Denny Substation
Urban Design Merit
60% Design
Review of Public Benefit Considerations

with the

Seattle Design Commission

April 3, 2014
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
DESCRIPTION OF PROJECT and ALTERNATIVES

Figure 2-1. Proposed Denny Substation Project Components

Legend
- TL1 Underground
- TL2 Underground
- TL2 Overhead or Underground (OOG)
- TL3 Underground
- TL1, TL2, and TL3 Overhead or Underground (OOG)
- Proposed Substation Site
- Existing Substation Site
- Network Distribution Areas
  - Phase 1 Build-out
  - Phase 2 Build-out
- Parks
- Transit Tunnel Stations
- Downtown Seattle Transit Tunnel
- Light Rail Tunnel (Future)

Existing Massachusetts Substation

Proposed Denny Substation Site

Existing Broad Street Substation

Map of Seattle with proposed substation locations.
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

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
6  Metropolitan Park North Tower, 10th floor office deck (facing northwest)
Birdseye view looking NW
Birdseye view looking NW at SA1

- 1200 Stewart (Lexas)
  MUP issued 2012; extended to 2016
- 222 Fairview/221 Minor
  Bldg. permit application accepted 2012
- 500 Fairview
  MUP issued 2012

Dimensions:
- 34 ft
Birdseye view looking NW at SA2
Birdseye view looking NW at SA3

- 1200 Stewart (Lexas) MUP issued 2012; extended to 2016
- 222 Fairview/221 Minor Bidg. permit application accepted 2012
- 500 Fairview MUP issued 2012
Street view looking SE at SA1 from John Street

- 44 ft
- 1200 Stewart (Lexas) MUP issued 2012; extended to 2016

Pontius Ave N

John St
Street view looking SE at SA3 site from John Street
View looking NW at SA3 from Denny Way

1200 Stewart (Lexa)
MUP issued 2012; extended to 2016

35 ft
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

1200 Stewart (Lexas)
MUP issued 2012;
extended to 2016

30 ft

20 ft
NBBJ View Analysis
# Table 3-2 Footprint and Façade Length of Substation Alternatives and Adjacent Buildings

<table>
<thead>
<tr>
<th>Substation Alternatives¹</th>
<th>Footprint</th>
<th>Façade Length (feet)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>East</td>
<td>West</td>
</tr>
<tr>
<td><strong>Substation Alternative 1 (SA1)</strong></td>
<td>63,500 square feet</td>
<td>250</td>
<td>250</td>
</tr>
<tr>
<td><strong>Substation Alternative 2 (SA2)</strong></td>
<td>95,250 square feet</td>
<td>290</td>
<td>260</td>
</tr>
<tr>
<td><strong>Substation Alternative 3 (SA3)</strong></td>
<td>111,500 square feet</td>
<td>290</td>
<td>360</td>
</tr>
<tr>
<td><strong>Adjacent Buildings</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>The Brewster Apartments</strong></td>
<td>6,000 square feet</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td><strong>Mirabella Seattle Retirement Community</strong></td>
<td>88,400 square feet</td>
<td>340</td>
<td>340</td>
</tr>
<tr>
<td><strong>Proposed Lexas Towers</strong></td>
<td>55,000 square feet</td>
<td>330</td>
<td>330</td>
</tr>
<tr>
<td><strong>David Colwell Building</strong></td>
<td>15,000 square feet</td>
<td>80</td>
<td>160</td>
</tr>
<tr>
<td><strong>Feathered Friends</strong></td>
<td>9,600 square feet</td>
<td>80</td>
<td>80</td>
</tr>
<tr>
<td><strong>1370 Stewart Street Building</strong></td>
<td>3,600 square feet</td>
<td>40</td>
<td>40</td>
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<tr>
<td><strong>Recreational Equipment, Incorporated (REI)</strong></td>
<td>43,500 square feet</td>
<td>290</td>
<td>290</td>
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<tr>
<td><strong>Alley 24 Apartments</strong></td>
<td>14,000 square feet</td>
<td>120</td>
<td>120</td>
</tr>
<tr>
<td><strong>Seattle Cancer Care Alliance (SCCA)</strong></td>
<td>14,000 square feet</td>
<td>120</td>
<td>120</td>
</tr>
<tr>
<td>Adjacent Buildings (# of stories)</td>
<td>Substation Alternative 1 (SA1) (feet)</td>
<td>Substation Alternative 2 (SA2) (feet)</td>
<td>Substation Alternative 3 (SA3) (feet)</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>--------------------------------------</td>
<td>--------------------------------------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>The Brewster Apartments (3 stories)</td>
<td>44</td>
<td>43</td>
<td>30</td>
</tr>
<tr>
<td>Mirabella Seattle Retirement Community (12 stories)</td>
<td>44</td>
<td>25</td>
<td>20</td>
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<tr>
<td>US Healthworks Building (2 stories)</td>
<td>34</td>
<td>25</td>
<td>20</td>
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<tr>
<td>Proposed Lexas Towers (40 stories planned)</td>
<td>34</td>
<td>33</td>
<td>35</td>
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<tr>
<td>David Colwell Building (6 stories)</td>
<td>34</td>
<td>25</td>
<td>35</td>
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<tr>
<td>Feathered Friends (2 stories)</td>
<td>38</td>
<td>25</td>
<td>28</td>
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<tr>
<td>1370 Stewart Street Building (2 stories)</td>
<td>38</td>
<td>25</td>
<td>28</td>
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<tr>
<td>Alley 24 Apartments (7 stories)</td>
<td>38</td>
<td>38</td>
<td>28</td>
</tr>
<tr>
<td>Seattle Cancer Care Alliance (SCCA) (6 stories)</td>
<td>44</td>
<td>43</td>
<td>30</td>
</tr>
</tbody>
</table>
PUBLIC INVOLEMENT 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
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**
- **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**

Looking South Towards Denny Way

Looking North Towards John St.
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

Future Alley
Connection to Developments to the North

Informal Pedestrian Route cutting diagonally through existing parking lot
EXISTING PEDESTRIAN EDGES

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

ENHANCED ALLEY CONCEPT
**PEDESTRIAN and VEHICULAR USE OF ALLEY BETWEEN DENNY and JOHN**
1264 THOMAS STREET
FUTURE POTENTIAL DEVELOPMENT OF
THE ALLEY CONCEPT CONTINUATION
EQUIPMENT FOOTPRINT RATIONALE

NO STREET VACATION vs. STREET VACATION
- Equipment layout dispersed on discontiguous 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 attach 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
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
PUBLIC OPEN SPACE

“THROUGH BLOCK” CONNECTION

OPTIMIZED SUBSTATION FOOTPRINT

substation footprint
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
PROPOSED CIRCULATION AT SITE EDGES

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

PEDESTRIAN FLOWS - HIGH ACTIVITY NODES
DENNY AND FAIRVIEW INTERSECTION

PEDESTRIAN MOVEMENT ON RAMP

PEDESTRIAN MOVEMENT AT GRADE

PEDESTRIAN “ELEVATED INTERPRETIVE WALKWAY”

TRANSIT / PEDESTRIAN HUB of ACTIVITY

MAIN ENTRY

DENNY WAY

MINOR AVE. N

PEDESTRIAN FLOWS - HIGH ACTIVITY NODES
ENCLOSED INTERIOR SHELL SPACES

MAIN ENTRY

ACTIVATING / ANCHORING THE CORNERS
BULK and SCALE COMPARISON

NO STREET VACATION vs. STREET VACATION
SECTION THROUGH PONTIUS STREET - LOOKING EAST

SECTION THROUGH DENNY WAY - LOOKING NORTH
VACATION OF PONTIUS

- BULK, LIGHT AND AIR
DESIGN FRAMEWORK
THE STORY OF WE.
SEATTLE CITY LIGHT
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.
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 culture 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.
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 hydroelectric 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.
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'.
   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 subsection 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 require-
      ment. 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 geo-
      metrical 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 require-
      ment 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 geo-
      metrical 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 imple-
      ment sustainable features as much as possible. The site includes bioretention cells to collect stormwater runoff
      from the alley. Additionally, a runoff 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 require-
      ments 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 acces-
      sible 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 installa-
      tion 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 Facade 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.
REVIEW PUBLIC BENEFITS UNDER CONSIDERATION
**Public Benefits Summary**

<table>
<thead>
<tr>
<th>PUBLIC BENEFIT</th>
<th>DESCRIPTION</th>
<th>ADDED BENEFIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Open Space on Minor</td>
<td>Off-leash area</td>
<td>6,800 sf</td>
</tr>
<tr>
<td></td>
<td>Seating Elements on north side of the off-leash area</td>
<td>32 lf</td>
</tr>
<tr>
<td></td>
<td>Green Space</td>
<td>9,340 sf</td>
</tr>
<tr>
<td></td>
<td>Art Integration - Seating Elements</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Park Ranger Station</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Kiosk for neighborhood postings</td>
<td>1</td>
</tr>
<tr>
<td>2 - John Street Pocket</td>
<td>Seating elements</td>
<td>22 lf</td>
</tr>
<tr>
<td>Park at NW Corner</td>
<td>Landscaping</td>
<td>1,000 sf</td>
</tr>
<tr>
<td>3 - Food Truck Zone</td>
<td>Dedicated paved zone for food truck parking</td>
<td>3 spaces for typical 23' x 7' trucks</td>
</tr>
<tr>
<td>4 - “Pedestrian Thru-Block Connector”</td>
<td>18’-0” wide paved pedestrian pathway (no vehicular traffic)</td>
<td>6,500 sf</td>
</tr>
<tr>
<td></td>
<td>Seatwalls</td>
<td>250 lf</td>
</tr>
<tr>
<td></td>
<td>Seating zones integrated with the art</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Entry Access into the SW Shell Space</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Integrated site stormwater feature</td>
<td>363 lf</td>
</tr>
<tr>
<td>5 - “Elevated Interpretive Walkway”</td>
<td>Ambulatory Walking Loop</td>
<td>1/4 mile path</td>
</tr>
<tr>
<td></td>
<td>Seating Elements at SE corner</td>
<td>42 lf</td>
</tr>
<tr>
<td></td>
<td>Landscaping</td>
<td>1,450 sf</td>
</tr>
<tr>
<td></td>
<td>Educational viewing portals and interpretive graphics</td>
<td>10 locations</td>
</tr>
<tr>
<td></td>
<td>Educational components integrated into walkway experience</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Art integration into substation enclosure structure</td>
<td></td>
</tr>
<tr>
<td>6 - Alley Improvements</td>
<td>Paving Enhancements</td>
<td>8,100 sf</td>
</tr>
<tr>
<td></td>
<td>Safety Lighting</td>
<td>275 lf</td>
</tr>
<tr>
<td></td>
<td>Bio-retention Planter</td>
<td>180 lf</td>
</tr>
<tr>
<td>7 - Bus Shelter / Transit Hub</td>
<td>Integrated building overhang for bus shelter</td>
<td>700 sf</td>
</tr>
<tr>
<td></td>
<td>Passenger waiting &quot;lean rail&quot;</td>
<td>15 lf</td>
</tr>
<tr>
<td></td>
<td>Transit Kiosk</td>
<td>1</td>
</tr>
<tr>
<td>8 - Implementation of the Intent of the &quot;Denny Streetscape Plan&quot; (SDOT Setback Requests)</td>
<td>Voluntary setbacks fronting Denny Way to meet the intent of the proposed “Denny Streetscape Plan”</td>
<td>2,350 sf</td>
</tr>
<tr>
<td>9 - John Street Green Street Enhancements</td>
<td>Increased pedestrian and planting zones north of the Brewster apartments and across the length of the project site</td>
<td>___ sf</td>
</tr>
<tr>
<td></td>
<td>Enhanced pedestrian crossings at the alley and at mid-block</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10 - Shell Spaces</td>
<td>3,900 sf</td>
</tr>
<tr>
<td></td>
<td>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)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>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)</td>
<td>2,900 sf</td>
</tr>
<tr>
<td>11 - Bike Share Program</td>
<td>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)</td>
<td>min. desired 19 docking stations</td>
</tr>
<tr>
<td>12 - Denny Street Crossings</td>
<td>Enhanced pedestrian crossings of Denny Way at the intersections of Denny Way / Stewart Street and Denny Way / Minor Ave. N.</td>
<td>2 crossings</td>
</tr>
</tbody>
</table>
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

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12: Denny Street Crossings
Denny Substation
Urban Design Merit
60% Design
Review of Public Benefit Considerations

with the

Seattle Design Commission

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

**SUSTAINABILITY and SITE ANALYSIS**

- **PV Array Efficiency (kWh/m²/year):** 146.2
- **PV Array Area:** 17 m²
- **Energy Output:** 4516 kWh/year

**SITE SUSTAINABILITY STRATEGIES**

- **Utilizing the solar access study,** an evolutionary solver generated over 8,000 iterations to optimize possible
- **SOLAR RADIATION (kWh/year)**
  - **0**
  - **600**
  - **1200**
  - **2400**
  - **3600**
  - **4800**
  - **7200**
  - **8400**
  - **9600**
  - **10,800+**

**REDUCE IRRIGATION DEMAND**

- **Expresses rainfall runoff within the site rather than hiding it below grade**
- **RUNNEL BIO-RETENTION PLANTER**
- **Extensive work was done to remove contaminated soils on site**
- **BROWNFIELD SITE DEVELOPMENT**
- **Native and drought tolerant plant species reduce irrigation demand**
- **Treats polluted runoff generated from the alley**
- **Integrate on-site features inform and promote sustainability to the public**

**PROMOTE SUSTAINABILITY**

- **The bus shelter acts as a solar shade to minimize cooling loads for the shell space**
- **SOLAR SHADING**
- **A bus shelter is integrated into the structure**
- **Native and drought tolerant plant species reduce irrigation demand**
- **Treats polluted runoff generated from the alley**
- **Integrate on-site features inform and promote sustainability to the public**

**OVERALL VISIBILITY FROM MIRABELLA**

- **VISIBILITY OF SUBSTATION YARD FROM MIRABELLA**
  - **Least Visible**
  - **Most Visible**
- **OVERVIEW FROM ALLEY**
  - **VISIBILITY FROM ALLEY**
  - **24 VISIBILITY FROM COLWELL**
  - **DEC 21, 9 AM**
  - **JUN 21, 1 PM**
  - **MAR 21, 1 PM**

**PRESENTER'S VIEW BOWERS FROM MEETING**

- **REPRESENTATIVE VIEW FROM FLOORS 1-4**
- **REPRESENTATIVE VIEW FROM FLOORS 5-7**
- **REPRESENTATIVE VIEW FROM FLOORS 7-11**
- **SECOND PV ARRAY - ITERATION 3249**
- **JUN 21, 1 PM**
- **MAR 21, 1 PM**

**BASE**

- **SOLAR SHADE**
- **A bus shelter is integrated into the structure**
- **Native and drought tolerant plant species reduce irrigation demand**
- **Treats polluted runoff generated from the alley**
- **Integrate on-site features inform and promote sustainability to the public**

**ENERGY OUTPUT**

- **Energy Output:** 4516 kWh/year
- **PV Array Efficiency (kWh/m²/year):** 146.2
- **PV Array Area:** 17 m²
- **Energy Output:** 4516 kWh/year

**ENERGY OUTPUT**

- **Without Shading**
- **With Shading**

**DEC 21, 5 PM**

- **POTENTIAL HEAT GAIN (kWh/year)**
  - **0**
  - **600**
  - **1200**
  - **2400**
  - **3600**
  - **4800**
  - **7200**
  - **8400**
  - **9600**
  - **10,800+**

**ENVIRONMENTAL BENEFITS**

- **Urban Design Merit | 60% Design | Public Benefits - April 3, 2014**
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- **Urban Design Merit | 60% Design | Public Benefits - April 3, 2014**
NOT FOR CONSTRUCTION
03/28/2014
Denny Substation  |  Design Commission  -  Urban Design Merit / 60% Design / Public Benefits  -  April 3, 2014  130

M.U.P. DRAWING SET

Seattle City Light  
Power Production & Substation

811  
Power Engineers

MATERIAL LEGEND

- TRANSLUCENT GLAZING
- CLEAR GLAZING
- STAINLESS STEEL SHINGLE CLADDING
- MECHANICAL

NOT FOR CONSTRUCTION

03/28/2014
Denny Substation  |  Design Commission  -  Urban Design Merit  |  60% Design  |  Public Benefits  -  April 3, 2014  

M.U.P. DRAWING SET

RAMP SECTIONS - @ SOUTH 01 & SOUTH 02

NOT FOR CONSTRUCTION

03/28/2014
NOT FOR CONSTRUCTION

03/28/2014

DENNY SUBSTATION

RAPM SECTIONS - @ WEST & EAST
END