Denny Substation
Public Benefits Preview

with the

Seattle
design
Commission

November 6, 2014

Denny Substation Project

Powering Seattle through the 21st century

PRESENTATION OUTLINE:

1. REFRESHER FROM APRIL 3, 2014 MEETING FOR SA3

2. BRIEF UPDATE RESPONSE TO THE **URBAN DESIGN MERIT** CONDITIONS AND RECOMMENDATIONS FOR SA3

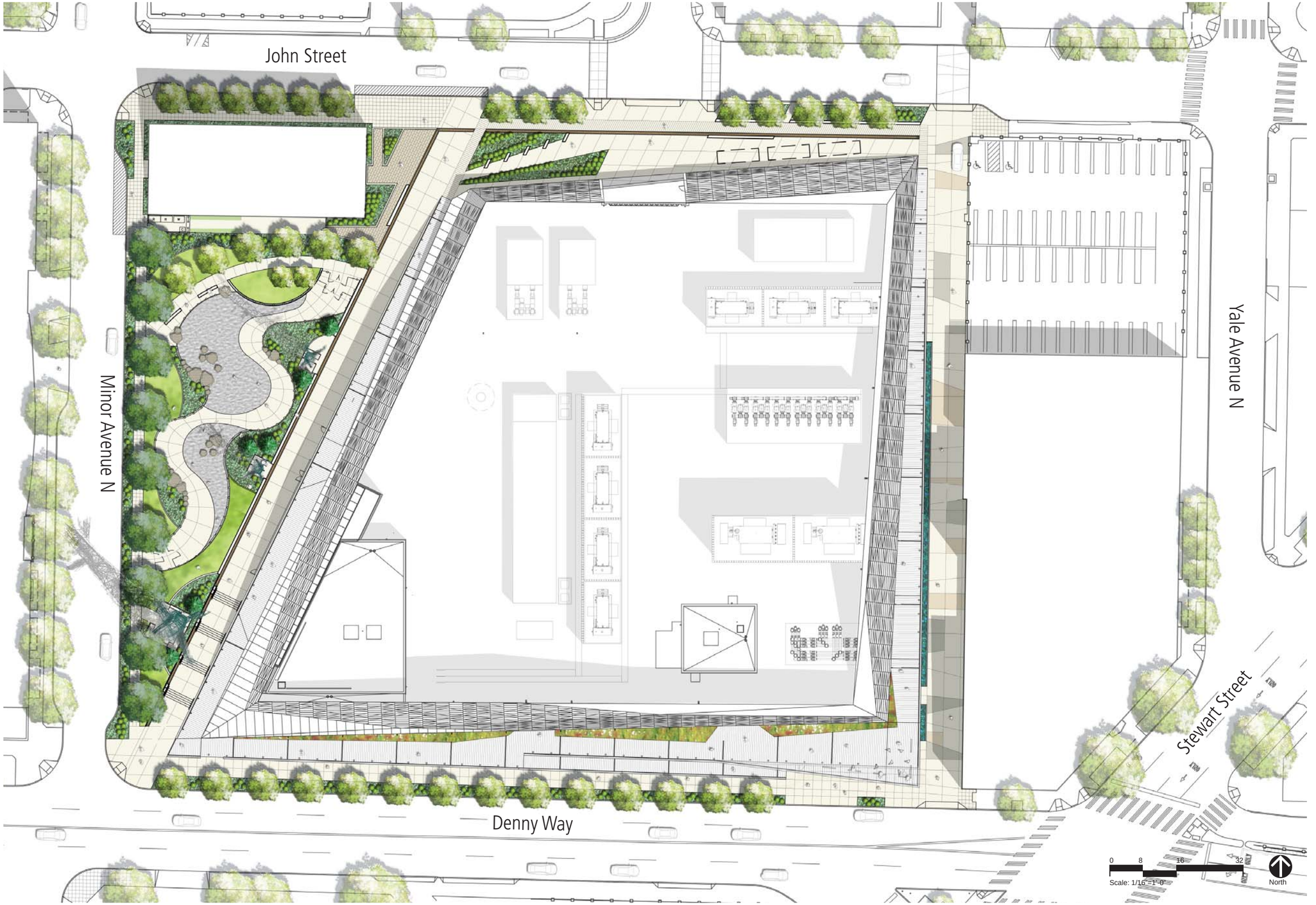
3. **PUBLIC BENEFITS** UNDER CONSIDERATION FOR SA3

   PREVIEW ONLY; NO REQUEST FOR APPROVAL

4. BRIEF PREVIEW OF **90% DESIGN** FOR SA3

1

REFRESHER FROM APRIL 3, 2014 MEETING



FROM URBAN DESIGN MERIT / 60% DESIGN MEETING

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FROM URBAN DESIGN MERIT / 60% DESIGN MEETING

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FROM URBAN DESIGN MERIT / 60% DESIGN MEETING

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

a. Waiver for Development Standard - The Enclosure height along Denny Way is less than the required 25'. The intent of the code is for developments to maintain continuity and contribute to the quality of public realm at the street edge.

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

2. Permitted Setbacks - SMC 23.48.014-A.3

a. Waiver for Development Standard - Setbacks exceed the maximum 12' requirement on John and Minor.

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

3. Fa**çade Transparency Requirements - SMC 23.48.014-D.1**

a. Waiver for Development Standard – Both Denny Way and John St. do not meet the 60% transparency requirement. Denny Way has 54% and John Street is 18%.

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

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

a. Waiver for Development Standard – Both Denny Way and John St. do not meet the 60% transparency requirement and because of this the facades do not explicitly meet the Blank Façade Limits.

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

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

a. Waiver for Development Standard - Landscaping that achieves a Green Factor score of .30 or greater. The site is unable to meet this requirement.

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

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

a. Waiver for Development Standard - An area designated for food trucks is proposed on the site adjacent to John Street and this is interpreted as Accessory Surface Parking

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

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

a. Waiver for Development Standard - Access to parking and loading shall be from the alley when the lot abuts an alley if it would not create a significant safety hazard. The technical function of the substation required access to be off John Street.

b. Justification - A Waiver for Development Standard is requested to allow service access along John Street in response to the unique requirements of a substation for at grade large equipment transport. Alley access does not allow for required turning radius and changes in grade from the alley to the substation yard grade make vehicle entry to the substation infeasible. The John street 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.

MUP WAIVERS FOR DEVELOPMENT STANDARD

2

BRIEF UPDATE RESPONSE TO THE **URBAN DESIGN MERIT** CONDITIONS AND RECOMMENDATIONS

URBAN DESIGN MERIT

CONDITIONS

1. Further develop and refine the public spaces to provide clarity on how they will indeed provide valued spaces to the public. The team should address program at all edges of the site, develop a plan and qualify their commitment to operations for the public spaces at the site, and provide more specificity around how these spaces will be understood as public and accessible, including through the use of transparency in the façade design.
2. Continue the strong commitment to community outreach and develop a memorandum of agreement (MOA) with the Brewster Apartments prior to the next Commission review to provide confidence that an agreement has been reached.

RECOMMENDATIONS

3. Develop a general sustainability strategy that includes stormwater management. Additionally, develop a clear strategy for how sustainability will be understood by the public and visible at the site.

URBAN DESIGN MERIT

CONDITIONS response

1. The design is continuing to develop and become richer - many of the items that the Commission commented on will be shown in the Public Benefits portion of this presentation
2. Seattle City Light is continuing the discussion with the Brewster and this item is ongoing.

RECOMMENDATIONS response

3. The sustainability story of the substation is continuing to grow and develop as the design is progressing. Highlights from this effort are the following:
    - The goal for the 2 shell spaces is that they will be NET POSITIVE ENERGY facilities
    - Integrated educational components raising awareness of sustainable efforts
    - Integrated site water components that will be visible to the public

3

PUBLIC BENEFITS UNDER CONSIDERATION

PREVIEW ONLY; NO REQUEST FOR APPROVAL

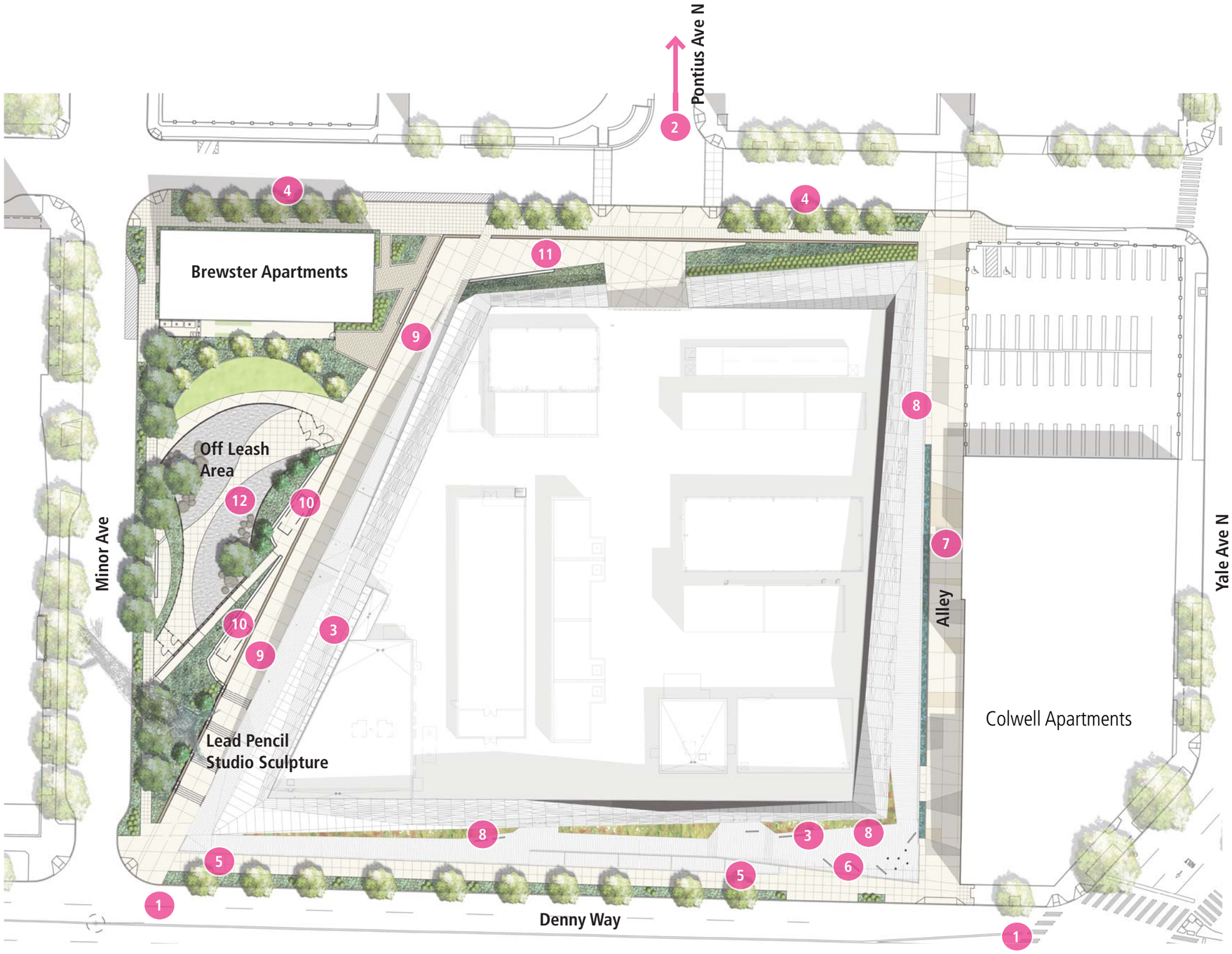
Public Benefits Summary for SA3

Off-Site Improvements	**1 - Denny Street Crossings**	Enhanced pedestrian crossings of Denny Way at the intersections of Denny Way / Stewart Street and Denny Way / Minor Ave. N.	2 crossings
	2 - Pontius and Thomas Cascade Neighborhood Street Concept Betterments with SDOT	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
Building Elements	**3 - Shell Spaces**	SW SHELL SPACE: Storefront space located adjacent to the Pedestrian Thru-Block Connector and the Minor Street open space park (potential programming: community meeting space)	3,768 sf
		SE SHELL SPACE: Storefront space located at the intersection of Denny Way and the Alley in the SE corner of the site (potential programming: Seattle City Light Learning/Resource Center)	2,910 sf
Streetscape / Urban Environment	**4 - John Street Green Street Enhancements**	Increased pedestrian and planting zones north of the Brewster apartments and across the length of the project site	2,635 sf 53.4%
	5 - Implementation of the Intent of the"Denny Streetscape Plan" (SDOT Setback Requests)	Voluntary setbacks fronting Denny Way to meet the intent of the proposed "Denny Streetscape Plan"	2,380 sf 47.5%
	6 - Bus Shelter / Transit Hub	Integrated building overhang for bus shelter	566 sf
		Passenger waiting "lean rail"	15 lf
		Passenger seating	2 seats
Alley only	**7 - Alley Improvements**	Paving Enhancements	8,100 sf
		Safety Lighting	275 lf
		Bio-retention Planter	180 lf
Interpretive / Open Space Components	**8 - Elevated Interpretive Walkway**	Ambulatory Walking Loop	1/4 mile path 16,700 sf
		Seating Elements at SE corner	42 lf
		Landscaping	1,450 sf
		Educational viewing portals and interpretive graphics	10 locations
		Educational components integrated into walkway experience	-
		Art integration into substation enclosure structure	2,500 sf
	9 - Pedestrian Thru-Block Connector	18'-0" wide paved pedestrian pathway	8,940 sf
		Seatwalls	250 lf
		Entry Access into the SW Shell Space	1
		Integrated site stormwater feature	362 lf
	10 - Event Zone	Dedicated paved zone for rotating uses, such as food trucks, street fair, farmers market, or spill out for the Community Meeting Space	2,075 sf
	11 - John Street Pocket Park at NW Corner	Seating elements	
		Landscaping	2,355 sf
Open Space	**12 - Open Space on Minor**	Off-leash area	6,000 sf
		Seating Elements on north side of the off-leash area	
		Green Space	6,970 sf
		Hardscape	1,650 sf
		Kiosk for neighborhood postings	1

Public Benefits Overview

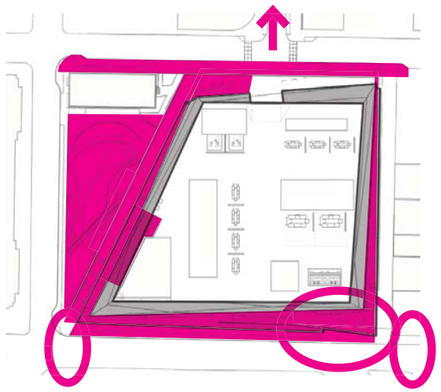
Summary Diagram

1: Denny Street Crossings
2: Pontius and Thomas Cascade Neighborhood Street Concept Betterments with SDOT
3: Shell Spaces
4: John Street Green Street Enhancements
5: Implementation of intent of Denny Streetscape Plan
6: Bus Shelter / Transit Hub
7: Alley improvements
8: Elevated Interpretive Walkway
9: Pedestrian Thru-Block Connector
10: Event zone
11: John Street pocket park at NE corner
12: Open Space on Minor

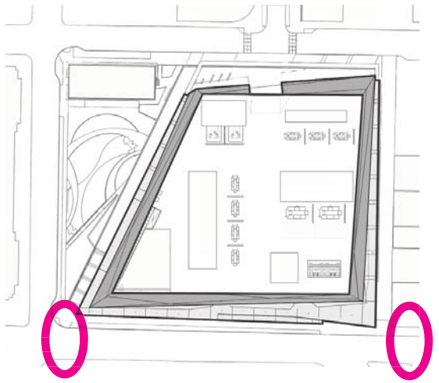


Public Benefits Overview

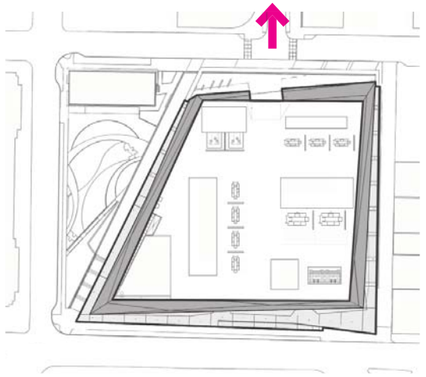
Summary Diagram



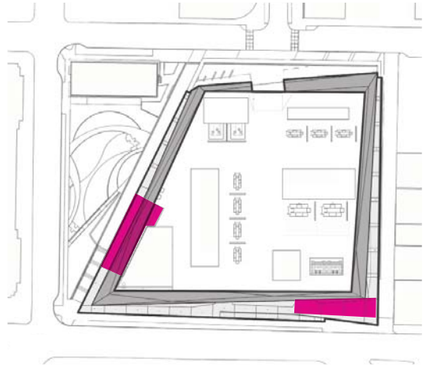
1: Denny Street Crossings



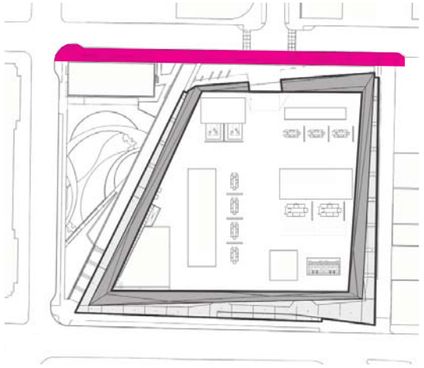
2: Pontius and Thomas Cascade Neighborhood Street Concept Betterments with SDOT



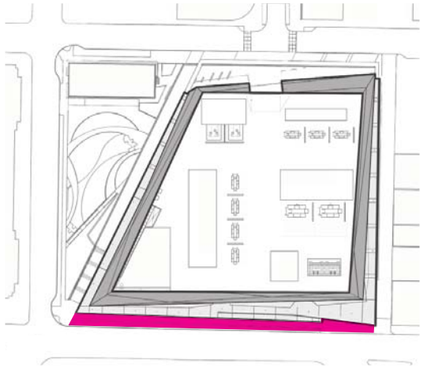
3: Shell Spaces



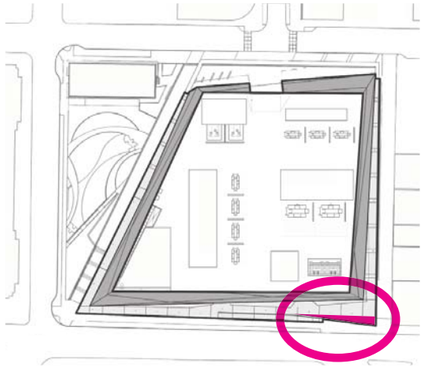
4: John Street Green Street Enhancements



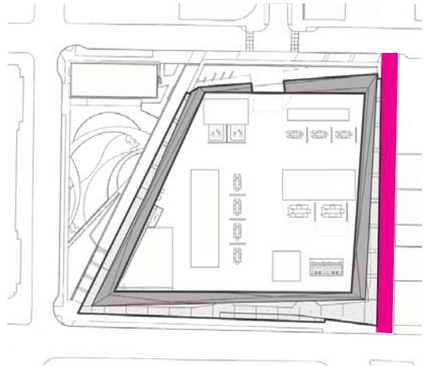
5: Implementation of intent of SDOT Denny Streetscape Plan



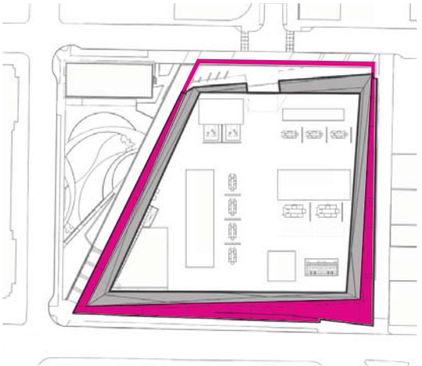
6: Bus Shelter / Transit Hub



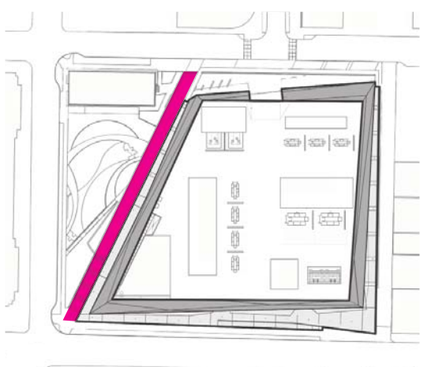
7: Alley Improvements



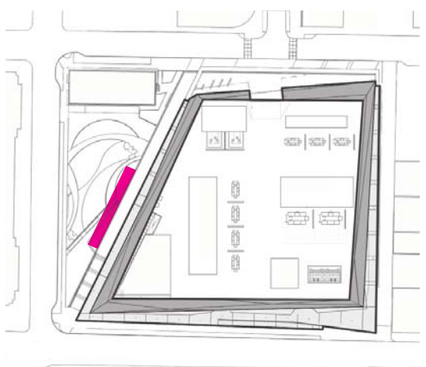
8: "Elevated Interpretive Walkway"



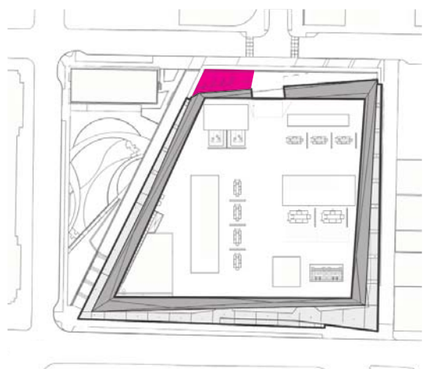
9: "Pedestrian Thru-Block Connector"



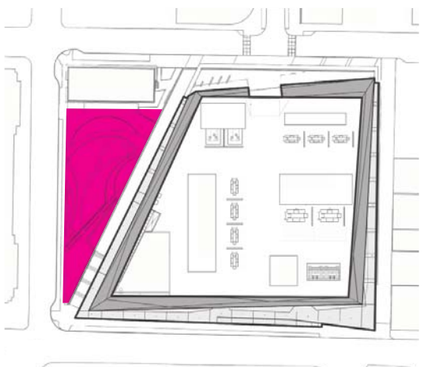
10: Event Zone



11: John Street Pocket Park

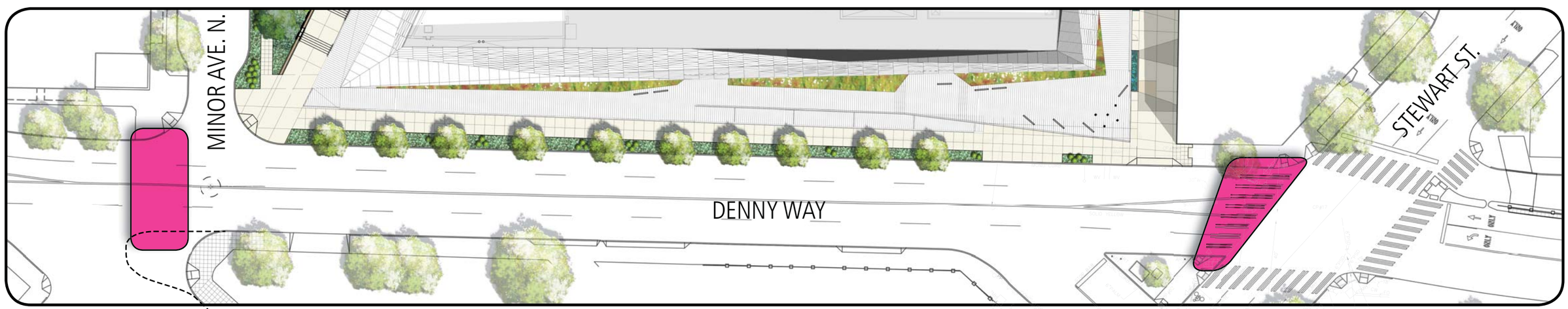


12: Open Space on Minor



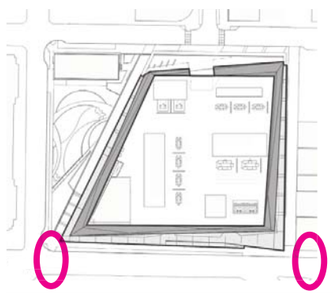
1: Denny Street Crossings

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



Denny & Minor Pedestrian Signal

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.

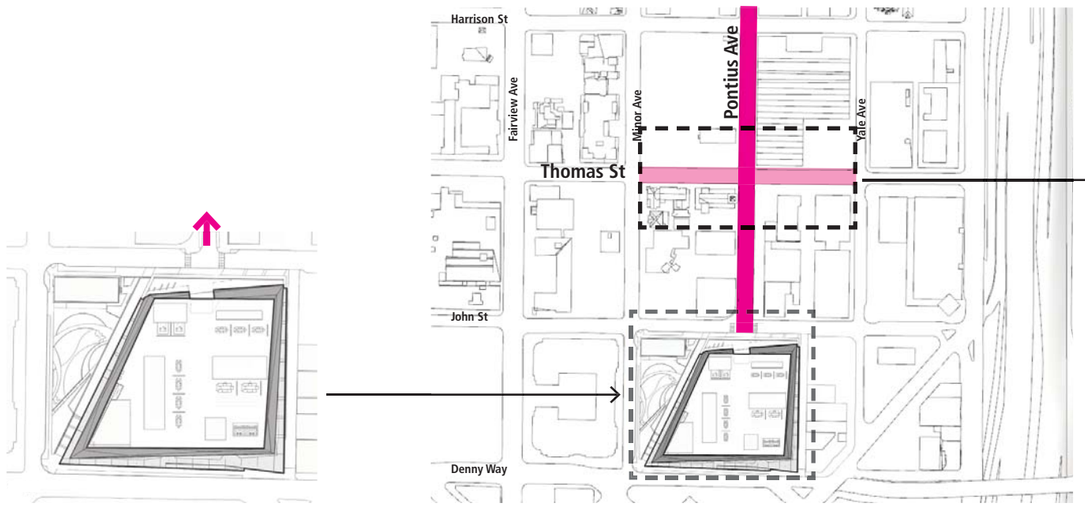
2: Pontius and Thomas Cascade Neighborhood Street Concept Betterments with SDOT

- 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.

Focus Area Concept - Cascade Park Edge

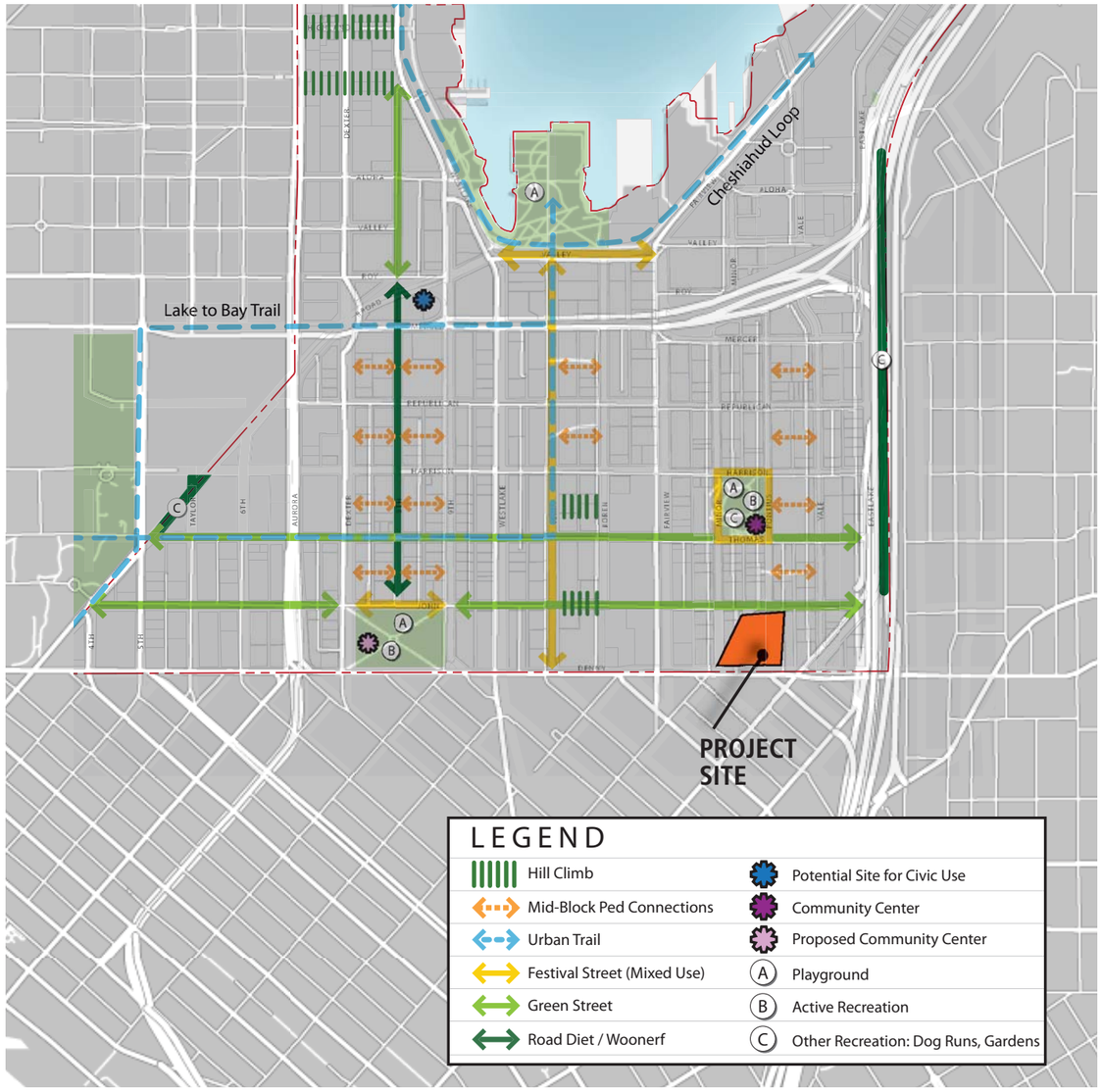
"The concept explores improvements that complement existing neighborhood character and Cascade Park. The concept suggests conversion of Thomas St. between Minor Ave. and Pontius Ave. to a Festival Street during event times. Removable bollards and wide enhanced crosswalks at both Minor Ave. and Pontius Ave. could function as gateways to the festival street area. The presence of the Park/P-Patch, existing mature maple trees, and the attractive facade of the Lutheran Church make this an ideal location for a festival street conversion. Streetscape improvements on other blocks of Thomas St. would include additions of curb bulbs at both intersections and alley entrances where feasible, as well as modest 2' widening of the sidewalk zone."

Thomas Street with festival setup



Pontius and Thomas Betterments with SDOT per Cascade Neighborhood Street Concept Plan

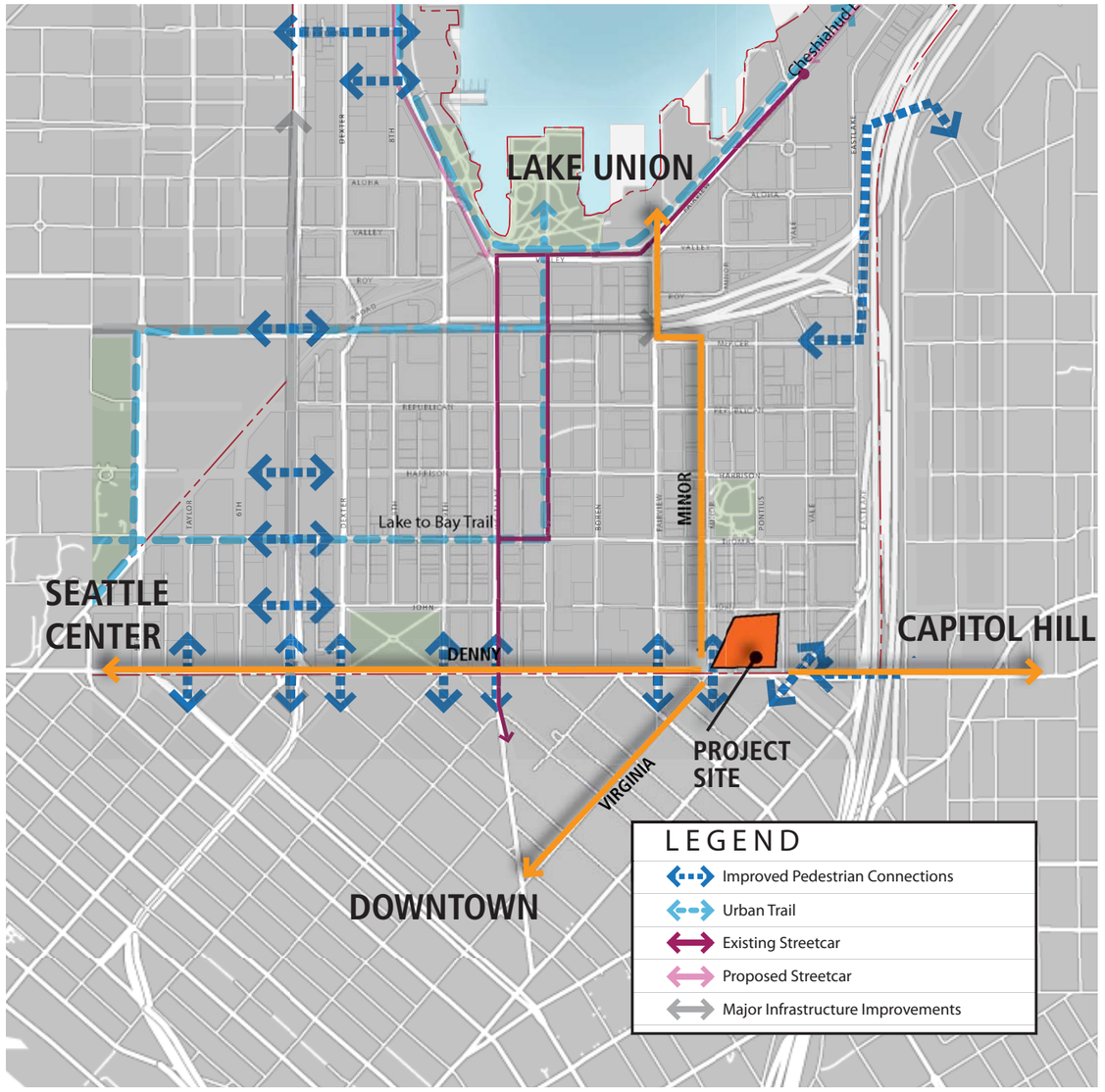
Streetscape enhancements follow the intent for the public space network and neighborhood connections described in the South Lake Union Urban Design Framework.



Public Space Network

SOUTH LAKE UNION URBAN DESIGN FRAMEWORK

Seattle Department of Planning and Development, 12/31/2010



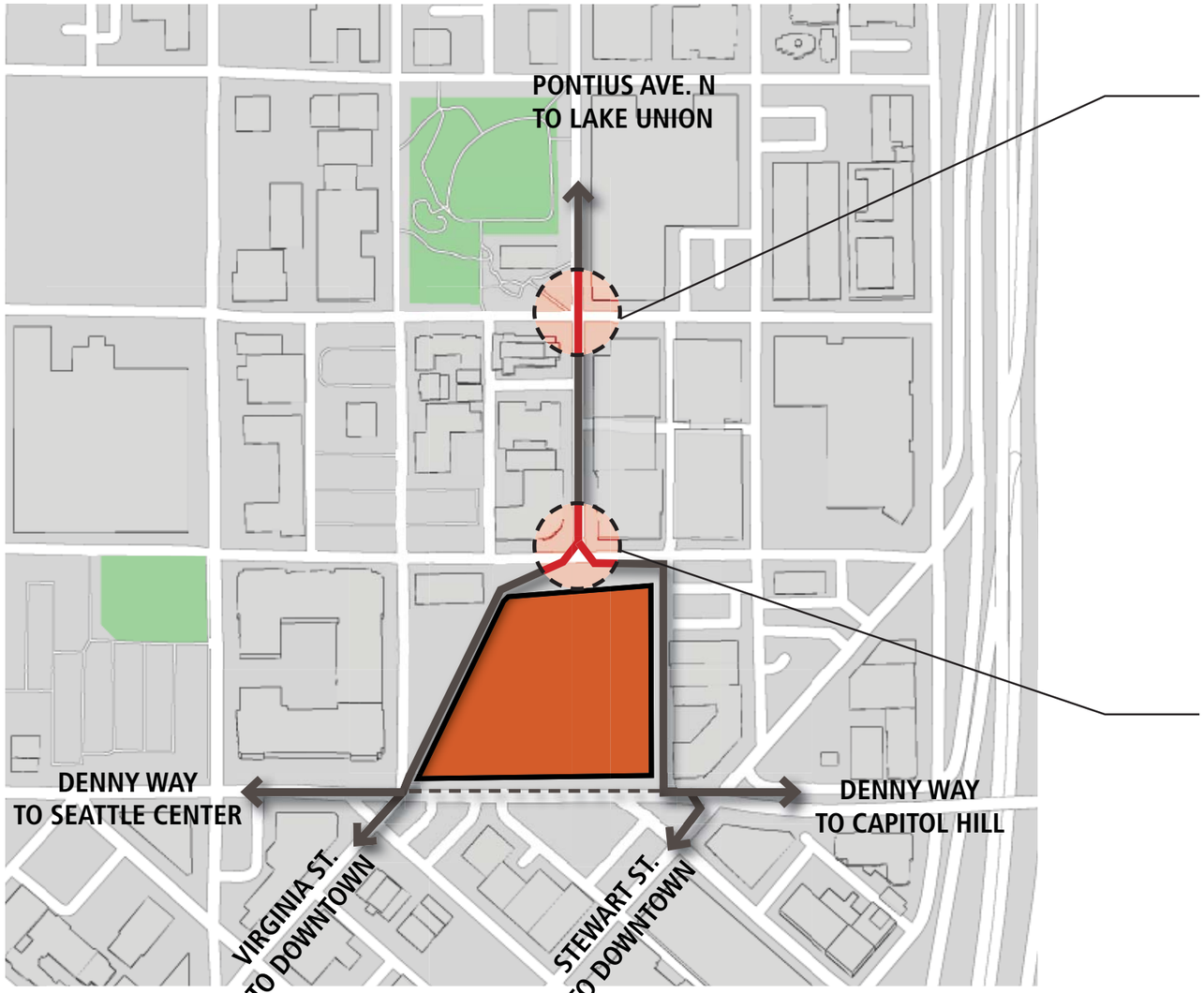
Neighborhood Connections

SOUTH LAKE UNION URBAN DESIGN FRAMEWORK

Seattle Department of Planning and Development, 12/31/2010

Pontius Ave. Improvements

The Pontius Avenue Street Improvements represent collaboration with SDOT and DPD to improve the look and feel of Pontius Avenue, particularly along the Cascade park frontage. SCL is funding these improvements. Elements include curb bulbs, planter strips, and additional pedestrian lighting added to existing overhead power system.



Pontius Street (looking south toward Pontius/Thomas intersection)

John Street (looking east toward Pontius/John intersection)

Thomas St. Improvements

The Thomas Green Street Improvements represent partnership between SCL and SDOT to ensure good urban design outcomes during the construction of SCL's distribution network. SDOT is funding these improvements. Elements include curb bulbs, planter strips and trees on the south side of Thomas, a Rain Garden strip on the north side of Thomas, possible treated pavement crossings, and stand-alone pedestrian lighting.

Thomas Street (looking west)

Thomas Street with Festival Setup (looking west)

3: Shell Spaces

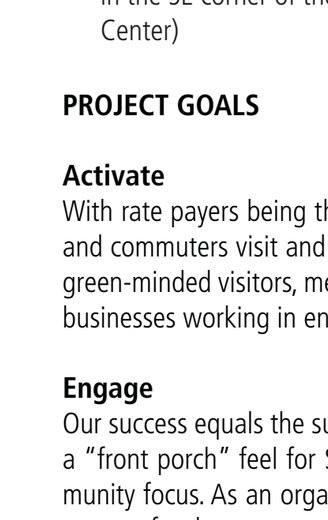
- SW SHELL SPACE: Storefront space located adjacent to the Pedestrian Thru-Block Connector and the Minor Street open space park (potential programming: community meeting space)
- SE SHELL SPACE: Storefront space located at the intersection of Denny Way and the Alley in the SE corner of the site (potential programming: Seattle City Light Learning/Resource Center)

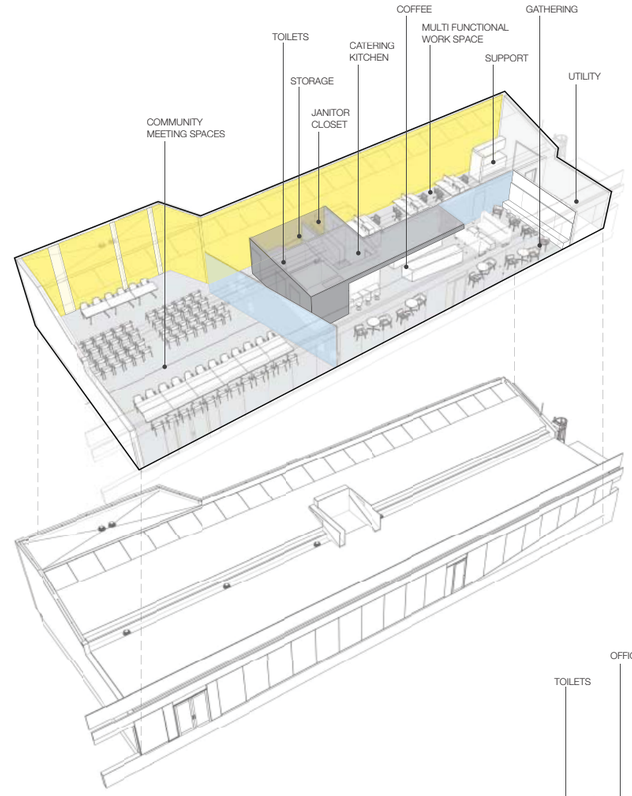
PROJECT GOALS

Activate
With rate payers being the primary focus, we want the spaces to be a place where residents and commuters visit and return on a regular basis. The space could also be a desitination for green-minded visitors, members of the utility industry, schools and educational programs, and businesses working in energy and sustainability.

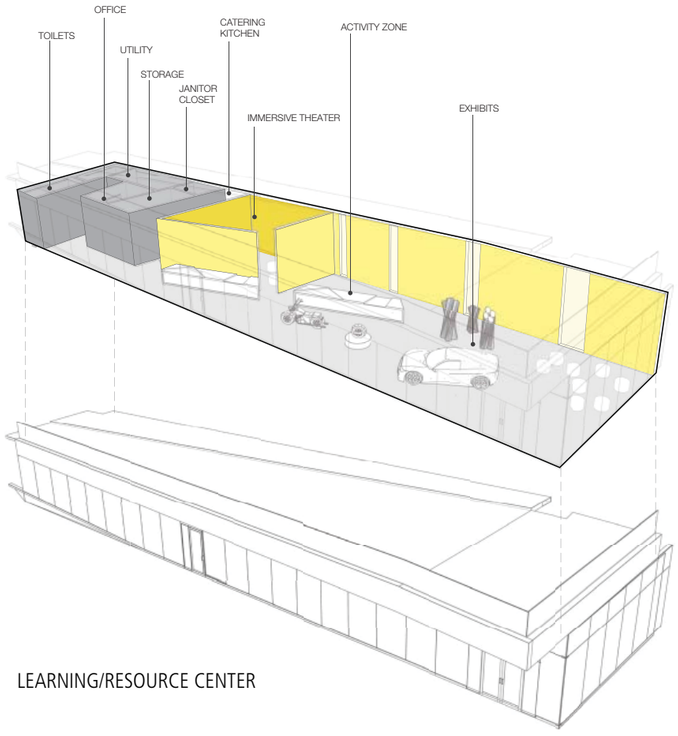
Engage
Our success equals the success of the neighborhood. One or both of the spaces should create a "front porch" feel for Seattle City Light. The SCL brand should be embedded with a community focus. As an organization accountable to rate payers, it is our responsibility to create a space for them.

Inspire & Educate
We will build a sense of pride and excitement about Seattle City Light by connecting visitors to the people, places, and programs that enable SCL to "keep the lights on." Content concepts like the "Story of We" and "Bringing Skagit and Cedar Falls to Cascade" can provide a framework for inspiration and education.



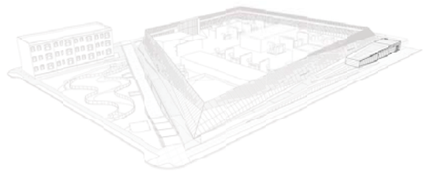


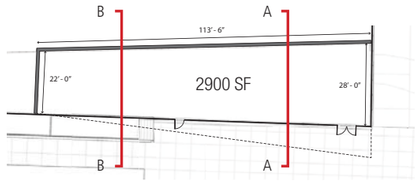
COMMUNITY MEETING SPACE

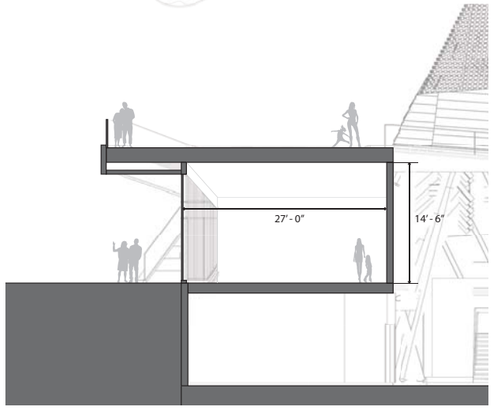


LEARNING/RESOURCE CENTER

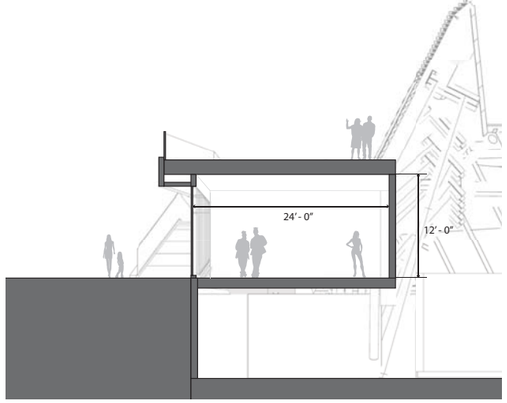
LEARNING/RESOURCE CENTER
SE SHELL SPACE





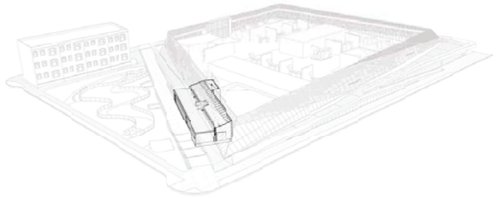


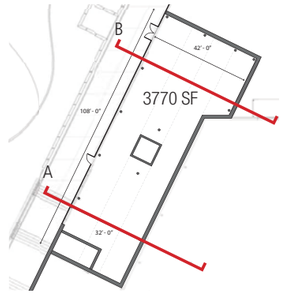
SECTION A

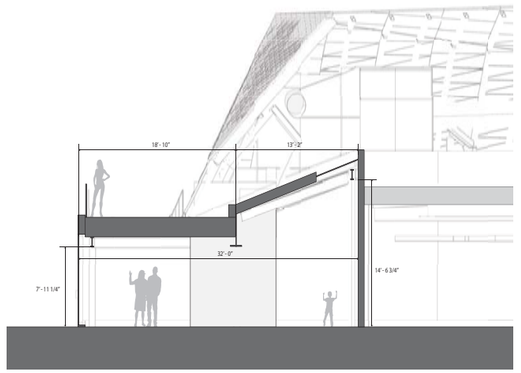


SECTION B

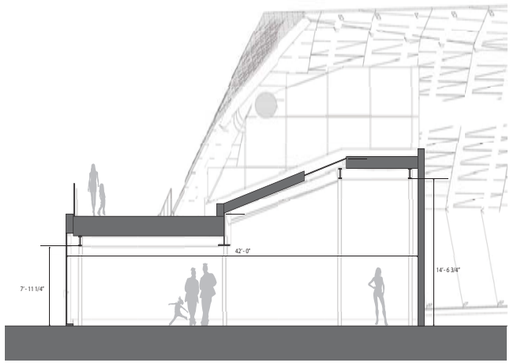
COMMUNITY MEETING SPACE
SW SHELL SPACE







SECTION A



SECTION B

DESIGN PRINCIPLES

ACTIVATE

DESIGN PRINCIPLE 1: ACTIVATE
key characteristics: striking, bright, accessible, simple, fresh, healthy, comfortable, bold use of color or material

Incorporate art, light, and energy

Ensure street presence

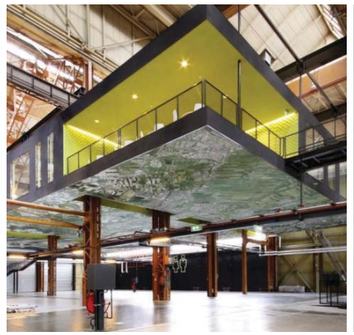
Interaction

Bold use of color without dating the space

ENGAGE

DESIGN PRINCIPLE 2: ENGAGE
key characteristics: fascinating, immersive, contemporary, rooted in community and place, historically and culturally relevant

Represent historical and cultural significance



Use elements that are unexpected and reveal significance through scale and engagement

Include an experience that is totally immersive

Inform texture and color with source imagery from surrounding area.

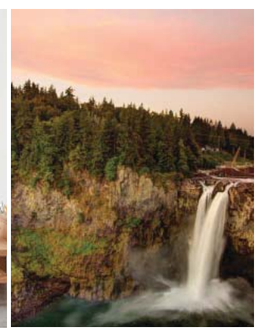
INSPIRE and EDUCATE

DESIGN PRINCIPLE 3: INSPIRE & EDUCATE
key characteristics: simple, clean, positive, natural light, connect to nature, smart, clever

Balance bold and quiet colors and textures

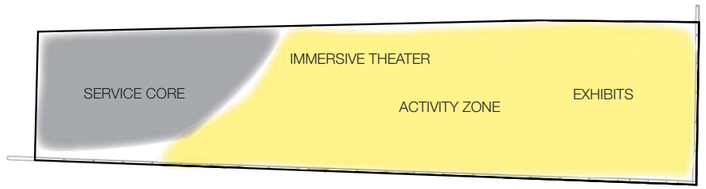
Use color and material to define function

Be clever with solutions that exemplify engagement

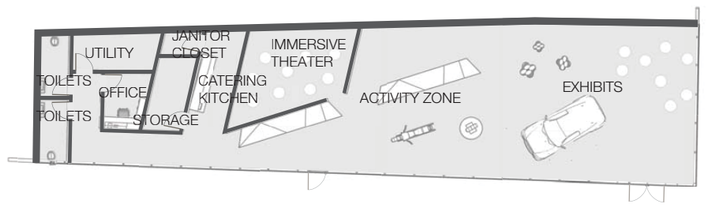


It is important to incorporate a sense of nature

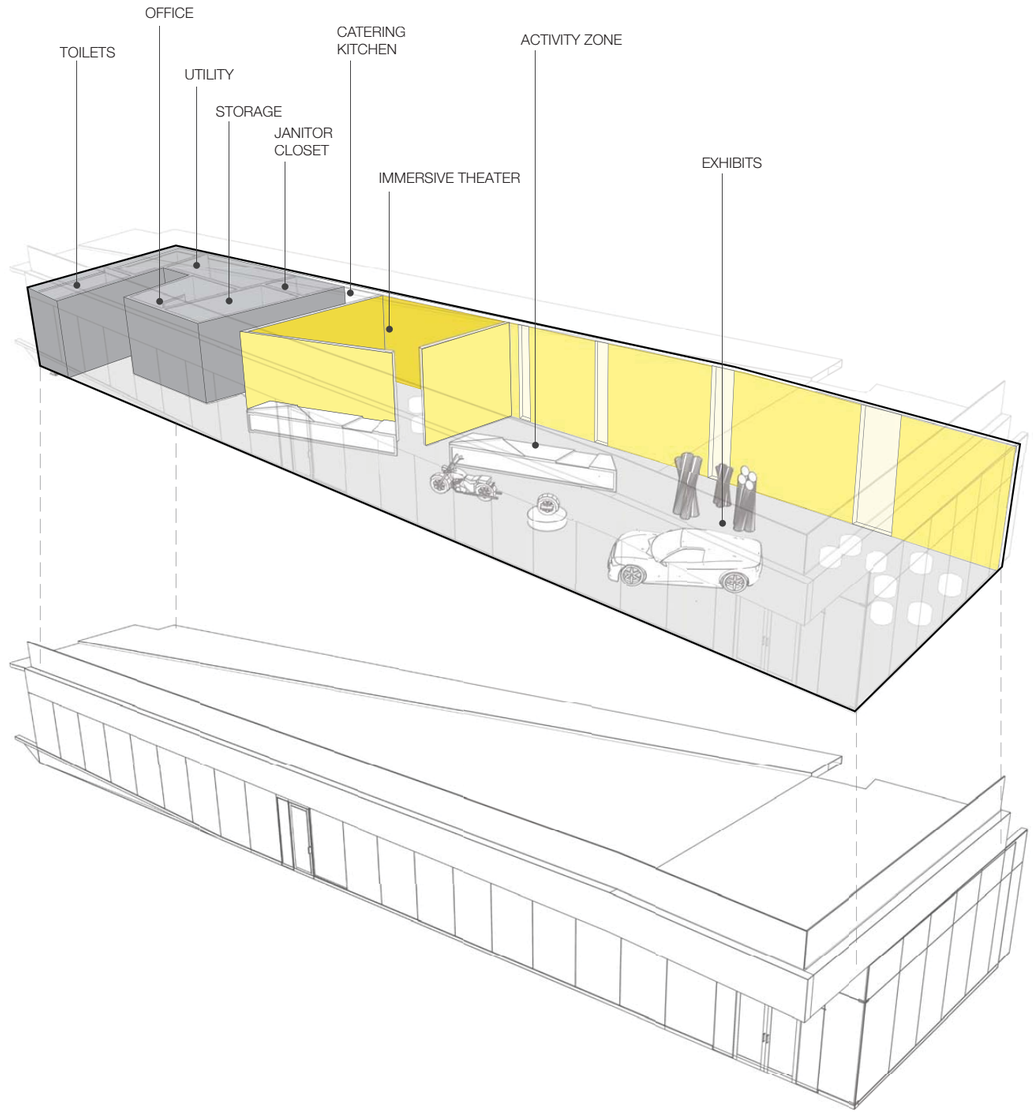
LEARNING/RESOURCE CENTER
SE SHELL SPACE



ORGANIZING DIAGRAM

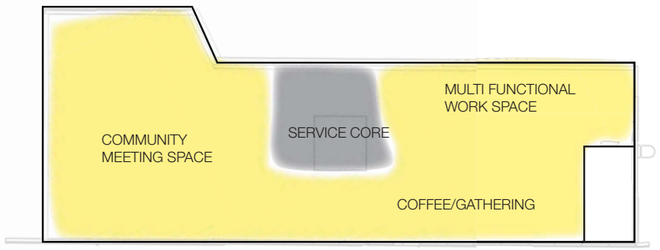


FLOOR PLAN

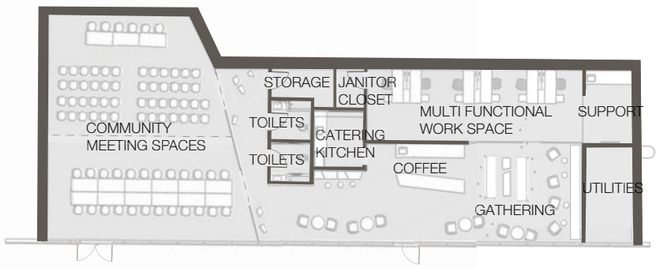


LEARNING CENTER EXHIBIT HALL

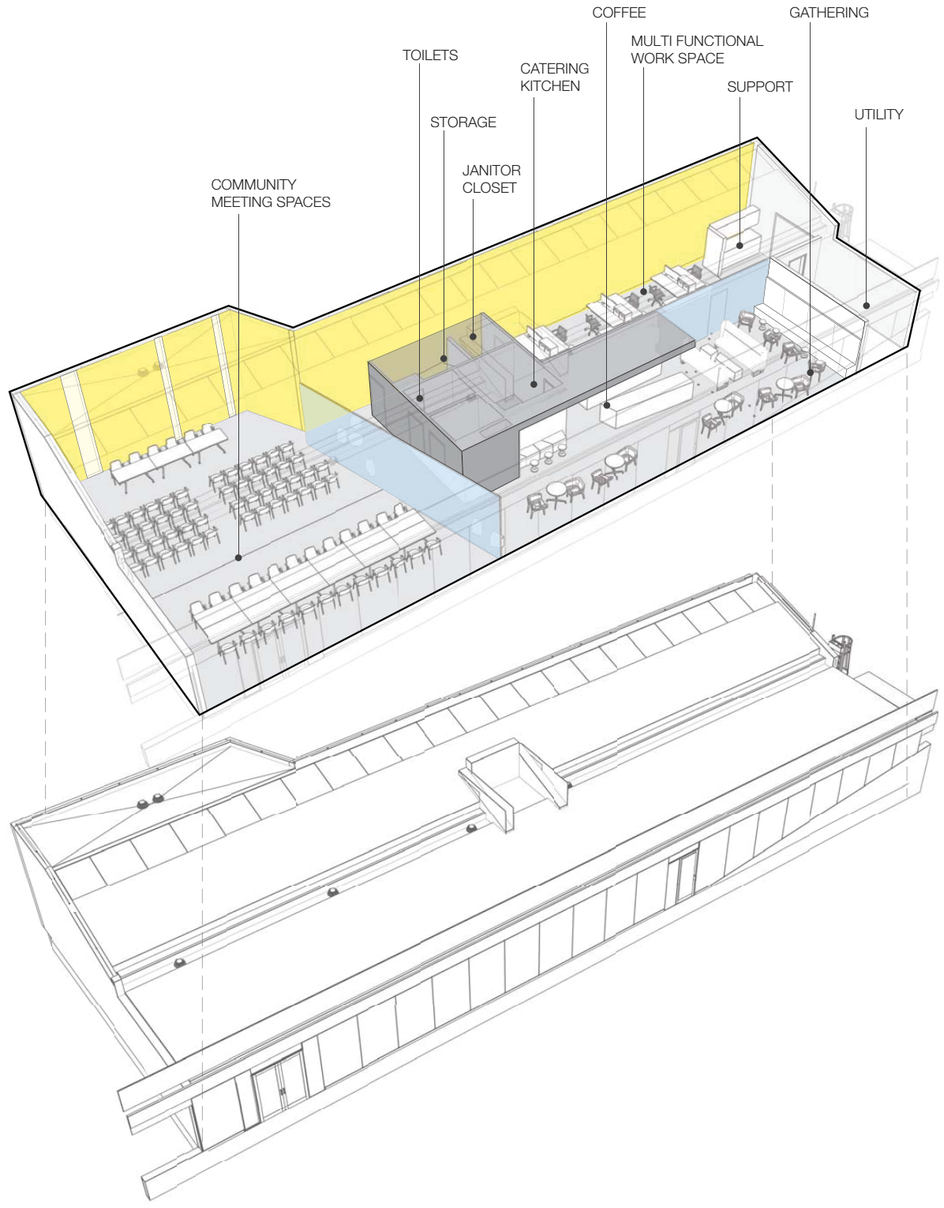
COMMUNITY MEETING SPACE
SW SHELL SPACE



ORGANIZING DIAGRAM



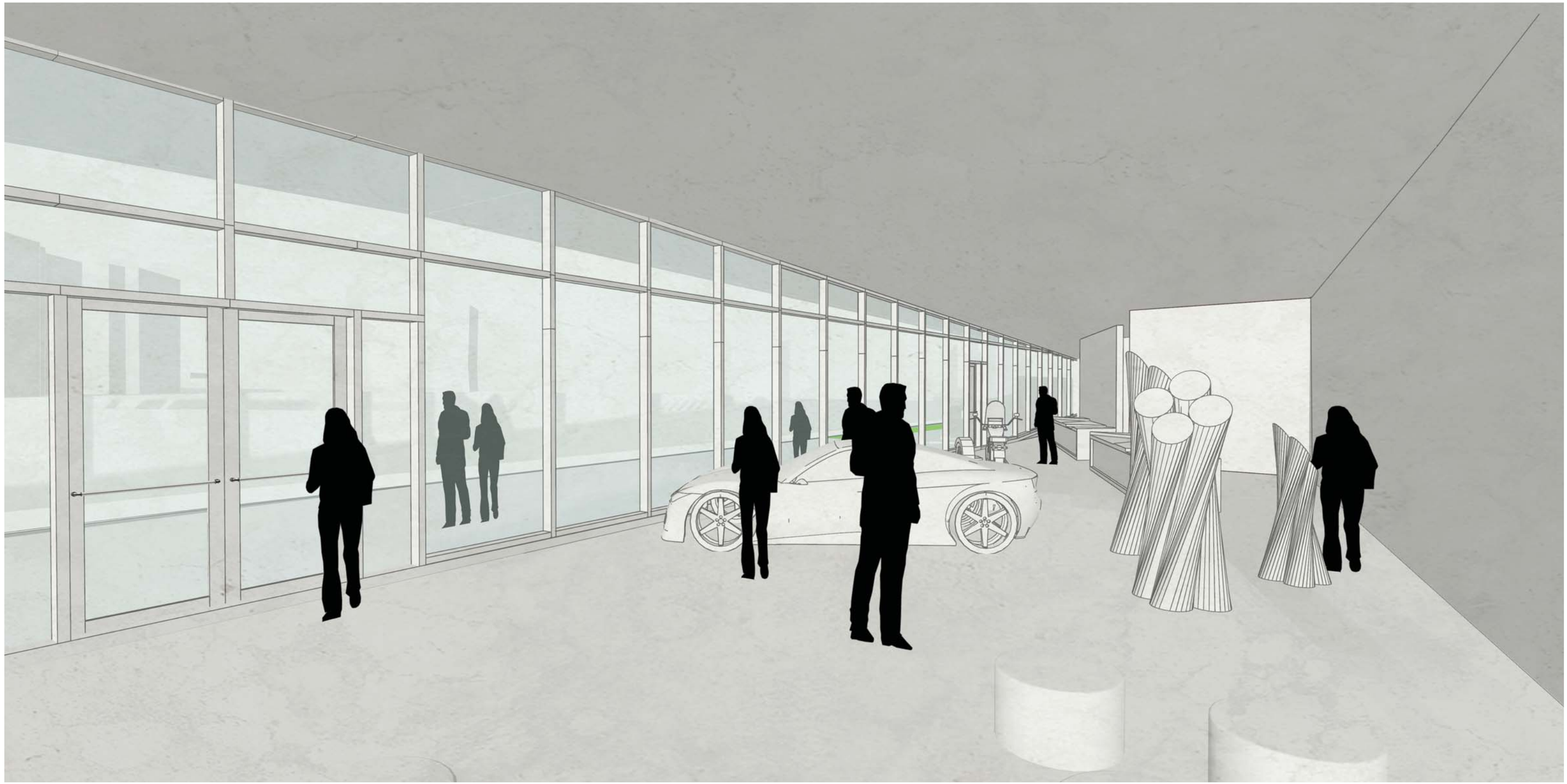
FLOOR PLAN



COMMUNITY MEETING SPACE

LEARNING/RESOURCE CENTER

SE SHELL SPACE

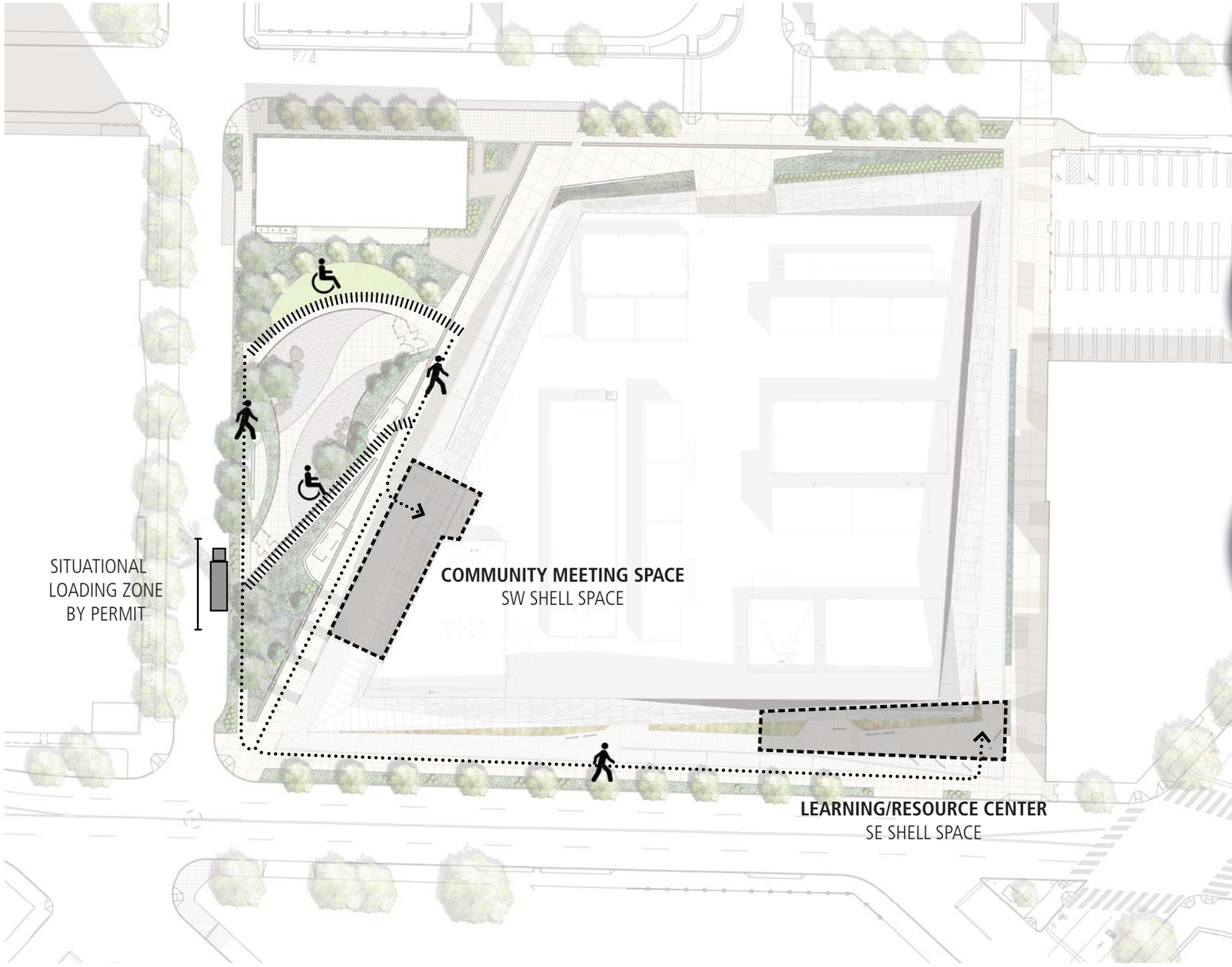


COMMUNITY MEETING SPACE

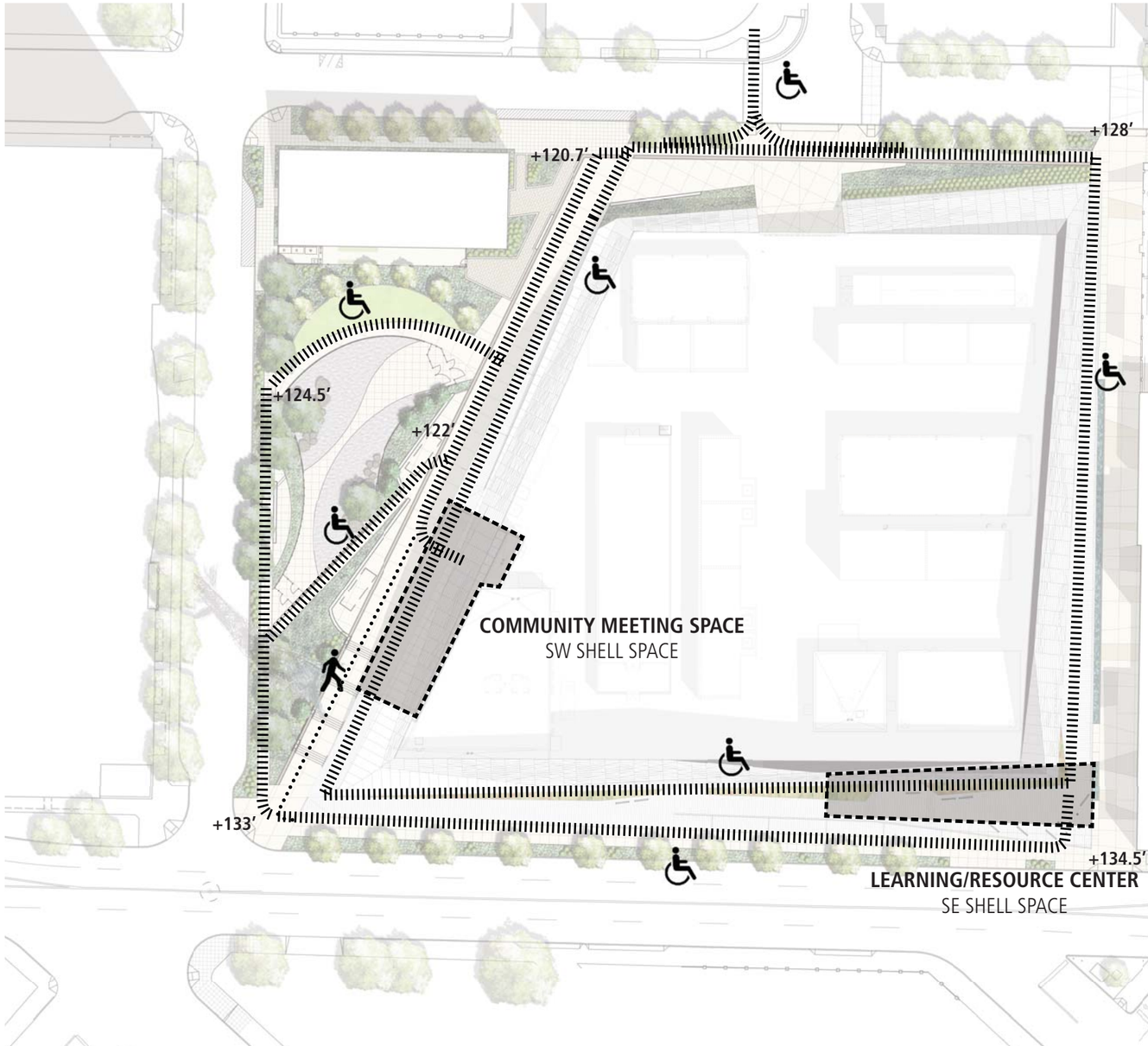
SW SHELL SPACE

LOADING ZONE

SITUATIONAL LOADING ZONE BY PERMIT



PEDESTRIAN ACCESS
ACCESSIBLE ROUTES



SHELL SPACES DEVELOPMENT - DROPOFF / ACCESS

4: John Street Green Street Enhancements

- Increased pedestrian and planting zones north of the Brewster apartments and across the length of the project site

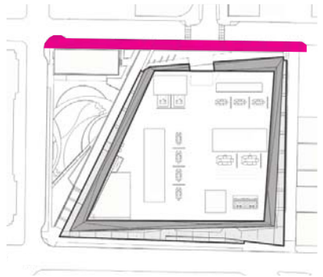
Brewster Court
Improvements adjacent to the Brewster Apartments will consist of new planting areas, a plaza, and improved building entrances with specialty pavers and seating. The plaza space to the southeast of the building, which connects to The Brewster's accessible entrance, will provide an opportunity for residents to have outdoor seating or gathering space. 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

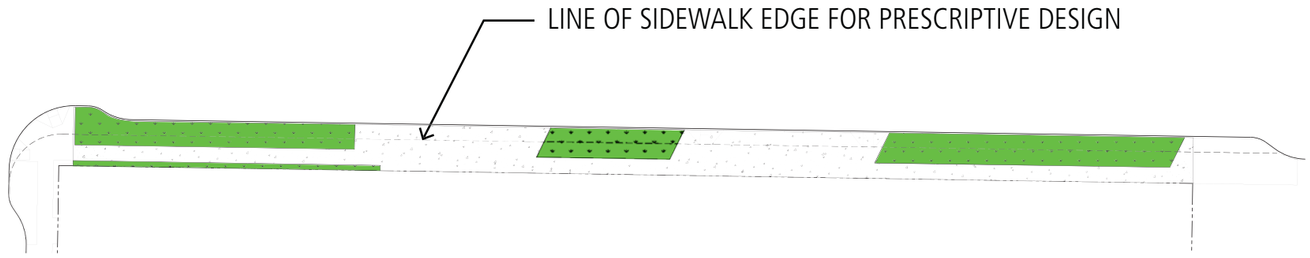
2,635 sf Total Additional Area

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

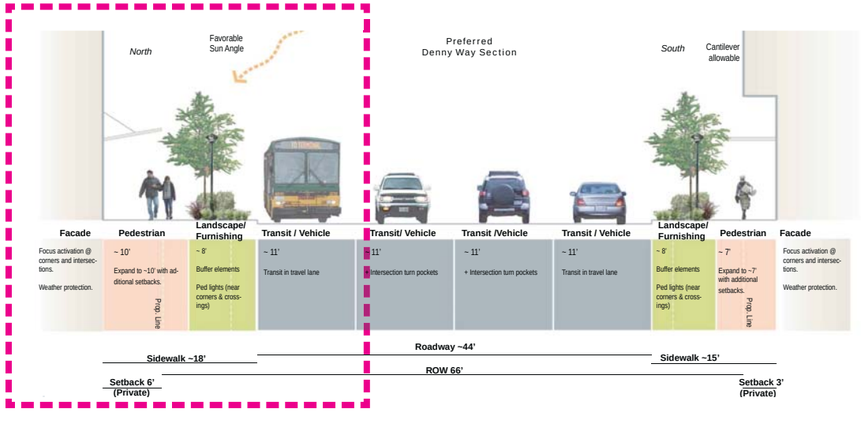


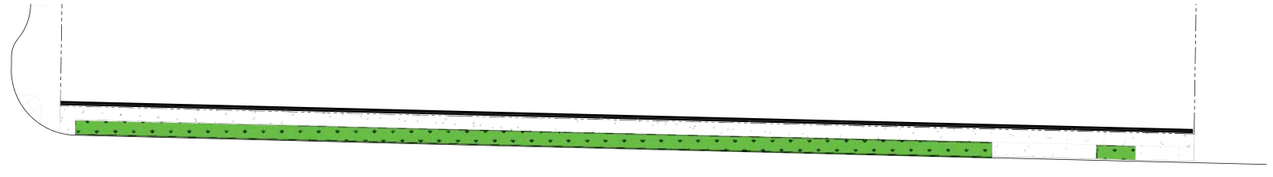
JOHN STREET SIDEWALK : PROPOSED SIDEWALK DESIGN

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

5: Implementation of Intent of Denny Streetscape Plan (SDOT Setback Requests)

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





DENNY WAY SIDEWALK : ORIGINAL SIDEWALK DESIGN

Denny Way standard sidewalks configuration provides the following:

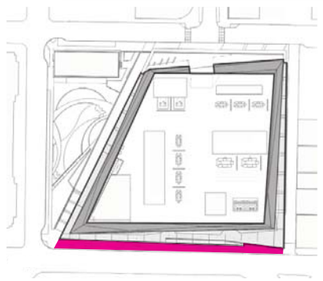
- ±3,000-sf Concrete sidewalk
- ±2,015-sf Planter
- ±5,015-sf Total

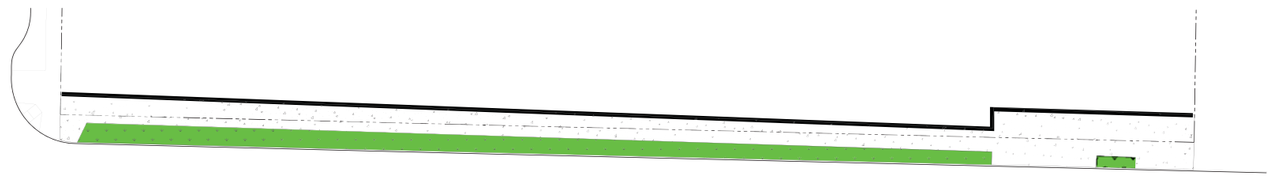
2,130 sf More Concrete sidewalk area

250 sf More Planter area

2,380 sf Total Additional Area

47.5% INCREASED RIGHT OF WAY ZONE





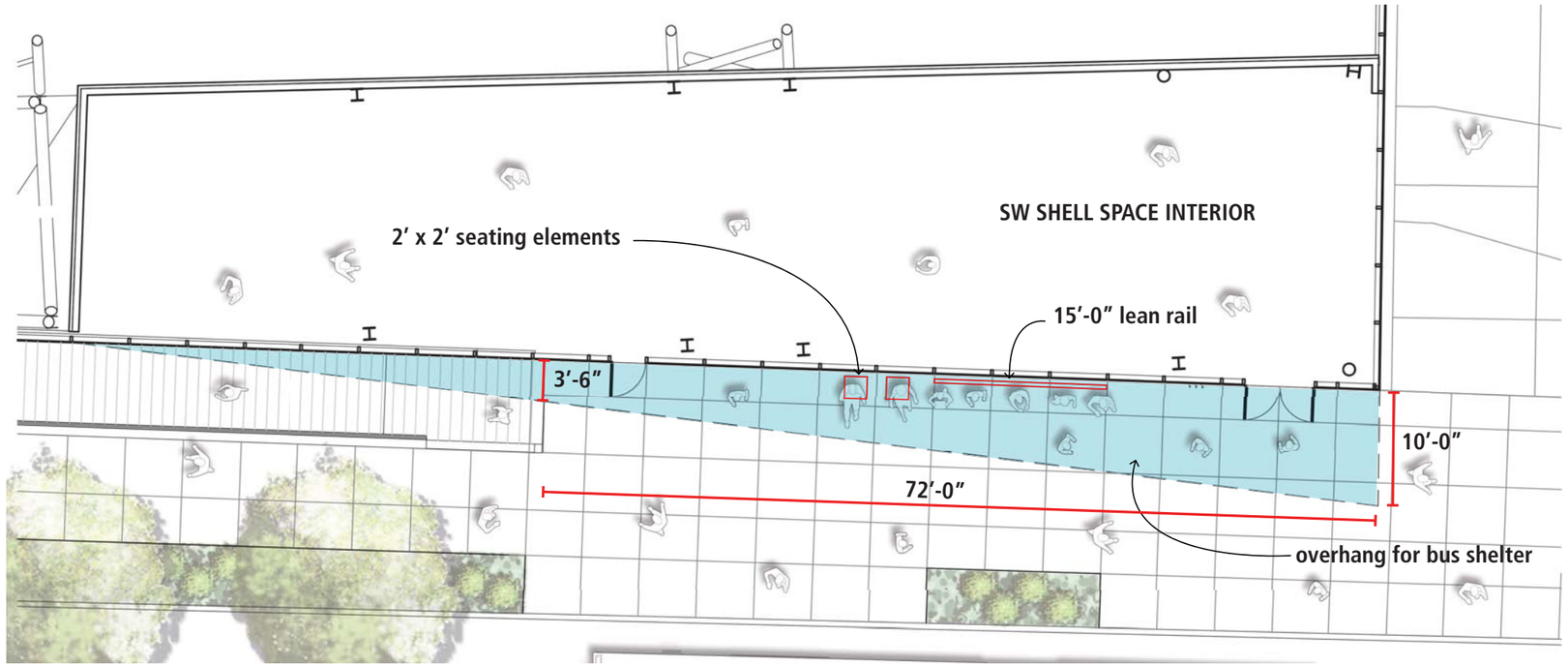
DENNY WAY SIDEWALK: SIDEWALK WIDTH ADJUSTED TO ADDRESS SDOT STREETSCAPE CONCEPT PLAN

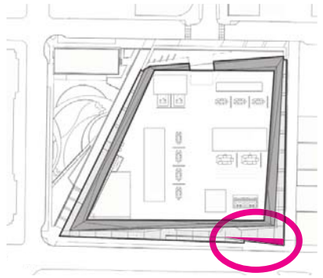
Denny Way project proposal for the sidewalks provides the following:

- ±5,130-sf Concrete sidewalk
- ±2,265-sf Planter
- ±7,395-sf Total

6: Bus Shelter / Transit Hub

- Integrated building overhang for bus shelter
- Passenger waiting "lean rail"
- Passenger seating
- Transit tracker





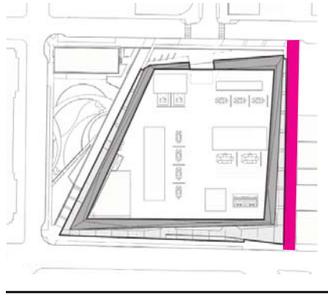
7: Alley Improvements

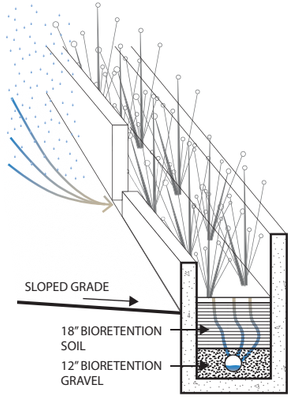
- Paving Enhancements
- Safety Lighting
- Bio-retention Planter

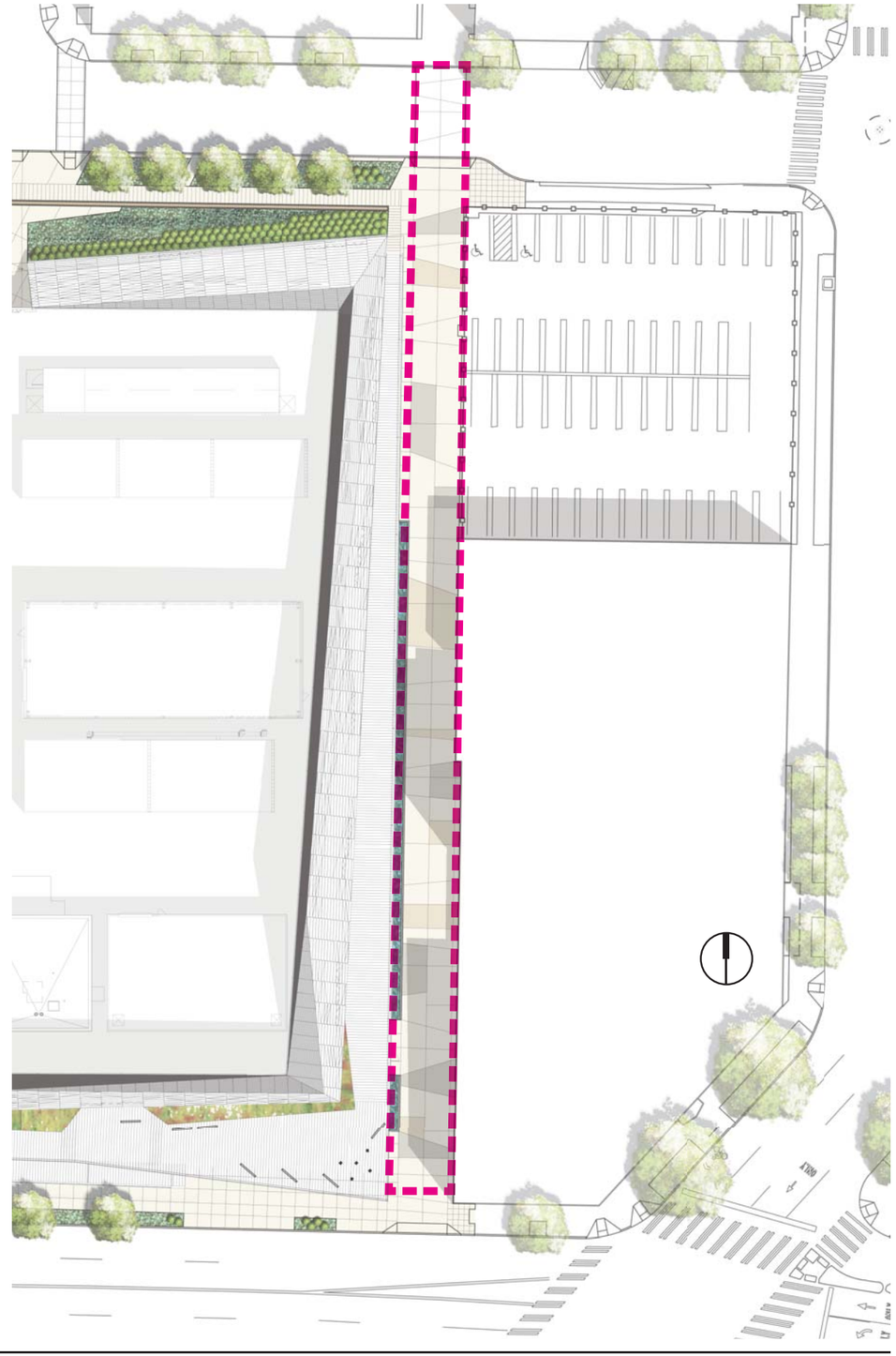
Alley Treatment
The paving treatment in the alley will match that of Alley 24 to the north and create a more pedestrian friendly environment. Concrete paving with a medium broom finish will alternate between three colors; standard grey, charcoal grey, and beige. The paving treatment will continue through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

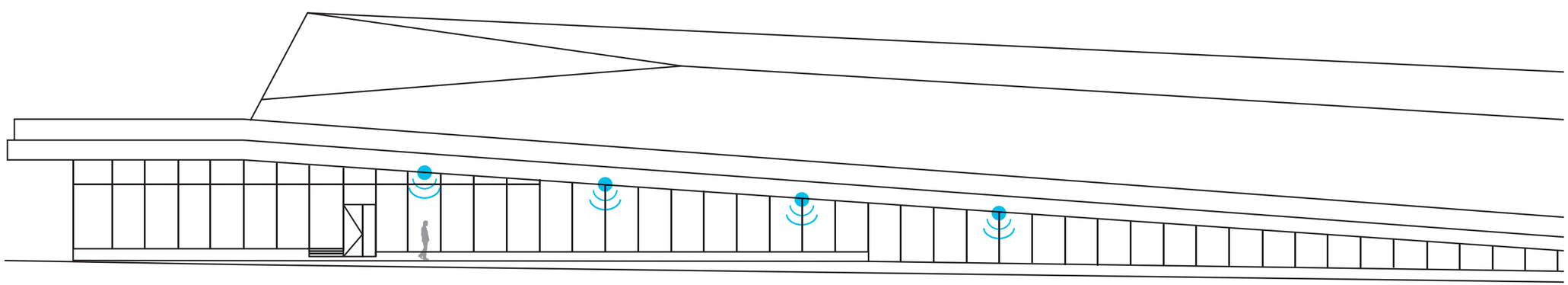




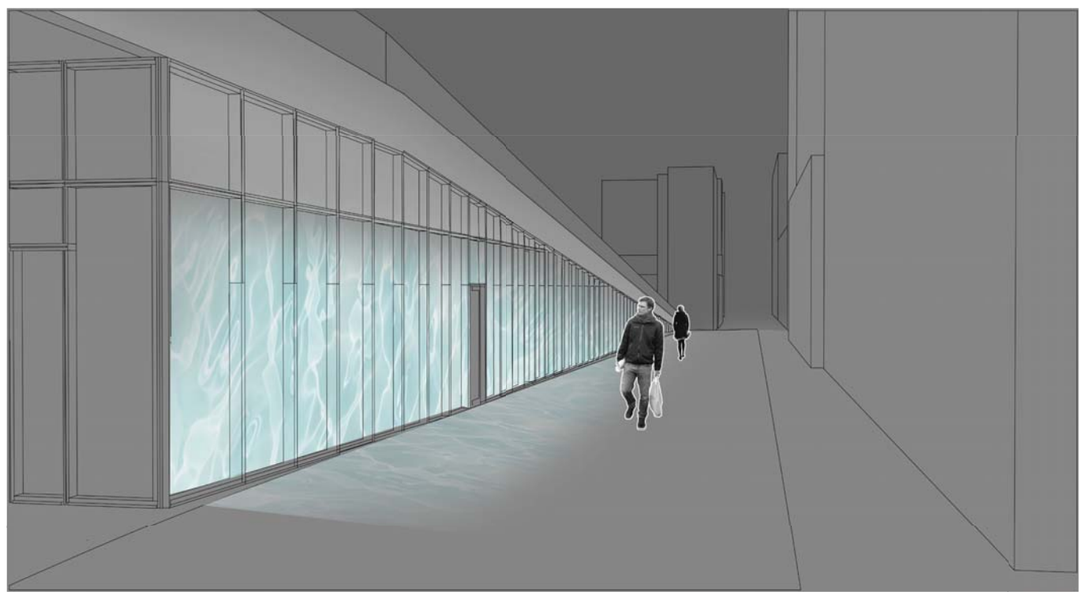


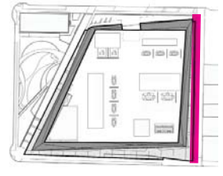
FABRICATION NOTES:

SOUND AND LIGHT INSTALLATION:
Refer to architecture and electrical drawings for speaker system, and lighting specifications for lighting system.



E13 - IMMERSIVE ALLEY
Scale: 1/16" = 1'-0"



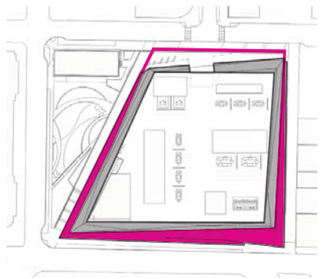


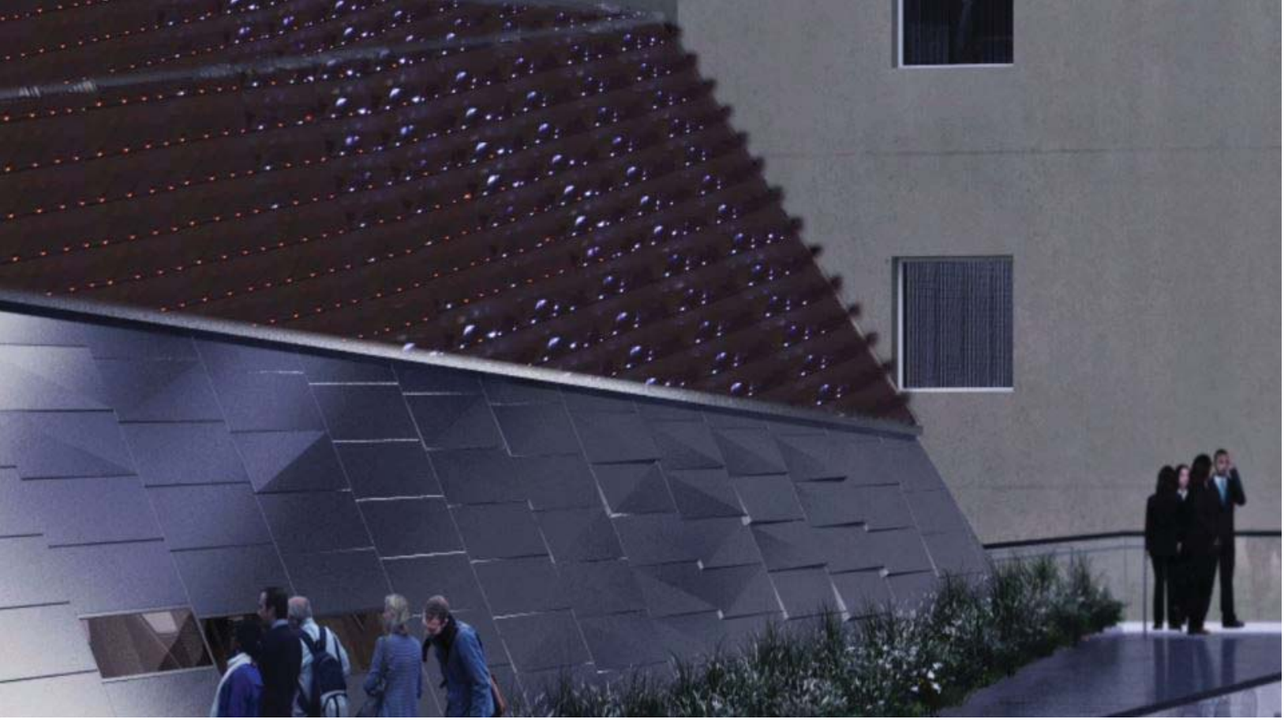
8: “Elevated Interpretive Walkway”

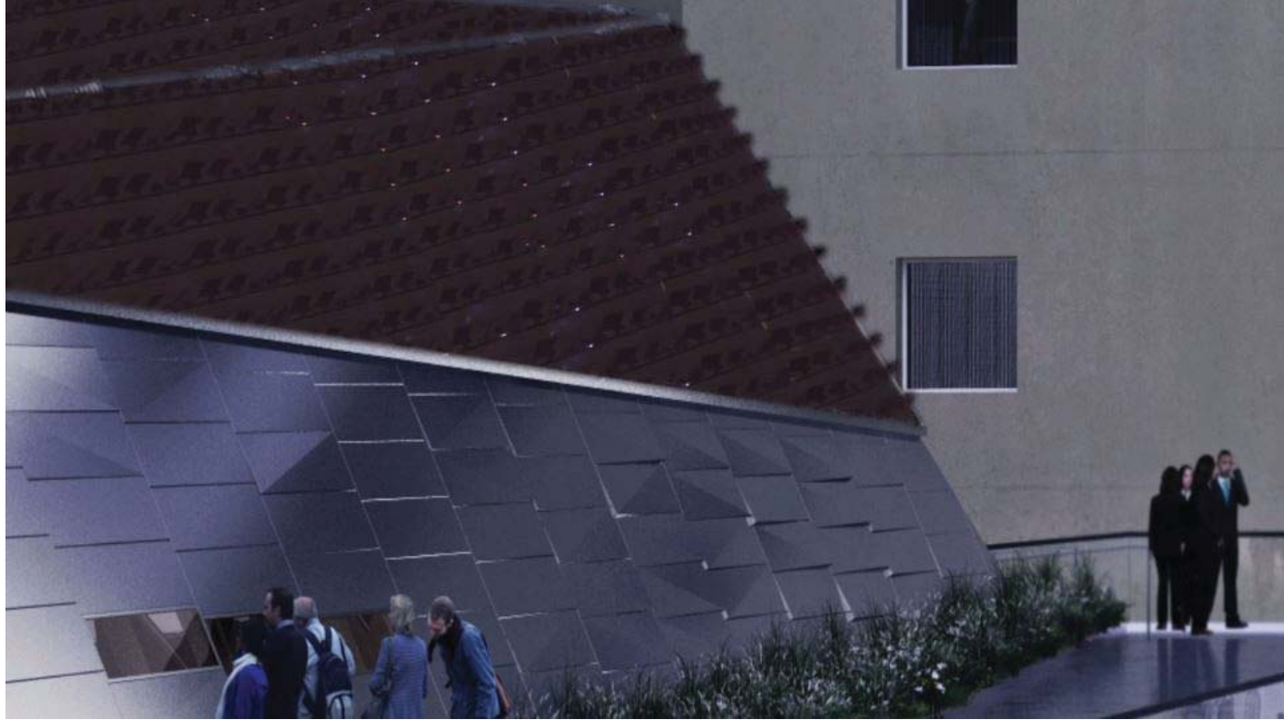
- Ambulatory Walking Loop
- Seating Elements at SE corner
- Landscaping
- Educational viewing portals and interpretive graphics
- Educational components integrated into walkway experience
- Art integration into substation enclosure structure
- 16,700 sf

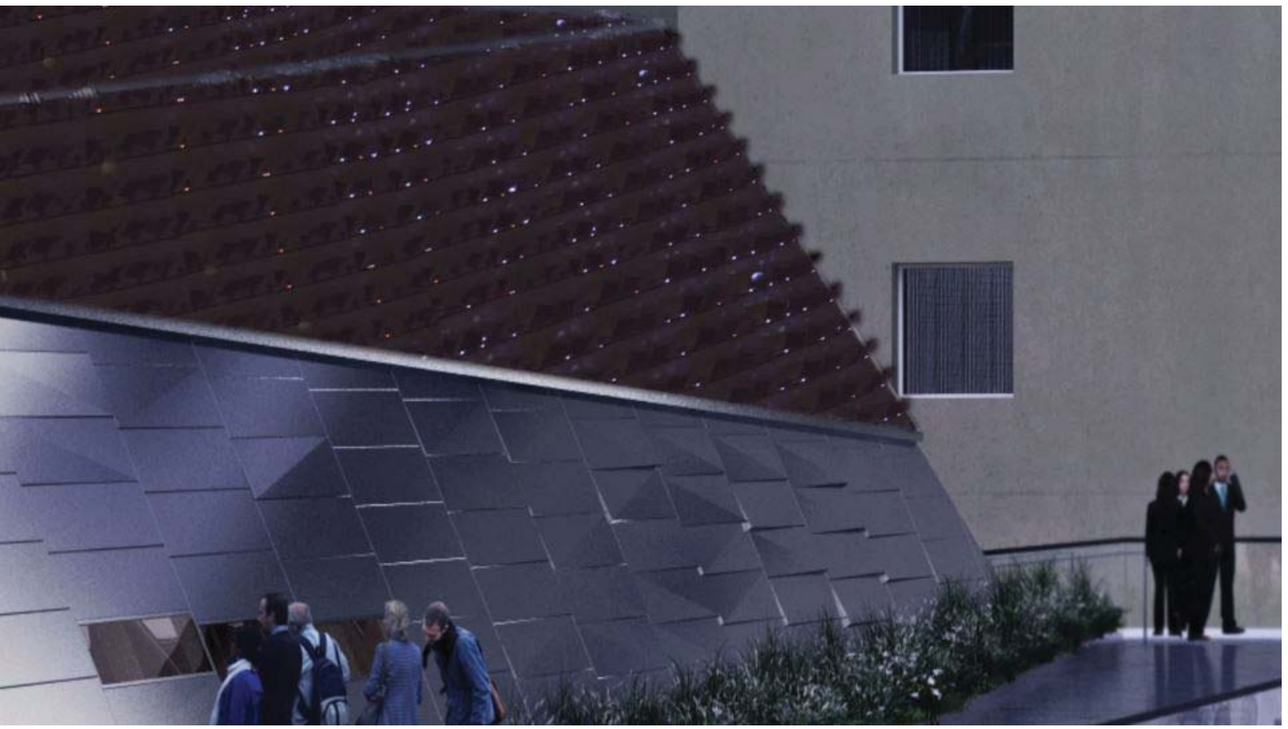
Elevated Walkway Planting

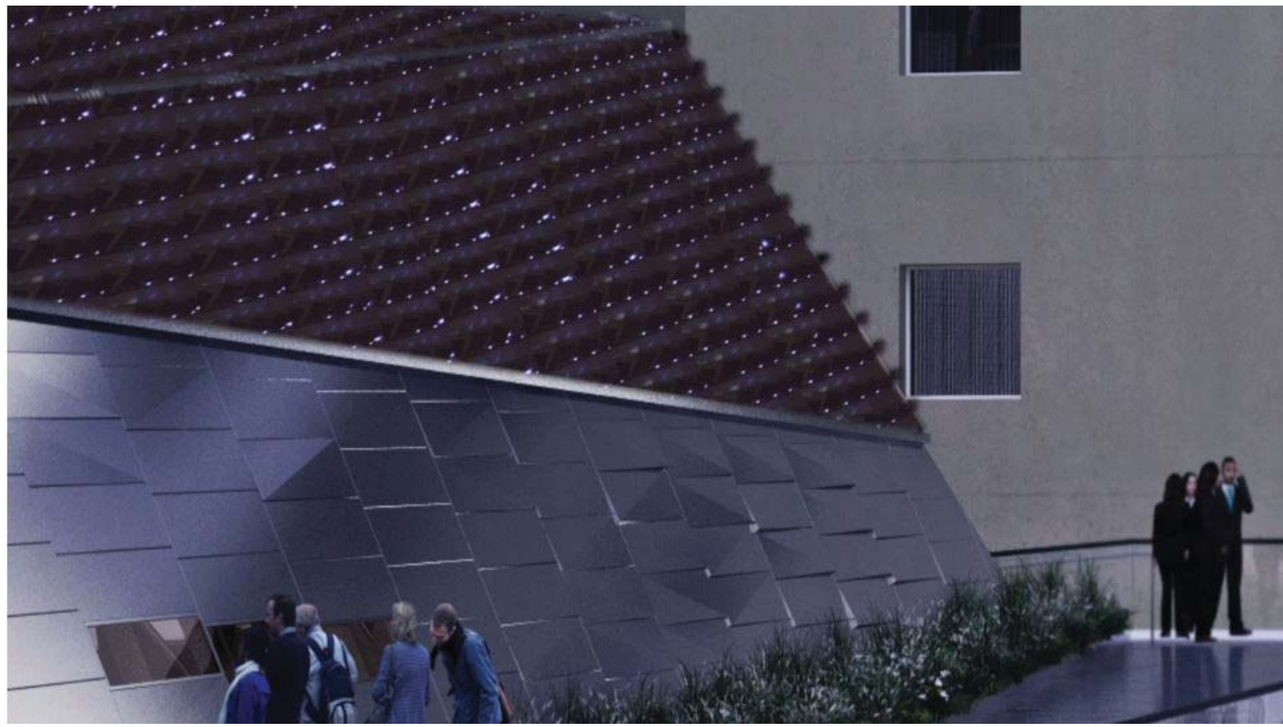
Sedum tiles and native grasses will be planted in pockets along the elevated walkway allowing users to access the viewpoints into the substation. The sedum planting will grow a few inches high and will be planted along with grasses which will help protect them from the ambient heat of the structure. The 6” of soil mix, supplied by the sedum tile manufacturer, will be perfect for growing sedums and grasses.



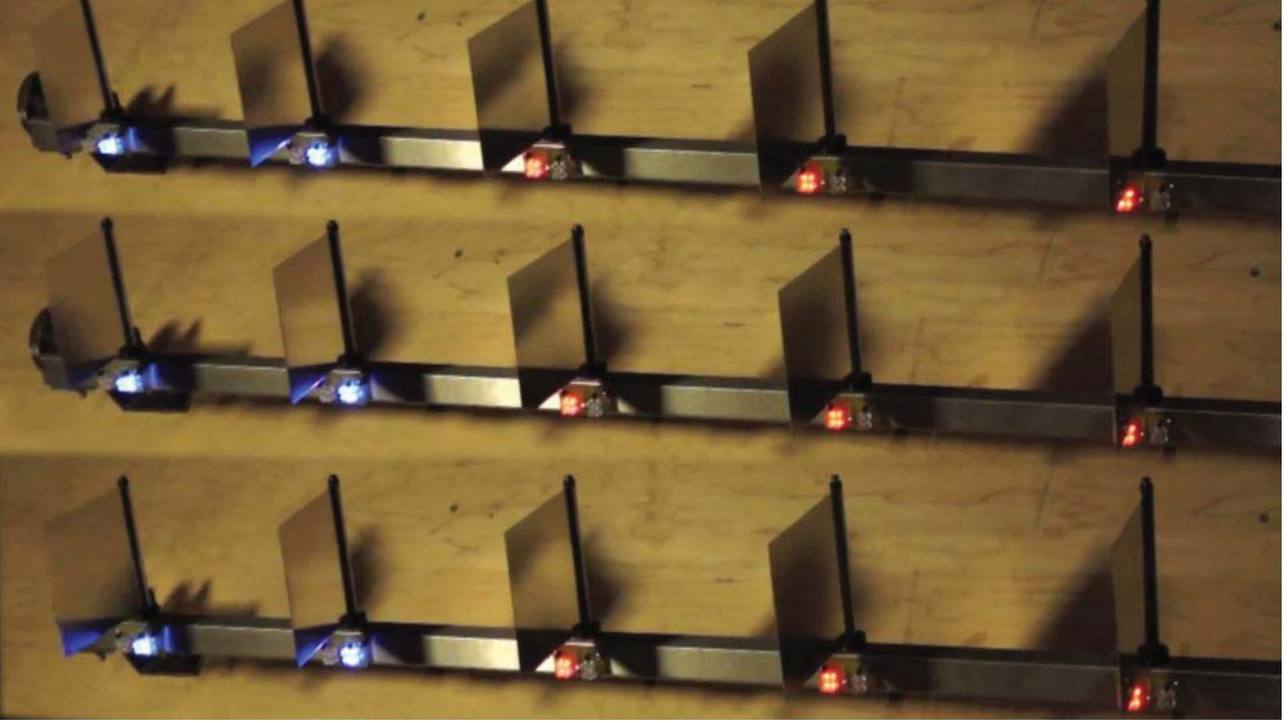


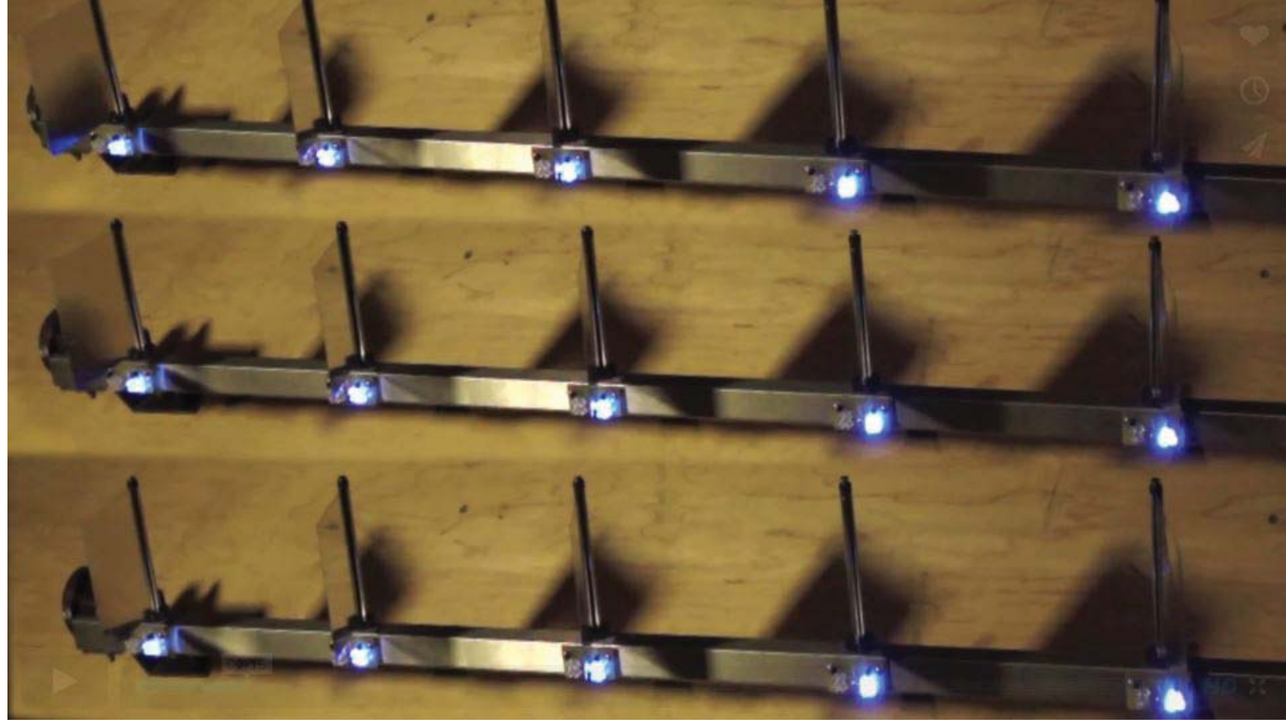


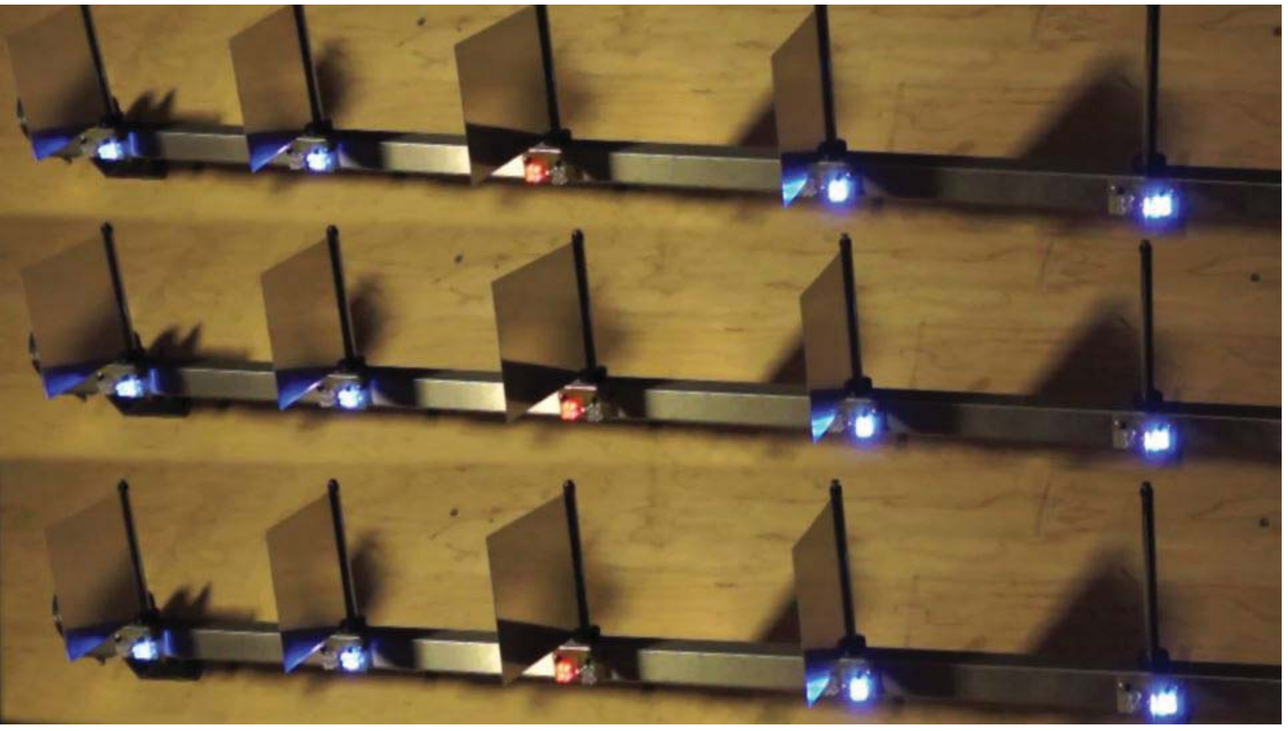




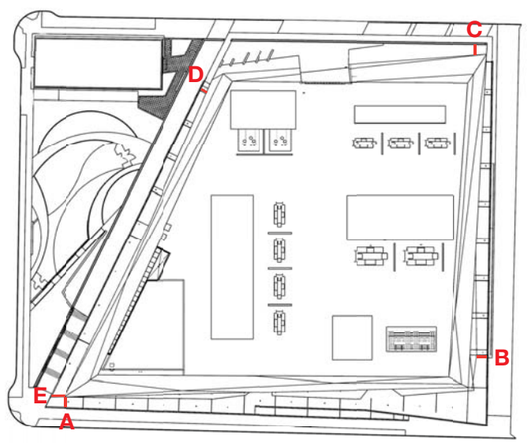
NED KAHN - SWITCHWALL UPDATES



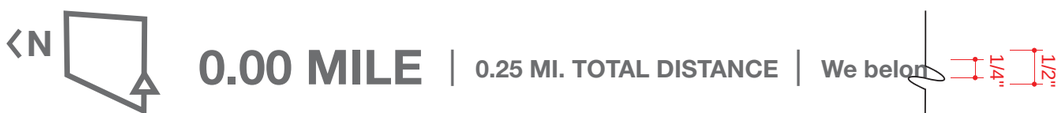




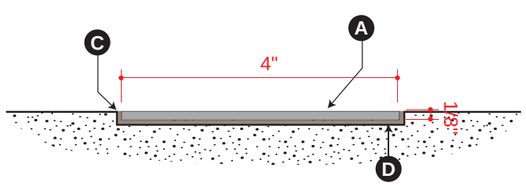
NED KAHN - SWITCHWALL UPDATES



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



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



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

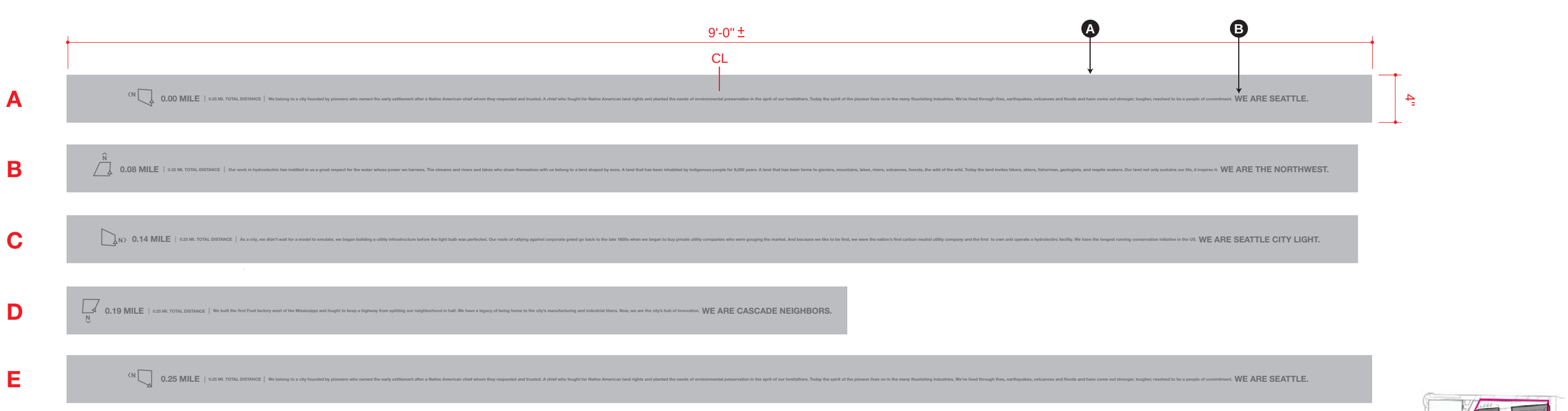
FABRICATION NOTES:

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.

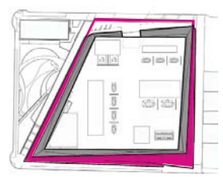
B Etched, black paint-filled graphics. Font: Helvetica Neue 75 Bold

C Cavity to be blasted into existing paving.

D Grout around plates to match surrounding paving color.

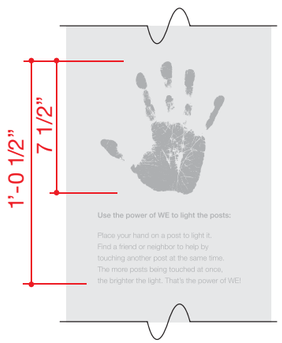


E14 - WALKING METRICS
Scale: 3/4" = 1'-0"



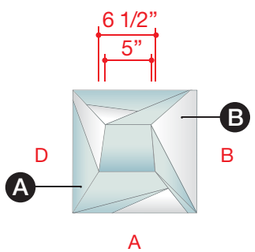
SITE NARRATIVE DEVELOPMENT - AMBULATORY LOOP

nbbj

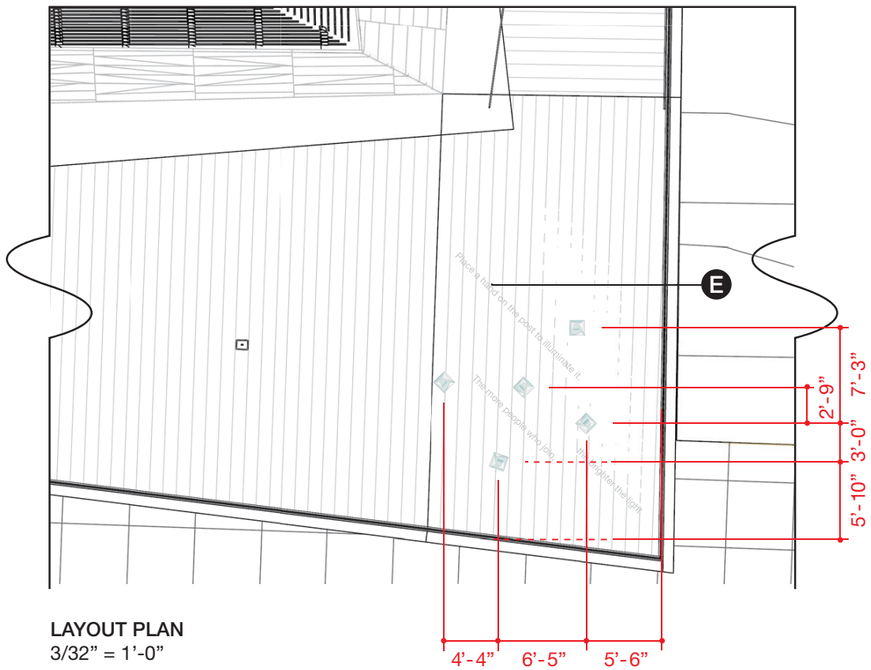


C ETCHING DETAIL
1 1/2" = 1'-0"

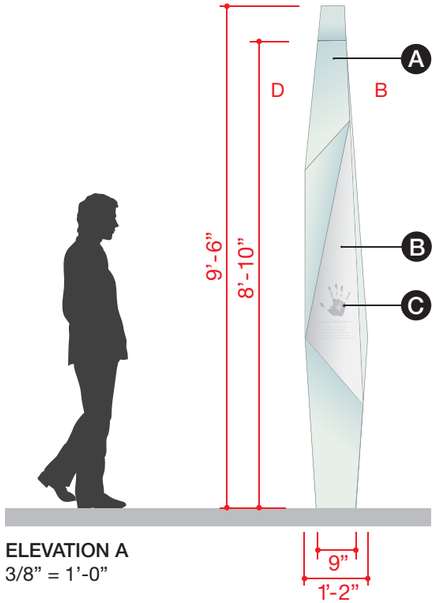
Final text TBD.



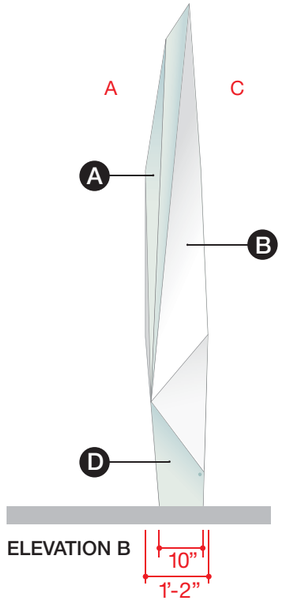
PLAN VIEW
3/4" = 1'-0"



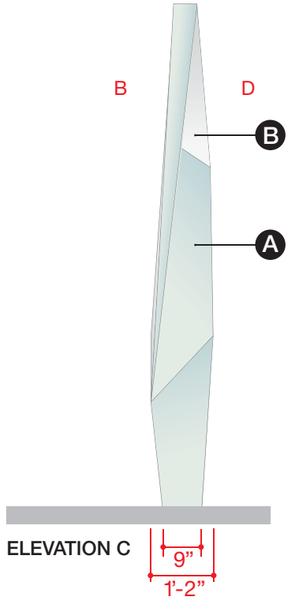
LAYOUT PLAN
3/32" = 1'-0"



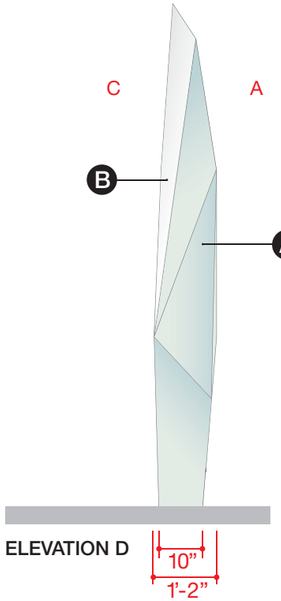
ELEVATION A
3/8" = 1'-0"



ELEVATION B



ELEVATION C



ELEVATION D

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 (dimmable) located within base of post.

B Stainless steel panels.

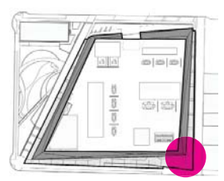
C Graphics to be etched into face of stainless panel on one (1) side of each post.
Stainless steel panel to act as low-voltage capacitive touch trigger.
When panel is touched, internal LED panel illuminates.

D Removable access panel with low profile locking mechanism.

E Stainless steel text inset into concrete deck.
Actual text content TBD.

FUNCTIONALITY INTENT

Posts are to use capacitive touch surface to initiate internal-illumination.
Posts are to work either independently to illuminate to 20% brightess 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.



SITE NARRATIVE DEVELOPMENT - INFO SCULPTURES

nbbj

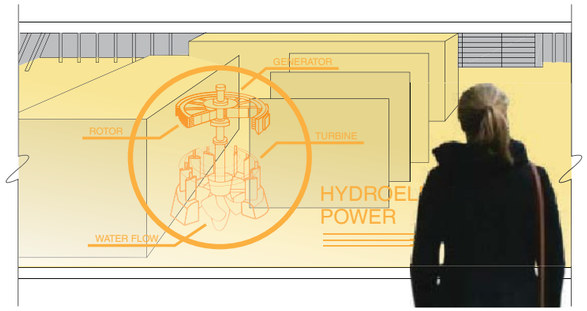
DAYTIME: PORTAL VIEWS

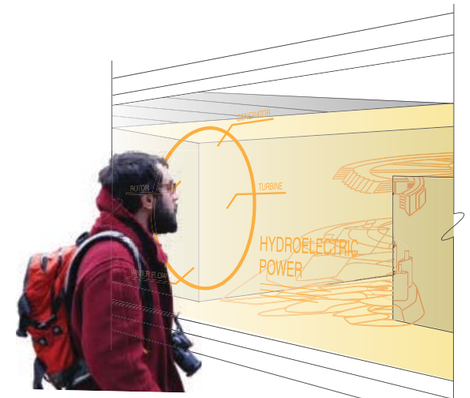
Infographics are tied between the interior yard and the portal windows.

***nb**bj*

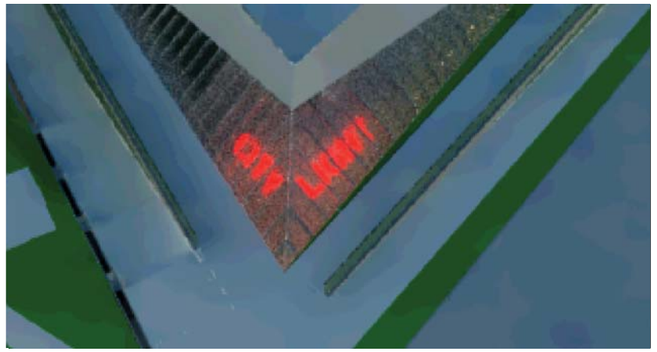
DAYTIME: PORTAL VIEWS

Some windows may have specially curated viewpoints.

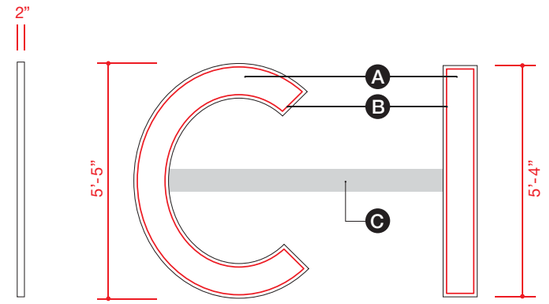




***nb**bj*



RENDERING - EVENING VIEW



END VIEW
3/8” = 1’-0”

LETTER DETAIL
3/8” = 1’-0”

SPECIFICATIONS

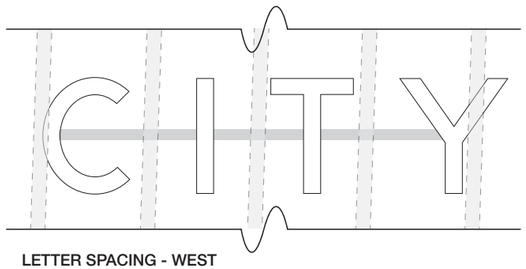
A Fabricated aluminum open pan-channel letters. All surfaces painted white.

Single stroke in-line of iLight Technologies “Plexineon” Red LED light tube.

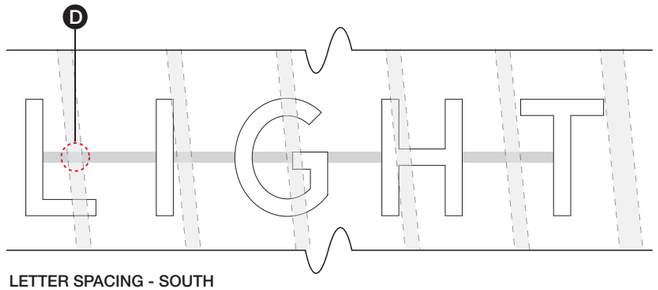
B Plexineon product recommended to be molded to shape of letters, in factory by iLight Technologies.

C Letter backs to be attached to fabricated metal raceway painted to match adjacent building structure. Raceway to house and conceal all electrical components.

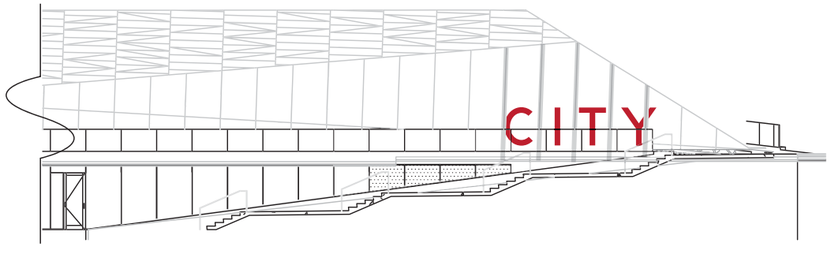
D Raceway to be held off of and mechanically fastened to vertical metal tube structural supports of glass facade.



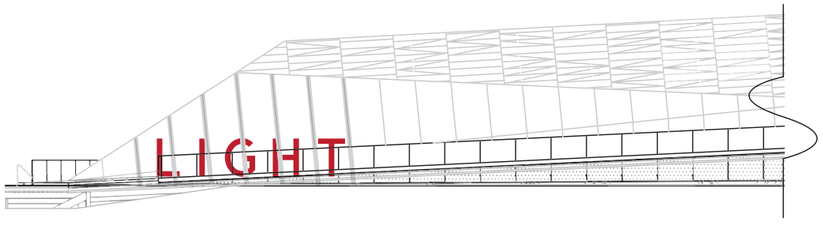
LETTER SPACING - WEST
3/16” = 1’-0”



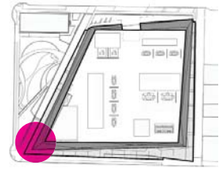
LETTER SPACING - SOUTH
3/16” = 1’-0”



PARTIAL WEST ELEVATION / APPROXIMATE LOCATION
1/16” = 1’-0”



PARTIAL SOUTH ELEVATION / APPROXIMATE LOCATION
1/16” = 1’-0”



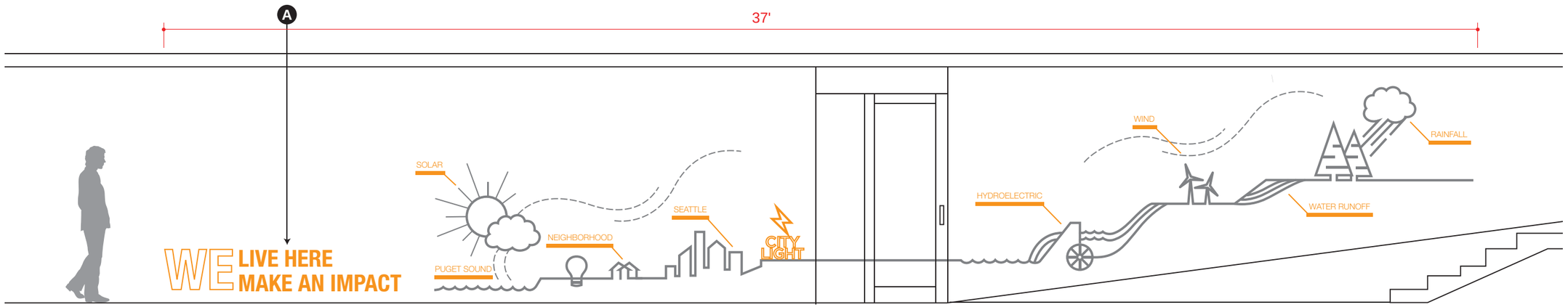
SITE NARRATIVE DEVELOPMENT - IDENTIFIER SIGNAGE

FABRICATION NOTES:

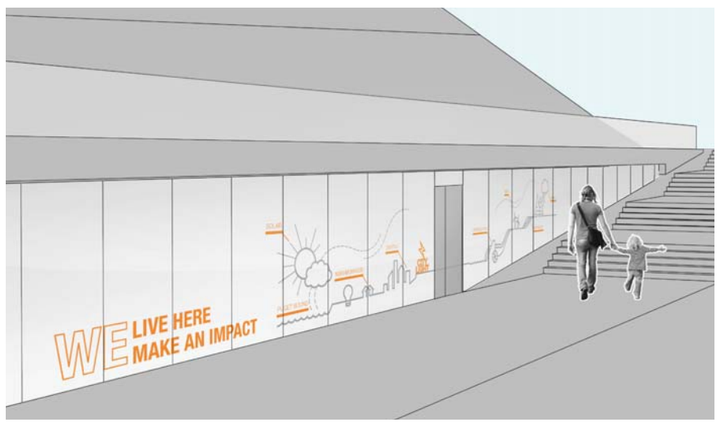
(A) 3M plotter-cut graphic film applied to second surface of glass.

GENERAL NOTES:
Designer to provide digital art file for pattern and lettering.

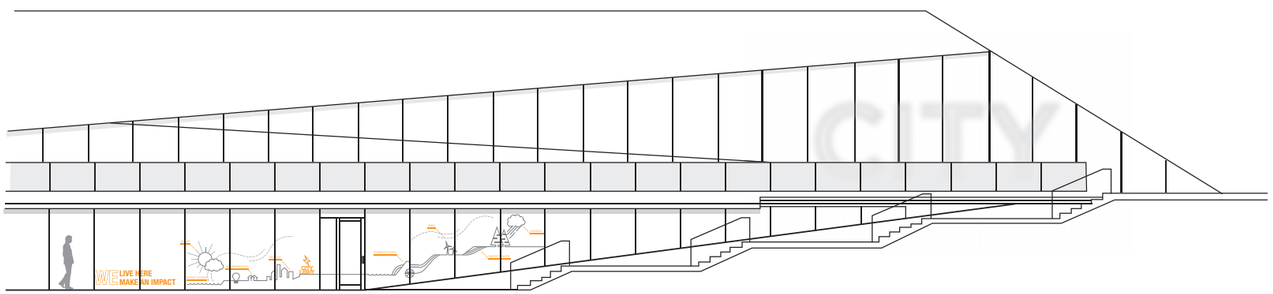
Fabricator to field verify mounting conditions prior to fabrication.



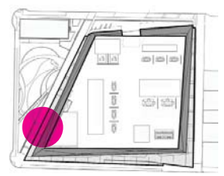
E12 - WATER CYCLE DISPLAY
Scale: 1/4" = 1'-0"



DETAIL

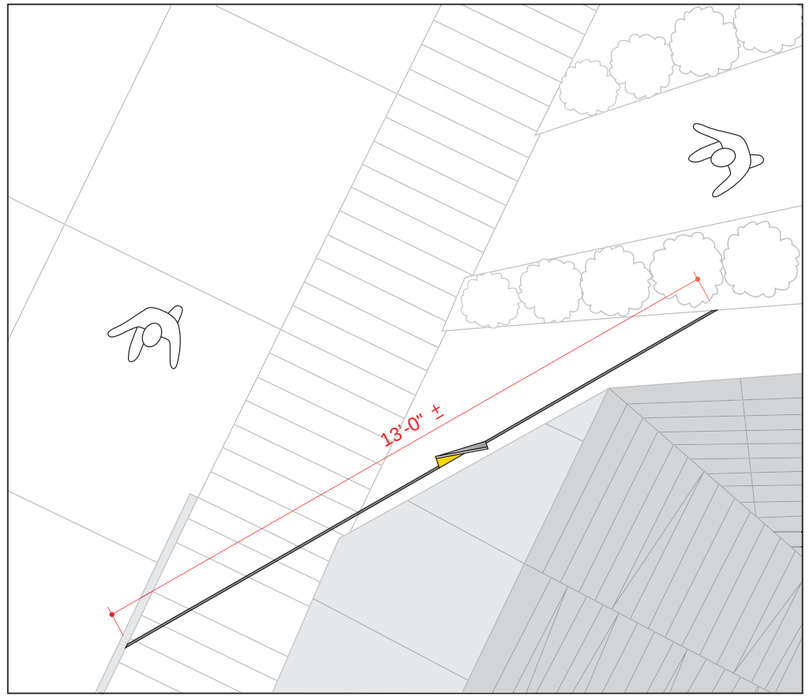


E12 - WATER CYCLE DISPLAY
Scale: 1/16" = 1'-0"



SITE NARRATIVE DEVELOPMENT - INFO GRAPHIC

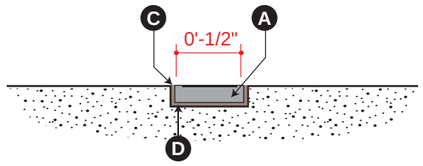
nbbj



E06 - DIRECTIONAL GROUND MARKER - NORTHWEST CORNER OF SUBSTATION
Scale: 3/8" = 1'-0"

FABRICATION NOTES:

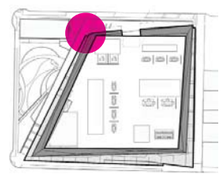
- **A** 1/8" thick natural finish stainless steel plate flush mounted into walkway. 4' long plates, trimmed or side-by-side mounted. Drill and tap (4) studs per plate and grout smooth.
- **B** Etched, black paint-filled graphics. Font: Helvetica Neue 75 Bold
- **C** Cavity to be blasted into existing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



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

E06 - DIRECTIONAL GROUND MARKER
Scale: 1'-0" = 1'-0"

Messages indicate popular and not-so-popular points of interest and their distance from the marker's location.



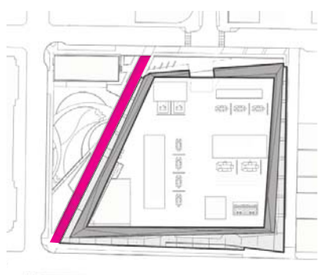
SITE NARRATIVE DEVELOPMENT - INFO GRAPHIC

nbbj

9: Pedestrian Thru-Block Connector

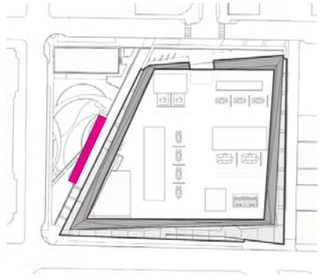
- 18'-0" wide paved pedestrian pathway
- Seatwalls
- Entry Access into the SW Shell Space
- Integrated site stormwater feature

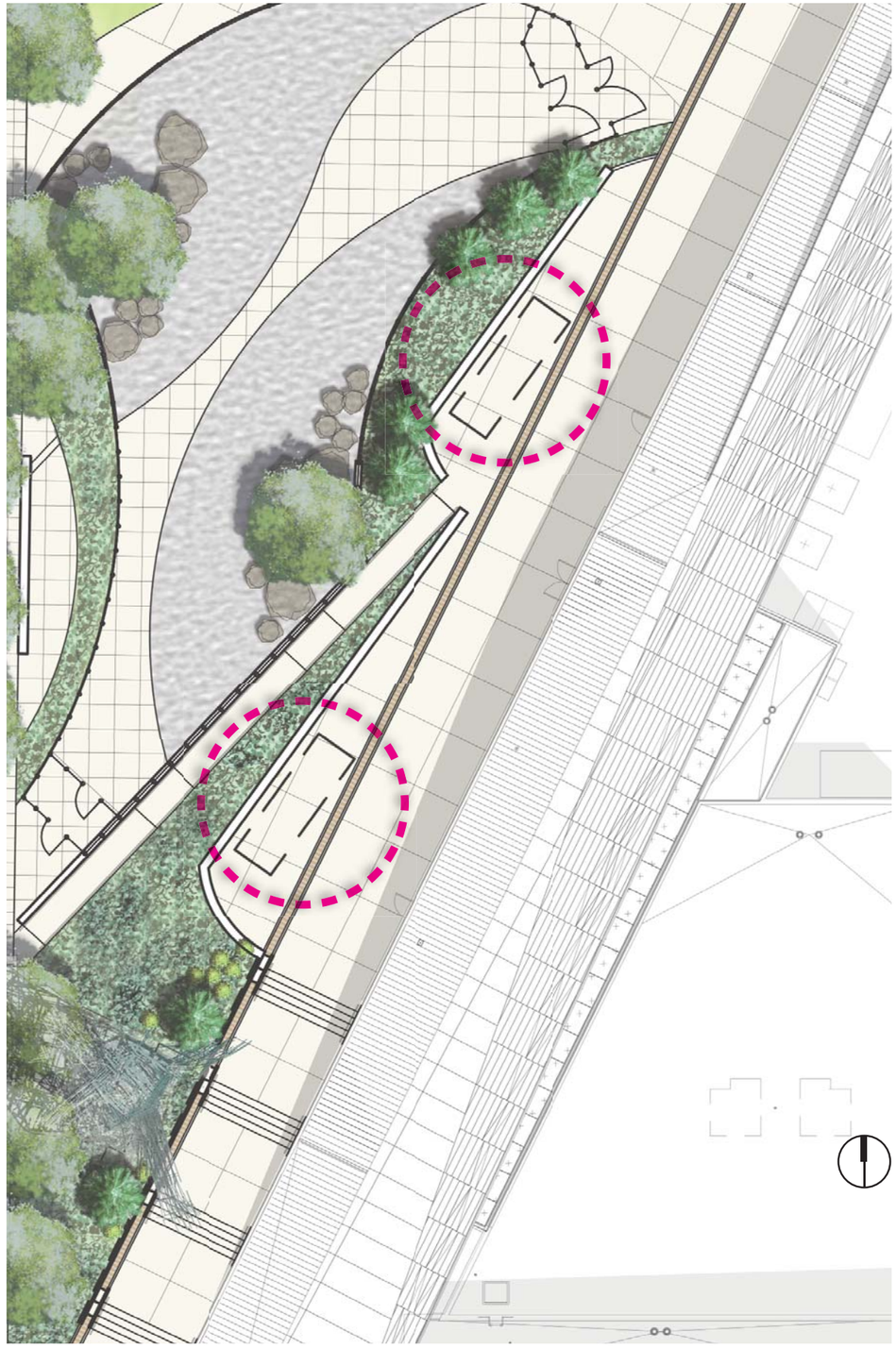
Pedestrian Thru-block Connector Site Stormwater Feature
Rainwater from the elevated ramp and the diagonal pedestrian walkway are directed to a surface runnel that runs parallel to the walkway, keeping water out of below-grade piping systems and expressed on the surface as an interactive amenity.



10: Event Zone

- Dedicated paved zone for rotating uses, such as food trucks, a street fair, farmers market, or spill out for the Community Meeting Space.

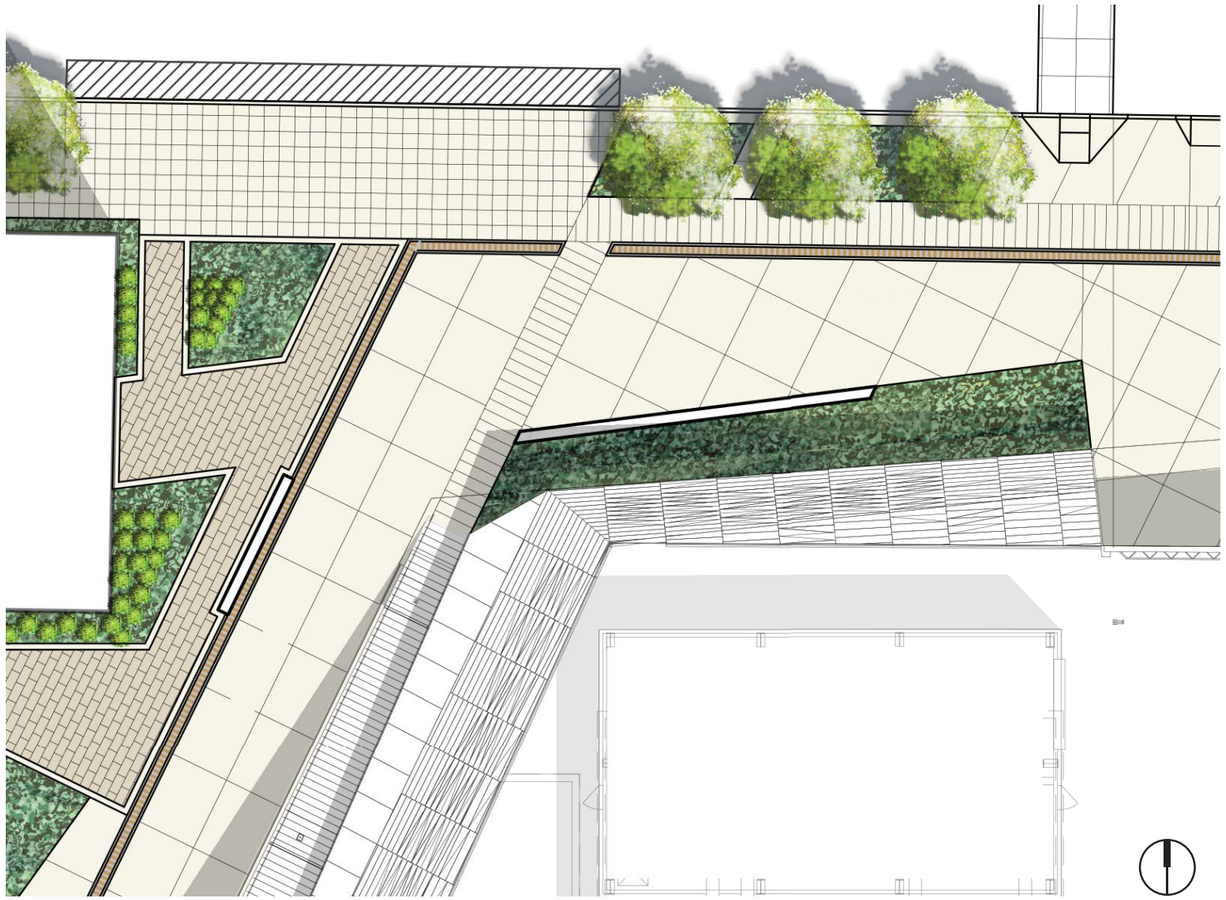


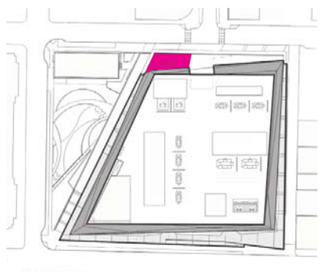


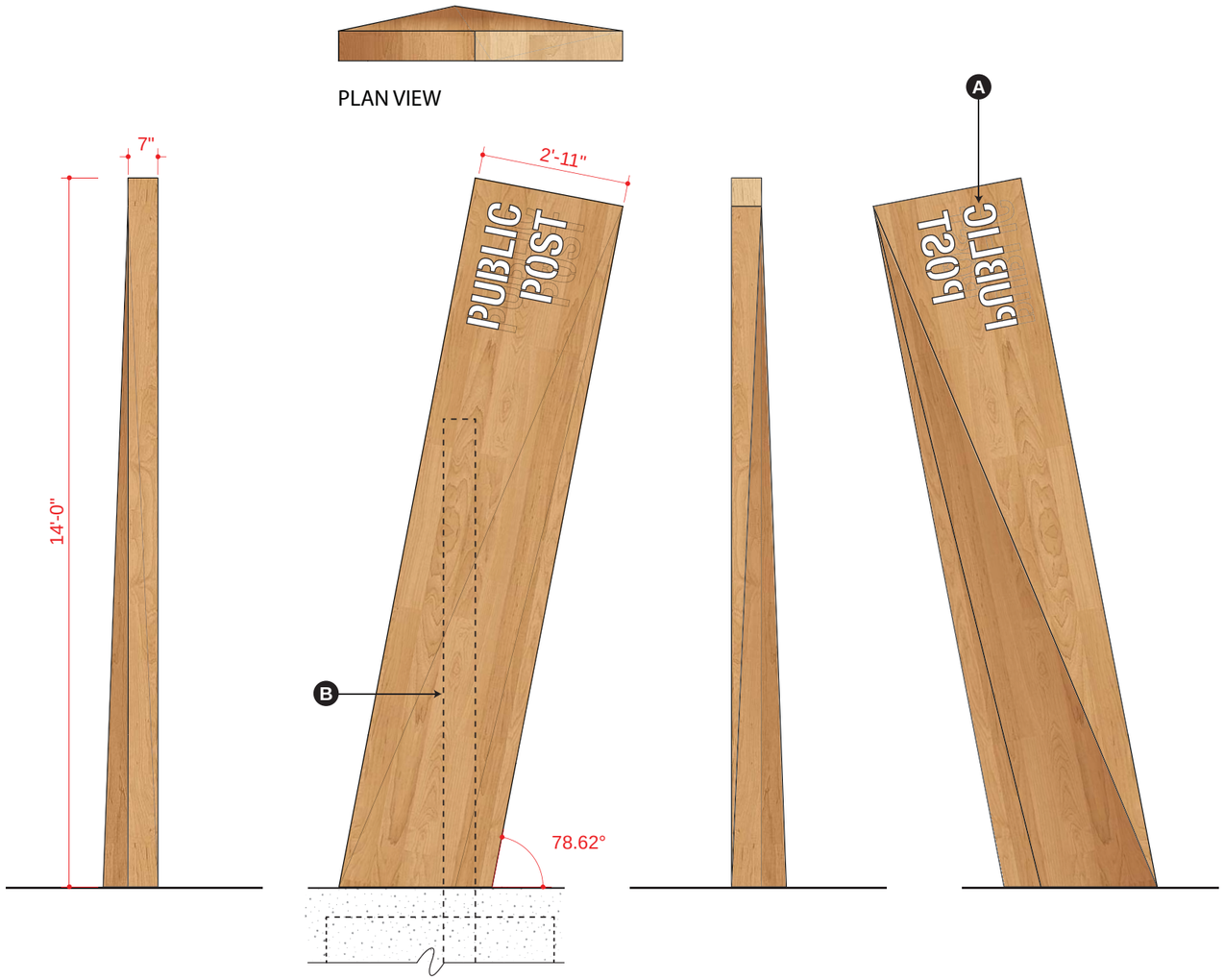
11: John Street Pocket Park at NE Corner

- Seating Elements
- Landscaping

John Street
The improvements along John Street will consist of a specialty paving treatment to blend with the paving treatment of the elevated walkway to define the ambulatory loop. Planting areas will highlight the structure's north side and paving treatment will blend with the paving treatment in the Minor Open Space. The pocket park zone will contain seating and chess boards as well as a Public Post for open space users.





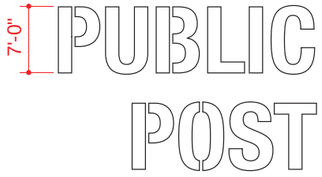


E04 - PUBLIC POST (LEFT)
Scale: 3/8" = 1'-0"

E04 - PUBLIC POST (FRONT)
Scale: 3/8" = 1'-0"

E04 - PUBLIC POST (RIGHT)
Scale: 3/8" = 1'-0"

E04 - PUBLIC POST (BACK)
Scale: 3/8" = 1'-0"

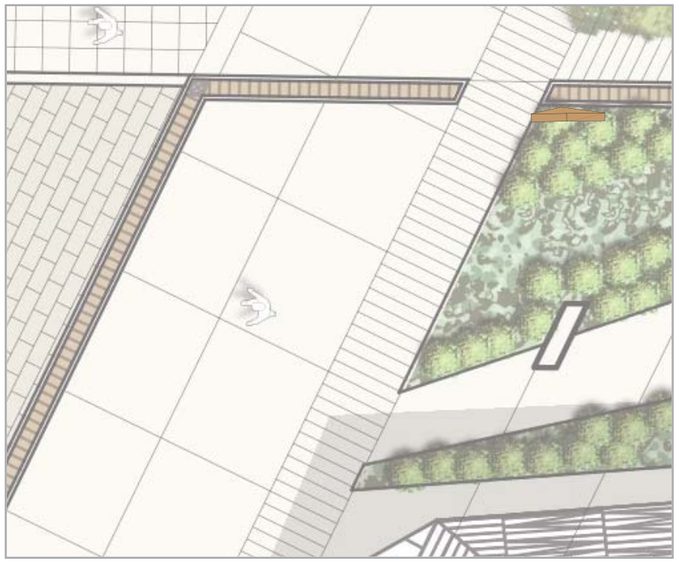


E04 - PUBLIC POST - LETTERS
Scale: 3/4" = 1'-0"

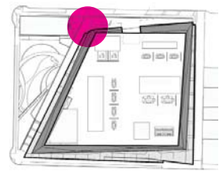
FABRICATION NOTES:

A. Carved, finished, laminated Douglas Fir wood block with laser-cut through letterforms.

B. Mounted in ground with internal steel pipe. Foundation as required.

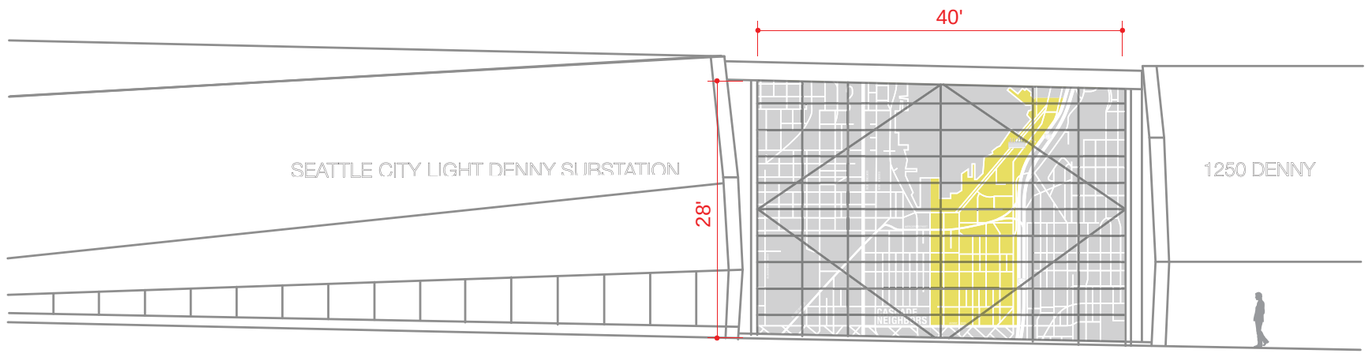


PLAN - NORTHWEST CORNER OF SITE
Scale: 3/32" = 1'-0"



SITE NARRATIVE DEVELOPMENT - PUBLIC POST

nbbj

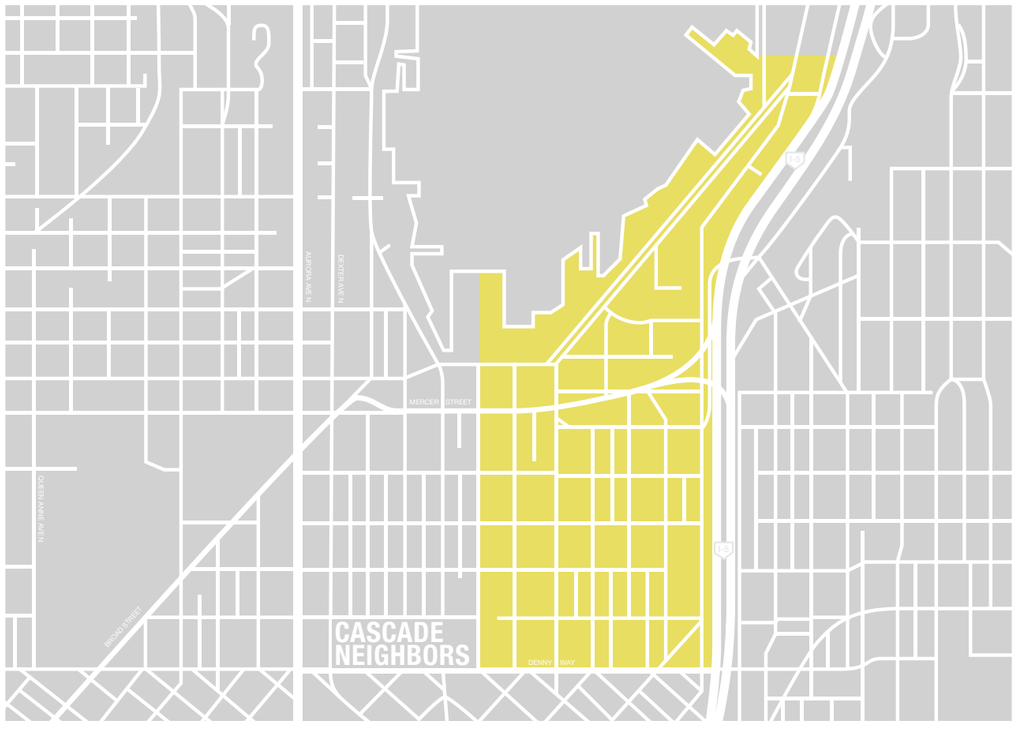


E16 - GARAGE DOOR GRAPHICS
Scale: 1/16" = 1'-0"

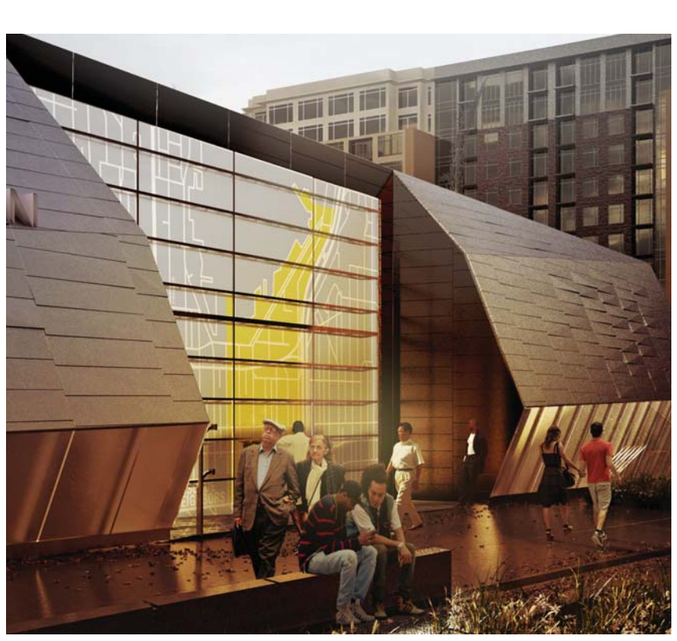
FABRICATION NOTES:

A 3M digitally-printed, full coverage graphic film applied to second surface of glass.

QUANTITY: 1



ARTWORK



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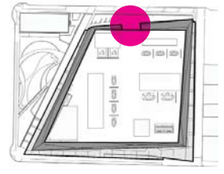
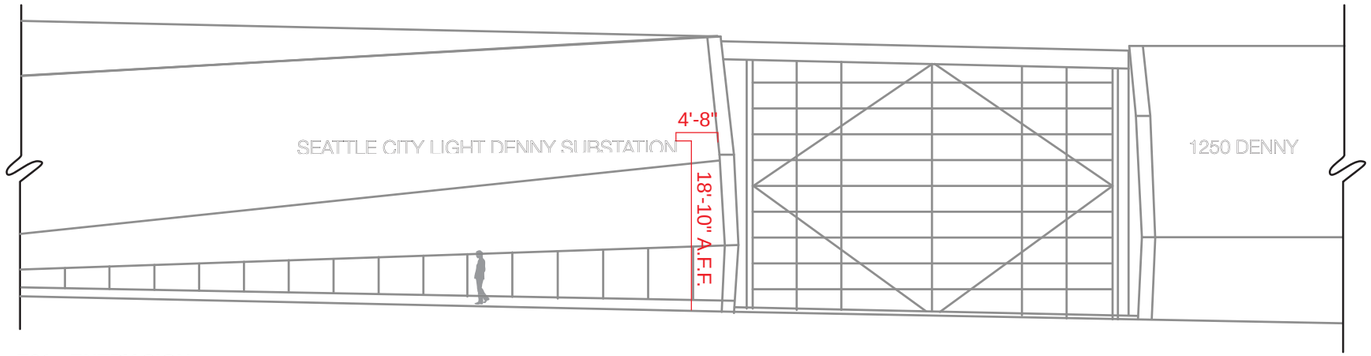


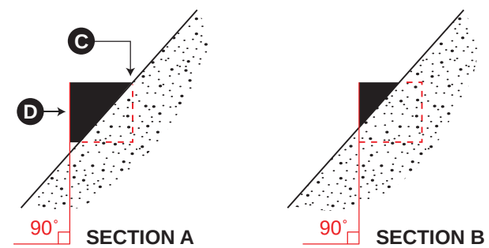


E01 - ENTRY SIGN
Scale: 1/16" = 1'-0"

FABRICATION NOTES:

- **A** Fabricated aluminum outline letter-forms. Clear, anodized finish.
- **B** Each letter has an aluminum backer, finished to match wall color.
- **C** Contours of the backs of the letters to match the varied angle of the building facade. Building facade angle is not plum, and letters will need to be mounted flush, to accommodate varying angle conditions.
- **D** Letter faces are vertical, plum.
- **E** Studs welded to back of aluminum backer. Mounted with appropriate permanent adhesive.

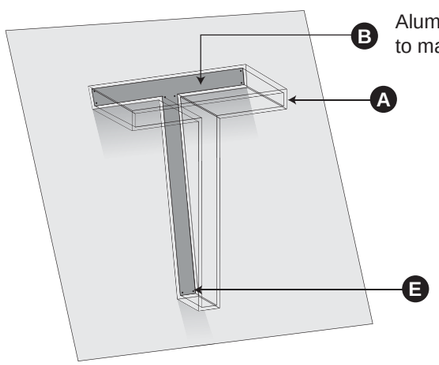
E01 - ENTRY SIGN ELEVATION
Scale: 1/4" = 1'-0"



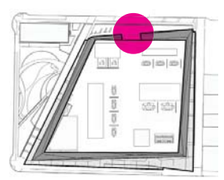
SECTION A **SECTION B**

Some letters will appear partial, based on the angle of the wall.

DETAIL



Aluminum backer, finished to match wall color.



SITE NARRATIVE DEVELOPMENT - IDENTIFIER SIGNAGE

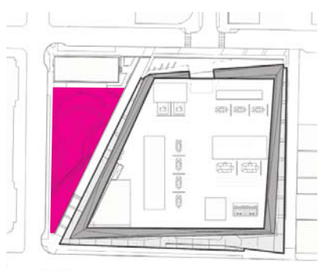
nbbj

12: Open Space on Minor

- Off-leash area
- Seating Elements on north side of the off-leash area
- Green Space
- Hardscape
- Kiosk for neighborhood postings
- 17,850 sf

Minor Open Space

The Minor Open Space design has been refined to better relate to the structure design with each quadrant of the open space relating specifically to the adjacent neighbors; SCL, The Brewster, The Mirabella, and The Cascade Neighborhood. The open space also addresses accessibility by providing a ramp between the substation shell space and potential bus drop-off spaces along Minor Ave N. The off-leash area will consist of an accessible pathway, pea-gravel surfacing, a dog drinking bowl, seating, and other off-leash area amenities. Bicycle parking has been provided for visitors who arrive on bicycles. Open lawn space and a plaza with seatwalls will provide passive seating space for visitors. Planting will surround the art piece at the southwest corner of the open space and will have a distinctly pacific northwest feel. Planting throughout the open space will be drought tolerant and low growing. A variety of conifer trees and shrubs placed throughout the open space will merge the open space with the planting around the art piece creating an unbroken feel of one whole park. The variety of off-leash area and open space amenities, as well as the fence, will be designed to harmonize with the materials and aesthetic of the substation structure.

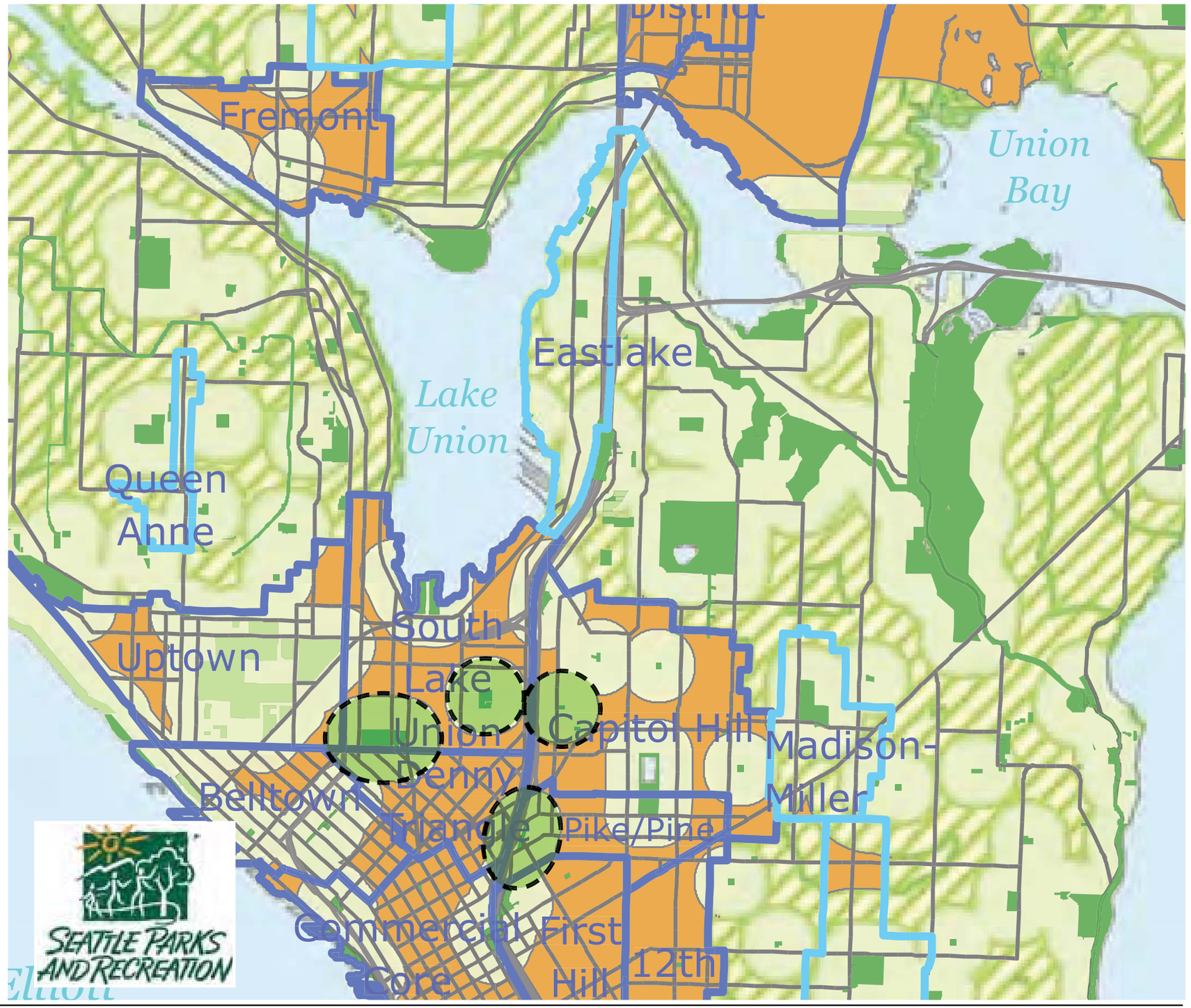


GAPS IN USABLE OPEN SPACE

SSESSMENT OF GAPS IN SEATTLE'S OPEN SPACE NETWORK: THE 2011 GAP REPORT UPDATE
May 13, 2011
'tp://www.seattle.gov/parks/publications/gapreport.htm

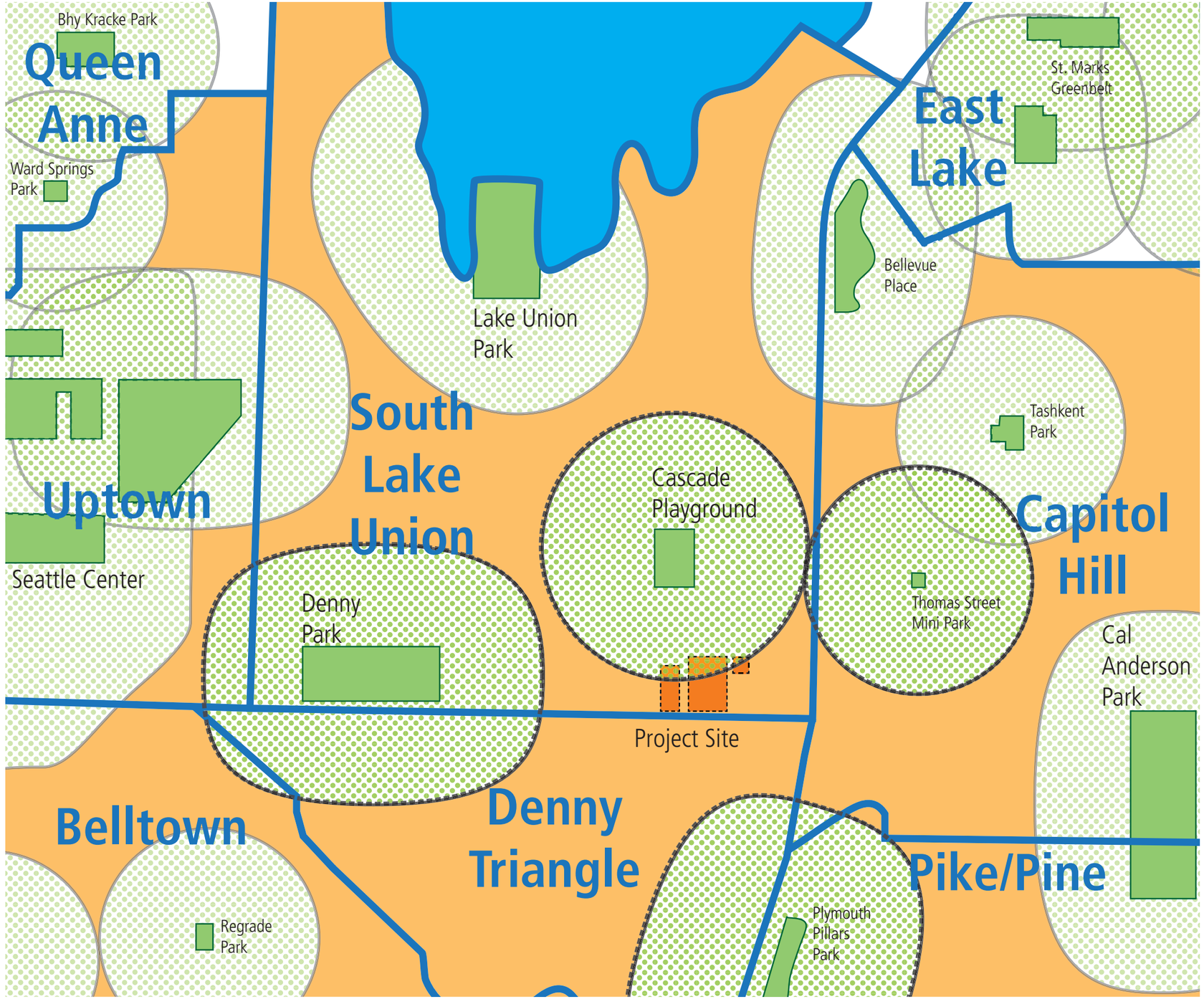
- City of Seattle Parks
- Non-City Park/Open Space
- Residential Urban Villages
- Urban Center Villages & Hub Urban Villages
- Gaps in Usable Open Space

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



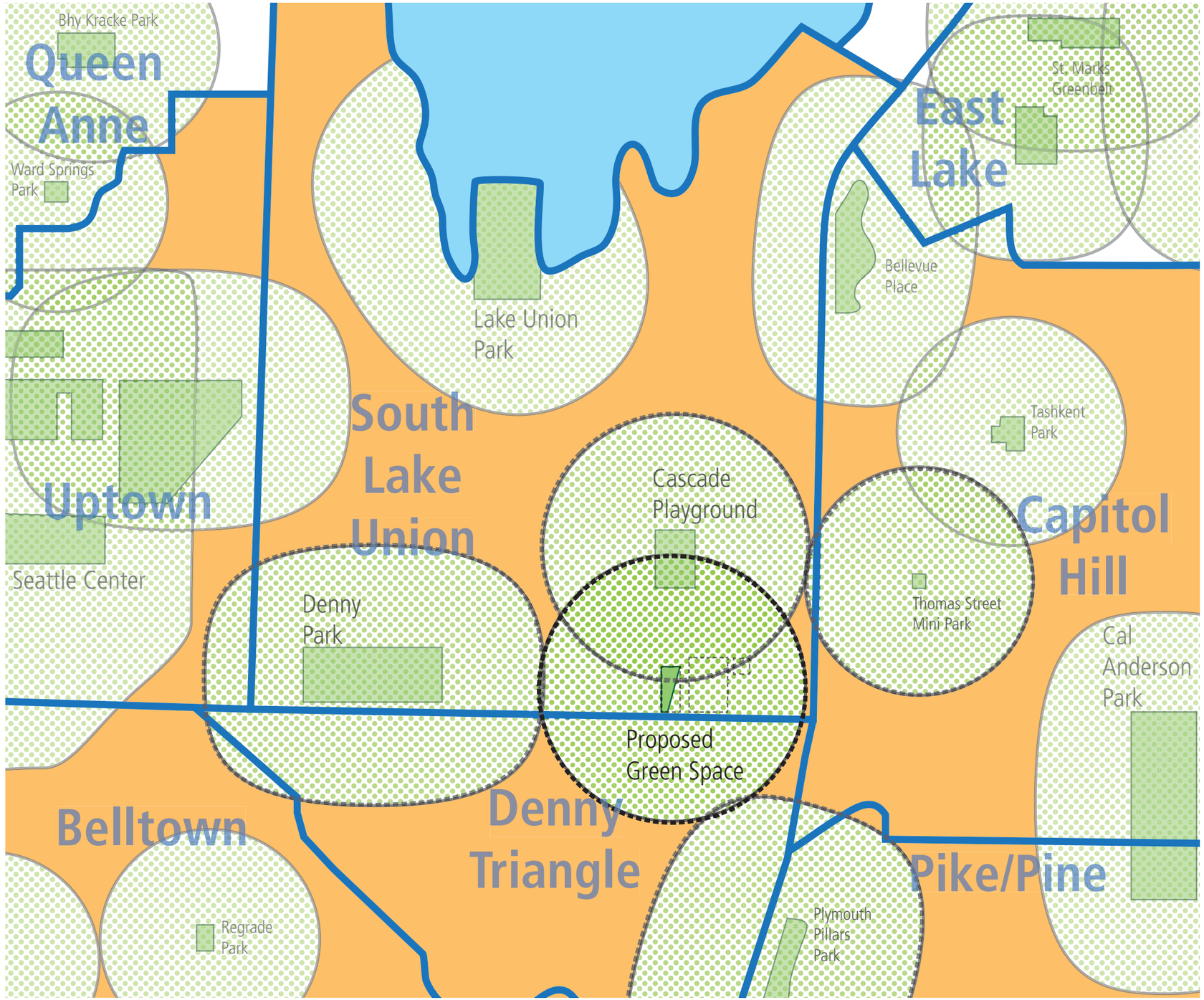
GAPS IN USABLE OPEN SPACE EXISTING

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

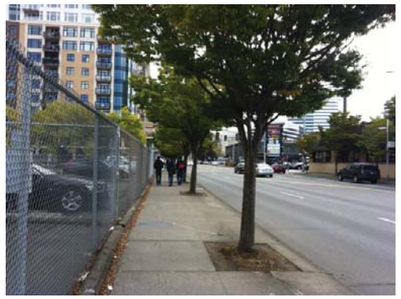


GAPS IN USABLE OPEN SPACE PROPOSED

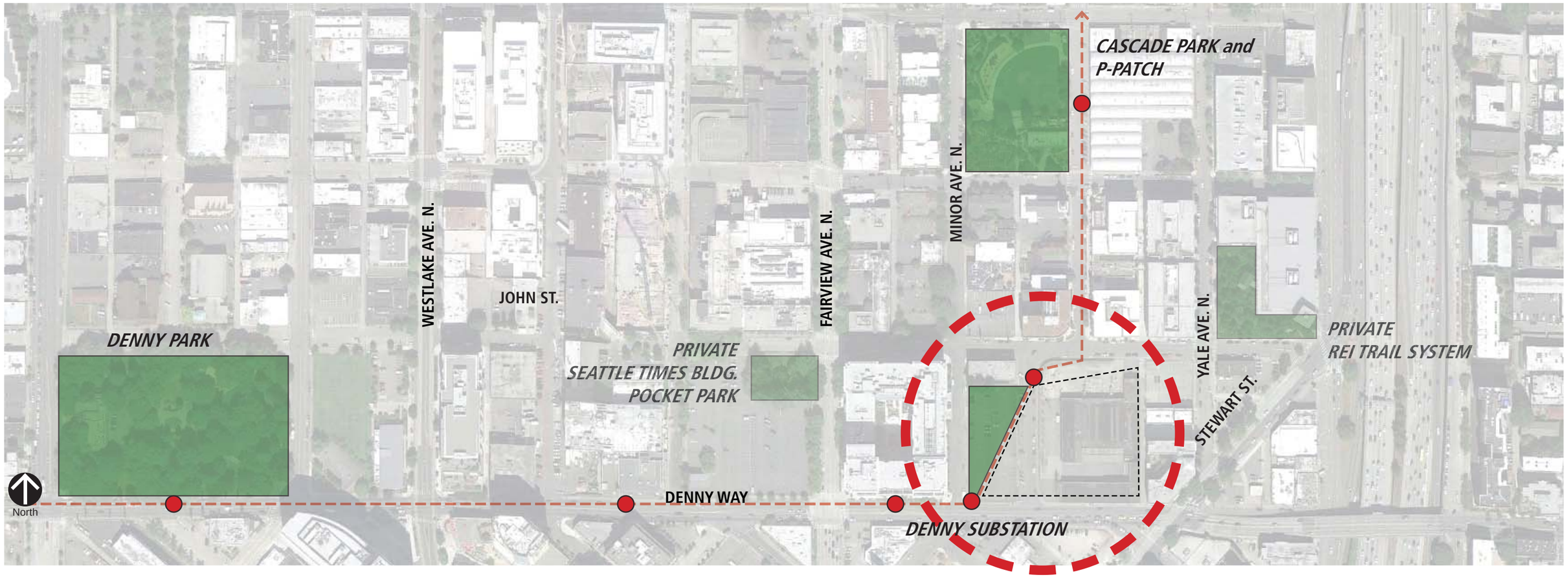
- OPEN SPACE
- NEIGHBORHOOD
- 1/8 MILE SERVICE AREA
- GAPS IN USABLE OPEN SPACE



Open space network

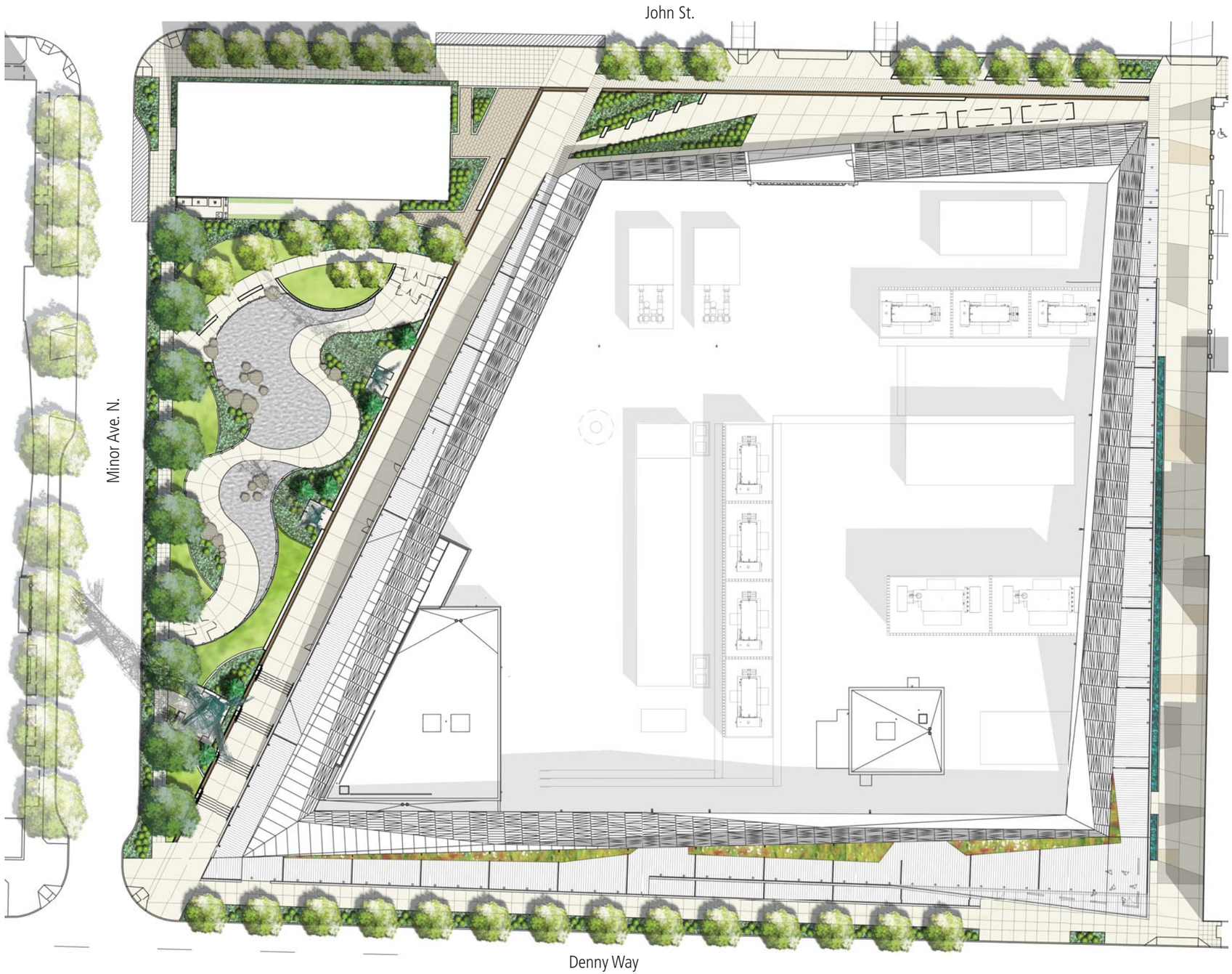




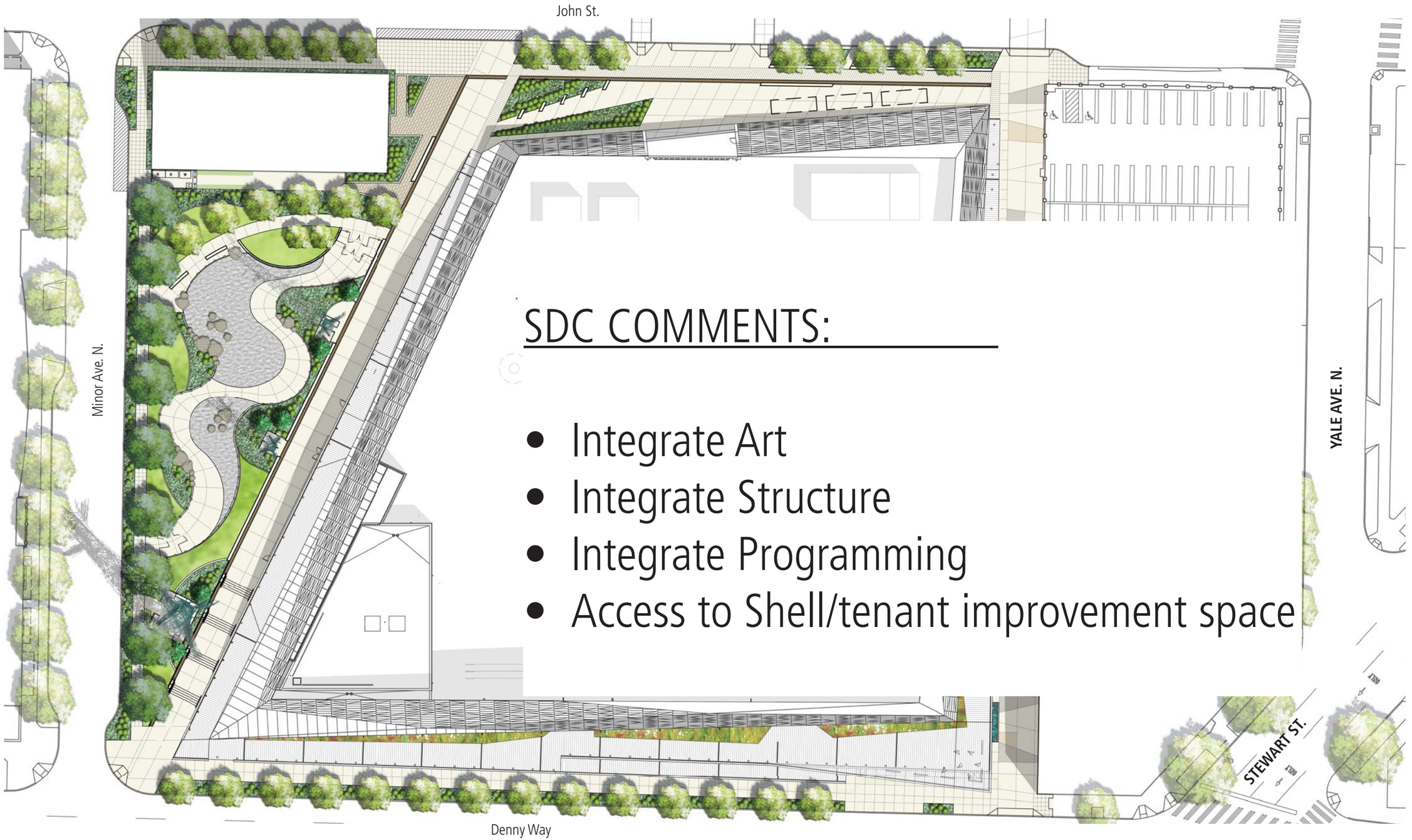
From the community

- Soften edges of the structure with planting
- Reflect community context in landscape
- Provide an off-leash area (OLA)
- Provide for a variety of uses and flexibility
- Address safety and security of open space
- Provide connectivity through the site

Previous open space design



Previous open space design

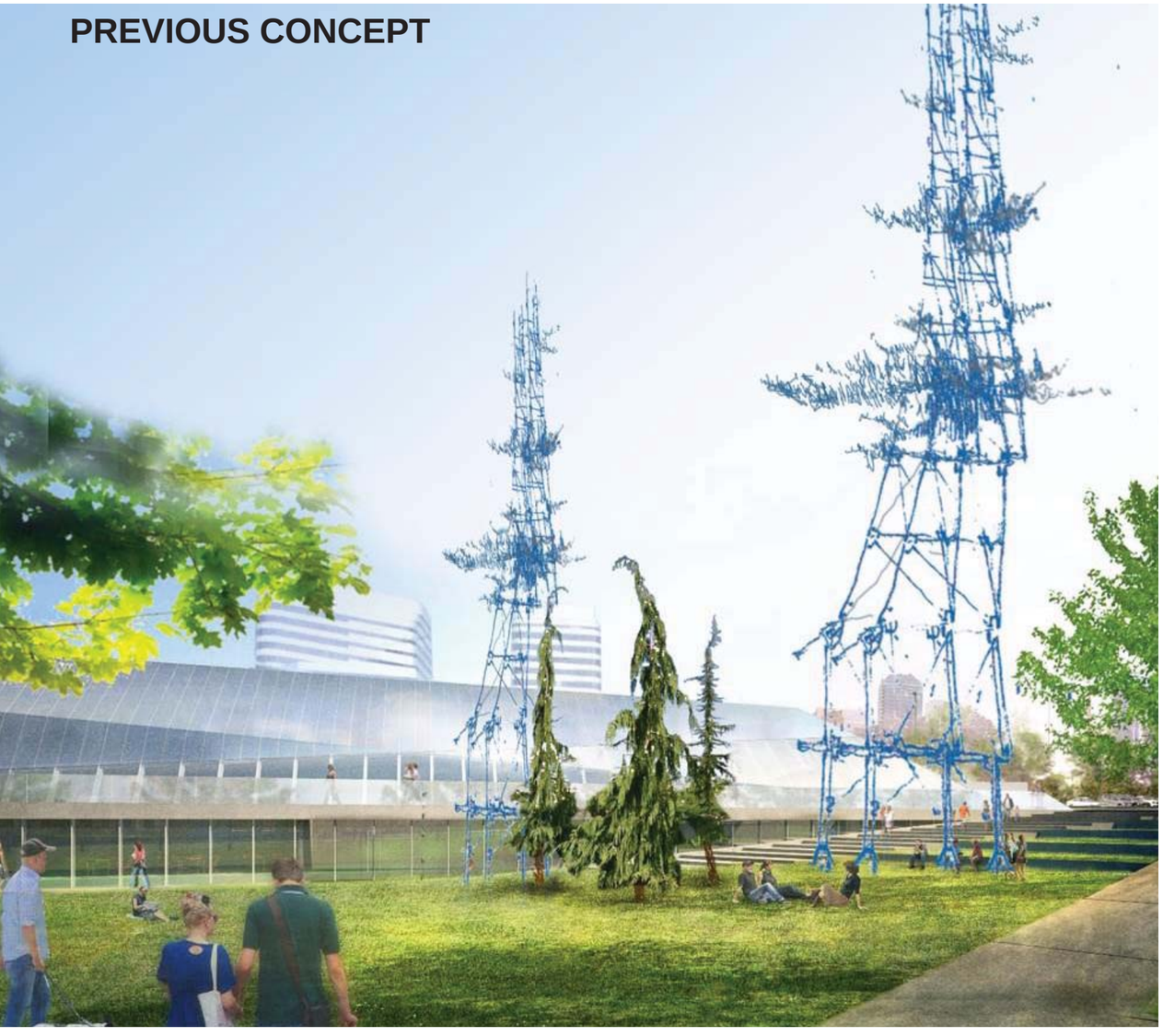


SDC COMMENTS:

- Integrate Art
- Integrate Structure
- Integrate Programming
- Access to Shell/tenant improvement space

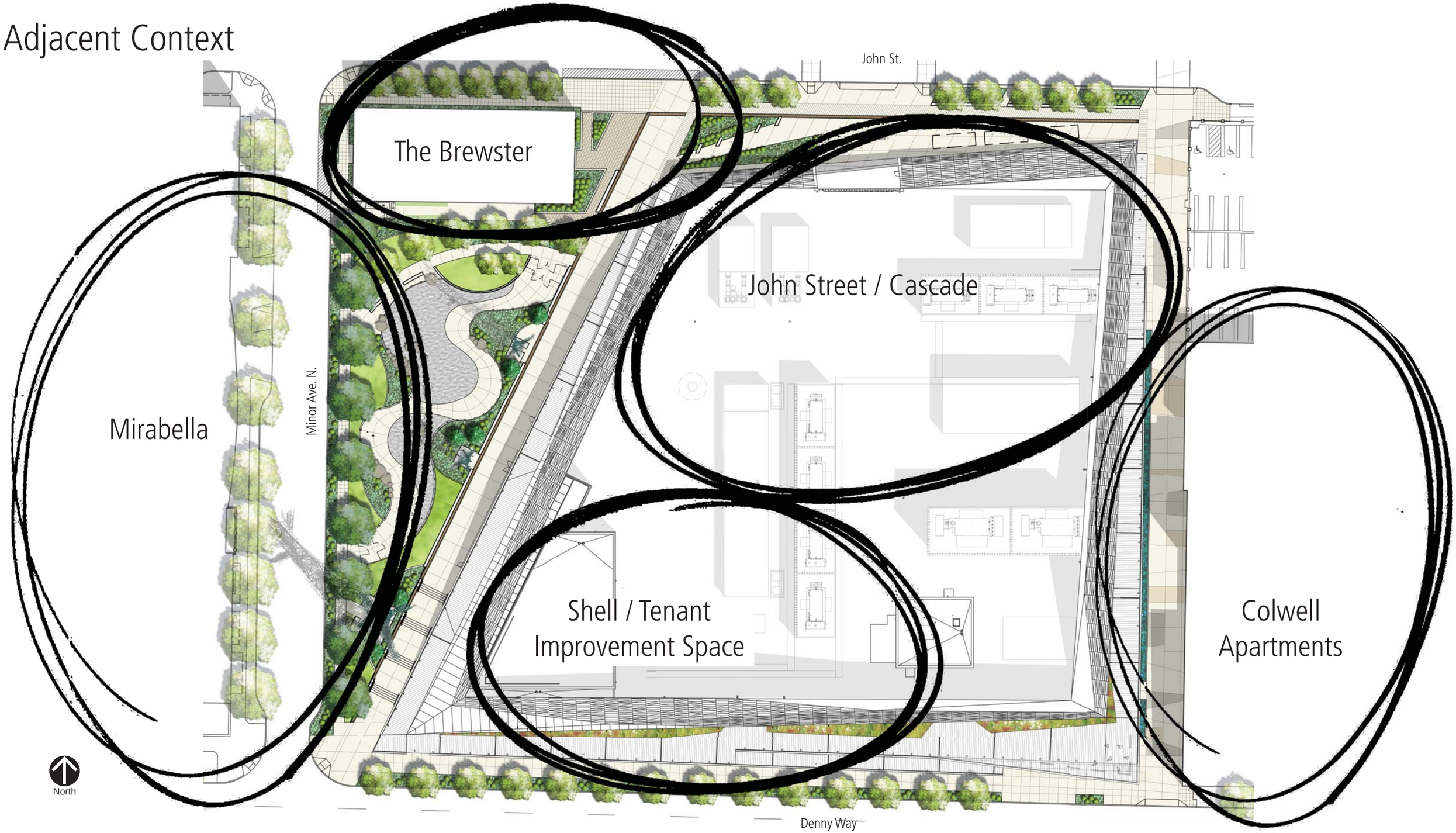
Public art update

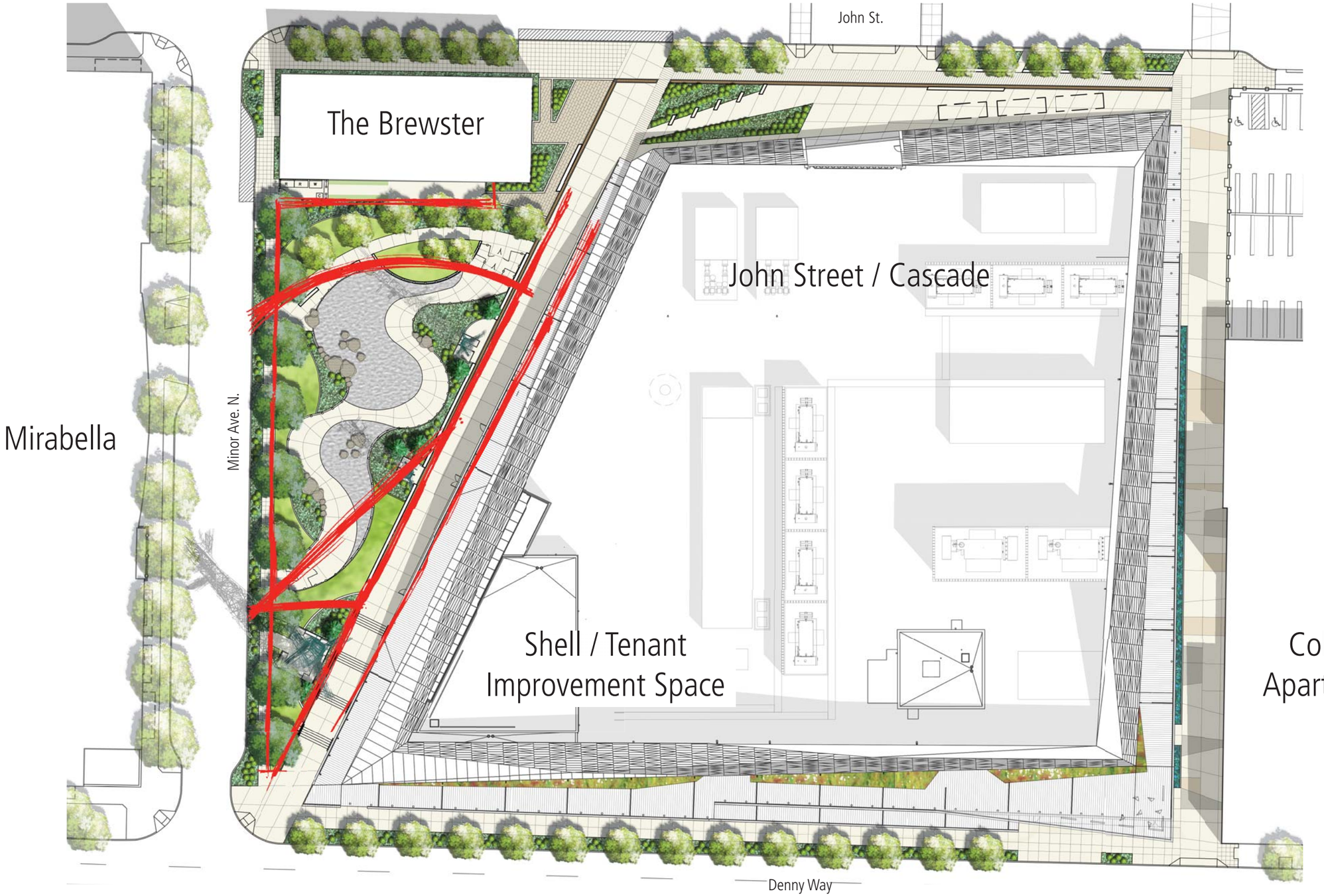
PREVIOUS CONCEPT

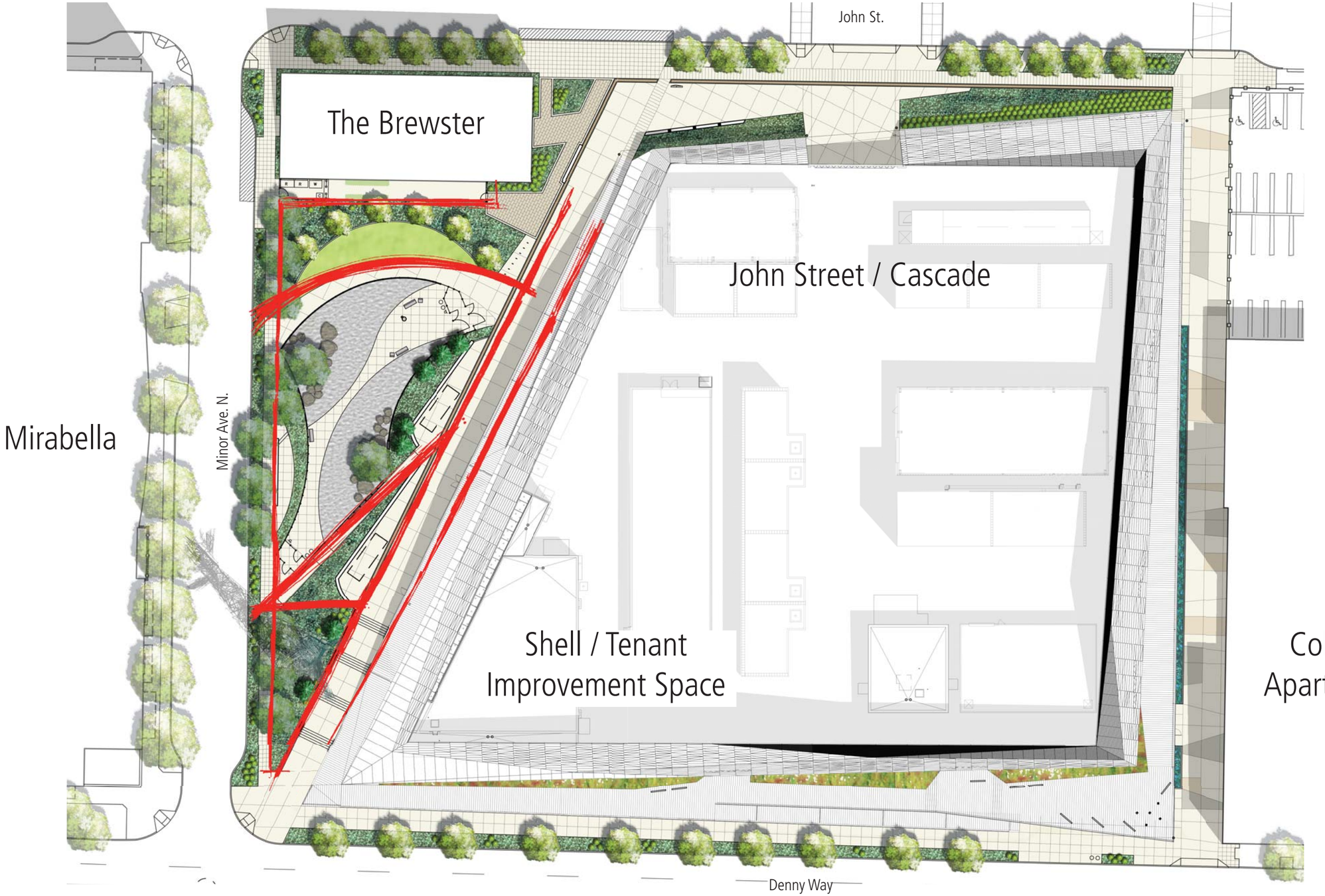


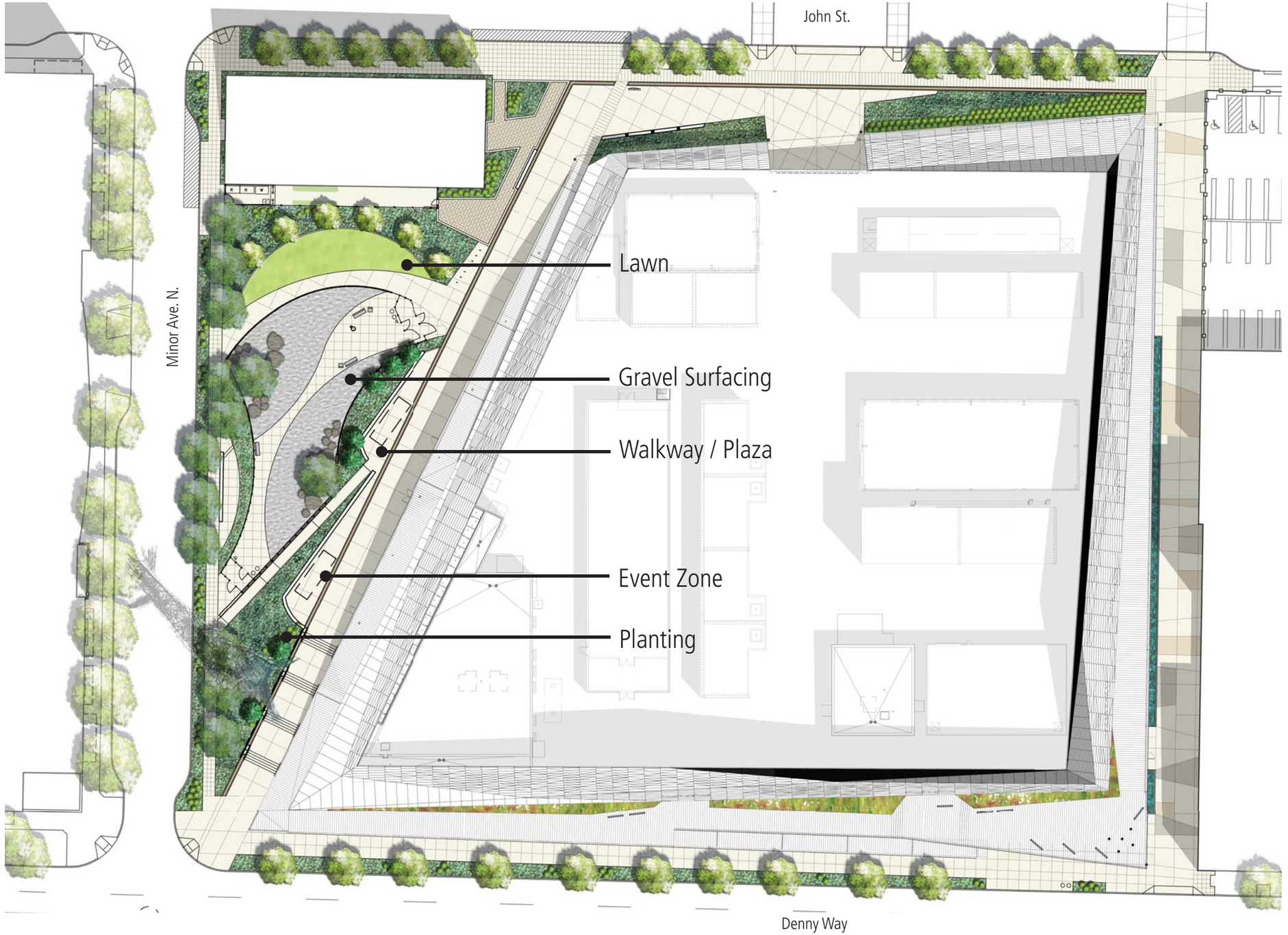
UPDATED CONCEPT

Adjacent Context



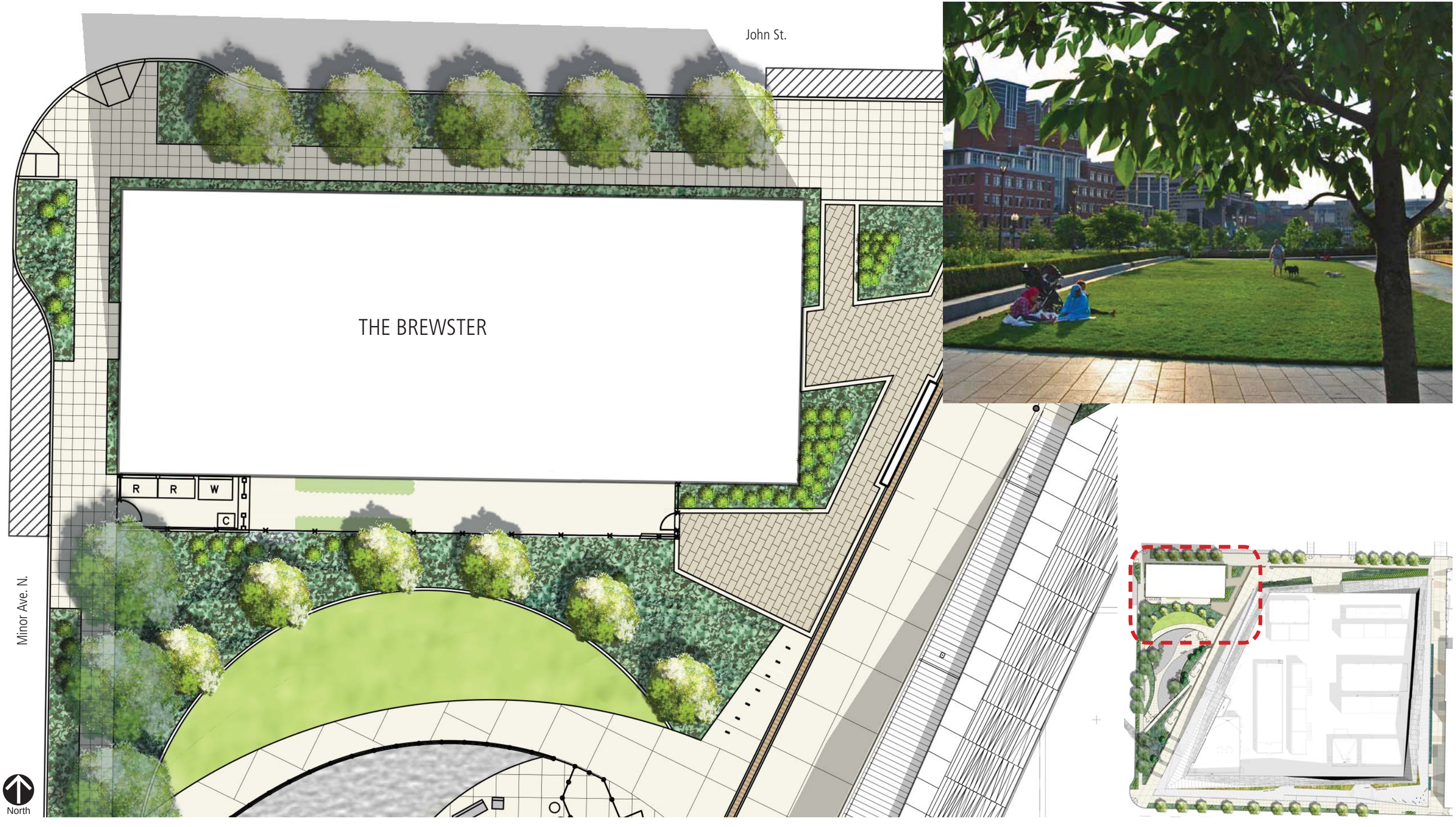

John St.
The Brewster
John Street / Cascade
Minor Ave. N.
Mirabella
Shell / Tenant
Improvement Space
Colwell
Apartments
North
Denny Way

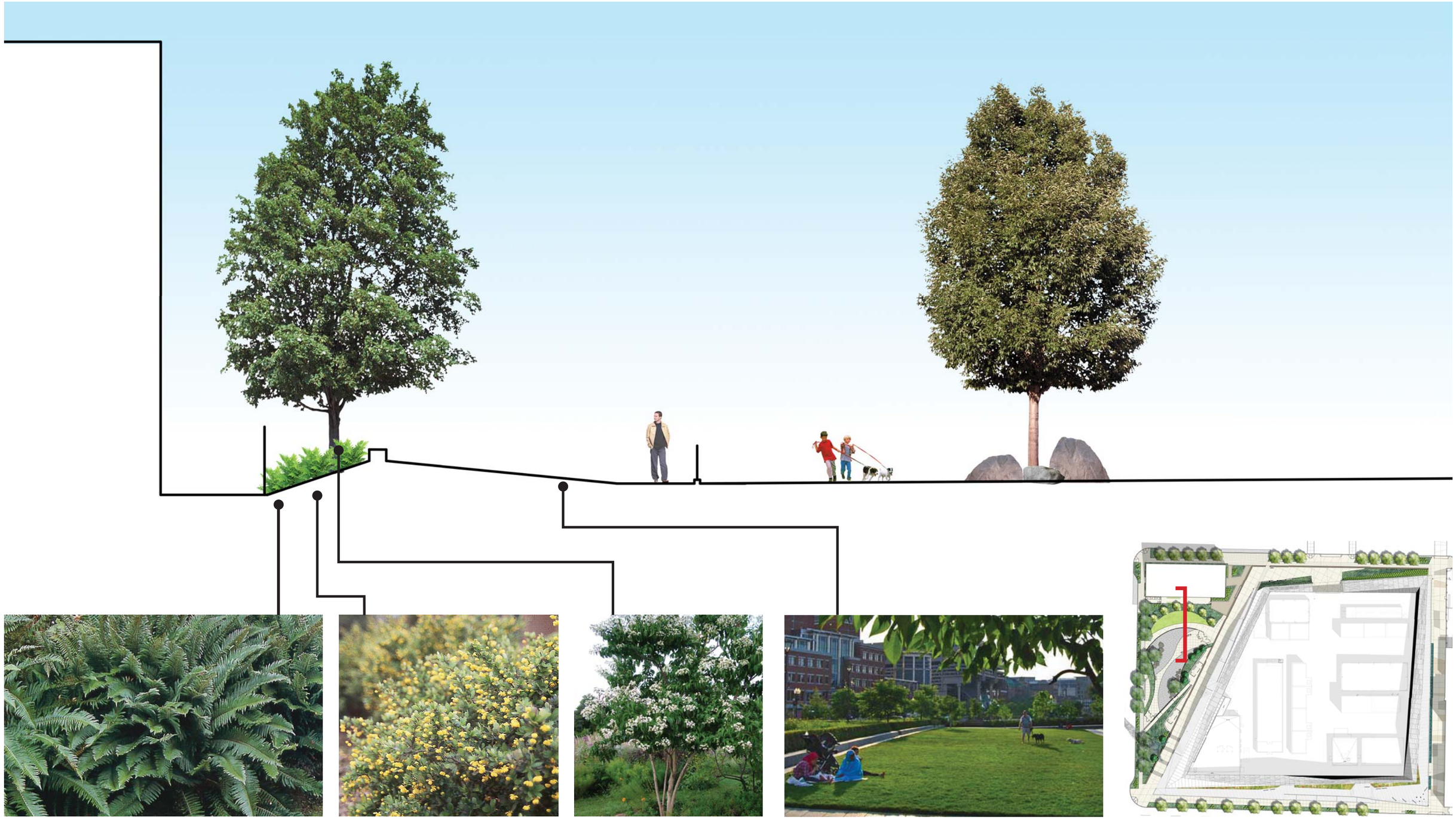

John St.
The Brewster
John Street / Cascade
Mirabella
Minor Ave. N.
Shell / Tenant
Improvement Space
Colwell
Apartments
North
Denny Way

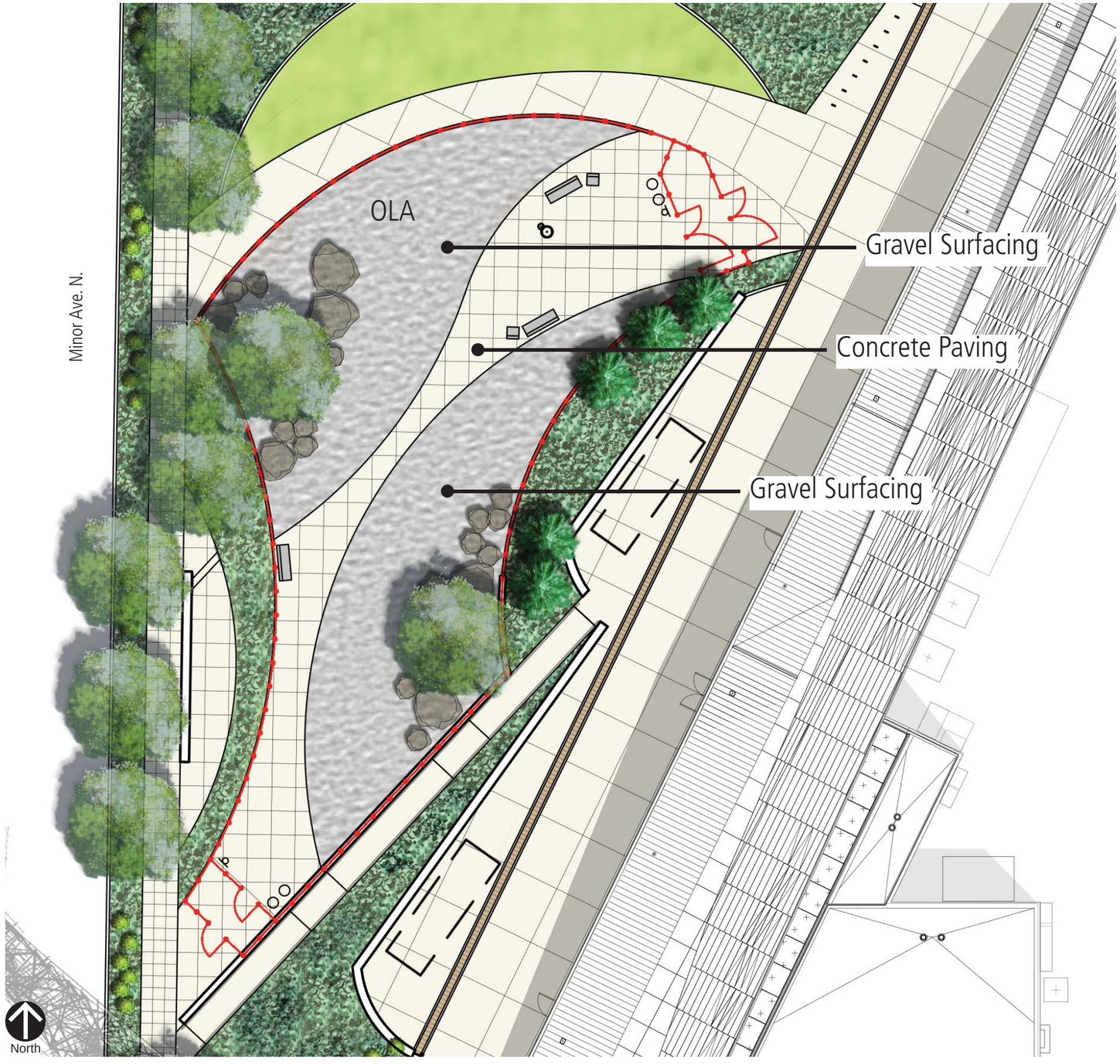

John St.
Minor Ave. N.
Lawn
Gravel Surfacing
Walkway / Plaza
Event Zone
Planting
North
Denny Way

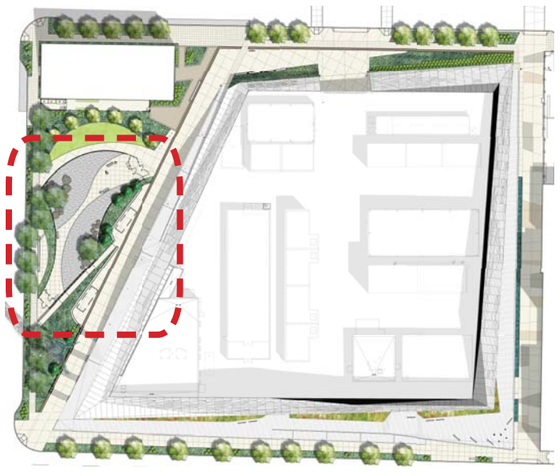

John St.
Minor Ave. N.
OLA
Lawn
Walkway / Plaza
Planting
North
Denny Way


John St.
Minor Ave. N.
OLA
Lawn
Walkway / Plaza
Event Zone
Planting
North
Denny Way

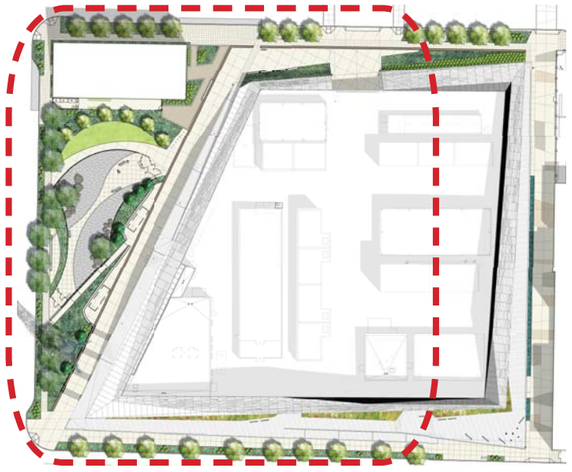

John St.
THE BREWSTER
R
R
W
C
Minor Ave. N.
North

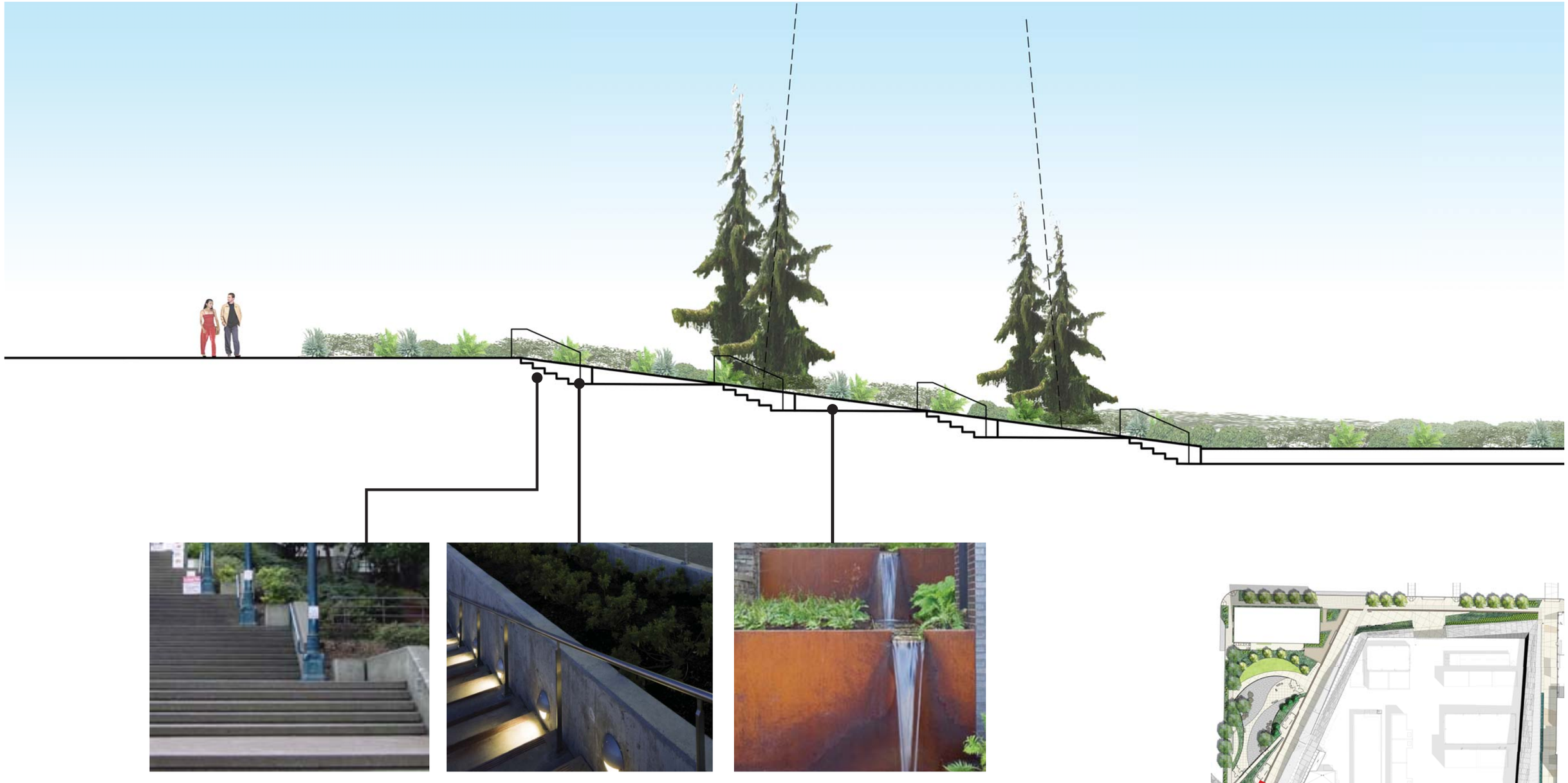


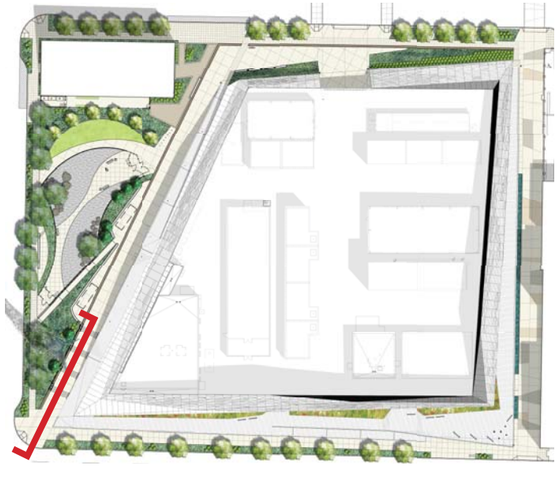

Minor Ave. N.
OLA
Gravel Surfacing
Concrete Paving
Gravel Surfacing
North

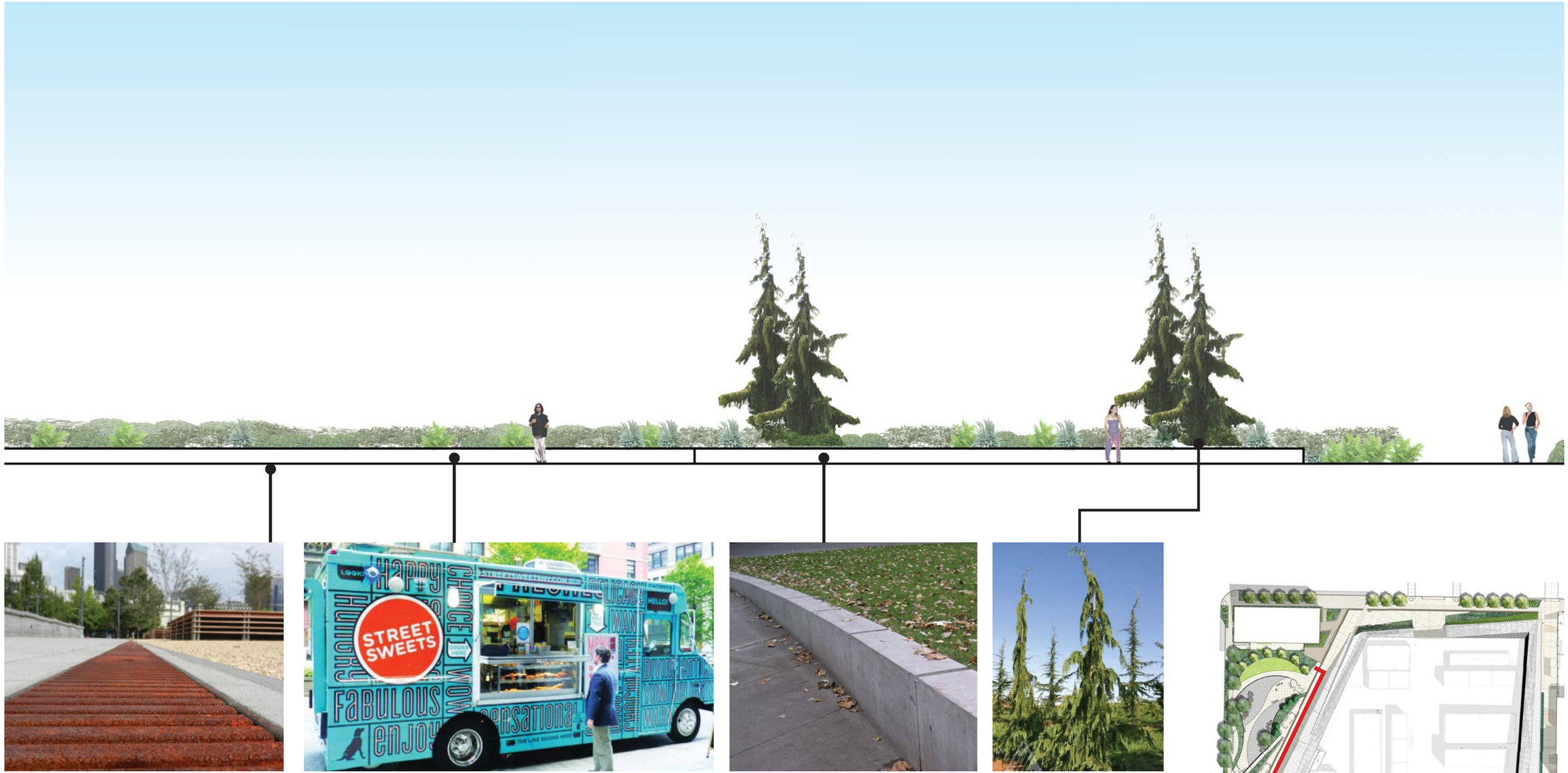


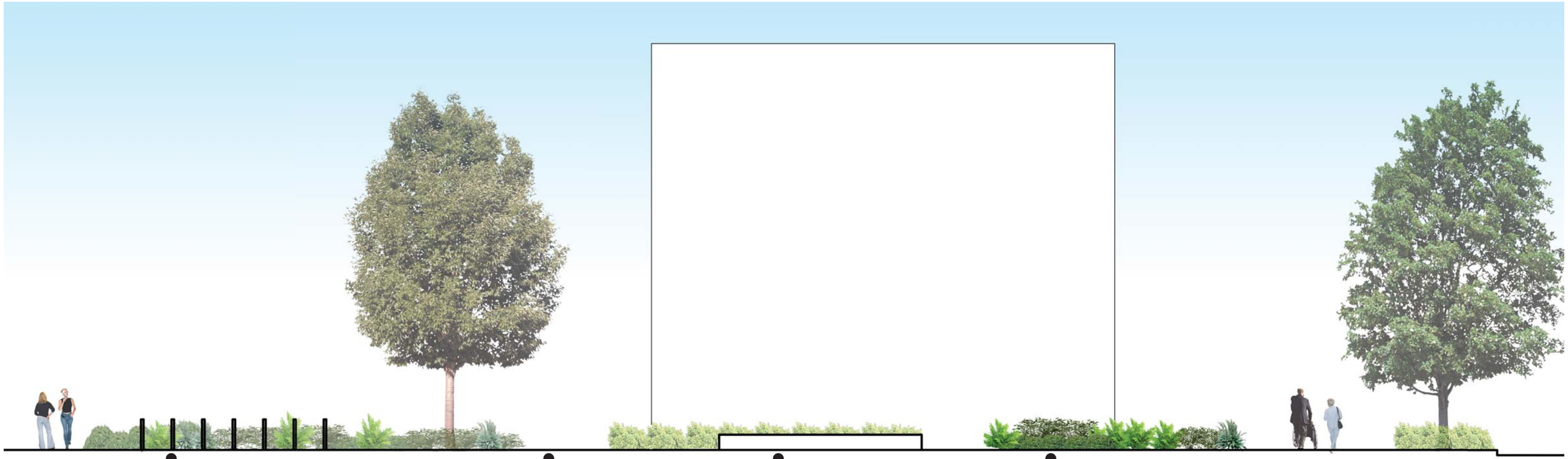

John St.
Minor Ave. N.
THRU BLOCK
CONNECTION
Denny Way
North

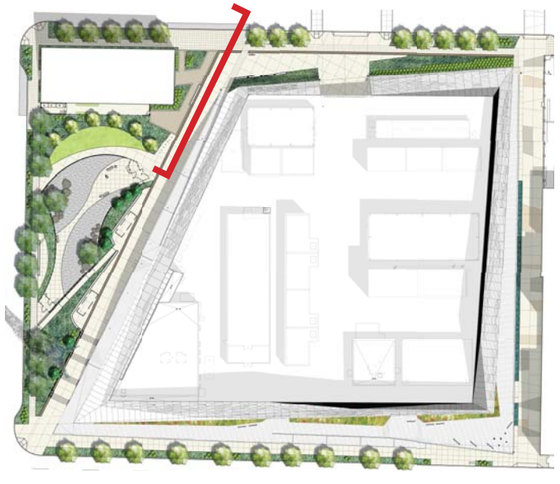


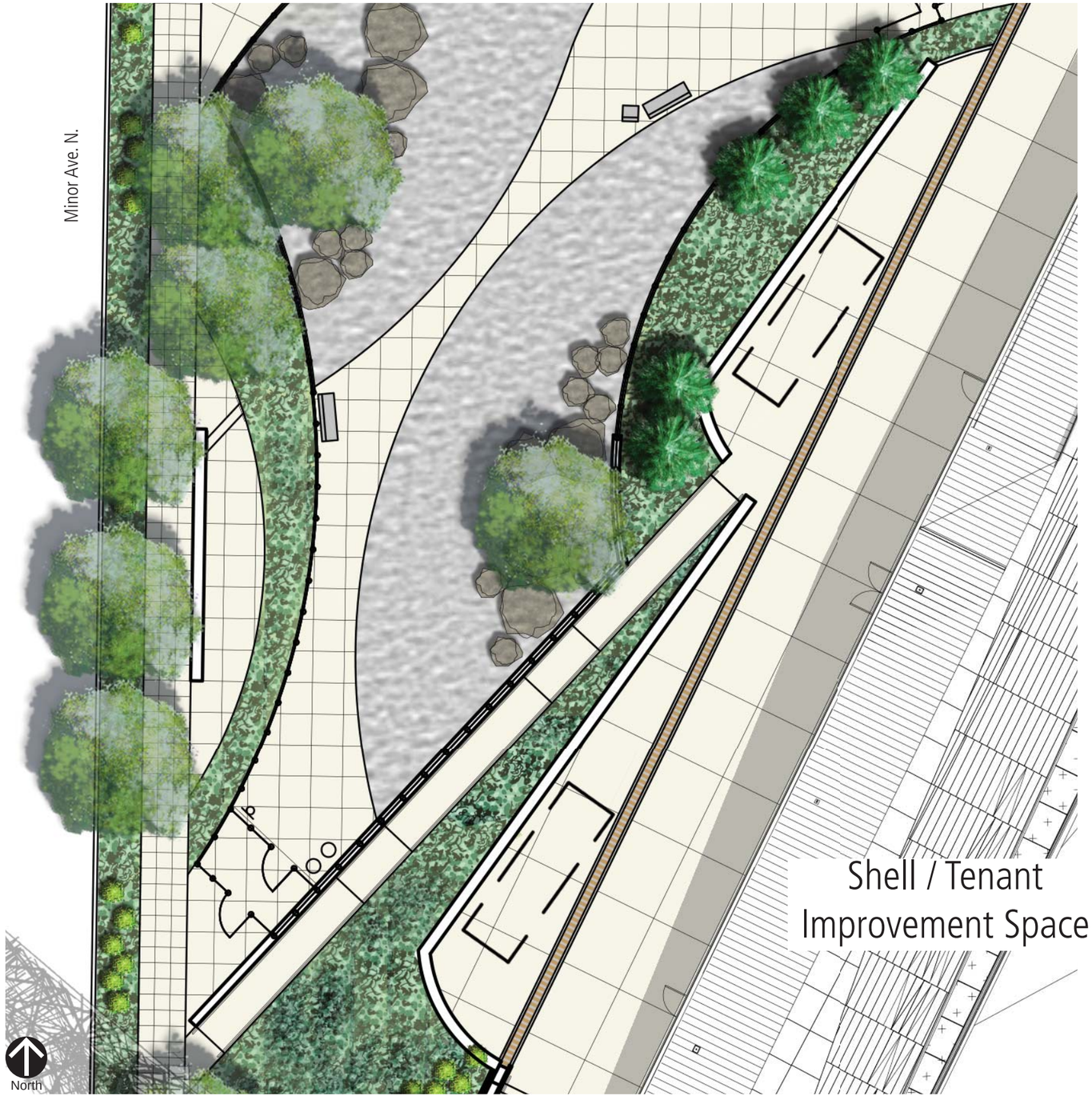


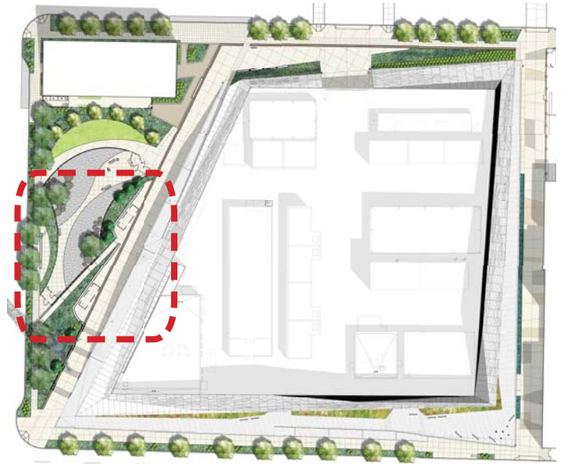


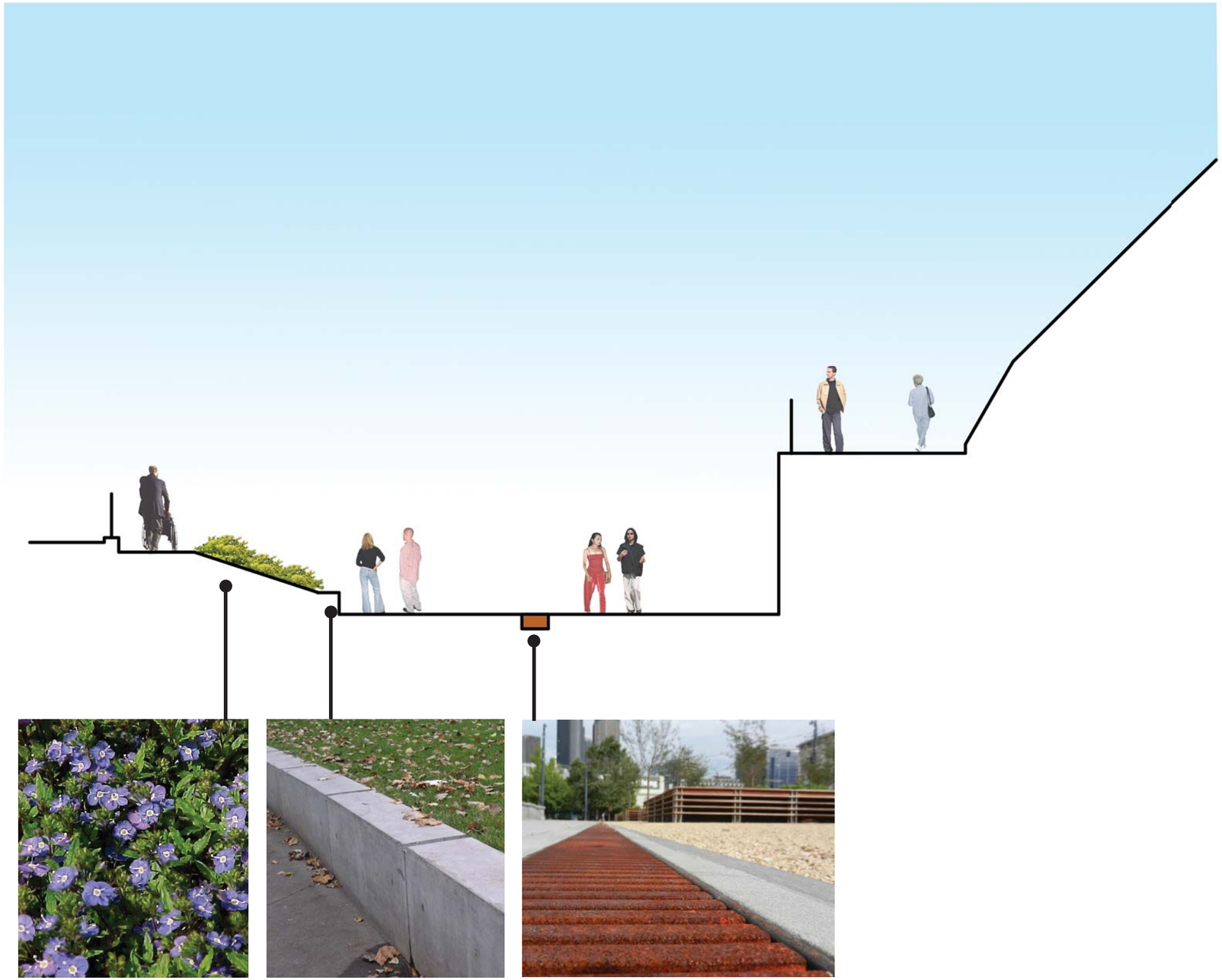

STREET SWEETS
Happy
Fabulous
enjoy

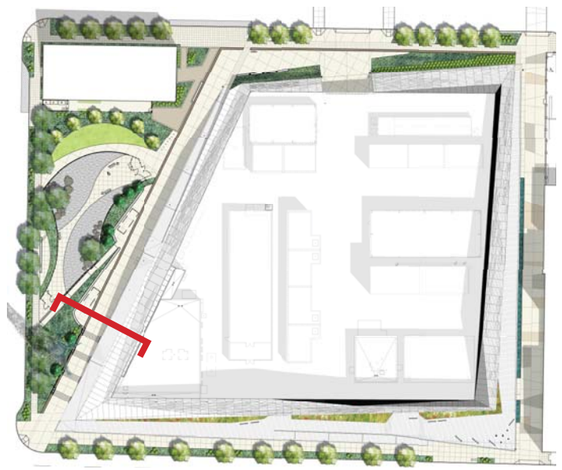




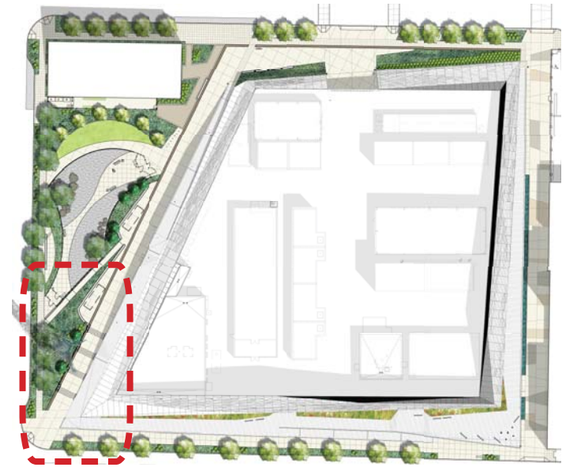

Minor Ave. N.
Shell / Tenant
Improvement Space
North

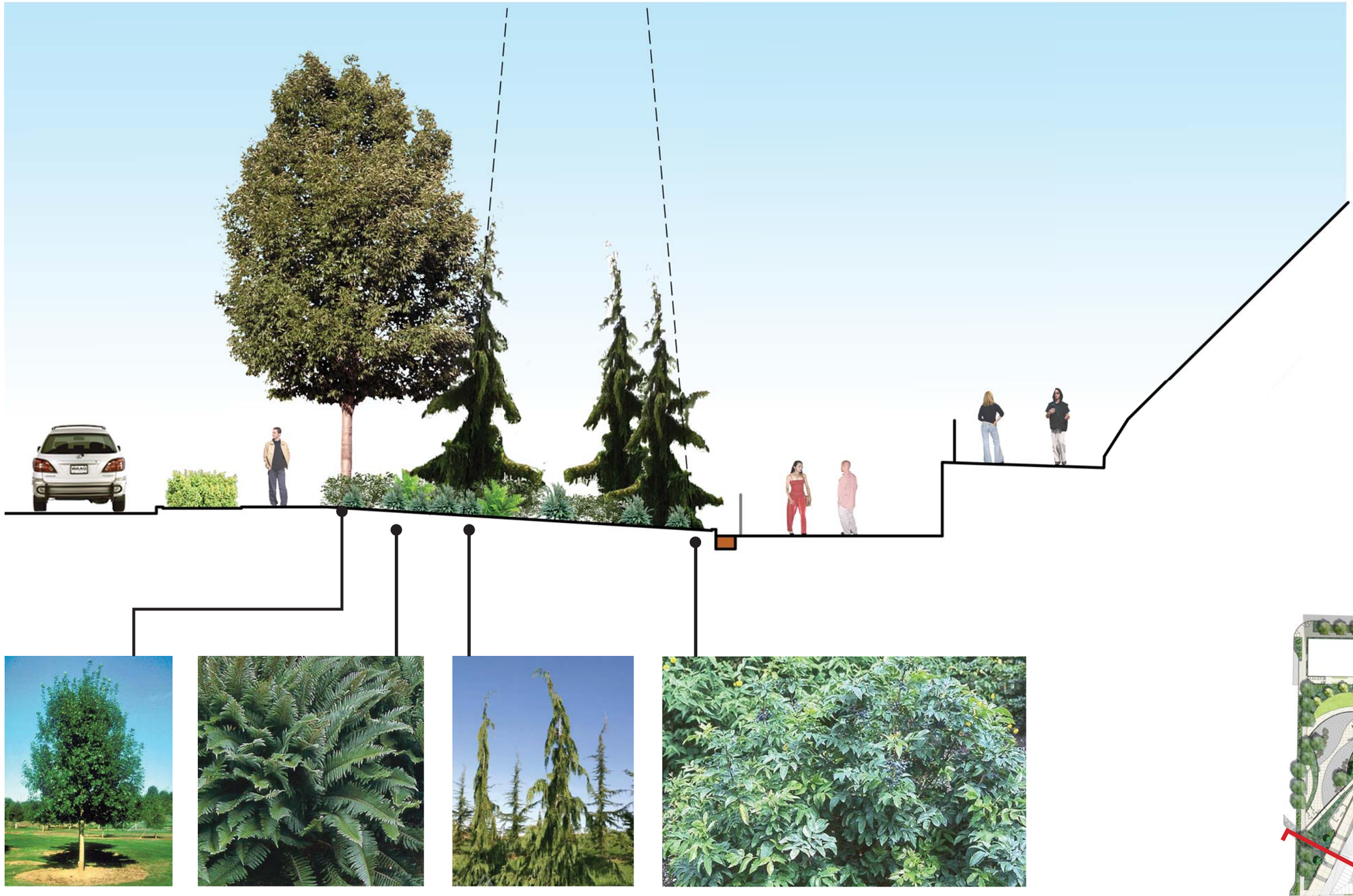


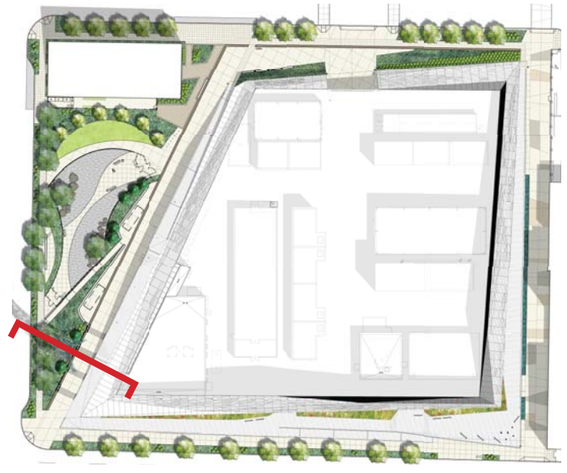


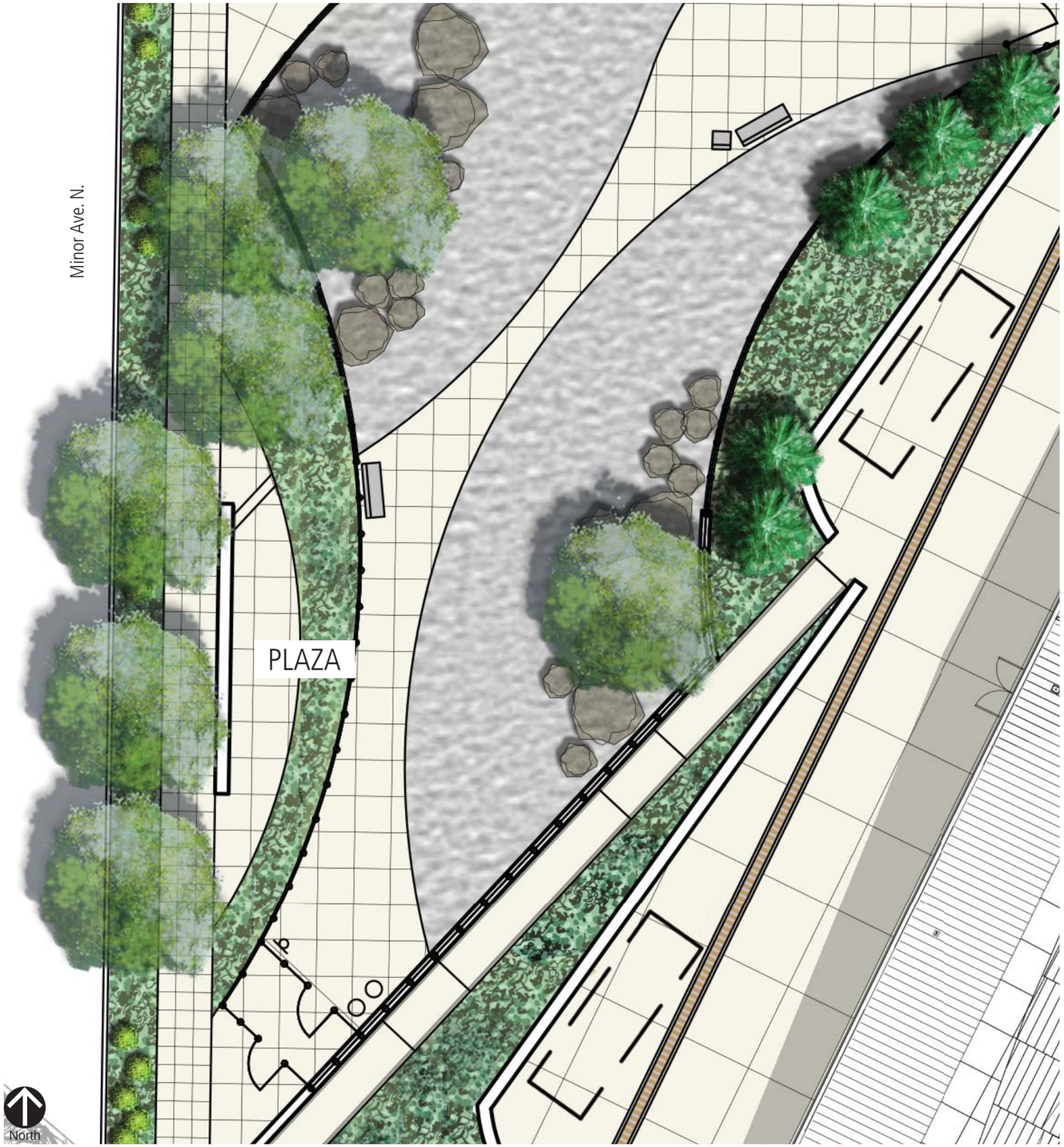


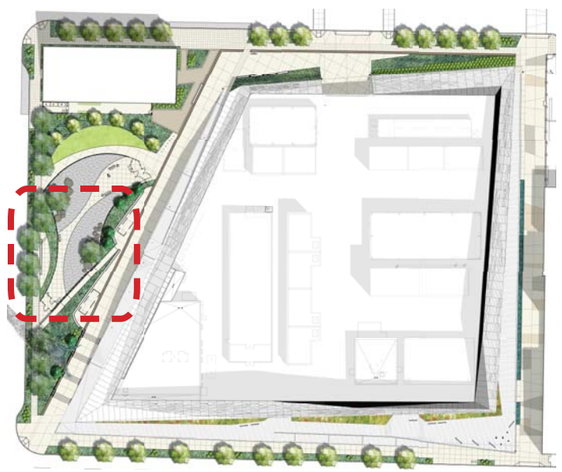

Minor Ave. N.
PUBLIC ART
North
Denny Way

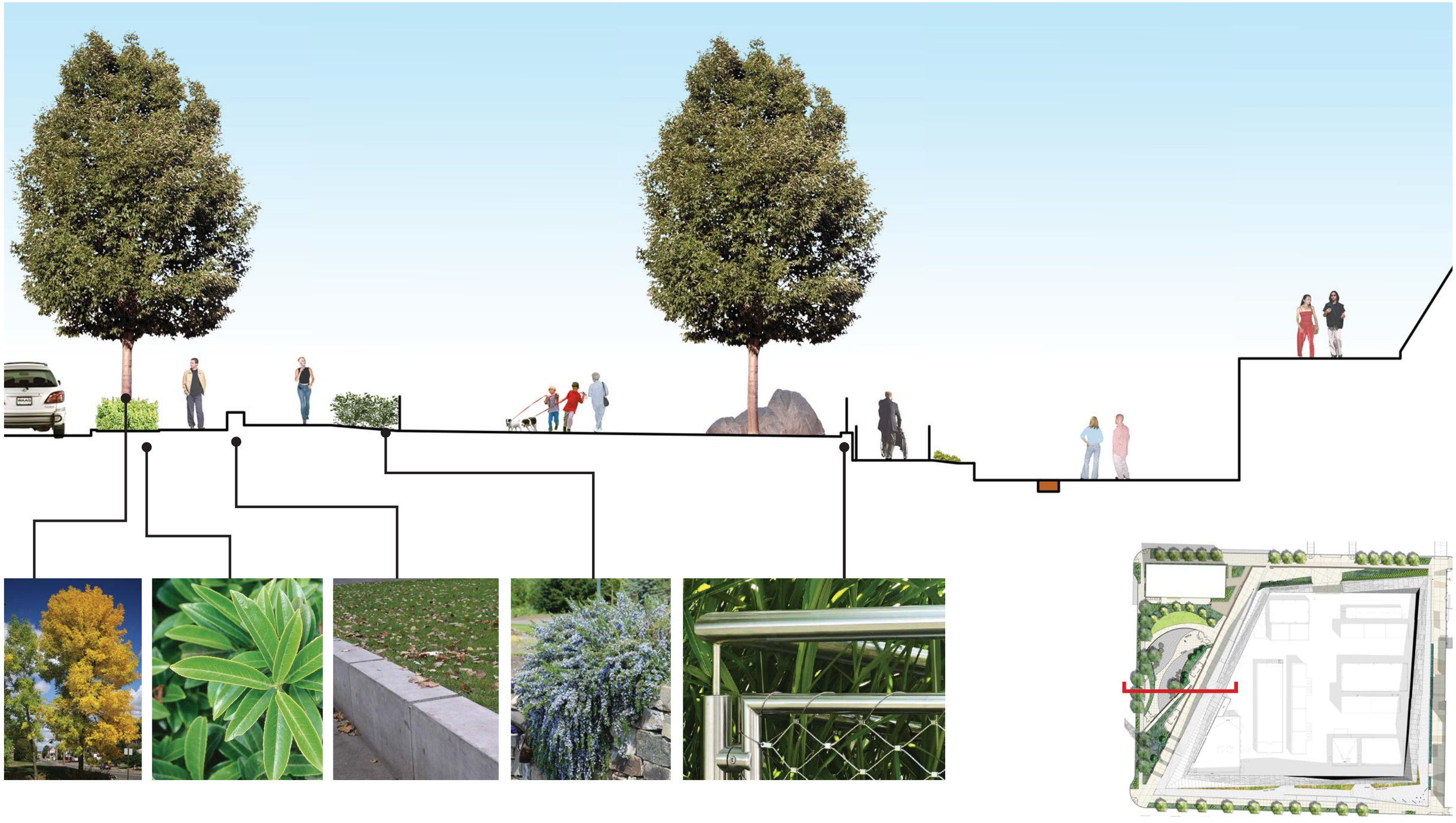


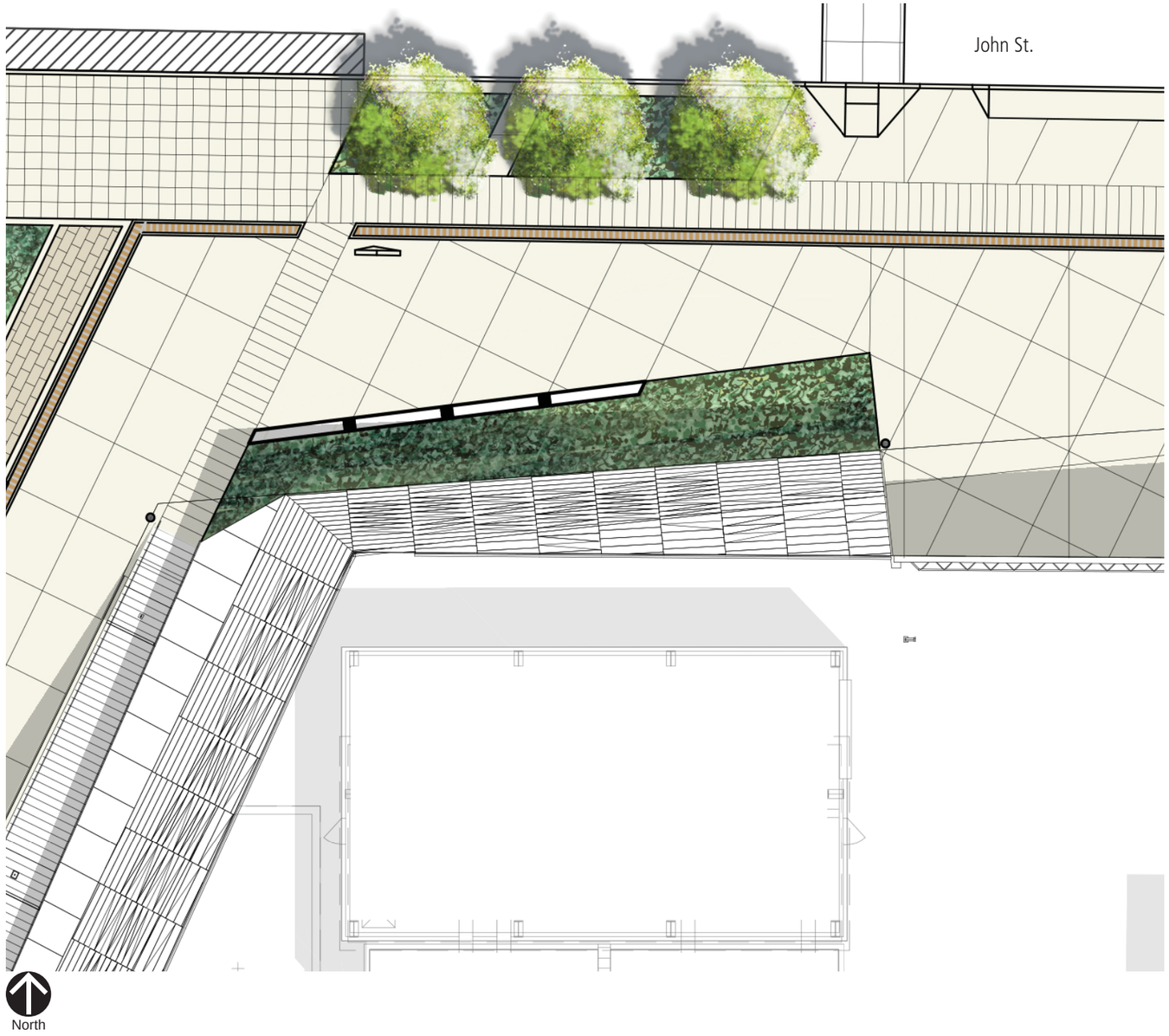


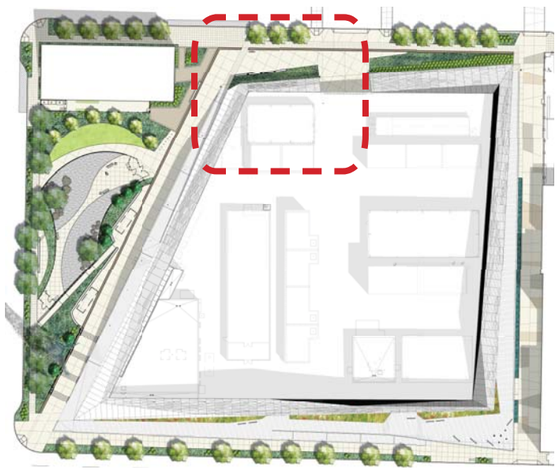


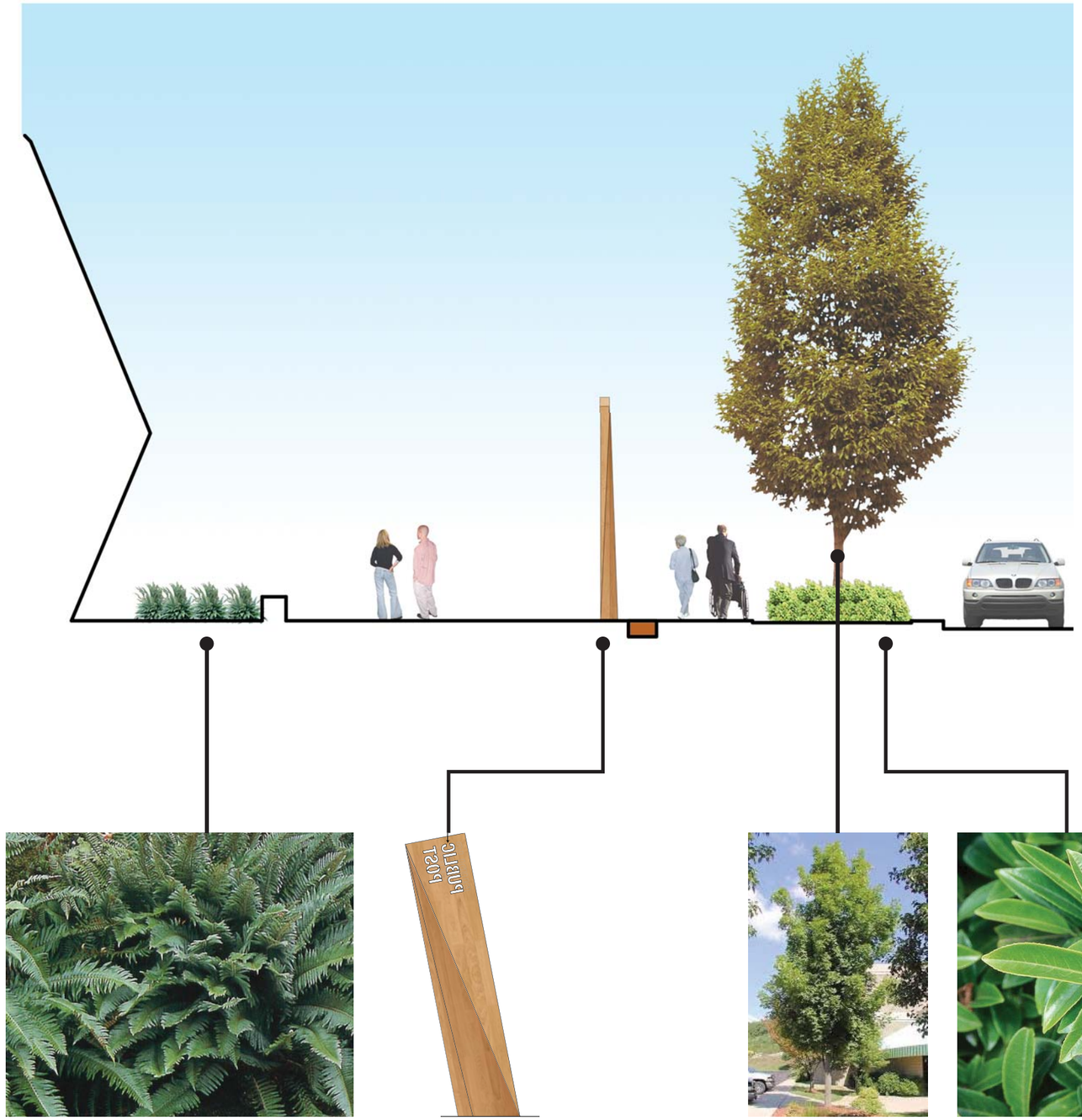

Minor Ave. N.
PLAZA
North

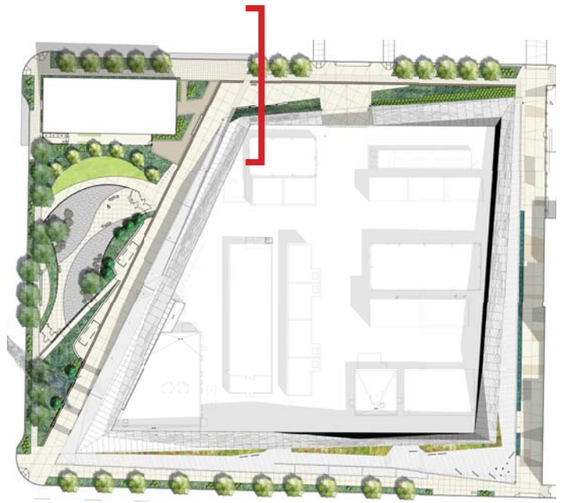


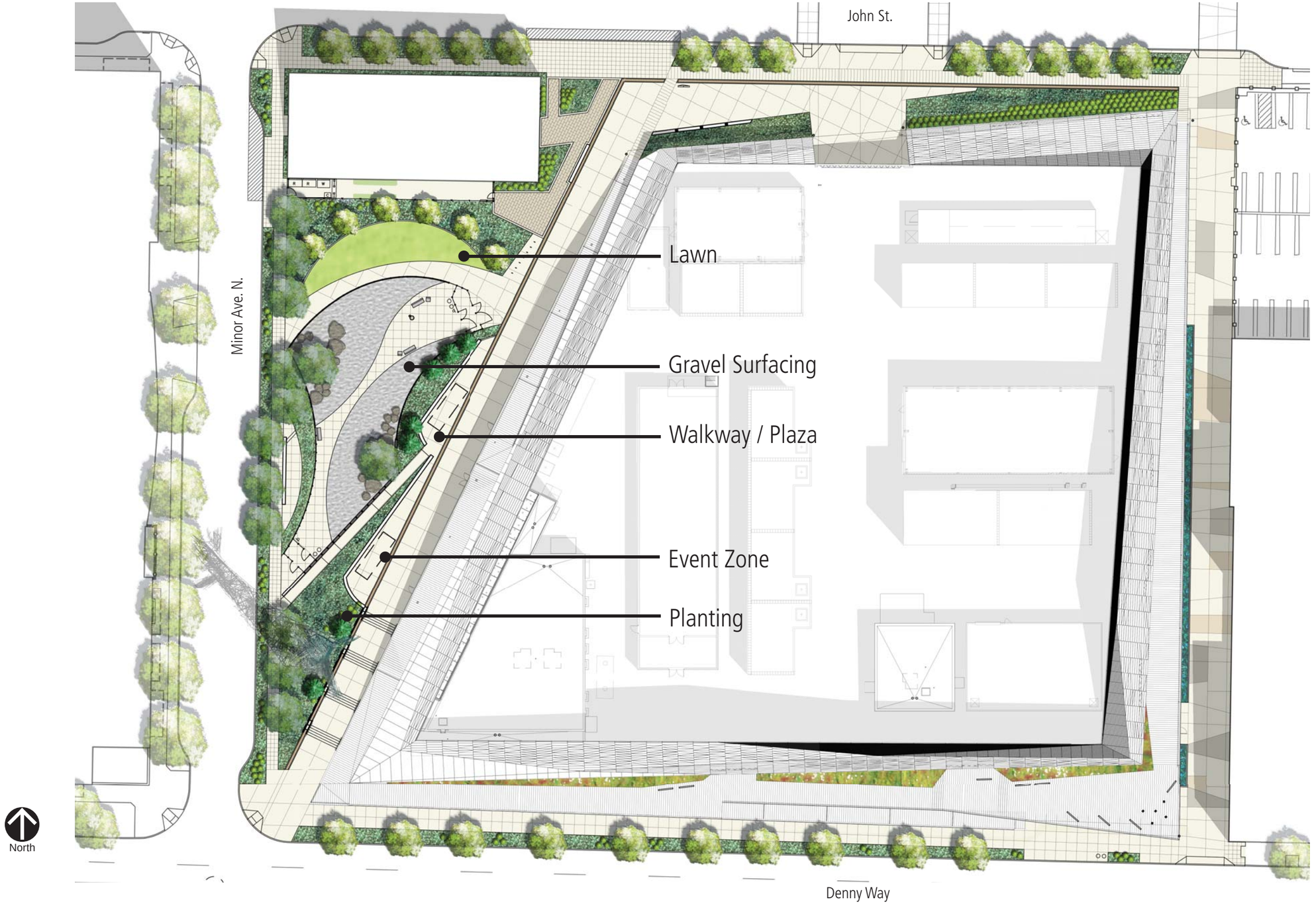



John St.
North




PUBLIC
PARK




John St.
Minor Ave. N.
Lawn
Gravel Surfacing
Walkway / Plaza
Event Zone
Planting
North
Denny Way

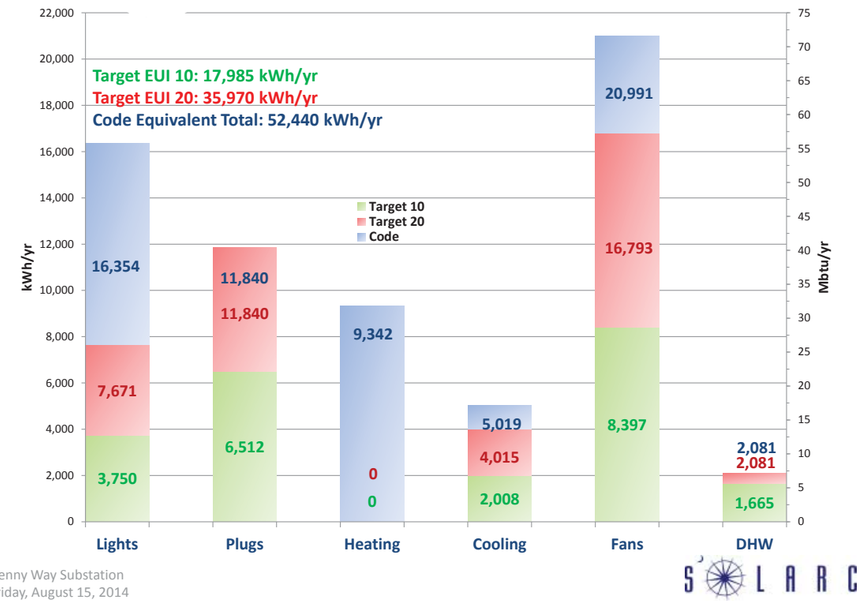
4

BRIEF PREVIEW OF **90% DESIGN**

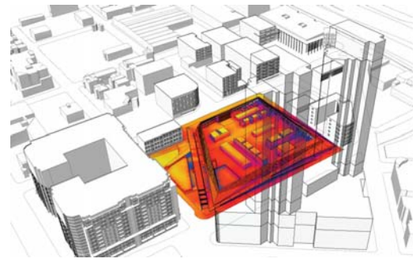
1. Expansion of the sustainability story
2. Details and materiality
3. Lighting
4. Signage
5. Art Integration
6. Program Specificity of the Shell Spaces

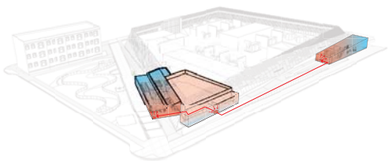
SUSTAINABILITY HIGHLIGHTS

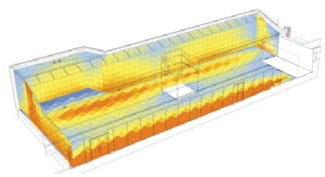
- Net Positive Energy
  - VRF
  - Solar
  - Natural Cooling
- Runnel
- Bioretention



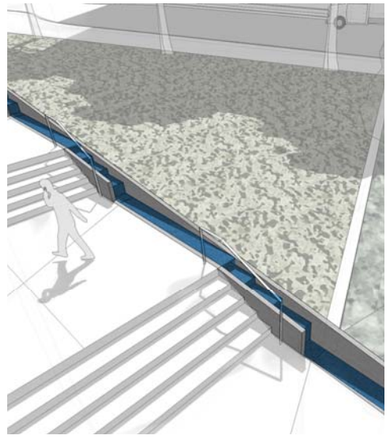
Denny Way Substation
Friday, August 15, 2014

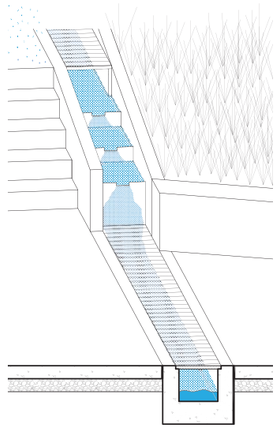




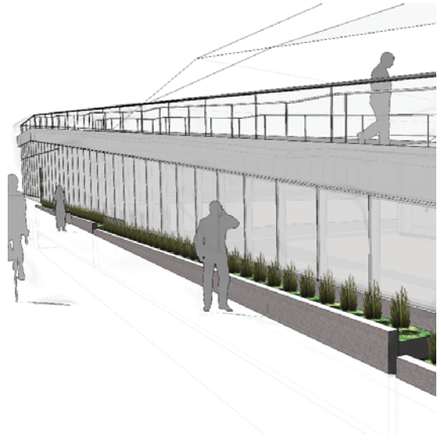


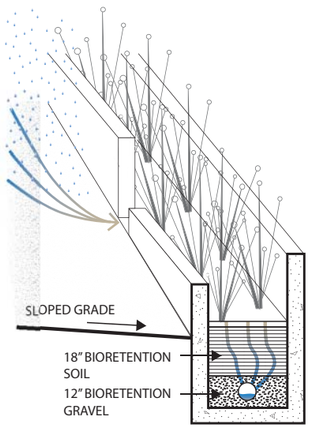
A preliminary energy assessment has been conducted to strategize ways the TI spaces can be net positive energy and reach a target EUI of 10 through a VRF system, daylighting, and natural cooling.





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





A bioretention planter treats polluted runoff generated from the alley

Denny Substation
Public Benefits Preview

with the

Seattle
design
Commission

November 6, 2014

Denny Substation Project

Powering Seattle through the 21st century