

Denny Substation

90% Design and Public Benefits

with the

Seattle
design
Commission

February 19, 2015



Denny Substation Project

Powering Seattle through the 21st century

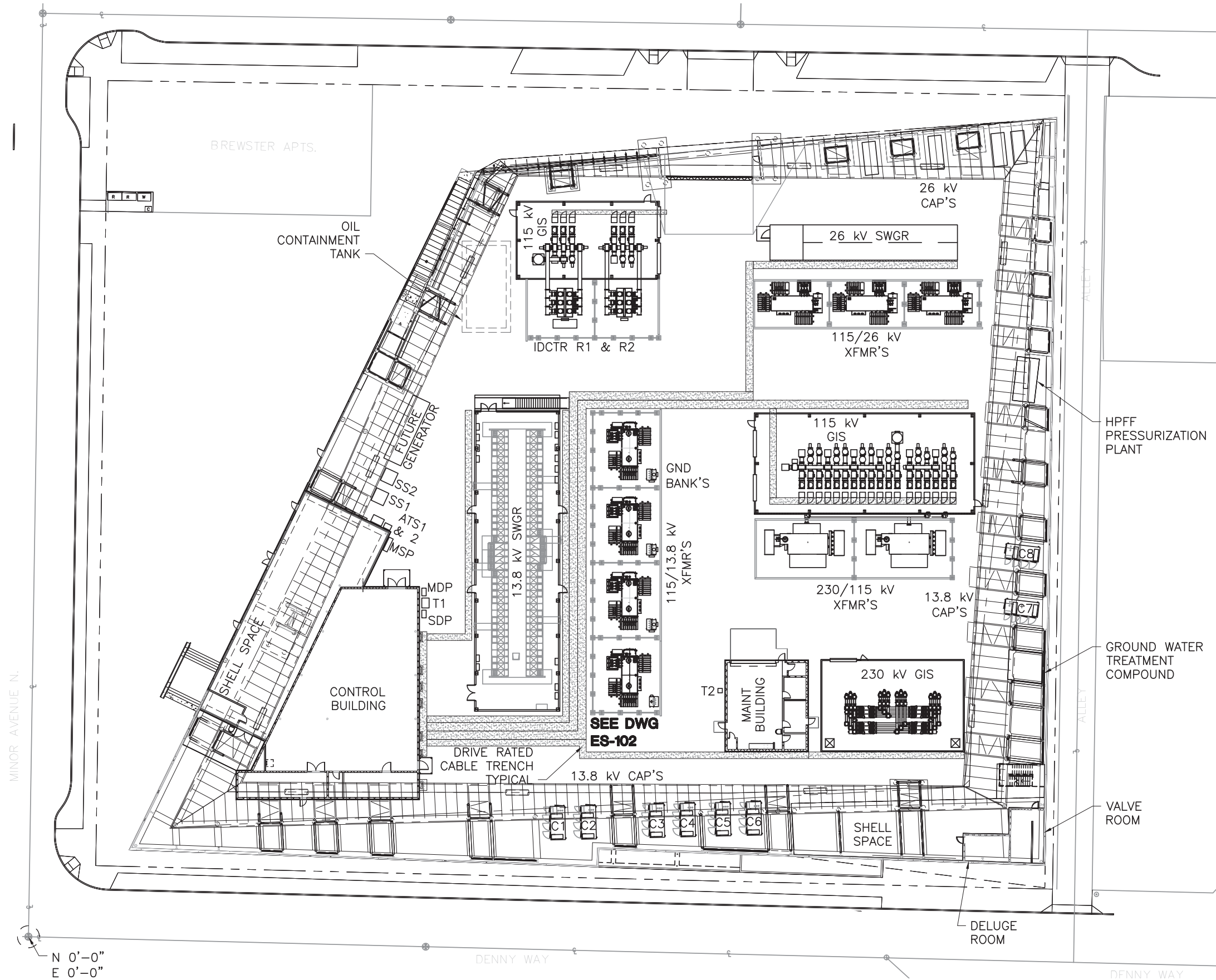


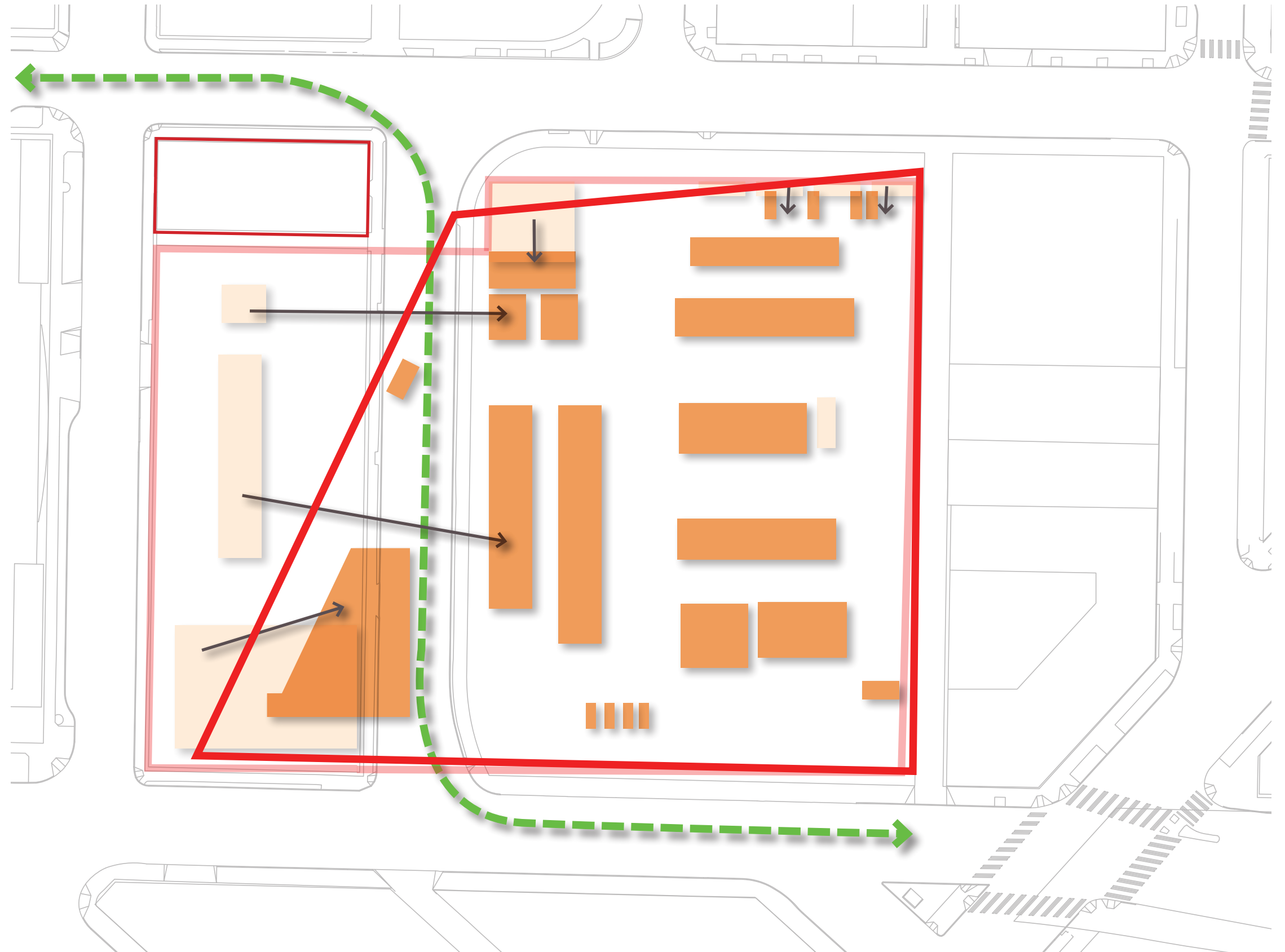
PRESENTATION OUTLINE:

- 1** **90% DESIGN** - *REQUEST FOR APPROVAL*
- 2** **PUBLIC BENEFITS** - *REQUEST FOR APPROVAL*

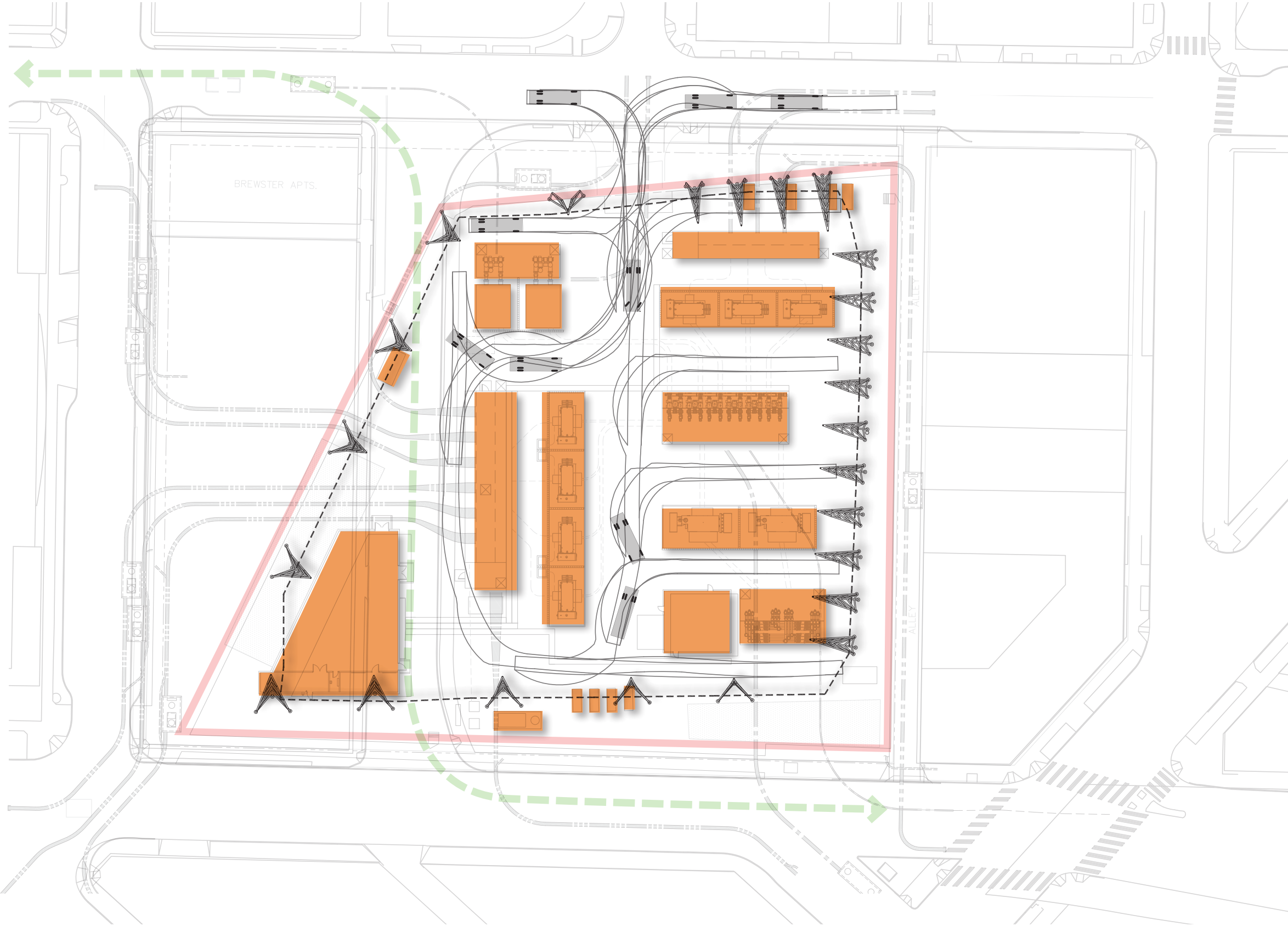
	Request	Standard	Proposal	Rationale
1	Allow waiver of Minimum Façade Height	Per SMC 23.48.014-A.2 On Class 2 Pedestrian Streets, as shown on Map B, all facades shall have a minimum height of twenty-five (25) feet.	Southwest corner of enclosure wall is less than 25' high. From Adjacent grade. It is proposed to accept an average of 27' average façade height.	The east corner of the facade along Denny Way 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 node joining the 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 Street as well as the intent to help welcome and draw pedestrian activity to the open space developed as part of the project and to maximize the amount of light that is available to the open space.
2	Allow waiver of Permitted Setbacks	Per SMC 23.48.014-A.3: Street-level Setback. Except on Class 1 Pedestrian Streets, as shown on Map B, structures may be set back up to twelve (12) feet from the property line subject to the following (Exhibit 23.48.014 B).	The setback along John Street exceeds 12', with a minimum setback of 11'-0" and an average setback of 22'-0". The setback along Minor Avenue exceeds 12', with a minimum setback of 16'-0" and an average setback of 84'-5".	The increase in setback from John Street and Minor Avenue is due to substation program requirements and public open space provision for the architectural design, which has been developed as a response feature for public benefit and urban merit. Public open space is being provided on both John Street and Minor Avenue to create community connection and use. The substation also has a functional requirement to be setback from John Street to allow for large service vehicle access and clearance requirements.
3	Allow waiver of Façade Transparency Requirements	Per SMC 23.48.014-D.1 Denny Way; Class 2 Pedestrian Street requirement 60% transparency. John Street; Green Street facade transparency is requirement 60% transparency.	Denny Way transparency is 54% transparency. John Street 18% Transparency.	Due to (NERC) Federal 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 proposed to meet the intent of the requirement to create interesting variation and engaging authentic street level facade experiences that do not rely on false or kitsch storefront mimicry.
4	Allow waiver of Blank Façade Limits	Per SMC 23.48.014-D.2 SMC 23.48.014-D.3 Minor Ave. has a 30' blank façade limit. Denny Way has a 15' blank facade limit. John Street has a 40% maximum blank façade and 15' blank facade limit requirement.	1) Minor Ave. has two segments which exceed the 30' blank façade limit. 2) Denny Way has 2 segments which exceed the 15' blank facade limit. 3) John Street total blank facade of 85% and 3 segments that exceed the 15' blank facade limit.	Due to (NERC) Federal 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 proposed to meet the intent of the requirement to create interesting variation and engaging authentic street level facade experiences that do not rely on false or kitsch storefront mimicry.
5	Allow waiver from Green Factor	Per SMC 23.48.024-A.2 (SMC 23.86.019) Landscaping that achieves a Green Factor score of .30 or greater, pursuant to Section 23.86.019, is required for any lot with development containing more than 4,000 square feet of nonresidential uses.	Green Factor Score of .171	It is not feasible to meet the 0.3 green factor points for the area of the site due to programmatic infrastructure requirements that do not allow landscaping within the substation yard and brownfield redevelopment restrictions preventing on-site storm water infiltration. Given the limitations the project has strived to implement sustainable features as much as possible. The site includes bio-retention cells to collect storm water runoff from the alley. Additionally, a runnel collects storm water 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 storm water 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	Allow Limited Accessory Surface Parking	Per SMC 23.48.034-C.3 Accessory surface parking is prohibited unless separated from all street lot lines by another use within a structure.	Allowance for limited parking in a multi-use event zone, for vehicles such as, food trucks, book-mobile, and potential SCL service vehicle parking in the event of a utility emergency.	Allow limited on-site special event vehicle parking in areas that are separated from the sidewalk. This solution is intended to allow for a variety of events to be programmed on site. The zone is developed as a public benefit for activity that will encourage and enliven active urban space. The space allows the capability of flexible programmed use that includes limited authorized vehicle parking on site.
7	Allow Waiver of Parking and Loading Access	Per SMC 23.48.034-D.1 - 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.	A service entrance into the substation is provided along John Street rather than the alley.	Service access along John Street is in response to the unique requirements of a substation for at grade large equipment transport. Alley access does not allow for the required turning radius of large transport vehicles. In addition 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 aesthetic treatments to minimize 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 neighborhood context proposed on John St.

YARD TREATMENTS

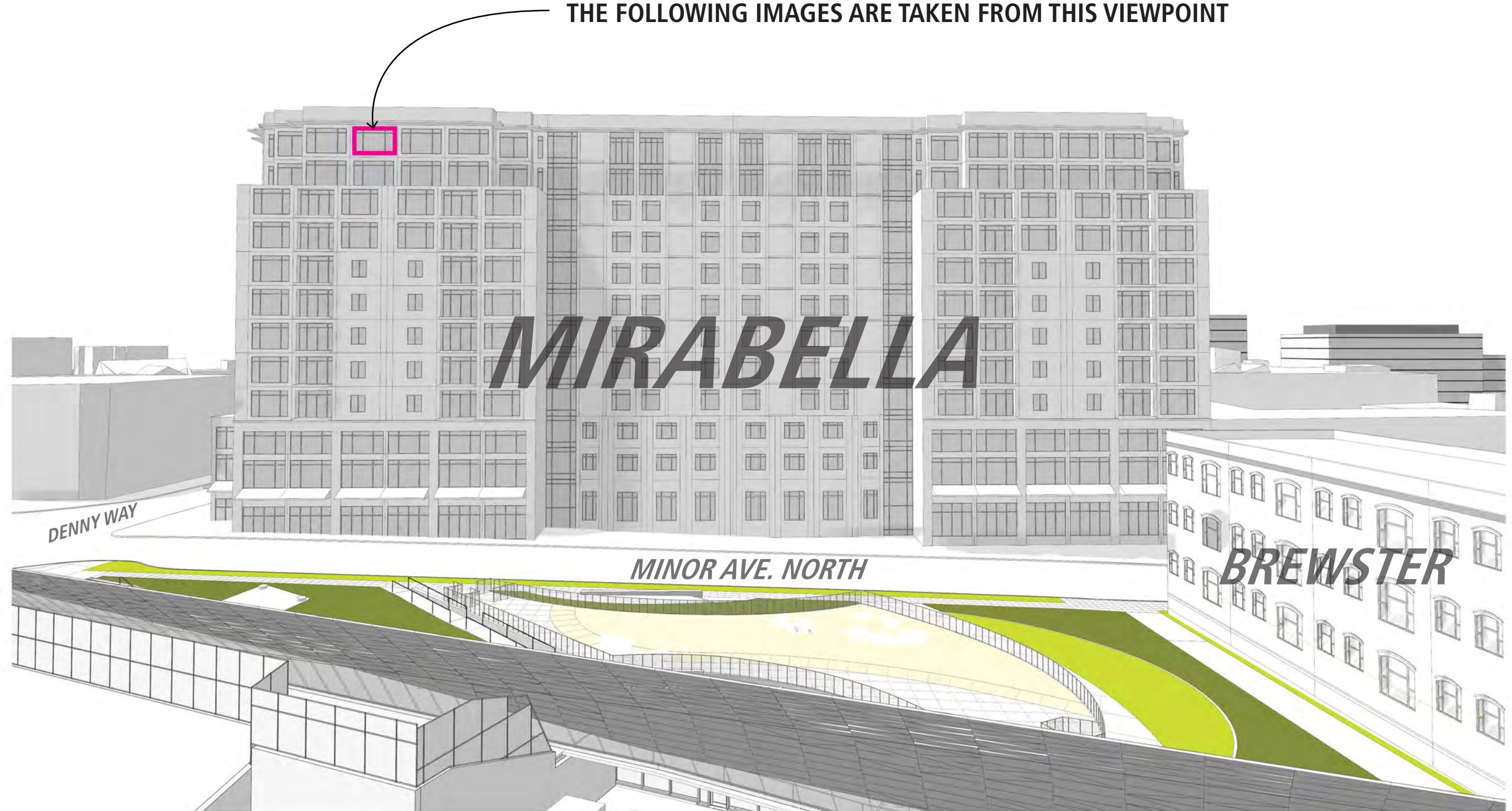


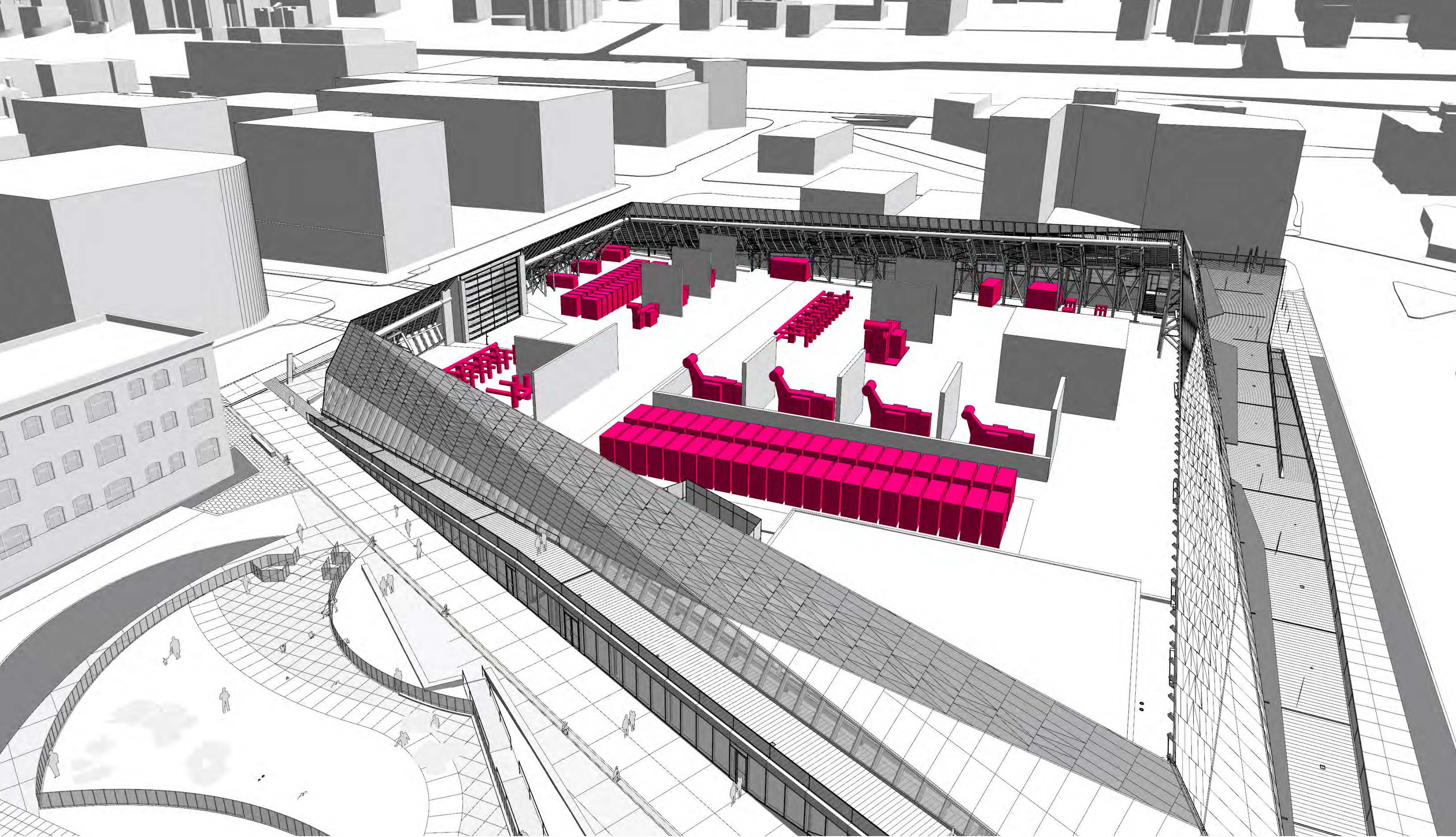


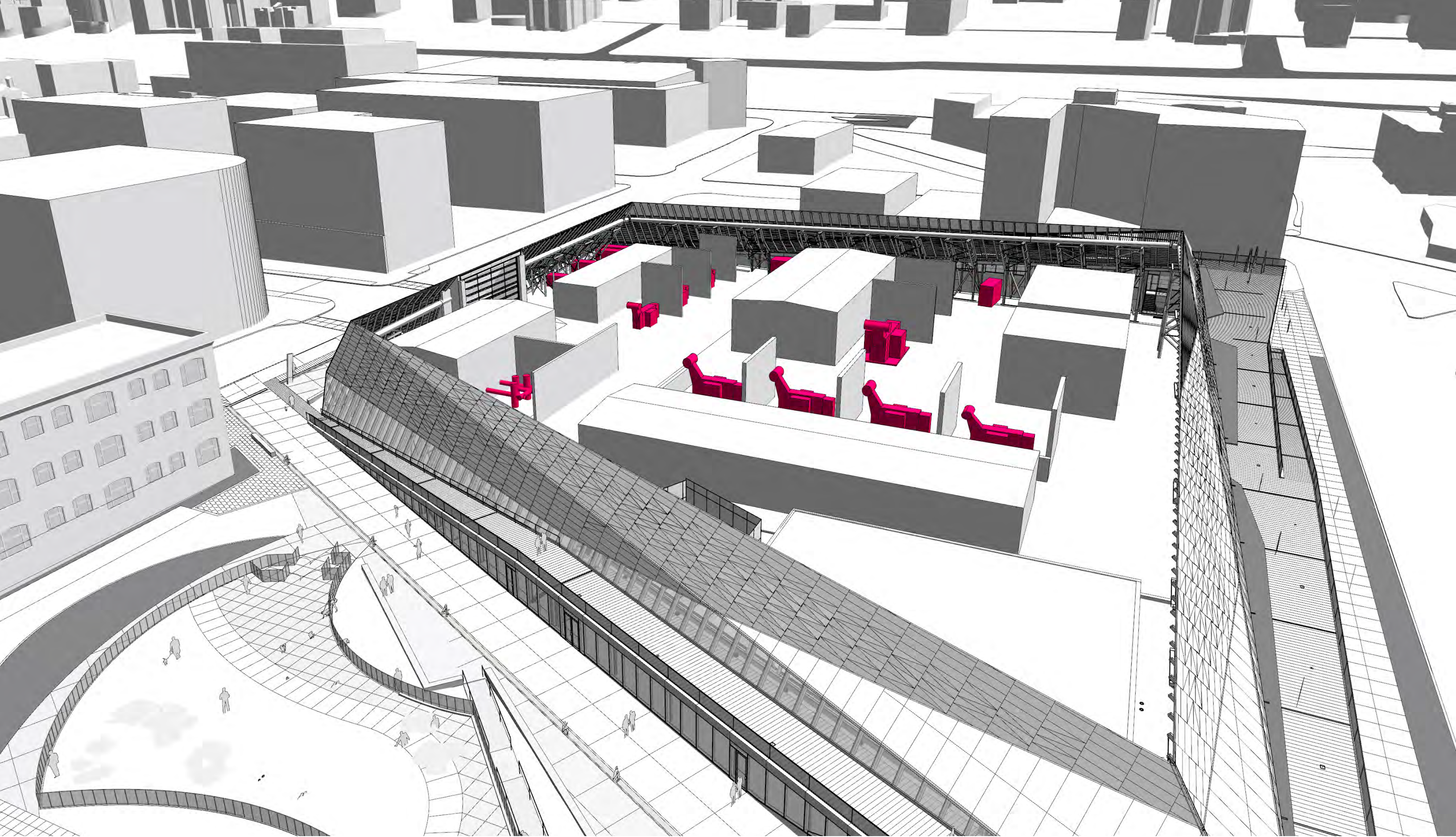
***STRUCTURE LAYOUT AND
TRUCK ACCESS ROUTES***

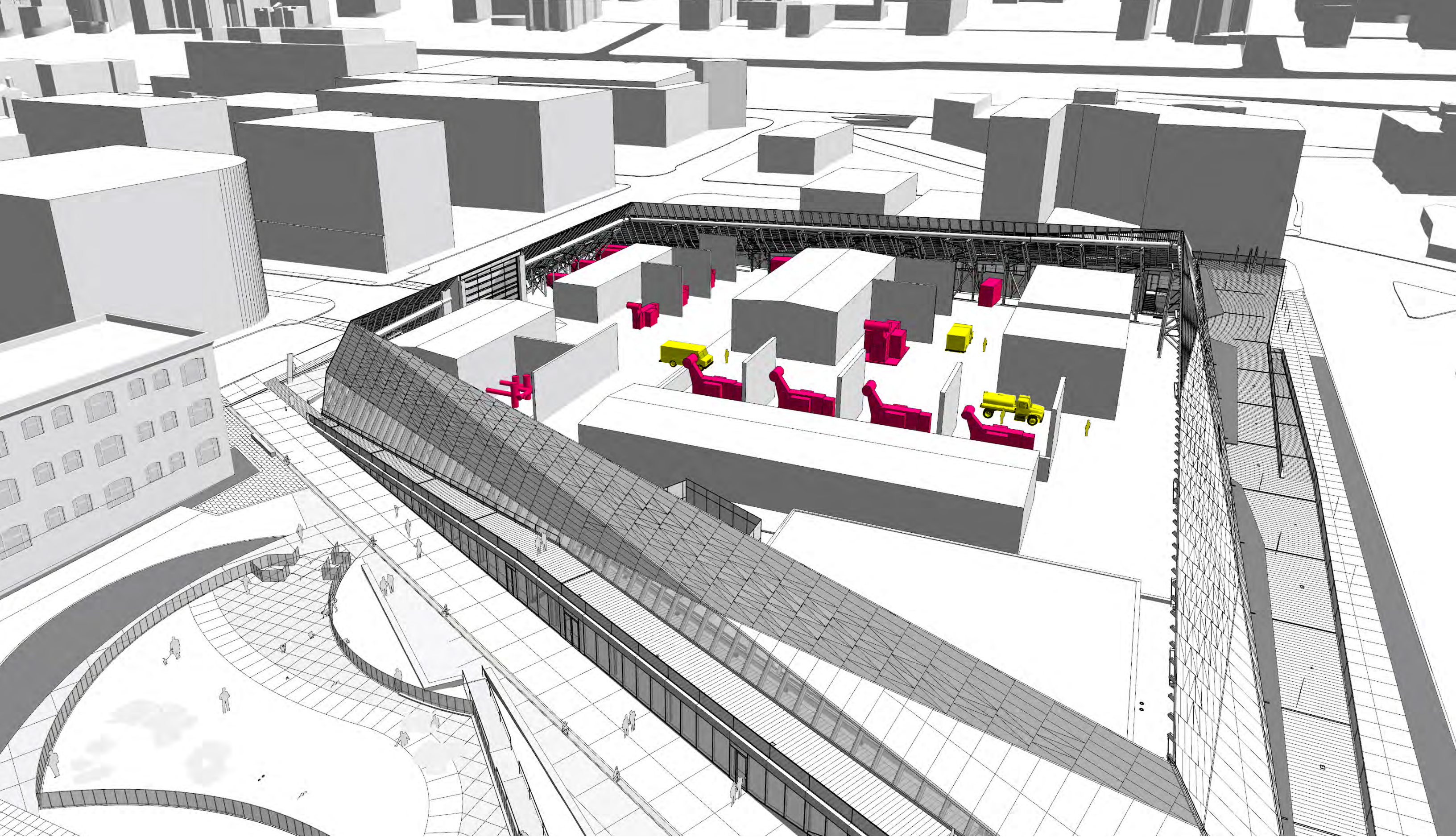


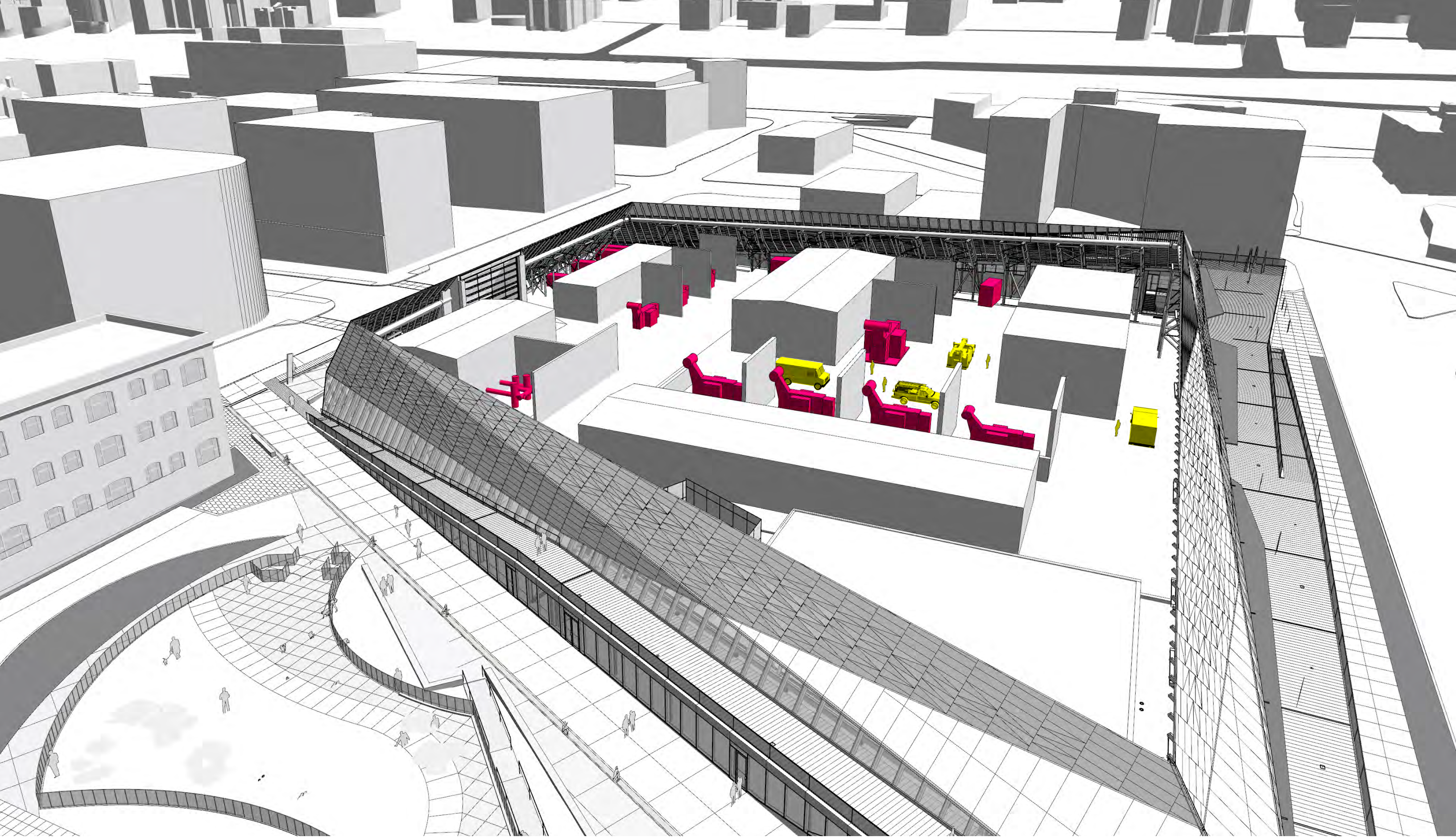
THE FOLLOWING IMAGES ARE TAKEN FROM THIS VIEWPOINT



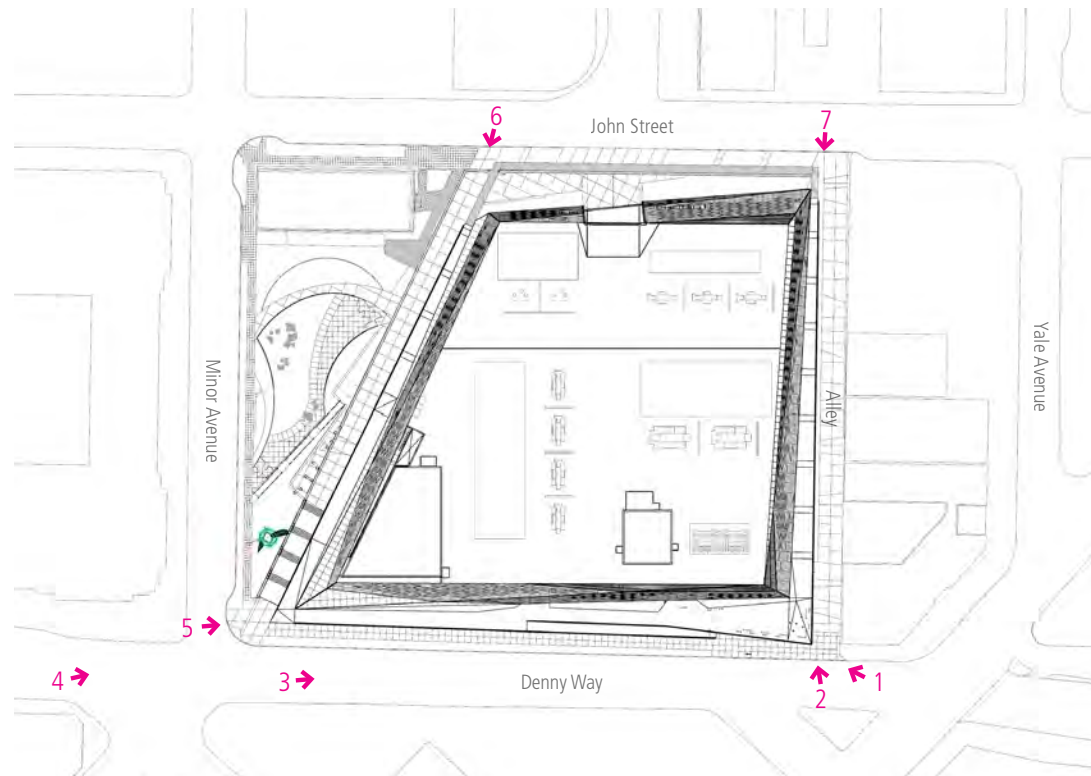




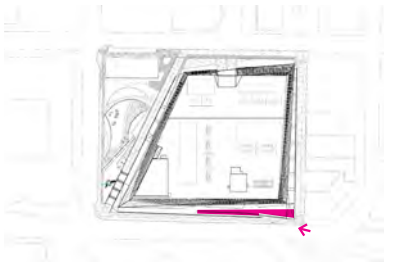




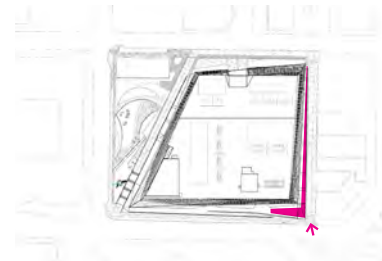
VISIBILITY / SECURITY FROM PATROL VANTAGE POINTS



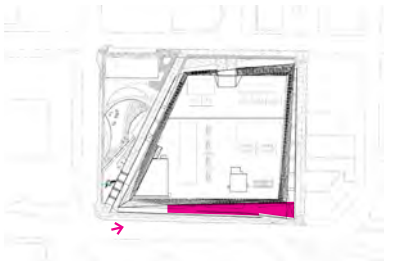
LOOKING WEST FROM DENNY WAY



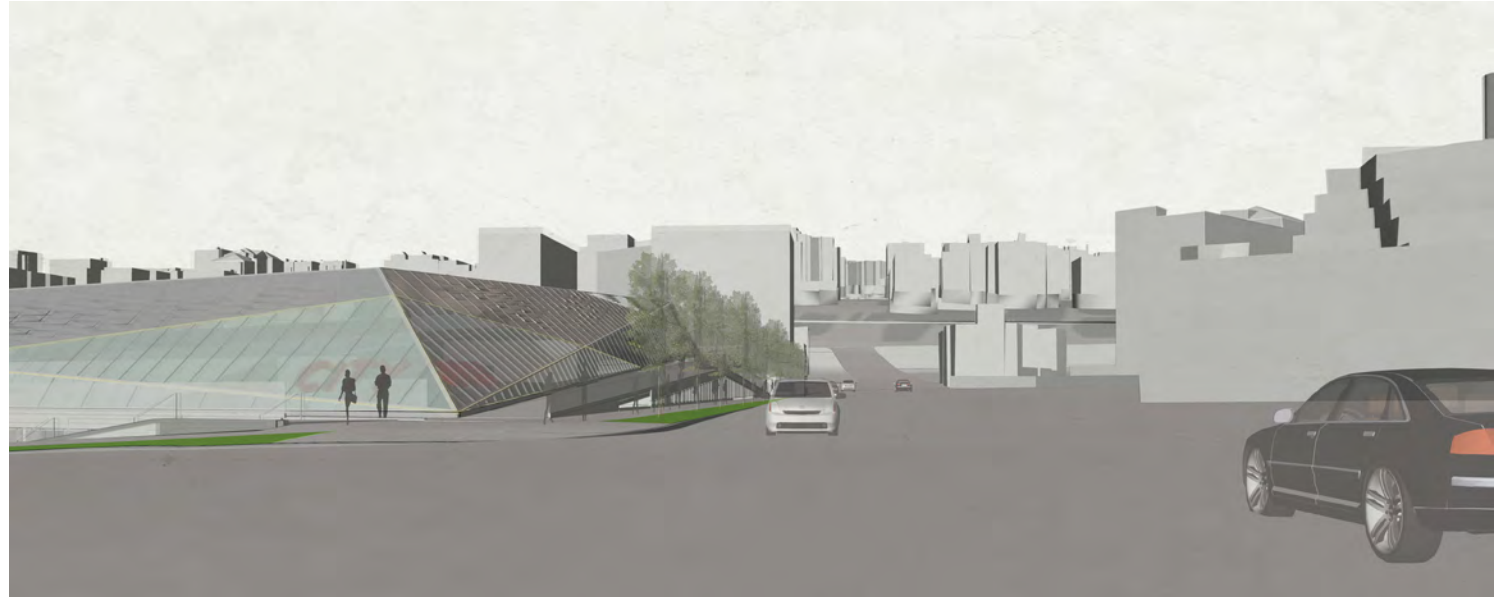
LOOKING DOWN ALLEY FROM DENNY WAY



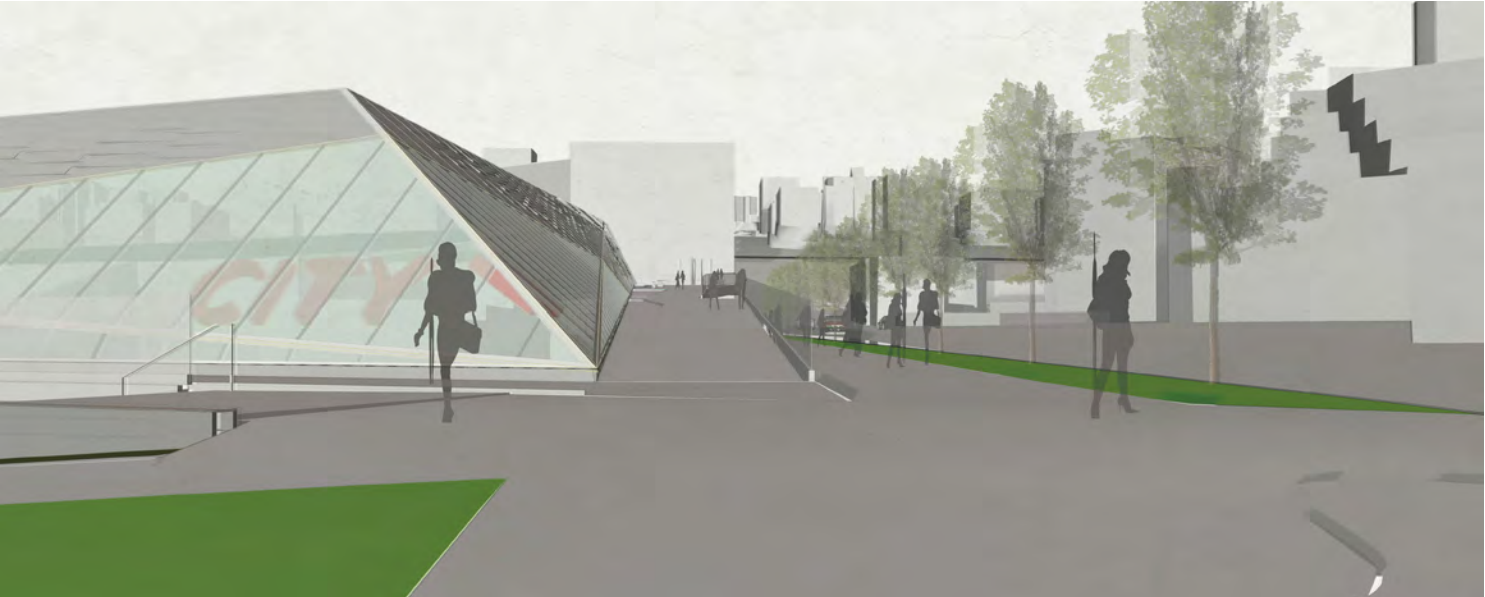
LOOKING EAST FROM DENNY WAY



LOOKING EAST FROM DENNY WAY



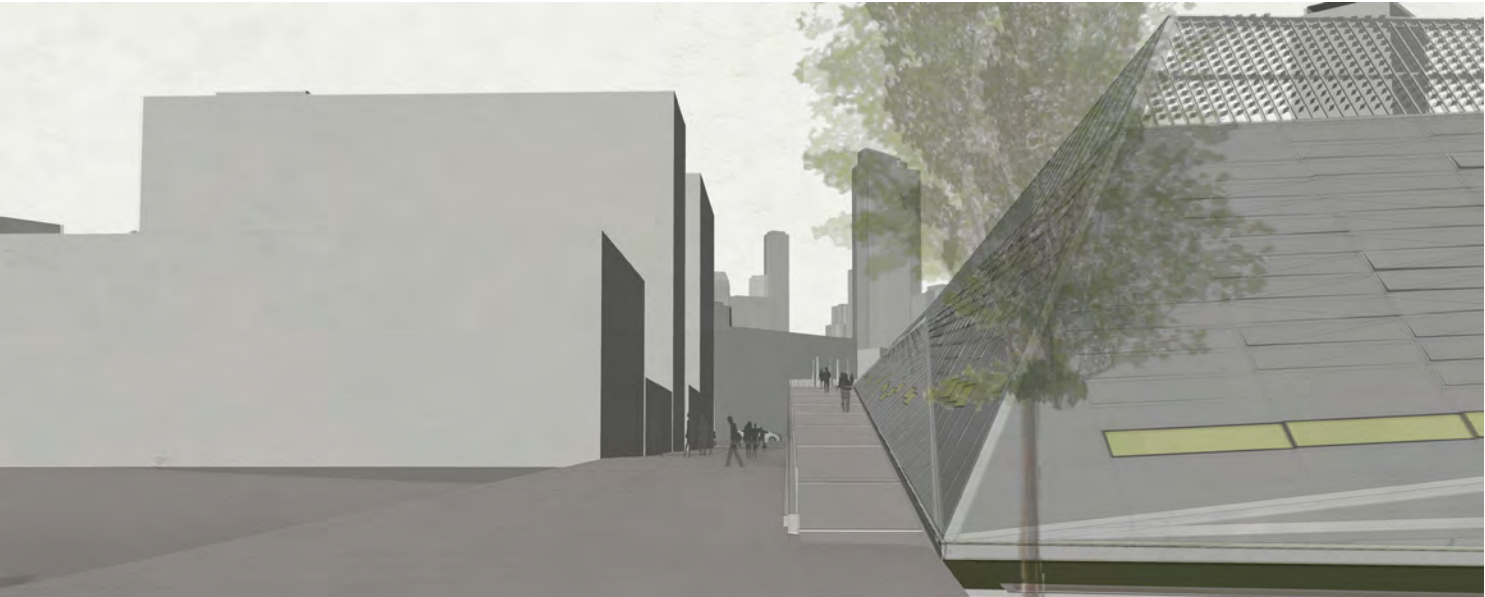
LOOKING EAST UP ELEVATED WALKWAY FROM MINOR AVENUE



LOOKING SOUTH UP ELEVATED WALKWAY FROM JOHN STREET



LOOKING SOUTH UP ELEVATED WALKWAY FROM JOHN STREET





90% DESIGN - *REQUEST FOR APPROVAL*

60% Design - comments from April 3, 2014 meeting

1. Pursue a **pedestrian crossing** of Denny Way at Minor Ave N, either as part of the public benefit package or otherwise. This is a critical component of the overall urban design of the project.
2. Define more clearly the proposed **"shell spaces"** and the exterior public **"moments"** that are to be devoted to public programming and use to better illustrate their proposed value to the public over time. Refinement of these components should include
 - a. a commitment to an operating budget
 - b. detail on how they will be curated
 - c. examples of the types of content within them
 - d. an explanation of whom these spaces will serve, how their design will support that content, and the logistics of parking, accessibility, etc.
3. Refine the **integrated art and lighting strategies**, including the several art elements or "moments" near the door on John St and the monolithic pieces at the elevated southeast corner of the site. Consider the amount of transparency, very diverse lighting strategies within the façade design, and how lighting is used at the site overall. The Commission found the proposed lighting scheme busy and potentially overwhelming and recommends the use of a more unified and perhaps simpler strategy throughout.
4. Show more clearly that this is a Seattle City Light project. The Commission is inspired by the old logo that appears at Denny and Minor and suggests pursuing **identity** in non-site-specific ways elsewhere at the substation.
5. Provide a clearer and more comprehensive **sustainability strategy** for this building. While the Commission appreciates the story of hydroelectric energy that constitutes the broader Seattle City Light approach to sustainability, there is strong interest in understand the sustainability strategy of this particular facility.
6. Further refine the overall **landscape strategy**, which currently does not relate to the building design. Include the language of the park itself as well as how the park relates to and can better integrate the artwork. Additionally, consider site circulation and accessibility surrounding the park's open spaces.
7. Clarify the **plan for operations and maintenance** of the public spaces overall.



DENNY



ALLEY



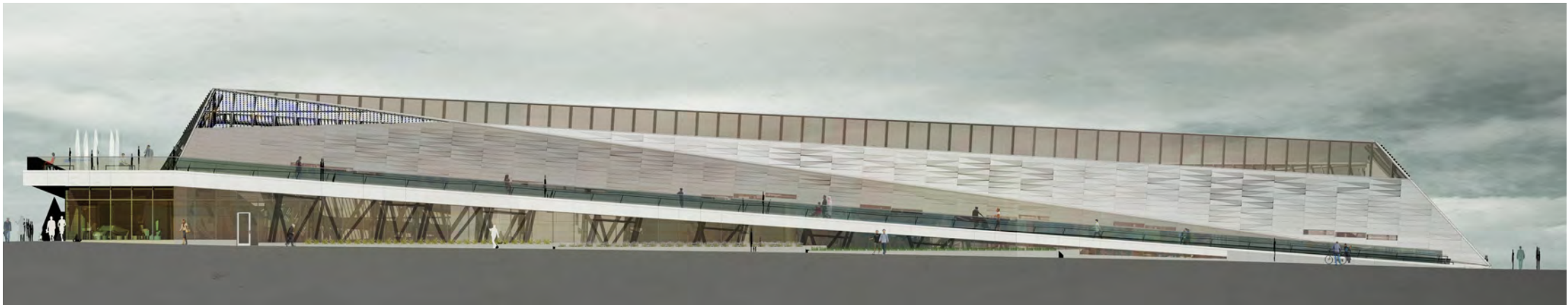
JOHN



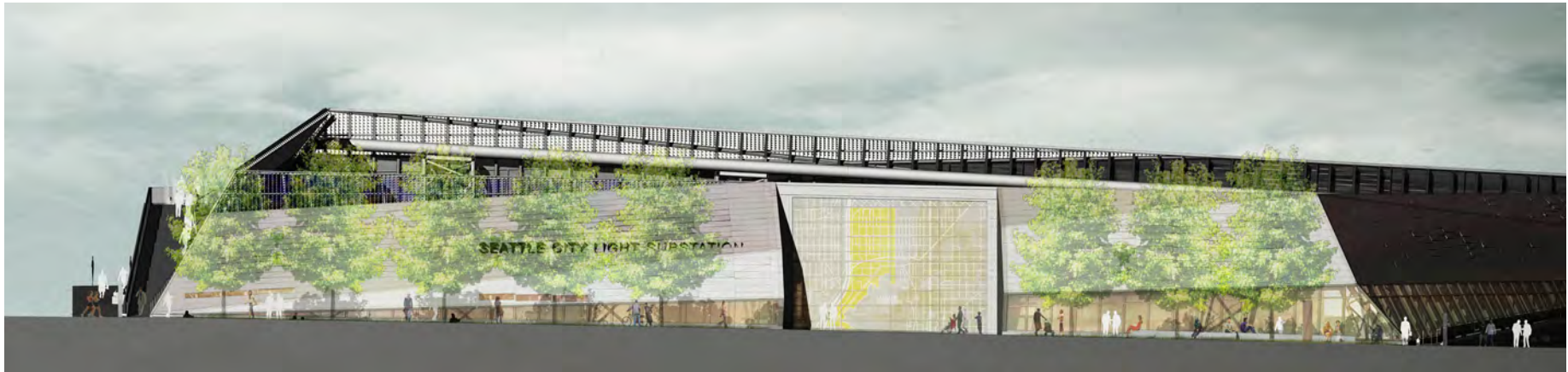
MINOR



DENNY



ALLEY



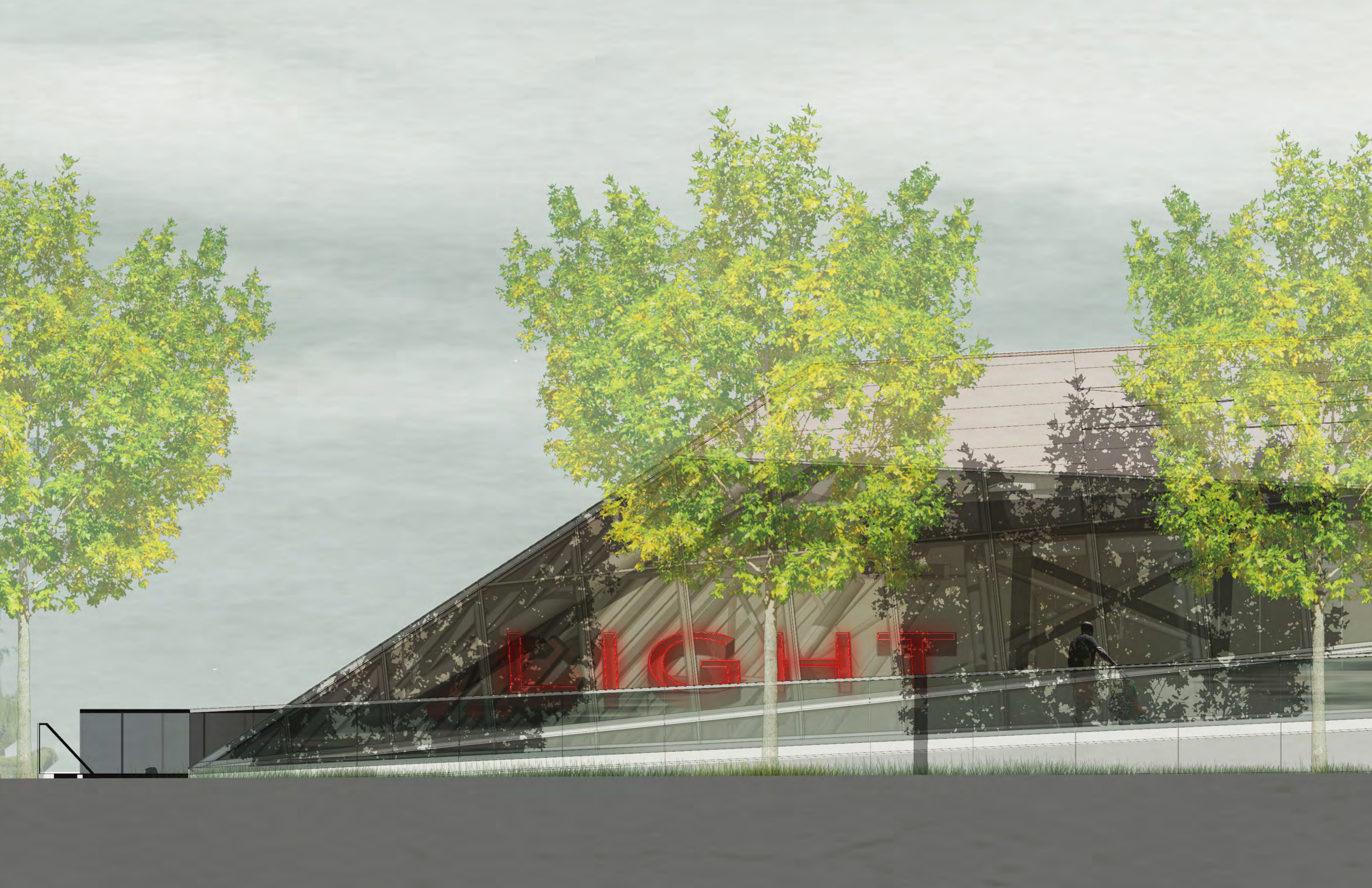
JOHN



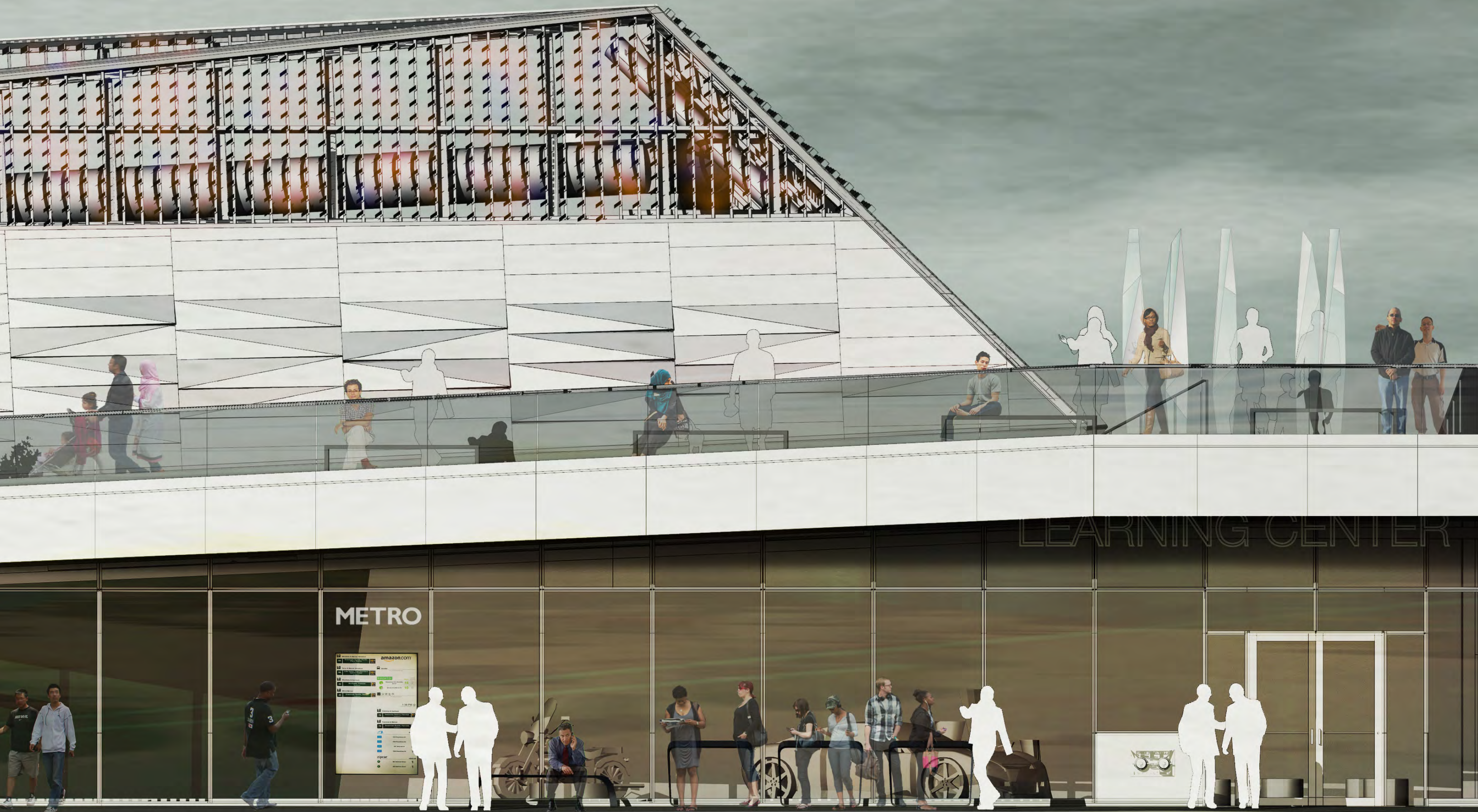
MINOR

DENNY WAY









Overall Lighting Strategy

"CITY LIGHT" sign

Denny Way Streetscape Enhancements

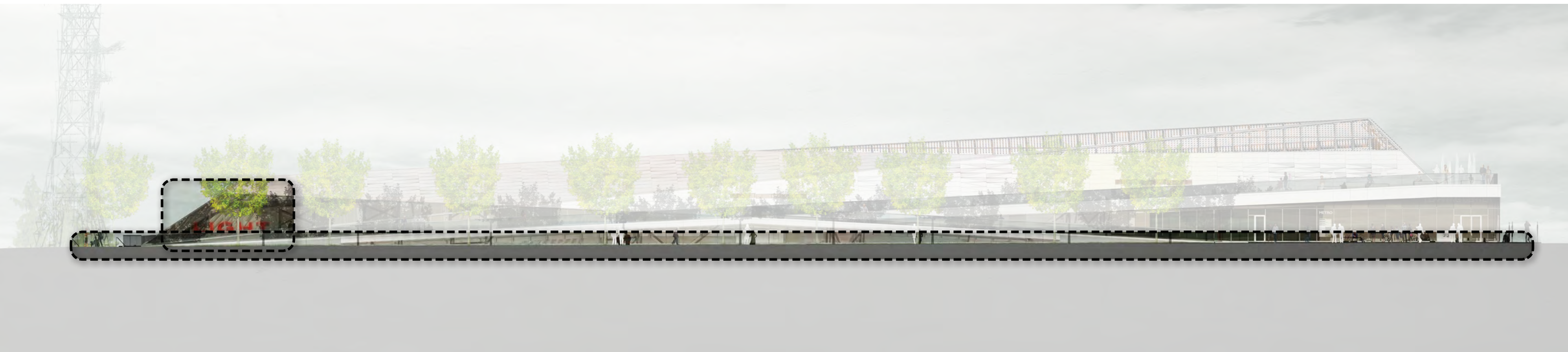
Yard Treatments and View Portals

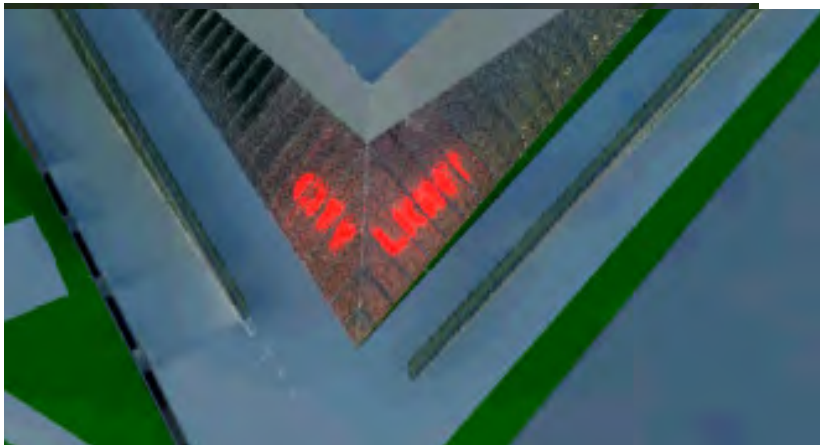
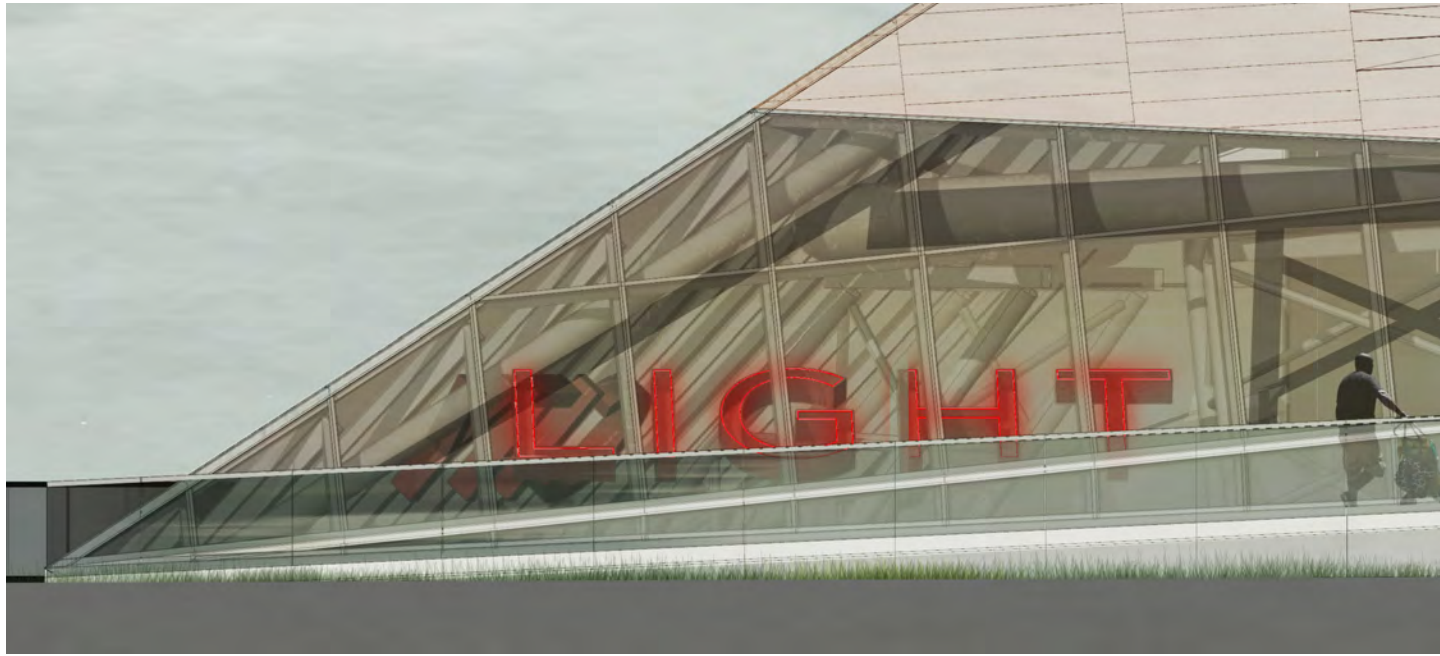
Ned Kahn "Switchwall"

"Energy Inspiration Center" and Bus Shelter / Transit Hub

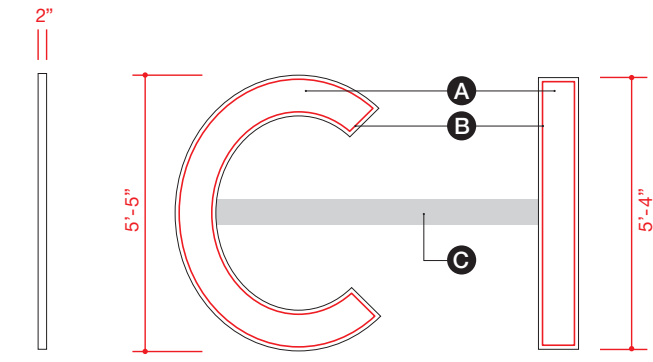


“CITY LIGHT” IDENTITY and DENNY WAY STREETScape ENHANCEMENTS





RENDERING - EVENING VIEW



END VIEW
3/8" = 1'-0"

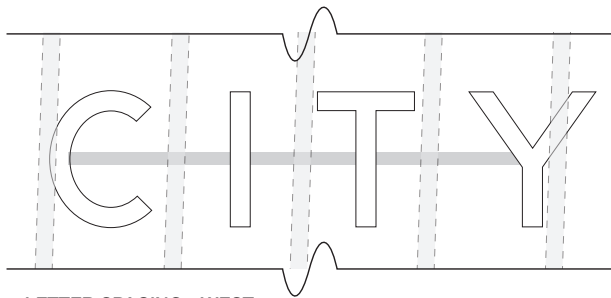
LETTER DETAIL
3/8" = 1'-0"

SPECIFICATIONS

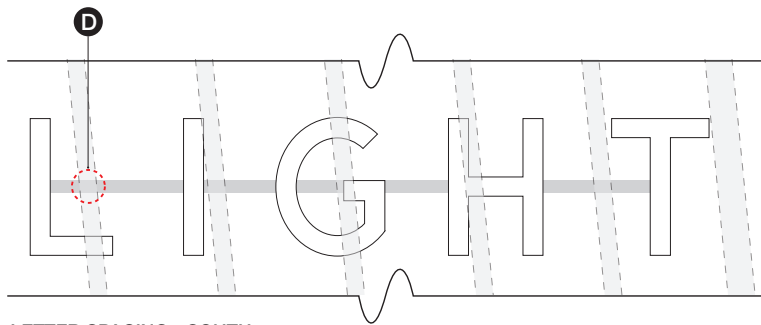
- A** Fabricated aluminum open pan-channel letters. All surfaces painted white.

Single stroke in-line of iLight Technologies "Plexineon" Red LED light tube.
- B** Plexineon product recommended to be molded to shape of letters, in factory by iLight Technologies.
- C** Letter backs to be attached to fabricated metal raceway painted to match adjacent building structure. Raceway to house and conceal all electrical components.
- D** Raceway to be held off of and mechanically fastened to vertical metal tube structural supports of glass facade.

QUANTITY: 1 SET OF LETTERS



LETTER SPACING - WEST
3/16" = 1'-0"



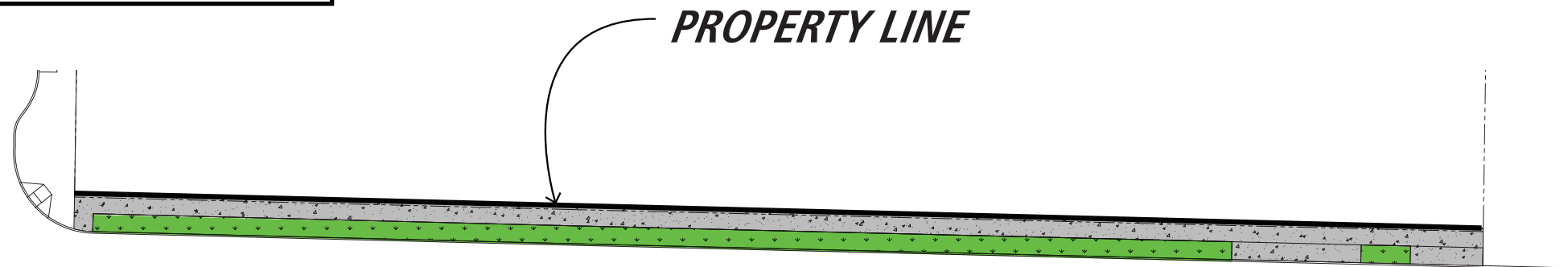
LETTER SPACING - SOUTH
3/16" = 1'-0"

2,130 sf More Concrete sidewalk area

250 sf More Planter area

2,380 sf Total Additional Area

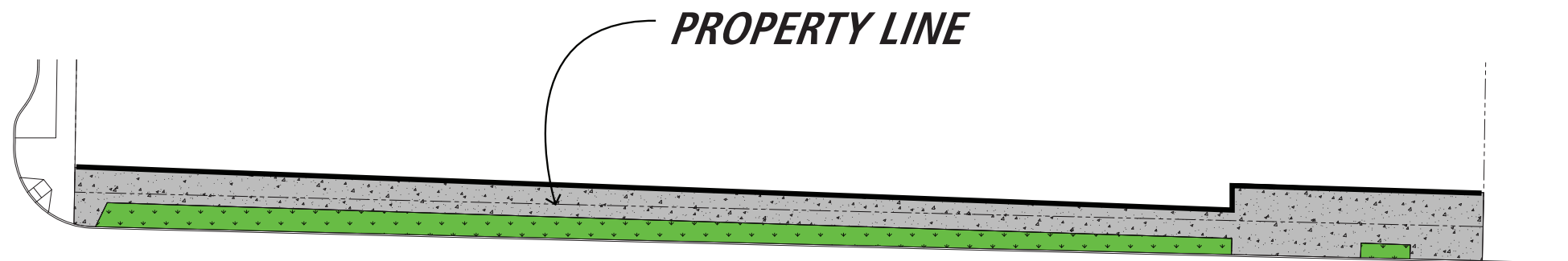
47.5% INCREASED RIGHT OF WAY ZONE



***DENNY WAY SIDEWALK :
ORIGINAL SIDEWALK DESIGN***

Denny Way standard sidewalks configuration provides the following:

- $\pm 3,000$ -sf Concrete sidewalk
- $\pm 2,015$ -sf Planter
- $\pm 5,015$ -sf Total

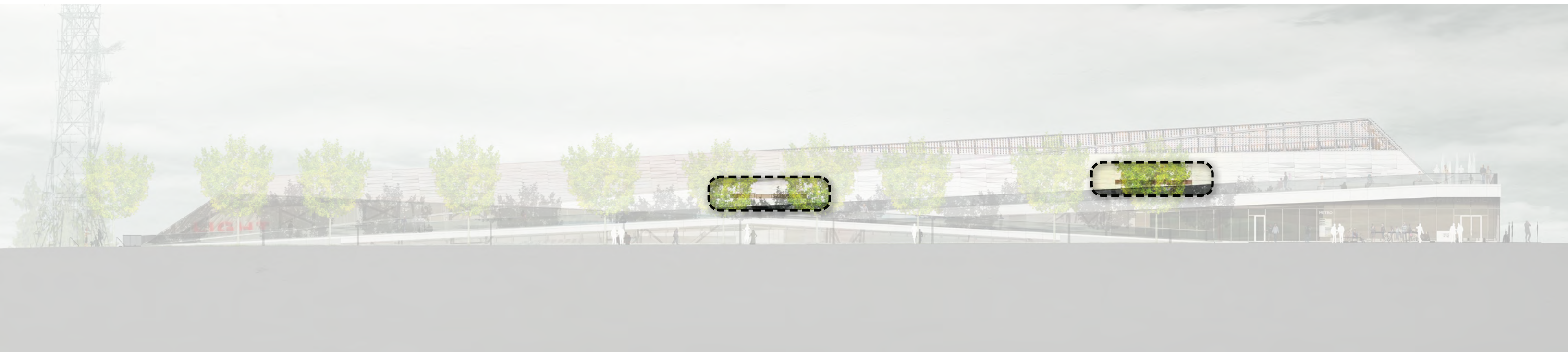


***DENNY WAY SIDEWALK:
SIDEWALK WIDTH ADJUSTED TO ADDRESS
SDOT STREETSCAPE CONCEPT PLAN***

Denny Way project proposal for the sidewalks provides the following:

- $\pm 5,130$ -sf Concrete sidewalk
- $\pm 2,265$ -sf Planter
- $\pm 7,395$ -sf Total

VIEW PORTALS



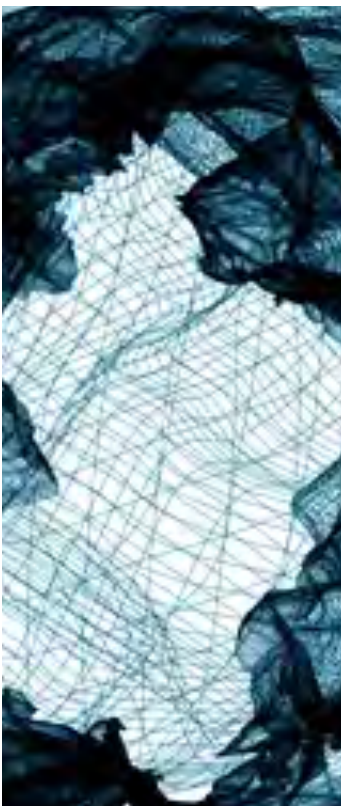
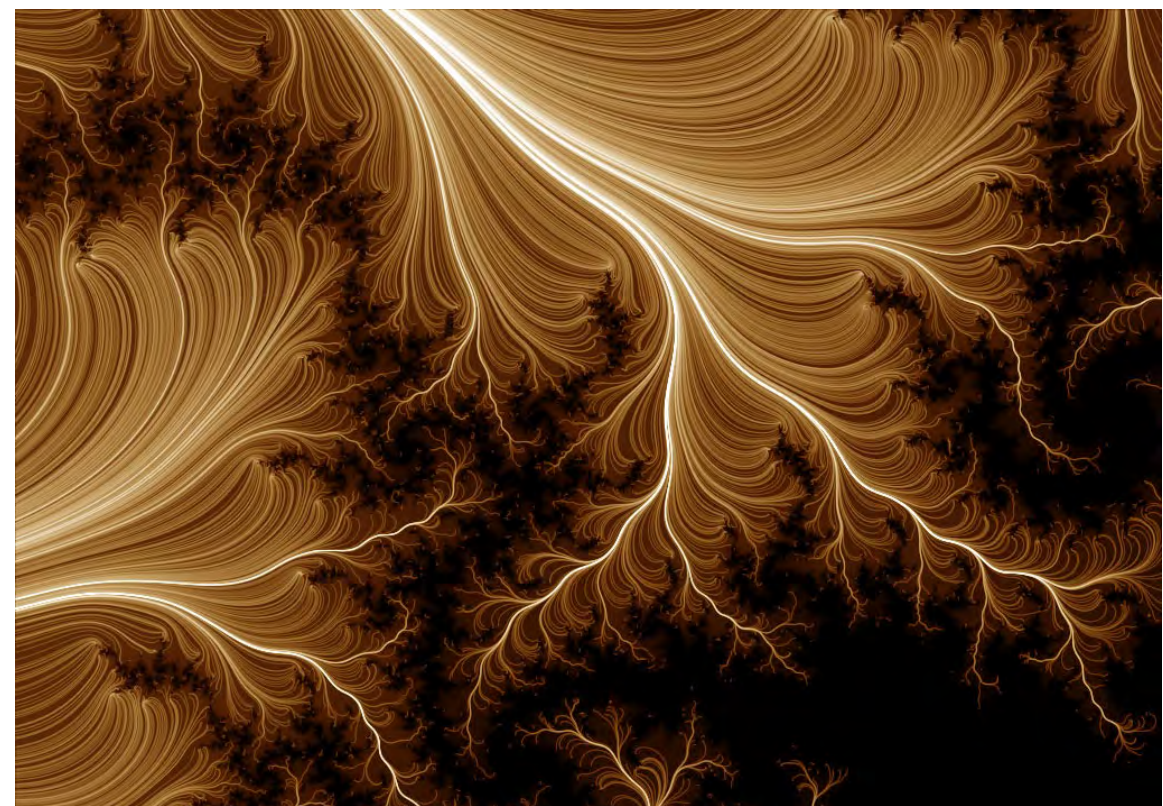
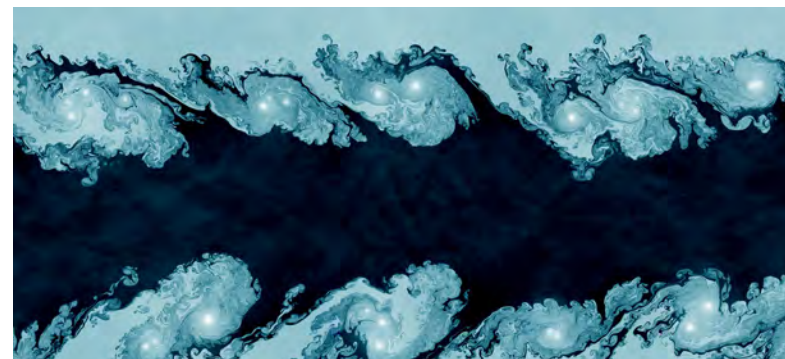
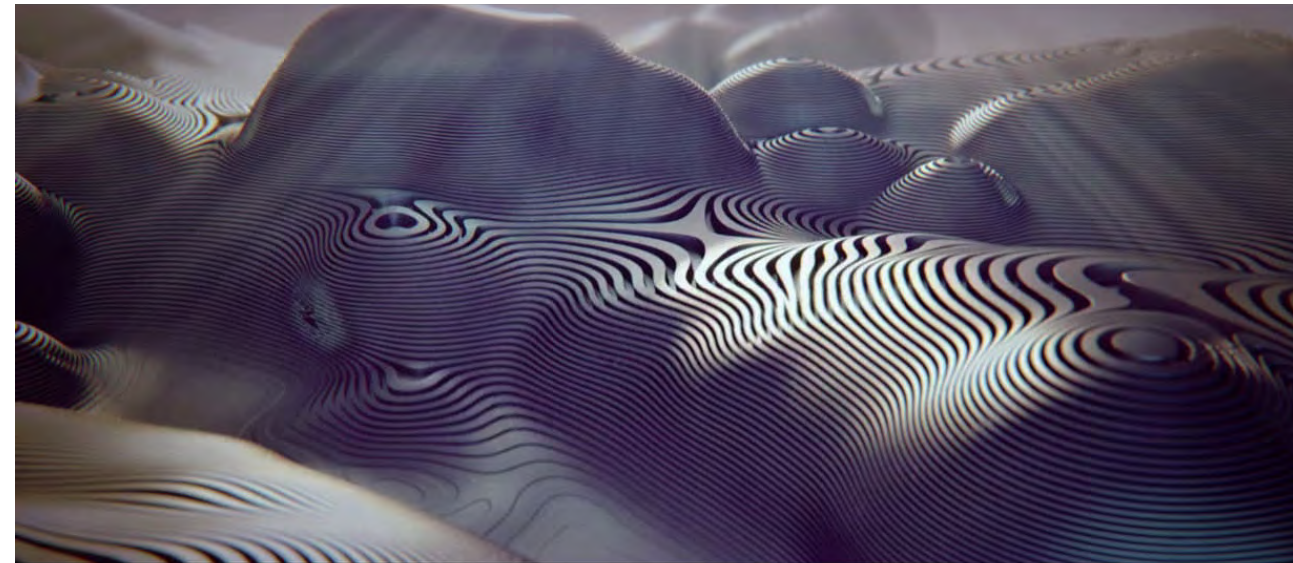
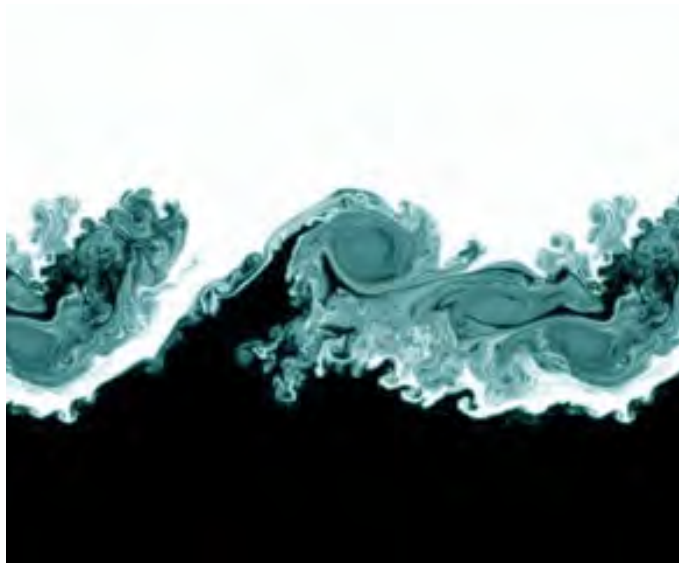
CONTENT TURBULENCE

The sheer power and beauty of Washington's water. Extreme slow motion footage of the collisions between water, gravity and light.



CONTENT FLOW

The generation of energy from water is abstracted into beautiful contemporary forms.



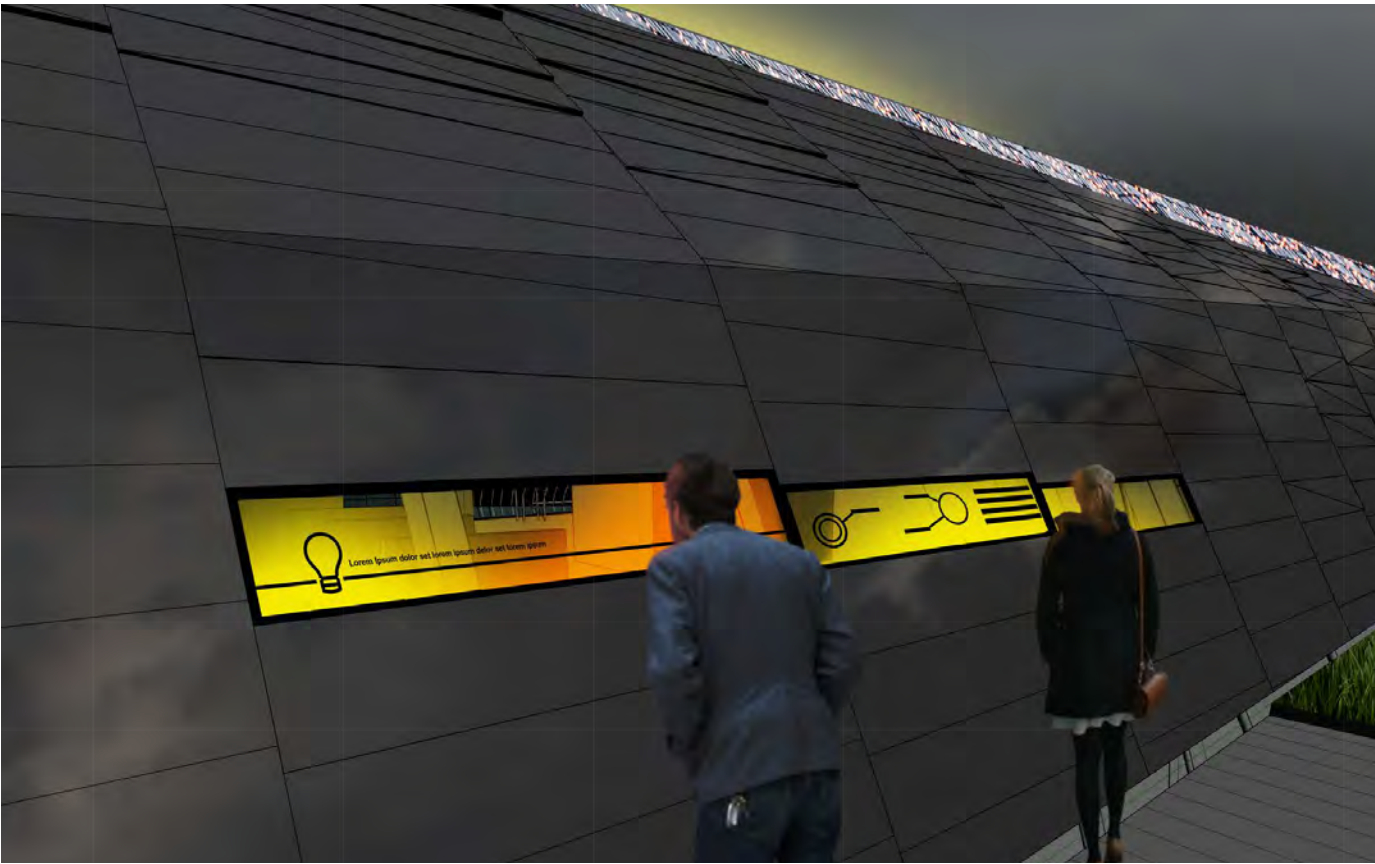
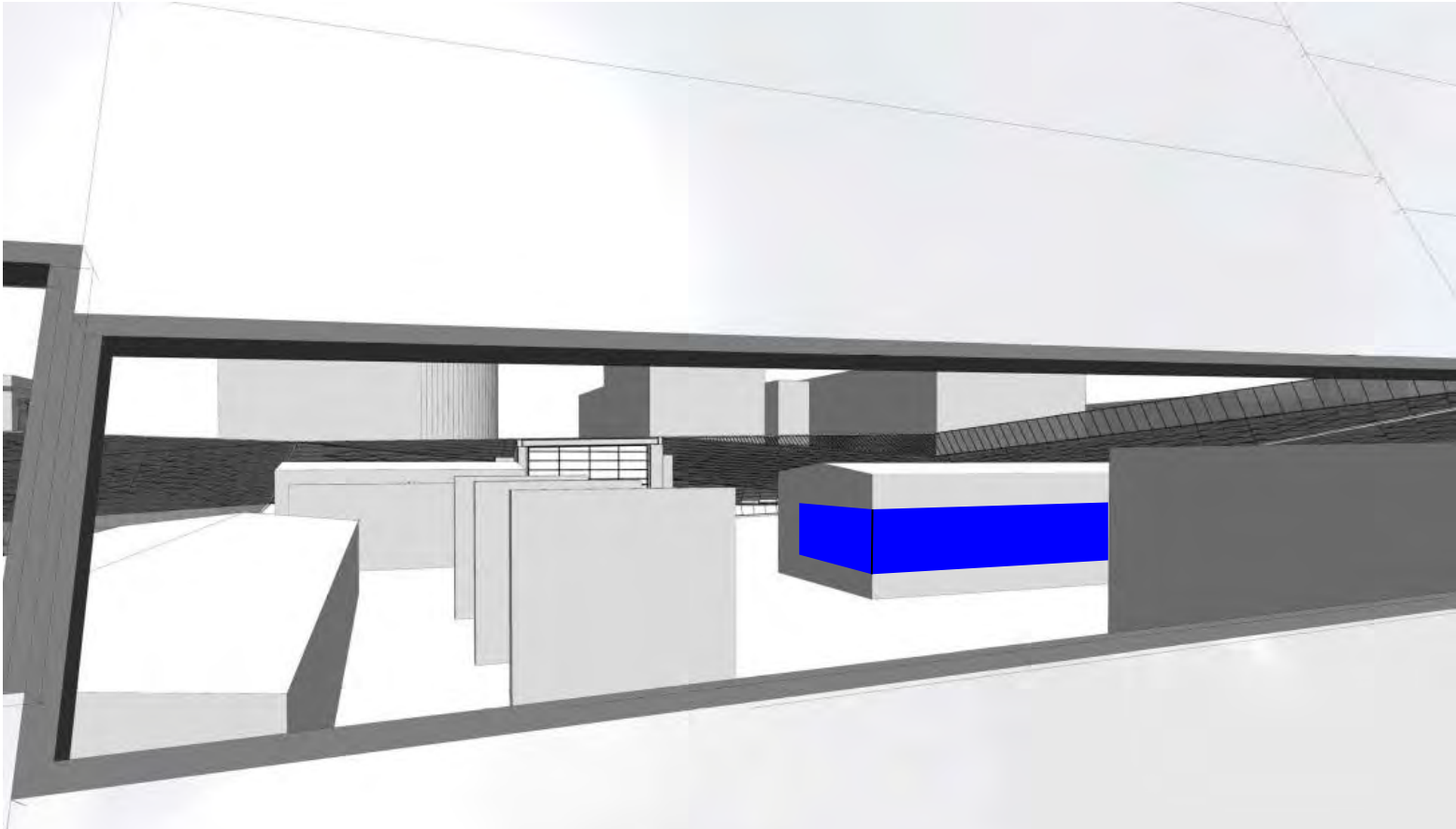
CONTENT GENERATIONS

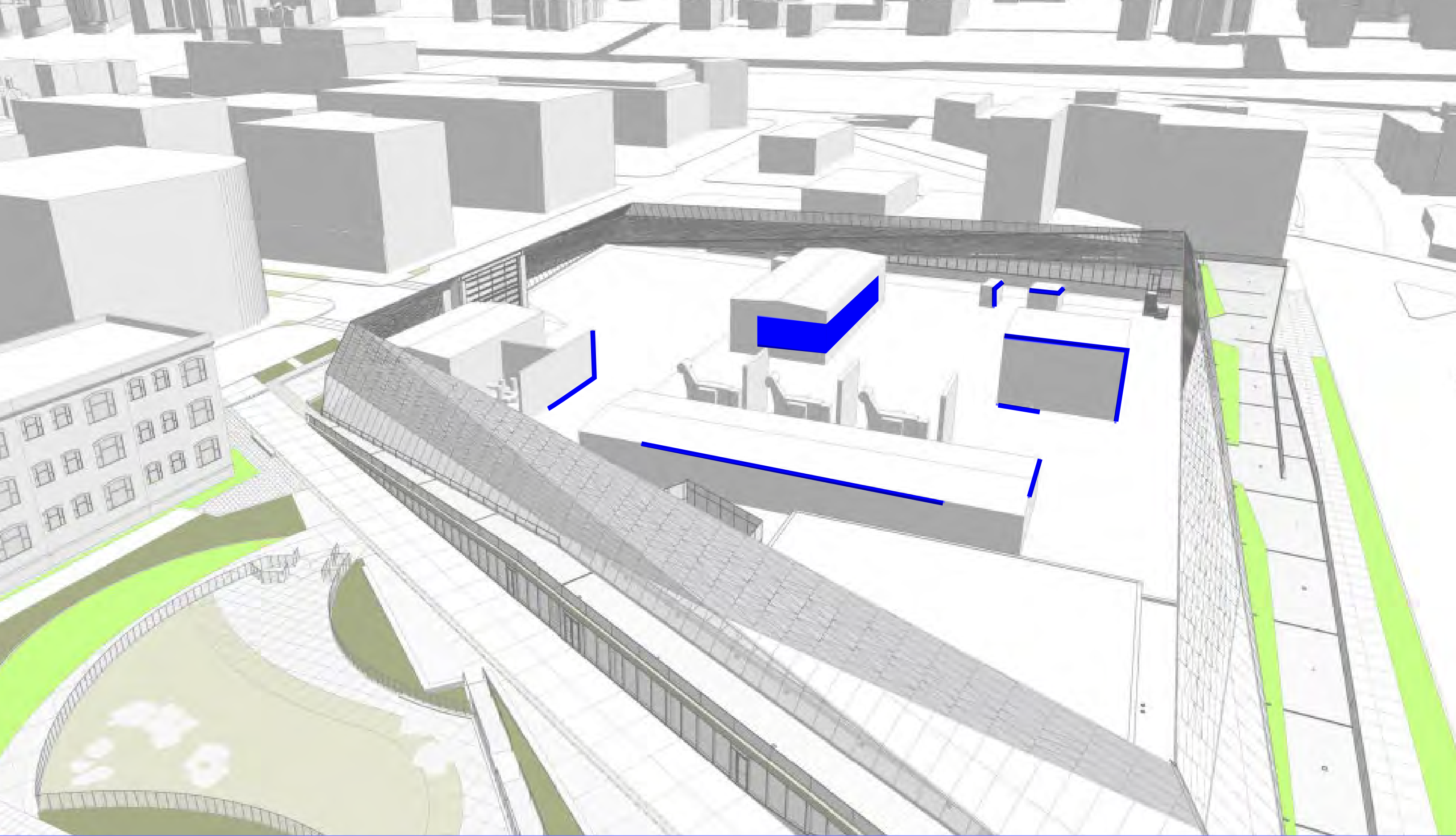
Today's citizens connect to the many generations upstream. Expressions of Seattle's past, present and future exist on an endless river of time.



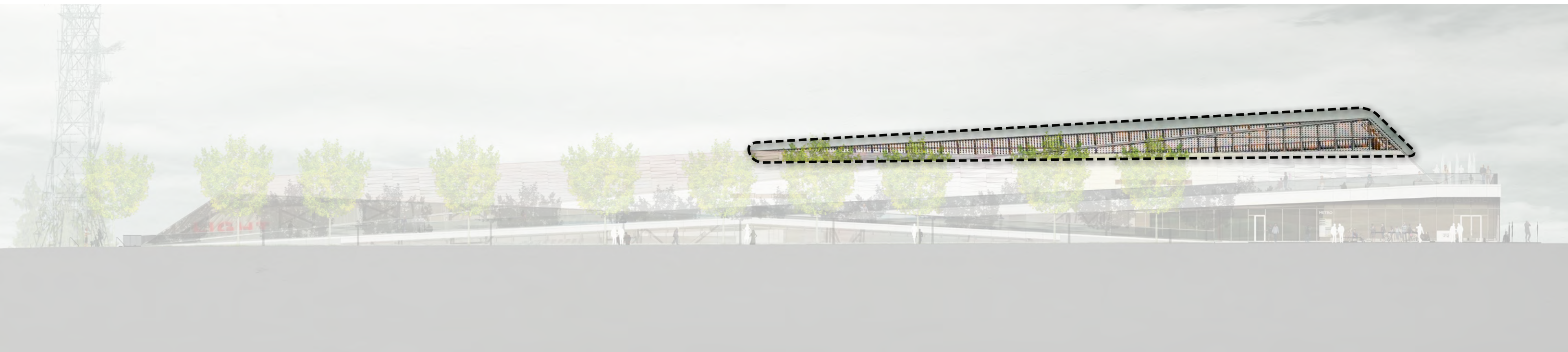
DAYTIME: PORTAL VIEWS

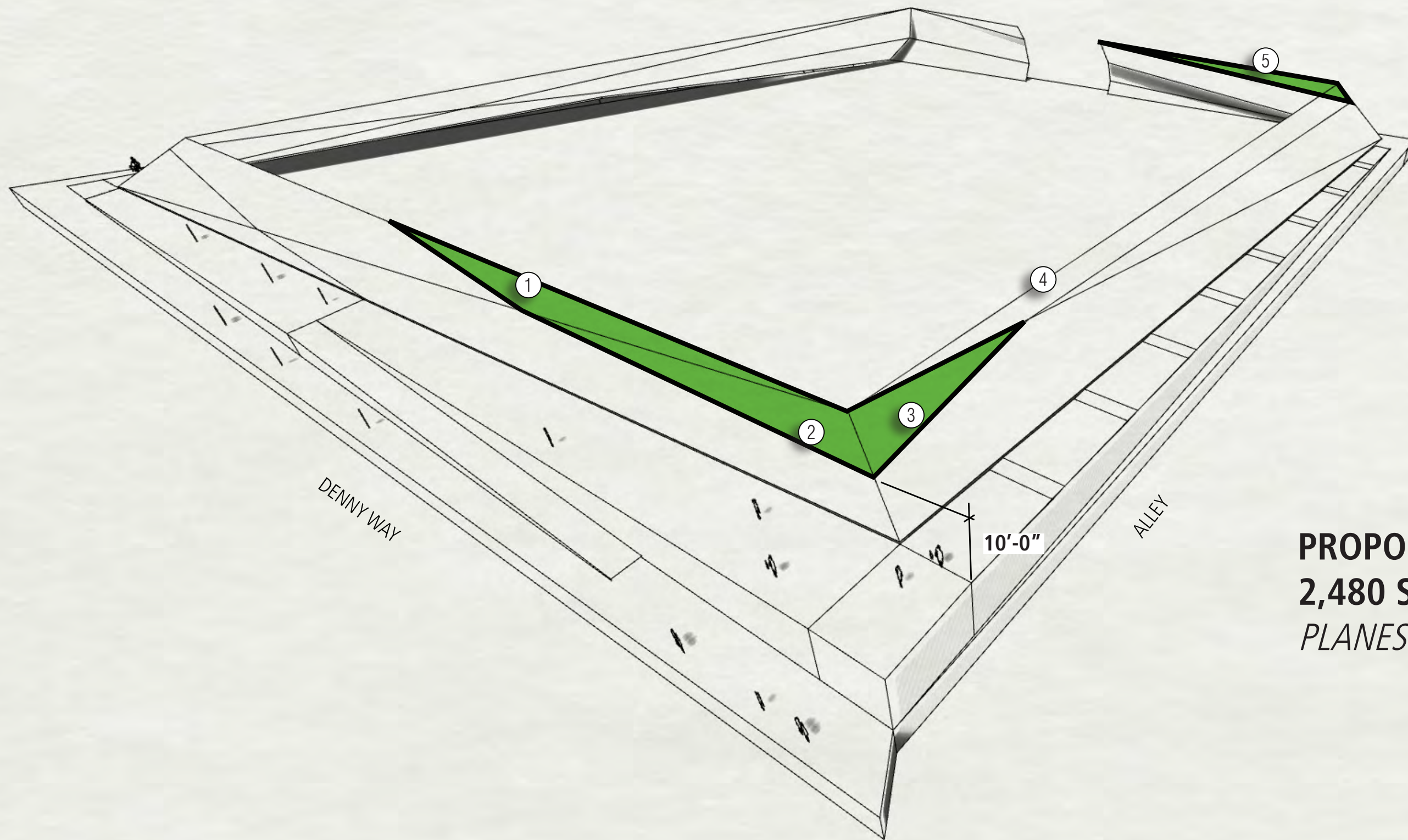
Infographics are tied between the interior yard and the portal windows.



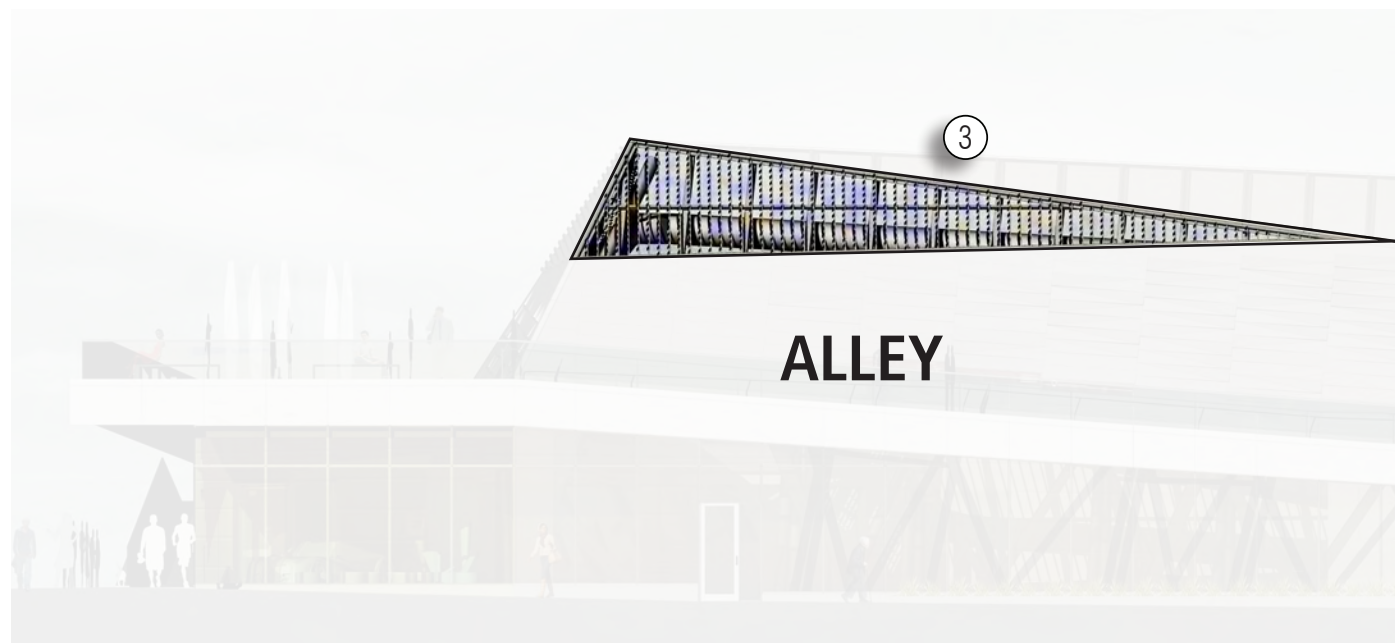
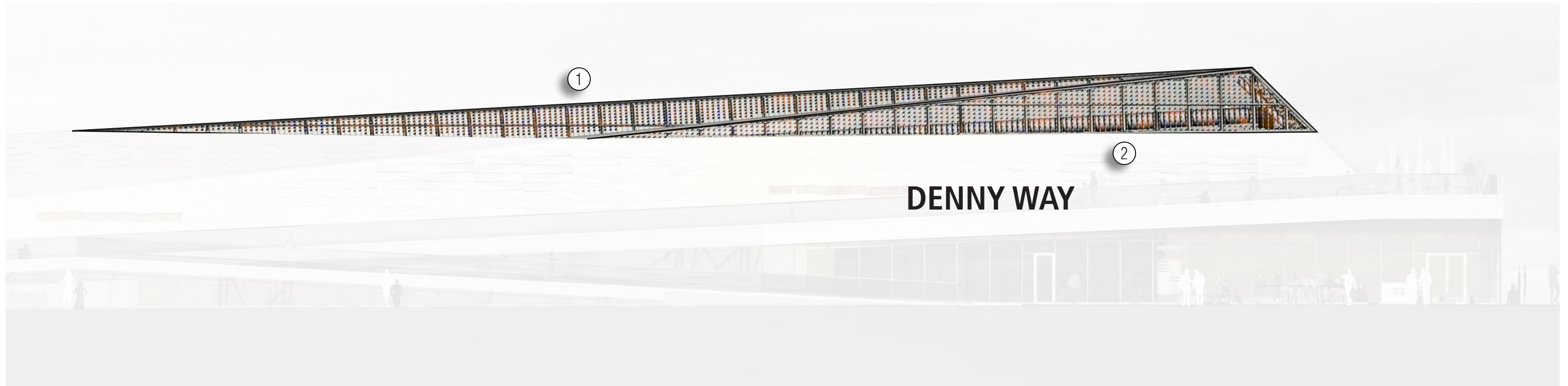


NED KAHN “SWITCHWALL”





PROPOSED ART ZONE
2,480 SF
PLANES 1,2,3 and 5



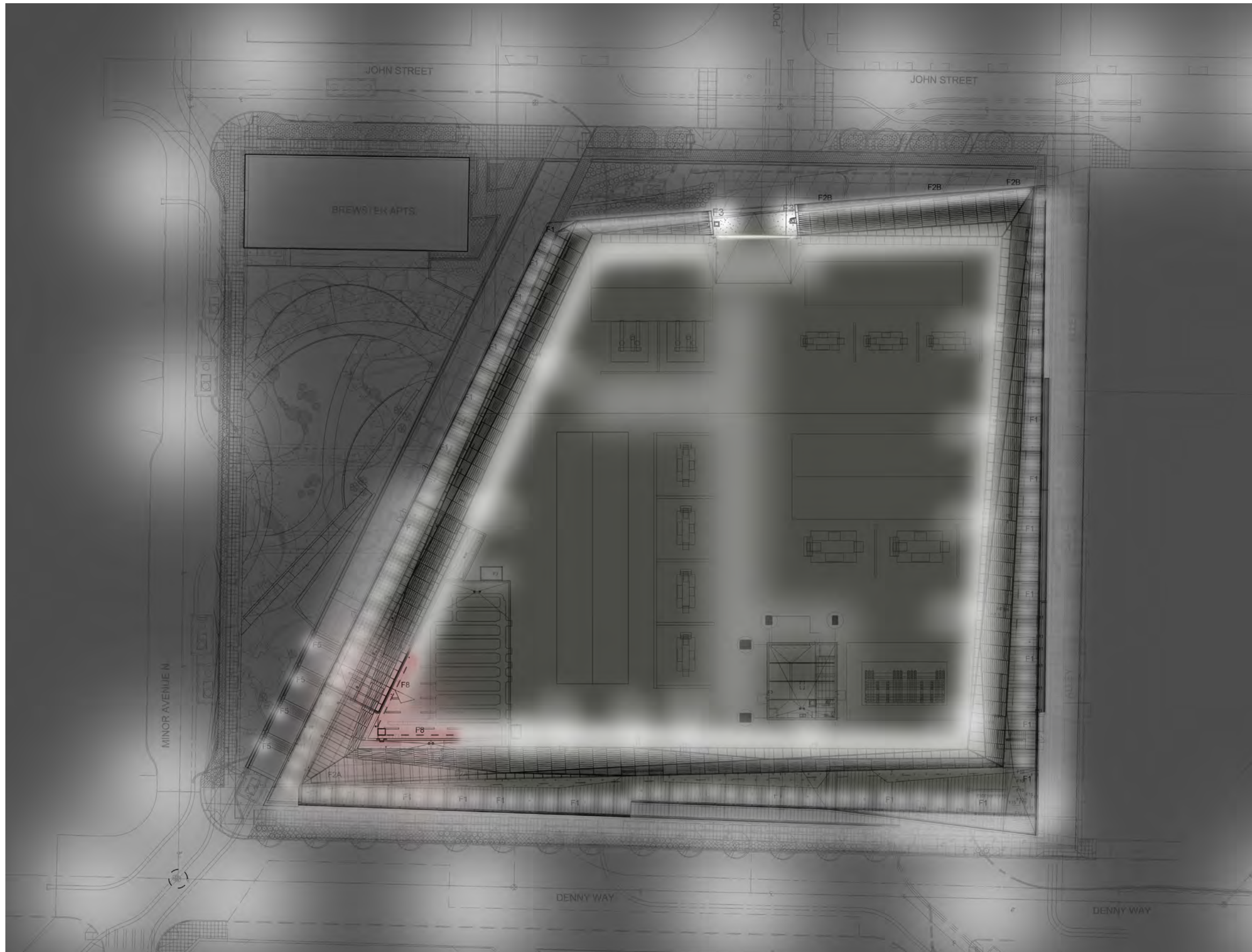


LIGHTING STRATEGIES

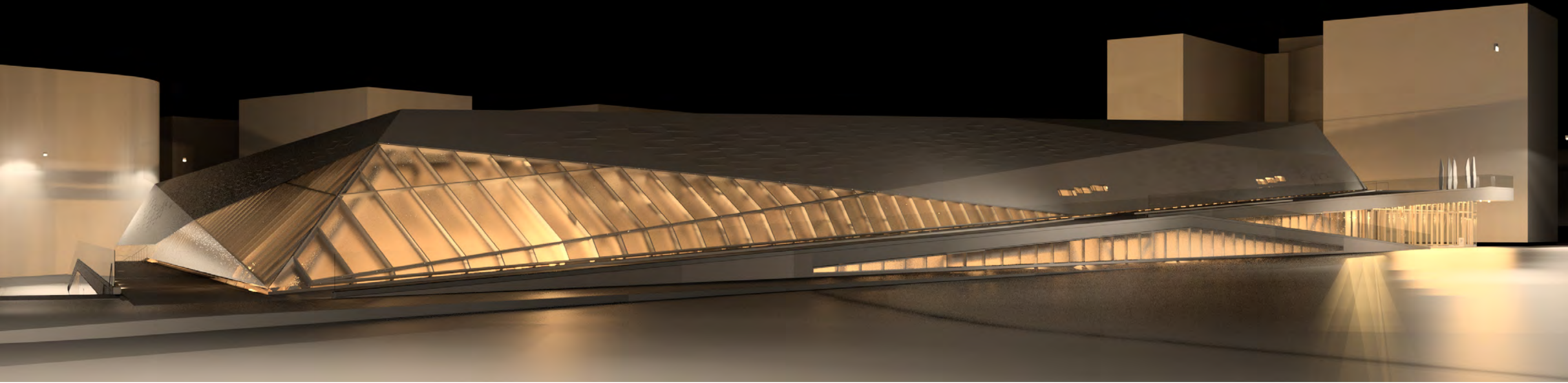


LIGHTING HIERARCHY:

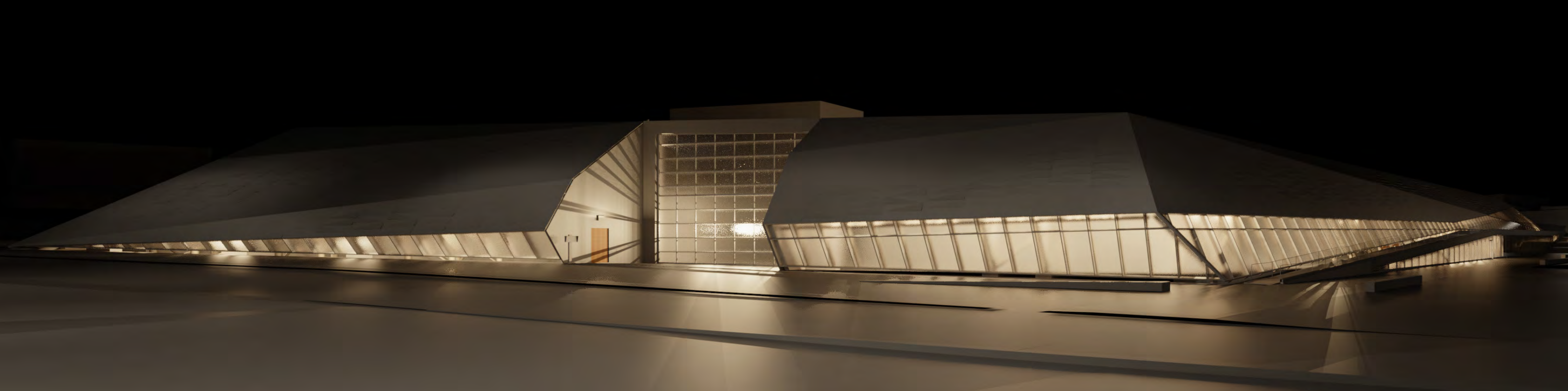
- 1. NED KAHN "SWITCHWALL"**
- 2. EMANATING GLOW FROM SUBSTATION
TRANSLUCENT GLAZING**
- 3. WALKWAY LIGHTING**



SW CORNER



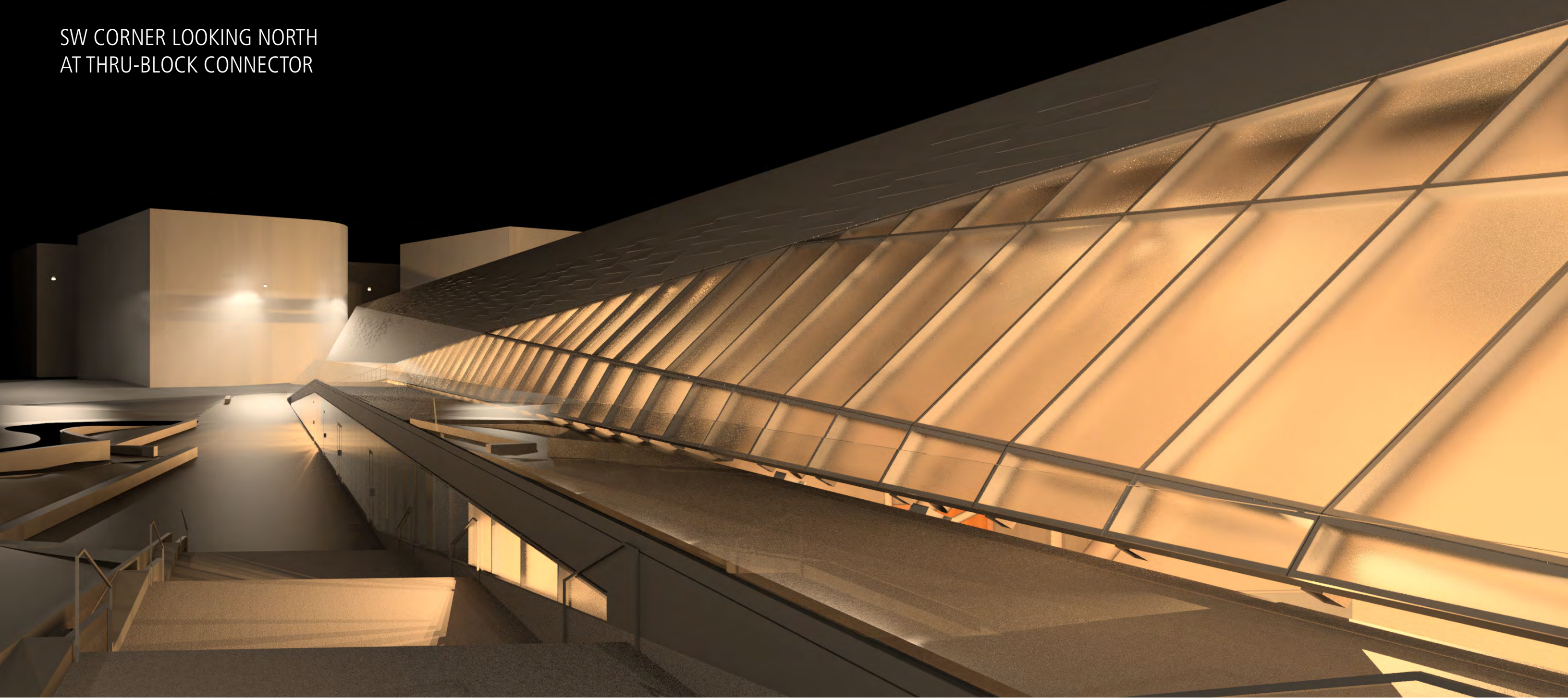
NW CORNER



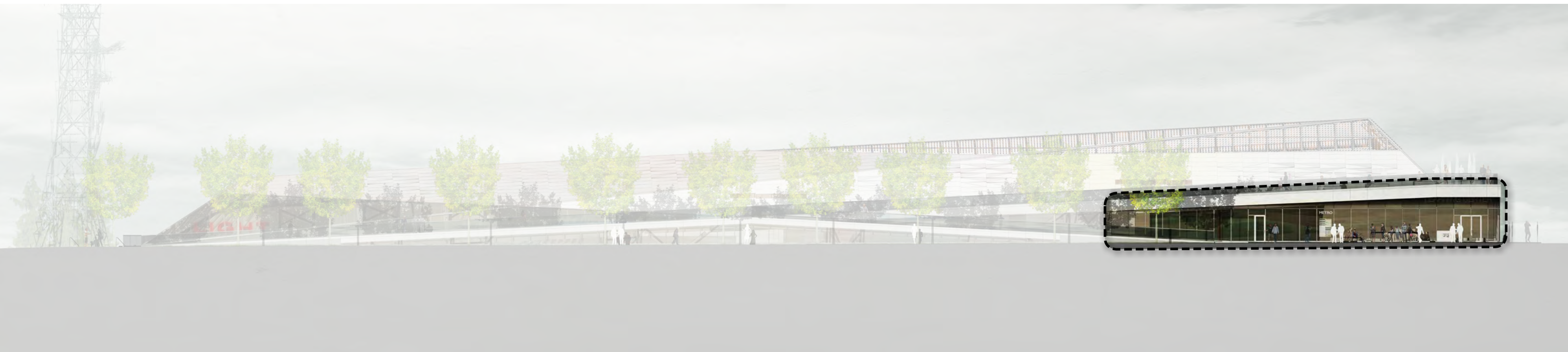
IN ALLEY LOOKING SOUTH

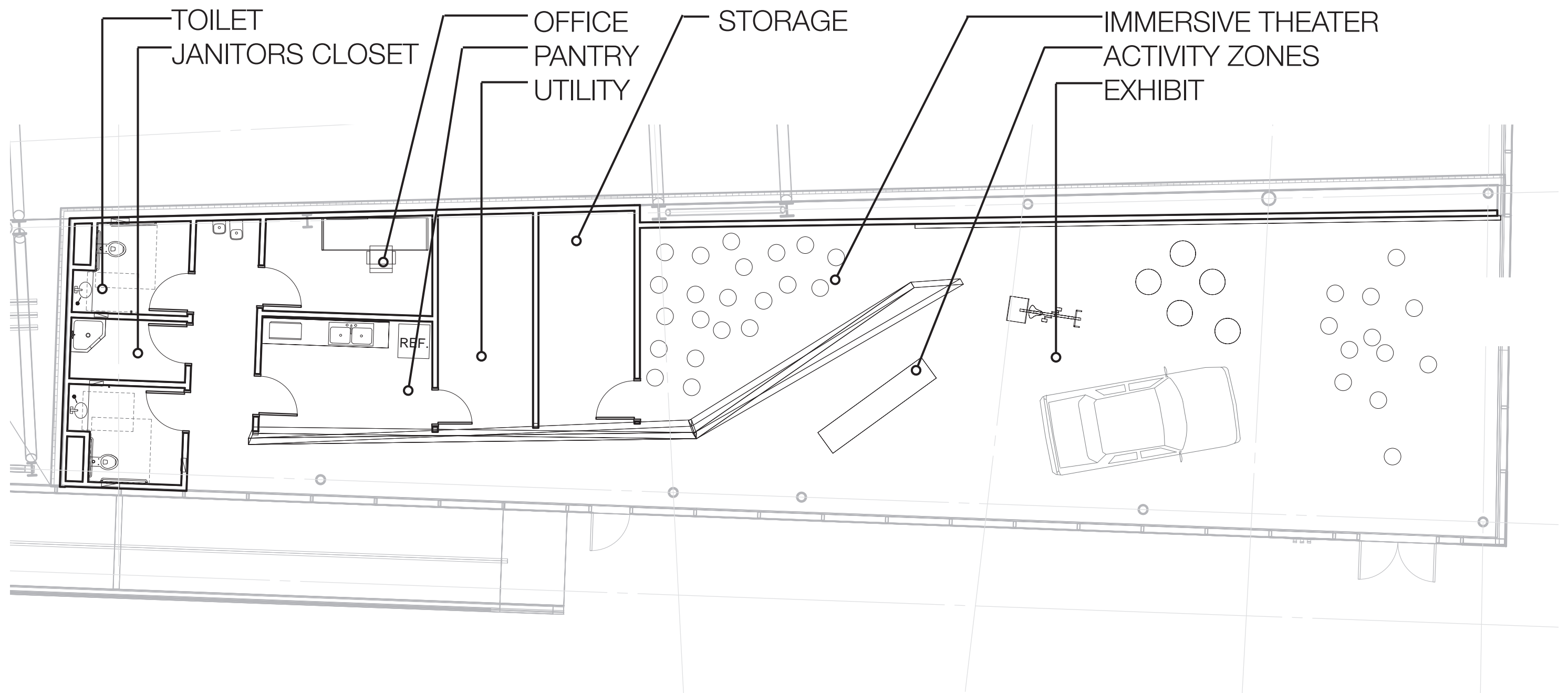


SW CORNER LOOKING NORTH
AT THRU-BLOCK CONNECTOR

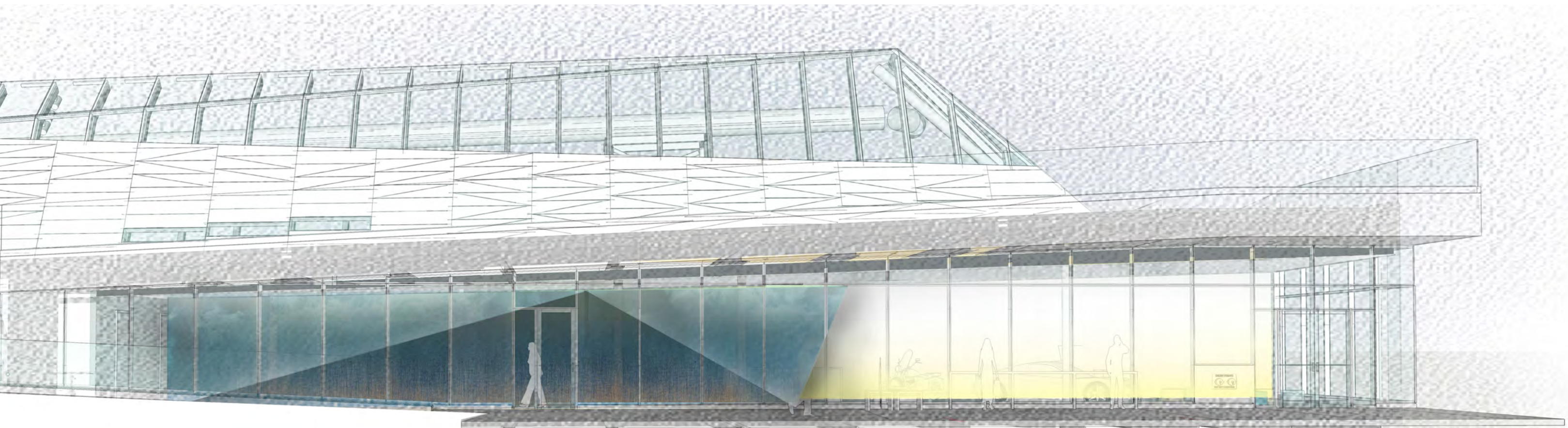


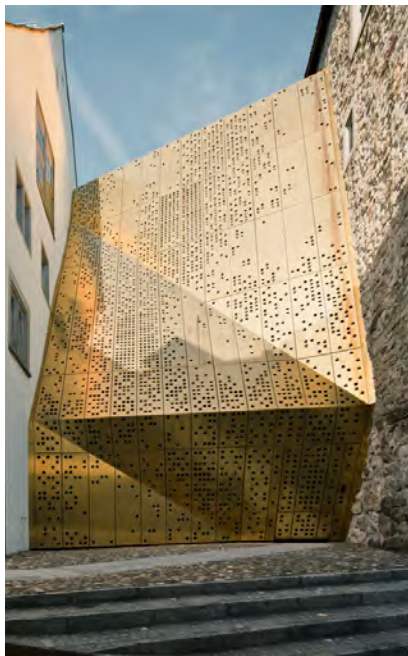
“ENERGY INSPIRATION CENTER” and BUS SHELTER / TRANSIT HUB





FLOOR PLAN





FORM

+



MDF

+



WATER/TEXTURE

+



COLOR

=



SE SHELL MATERIAL CONCEPT



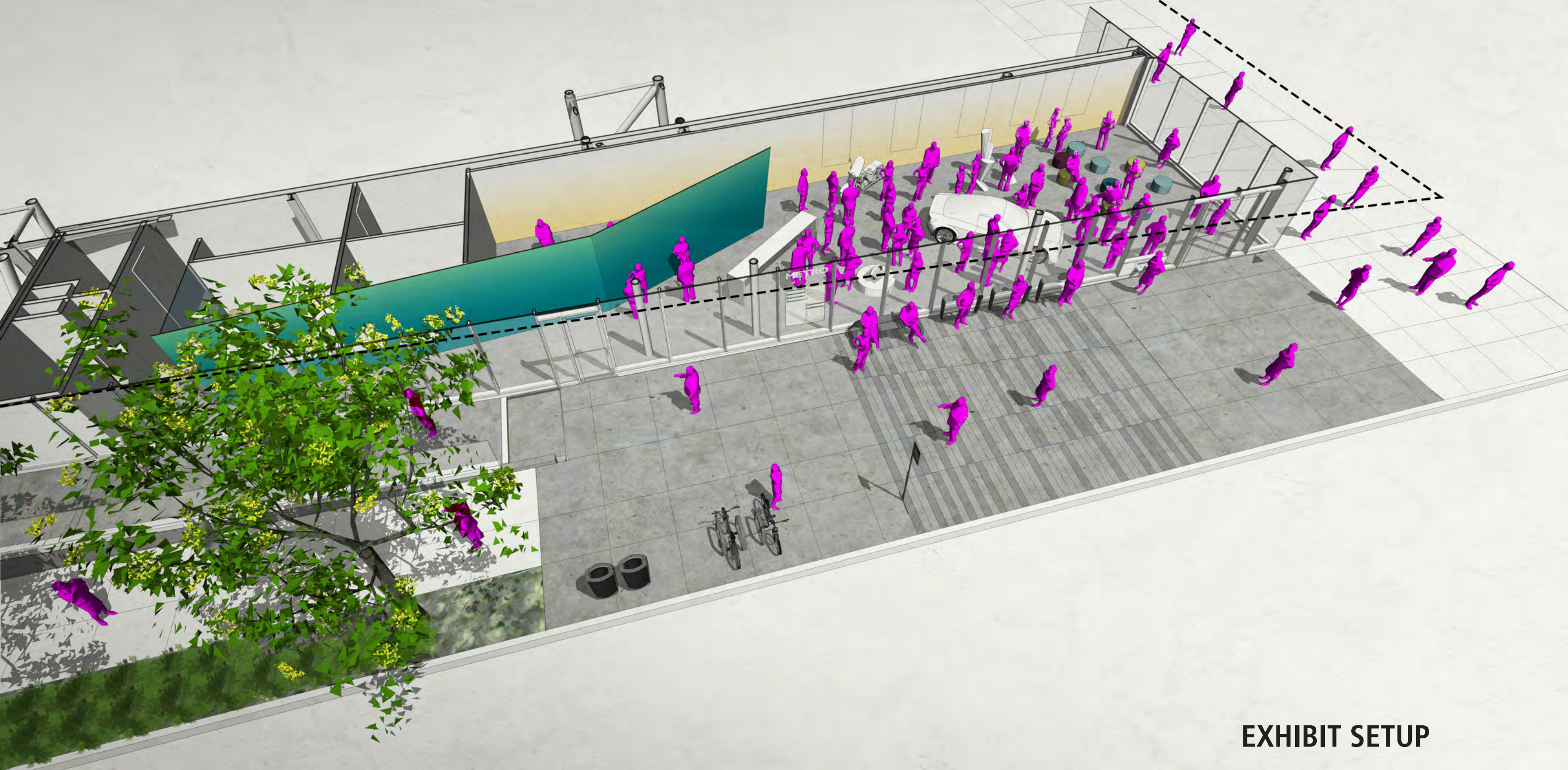
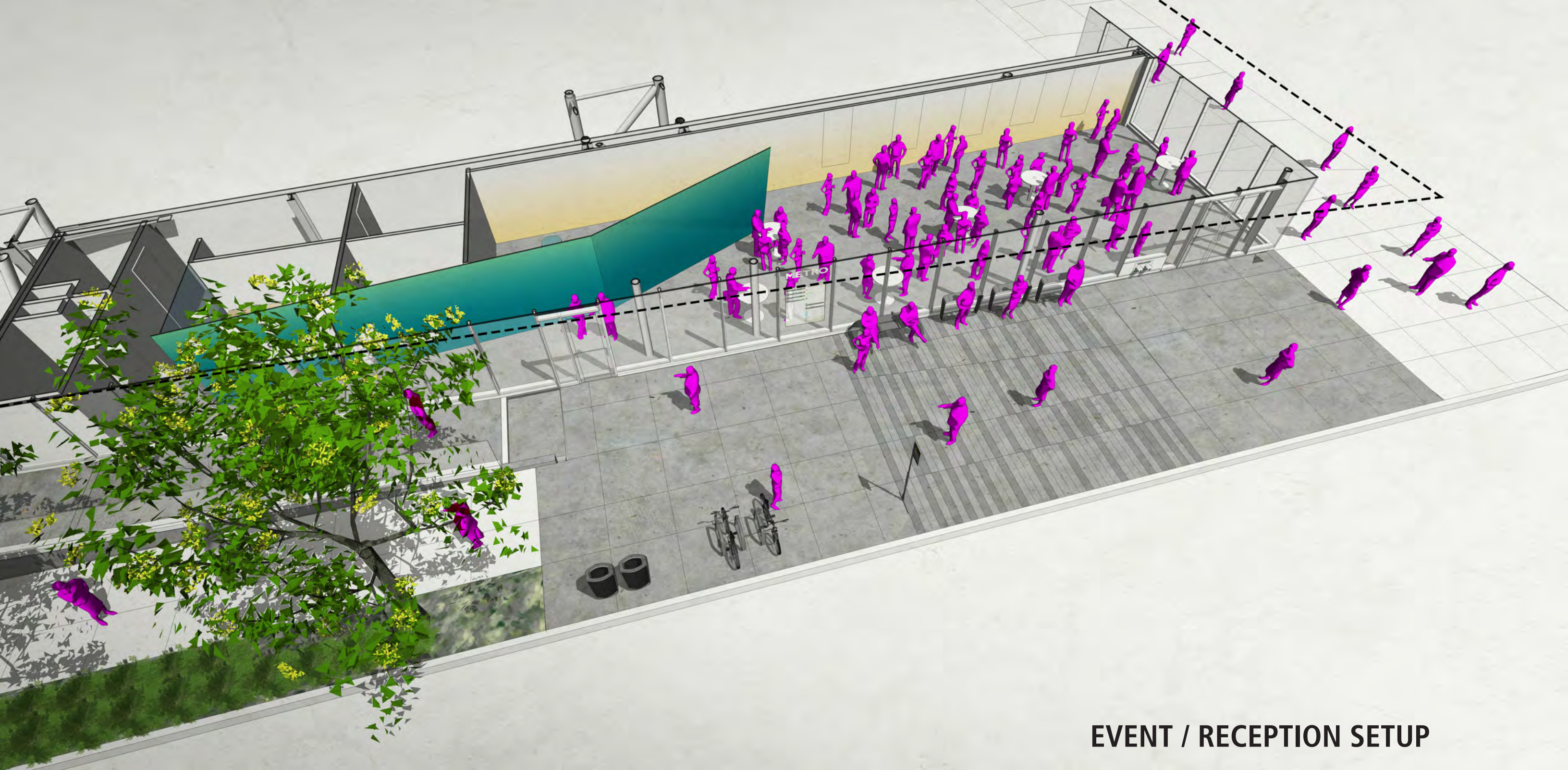
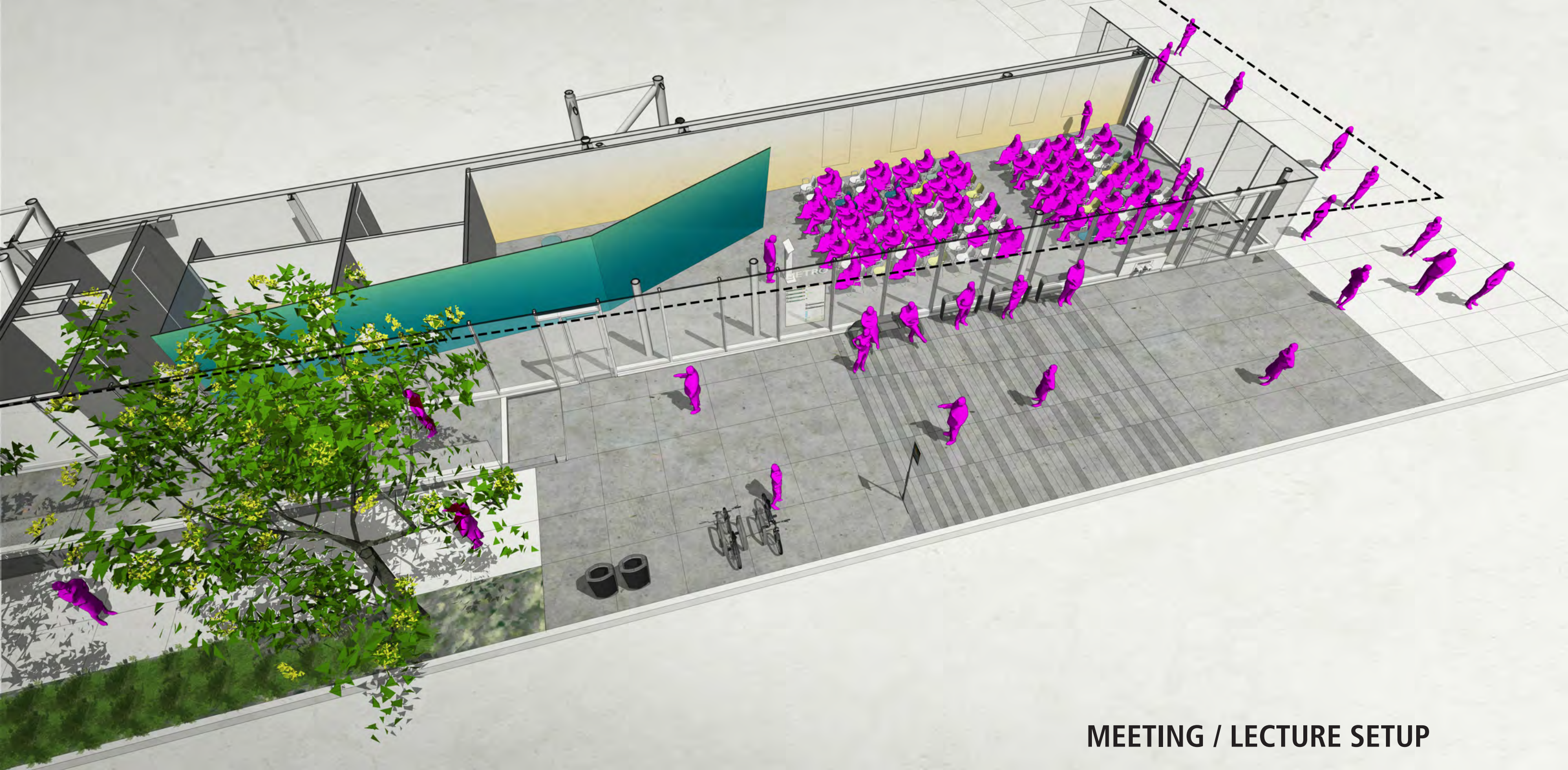


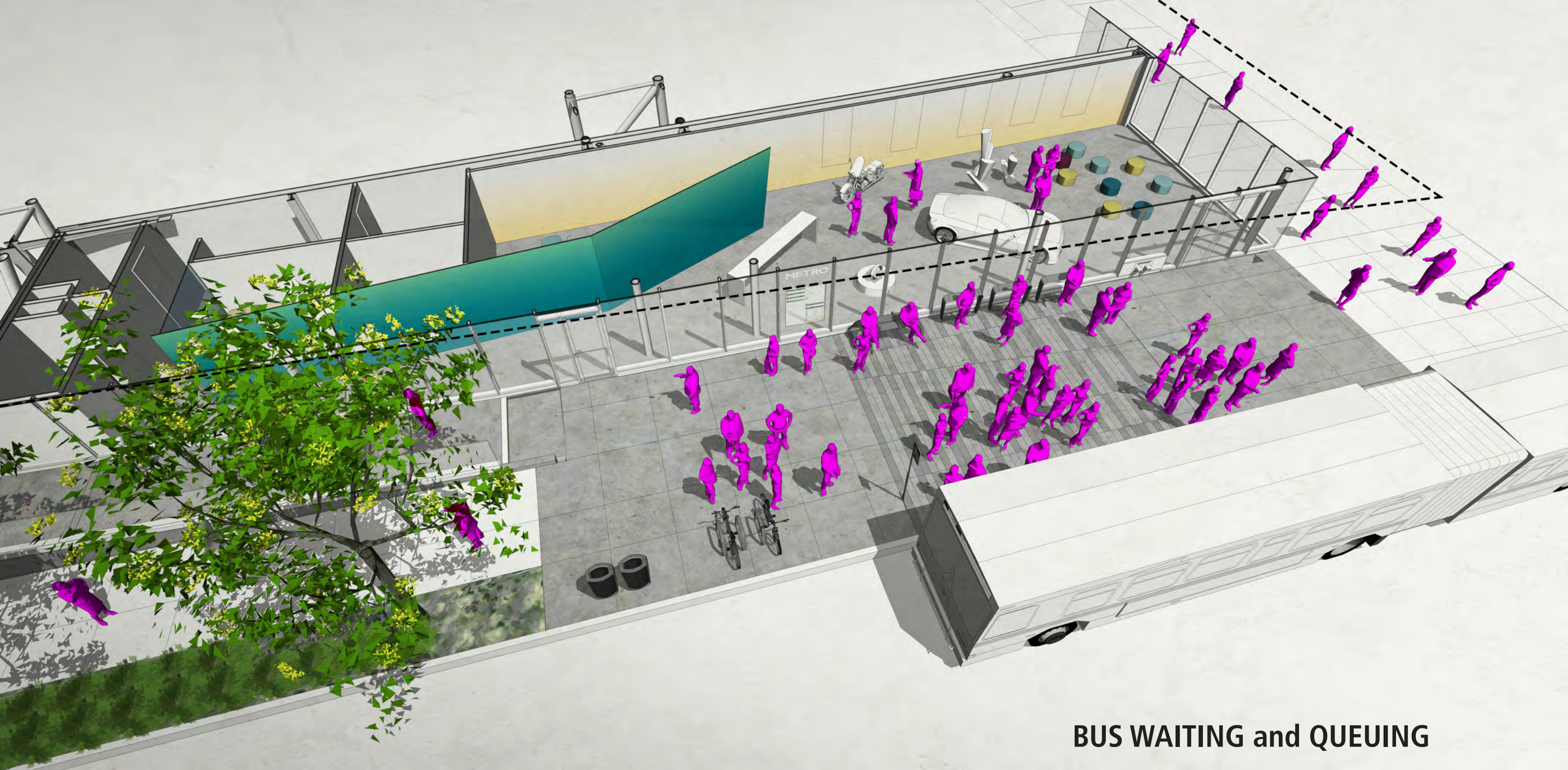
EXHIBIT SETUP



EVENT / RECEPTION SETUP



MEETING / LECTURE SETUP



BUS WAITING and QUEUING



RECEPTACLES



BICYCLE PARKING

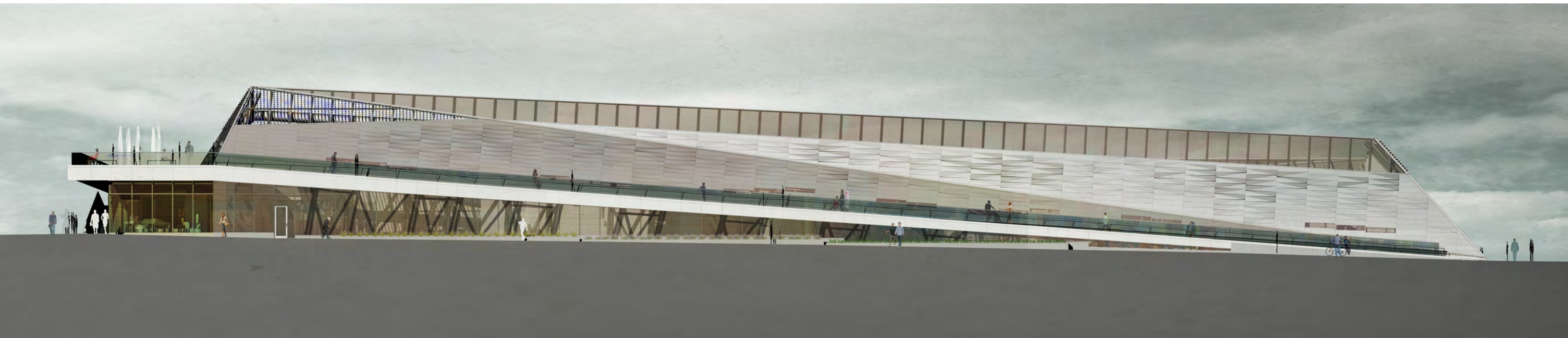


LEAN RAILS



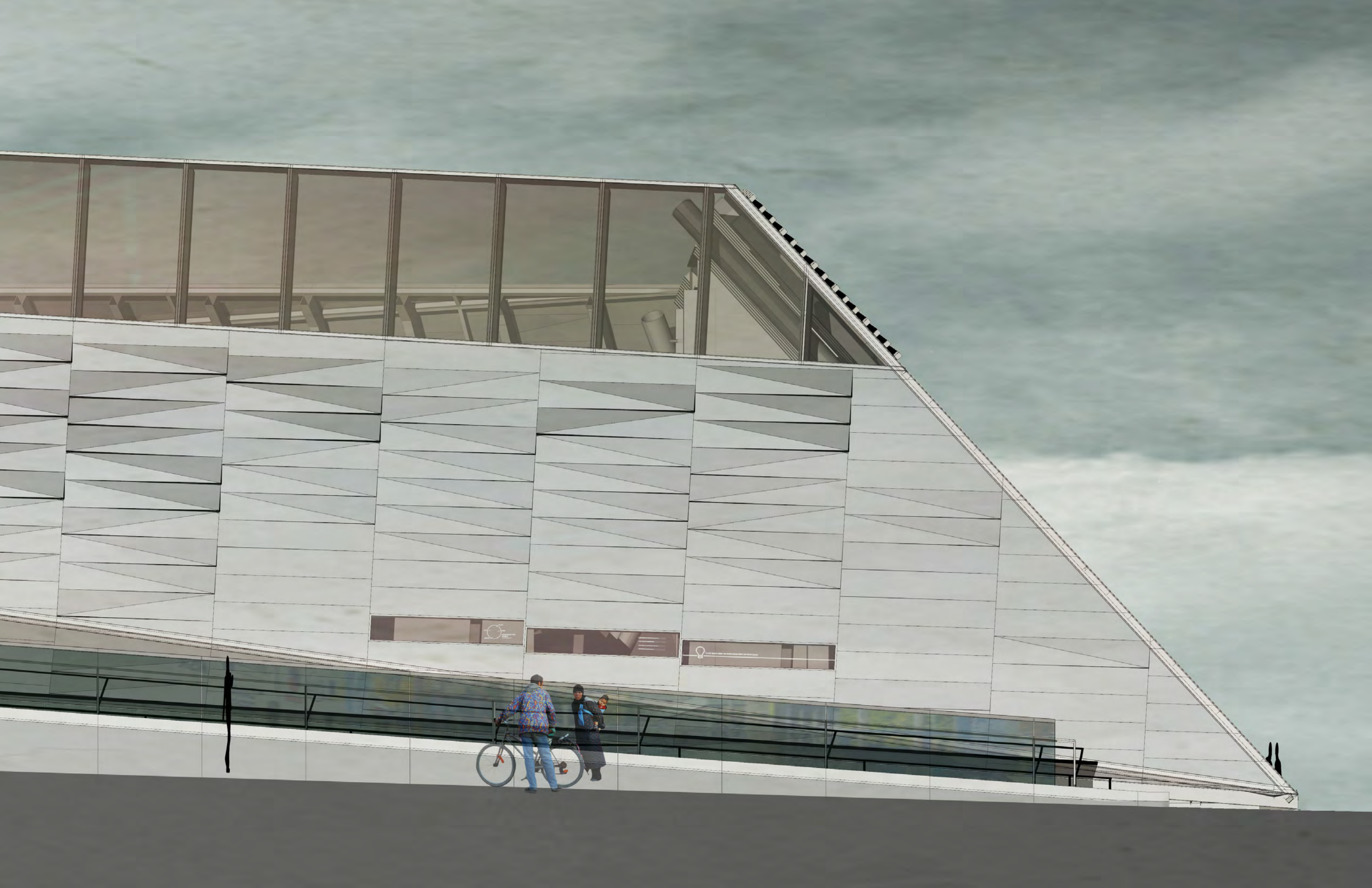
SEATING

ALLEY









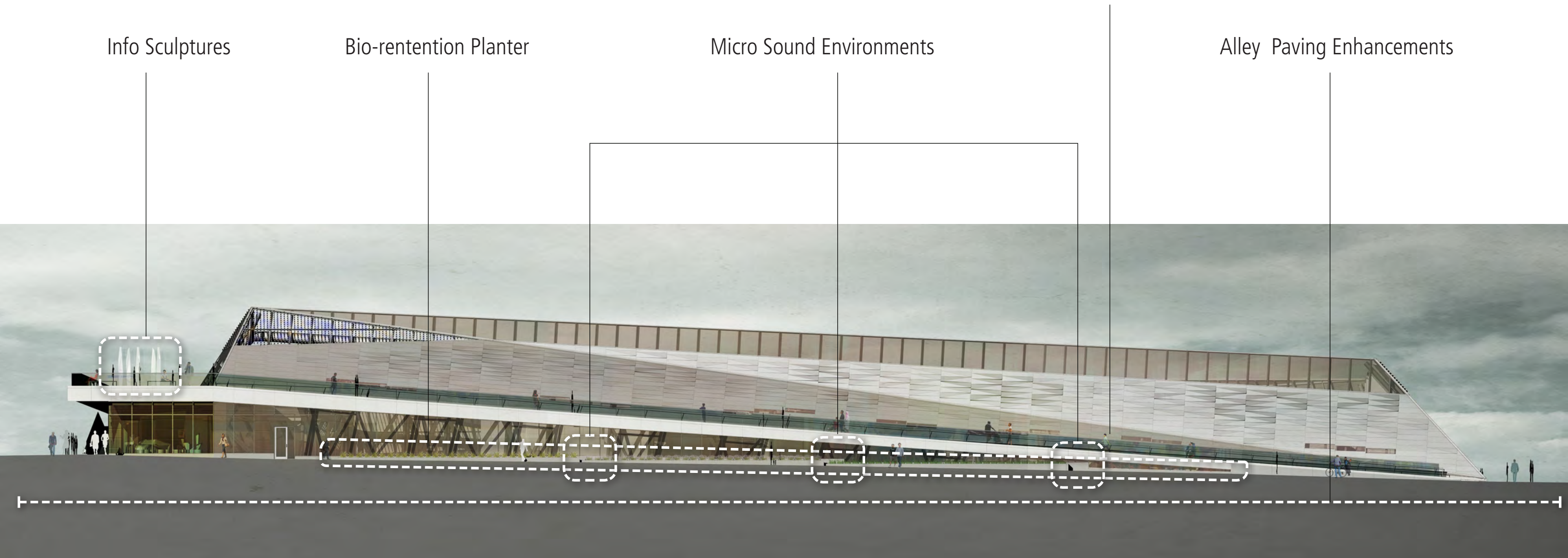
Visibility from a Security Perspective

Info Sculptures

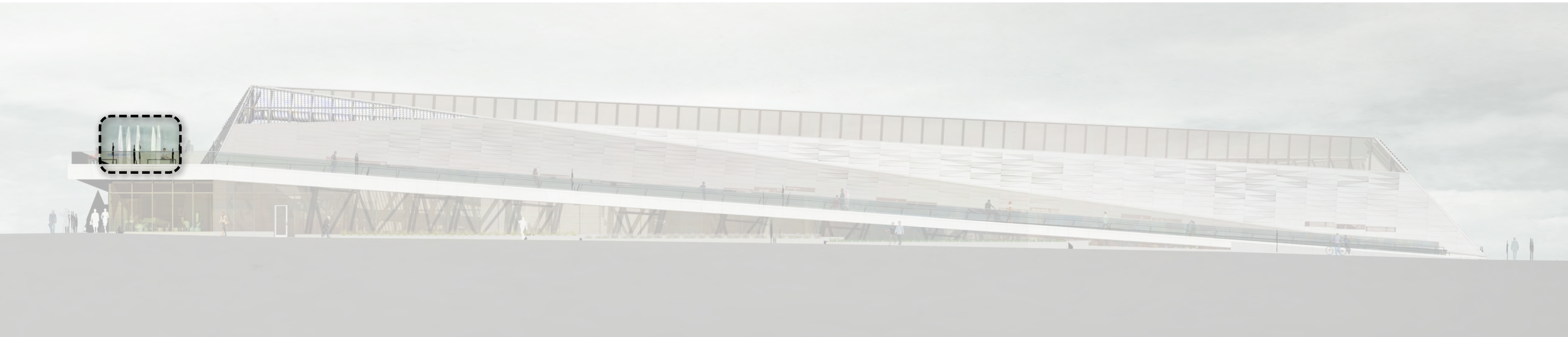
Bio-retention Planter

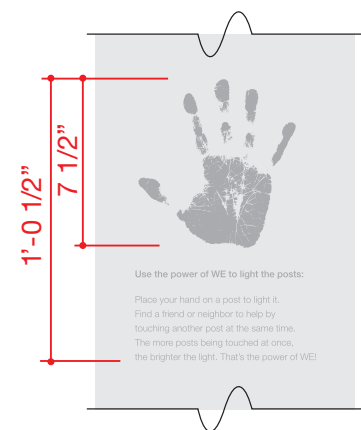
Micro Sound Environments

Alley Paving Enhancements

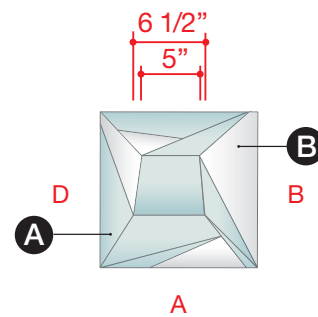


INFO SCULPTURES

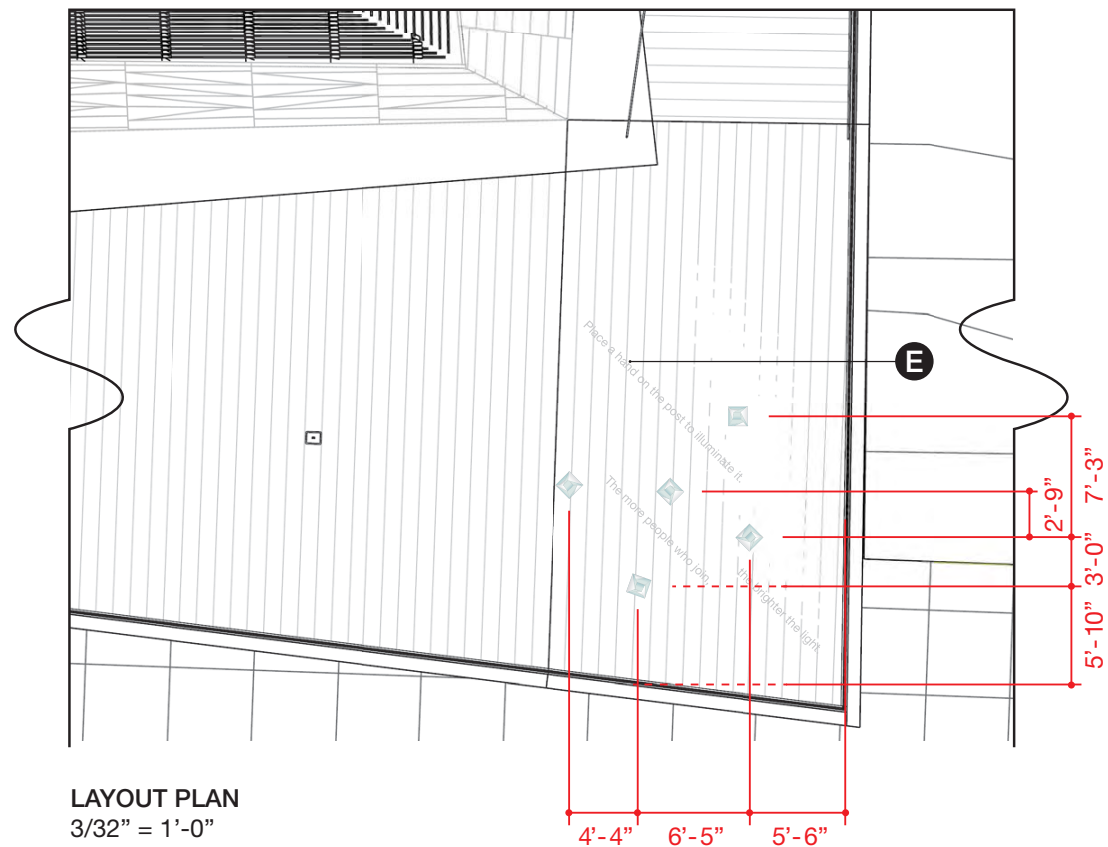




C ETCHING DETAIL
1 1/2" = 1'-0"
Final text TBD.



PLAN VIEW
3/4" = 1'-0"



LAYOUT PLAN
3/32" = 1'-0"

SPECIFICATIONS

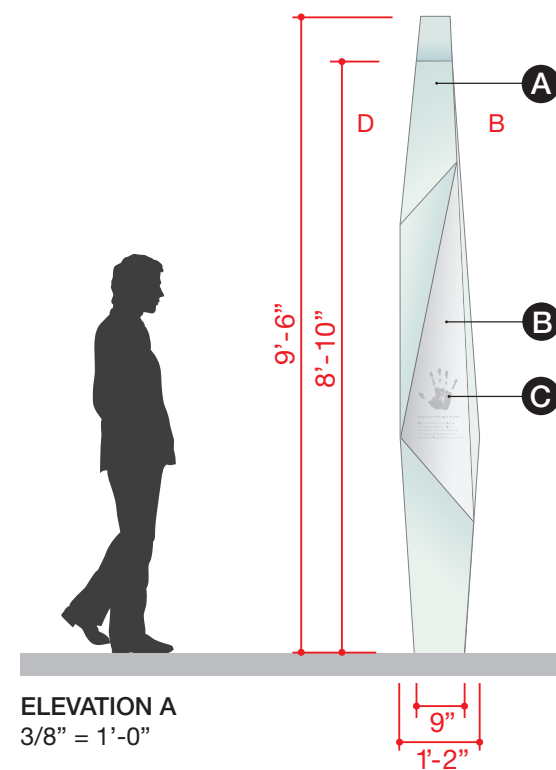
- A** Multiple colors of Vanceva glass panels clad to internal steel tube frame. Frame is anchored to concrete deck.
- 24 volt RGB LED panel lighting (dimnable) located within base of post.
- B** Stainless steel panels.
- C** Graphics to be etched into face of stainless panel on one (1) side of each post. Stainless steel panel to act as low-voltage capacitive touch trigger. When panel is touched, internal LED panel illuminates.
- D** Removable access panel with low profile locking mechanism.
- E** Stainless steel text inset into concrete deck. Actual text content TBD.

GENERAL NOTES:
Geometry of all posts to be identical.
Stainless steel panel locations to vary per post in order to create variation.

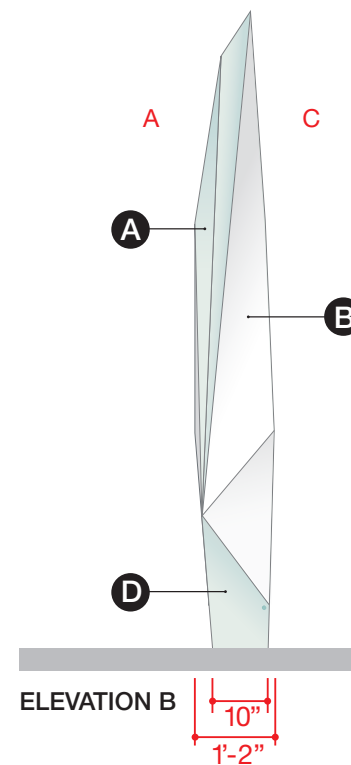
QUANTITY: 5

FUNCTIONALITY INTENT

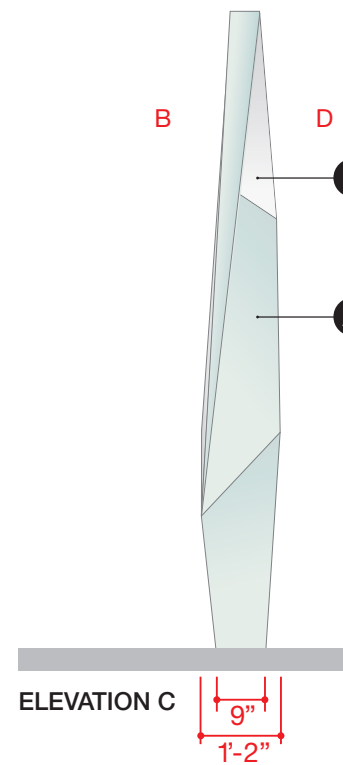
Posts are to use capacitive touch surface to initiate internal-illumination. Posts are to work either independently to illuminate to 20% brightness upon touch, or to work together to increase in overall brightness incrementally by 20% as each post is touched in unison. Brightness reaches 100% when all five posts are being touched at once.



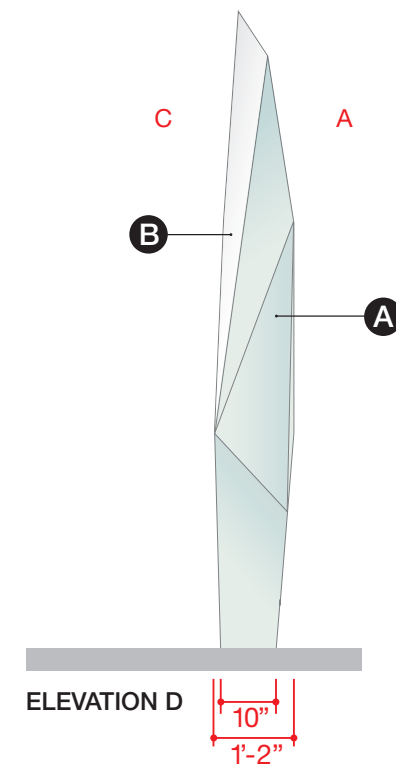
ELEVATION A
3/8" = 1'-0"



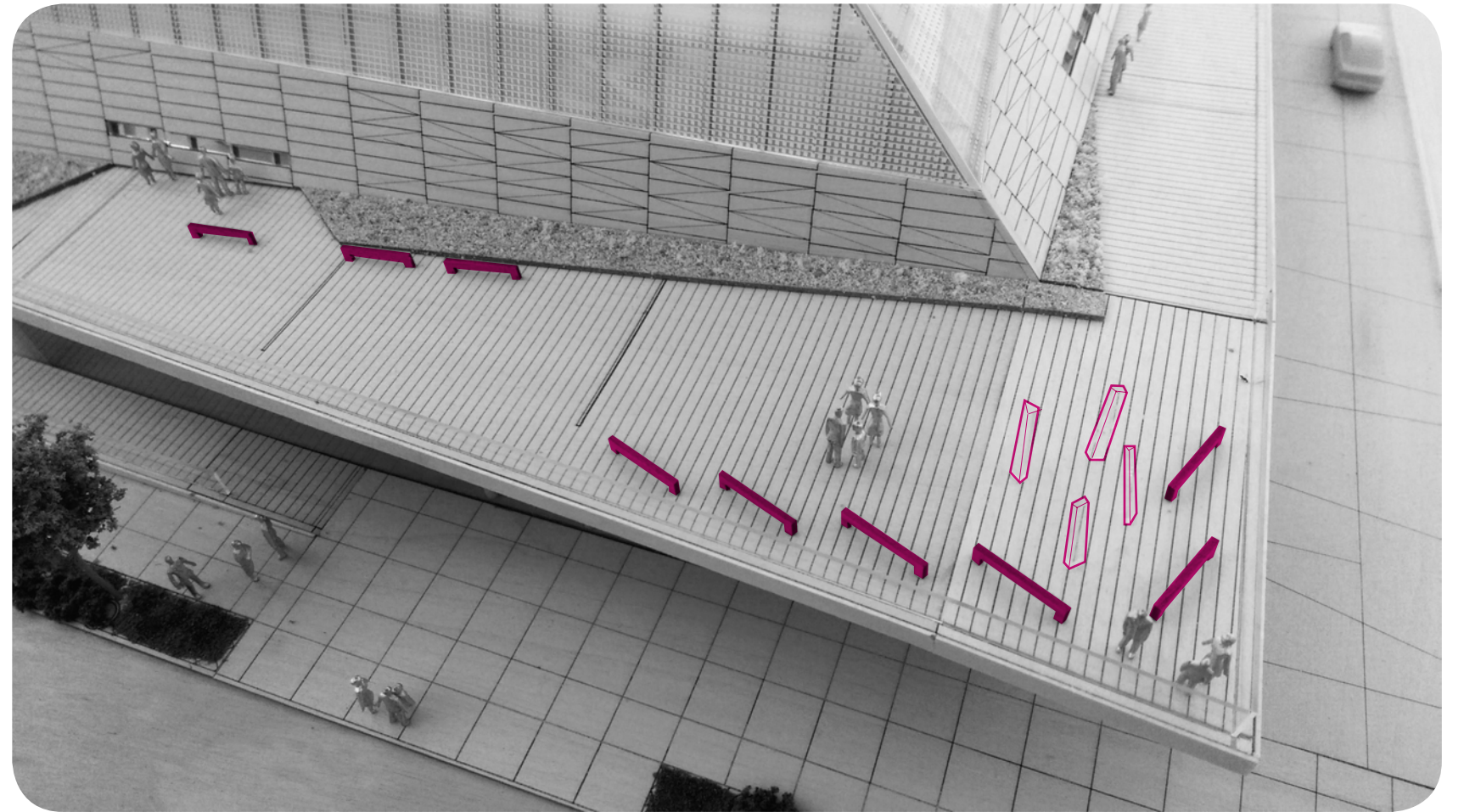
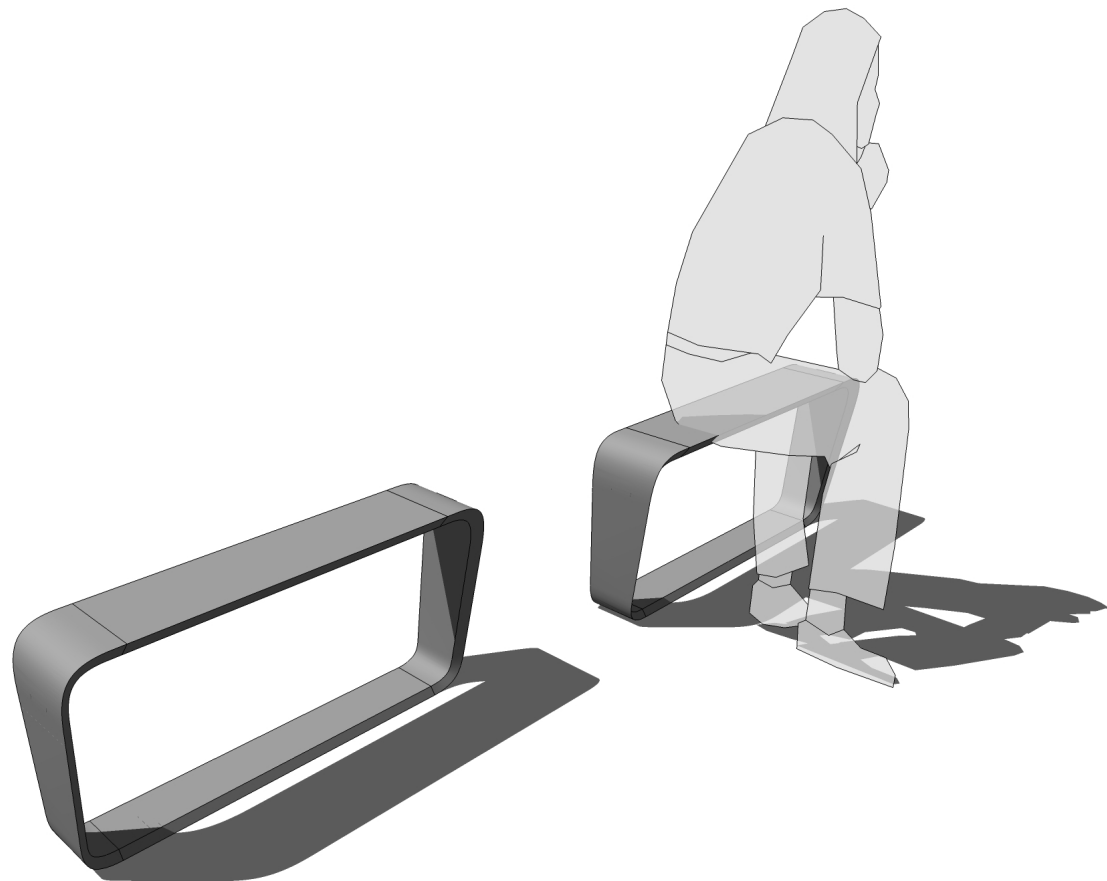
ELEVATION B

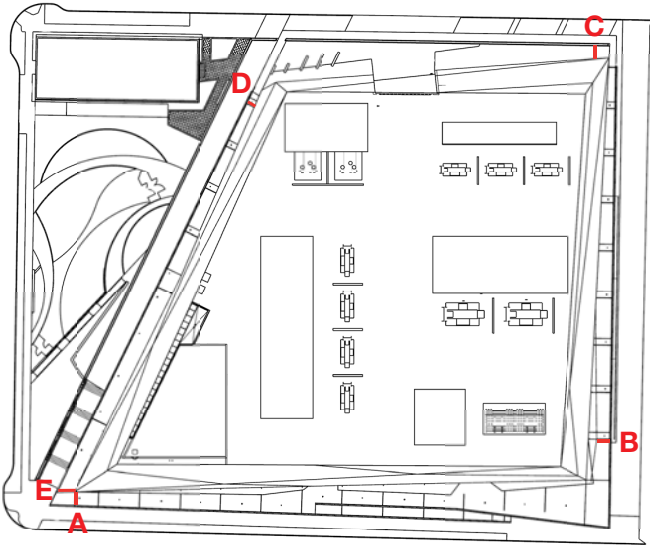


ELEVATION C

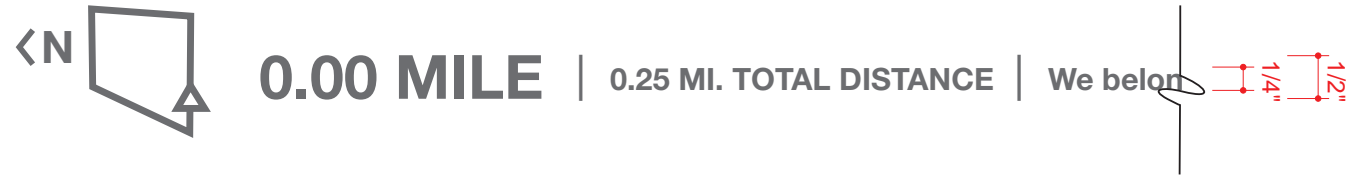


ELEVATION D

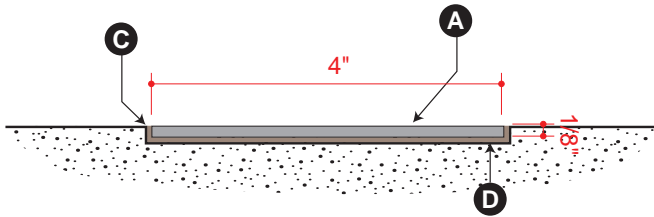




E14 - WALKING METRICS LOCATION PLAN
Scale: 3/4" = 1'-0"



DETAIL
Scale: 6'-0" = 1'-0"



SECTION
Scale: 6'-0" = 1'-0"

FABRICATION NOTES:

- A** 1/8" thick natural finish stainless steel plate flush mounted into walkway. 4' long plates, trimmed or side-by-side mounted. Drill and tap (4) studs per plate and grout smooth.
- B** Etched, black paint-filled graphics. Font: Helvetica Neue 75 Bold
- C** Cavity to be blasted into existing paving.
- D** Grout around plates to match surrounding paving color.

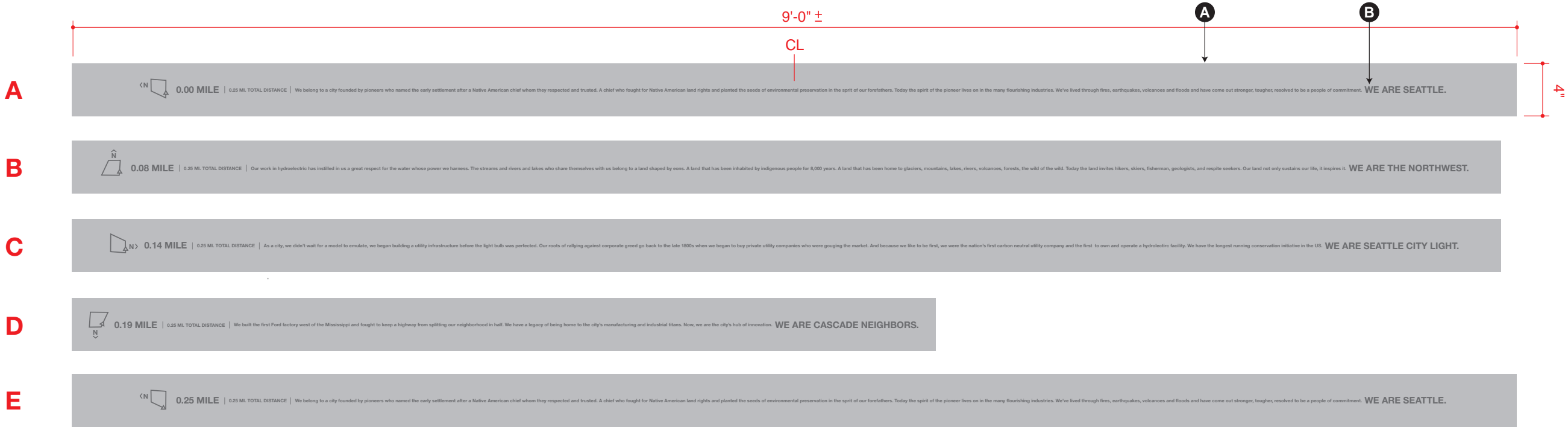
GENERAL NOTES:

Designer to provide digital art file for pattern and lettering.

Fabricator to field verify mounting conditions prior to fabrication.

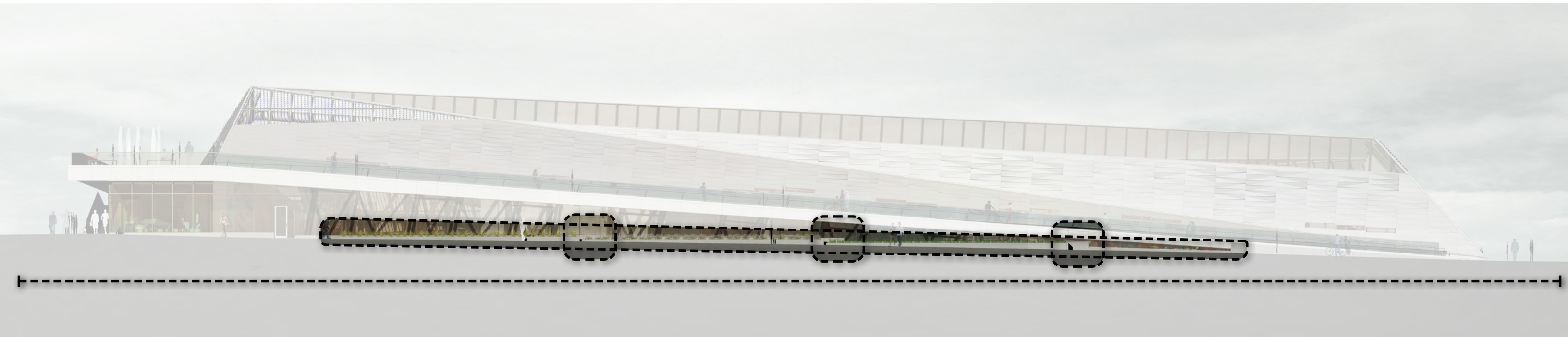
Copy is not final, for placeholder only.

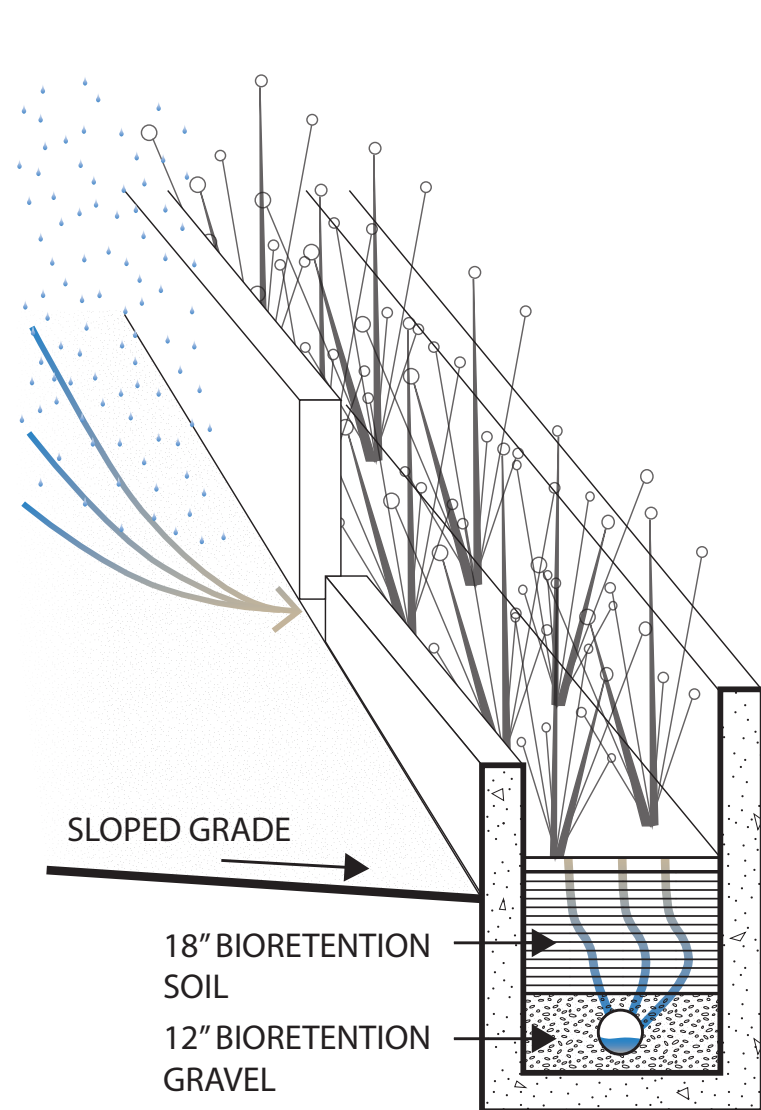
QUANTITY: 5

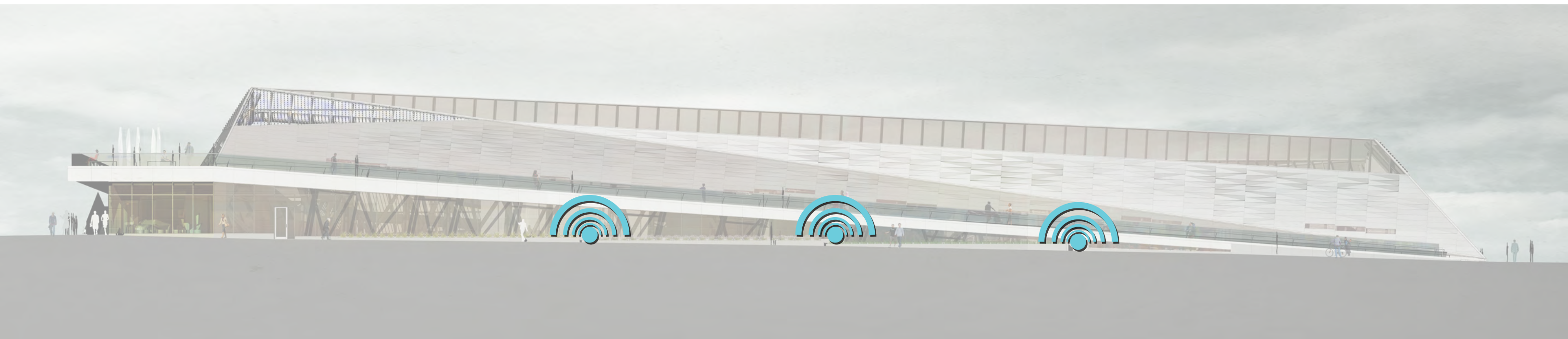
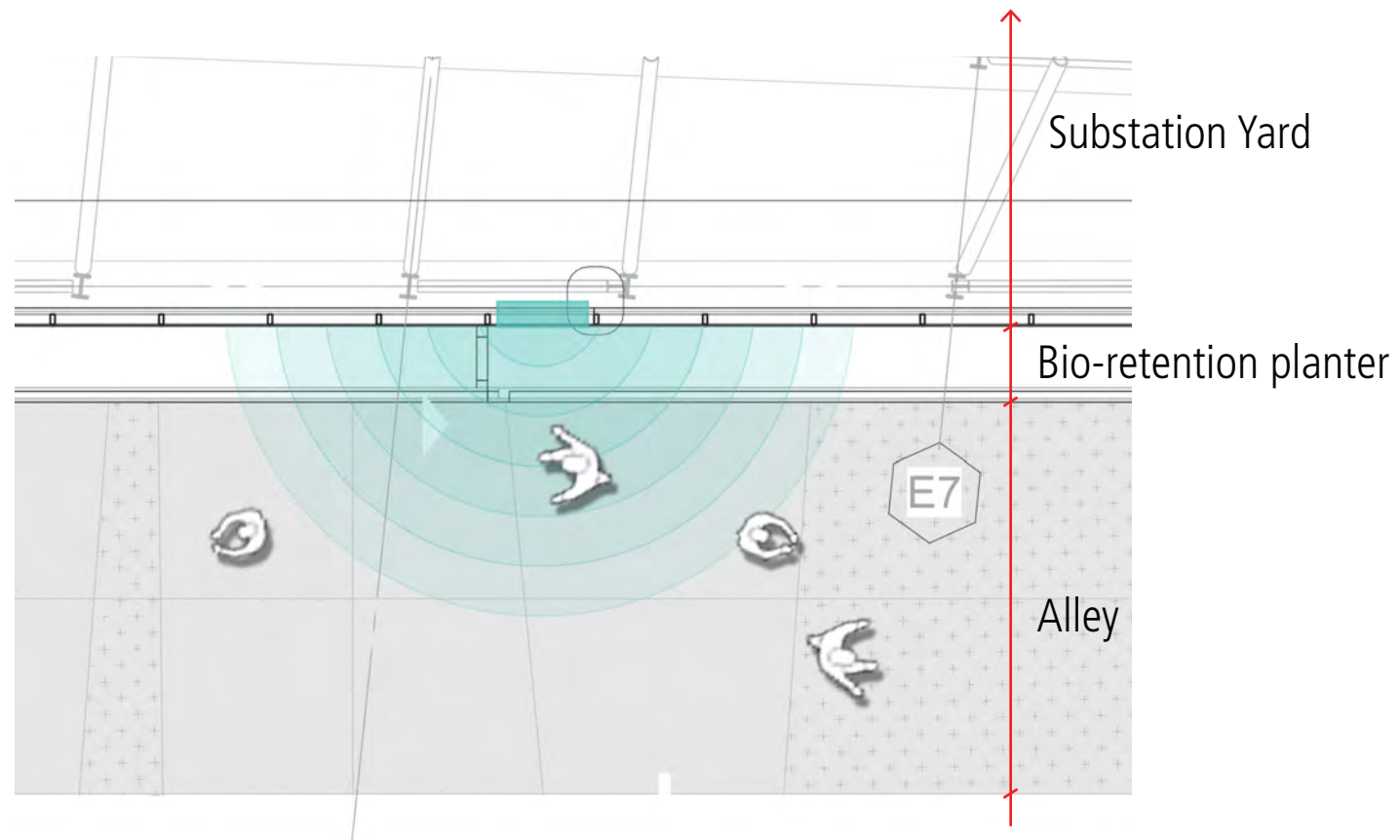


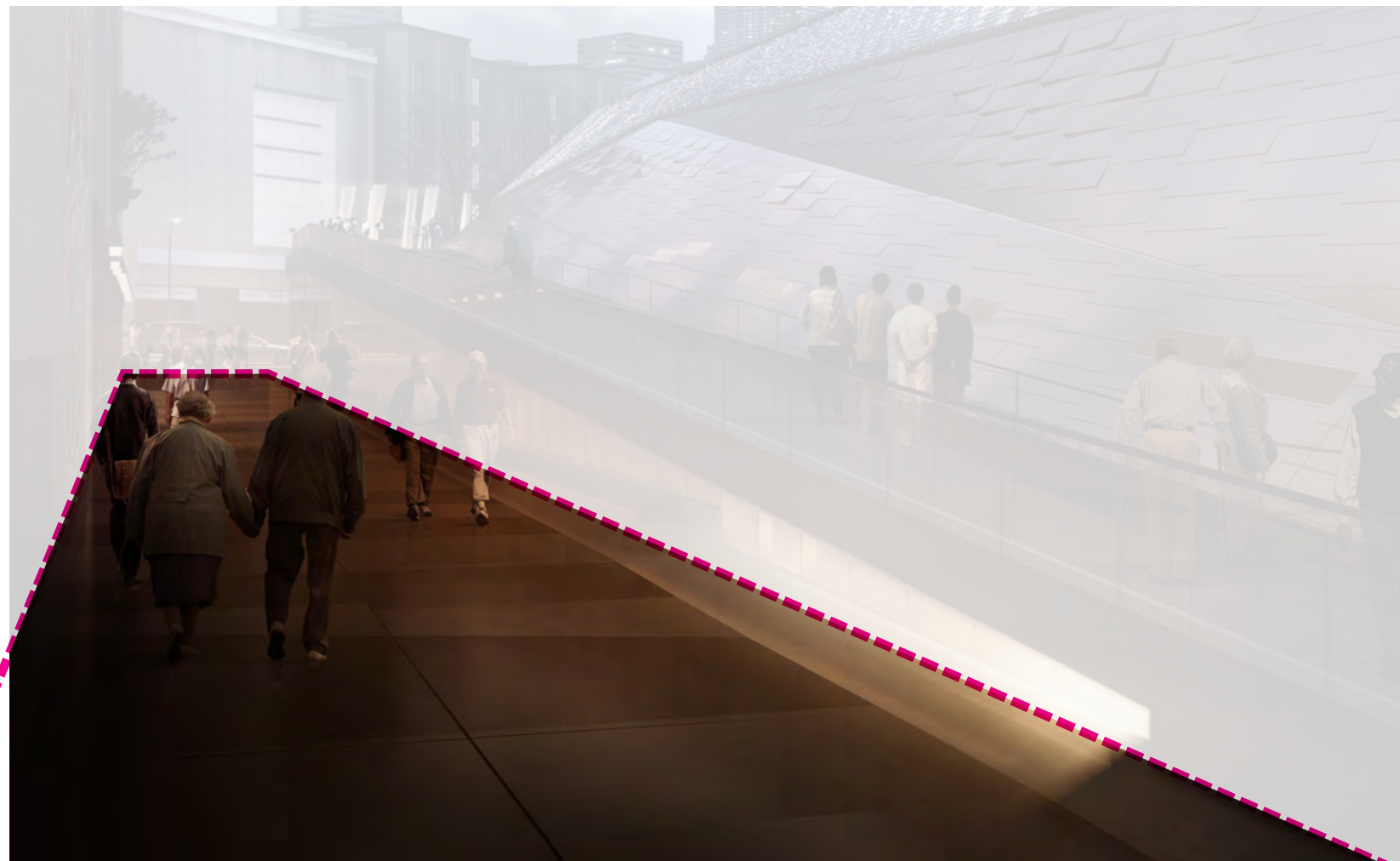
E14 - WALKING METRICS
Scale: 3/4" = 1'-0"

ALLEY ENHANCEMENT FEATURES





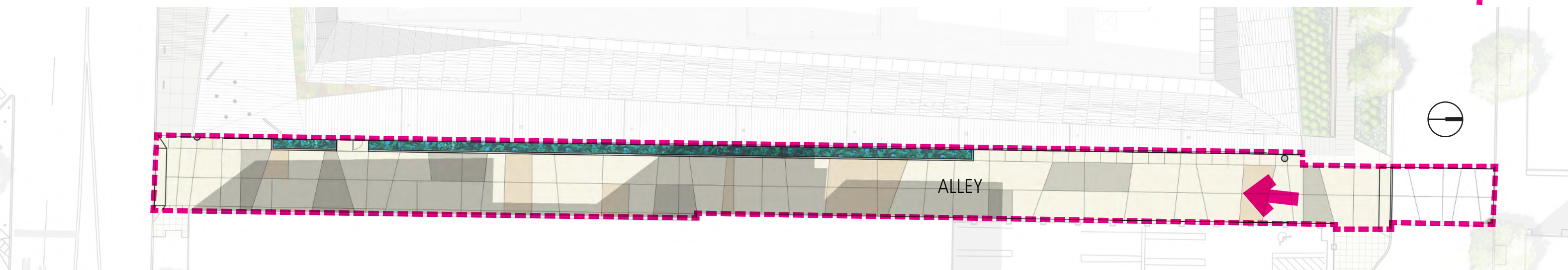




CONTINUATION OF THE PAVING ENHANCEMENTS OF "ALLEY 24" TO THE NORTH OF THE PROJECT SITE



EXISTING "ALLEY 24" PAVING

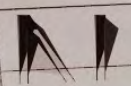


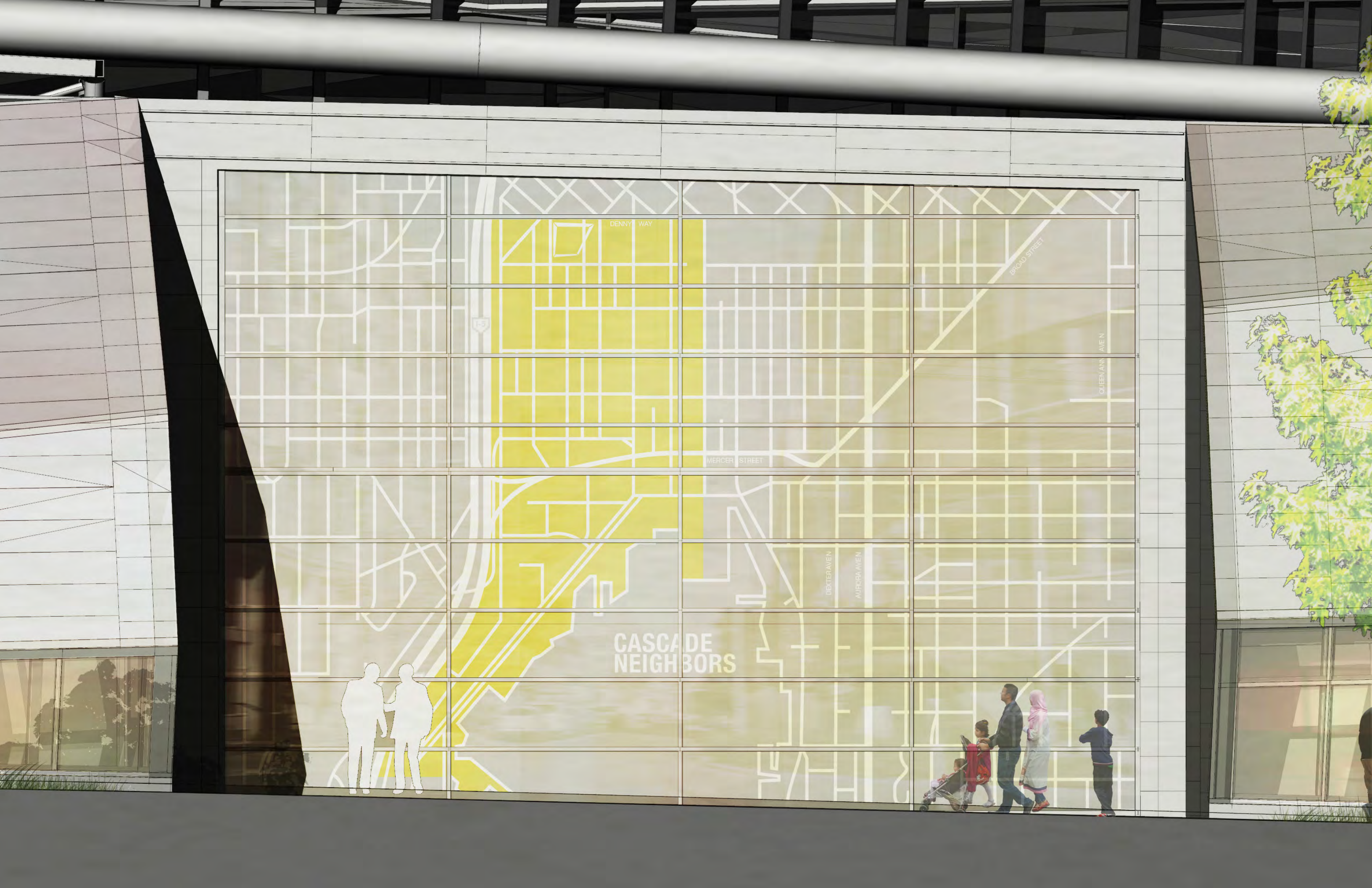
JOHN STREET





SEATTLE CITY LIGHT SUBSTATION







1/4 Mile Walking Loop Ground Markers

John Street Green Street Enhancements

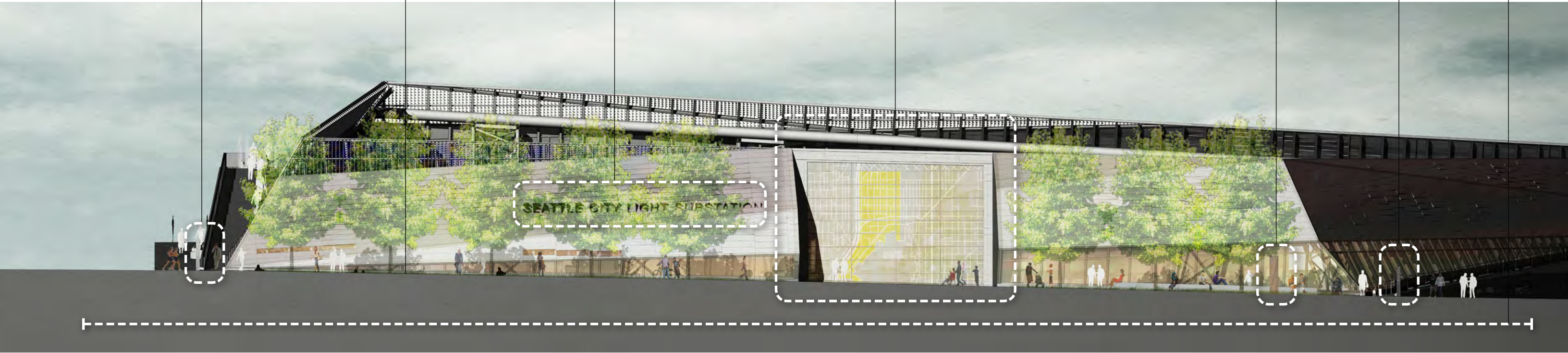
Wayfinding

Signage

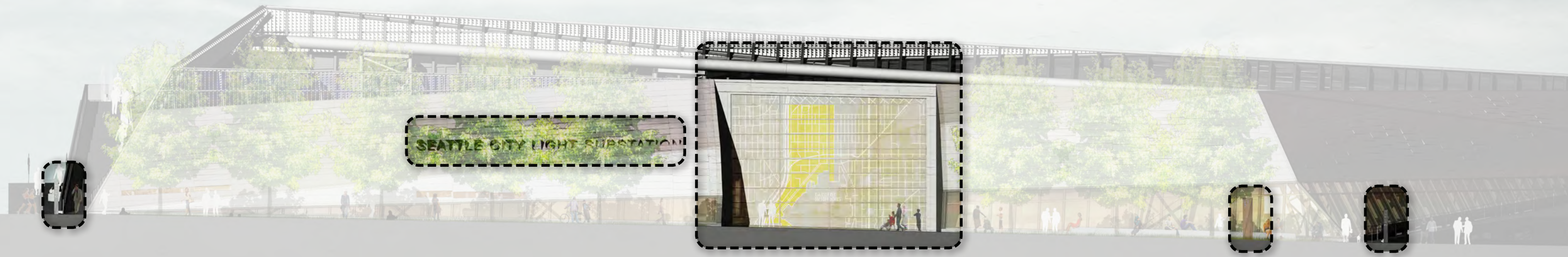
Vehicle Entry Map Graphic

Public Post

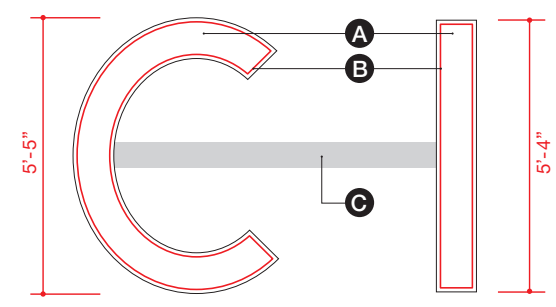
Wayfinding



WAYFINDING / SIGNAGE



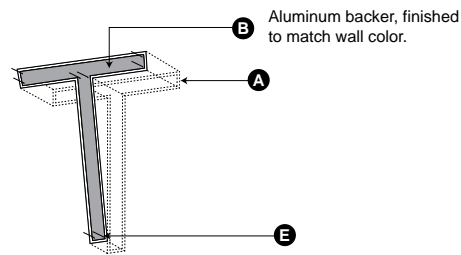
Wayfinding / Signage VOCABULARY



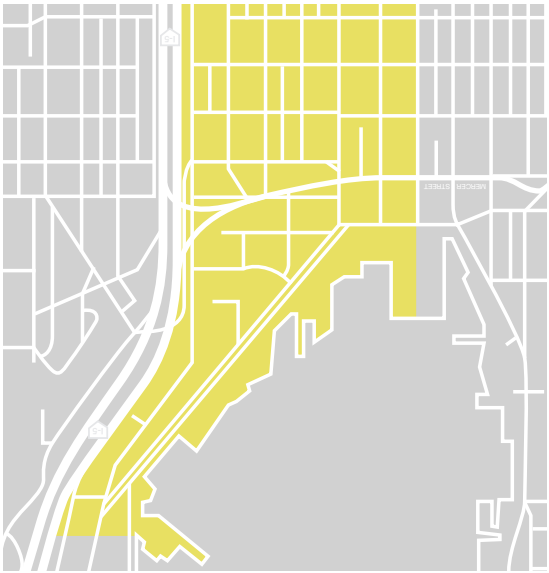
"CITY LIGHT" Sign



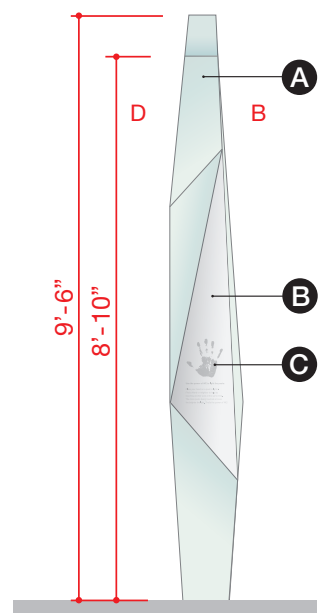
DETAIL



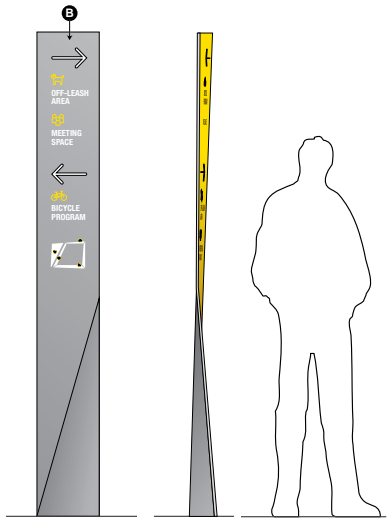
PERSPECTIVE FROM BACK



Vehicle Door Map Graphic



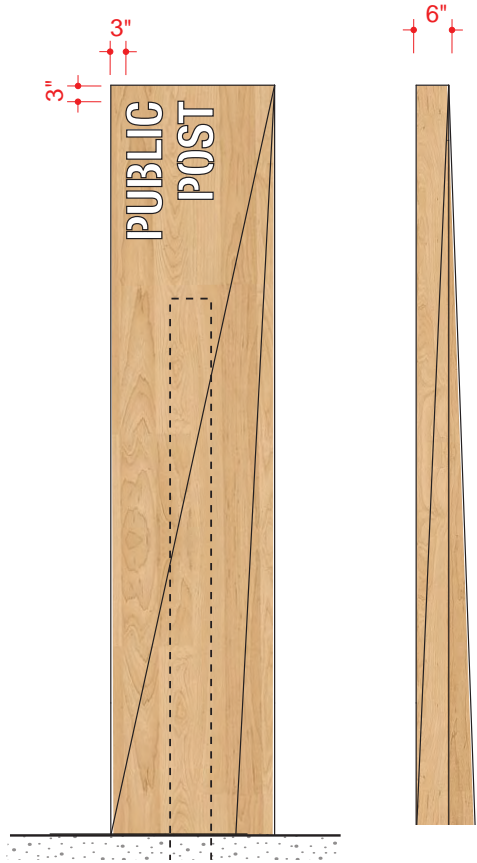
Info Sculptures



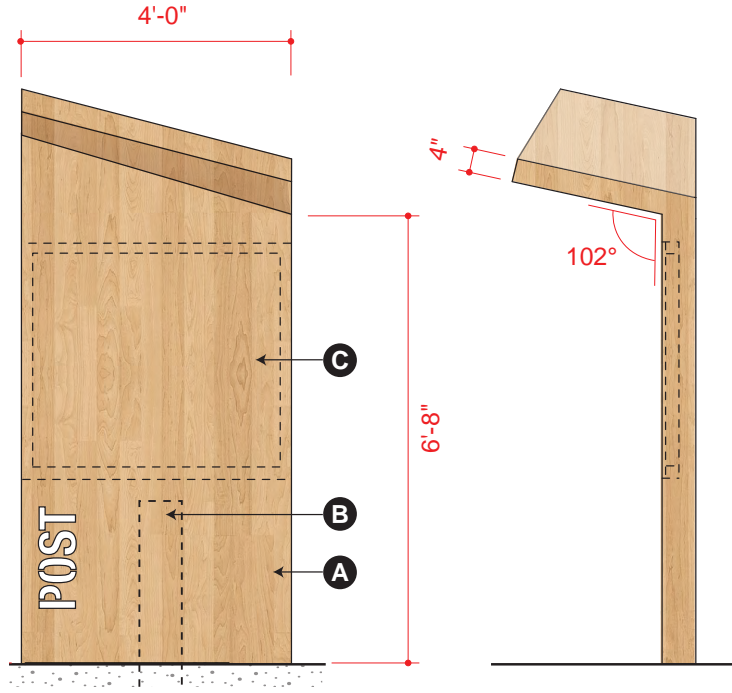
FRONT

RIGHT

Directional Signage

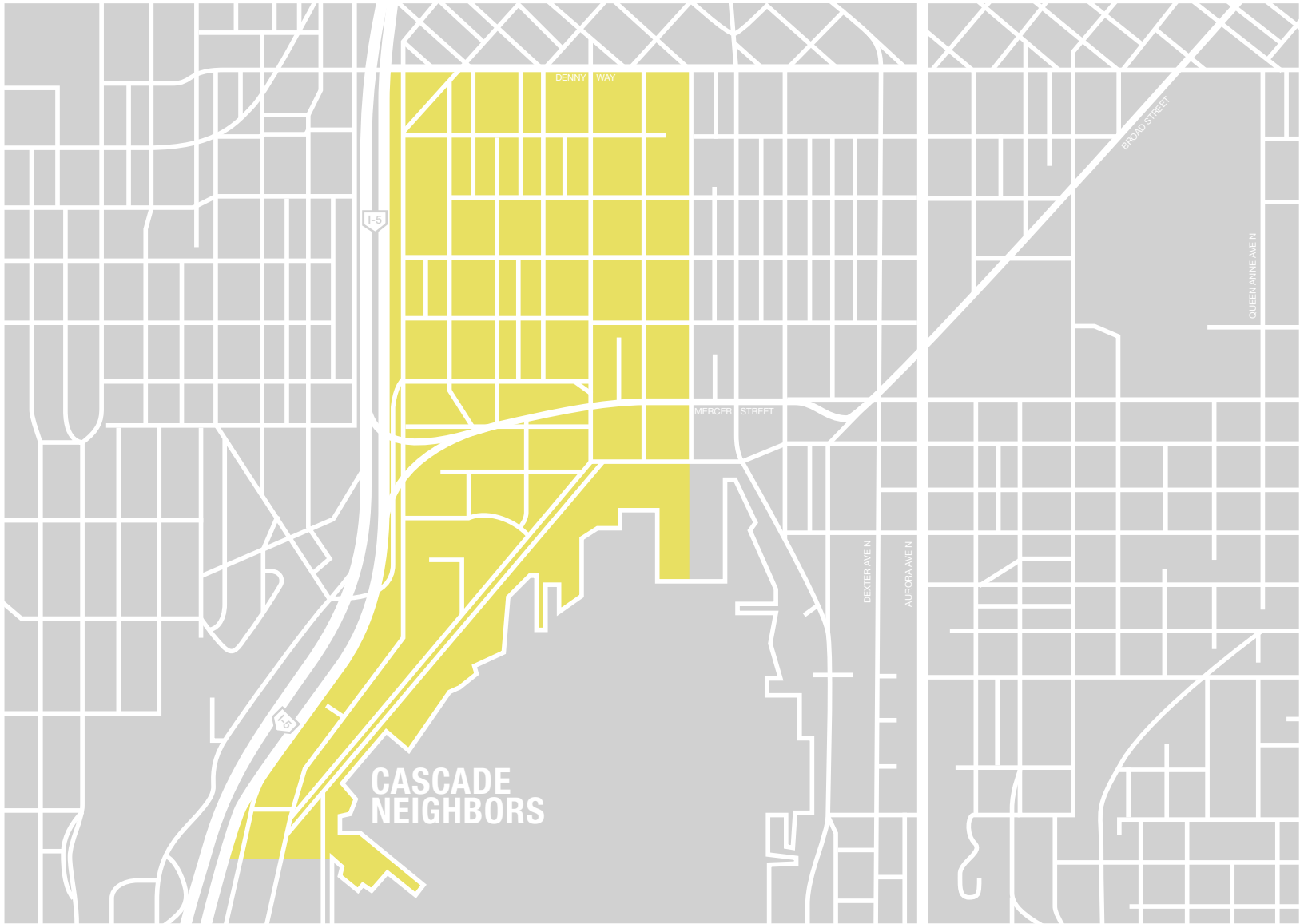


Public Post

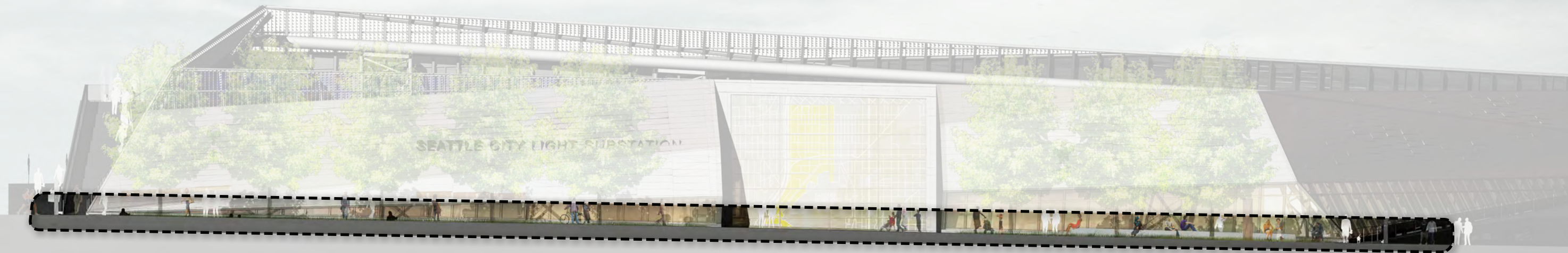


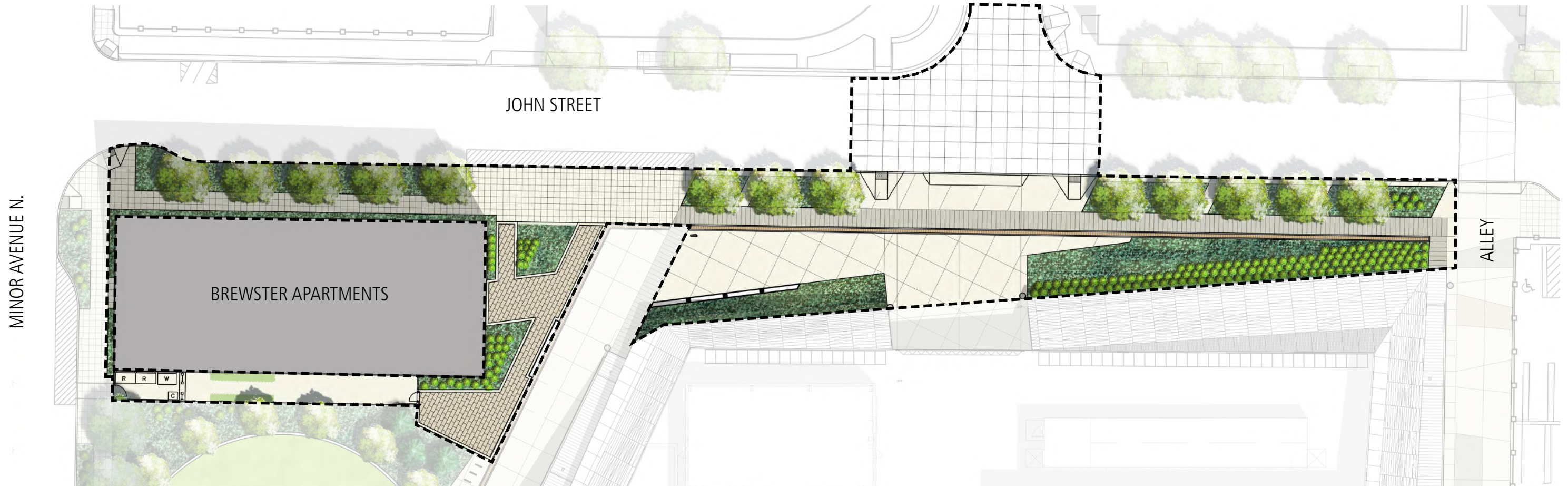
Off-Leash Area Kiosk

Vehicle Entry Map Graphic



JOHN STREET GREEN STREET ENHANCEMENTS



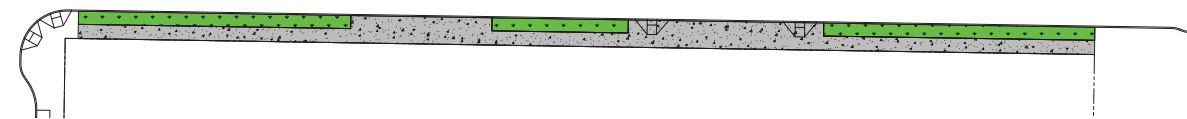


1,005 sf More Concrete sidewalk area

1,630 sf More Planter area

2,635 sf Total Additional Area

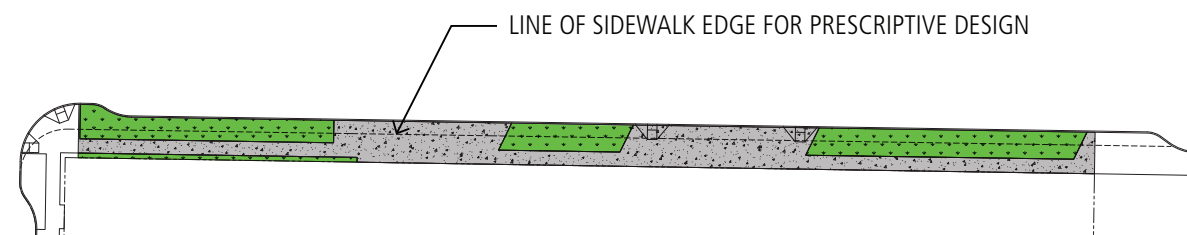
53.4% INCREASED RIGHT OF WAY ZONE



JOHN STREET SIDEWALK :
PRESCRIPTIVE SIDEWALK DESIGN

John St standard sidewalks configuration provides the following:

- ±3,355-sf Concrete sidewalk
- ±1,580-sf Planter
- ±4,935-sf Total

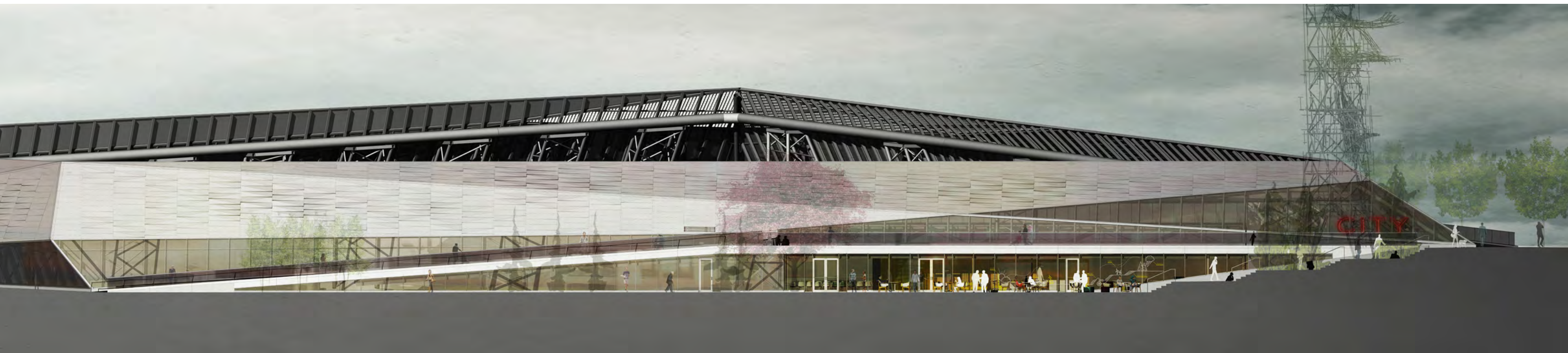


JOHN STREET SIDEWALK :
PROPOSED SIDEWALK DESIGN

John St project proposal for the sidewalks provides the following:

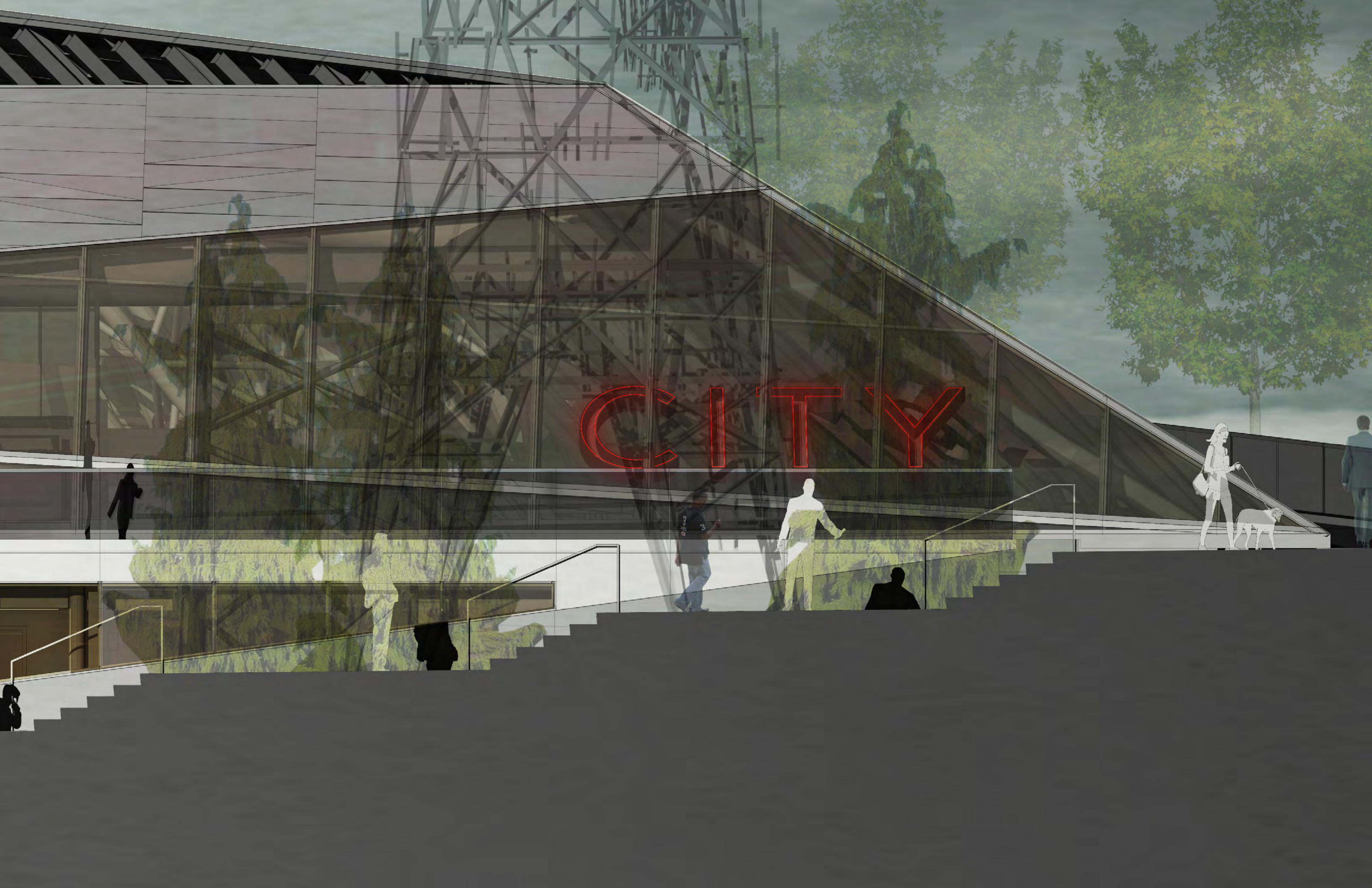
- ±4,360-sf Concrete sidewalk
- ±3,210 -sf Planter
- ±7,570-sf Total
- New curb is ±7.75-ft north of existing curb

MINOR AVENUE NORTH









Open Space

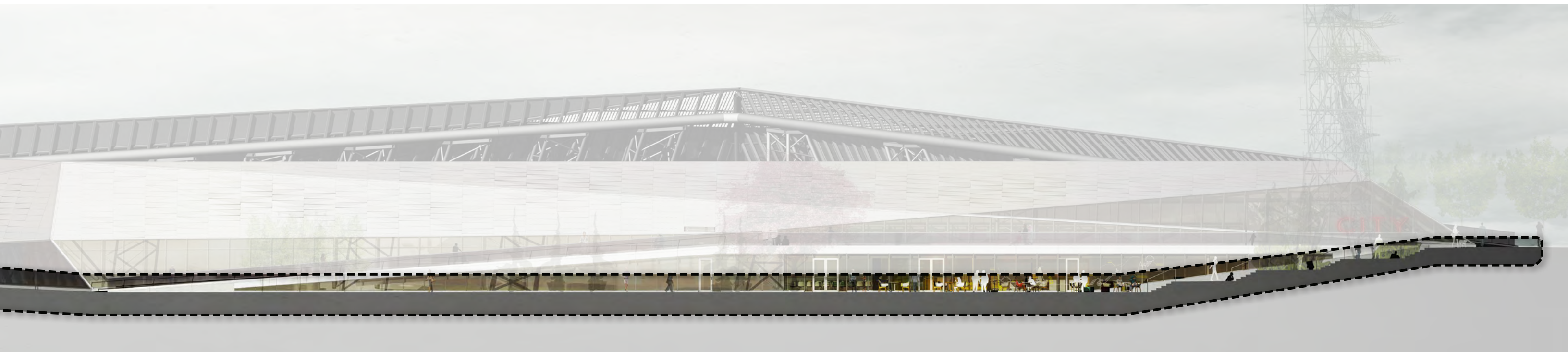
Community Meeting Space and
Event Zone Spillout

Sustainability Strategies

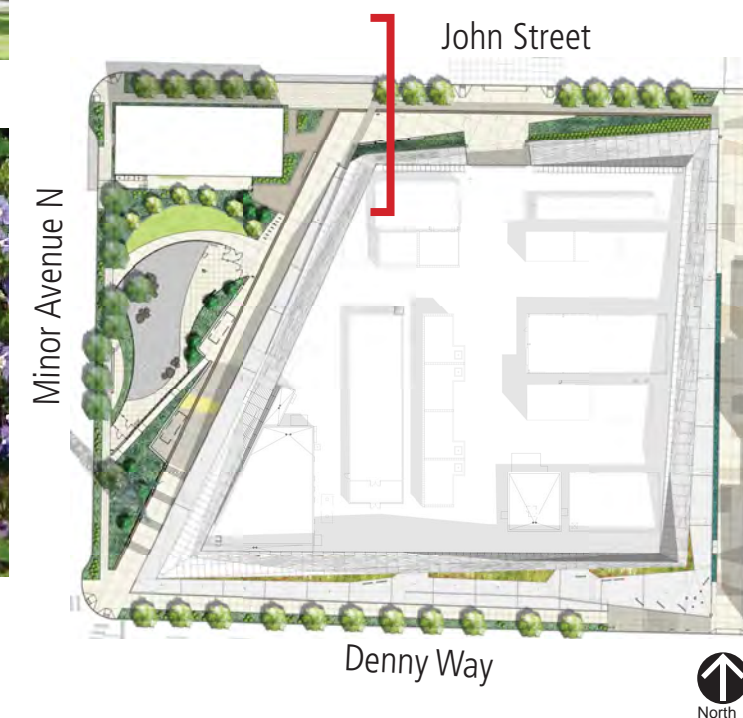
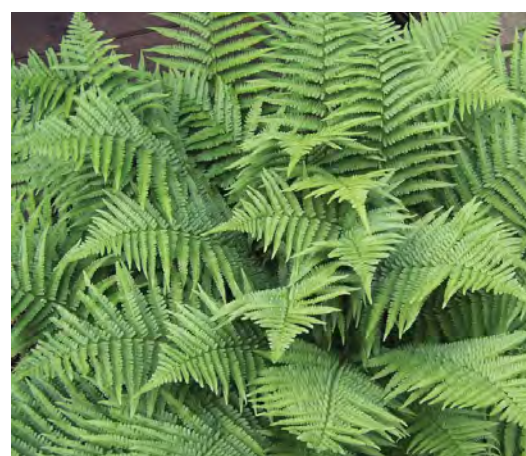
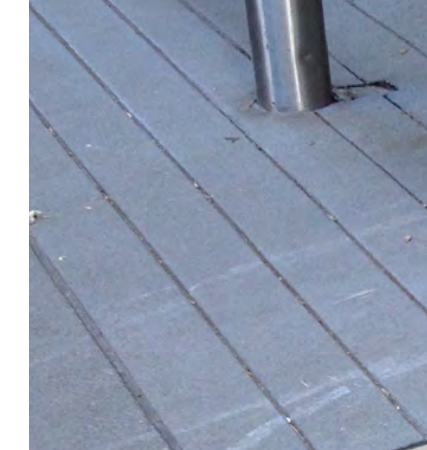
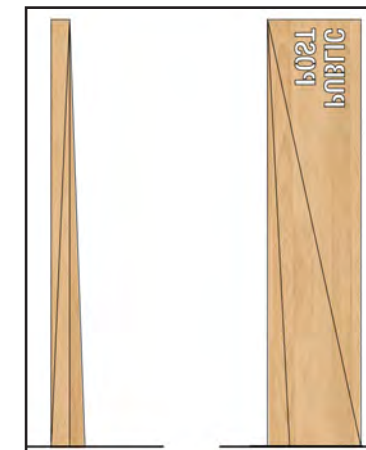
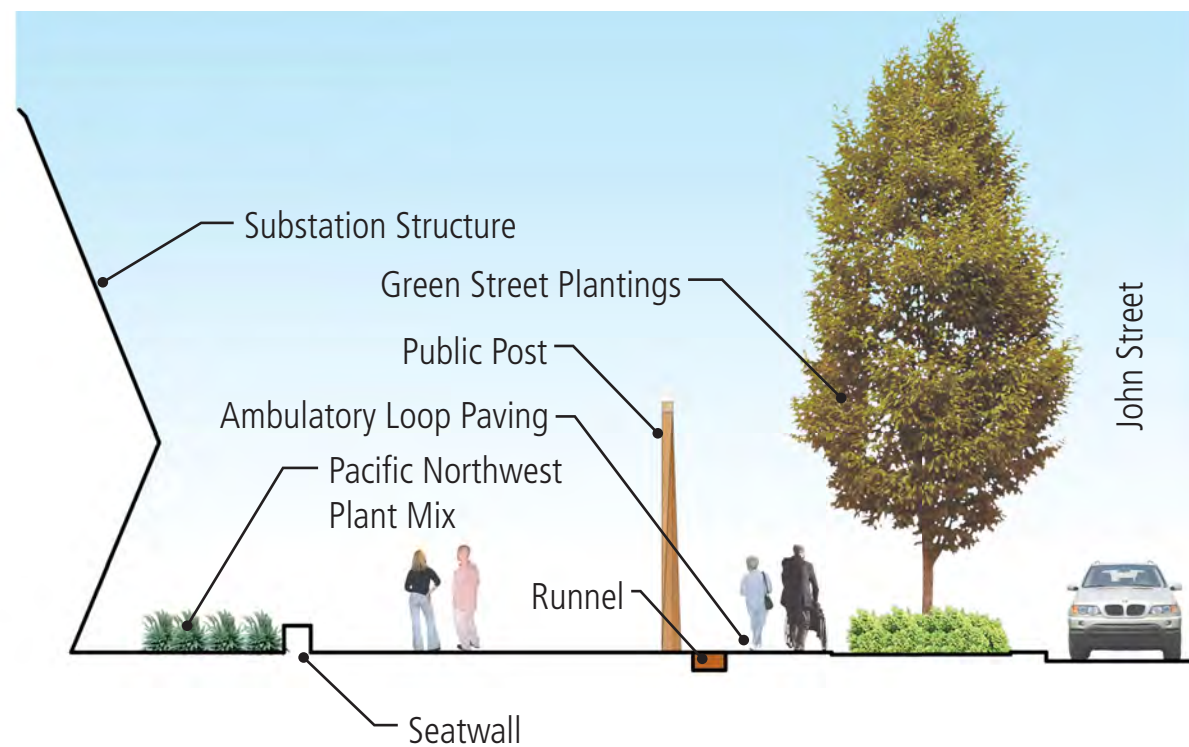
Lead Pencil "Transforest"



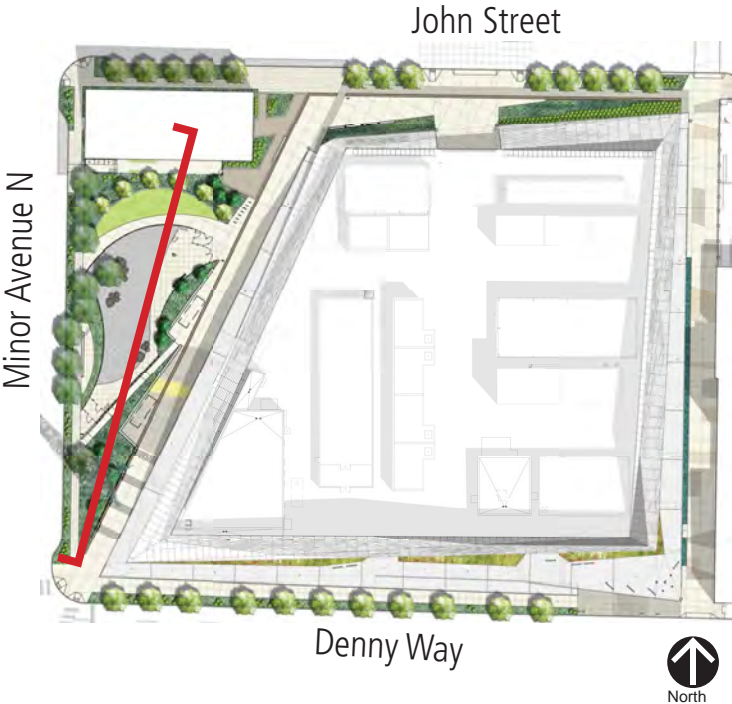
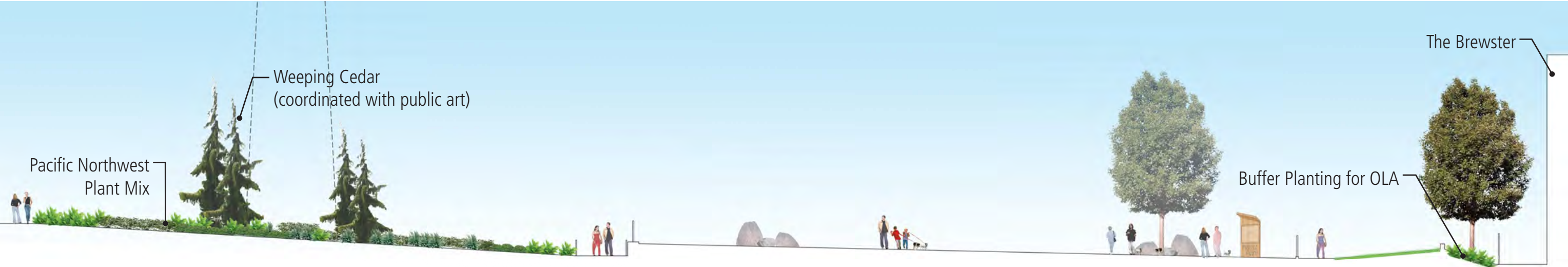
OPEN SPACE ENHANCEMENTS



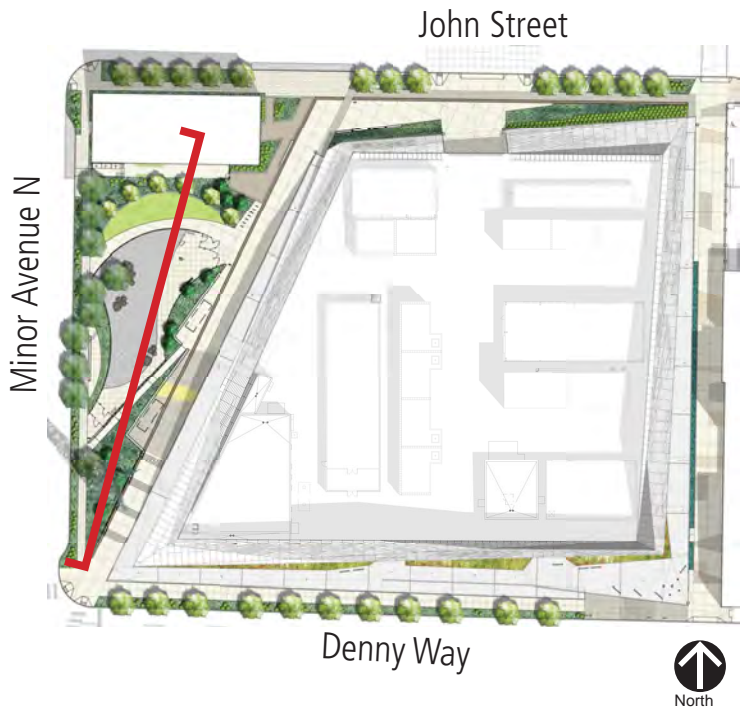
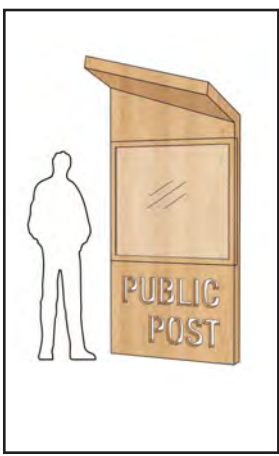
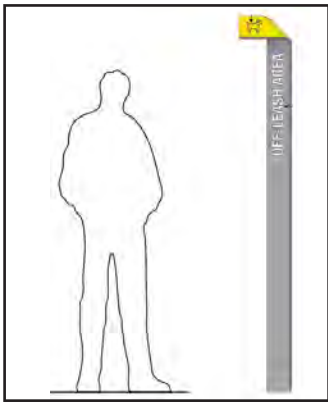
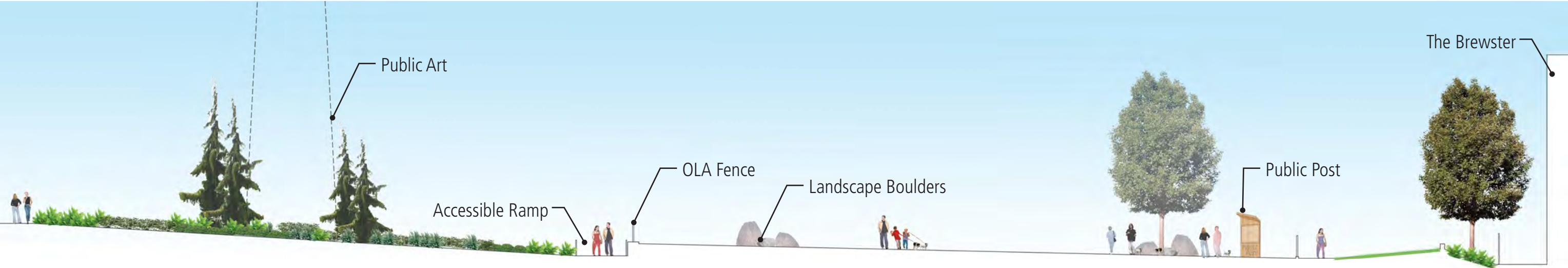




Landscape Materials

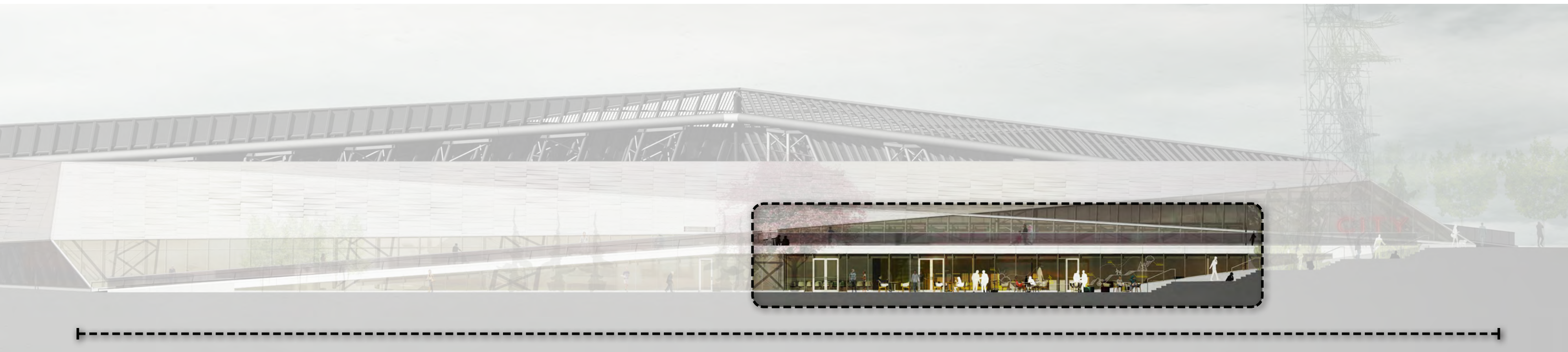


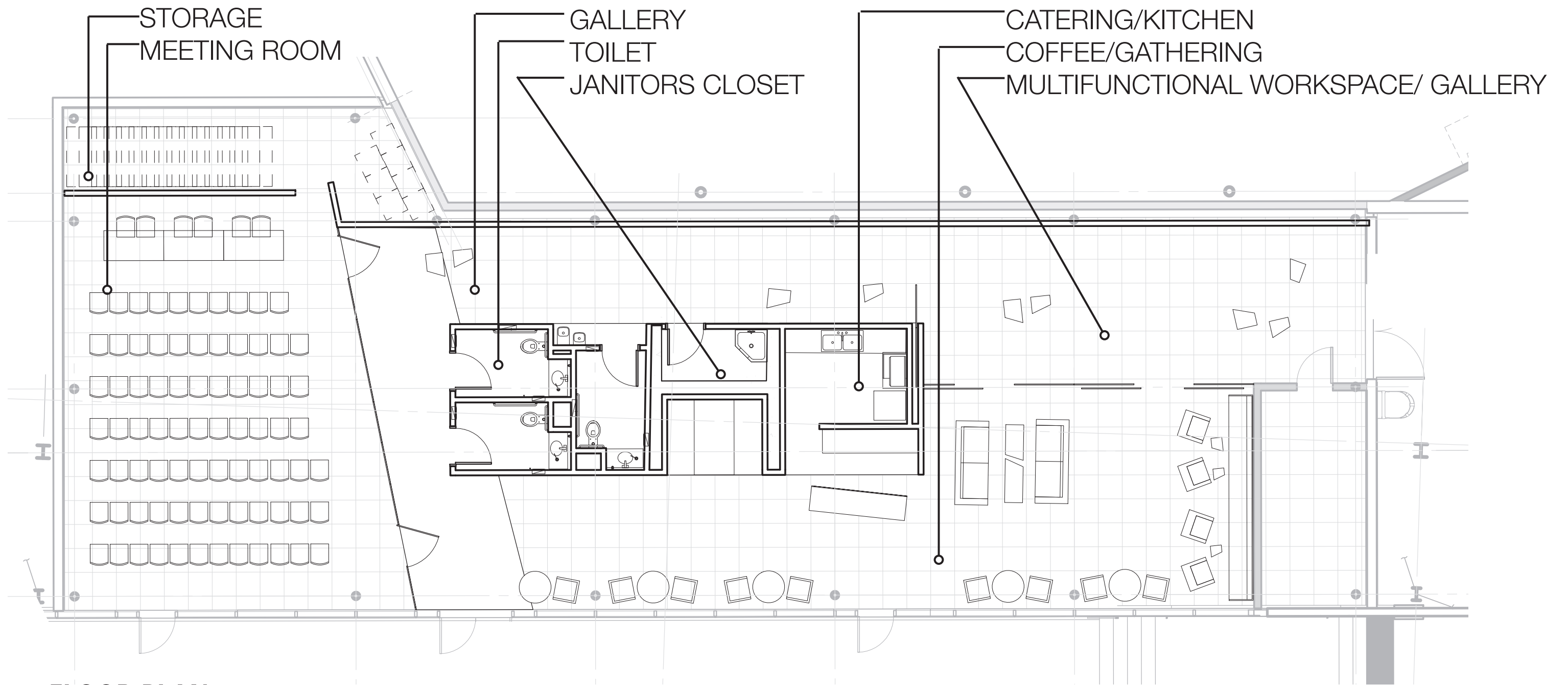
Landscape Materials



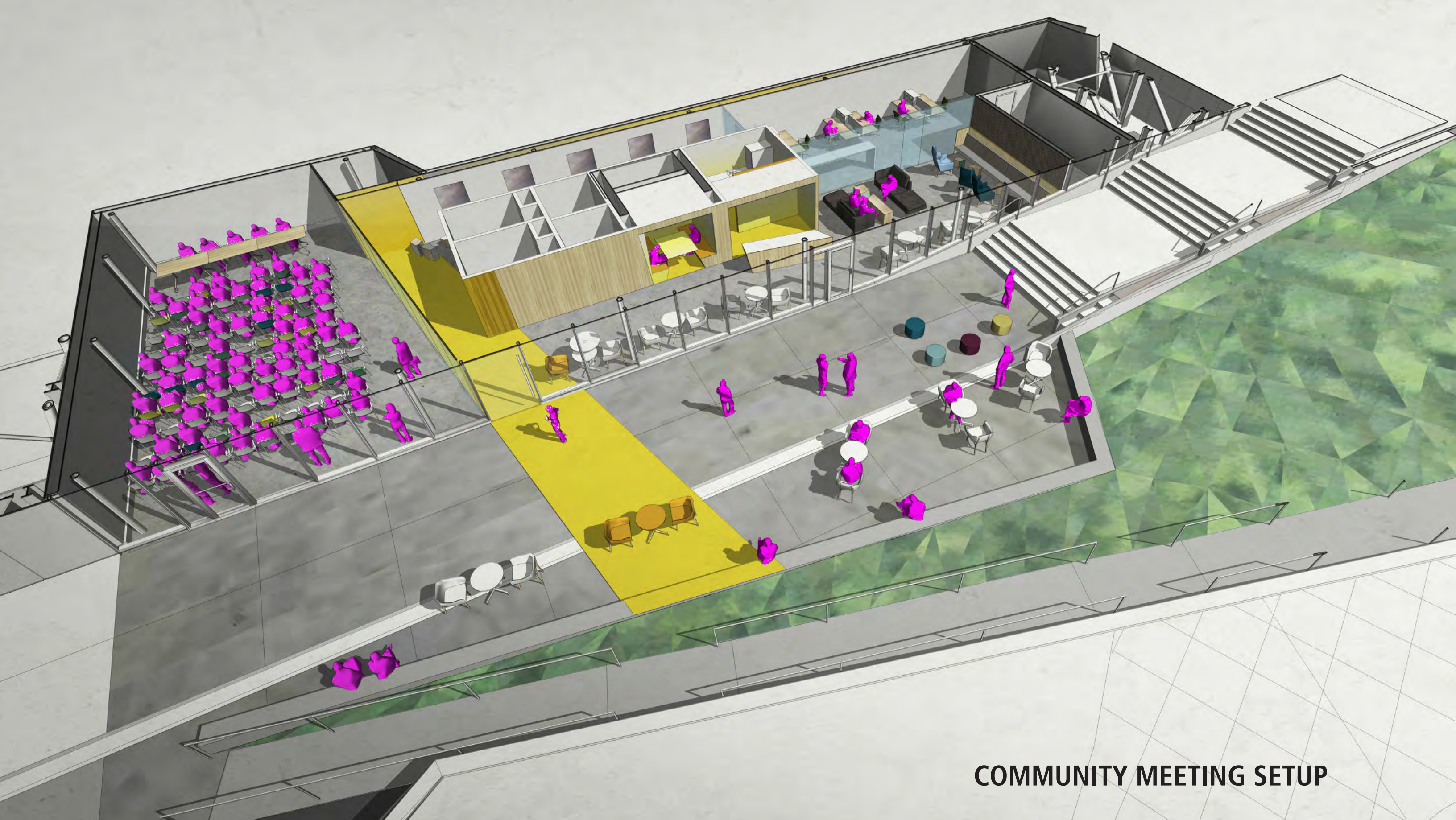
Urban Design Materials

COMMUNITY MEETING SPACE, EVENT ZONE SPILLOUT, and SUSTAINABILITY

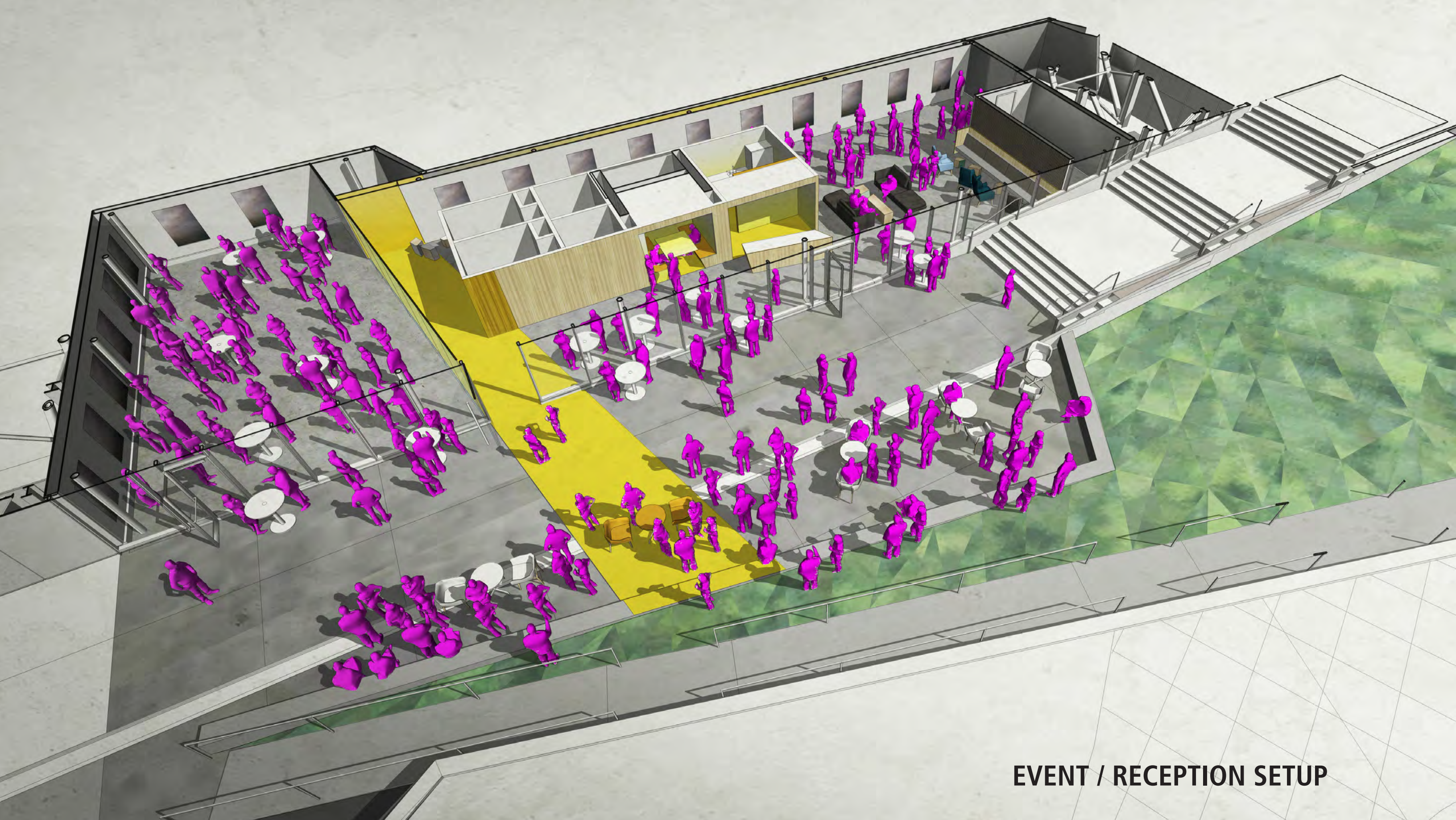




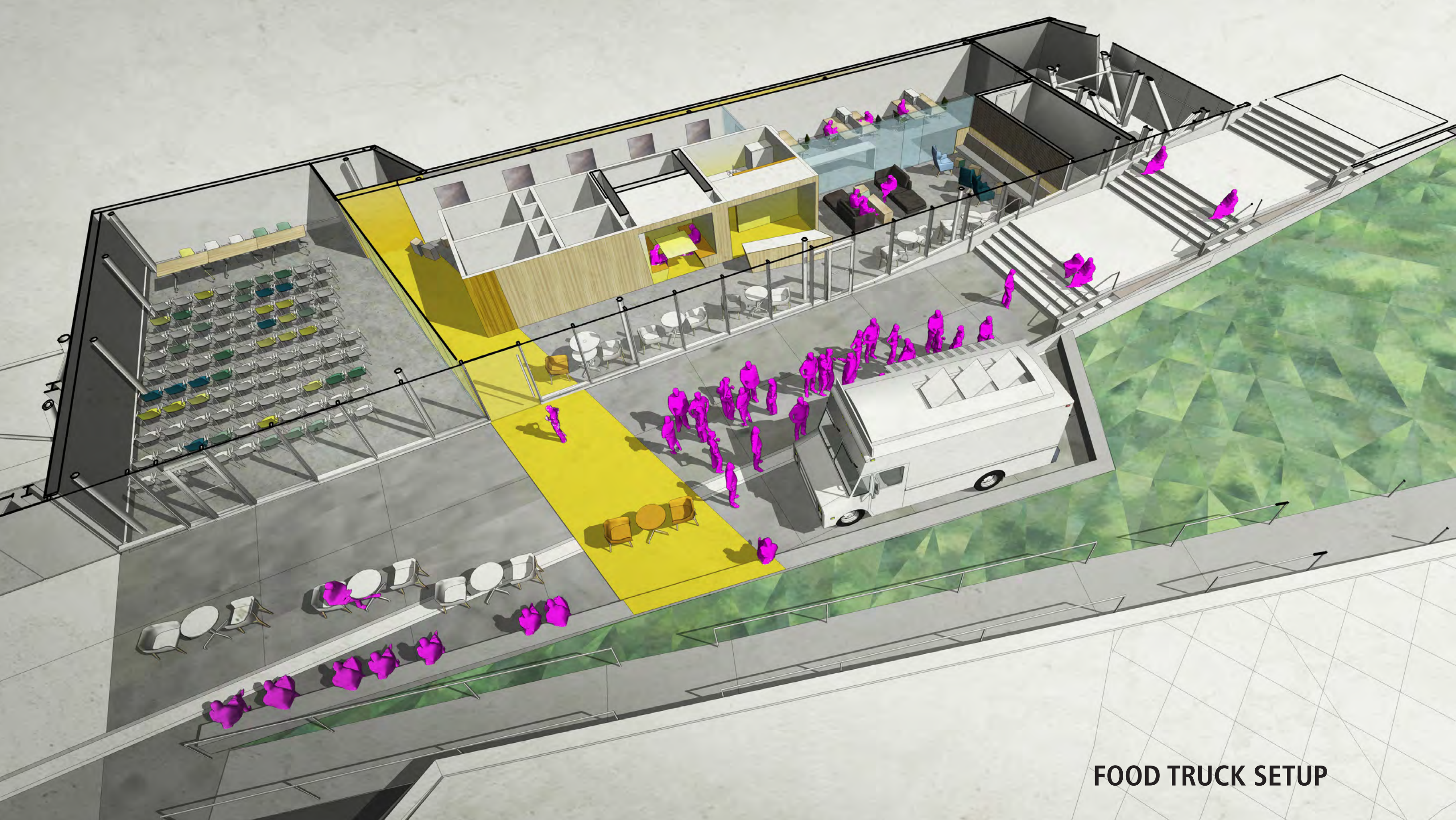
FLOOR PLAN



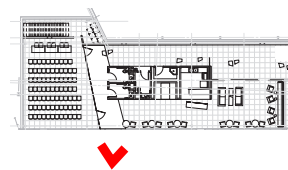
COMMUNITY MEETING SETUP

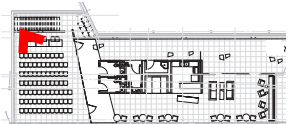


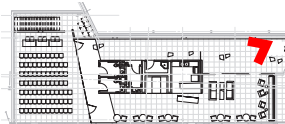
EVENT / RECEPTION SETUP



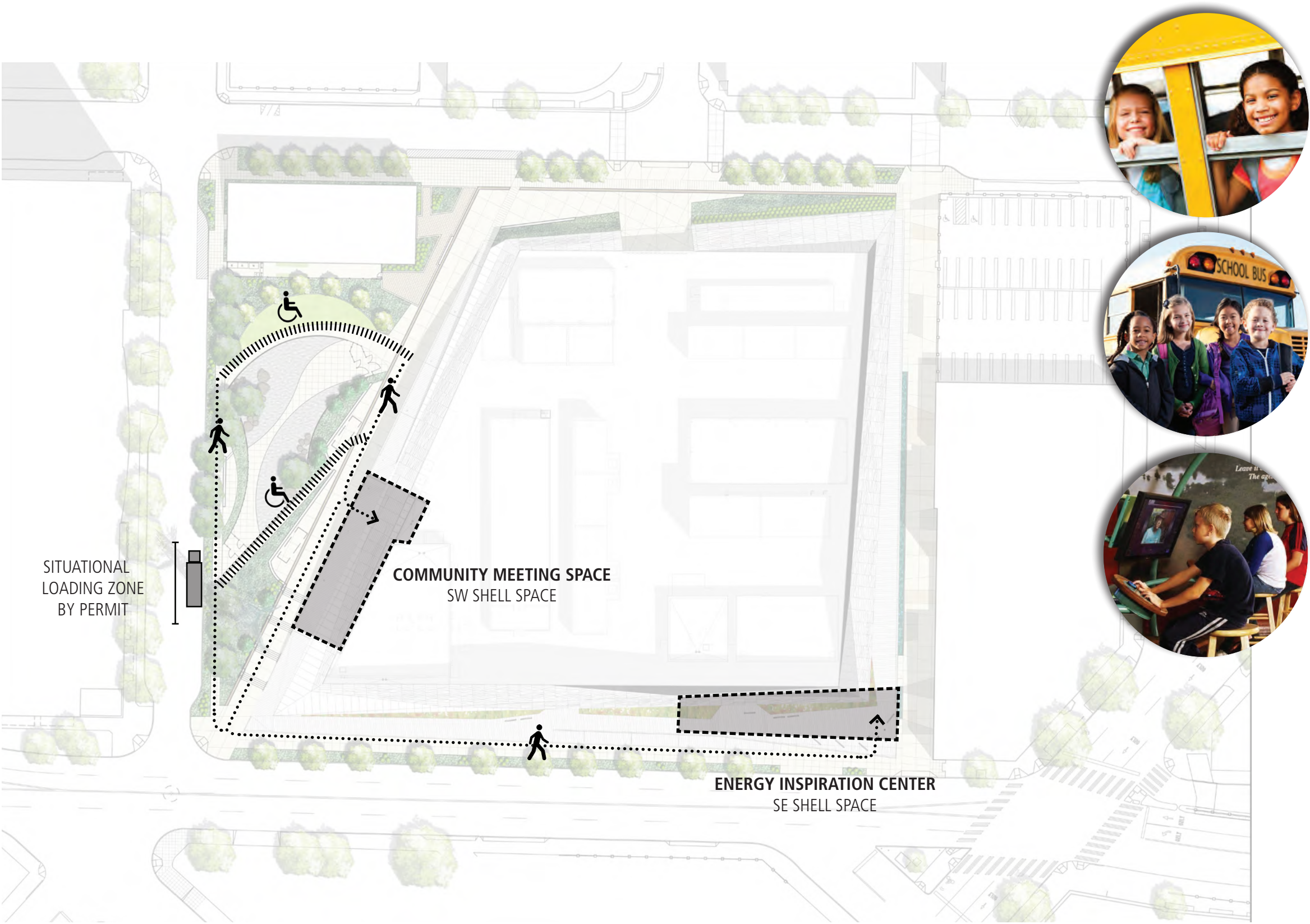
FOOD TRUCK SETUP



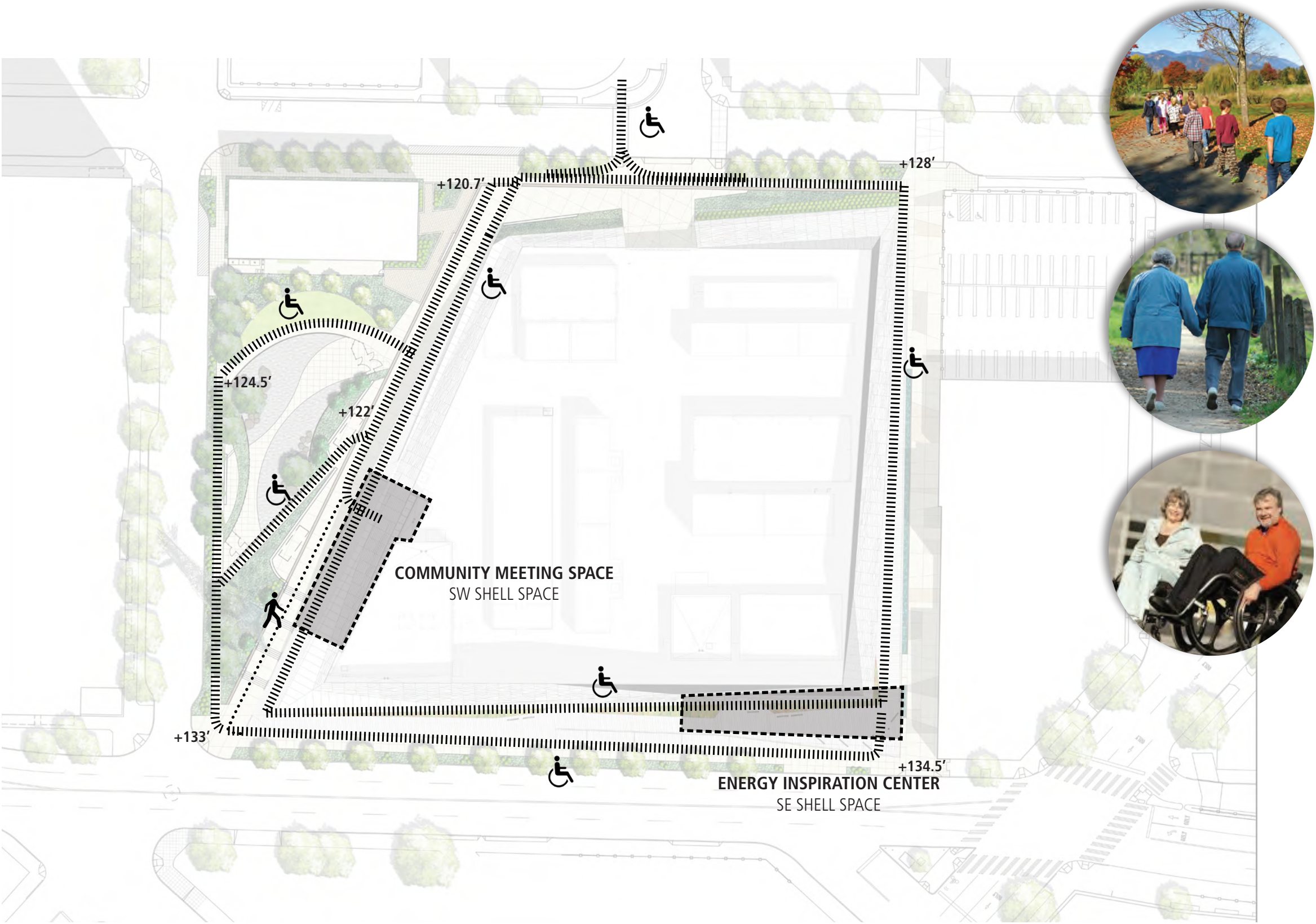




LOADING ZONE
SITUATIONAL LOADING ZONE BY PERMIT



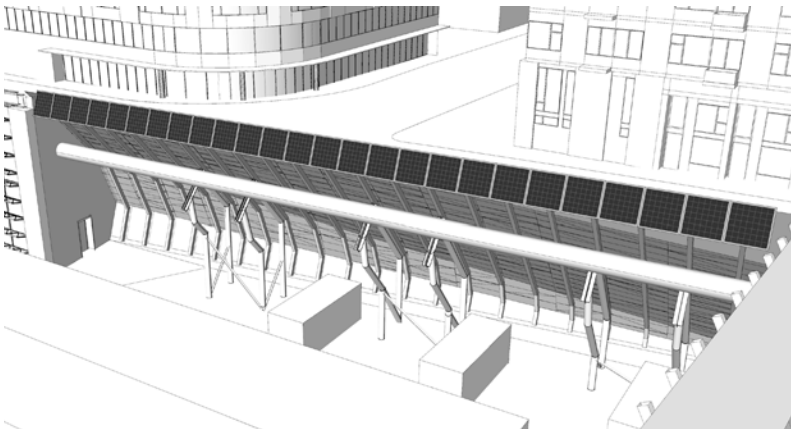
PEDESTRIAN ACCESS
ACCESSIBLE ROUTES



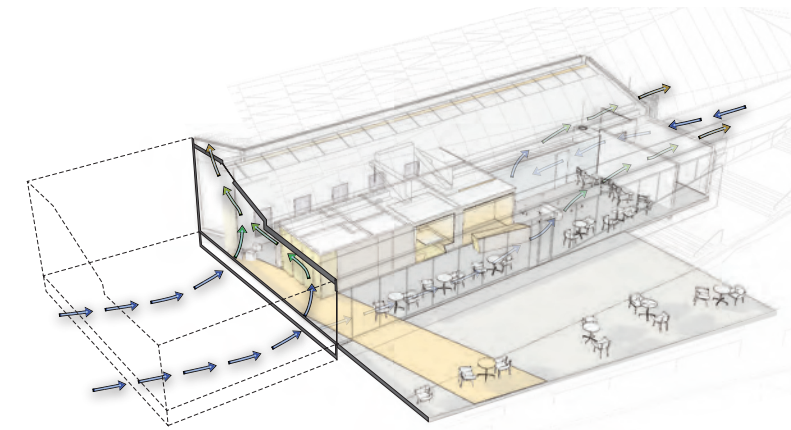
TI Spaces Sustainability

The TI spaces plan to pursue Petal Certification, which requires meeting three petals from the Living Building Challenge.

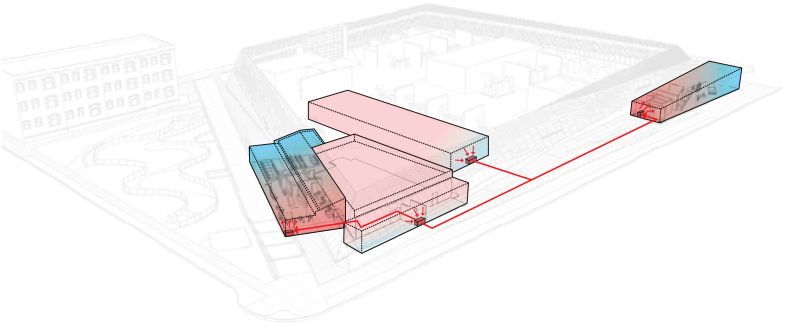
The most ambitious aspect of this pursuit is achieving a **NET POSITIVE** energy project. A preliminary energy assessment has been conducted to strategize ways the TI spaces can reach an **EUI (Energy Use Intensity) of 15.5** through a VRF system, daylighting, natural ventilation, and efficient lighting strategies.



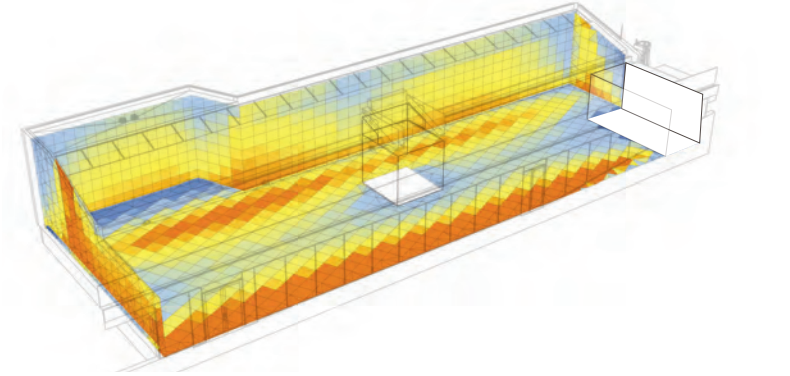
A series of on-site PV arrays will produce 105% of the energy required for the two TI Spaces



Natural ventilation is used to significantly reduce cooling loads

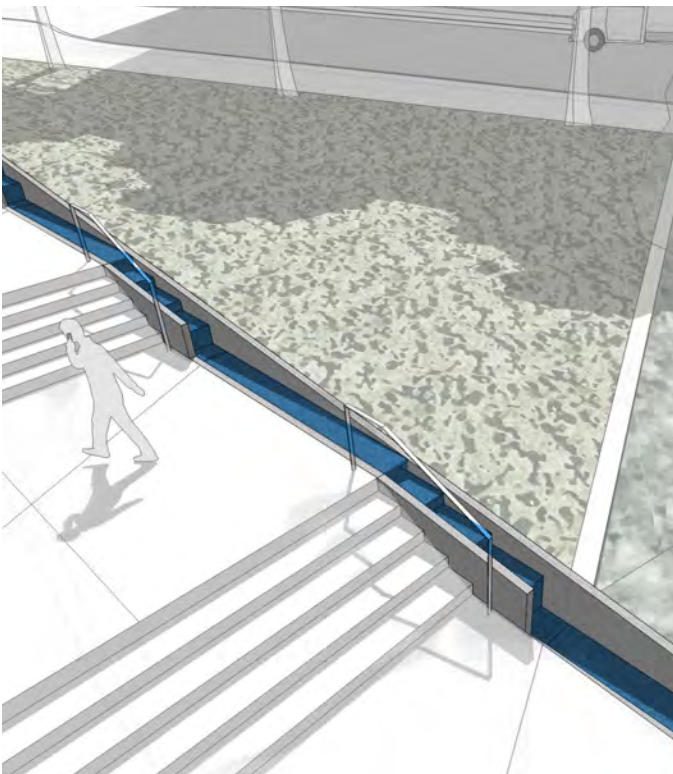


A VRF system recovers heat from the vault and control building to heat the TI spaces

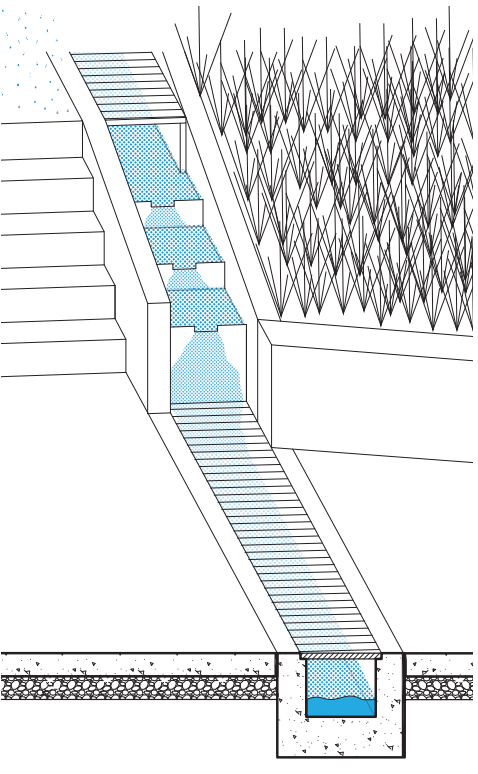


Daylight levels were studied to inform spatial layouts and lighting strategies

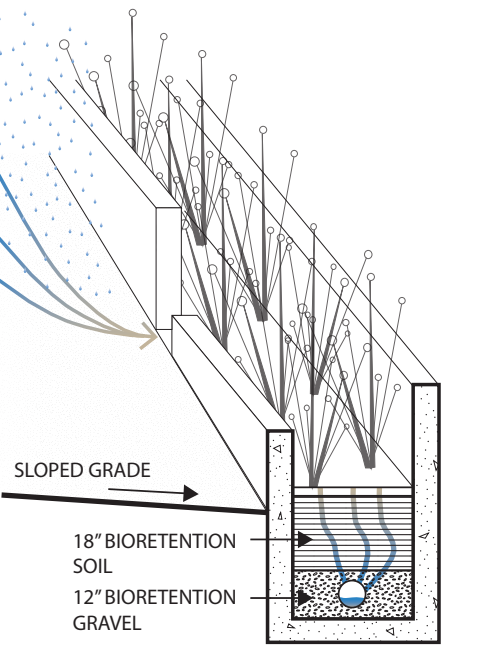
Site Sustainability



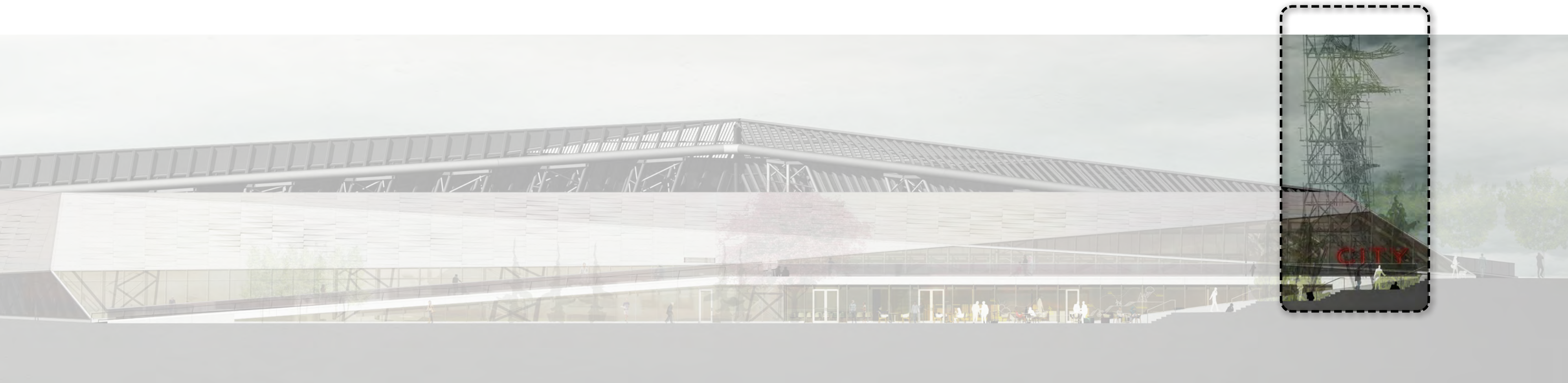
A runnel expresses rainfall runoff on the site to provide a landscape amenity



A bioretention planter treats polluted runoff generated from the alley



LEAD PENCIL “TRANSFOREST” UPDATES





5 BRANCHES TOTAL
3 WILL BE REALISTIC W/PINE NEEDLES
2 WILL HAVE PARTIAL TRUSS VISIBLE
1 BROKEN BRANCH (AT BASE)
UPPER BRANCHES BALANCE TREE



110' TALL COMPOSITE SKETCH

BROKEN BRANCH

2 LAYERS OF STRUCTURE
FIRST LAYER IS STANDARD TRUSS
SECOND LAYER IS BRACED PENTAGONS

ARTIST STATEMENT:

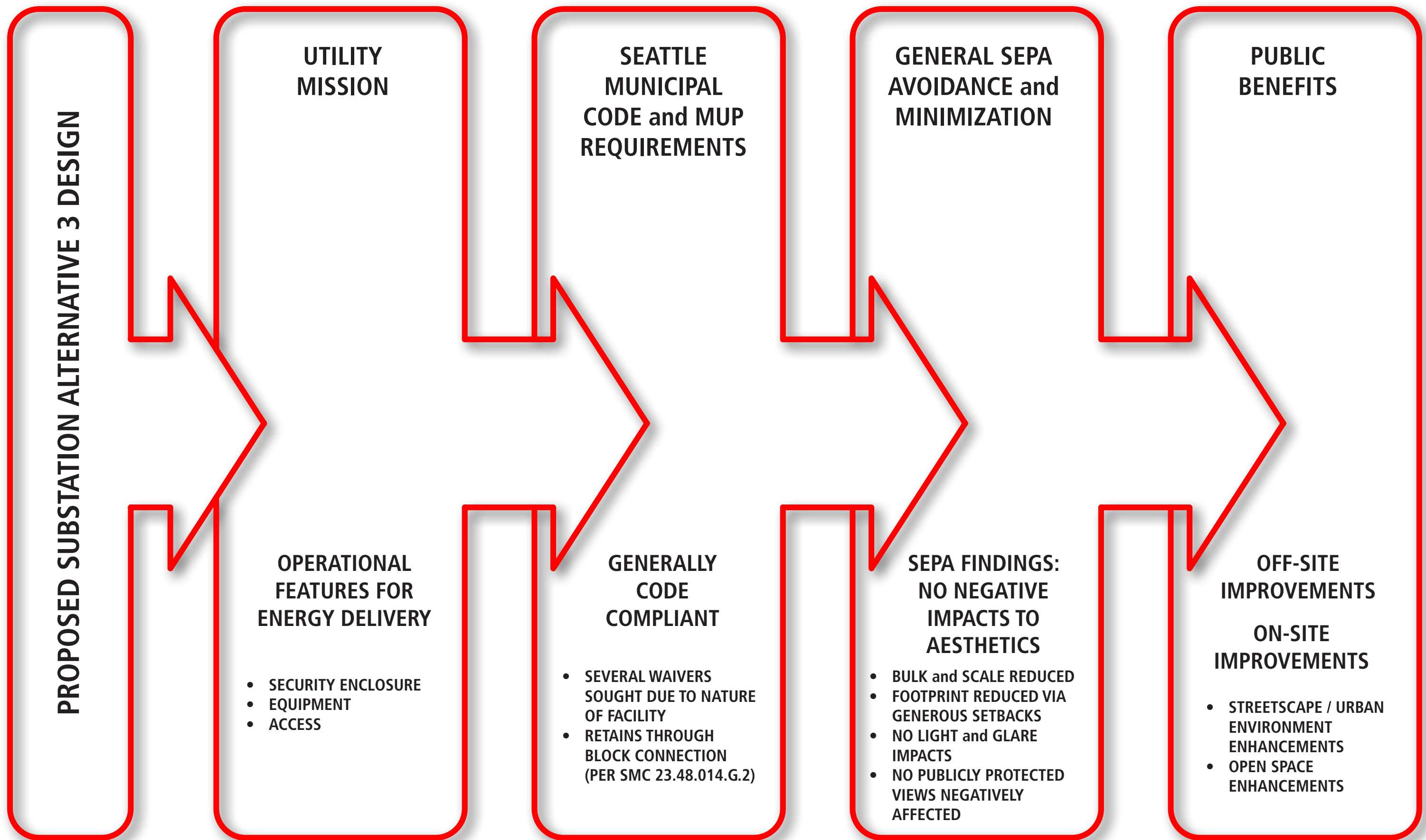
What you see here anchoring this corner of the site and serving as a totemic marker for the background function of this new civic infrastructure, is a carefully considered sculpture that very clearly **evokes the actual diameter of the largest old growth trees that once populated our Puget Sound landscape.** Underlying this outward form you can also see a sort-of **constructivist lattice-work that references the structures of our power grid and the immense re-ordering of the landscape statewide to generate and transmit electricity for urban needs.** Though proportioned for the existing buildings nearby, this site specific sculpture should be viewed as soon-to-be dwarfed by the many planned 40 story buildings zoned for surrounding vacant lots. None-the-less, it will continue to serve as the gateway marker to the public space and remain on visual axis with pedestrian views all along Virginia Street and many points on Denny, Capitol Hill and numerous small side streets of the Cascade Neighborhood.



PUBLIC BENEFITS - *REQUEST FOR APPROVAL*

PUBLIC BENEFITS - comments from November 6, 2014 meeting

1. Continue outreach to ensure that you adequately address neighbors' concerns. At the next review, help us understand how you are achieving that. Given that City Light is building a substation in this location, we appreciate your efforts to integrate it into the urban environment.
2. While we are generally happy with the progress on the shell spaces, there are several outstanding issue that should be resolved at the next review. Ensure the southwest shell space is a flexible, multi-use, but not multi-useless space. That shell space and the adjacent open space should function together as a single event zone. Consider whether the food trucks may be better suited for another location.
3. Refine the relationship between the transit hub and learning center so the two work together successfully. Consider how people waiting for the bus affect the experience of entering or occupying the southeast shell space.
4. Develop a stronger strategy for the entire open space. Continue the positive improvements you showed today. Ensure that the off-leash area is functional for dog owners. Consider how all of the open space features function together as a single element, not separate pieces.
5. At the next review, present 1) the implementation schedule for the project, ideally in a graphic and/or spatial way, and 2) more information about operations, maintenance, and programming of all public spaces.



Public Benefits Summary

Off-Site Improvements

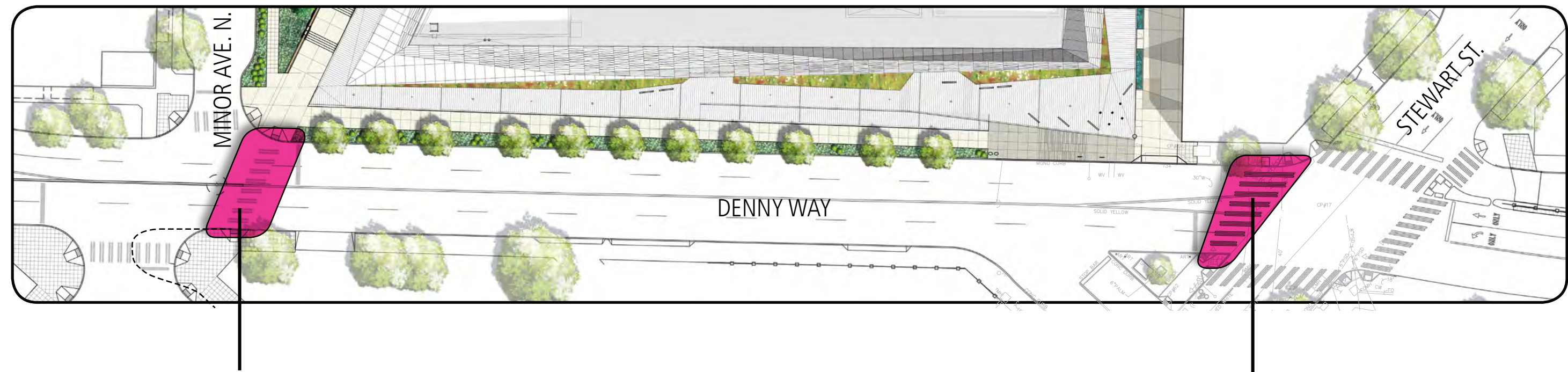
PUBLIC BENEFIT ITEM	DESCRIPTION	QUANTITY	APPROXIMATE COST
1 - Denny Street Crossings	Enhanced pedestrian crossing of Denny Way at the intersection of Denny Way / Stewart Street and a signalized pedestrian crossing at the intersection of Denny Way / Minor Ave. N.	2 crossings	\$200,000
2 - Pontius Cascade Neighborhood Street Concept Betterments coordinated with SDOT's Thomas Street Improvements	In collaboration with SDOT, streetscape enhancements along Pontius Avenue between John and Republican, and along Thomas Street between Yale and Minor. These improvements include curb bulbs, treated pavement crossings, planter strips and trees, a rain garden, and additional pedestrian lighting.	Curb: 869 lf Sidewalk: 778 sy Trees (new): 13	\$250,000

On-Site Improvements

Streetscape / Urban Environment			
3 - Occupied Use to Activate Street Edge	SE shell space: Storefront space located at the intersection of Denny Way and the Alley in the SE corner of the site that is currently programmed to be the Energy Inspiration Center for Seattle City Light.	2,910 sf	\$2,900,000
4 - Alley Improvements	Paving enhancements, safety lighting, interactive micro sound environments, and bio-rentention planter	9,350 sf alley paving enhancements, 220 lf of bioretention planter, 3 speaker locations, 250 lf of safety lighting	\$250,000
5 - Bus Shelter / Transit Hub	Integrated building overhang for shelter, passenger waiting lean rails, passenger waiting bench, bike racks, receptacles, and transit information kiosk	566 sf overhang, 3 lean rails, 1 bench, 3 bike racks, 2 receptacles	\$130,000
6 - Implementation of the Intent of the "Denny Streetscape Plan"	Voluntary setbacks fronting Denny Way to meet the intent of the proposed "Denny Streetscape Plan"	2,380 sf 47.5% increase in R.O.W.	\$33,000
7 - John Street Green Street Enhancements	Increased pedestrian and planting zones north of the Brewster apartments and across the length of the project site; urban scale wayfinding and site related directional signage; bicycle parking	2,635 sf 53.4% increase in R.O.W.	\$67,000
Enhanced Open Space Components			
8 - Educational Ambulatory Loop	Ambulatory walkway which includes a 1/4 mile walking loop, seating elements, landscaped zones, educational viewing portals and interpretive graphics, educational components integrated into the walkway experience	15,245 sf educational walking loop; 7 sitting rails; 10 viewing portals; 1,400 sf of landscaping	\$3,200,000
9 - All Public Open Space	Programmed open space for public use resulting from generous set backs which include the following: SW shell space which is being currently programmed as the Community Meeting Space; Off Leash Area; Event Zone / Spillout space which will be a dedicated paved zone for rotating uses, such as food trucks, street fair, farmers market, or spill out for the Community Meeting Space; street furniture	6,000 sf Off leash area; 3,900 sf SW Shell Space; 1,540 sf event zone / spillout space;	\$3,630,000

1: Denny Street Crossings

- Enhanced pedestrian crossings of Denny Way at the intersections of Denny Way / Stewart Street and Denny Way / Minor Ave. N.

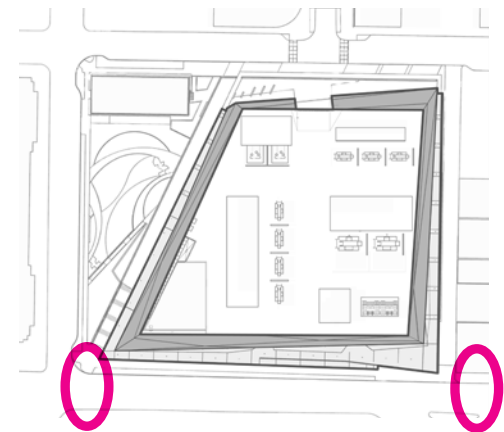


Denny & Minor Signalized Pedestrian Crossing

The project team and SDOT are working together to design the signal and infrastructure for the pedestrian signal. Extents of improvements associated with this signal are still being developed and determined.

Denny & Stewart Pedestrian Crossing

SDOT has reviewed this intersection and is allowing the striped cross walk to be expanded to the west to the extent they deem appropriate in consideration of adequate sight distance for vehicles and pedestrians.

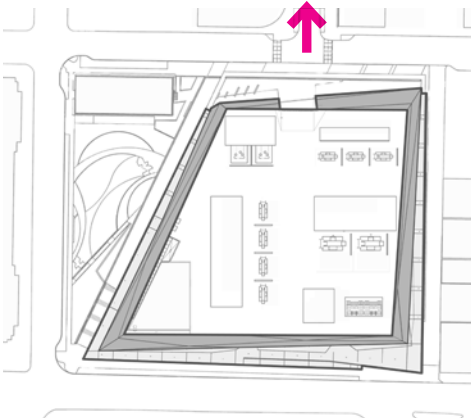


2: Pontius Cascade Neighborhood Street Concept Betterments coordinated with SDOT's Thomas Street Improvements

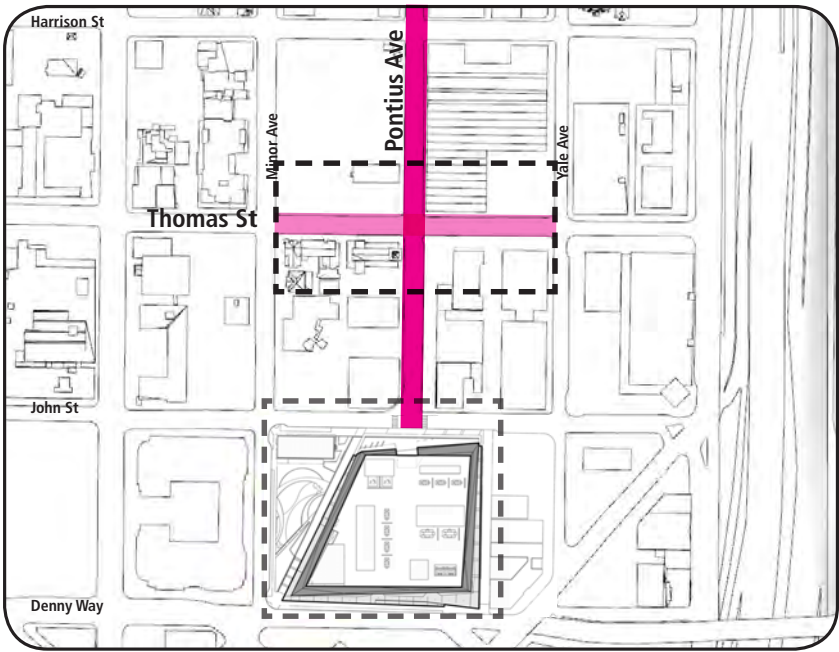
- In collaboration with SDOT, streetscape enhancements along Pontius Avenue between John and Republican, and along Thomas Street between Yale and Minor. These improvements include curb bulbs, treated pavement crossings, planter strips and trees, a rain garden, and additional pedestrian lighting.



Thomas Green Street Concept Plan

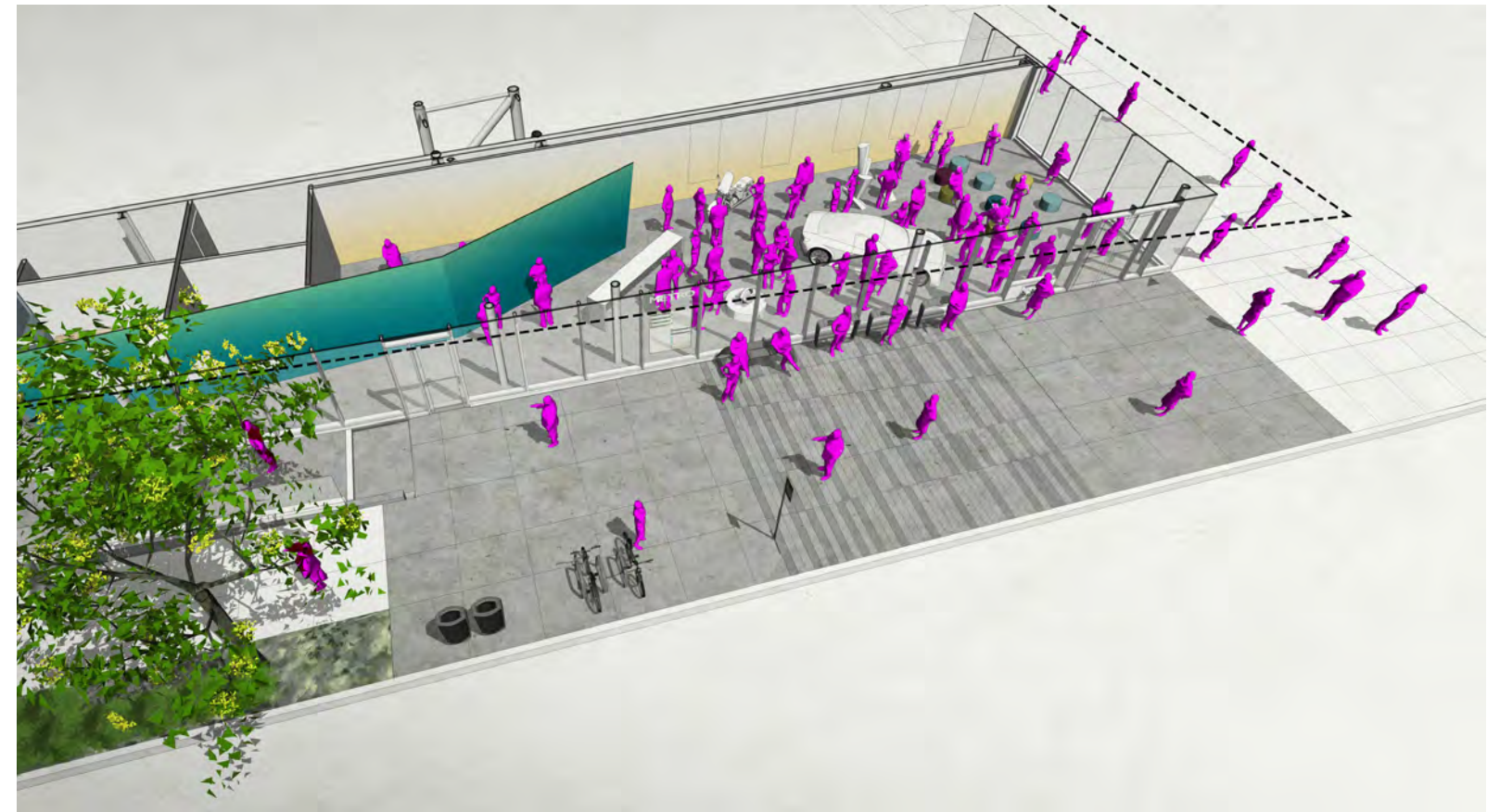
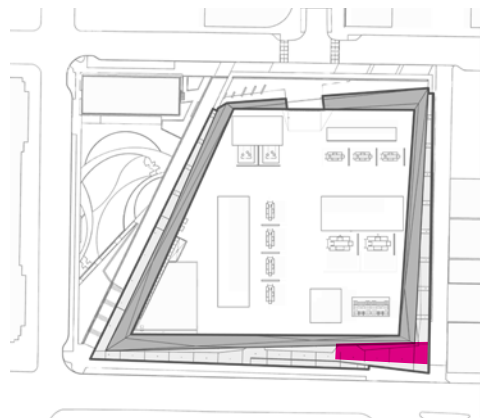


Thomas Street with festival setup



3: Occupied Use to Activate Street Edge

- Currently programmed as the Energy Inspiration Center
- Exhibit Hall: Provides an interactive pedestrian element, activity zones for learning, displays of current high tech and low tech solutions to sustainable design
- Immersive Theater: Communicates THE FUTURE OF POWER to all audiences in a rich and inspiring way
- Office: 1 person office with desk and storage
- Catering Pantry: Small kitchen with fridge, sink, microwave, and storage
- Support: 2 toilets, water fountain, janitors closet, utility room, storage



4: Alley Improvements

- Paving Enhancements
- Safety Lighting
- Bio-retention Planter
- Micro sound environments

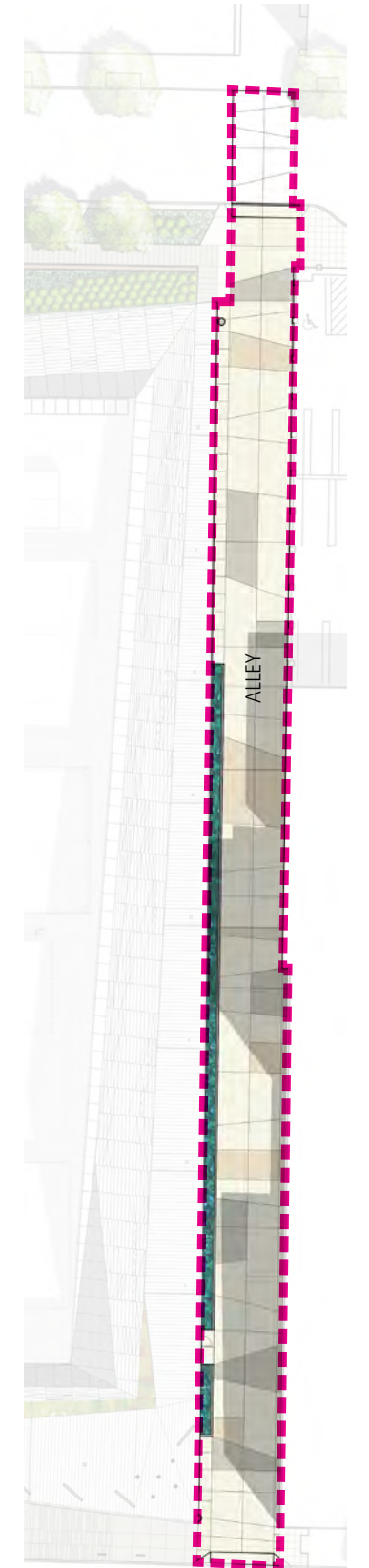
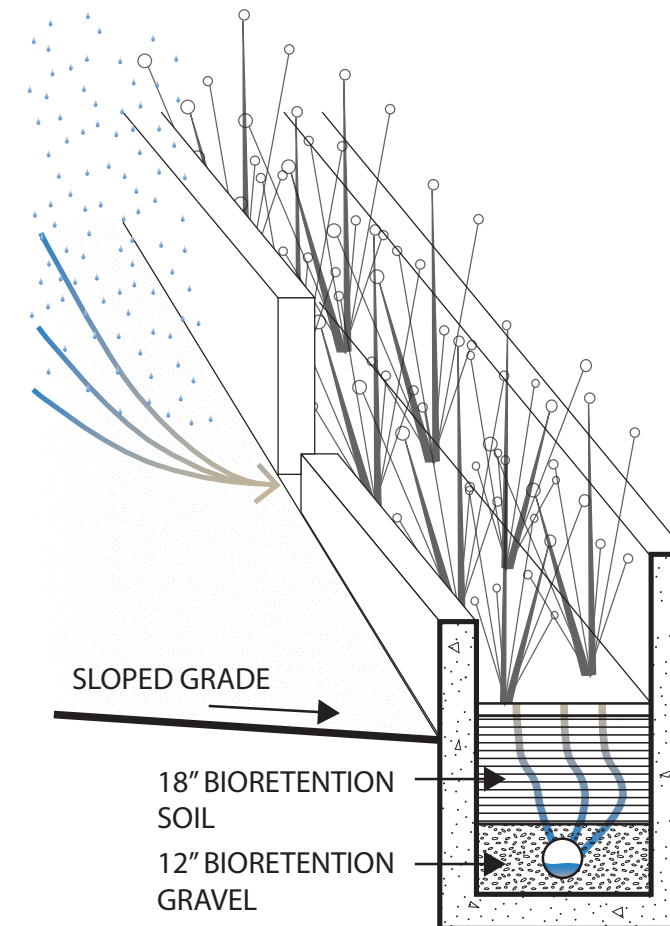
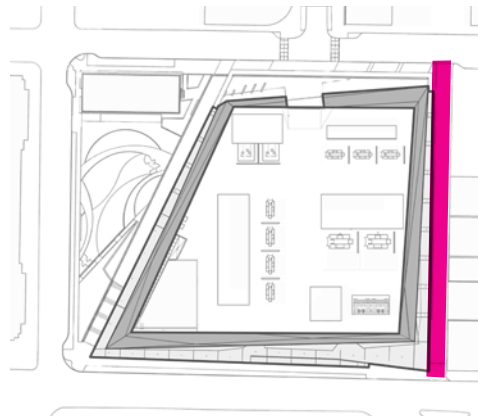
Alley Treatment

The paving treatment in the alley will match that of Alley 24 to the north and create a more pedestrian friendly environment. Concrete paving with a medium broom finish will alternate between three colors; standard grey, charcoal grey, and beige. The paving treatment will continue through John Street to provide a visual connection to Alley 24.

Bioretention Plantings Adjacent to Alley

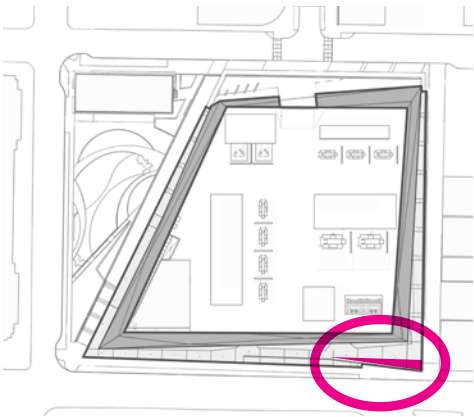
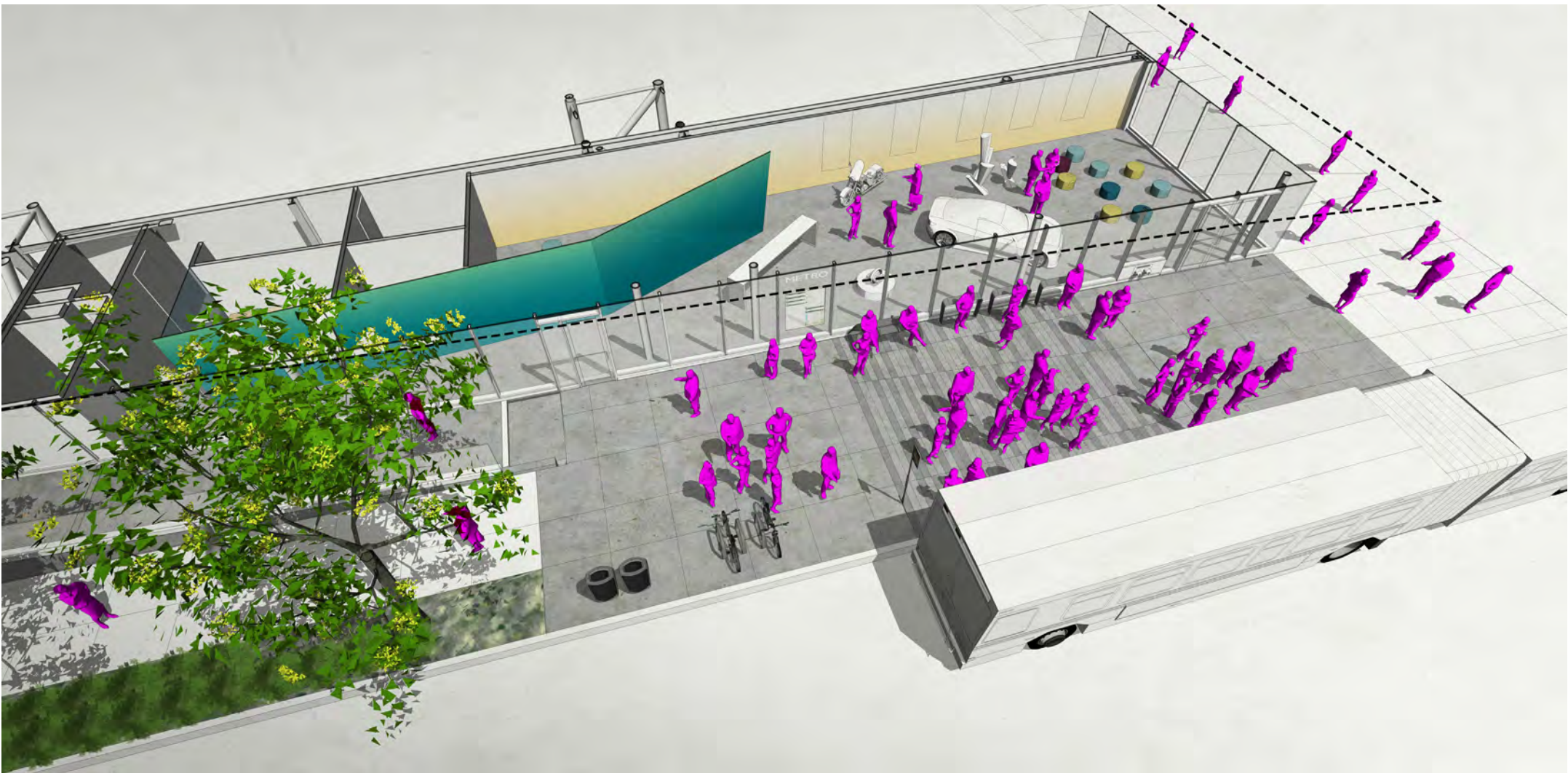
The linear bioretention cell adjacent to the alley will contain water loving, yet drought-tolerant Soft Rush. The soil will consist of the City of Seattle's standard Bioretention Cell soil mix.

Rainwater from the adjacent public alley, along with the adjacent elevated ramp runoff, is proposed to be directed to the bioretention planter, which will provide water quality treatment. While the standard alley cross-section is a v-section, the project is proposing a deviation from the standard to continuously slope the alley so that it drains to the west, allowing capture and direction of the rainwater into the planter openings.



5: Bus Shelter / Transit Hub

- Integrated building overhang for bus shelter
- Passenger waiting “lean rail”
- Passenger seating
- Bike rack
- Receptacles
- Transit tracker



RECEPTACLES



BICYCLE PARKING



LEAN RAILS



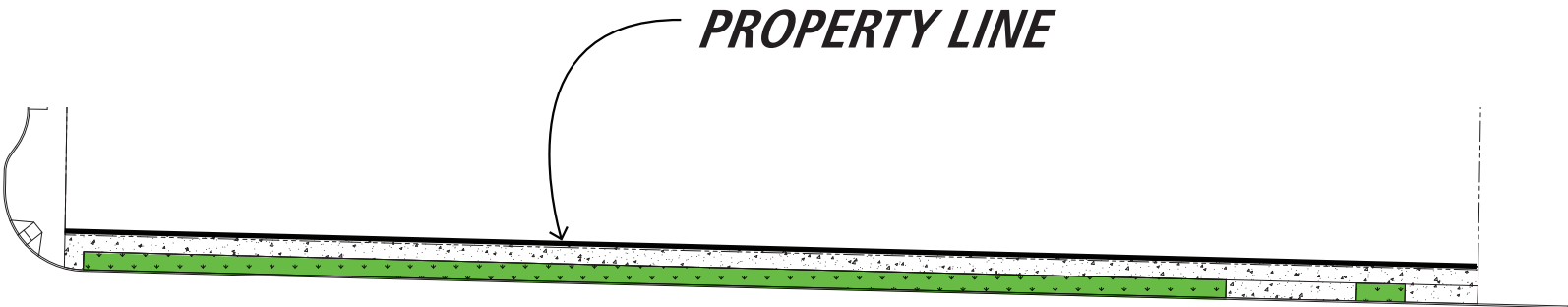
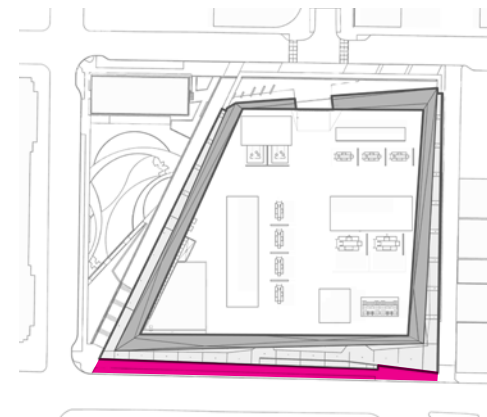
SEATING

6: Implementation of Intent of Denny Streetscape Plan

- Voluntary setbacks fronting Denny Way to meet the intent of the proposed "Denny Streetscape Concept Plan"

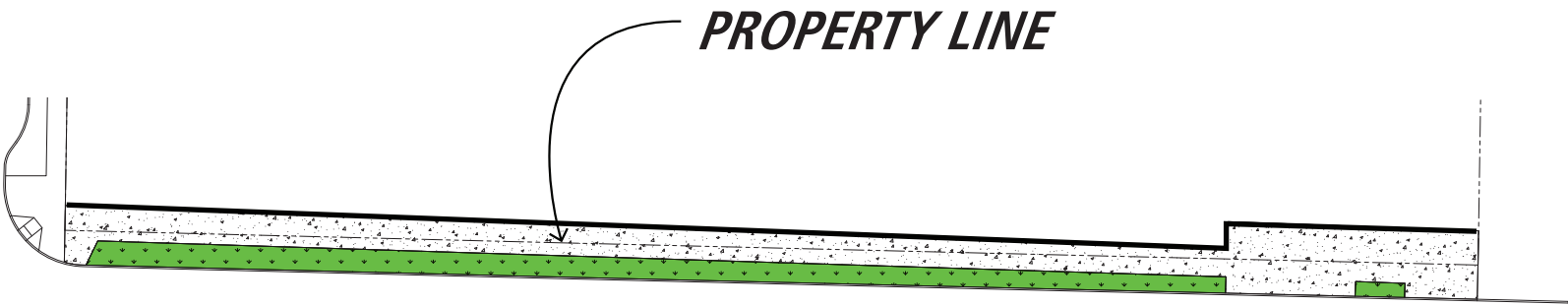
2,130 sf More Concrete sidewalk area
250 sf More Planter area

2,380 sf Total Additional Area
47.5% INCREASED RIGHT OF WAY ZONE



DENNY WAY SIDEWALK :
ORIGINAL SIDEWALK DESIGN

- Denny Way standard sidewalks configuration provides the following:
- ±3,000-sf Concrete sidewalk
 - ±2,015-sf Planter
 - ±5,015-sf Total



DENNY WAY SIDEWALK:
SIDEWALK WIDTH ADJUSTED TO ADDRESS
SDOT STREETSCAPE CONCEPT PLAN

- Denny Way project proposal for the sidewalks provides the following:
- ±5,130-sf Concrete sidewalk
 - ±2,265-sf Planter
 - ±7,395-sf Total

7: John Street Green Street Enhancements

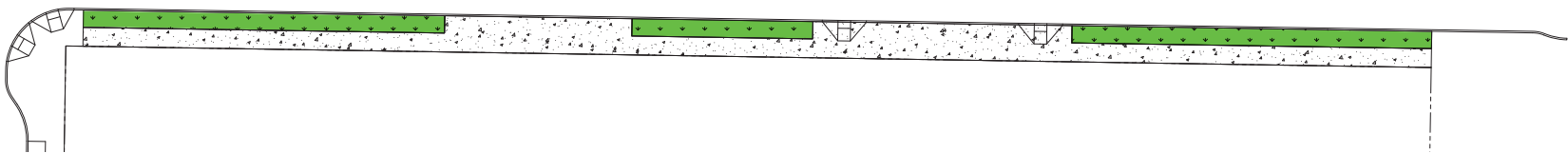
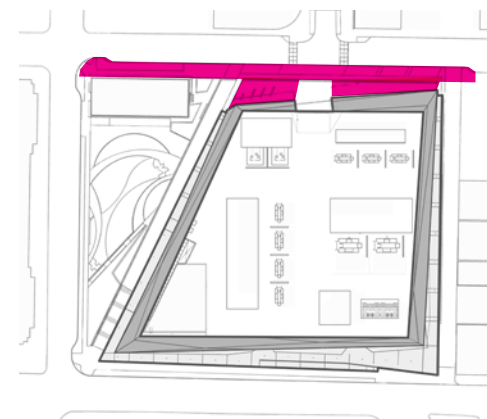
- Increased pedestrian and planting zones north of the Brewster apartments and across the length of the project site; Wayfinding / signage; bicycle parking; Improvements adjacent to the Brewster Apartments will consist of new planting areas, a plaza, and improved building entrances with specialty pavers and seating. The existing shade garden to the south of the building will be preserved and the existing dumpsters will be consolidated to the southwest corner of the building.

1,005 sf More Concrete sidewalk area

1,630 sf More Planter area

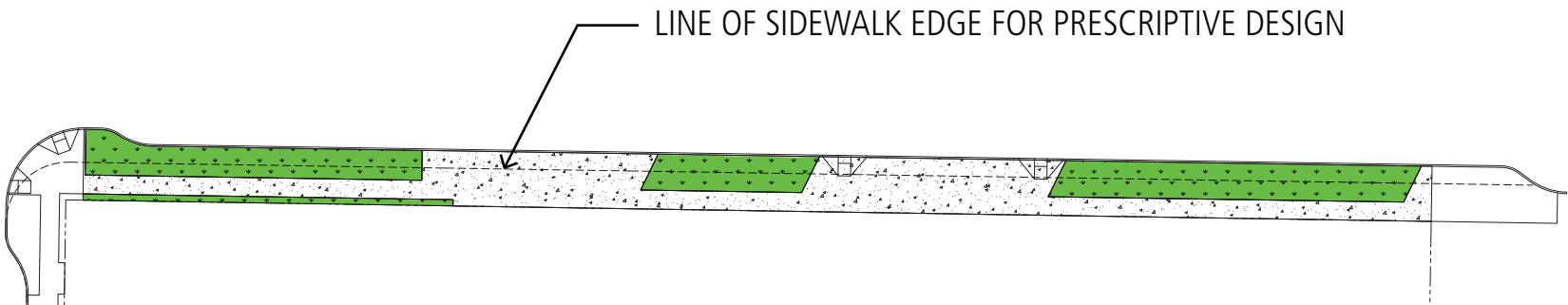
2,635 sf Total Additional Area

53.4% INCREASED RIGHT OF WAY ZONE



**JOHN STREET SIDEWALK :
PRESCRIPTIVE SIDEWALK DESIGN**

- John St standard sidewalks configuration provides the following:
- ±3,355-sf Concrete sidewalk
 - ±1,580-sf Planter
 - ±4,935-sf Total

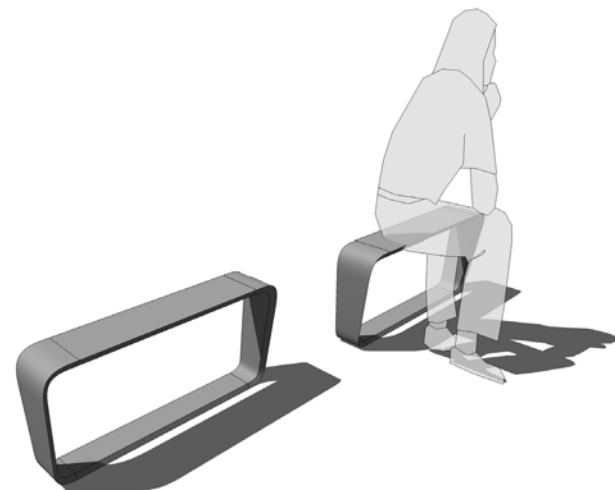
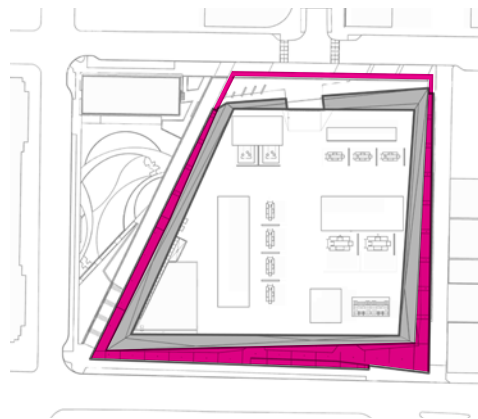
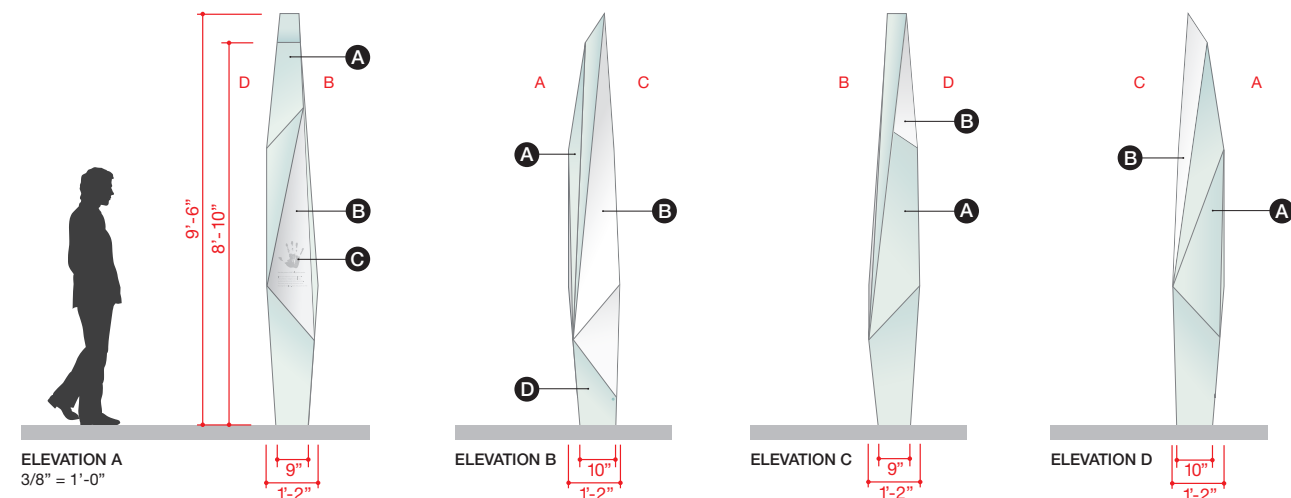


**JOHN STREET SIDEWALK :
PROPOSED SIDEWALK DESIGN**

- John St project proposal for the sidewalks provides the following:
- ±4,360-sf Concrete sidewalk
 - ±3,210 -sf Planter
 - ±7,570-sf Total
 - New curb is ±7.75–ft north of existing curb

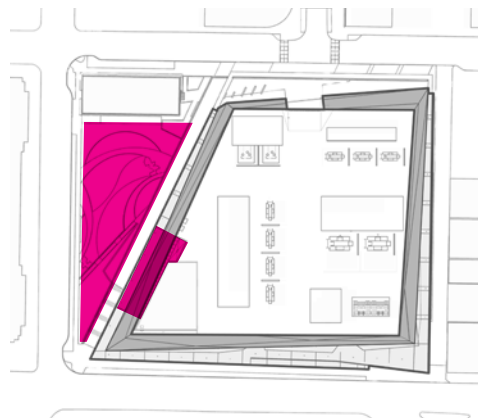
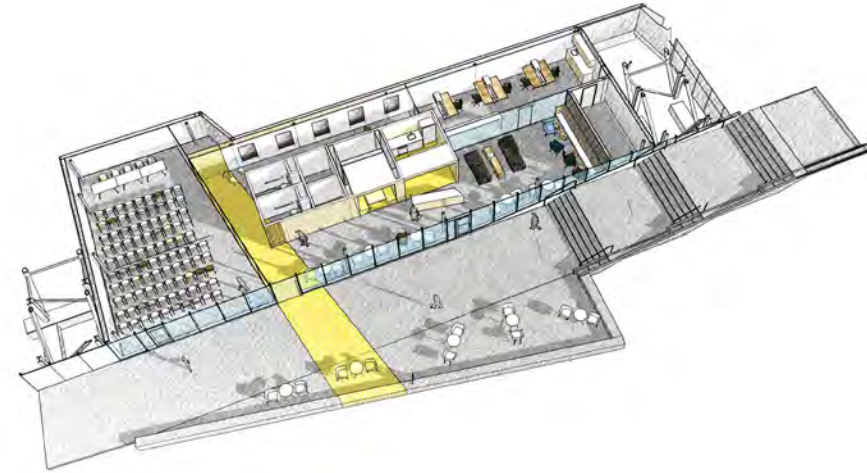
8: Educational Ambulatory Loop

- 1/4 mile walking loop
- Seating Elements at SE corner
- Landscaping
- Educational viewing portals and interpretive graphics
- Educational components integrated into walkway experience

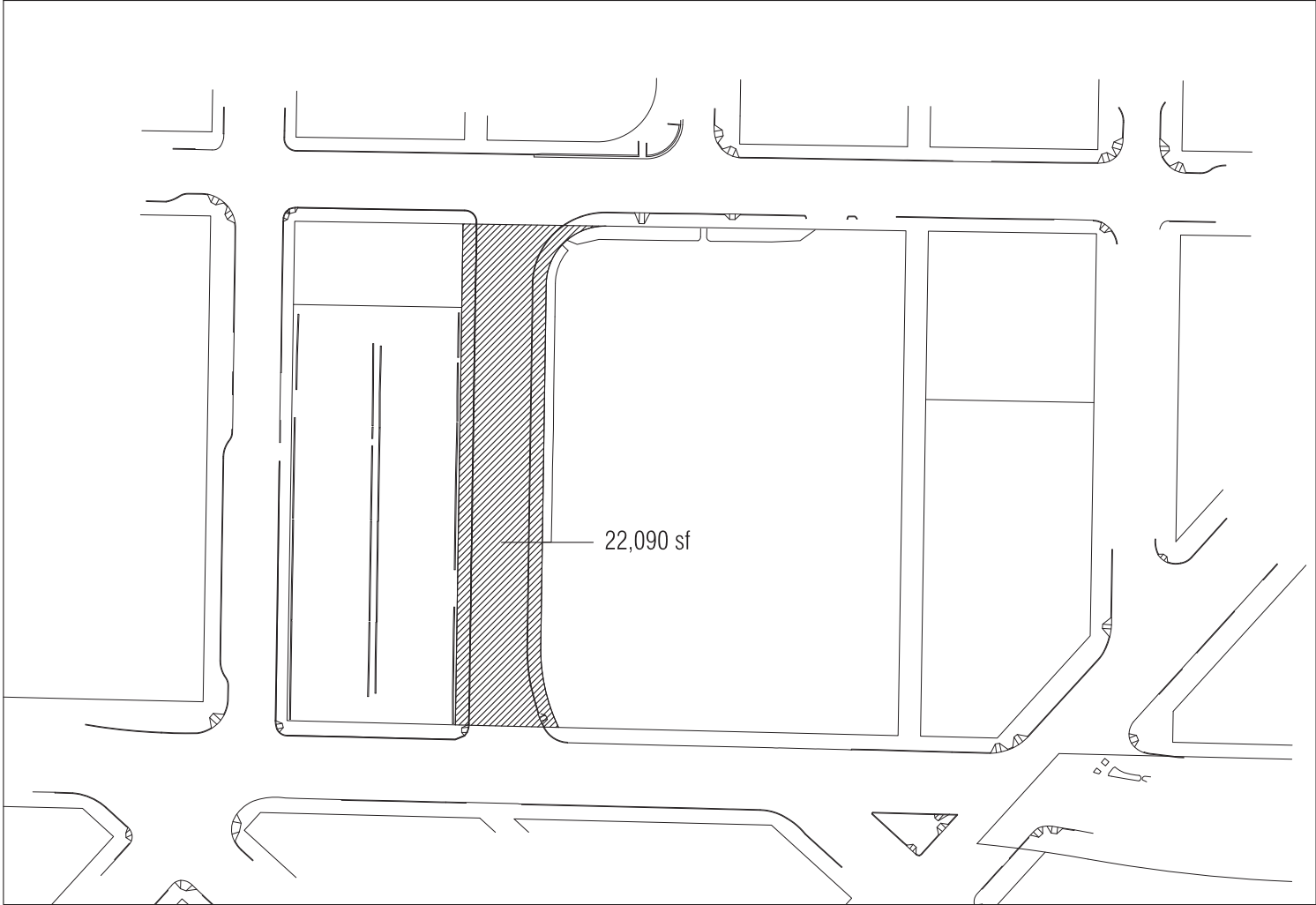


9: All Public Open Space

- Open space on Minor Avenue and John Street
- Off Leash Area
- Community Meeting Space (SW Shell Space adjacent to open space on Minor
- Event Zone / Spillout Space adjacent to Community Meeting Space
- Street Furniture

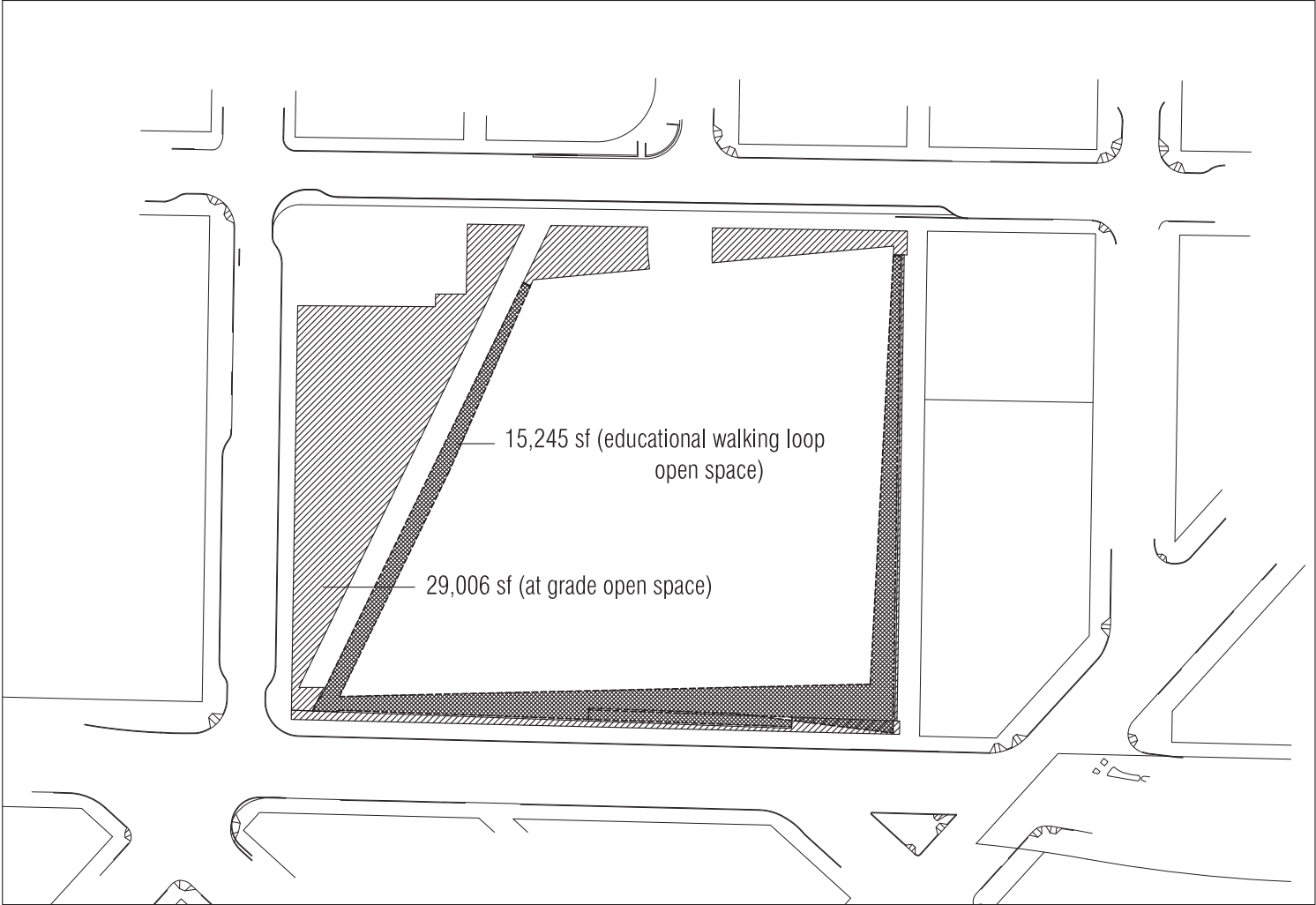


Street Vacation - Pontius Ave. N



22,090 sf

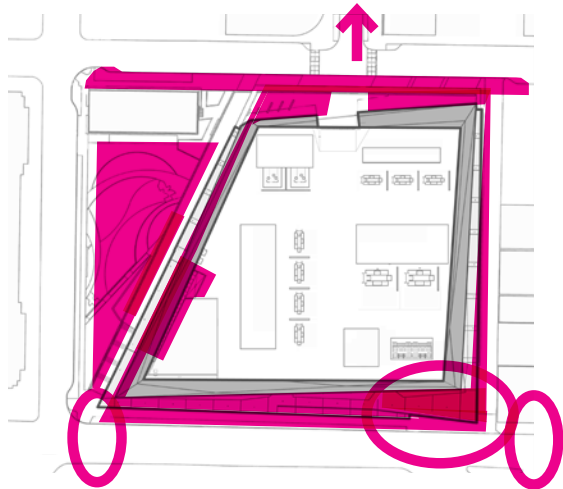
Proposed Open Space on Site



44,251 sf

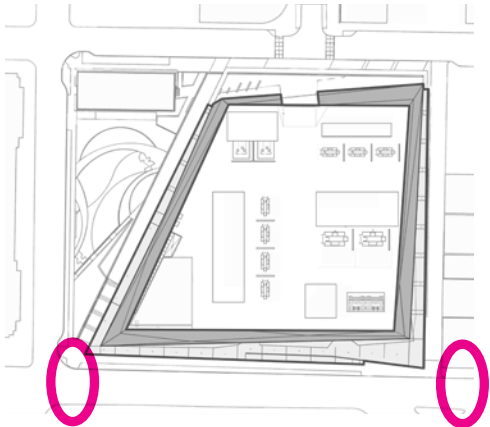
Public Benefits Overview

Summary Diagram

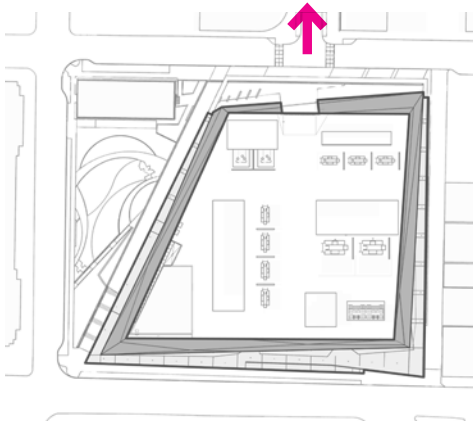


Off-Site Improvements

1: Denny Street Crossings



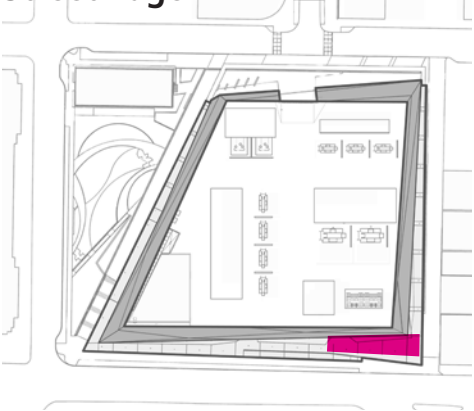
2 - Pontius Cascade Neighborhood Street Concept Betterments coordinated with SDOT's Thomas Street Improvements



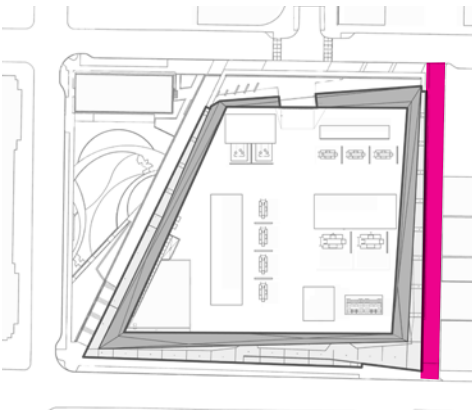
On-Site Improvements

Streetscape / Urban Environment

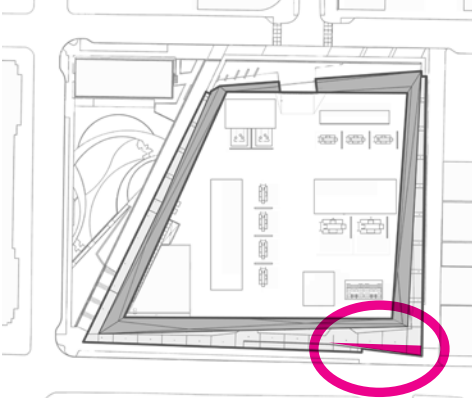
3: Occupied Use to Activate Street Edge



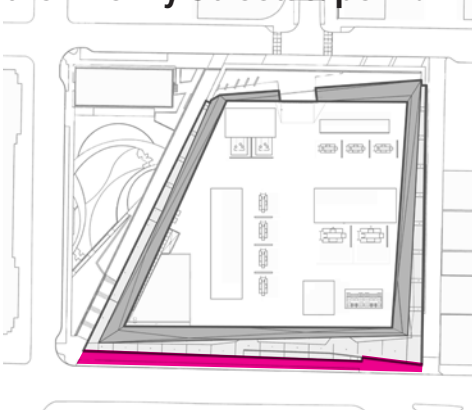
4: Alley Improvements



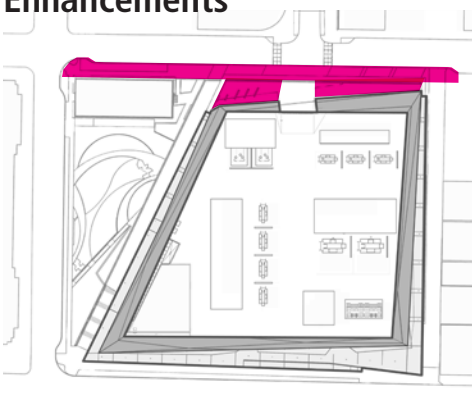
5: Bus Shelter / Transit Hub



6: Implementation of the Intent of the "Denny Streetscape Plan"

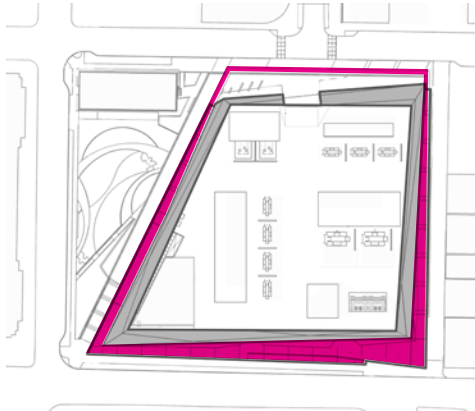


7: John Street Green Street Enhancements

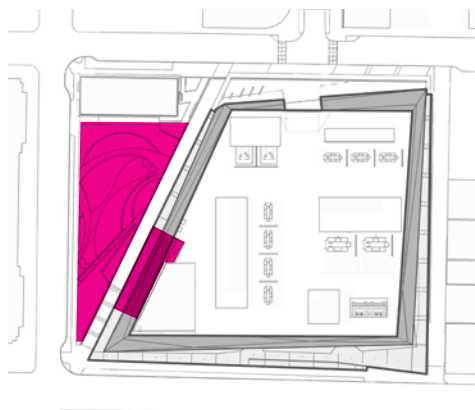


Enhanced Open Space Components

8: Educational Ambulatory Loop



9: All Public Open Space Enhancements



Denny Substation

90% Design and Public Benefits

with the

Seattle
design
Commission

February 19, 2015



Denny Substation Project

Powering Seattle through the 21st century



