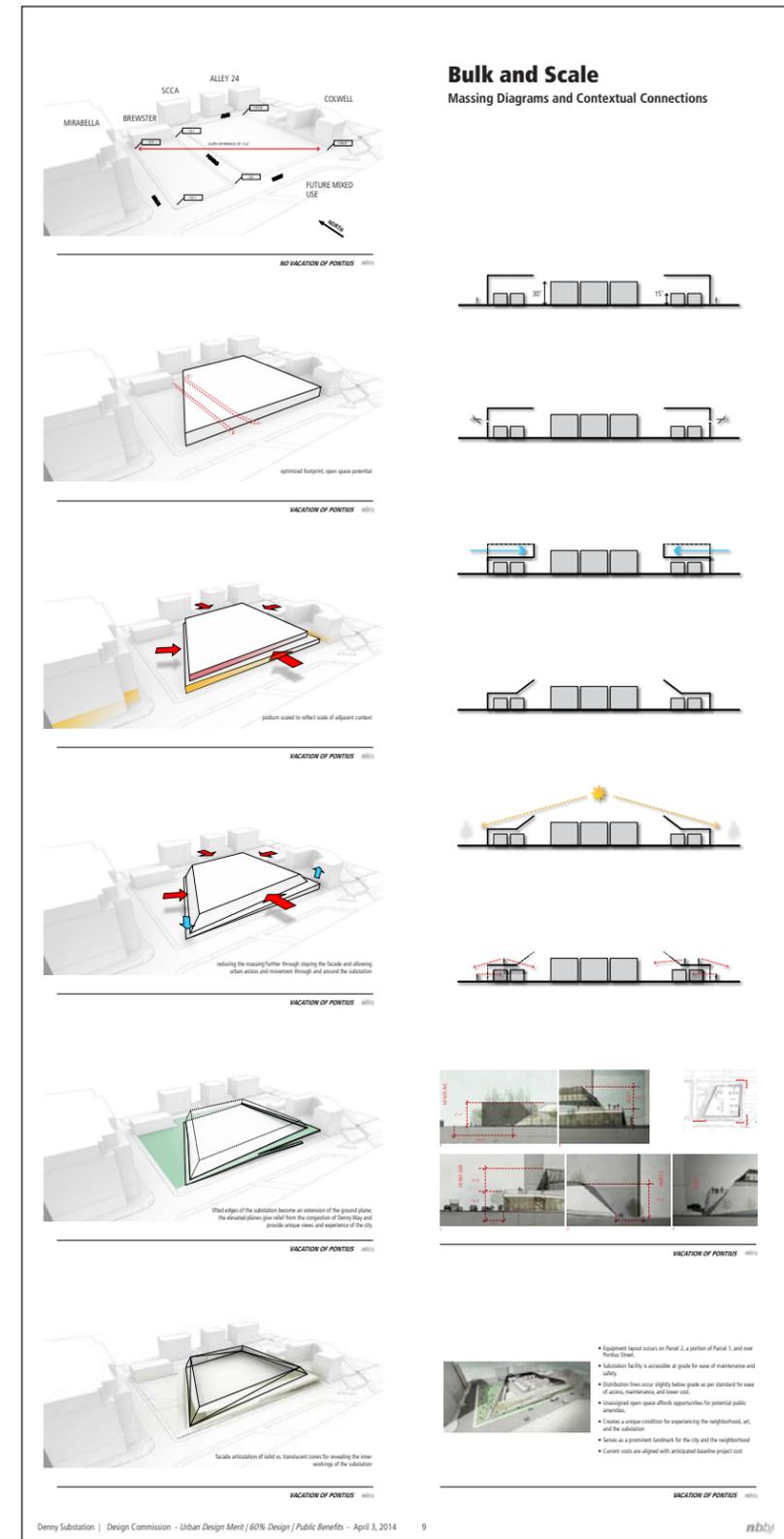
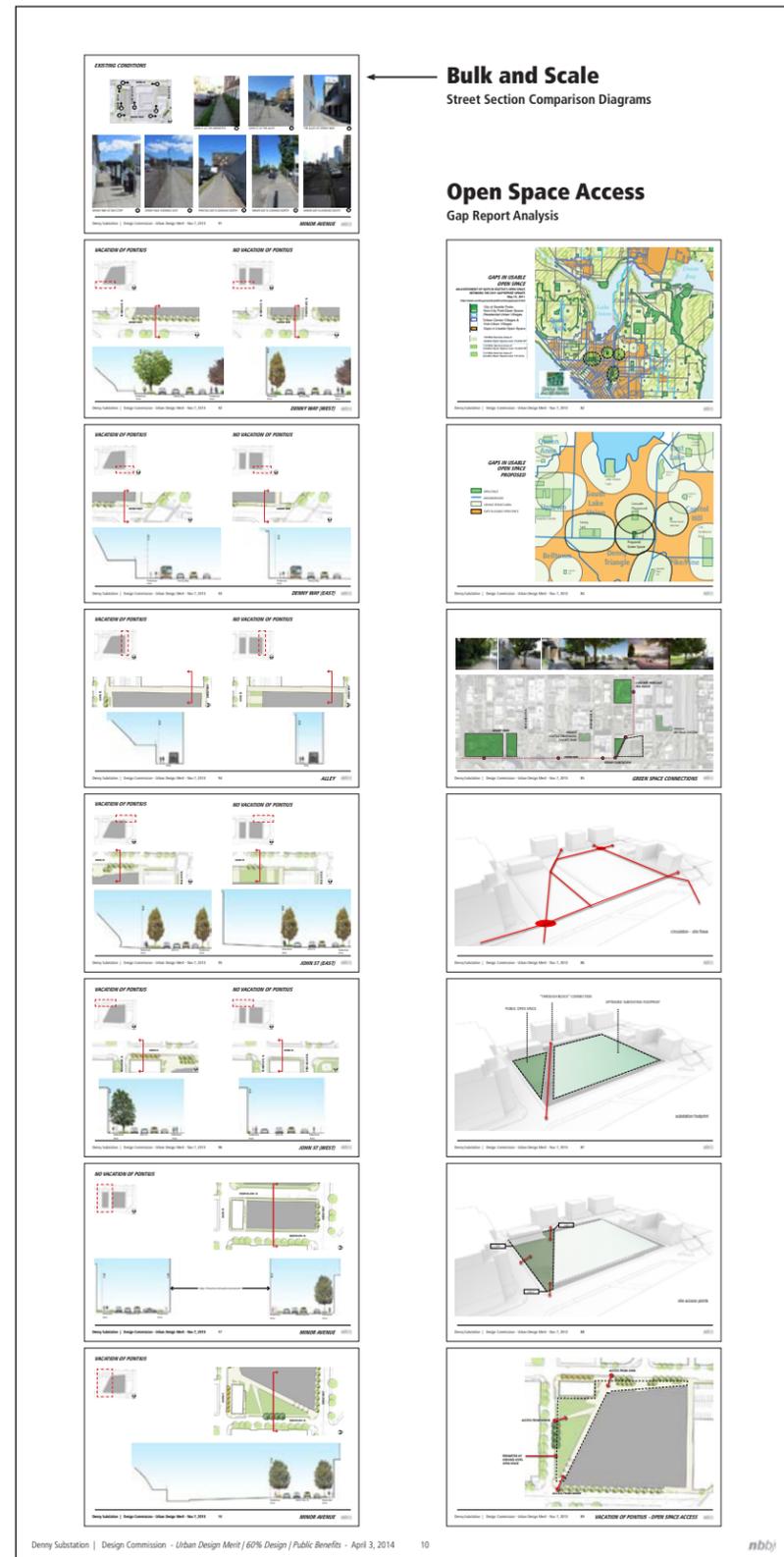
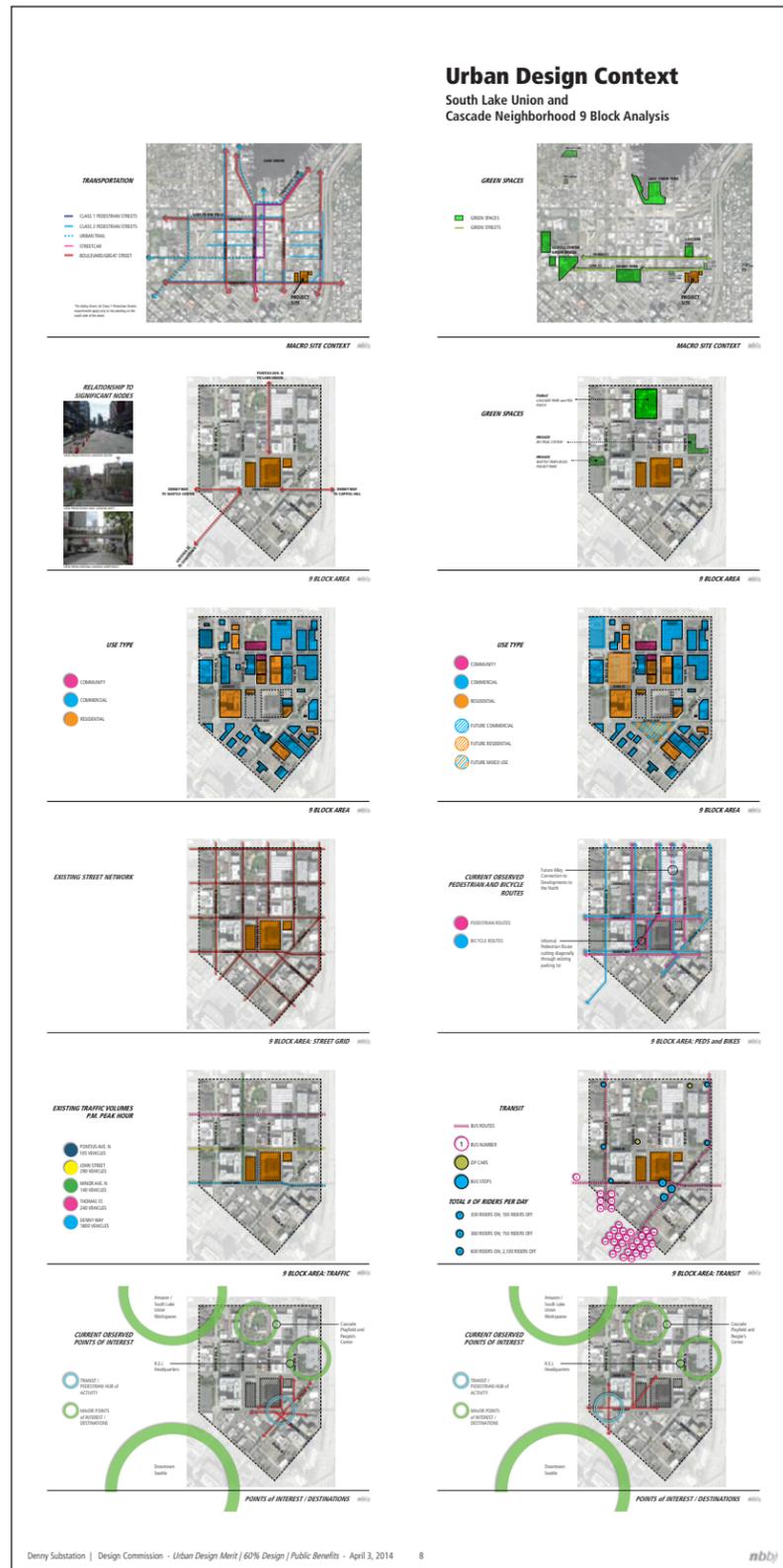
Seattle World's Fair
Historical Old Growth Forest Images
Proposal for the 1200 Stewart Building at the 400' zoning max

Ned Kahn Studios - "SWITCHWALL"

Inspirational concept images of electricity, magnetism, light and color

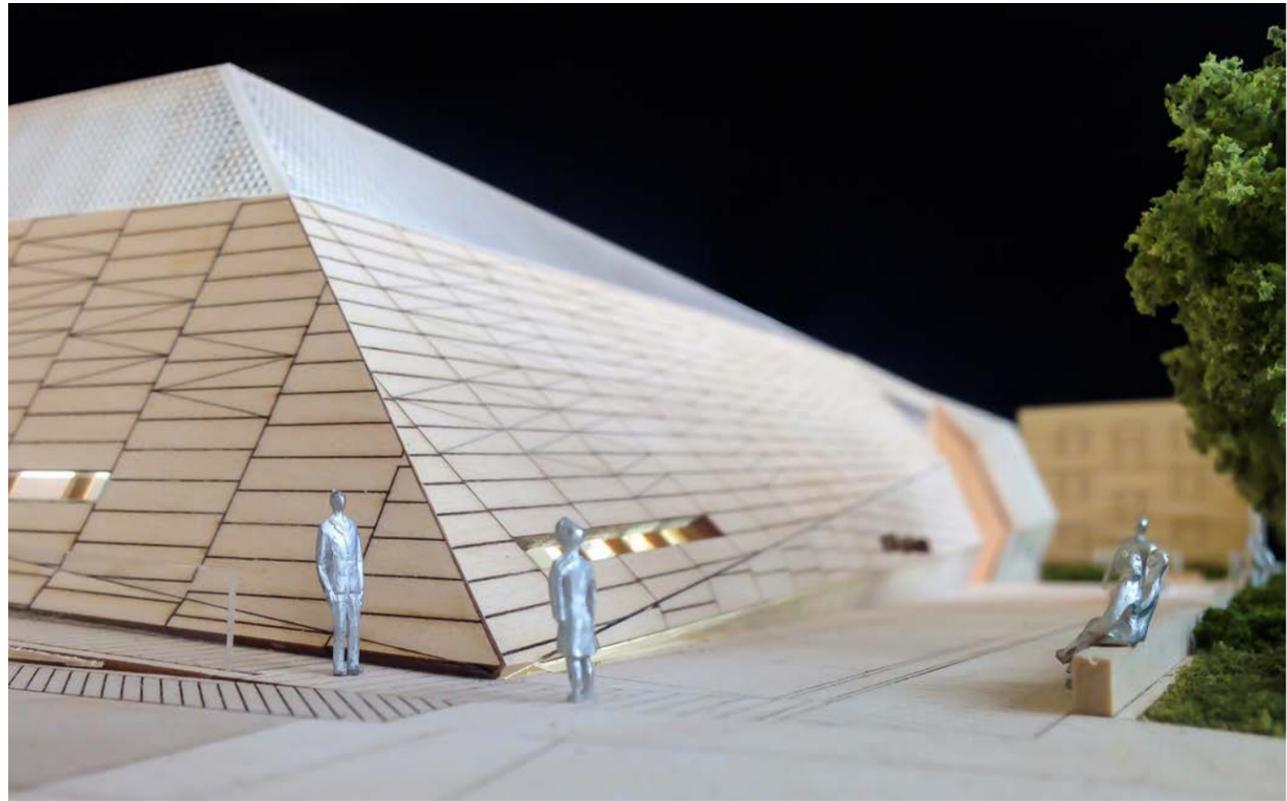
Example panel section extracted from the sloped facade
Connection detail concept at the edge condition

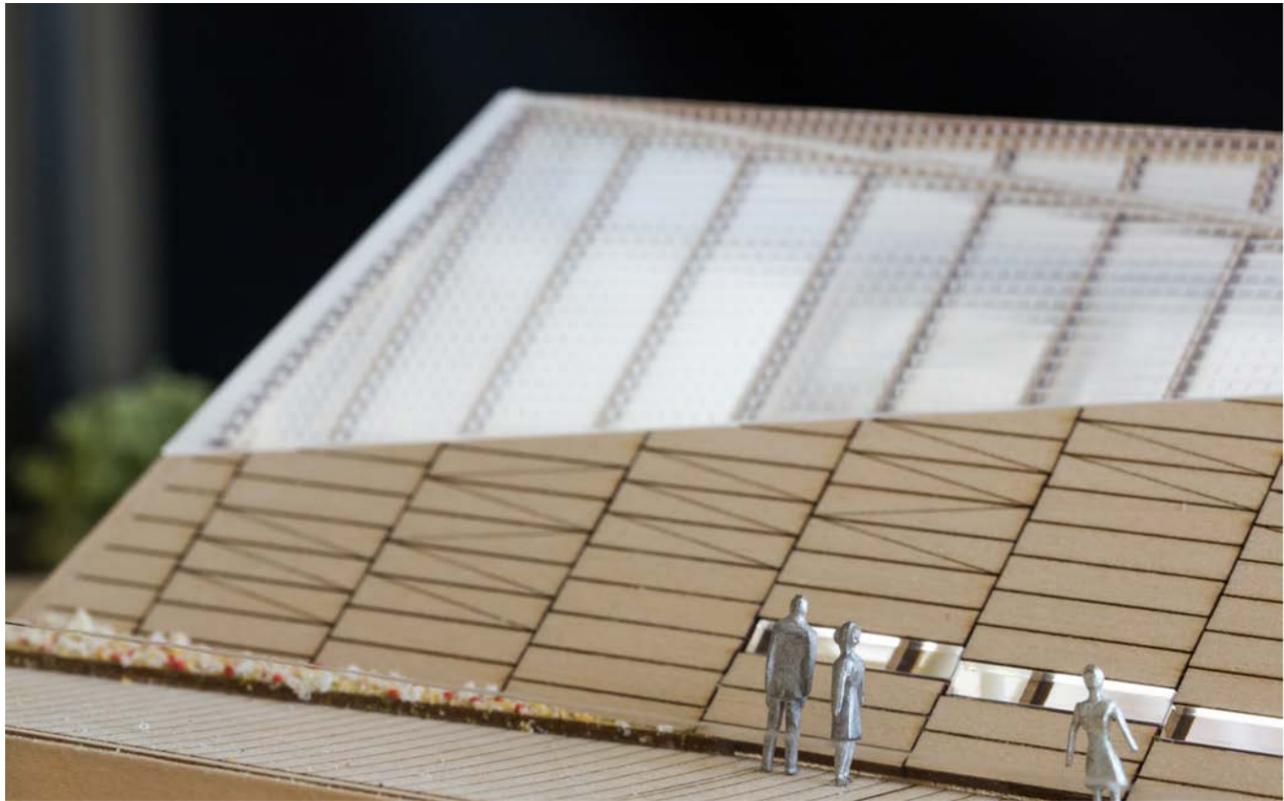
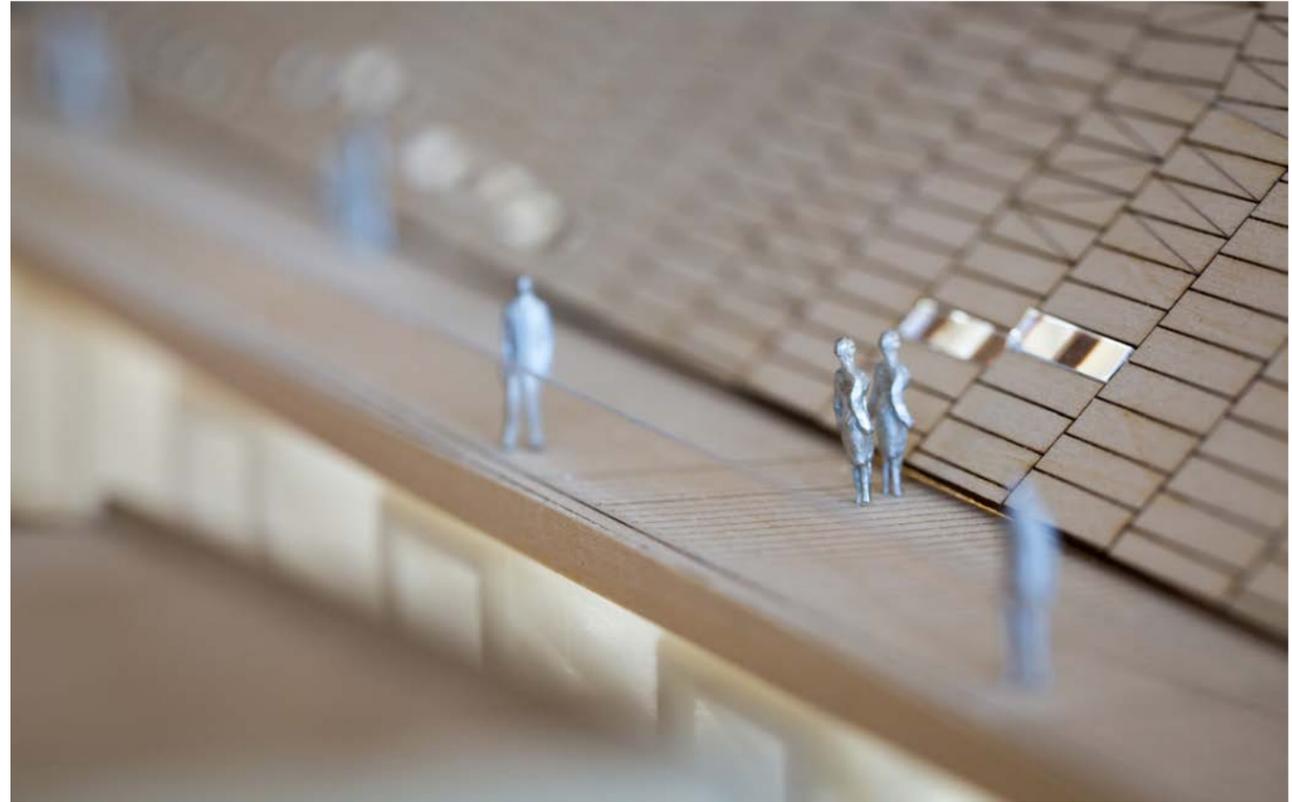
Active color changing facade concept
Detail view
Detail view



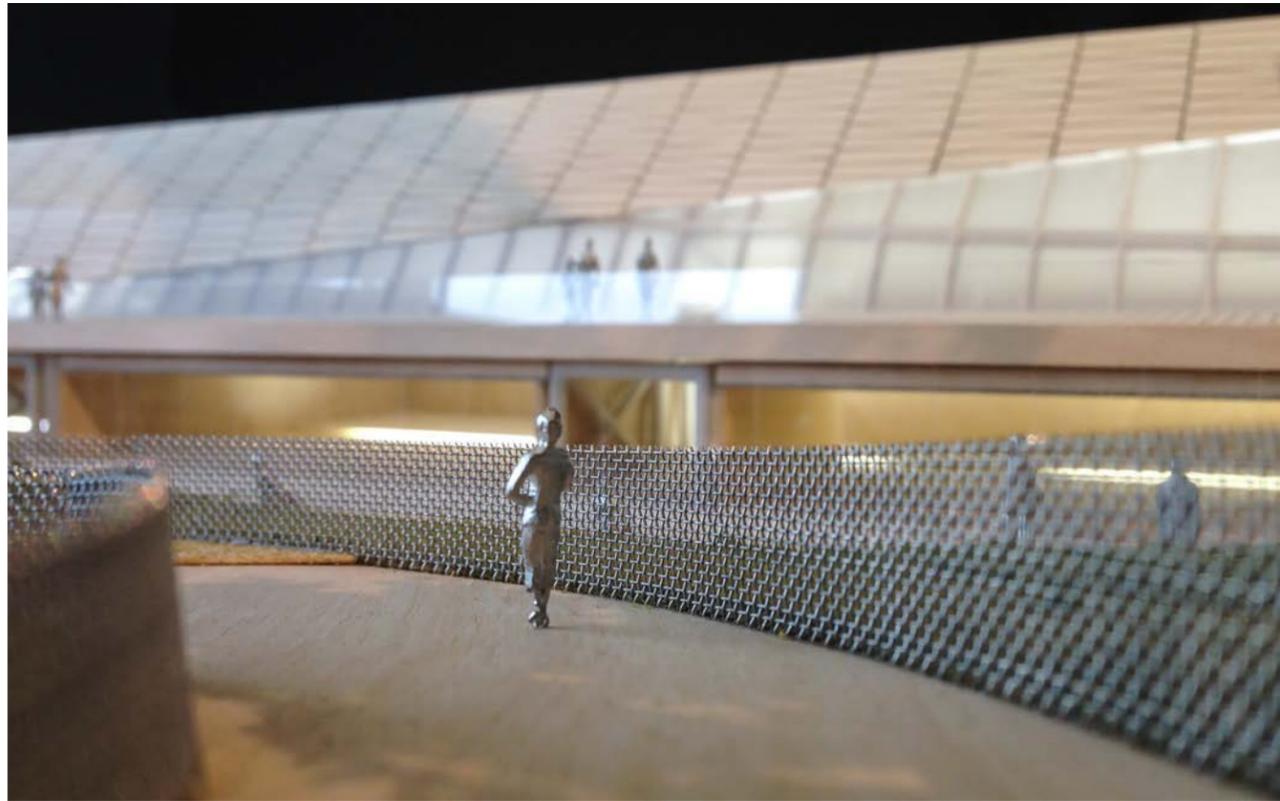




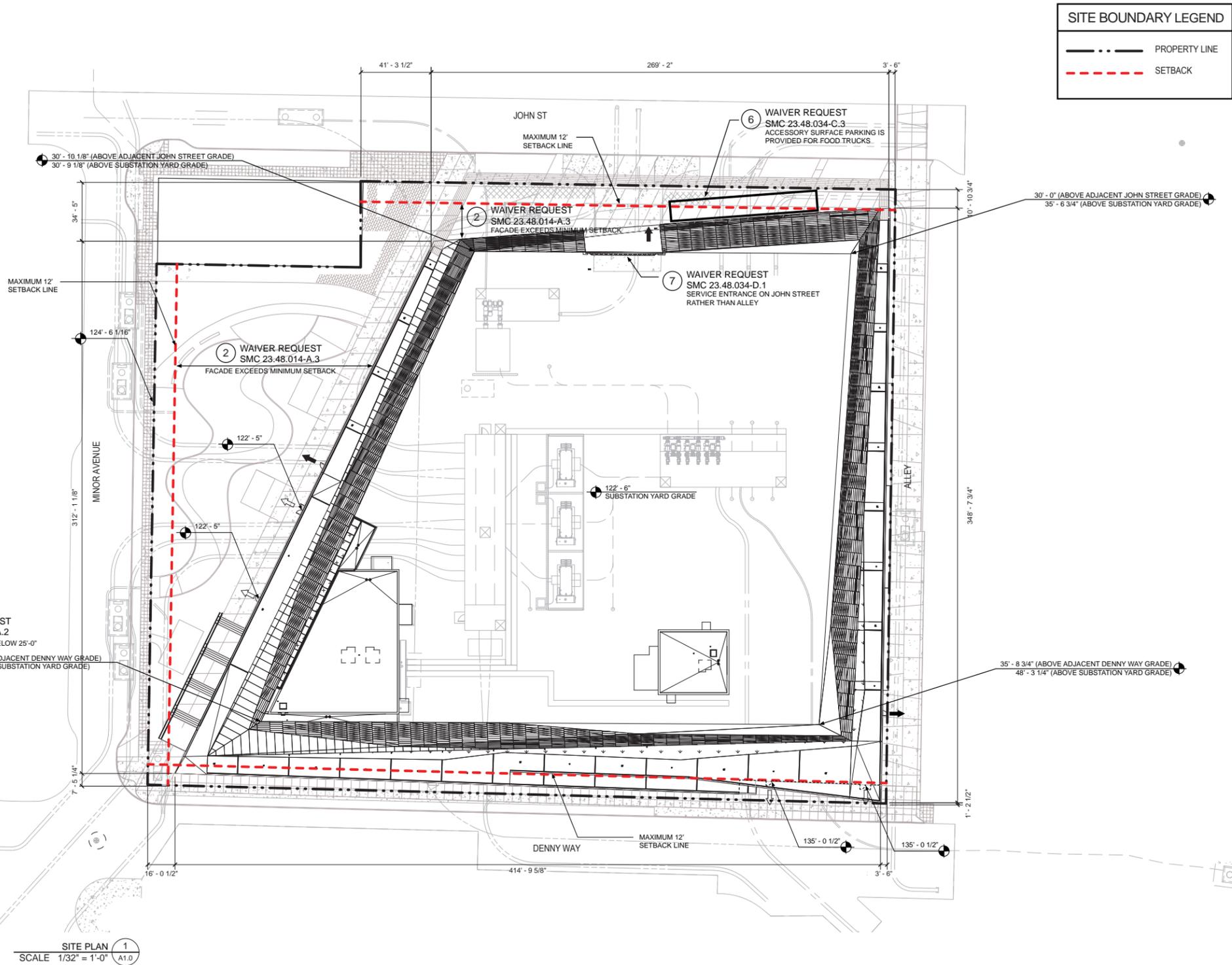








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SITE BOUNDARY LEGEND	
---	PROPERTY LINE
---	SETBACK

1 WAIVER REQUEST
 SMC 23.48.014-A.2
 ZONE OF FACADE BELOW 25'-0"
 20' - 3 7/8" (ABOVE ADJACENT DENNY WAY GRADE)
 30' - 10 7/8" (ABOVE SUBSTATION YARD GRADE)

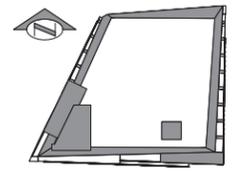
2 WAIVER REQUEST
 SMC 23.48.014-A.3
 FACADE EXCEEDS MINIMUM SETBACK

2 WAIVER REQUEST
 SMC 23.48.014-A.3
 FACADE EXCEEDS MINIMUM SETBACK

7 WAIVER REQUEST
 SMC 23.48.034-D.1
 SERVICE ENTRANCE ON JOHN STREET
 RATHER THAN ALLEY

6 WAIVER REQUEST
 SMC 23.48.034-C.3
 ACCESSORY SURFACE PARKING IS
 PROVIDED FOR FOOD TRUCKS

SITE PLAN 1
 SCALE 1/32" = 1'-0" A1.0



NOT FOR CONSTRUCTION

03/28/2014

SCALE = 1/32" = 1'-0"

REV.	DATE	BY	DESCRIPTION



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 CARL R. TULLY
 STATE OF WASHINGTON

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DESIGN: BF	03/28/2014
CHECK: JS	03/28/2014

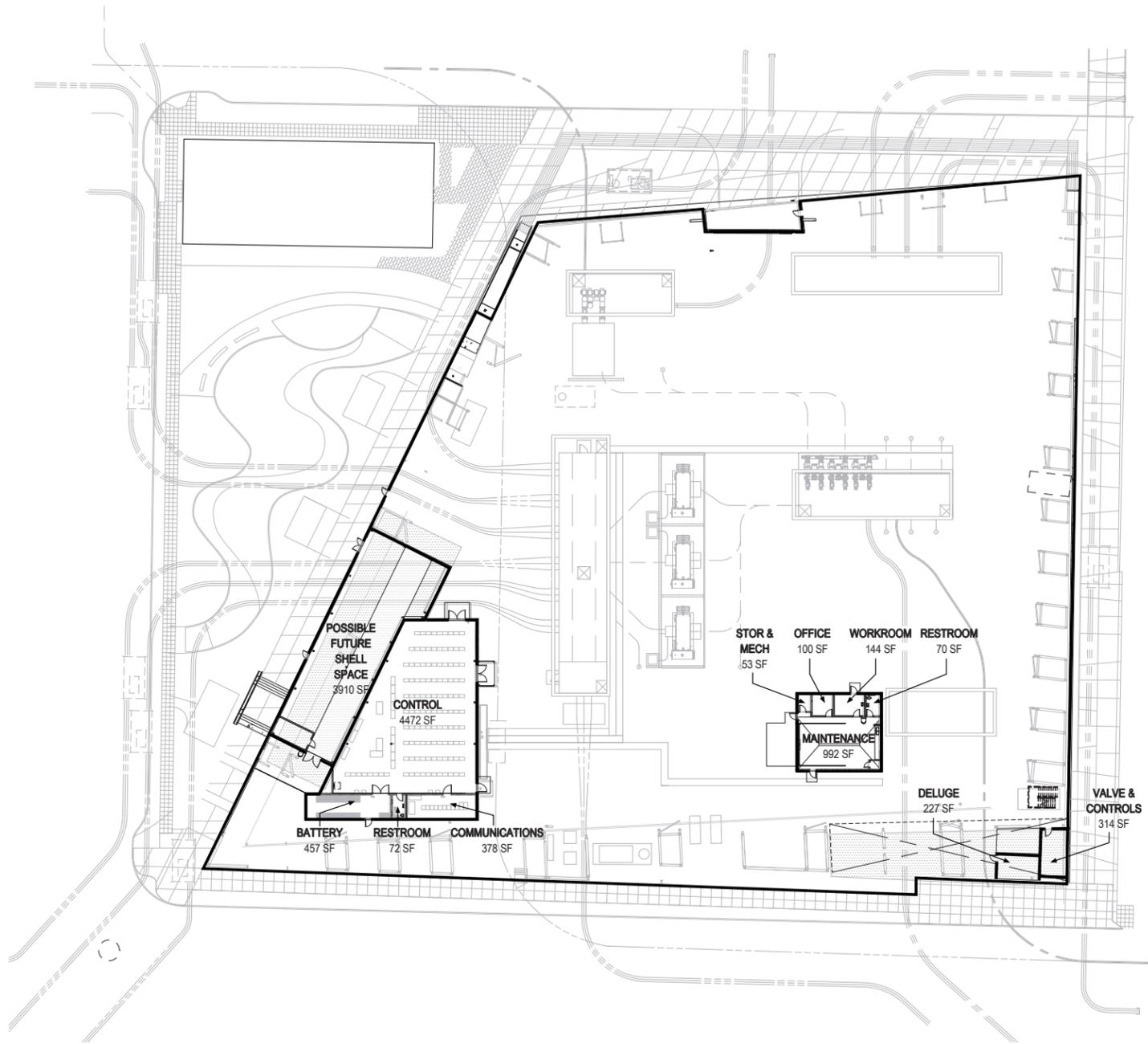


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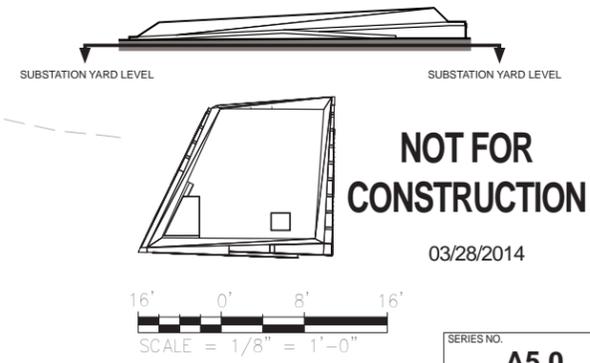
SUBJECT	ARCHITECTURAL
LOCATION	DENNY SUBSTATION
TITLE	ARCHITECTURAL SITE PLAN

SERIES NO.	A1.0
SHEET	OF
CLASS / SHEET	
DRAWING NO.	
SCALE	1/32" = 1'-0"
REV. NO.	

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SUBSTATION YARD LEVEL 1
 SCALE 1/32" = 1'-0" A5.0



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REV#	DATE	IMAGE	DESCRIPTION



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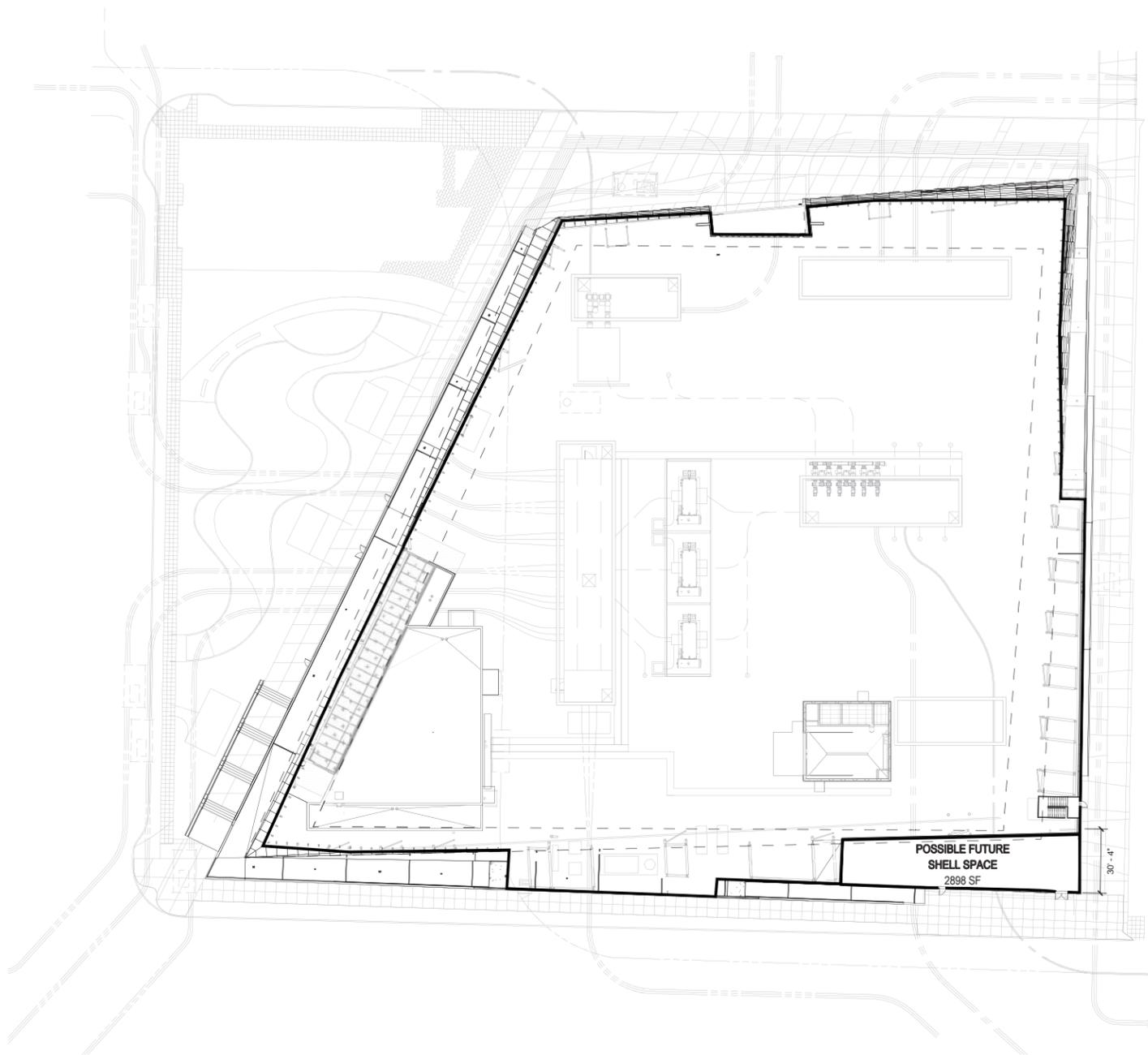


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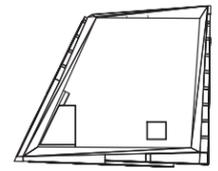
SUBJECT	ARCHITECTURAL
LOCATION	DENNY SUBSTATION
TITLE	YARD LEVEL FLOOR PLAN

SHEET	A5.0
CLASS \ SHEET	OF
DRAWING NO.	
SCALE	1/32" = 1'-0"
REV. NO.	

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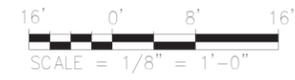


POSSIBLE FUTURE SE SHELL LEVEL 1
 SCALE 1/32" = 1'-0" A5.1



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REV.	DATE	IMAGE	DESCRIPTION



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CHECK: JS	03/28/2014



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Power Production & Substations

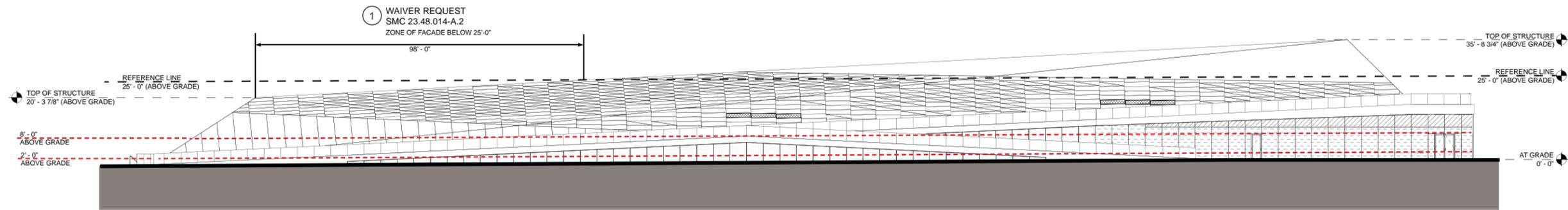
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SUBJECT	ARCHITECTURAL
LOCATION	DENNY SUBSTATION
TITLE	SE SHELL FLOOR PLAN

SHEET NO.	A5.1
CLASS \ SHEET	OF
DRAWING NO.	
SCALE	1/32" = 1'-0"
REV. NO.	

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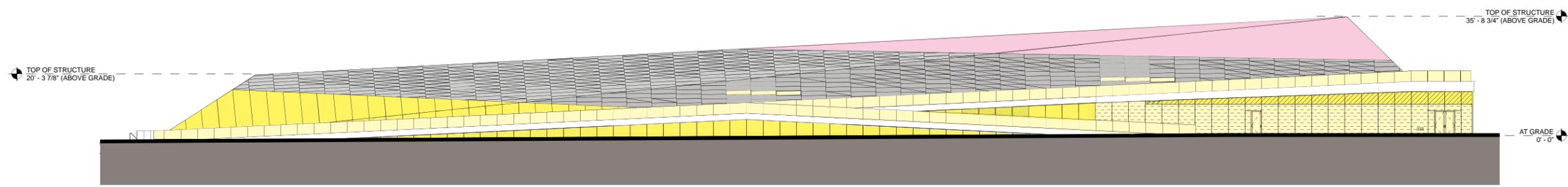
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DENNY WAY - SOUTH ELEVATION 2
SCALE 1/16" = 1'-0" A3.0

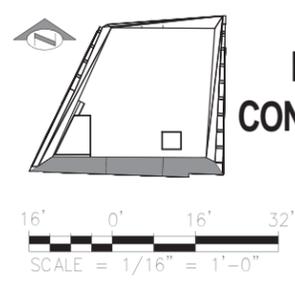
TRANSPARENCY AND BLANK FACADE REQUIREMENTS (SMC 23.48.014.D)	
AREA BETWEEN 2' & 8' ABOVE GRADE	2491 SF
TRANSPARENT AREA	1346 SF
PERCENT OF TRANSPARENT AREA	54%

3 WAIVER REQUEST
SMC 23.48.014-D.1
TRANSPARENCY LESS THAN 80% ALONG
DENNY WAY DUE TO USE OF TRANSLUCENT
GLASS FOR FUNCTIONAL REQUIREMENTS



DENNY WAY - SOUTH ELEVATION ILLUSTRATIVE 1
SCALE 1/16" = 1'-0" A3.0

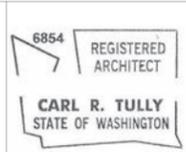
MATERIAL LEGEND	
	TRANSLUCENT GLAZING
	CLEAR GLAZING
	STAINLESS STEEL SHINGLE CLADDING
	NED KAHN ART



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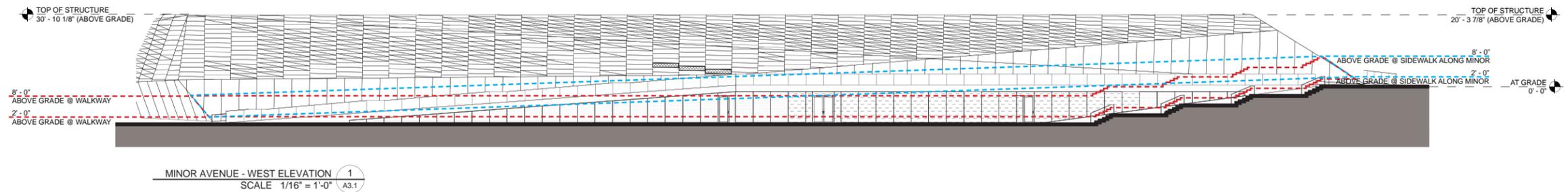
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SIGNATURE	DATE
DRAWN: RF	03/28/2014
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CHECK: JS	03/28/2014

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 Power Production & Substations
 APPROVED FOR SEATTLE CITY LIGHT
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SUBJECT	ARCHITECTURAL
LOCATION	DENNY SUBSTATION
TITLE	EXTERIOR ELEVATIONS - SOUTH

SERIES NO.	A3.0
SHEET	OF
CLASS \ SHEET	
DRAWING NO.	
SCALE	1/16" = 1'-0"
REV. NO.	

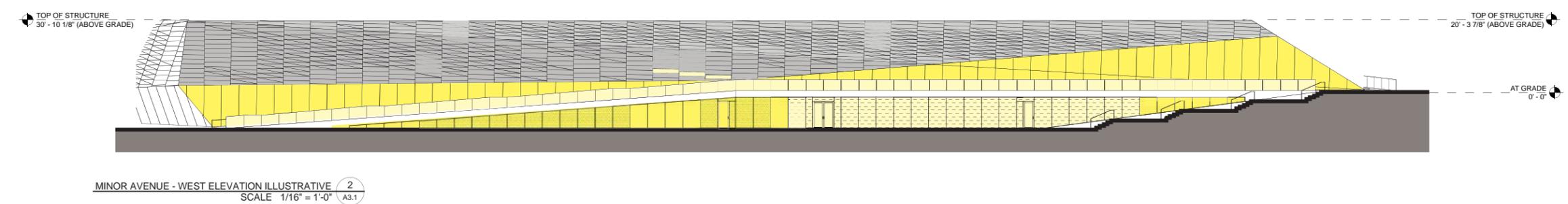
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MINOR AVENUE - WEST ELEVATION 1
SCALE 1/16" = 1'-0" A3.1

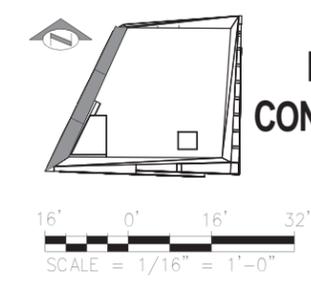
TRANSPARENCY AND BLANK FACADE REQUIREMENTS (SMC 23.48.014.D)	
AREA BETWEEN 2' & 8' ABOVE WALKWAY	2112 SF
TRANSPARENT AREA	929 SF
PERCENT OF TRANSPARENT AREA	44%

TRANSPARENCY AND BLANK FACADE REQUIREMENTS (SMC 23.48.014.D)	
AREA BETWEEN 2' & 8' ABOVE SIDEWALK ALONG MINOR	2150 SF
TRANSPARENT AREA	907 SF
PERCENT OF TRANSPARENT AREA	42%



MINOR AVENUE - WEST ELEVATION ILLUSTRATIVE 2
SCALE 1/16" = 1'-0" A3.1

MATERIAL LEGEND	
	TRANSLUCENT GLAZING
	CLEAR GLAZING
	STAINLESS STEEL SHINGLE CLADDING
	NED KAHN ART



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REV.	DATE	IMAGE	DESCRIPTION



ENDORSEMENTS	
SIGNATURE	DATE
DRAWN: RF	03/28/2014
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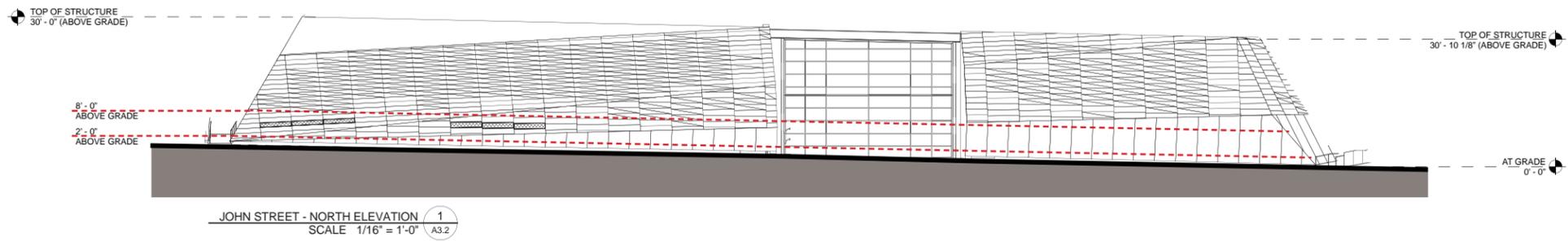
Seattle City Light
 Power Production & Substations
 APPROVED FOR SEATTLE CITY LIGHT
 DATE

SUBJECT	ARCHITECTURAL
LOCATION	
TITLE	EXTERIOR ELEVATIONS - WEST

SERIES NO.	A3.1
SHEET	OF
CLASS \ SHEET	
DRAWING NO.	
SCALE	1/16" = 1'-0"
REV. NO.	

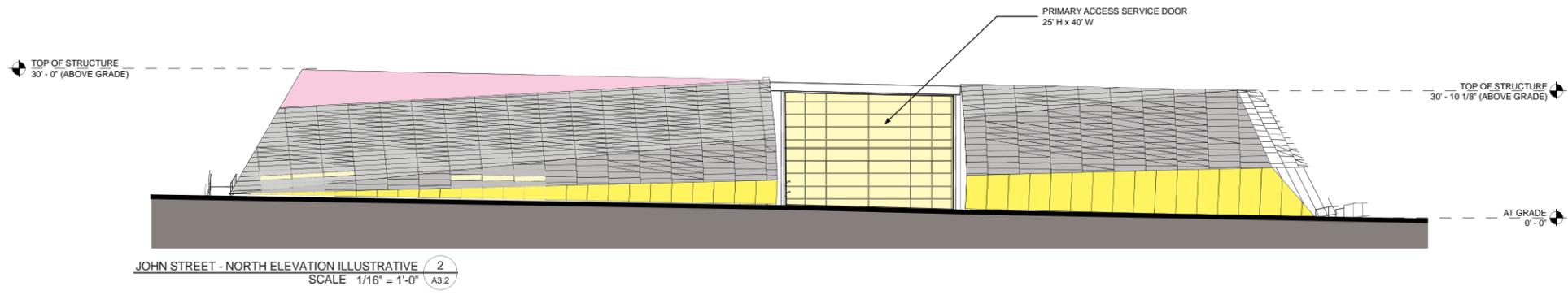
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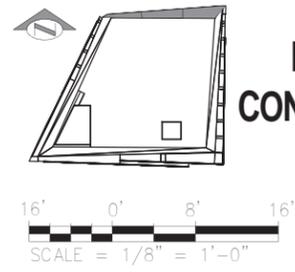


TRANSPARENCY AND BLANK FACADE REQUIREMENTS (SMC 23.48.014.D)	
AREA BETWEEN 2' & 8' ABOVE GRADE	1665 SF
TRANSPARENT AREA	303 SF
PERCENT OF TRANSPARENT AREA	18%

3 WAIVER REQUEST
 SMC 23.48.014-D.1
 TRANSPARENCY LESS THAN 60% ALONG JOHN STREET DUE TO USE OF TRANSLUCENT GLASS FOR FUNCTIONAL REQUIREMENTS



MATERIAL LEGEND	
	TRANSLUCENT GLAZING
	CLEAR GLAZING
	STAINLESS STEEL SHINGLE CLADDING
	NED KAHN ART



NOT FOR CONSTRUCTION
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REV.	DATE	IMAGE	DESCRIPTION



ENDORSEMENTS	
SIGNATURE	DATE
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Seattle City Light
 Power Production & Substations

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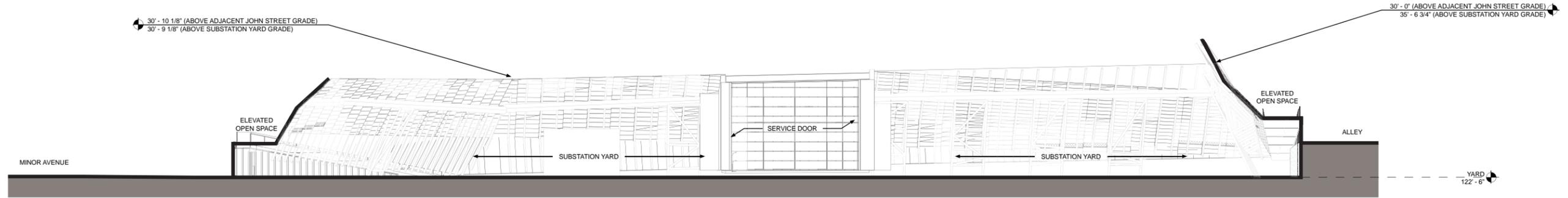
DATE

SUBJECT	ARCHITECTURAL
LOCATION	
TITLE	EXTERIOR ELEVATIONS - NORTH

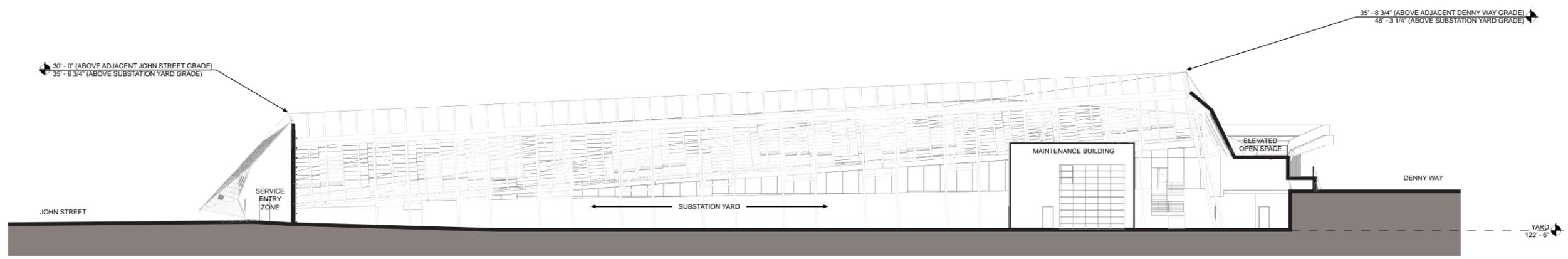
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CLASS \ SHEET	OF
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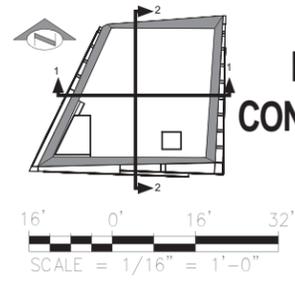
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BUILDING SECTION - EW LOOKING NORTH 1
 SCALE 1/16" = 1'-0" A4.0



BUILDING SECTION - NS LOOKING EAST 2
 SCALE 1/16" = 1'-0" A4.0



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REV.	DATE	IMAGE	DESCRIPTION

REVISIONS	DATE	IMAGE	DESCRIPTION

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 STATE OF WASHINGTON

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DESIGN: BF	03/28/2014
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Seattle City Light
 Power Production & Substations

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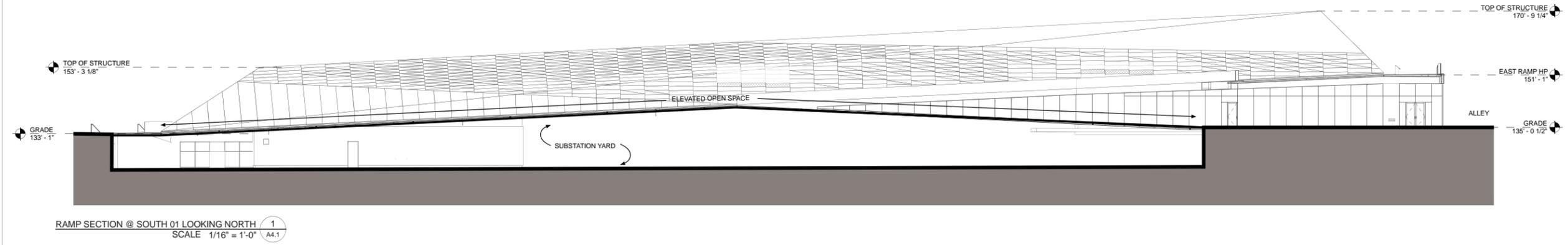
DATE

SUBJECT	ARCHITECTURAL
LOCATION	DENNY SUBSTATION
TITLE	BUILDING SECTIONS

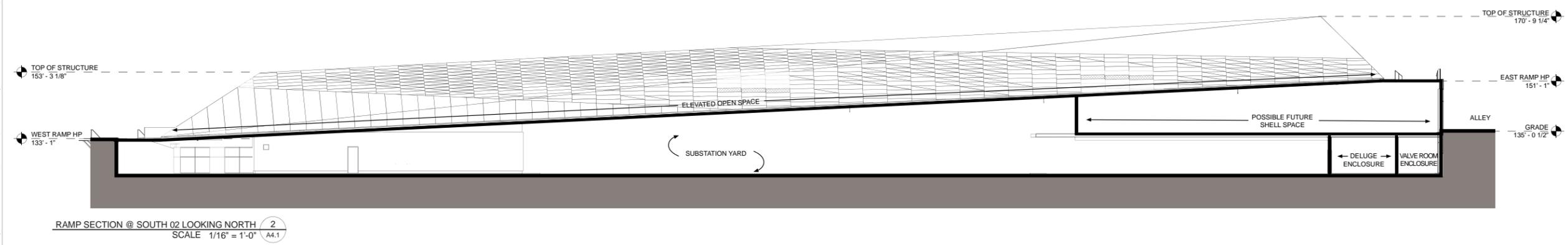
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SHEET	OF
CLASS \ SHEET	
DRAWING NO.	
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REV. NO.	

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RAMP SECTION @ SOUTH 01 LOOKING NORTH 1
SCALE 1/16" = 1'-0" A4.1



RAMP SECTION @ SOUTH 02 LOOKING NORTH 2
SCALE 1/16" = 1'-0" A4.1

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03/28/2014

SCALE = 1/16" = 1'-0"

REV.	DATE	IMAGE	DESCRIPTION



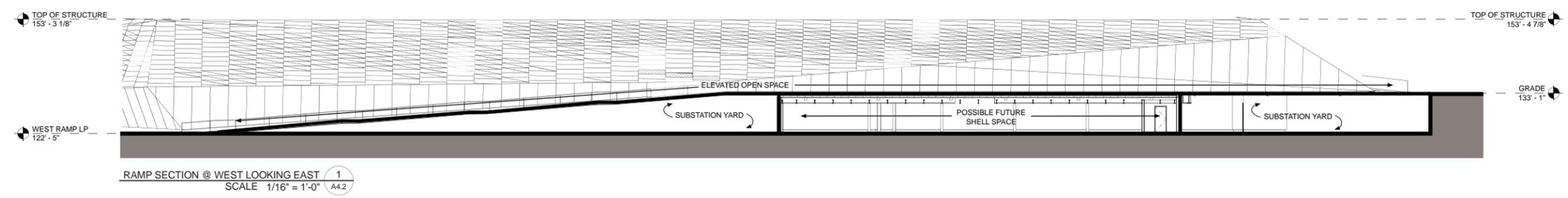
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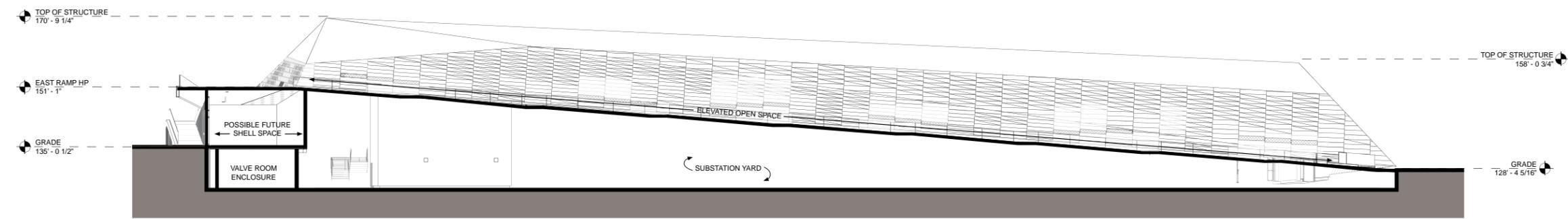
SUBJECT	ARCHITECTURAL
LOCATION	DENNY SUBSTATION
TITLE	RAMP SECTIONS - @ SOUTH 01 & SOUTH 02

SHEET	A4.1
CLASS \ SHEET	OF
DRAWING NO.	
SCALE	1/16" = 1'-0"
REV. NO.	

C:\Users\jfragre\Documents\Revit\LocalFiles\NBBJ-DENNY_SUBSTATION_MUP-CENTRAL_fragre.rvt
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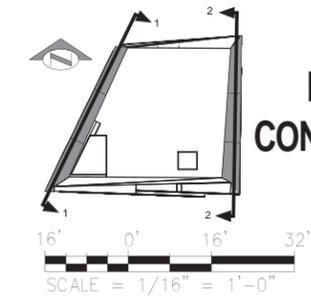


RAMP SECTION @ WEST LOOKING EAST 1
SCALE 1/16" = 1'-0" A4.2



RAMP SECTION @ EAST LOOKING WEST 2
SCALE 1/16" = 1'-0" A4.2

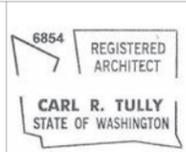
SE SHELL LEVEL



NOT FOR CONSTRUCTION

03/28/2014

REV.	DATE	IMAGE	DESCRIPTION



ENDORSEMENTS	
SIGNATURE	DATE
DRAWN: RF	03/28/2014
CHECK: CT	03/28/2014
DESIGN: BF	03/28/2014
CHECK: JS	03/28/2014

Seattle City Light
 Power Production & Substations
 APPROVED FOR SEATTLE CITY LIGHT
 DATE

SUBJECT	ARCHITECTURAL
LOCATION	DENNY SUBSTATION
TITLE	RAMP SECTIONS - @ WEST & EAST

SERIES NO.	A4.2
SHEET	OF
CLASS \ SHEET	
DRAWING NO.	
SCALE	1/16" = 1'-0"
REV. NO.	

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END