



Seattle City Light
Broad Street Substation Inductor Project

Street Vacation Petition
CC-2015-002

December 2017

Prepared for: Seattle Department of Transportation

Summary of Changes

Revision Number	Revision Date	Revision Description
1.	2017-09-08	Initial Release
2.	2017-09-28	SDOT DRAFT review
3.	2017-12-04	DRAFT Revision to address SDOT input & progress
4	2017-12-15	FINAL DRAFT, updt'd per 12/6/17 SDOT mtg

Prepared for: Seattle Department of Transportation

Broad Street Substation Inductor Project Street Vacation Petition

Contents

1. Filing Fee	1
2. Required Signatures	2
3. Community Information	6
4. Development Team	14
5. Right of Way Proposed for Vacation	16
6. Project Location	19
7. Reason for the Vacation	20
8. Project Description	25
9. Other Land Use Action	29
10. Vacation Policies / Transportation Impacts	30
11. Vacation Policies / Utility Impacts	33
12. Vacation Policies / Land Use Impacts	34
13. Vacation Policies / Public Benefit	37
14. Public Benefit Matrix	41
15. Site Maps	42
16. Project Maps	45
17. 9 Block Urban Design Analysis	49
18. Impact on Public Transportation Projects	57
19. Environmental Impact Statement (EIS)	58
20. Neighborhood Plan	59
21. Comprehensive Plan and Other City Plans and Goals	63
22. Sustainable Practices	65
23. Design Review Board	66
24. Company / Agency Information	67
25. Development Schedule	68

www.epsinc.com

Phone (907) 522-1953 • 3305 Arctic Blvd., Suite 201, Anchorage, Alaska 99503 • Fax (907) 522-1182

Phone (907) 789-2474 • 2213 Jordan Ave, Juneau, Alaska 99803 • Fax (907) 789-4939

Phone (425) 883-2833 • 4020 148Th Ave. N.E., Suite C, Redmond, Washington 98052 • Fax (425) 883-8492

1. Filing Fee

The \$450 filing fee will be transmitted to SDOT via an Interdepartmental fund transfer.

2. Required Signatures

Signed and completed petition with signatures representing ownership of 2/3 of the property abutting the right-of-way to be vacated as required by state law. Specifically, the petition must contain the signatures of the property owners on both sides of the affected street (alley), even though only a portion (or side) is sought for vacation. For property owned by a business entity, the petition must contain notarized signatures of two authorized officers. The submittal must include documentation (such as articles of incorporation or other organizational documents demonstrating the authority to bind the organization) and names and titles of officers who are authorized to bind the corporation.

1. The property abutting the right-of-way petitioned for vacation is owned by The City of Seattle, City Light Department.
2. The petition is signed by the General Manager and CEO of the City Light Department.

Street Vacation Petition – See Attached.

**VACATION PETITION TO THE HONORABLE CITY COUNCIL
OF THE CITY OF SEATTLE**

We, the undersigned, being the owners of more than two-thirds of the property abutting on Broad Street, between Harrison Street and Taylor Avenue North, petition the City to vacate the portion of Broad Street described as:

**That portion of the Southeast Quarter of the Southwest Quarter of Section 30,
Township 25 North, Range 4 East, Willamette Meridian;**

Also being a portion of existing Broad Street right-of-way, originally dedicated as Lake Avenue per D.T. Denny's Park Addition to North Seattle, according to the plat thereof recorded in Volume 2 of Plats, page 46, records of King County, Washington, more particularly described as follows:

That portion of said Broad Street right-of-way lying adjacent to Block 66 of said plat and bounded on the north by the north line of said Block extended westerly, bounded on the west by the westerly line of said Block extended northerly, and bounded on the southeast by the northwest line of said Block.

**Containing 4,303 square feet, more or less.
Situate in the City of Seattle, King County, State of Washington**

OR in the alternative, to vacate any portion of the above-described right-of way;

Reserving to the City of Seattle all necessary slope rights including cuts or fills on the above-described former right-of-way property for the protection of the reasonable original grading of right-of-way abutting on the property after the vacation; and

RESERVING to the City of Seattle the right to reconstruct, maintain, and operate any existing overhead or underground utilities in the rights-of-way until the beneficiaries of the vacation arrange with the owner or owners thereof for their removal.

SIGNATURE OF PETITIONERS:

I declare that I am the owner of property that abuts the right-of-way described in the petition to the City Council for the above-noted right-of-way vacation. I understand the discretionary nature of the City Council decision and I have been informed of the vacation review process and all fees and costs and time frame involved. **For corporately held property, provide documentation of signatory authority.**

OWNER(S): Seattle City Light

Signature: James L. Papp

Date: 1-5-18

PROPERTY

King County Parcel

KCPIN: 1991200405

**VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE
CITY OF SEATTLE**

I/we Seattle City Light acknowledge that:

Any expense that may be incurred in preparing, applying or obtaining any land use or construction permits in contemplation of such vacation is the sole risk of the petitioners;

The City Council decision is at the end of the review process;

The City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies contained in Clerk File 310078 and other adopted policies;

A Council decision to grant the vacation request does not exempt the property from the requirements of the City's Land Use Code or from conditioning of development pursuant to the State Environmental Policy Act (SEPA);

I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of a vacation petition; and

I/we understand that property owners abutting the vacation area are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way. State, federal or city agencies are not required to pay a vacation fee but are required to pay for all other fees and processing costs.

James L. Baggs Petitioner 1-5-18 Date

CONTACT INFORMATION:

Petitioner:

City of Seattle
Seattle City Light
James L. Baggs
Interim General Manager and CEO
PO Box 34023
Seattle, WA 98124-4023

Contact:

Matthew Boyd
Electric Power Systems
mboyd@epsinc.com 360.434.3762

3. Community Information

The Street Vacation Policies require community notification prior to beginning the vacation review process. List the community or neighborhood organizations and business groups that were provided information about the project, and include contact names, addresses, phone numbers, and e-mail addresses.

Seattle City Light (SCL) has established a thorough Public Involvement Plan (PIP) for the Broad Street Substation Inductor Project. The PIP is used to guide public outreach efforts for the project's design phase. Specifically, the PIP describes the ways in which the public can become informed of and engaged in the project, including how they may provide input and feedback. This plan includes the project methods to communicate and to best serve stakeholders' needs. This plan is a "living document" that is updated with each design milestone.

Public Involvement Methods

A number of methods are in place to inform and engage a wide and diverse audience. These methods were selected because they offer a variety of ways for project stakeholders and the public to both receive information and to provide input.

Open Houses: These forums, to engage the public, include educational/informational materials, such as display boards, brochures, as well as comment forms. The purpose of these events is to present the design and to receive public feedback regarding both the design and the public benefits associated with the project.

Project Website: The website is a central source of information for the public. It hosts up-to-date project information. It includes a description of the project, a project schedule, design graphics, information on how to stay involved, and an archive of project materials. <http://www.seattle.gov/light/broadsub>

Project email listserv and phone line: The project email address/listserv and phone line are the basic means of communication established and will be maintained throughout the life of the project. The project email SCL_BroadSub@seattle.gov, is the primary email address for all correspondence with the public. Individuals are able to sign up to a listserv to receive regular updates about the project, invitations to open houses and other events. The hotline (206) 801-3528 offers basic project information and is a resource for the public. The hotline provides the opportunity for callers to listen to a brief project update and to leave a message with a question or comment. The project email address and hotline are advertised on the project website and on all project materials.

Stakeholder Briefings and Community Meetings: Stakeholder briefings and community meetings are opportunities to engage specific groups that may have an interest or could be directly affected by, the project. Briefings and community meetings are intended to ensure the project team understands and may address the specific concerns, perceptions and preferences of organizations and community groups and to ensure we reach a wide audience.

Social Media: A social media presence is established to support the project, including information such about open houses, project updates, and other relevant information. The project leverages City Light's existing Twitter and Facebook accounts.

Media Outreach: Press releases are produced and distributed to City Light's media contact list. Releases are planned prior to any project open house and at key milestones. The releases provide information about the project and about how to stay involved, with specific information about open house purpose, dates, times, and locations. Releases are sent to the media contact list approximately 2-3 days prior to each open house and

Broad Street Substation Inductor Project Street Vacation Petition

at key milestones as appropriate.

Door-to-door Outreach: Flyers are prepared prior to open houses and are distributed door-to-door within a three-block radius of the Broad Street Substation. The flyers provide information about the open house, other ways to stay informed and involved and basic project information.

Project postcards: Postcards with information about the project, the open house, and other ways to stay involved are mailed to approximately 7000 addresses in the Community (within one mile of the substation) prior to each open house.

Actions to Date:

This section summarizes the specific actions SCL has taken to date to inform and involve the public and project stakeholders.

- In September 2016, approximately 50 businesses, property owners, neighborhood groups and organizations were contacted via mail and email. These entities received an introductory letter about the project that invited recipients to send comments about the proposed street vacation or to contact Seattle City Light to request a briefing on the project. The following information was included with the letter:
 - » A fact sheet, with information about the project and the street vacation process.
 - » A list of frequently asked questions and responses.

Seattle City Light contacted and offered briefings to the following groups, organizations and businesses.

- Gates Foundation
- Seattle Center
- South Lake Union Community Council
- Queen Anne Community Council
- South Lake Union Chamber of Commerce
- Queen Anne Chamber of Commerce
- Lake Union District Council
- Diamond Parking
- Best Western Plus Executive Inn
- MoPop
- Department of Neighborhoods District Coordinators
- Magnolia/Queen Anne District Council
- Ride the Ducks
- Seattle Uptown Alliance
- Space Needle Corporation
- The ARC of King County
- Seattle Pacific Hotel
- Republic Parking
- Seattle Pacific Hotel
- Adler Giersch Law Firm
- Altus Group
- Aperture Apartments
- Walgreens
- BTS International LLC
- Clise Properties
- BRE Properties
- Carl Fennema
- Casa del rey Apartments
- Center Art LLC
- McDonalds
- Essex Corporate Offices
- Fat City German Motors
- Globe Reality
- Historic Seattle
- Hyatt Place Hotel
- David Jarrell
- Jaygees Hospitality Inc.
- Lake Union District Council
- Level 3

Broad Street Substation Inductor Project Street Vacation Petition

- Marselle Condos
 - Quality Inn Suites
 - Denny Way Shell Station
 - Sixth Avenue Eats
 - SRI Enterprise LLC
 - Susan G Komen Foundation
 - Taylor 28 Apartments
 - The Century
 - Travelodge
-
- **Initial Stakeholder Briefing:** As a result of the initial outreach one briefing was prepared and the meeting was held with the Adler Giersch Law Firm (September 26, 2016.)
 - **Open House (November 8, 2017):** An open house was held at the Best Western Plus Inn to provide information and get feedback on the design and proposed public benefits. The open house consisted of staffed display boards and provide the public the opportunity to provide feedback directly to project staff and to make comments on flip charts and comment forms.
 - **Stakeholder Briefings / Community Meetings (November, 2017):**
 - » Gates Foundation (11/2/17)
 - » South Lake Union Community Council Policy and Planning Committee (11/21/17)
 - » South Lake Union Stakeholders (10/25/17)
 - » Uptown Alliance (11/21/17)

Public and Stakeholder Feedback

The project team received extensive feedback as a result of the briefings and the open house. The key themes that emerged from the feedback included the following:

- Near universal support for the proposed public benefits (Thomas Green Street), including lighting, wider sidewalks, street trees, etc. to improve the pedestrian experience
- Support for some kind of architectural treatment of the new concrete walls, at the northwest corner of the substation.
- Concern about graffiti on the new walls (and that art or surface treatment could help prevent that)
- Dislike of the existing chain link fence
- Support for including security cameras and lighting to help reduce graffiti
- Support for adding art to the northwest corner of the site
- Activating the street
- Wayfinding, interactive educational signage, and incorporating art are supported.
- Some off site options (proposed by the SLUCC) included Westlake Micro Parks, and/or contributing to funding the Market to Mohai project.

Planned Future Actions

- Stakeholder Briefings and Community Meetings follow up engagements with the groups . (ongoing)
- Second Open House
- Maintain the established communication methods,by print, online and media outlets through-

Broad Street Substation Inductor Project Street Vacation Petition

out the project.

The geographic area of the contact list (included below) was predominately the Uptown (Queen Anne) and South Lake Union area (See figure 1 below)

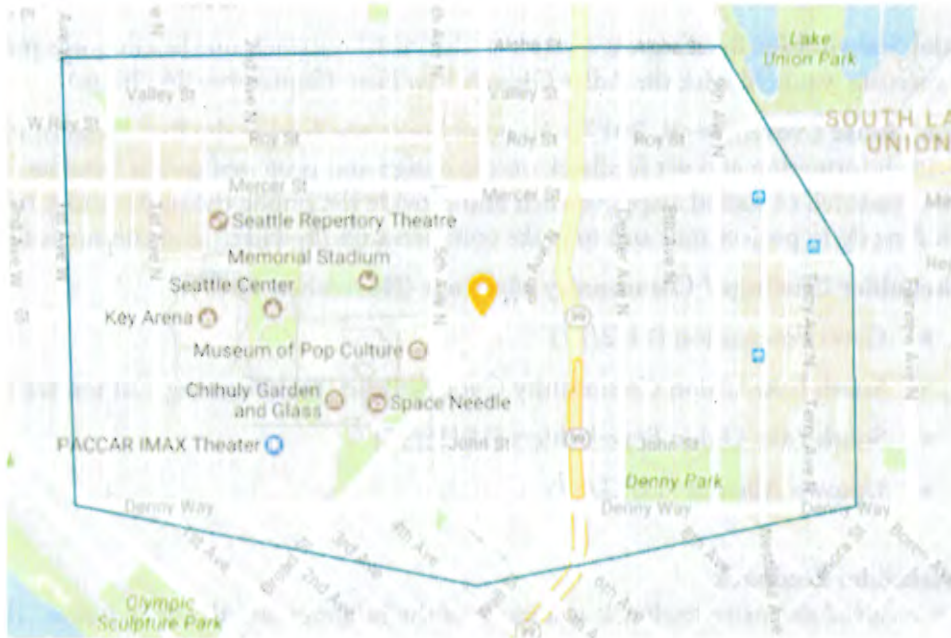


Figure 1: Open House Postcard Mailing Area: Postcards were mailed to addresses within a one mile radius of Taylor and Harrison.

Broad Street Substation Series Inductor Project: Street Vacation Briefing and Presentation Contact List

See Attached.

Broad Street Substation Inductor Project Street Vacation Petition

Name	Address	City	State	Zip code	Email
Arc of King County	233 6TH Ave N	Seattle	WA	98109	info@arcofkingcounty.org
Bill & Melinda Gates Foundation	PO Box 23350	Seattle	WA	98102	info@gatesfoundation.org
Department of Neighborhoods	700 5th Ave #1700	Seattle	WA	98104	tim.durkan@seattle.gov; yun.pitre@seattle.gov; laurie.ames@seattle.gov
Diamond Parking Inc	605 First Ave, Suite 600	Seattle	WA	98104	info@diamondparking.com
Queen Anne Chamber of Commerce	1901 1 st Ave W	Seattle	WA	98119	charley@queenannechamber.org
Republic Parking	200 W Mercer St # 103	Seattle	WA	98119	llarson@rpnw.com
Richard H. Adler	333 Taylor Ave N	Seattle	WA	98109	info@adlergiersch.com
Ride the Ducks HQ	516 Broad St	Seattle	WA	98109	ducks@ridetheducksofseattle.com
Seattle Pacific Hotel	325 Aurora Ave N	Seattle	WA	98109	seattlepacifichotel@gmail.com
124 5TH Ave N LLC	124 5 th Ave N LLC	Seattle	WA	98109	
130 5TH Ave N LLC	130 5 th Ave N LLC	Seattle	WA	98109	
Altus Group Inc	1215 Fourth Avenue Suite 2250	Seattle	WA	98161	
Aperture Apartments	500 John Street	Seattle	WA	98109	
Aperture on Fifth LLC	207 5th Avenue	Seattle	WA	98109	
Aperture on Fifth LLC	206 5th Ave	Seattle	WA	98109	
Attn: Consumer Relations, Walgreen Co.	1419 Lake Cook Rd., MS #L390	Deerfield	IL	60015	

Broad Street Substation Inductor Project Street Vacation Petition

Name	Address	City	State	Zip code	Email
B T S International LLC	2321-A Distribution Street	Charlotte	NC	28203	
Best Western Plus Executive Inn	200 Taylor Ave N	Seattle	WA	98109	
BRE Properties	11411 NE 124th St Ste 250	Kirkland	WA	98034	
Carl H Fennema	605 Thomas St	Seattle	WA	98109	
Casa del rey Apartments	609 Thomas St	Seattle	WA	98109	
Cedarstrand Properties	7621 Rainier Ave S.	Seattle	WA	98118	
Center Art LLC	223 Taylor Ave N	Seattle	WA	98109	
Clise Properties	221 6TH Ave N	Seattle	WA	98109	
Clise Properties	1700 7th Ave Suite 1800	Seattle	WA	98101	
Danah Abarr, South Lake Union Chamber of Commerce	500 Yale Ave N	Seattle	WA	98109	
David M Santillanes Jr. McDonalds	218 5TH Ave N	Seattle	WA	98109	
EMP Administrative Offices	120 6 th Ave N #100	Seattle	WA	98109	
Essex Corporate Offices	1100 Park Place, Suite 200	San Mateo	CA	94403	
Fat City German Motors/Law Office	508 Denny Way	Seattle	WA	98109	
Globe Reality Inc	1625 East 74th St	Chicago	IL	60649	
Historic Seattle	1117 Minor Ave	Seattle	WA	98101	
Hyatt Place Hotel	110 6TH Ave N	Seattle	WA	98109	
David Jarrell	118 5th Ave N	Seattle	WA	98109	

Broad Street Substation Inductor Project Street Vacation Petition

Name	Address	City	State	Zip code	Email
Jaygees Hospitality Inc	200 6th Ave N	Seattle	WA	98109	
Lake Union District Council	701 5th Ave #1700	Seattle	WA	98104	
Level 3 / Phillips real estate	223 Taylor Ave N	Seattle	WA	98109	
Marselle Condos	699 John St	Seattle	WA	98109	
South Lake Union Community Council	415 Westlake Ave	Seattle	WA	98109	
Quality Inn Suites	225 Aurora Ave N	Seattle	WA	98109	
Seattle Uptown Alliance	200 1 st Ave W #400	Seattle	WA	98119	
Shell station	620 Denny Way	Seattle	WA	98109	
Sixth Avenue Eats	230 6th Ave N	Seattle	WA	98109	
Space Needle Corporation	203 6th Ave N	Seattle	WA	98109	
SRI Enterprise LLC	325 Aurora Ave N	Seattle	WA	98109	
Susan G Komen	112 5 th Ave N	Seattle	WA	98109	
Taylor 28 Apartments	100 Taylor Ave N	Seattle	WA	98109	
The Century	101 Taylor Ave N	Seattle	WA	98109	
Travelodge	200 6TH Ave N	Seattle	WA	98109	
Walgreens	566 Denny Way	Seattle	WA	98109	
Seattle Center					SCComm@seattle.gov
South Lake Union Community Council					director@sluchamber.org
Queen Anne Community Council					QueenAnneCC@gmail.com

4. Development Team

Provide information about the development team, including the architect, engineer, land use attorney, artist, or other team members and include name, address, phone number and e-mail address.

Owner: Seattle City Light

700 5th Avenue, Suite 3200 Seattle Washington 98124-4023
Bikas Pande - Project Manager bikas.pande@seattle.gov (206) 684-0502

Prime consultant: Electric Power Systems, Inc.

Electrical power systems design (Electrical, Civil, Structural, ROW & Permitting)
3305 Artic Blvd., Suite 201, Anchorage, Alaska 99503
Dan Rogers – Project Manager drogers@epsinc.com (907) 646-5121

SUBCONSULTANTS:

Survey: ESM Consulting Engineers, LLC

33400 8th Avenue South, Suite 205
Federal Way, WA 98003
Zack Lennon, PLS – Project Manager zack.lennon@esmcivil.com (253) 838-6113

Geotechnical: GeoEngineers

600 Stewart Street, Suite 1700
Seattle, WA 98101
David Phelps – Project Manager dphelps@gepengineers.com (206) 728-2674

Public Outreach: Stepherson & Associates Communications

2815 2nd Avenue, Suite 555
Seattle, WA 98121
Chris Hoffman – Senior Account Manager chris@stephersonassociates.com (206) 508-1449

ROW & Permitting: Hillis Clark Martin & Peterson

999 3rd Avenue, Suite 4600
Seattle, WA 98104
Jennifer E. Grant – Paralegal Jennifer.grant@hcmp.com (206) 470-7684

ROW & Permitting: Labonde Land, Inc.

2324 California Avenue SW
Seattle, WA 98116
Scott Matetich – Principal scott@labondeland.com (206) 623-1633

Landscape Architecture & Urban Design: SiteWorkshop

222 Etruria Street, Suite 200
Seattle, WA 98109
Mark Brands, ALSA – Managing Principal markb@siteworkshop.net (206) 285-3026

RHC Engineering

720 3rd Ave Suite 1607
Seattle, WA, 98104
Jane Li, PhD, PE, SE, Principal, jane.li@rhceengineering.com, (206)-623-5984

Broad Street Substation Inductor Project Street Vacation Petition

Architecture & Planning: BOLA Architecture + Planning

159 Western Avenue West, Suite 486

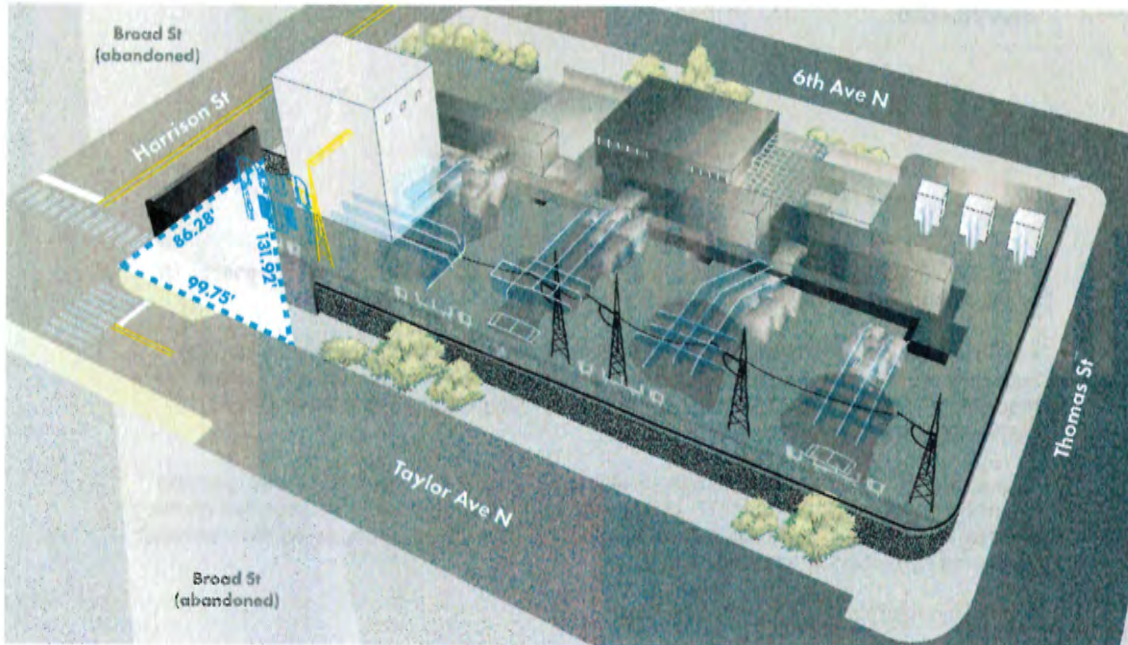
Seattle, WA 98119

Susan Boyle, AIA, Principal sboyle@bolarch.com (206) 447-4749

5. Right of Way Proposed for Vacation

Identify the public right-of-way proposed for vacation. Provide a legal description of the right-of-way proposed to be vacated; survey and title work may be required.

The right of way proposed for vacation is depicted in blue below and legally described in Exhibits A and B, which follow.



Broad Street Substation Inductor Project Street Vacation Petition

Broad Street Substation
Job No. 1911-001-016
June 28, 2016

EXHIBIT A

**LEGAL DESCRIPTION FOR
RIGHT-OF-WAY VACATION**

A portion of the Southeast Quarter of the Southwest Quarter of Section 30, Township 25 North, Range 4 East, Willamette Meridian;

Also being a portion of existing Broad Street right of way, originally dedicated as Lake Avenue per D.T. Denny's Park Addition to North Seattle, according to the plat thereof recorded in Volume 2 of Plats, page 46, records of King County, Washington, more particularly described as follows:

That portion of said Broad Street right-of-way lying adjacent to Block 66 of said plat and bounded on the north by the north line of said Block extended westerly, bounded on the west by the westerly line of said Block extended northerly, and bounded on the southeast by the northwest line of said Block.

Containing 4,303 square feet, more or less.

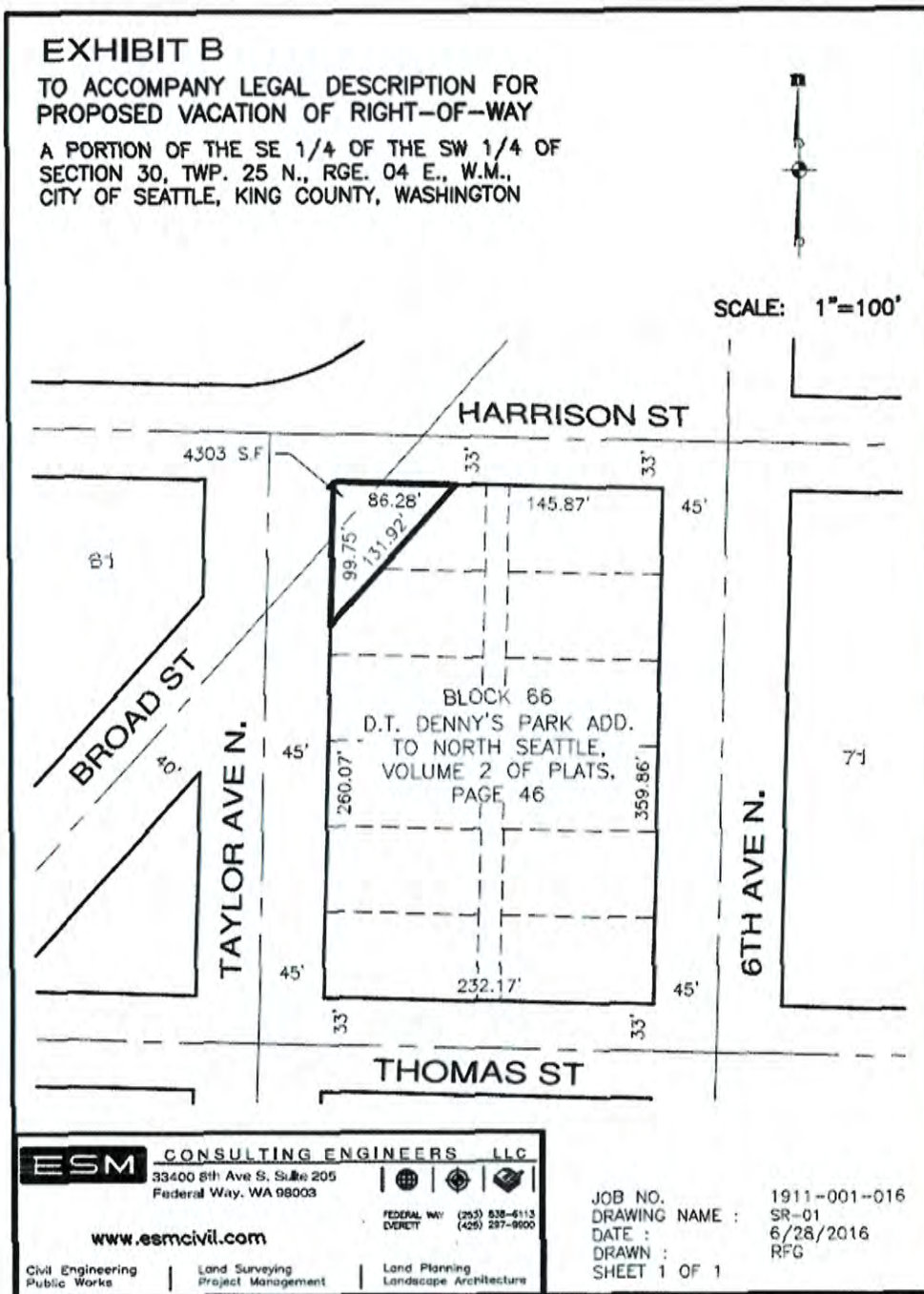
Situate in the City of Seattle, King County, State of Washington.

See attached Exhibit B.

Written by: ZL
Checked by: R.G.



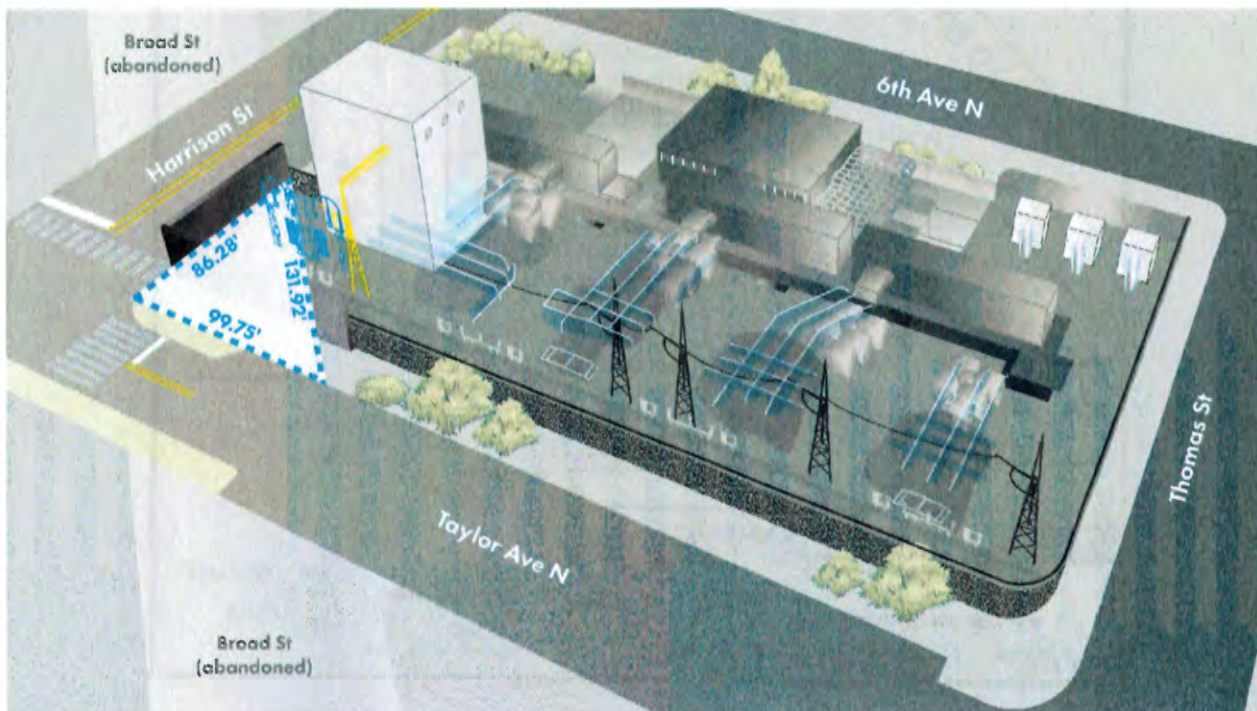
tiesmbleng\resm\job\1911\001\016\document\legal-001.doc



6. Project Location

Provide the project address; the boundaries of the block where the project is located; the neighborhood or area of the City; the Neighborhood Planning Area; the current zoning for the area and any zoning overlays or special review districts.

- **Address:** 319 6th Avenue N, Seattle, Washington 98109
- **Streets Bordering the Project Site:** Harrison Street on the north, 6th Avenue N. on the east, Thomas Street on the south, Taylor Avenue N. on the west and Broad Street on the northwest.
- **Neighborhood Planning:** The project site is located within Seattle's Queen Anne Neighborhood. For planning purposes, the site is located in the Uptown Urban Center (see Figure 4).
- **Zoning:** The current zoning for the site is Seattle Mixed-85. However, the Seattle City Council is currently evaluating Council Bill 119055 that would rezone the site to SM-UP 160(M), as part of the larger Uptown Urban Center rezone. The Office of Planning and Community Development conducted environmental review of three potential rezone scenarios in the Uptown Urban Center as part of the Uptown Urban Design Framework process, for which a preferred alternative was selected in the Final Environmental Impact Statement issued in March 2017. Council action on the rezone is expected in 2017.



7. Reason for the Vacation

Describe why the vacation is being sought and list specifically what the vacation contributes to the development of the project. Provide a “no vacation” alternative that describes what could be built on the site without a vacation. Include existing conditions and any constraints, such as the topography that impact the potential development of the site.

Why the Vacation is Requested

The project entails making system improvements at the Broad Street Substation. The Inductor system includes three (3) pieces of large, electrical equipment. When installed on a transmission line, the inductor system moderates the flow of electricity on the transmission line, thus balancing the electrical load that travels through the regional and local transmission grid.

Broad Street Substation is space limited with the existing operating equipment. The Street Vacation will enable the facility to install the new equipment and to improve some of the existing equipment conditions. The constraints are outlined further below.

The upgrade is necessary to meet energy demands of our growing region and reduce the chance of outages. The Broad Street Substation Inductor system equipment, working in conjunction with the Denny Substation, will more reliably deliver power to customers and increase the reliability of our city and region’s power distribution grid.

Two parallel transmission lines (grid level) come into the Broad Street Substation. Both of the lines require inductors. Only one of the lines passes through the Denny Substation, so only one inductor could be installed with Denny Substation.



The installation of an 115kV series inductor, with the related system equipment, on the existing Massachusetts-Union-Broad (MA-US-BR) transmission line, at Broad Street Substation, greatly reduces the risk of SCL equipment overloads. (Over demand driven changes in voltage or current) Overloads could result in power interruptions (“Outages” or “Blackouts”) in both Seattle and potentially for the broader Northern Region and West Coast. The risk is caused by the forecast increase in City growth and the regionally transferred power through the SCL transmission grid system due to public power demand. (Public Use)

A directly related PSANI, (Puget Sound Area Northern Intertie) project included the installation of a Series Inductor with Denny Substation. There are two (2) parallel transmission lines serviced by Broad Street Substation from the South. One of these parallel lines passes through Denny Street Substation, the other does not. The Series Inductor, Capacitor and Gas Insulated Switchgear (GIS) for Broad Street Substation addresses the installation for the grid system, by protecting the second parallel line.

Broad Street and Denny Street equipment, operating together are able to improve both City and regional grid stability. By locating an inductor, and its’ associated equipment, at Denny Substation, the public space impact needed, and the direct impact to the surrounding neighborhood and transportation , at Broad Street were greatly minimized.

What the Vacation Contributes to the Proposed Project

1. The street vacation affords City Light the necessary space to locate , as well as safely access, service and maintain, this new critical facility infrastructure equipment, from surface or “ground level.”
2. The proposed location provides efficient long term operation and servicing of equipment, as well as the most efficient physical arrangement for placement of future equipment planned for the substation.
3. The proposed vacation the larger area provides greater internal clearances that will result in higher levels of safety for workers and protection of the transformers and switchgear. As described further in the next section, without the vacation, the substation would require a two-level configuration, adding operational, as well as design and construction, complexity.
4. The street vacation provides SCL flexibility to plan and install the most efficient layout of the underground distribution network cabling that connects the facility equipment and also emanates from the substation to serve the community. The permanently closed street provides the needed land area to provide the separation of the distribution lines and equipment as well as to provide long term uninhibited access to the lines for maintenance.
5. By setting the equipment at the existing 115 kV Switchyard elevation, the facility maintains a lower height; preserving the existing views of the Seattle skyline and minimizes potential landmark impacts.
6. The vacation supports the current Broad Street Substation improvement project and also promotes planned future phased infrastructure improvements at the facility.

Development that Could Occur as No Vacation Alternative

Broad Street Substation is severely space limited. The “No Vacation” design would require placing equipment on the roof of the sixty five foot (65 ft.) Crane Tower, in order to incorporate all the grid system critical

equipment into the facility.

1. The overall height, with the installed equipment would reach at least eighty five feet. (85 ft.)
2. The crane tower would require significant structural improvements to accommodate this design.
3. The crane tower would require significant improvements for service and maintenance access and crew safety.
4. Necessarily, system equipment would need to be positioned closer to the public sidewalk and require installing firewalls (~25 ft.) to provide protection, in areas beyond the preferred proposal.
5. There would be no project requirement to provide public benefits.

City Light included developing a No Vacation design through Preliminary Design engineering effort for this project. The No Vacation option design was reviewed and determined not to be the preferred direction for further development.

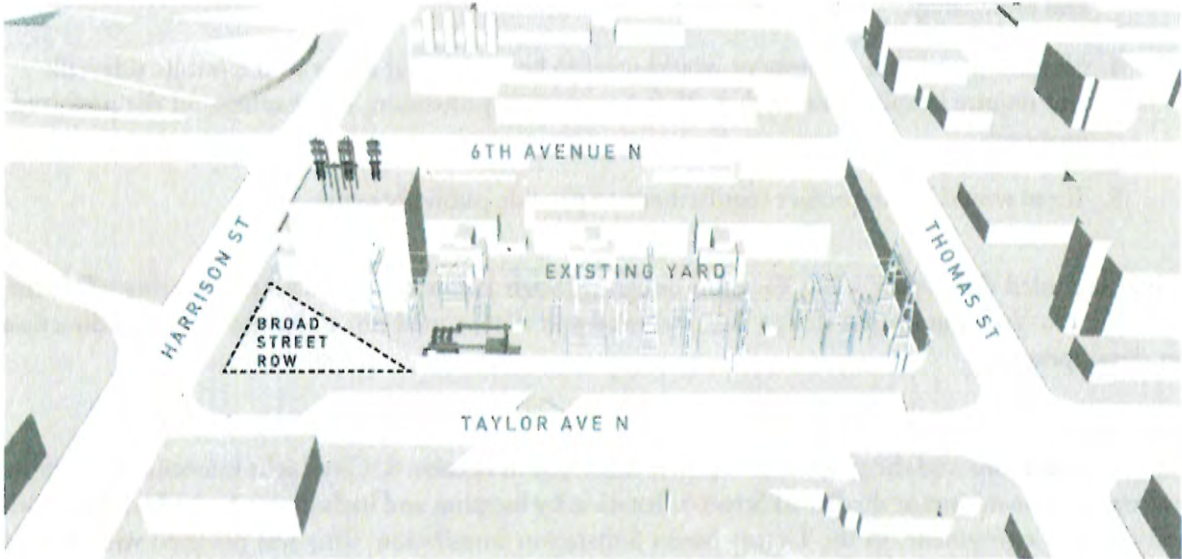
Site Constraints

Site existing conditions and the project, are further described in Section 8. City Light intentionally minimized the severe space constraints at the Broad Street Substation by locating and including a Series Inductor with the necessary system equipment, in the Denny Street Substation Installation. This was planned with the shared City knowledge that the Broad Street ROW would be permanently closed. The proposed solution represents the lowest impact to both the community and City, and offers additional public benefits.

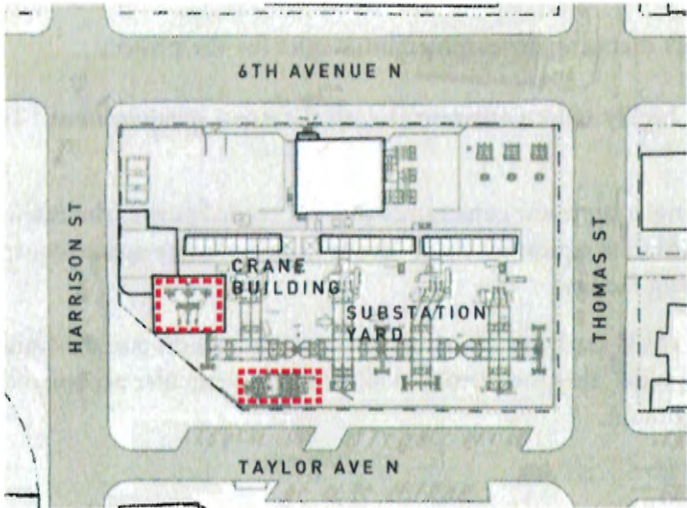
There are three significant site constraints dictating development strategies for the project:

1. The Broad Street Facility is highly space constrained with the existing equipment. This is the fundamental constraint.
2. Both operational and existing equipment constraints prevent reconfiguring the existing equipment in order to consolidate equipment and “create” the necessary space incorporating the project within the existing facility.
3. The existing Broad Street 115kV yard and Harrison Street elevations dictate the finished elevation of the substation grade. This is essential to allow direct vehicular access to the substation and 115kV equipment.

NO VACATION SCHEME



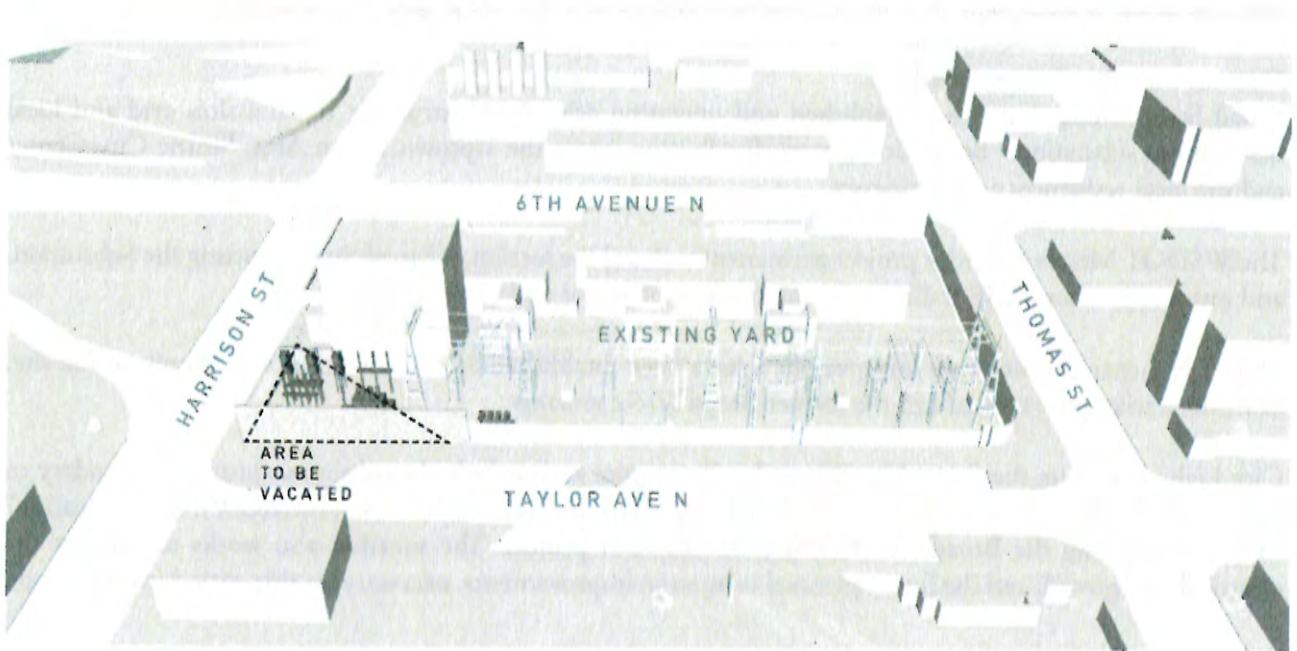
VIEW FROM EAST



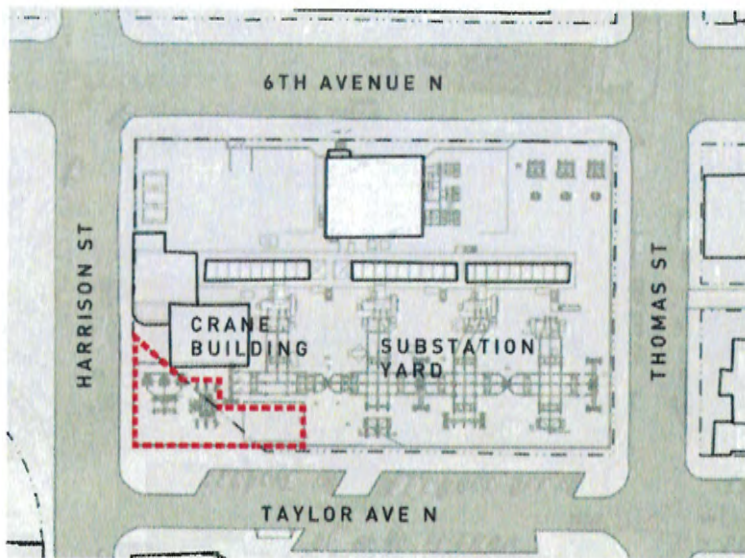
PLAN

BROAD STREET SUBSTATION

VACATION SCHEME



VIEW FROM EAST



PLAN

BROAD STREET SUBSTATION

8. Project Description

Describe the current conditions on the site and the existing uses. Provide specific project information. This should include a clear description of the project, including: the uses, dimensions, height, stories, parking spaces, etc. in sufficient detail to understand how the site will be developed and how the project will function.

Current Site Conditions and Use:

Broad Street Substation is an established and operating critical infrastructure transmission grid and local distribution substation. Broad Street local distribution serves the Uptown Urban Area, Seattle City Center and the local residences and businesses.

The WSDOT Mercer Corridor project permanently closed the section of Broad Street abutting the Substation, and restored N-S and E-W traffic at the intersection of Taylor and Harrison Streets.

The curb, gutter and sidewalk improvements have been established around the northwest corner of the site, however, a triangular remnant of the former Broad Street remains

City Light is seeking the Street Vacation to legally acquire and include the substation property boundary to be coincident with the newly improved Taylor and Harrison Street right of way(s).(ROW). This “vacation” supports installing the Broad Street Substation Inductor project. The vacation also works to support the electrical load growth and the future planned substation improvements, necessary for this critical infrastructure



The Proposed Project

The equipment installation is necessary to support both upgrading the regional grid for power demand and support the needs of the City and Northern Intertie region, in order to provide stable, reliable and continuous un-interrupted power service to the public. Seattle City Light (SCL) actively participates in regional transmission planning. In 2012 the City signed multi-utility Memorandum of Agreement (MOA) with Bonneville Power Administration (BPA) and Puget Sound Energy (PSE), to plan, share cost and execute multiple transmission system improvement and reinforcement projects with the goal of improving the reliability of the regional electric transmission grid in the Puget Sound Area and Northern Intertie (PSANI).

Project

The Series Inductor System proposed is identified in the MOA and effectively works to balance and control both City and Regional High Voltage (115kV+) Grid System voltage and currents. This installation improves reliability and continuity of power for both the City and Region. (Less risk of “outages” or “blackouts”)

The installation of an 115kV series inductor and the related system equipment, on the existing Massachusetts-Union-Broad (MA-US-BR) transmission line at Broad Street Substation, greatly reduces the risk of SCL equipment overloads. Overloads could result in power interruptions (“Outages” or “Blackouts”) in both Seattle and potentially for the broader Northern Region and West Coast. The risk is a result of the growth in the City and the regionally transferred power through the SCL transmission grid system. (Public Use)

A directly related PSANI project included the installation of a series inductor at Denny Substation. There are two parallel transmission lines which come into Broad Street Substation from the South. One of these parallel lines passes through Denny Street Substation, the other does not. The series inductor, capacitor and gas insulated switchgear (GIS) for Broad Street Substation completes the installation for the second parallel line, and works in concert with the Denny Street equipment, to improve city and regional grid stability. By installing the inductor and associated equipment, at Denny Station, the amount of space needed at Broad Street was minimized.

The major system equipment for the Broad Street Substation Inductor Project includes:

1. Install a 6 Ohm oil insulated series inductor on the existing MA-US-BR transmission line.
2. Install a 21.3 MVAR 115kV capacitor bank.
3. Install a 115kV 2000A breaker, gas insulated switchgear (GIS) system

Preliminary design work included two completely separate design packages for the installation of the inductor and associated equipment (a Vacation and a No Vacation option). Each design package was required to allow for evaluation of the location and to determine which would best serve the needs of City Light at the time of construction, as well as City of Seattle needs into the future. (It should be noted that the series inductor and related equipment are “equipment-only” with no building floor area or occupied space.)

The Vacation Option includes a combination of both inside of the existing Broad Street Substation and a portion of the permanently closed section of Broad Street near Harrison Street and Taylor Ave N, which Seattle City Light is requesting to be vacated. The location of the No

Vacation Option was entirely inside of the existing Broad Street Substation facility boundary. (Refer to Section 7).

Broad Street Substation Inductor Project Street Vacation Petition

Each design was developed in parallel and submitted at the Preliminary Design review level. As part of the Preliminary Design tasks, an equipment fit analysis for both designs was performed to ensure either installations would meet all applicable electrical, safety, working standards and clearances and that the equipment could be easily accessed in the proposed configuration(s) for maintenance. Following thorough design review, the No Vacation Option was determined to be the least preferred direction for further development and curtailed.

The Vacation Option allows all the equipment to be placed at the existing 115kV yard elevation and accessible for operation and maintenance tasks, as well as for the installation. The design also minimizes potential landmark and community impacts. Both designs would also require addition of firewalls along the property boundary due to the proximity of the installed equipment.

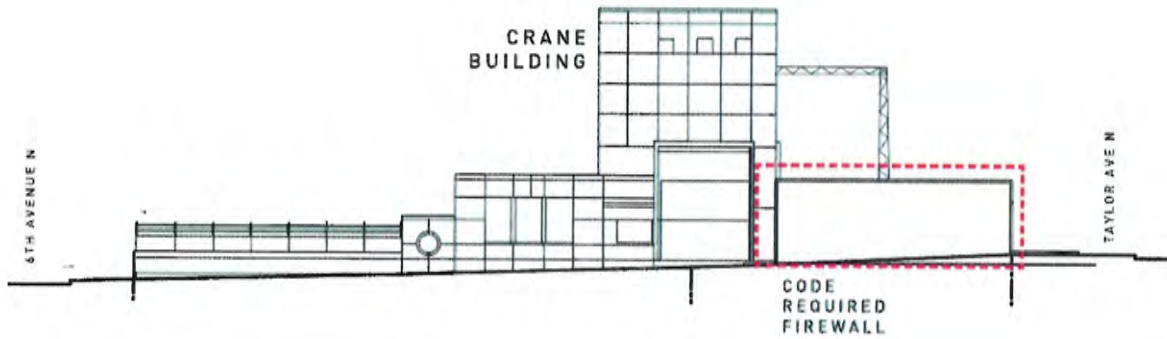
The inductor energization date is currently planned for the second quarter of 2019, and is to be coordinated with the Denny Station work and other regional power grid improvements. The planned project milestones are provided in section 25.

VACATION SCHEME

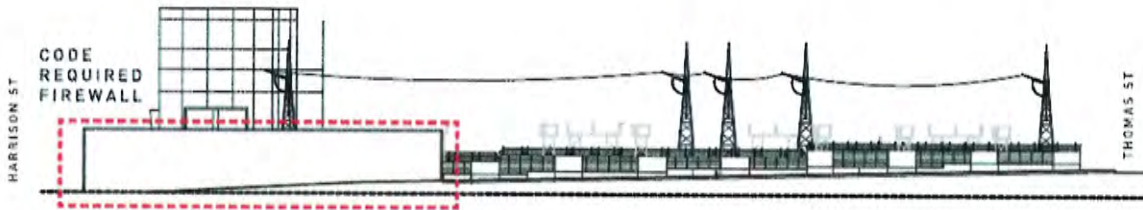


BROAD STREET SUBSTATION

VACATION SCHEME - ELEVATIONS



NORTH ELEVATION



WEST ELEVATION

BROAD STREET SUBSTATION

9. Other Land Use Action

Provide information about other land use actions, such as a rezone, Major Institution Master Plan, or administrative or Council conditional use, or review from the Landmarks Preservation Board, or any other special review. SDOT will need final recommendations resulting from these reviews when it becomes available.

The Petitioner will seek a Type V Master Use Permit (MUP) for development of this project. Seattle City Light (SCL) is the SEPA Lead Agency for the project, and prepared an Environmental Impact Statement. The DEIS was published 3-27-14 and the FEIS was published 1-22-15.

Landmarks Review has been completed. The site will have landmarks status for some structures on the property. The Ordinance is pending from the designation hearing. (November 2017.)

10. Vacation Policies / Transportation Impacts

Describe the transportation impacts and address both the impacts from the loss of the right-of-way currently and in the future as well as the transportation impacts from the new development. Describe any impacts on the transportation system, which includes impacts to pedestrians, bicycles, transit and vehicles. Describe impacts to the street grid and development pattern in the area and open space value of the street right-of-way; address both current and future impacts. A traffic analysis will be required but you may submit the traffic analysis later in the process with any other required environment documents.

Policy 1 – Circulation and Access: Vacations may be approved only if they do not result in negative effects on both the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems or on access to private property, unless the negative effects can be mitigated.

GENERAL DISCUSSION:

According to the Seattle Department of Transportation (SDOT) Street Classification map, Broad Street is classified as a Principal Arterial, Minor Transit Street and Major Truck Street. However, in June 2014 an approximately six-block length of Broad Street – including the proposed vacation area was permanently closed as a part of the Mercer Corridor Project. Curb, gutter, and sidewalk improvements have been newly constructed around the northwest corner of the proposed vacation area. Therefore, vacation of this portion of the already permanently closed Broad Street would not affect vehicle circulation in the area.

Guideline 1.1 Protection of Circulation and Access According to Street Classification

(A) Arterials

Streets designated as Arterials may be vacated only when an alternative circulation route is substituted.

DISCUSSION: Harrison Street, which borders the north side of the site, is classified as a Collector Arterial and is temporarily closed due to construction of WSDOT's Alaskan Way Viaduct Replacement Project. When Harrison Street reopens, the proposed vacation will not impact vehicle circulation or traffic patterns on Harrison Street.

(B) Access Streets: Residential and Commercial

Petitions for the vacation of streets designated as Access Streets may be approved only if:

- 1. Access is retained to properties on the block where the right-of-way is located;*
- 2. Circulation to properties on neighboring streets is retained;*
- 3. The right-of-way does not provide a necessary link in the continuity of a route to arterials;*
- 4. Public parking provided by the right-of-way is not needed, can be provided on nearby rights-of-way, or can be replaced; and*
- 5. Vacations that would result in diverting truck or commercial traffic to nearby residential streets will not be approved.*

DISCUSSION: Taylor Avenue N. is classified by the City as a local access street and borders the west side of the project site. The proposed vacation would not alter the size or configuration of Taylor Avenue N. The continuity of the route on Taylor Avenue N. to access Harrison Street or Denny Way will not be altered and existing public parking on Taylor Avenue N. will be unchanged. The vacation would not affect overall vehicle

circulation or traffic patterns in the area.

(C) Transit Routes

Streets that contribute to the integrity and continuity of the public transit system will be considered for vacation only after review and comment by relevant public transportation agencies.

(D) Truck Routes and Truck Streets (Arterials)

Designated major truck streets may be vacated only when an alternative route is substituted.

DISCUSSION:

As a local access street, this segment of Taylor Avenue N. is not designated by the City as a truck street and does not serve truck circulation in the area. Harrison Street is not designated as a major truck street. A vacation of Broad Street would have no effect on city truck routes.

(G) Bicycle Routes

The continuity and integrity of designated bicycle routes, such as bicycle streets, bicycle paths, and bicycle lanes will be protected. Such rights-of-way may be vacated only when a comparable or better bicycle right-of-way is provided as part of the vacation. Bicycle access must be comparable in terms of safety, convenience, and directness.

DISCUSSION:

Neither Taylor Avenue N. nor Harrison Street include existing bicycle facilities nor does the 2015 City of Seattle Bicycle Master Plan identify any proposed new facilities along these roadways. The 2013 Thomas Green Street Concept Plan (Thomas Street Plan) does, however, indicate plans for bicycle lanes on both sides of the Harrison Street between Taylor Avenue N. and Dexter Avenue N. The proposed vacation does not conflict with the bicycle lanes proposed in the Thomas Street Plan.

(H) Pedestrian Access

- 1. Pedestrian routes including designated green streets and public stairways may be vacated only for public purposes, such as parks.*
- 2. Proposed vacations, which would result in a reduction of the sidewalk width in areas of existing or anticipated heavy pedestrian volume, may be vacated only when provisions are made to otherwise accommodate the pedestrian traffic.*
- 3. Proposed vacation of rights-of-way, which contain unimproved pedestrian trails, may be approved only when the public pedestrian function is protected.*

DISCUSSION:

Taylor Avenue N. was recently improved with sidewalks and landscaping strips on both the west and east sides; thus full pedestrian mobility is provided north and south along Taylor Ave N. As noted above, Harrison St is temporarily closed in coordination with the Viaduct Replacement Project. When it reopens, however, Harrison St will feature sidewalks on both the north and south sides of the road enabling full pedestrian mobility east and west along Harrison St. The vacation would not affect pedestrian access or mobility in the area.

Guideline 1.2 Traffic Code Compliance

Proposed vacations, which would encourage violation of the traffic code, will not be approved. An example is a vacation eliminating one exit to an alley, requiring vehicles to back from the alley on to a street.

Guideline 1.3 Cumulative Effects to be Assessed

When several vacations are proposed for a particular area of the City, such as within the boundaries of a major

Broad Street Substation Inductor Project Street Vacation Petition

institution, a comprehensive review will be undertaken to determine the cumulative effects of the vacations on circulation and access.

Guideline 1.4 Necessary On-Street Parking Must be Replaced

Streets which provide necessary on-street parking may be vacated only when the public parking can be otherwise provided.

Guideline 1.5 Circulation/Access Conditions on Vacations

The City Council may impose conditions on vacations to mitigate negative effects of the vacation on vehicular, pedestrian, and bicycle travel.

Guideline 1.6 Vehicular and Pedestrian Access by Agreements with Property Owners

A. Vehicular Access

Vehicular traffic functions will not be provided by agreement across private property. When the traffic functions of a street are necessary to the operation of the circulation system, the street will be retained as a dedicated right-of-way.

B. Pedestrian Access

Pedestrian circulation functions may be provided by an agreement which provides for public access across private property only when a major public benefit is provided by such an arrangement.

DISCUSSION: The proposed vacation does not violate any traffic codes, negatively affect circulation and access, eliminate existing public parking spaces or involve access over private property.

11 Vacation Policies / Utility Impacts

During the City review of the proposed vacation, the Petitioner should work with the utilities that may be impacted by the vacation and develop a utility mitigation plan to address, in detail, how utilities impacts will be addressed. This plan must be completed before the petition proceeds to City Council review.

Policy 2 – Utilities:

Rights-of-way which contain or are needed for future utility lines or facilities maybe vacated only when the utility can be adequately protected with an easement, relocation, fee ownership or similar agreement satisfactory to the utility owner.

Public rights-of-way provide utilities with corridors for the efficient transportation and delivery of utility services to the public in the least costly manner possible. Utilities generally assess vacation petitions from an operational perspective in order to ensure that a vacation will not impair current service reliability and capacity levels nor limit the ability to expand services in the future. The growth of telecom utilities above and below ground, increased urban densities, and demand for undergrounding of utility facilities all place pressure on the value of public rights-of-way, particularly alleys, for future utility needs.

Guideline 2.1 Review of Petitions by Affected Utilities

Utilities will be given an opportunity to review the proposed vacation, to identify its existing and future interests in the right-of-way and to indicate what actions would be necessary to protect its interests. The Petitioner is responsible for working with the various utilities to identify and address the utility issues. The Petitioner bears the costs of addressing the utility issues relating to the vacation and shall ensure that the utility is in a similar position as prior to the vacation without a detriment to current or future utility services. Enhancement of utility services at the Petitioner's expense shall not be required.

Guideline 2.2 Utility Conditions on Vacations

The City Council may impose conditions on vacations to assure continued service to the public in the most efficient, least costly manner possible.

Guideline 2.3 Utility Easement Provisions/Property Owners Risk and Responsibility

Easement agreements should clearly state the rights and responsibilities of each party.

Utilities may prohibit construction of buildings, structures, grading and filling, and other uses over or under their easements where such activities would inhibit operation of or prevent access to the utility facilities for maintenance and repair, or would cause extra cost or liability to the utility, or would affect the safety and integrity of those facilities.

Any costs for the repair of damages to the improvements placed on or over the utility easement by the property owner due to the utility maintenance repair or installation will be the express responsibility of the property owner.

DISCUSSION: Seattle City Light (SCL) has overhead and underground power lines within the area of the proposed vacation. SCL will leave in place or relocate as needed to accommodate the new inductor equipment. There are also utility services, in the proposed vacation area, servicing SCL's structures on the abutting property. These services will also be left in place or relocated as needed to accommodate the inductor equipment. There are no utilities in the vacation area that serve other properties or that require easement rights.

12. Vacation Policies / Land Use Impacts

Address the land use impacts; specifically address the increase in development potential attributable to the vacation. Provide specific information on the difference in the development of the site with or without a vacation. Address issues such as scale, building orientation, and access to the site that may be impacted by the vacation. Address neighborhood character and design issues and describe how your project fits into the specific neighborhood in which it is located. Discuss applicable Comprehensive Plan goals and other City and neighborhood land use and planning goals for the area.

POLICY 4 –Land Use:

A proposed vacation may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the land use policies adopted by the City Council. The criteria considered for making individual vacation decisions will vary with the land use policies and regulations for the area in which the right-of-way is located. The City Council may place conditions on a vacation to mitigate negative land use effects.

Vacations can affect the land use and development patterns in an area by adding to the developable land base, altering the local pattern of land division, and increasing the development potential on the vacated and abutting properties. These changes may allow development that is inconsistent with adopted land use policies and have a negative effect on the area of the proposed vacation and other rights-of-way. The Petitioner shall provide the City with information about the expected completed density of the project and the development potential of the property without a vacation. Such information should be provided as both the percentage increase in the development potential and the additional square footage added to the project. The Petitioner shall also provide the City with information as to how the project advances City planning goals and meets the zoning criteria in the area where the project is located. It is the obligation of the Petitioner to provide a justification for the vacation and to provide information on whether there are feasible alternatives that do not require a vacation.

Guideline 4.6 Zone Specific Review

Adopted City Land Use Policies to be Used

In addition to the general street vacation policies and guidelines contained in this document, the adopted City land use policies for the zone in which a vacation is located, will be used to determine whether or not the land use effects of each vacation are in the public interest. These include policies such as the Comprehensive Plan, particularly its land use, urban village, transportation and neighborhood elements. Vacations will be reviewed according to Land Use Policies as now constituted or hereafter amended.

Area Specific Guidelines

Guidelines related to various land use areas are stated below. They are provided in order to highlight special concerns related to each area. They shall be used to supplement the general provisions and guidelines of the Seattle Vacation Policies and other land use policies for protection of the public interest.

D. Commercial Areas

In general, streets and alleys in commercial areas will be preserved in order to aid in the movement of goods and people, unless it can be demonstrated that the vacation meets another important public purpose without jeopardizing the functioning of the commercial area and its compatibility with surrounding areas. Such petitions shall be reviewed according to the provisions of the Comprehensive Plan, particularly its land use, urban village, and transportation elements. Access to off-street loading and parking areas and the continuity of street fronts, particularly in areas with

pedestrian activity, will be preserved.

DISCUSSION:

- The section between 5th Ave and Mercer St was recently removed as part of the Mercer St and tunnel projects. It is not intended that the ROW will be used for vehicular traffic in the future.
- The street grid around the Broad Street Substation is being re-established to support east – west connections for the neighborhood that has been historically separated by Aurora Ave/Hwy 99
- The street vacation that is proposed as part of the Broad Street Substation project is requested to improve the overall project in a manner consistent with the public interest and to provide for better urban form for the proposed development. Vacation of this portion of Broad Street could also provide improved vehicular, pedestrian and bicycle circulation in the immediate area.

Increase in Development Potential

The proposed vacation of Broad Street is not requested to increase the development potential of the site or of the overall project. Rather, the street vacation is intended to allow flexibility in placement, orientation, and design of critical substation equipment, and to better integrate the proposed development in the immediately surrounding neighborhood.

Scale, Building Orientation and Access to the Site

The extension of the Broad Street Substation includes features to enhance the compatibility with the surrounding uses and minimize potential land use conflicts between the proposed sites and existing uses. Such features include: screening structure design and materials, provisions for landscaping, and provisions for street and pedestrian improvements.

The existing Broad Street Substation includes a roughly 78,000 square foot visual screening and security enclosure structure that contains the functional operations of the substation. The extension of the enclosure would add an additional 3,900 square feet. Within the enclosure are the various equipment components required of the substation including, but not limited to, switchgear, inductors and capacitor banks. The design proposal extends the enclosure structure in keeping with the existing character of the enclosure and substation.

Minor access to the substation would be provided from the newly created segment of Harrison Street between Taylor and 6th Ave. Operational access points would remain unchanged from their current configuration: one vehicle access drive on 6th Avenue N and one on Harrison at the Crane Building.

The scale of the existing substation is dominated by the Crane Building and the high tension powerlines feeding the station. The enclosure and screening are provided with transparent materials where possible, to allow views into the site. The proposed design will align with this pattern, fitting into the existing pattern of scale set by the substation.

Under the No Street Vacation scenario, the substation would require a large fire wall along Taylor Ave for the inductors and switchgear. Capacitor equipment would also need to be located on top of the existing Crane Building, adding to the height and conflicting with the monolithic character of the structure.

Neighborhood Character and Design

The character of the Uptown Triangle neighborhood surrounding the substation varies widely due to substantial changes with the Mercer St and SR-99 tunnel projects and the recent development of the Gates Foundation. The variety of building types and presence of surface parking lots demonstrates the changing nature of the neighborhood, which was predominantly commercial in nature for most of the twentieth century with

residential uses in a few instances.

Planning and development in the immediate project area envisions a transition from past commercial uses to mixed commercial and residential use, supported by the planned connections across Aurora Ave to tie the neighborhood to the adjacent South Lake Union neighborhood. Proposed zoning changes for the Uptown Urban Center are currently under review at the Seattle City Council under CB 119055. Alternatives reviewed in the Seattle Uptown Rezone 2016 Draft EIS included heights ranging from 85' to 125' or 160'. The preferred alternative selected in the Final EIS issued in March, 2017 recommended a 160' height for the site (SM-UP 160(M)). Council is expected to take action on the legislation in 2017. The EIS document notes that nearly every parcel in the surrounding blocks to the east, west, and south are possible development sites. The Uptown Triangle Planning Opportunities & Visions for our Neighborhood document from 2012 also notes Broad Street Substation as part of the "limited historic character" of the Uptown Triangle area.

Important city and neighborhood initiatives relevant to the site include the Thomas Green Street Concept Plan and the recently developed plan for the Lake2Bay trail.

Features of these plans include:

- Neighborhood greenway standards
- Reduced travel lanes to provide more pedestrian/bike space
- Dedicated bike lanes / Protected bike lanes
- Parking on the north side of the street
- Wider sidewalks, planting and amenity zones
- Consideration for storm water features
- Unique paving opportunities
- Pedestrian scale lighting

Comprehensive Plan and other City and Neighborhood Land Use and Planning Goals

Refer to Sections 20 and 21 below, for a comprehensive analysis of applicable Comprehensive Plan and other City and neighborhood land use and planning goals for the area.

13 Vacation Policies / Public Benefit

Provide a discussion of the public benefit proposal including how the public benefit proposal serves the general public. Include an itemized list that provides a detailed description of each element of the proposed public benefit. Benefits must be long term and must serve the general public not merely the users of the development. The public benefit must be benefits that are not required by the land use code or other regulations and for which no other development credit is sought.

Policy 5 – Public Benefit

A. A vacation petition shall include a public benefit proposal. The concept of providing a public benefit is derived from the nature of street right-of-way. Right-of-way is dedicated for use by the general public in perpetuity whether or not a public purpose can be currently identified. The City acts as a trustee for the public in its administration of rights-of-way. Case law requires that in each vacation there must be an element of public use or benefit, and a vacation cannot be granted solely for a private use or benefit. Therefore, before this public asset can be vacated to a private party, there must be a benefit that accrues to the general public.

B. Proposed vacations may be approved only when they provide a long-term public benefit. Vacations will not be approved to achieve short-term public benefits or for the sole benefit of individuals. The following do not constitute a public benefit: Mitigation of the adverse effects of a vacation; meeting code requirements for development; Paying the required vacation fee; Facilitating economic activity; or Providing a public, governmental or educational service; while the nature of the project is a factor in determining the adequacy of a public benefit proposal, it does not in and of itself constitute an adequate public benefit.

Guideline 5.1 Public Benefits Identified

Public benefits may include, but are not limited to:

A. On-site Public Benefits: on-site benefits are favored as the provision of the public benefit can also act to offset any increase in scale from the development. On-site public benefits may include:

- Publicly accessible plazas or other green spaces, including public stairways;*
- Streetscape enhancements beyond that required by codes such as widened sidewalks, additional street trees or landscaping, street furniture, pedestrian lighting, wayfinding, art, or fountains;*
- Pedestrian or bicycle trails;*
- Enhancement of the pedestrian or bicycle environment;*
- View easement or corridors; or*
- Preservation of landmark buildings or other community resources.*

B. Off-site Public Benefits: where it is not practicable to provide the public benefit or more than a portion of the public benefit on the development site, the public benefit may be provided off-site. This may include:

- Pedestrian or bicycle trails or public stairways;*
- Enhancement of the pedestrian or bicycle environment;*
- Enhancement of existing public open space such as providing playground equipment in a City park;*

Broad Street Substation Inductor Project Street Vacation Petition

- *Improvements to designated Green Streets;*
- *Funding an element from an adopted Neighborhood Plan;*
- *Providing wayfinding signage; or*
- *Providing public art.*

DISCUSSION:

Consistent with City of Seattle criteria for the approval of street vacations, proposed improvements are intended to provide long term public benefits. The public benefits associated with the vacation for the Broad Street Substation focus on public improvements on site and in the adjacent right-of-way to improve the overall project in a manner consistent with the public interest and to enhance the pedestrian experience around the substation and in the neighborhood. The list below and included matrix shows the proposed public benefits for the development.

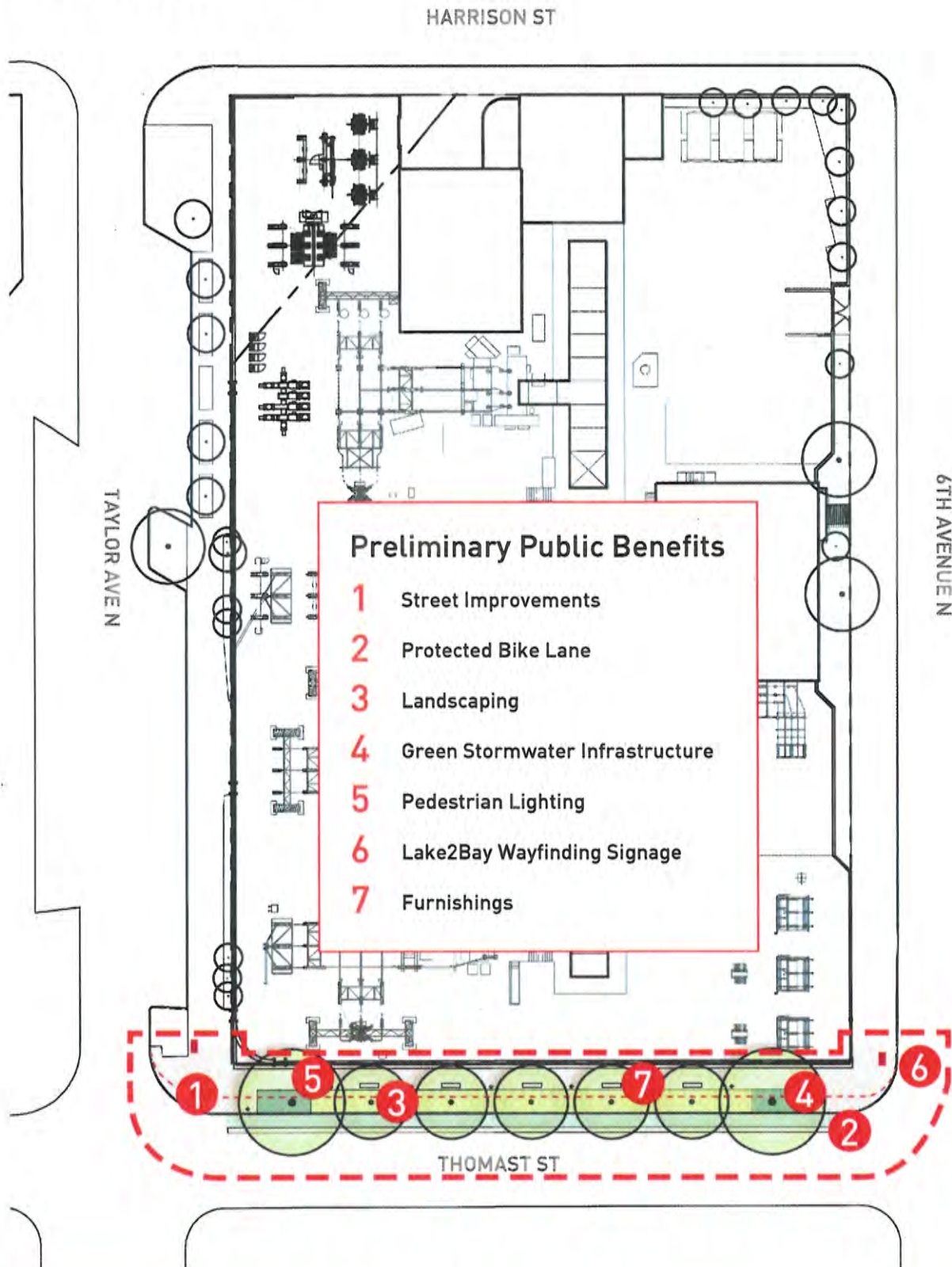
Thomas Street & Lake2Bay Improvements:

Thomas Street is a designated Green Street and also part of the proposed Lake2Bay route connecting the waterfront to South Lake Union. Improvements may include the following:

- *Street Improvements - Realignment of Thomas Street curb line to create a more generous streetscape – removing parking to create a wider 10' sidewalk and planting area*
- *Protected Bike Lane*
- *New landscaping and street trees*
- *Green Storm water Infrastructure (where appropriate)*
- *Pedestrian Lighting*
- *Lake2Bay Wayfinding*
- *Streetscape Furnishings*

Opportunities for site specific contributions would be further evaluated as part of the review process. For the city's initial consideration, the applicant is proposing a public benefits package reflected in the graphic below. We look forward to further discussion with the City on an appropriate public benefits package.

PUBLIC BENEFITS



PUBLIC BENEFITS MATRIX

PUBLIC BENEFIT	DESCRIPTION
1 Street Improvements	Widen sidewalk by realigning curb line
	Concrete surfacing (5500 sf)
	Drainage and utilities
2 Protected Bike Lane	Buffered bike lane along Thomas Street
	Pavement surfacing and markings
	Curbed protection
3 Landscaping	New landscape plantings in expanded planting areas
	Street Trees (7)
	Landscape Plantings (1750 sf)
	Irrigation (1750 sf)
4 Green Stormwater Infrastructure	Green stormwater improvements to the extent feasible
	Bioretention cells (340 sf)
	Silva Cell under sidewalk (2000 sf)
5 Pedestrian Lighting	Improvements to pedestrian streetscape lighting
	Pedestrian light standards (6)
	Street lights (2)
6 Lake2Bay Wayfinding Signage	Wayfinding amenities per the Lake2Bay Loop
	Signage (2)
7 Furnishings	Amenities along streetscape
	Benches (5)
	Bike Racks (4)

Public benefits will be quantified during the Seattle Design Commission review process. Proposed elements will also be coordinated with code required improvements per Street Improvement Plan reviews.

14. Public Benefit Matrix

A number of factors will be considered in balancing your public benefit proposal with the public interest, provide a matrix that includes:

- *Zoning designation: i.e. commercial, industrial, residential*
- *Street classification: i.e. arterial, alley, residential*
- *Assessed value of adjacent property: per square foot*
- *Lease rates in the general vicinity for similar projects: per square foot*
- *Size of project: in square feet*
- *Size of area to be vacated: in square feet; and*
- *Contribution of vacated area to the development potential of the site: percentage increase of the project and additional square feet.*

DISCUSSION: The proposed public benefit matrix is contained below:

Zoning Designation: SM-85 (Existing)

Street Classification: Broad Street – Principal Arterial Street

Assessed Value of Adjacent Property:

- Parcel 1991200315: \$5,413,000 total assessed value / 18,040 sq. ft. = \$300 sq. ft.
- Parcel 1991200270: \$9,721,000 total assessed value / 32,400 sq. ft. = \$200 sq. ft.
- Parcel 1991200540: \$14,451,700 total assessed value / 38,880 sq. ft. = \$371 sq. ft.
- Parcel 1991200495: \$3,889,000 total assessed value / 12,960 sq. ft. = \$300 sq. ft.
- Parcel 1991200790: \$1,225,000 total assessed value / 4,080 sq. ft. = \$300 sq. ft.
- Parcel 1991200845: \$0 total assessed value (parcel associated with the tunnel project)
- Parcel 1991200845: \$0 total assessed value (parcel associated with the tunnel project)
- Parcel 1991200330: \$2,427,100 total assessed value / 8,087 sq. ft. = \$300 sq. ft.
- Parcel 1991200340: \$2,518,800 total assessed value / 8,396 sq. ft. = \$300 sq. ft.
- Parcel 1991200375: \$3,730,000 total assessed value / 12,430 sq. ft. = \$300 sq. ft.

Size of Project: 89,295 sq. ft. (including Broad Street Annex parcel)

Size of area to be Vacated: 4,300 sq. ft.

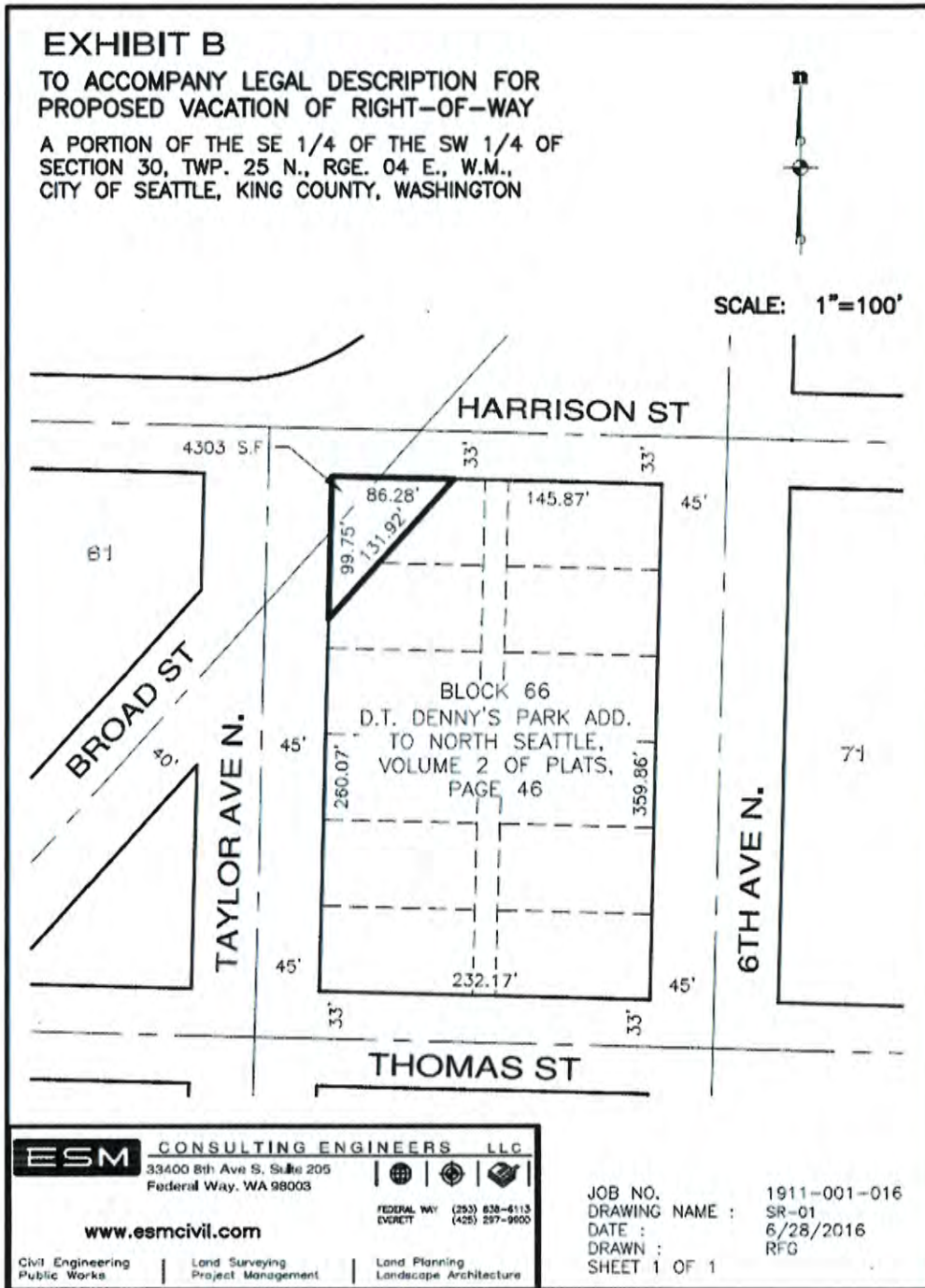
Contribution of vacated area to the development potential of the site: percentage increase of the project and additional square feet:

The addition of the vacated area represents a 5% increase in site area.

Maximum Development Potential: N/A (Public Utility)

Proposed Development FAR without Street Vacation: N/A (Public Utility)

Proposed Development FAR with Street Vacation: N/A (Public Utility)



LEGAL DESCRIPTION (PER CHICAGO TITLE COMPANY GUARANTEE/CERTIFICATE NO. 0071039-08 DATED JUNE 16, 2016)

PARCEL A
 LOTS 1 THROUGH 12, INCLUSIVE, BLOCK 66, D.T. DENWIK'S PARK ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 46, RECORDS OF KING COUNTY, WASHINGTON;
 TOGETHER WITH ALLEY IN SAID BLOCK VACATED BY ORDINANCE NO. 75141 OF THE CITY OF SEATTLE;
 EXCEPT THE EAST 10 FEET OF SAID LOTS 1 THROUGH 6, INCLUSIVE, CONCERNED IN KING COUNTY SUPERIOR COURT CASE NO. 20070417900001 UNDER THE WRITING OF 6TH AVENUE AS PROVIDED BY ORDINANCE NO. 50890 OF THE CITY OF SEATTLE;
 AND EXCEPT THE WEST 12 FEET OF SAID LOTS 7 THROUGH 12, INCLUSIVE, CONCERNED IN KING COUNTY SUPERIOR COURT CASE NO. 20101027900001 UNDER THE WRITING OF 6TH AVENUE AS PROVIDED BY ORDINANCE NO. 50890 OF THE CITY OF SEATTLE.

PARCEL B
 THOSE PORTIONS OF LOTS 4, 5, 6 AND 7, BLOCK 61, D.T. DENWIK'S PARK, ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 46, RECORDS OF KING COUNTY, WASHINGTON, LYING SOUTHEASTERLY OF BROAD STREET (ESTABLISHED BY COMMEMORATION ORDINANCE NO. 45588 OF THE CITY OF SEATTLE), TOGETHER WITH THAT PORTION OF ALLEY IN SAID BLOCK VACATED BY ORDINANCE NO. 82738 OF THE CITY OF SEATTLE;
 EXCEPT THE EAST 12 FEET OF SAID LOTS 4, 5 AND 6, CONCERNED IN KING COUNTY SUPERIOR COURT CASE NO. 181437 FOR THE WRITING OF 6TH AVENUE AS PROVIDED BY ORDINANCE NO. 50890 OF THE CITY OF SEATTLE.

NOTES
 1. THE PURPOSE OF THIS SURVEY IS TO SHOW THE BOUNDARIES OF KING COUNTY PARCEL NO. 199120-0405, VESTED IN THE CITY OF SEATTLE, AS WELL AS THE ADJACENT MARGINAL AND CENTERLINES OF RIGHT-OF-WAY, SAID CENTERLINES AND MARGINS SHOWN HEREON ARE BASED UPON RESEARCH CONDUCTED THROUGH JULY OF 2016. ANY RECENT STREET RELOCATIONS, OR RELOCATIONS, OR RELOCATIONS SINCE SAID DATE MAY NOT BE REPRESENTED.

2. THIS SURVEY EXCEEDS THE MINIMUM REQUIRED SURVEY PRECISION FOR FIELD TRANSVERSE SURVEYS AS SET FORTH IN WAC 332-0100. TERRESTRIAL OBSERVATIONS WERE PERFORMED WITH A TOTAL STATION WITH AN ACCURACY OF 1:50,000. THE SURVEY WAS ADJUSTED TO MANUFACTURER'S SPECIFICATIONS AS SET FORTH IN WAC 332-130-100.

3. ALL MONUMENTS SHOWN AS FOUND WERE SET IN THE FIELD DURING THE SPRING AND EARLY SUMMER OF 2016.

4. NO PROPERTY CORNERS OR MONUMENTS WERE SET IN CONJUNCTION WITH THIS SURVEY.

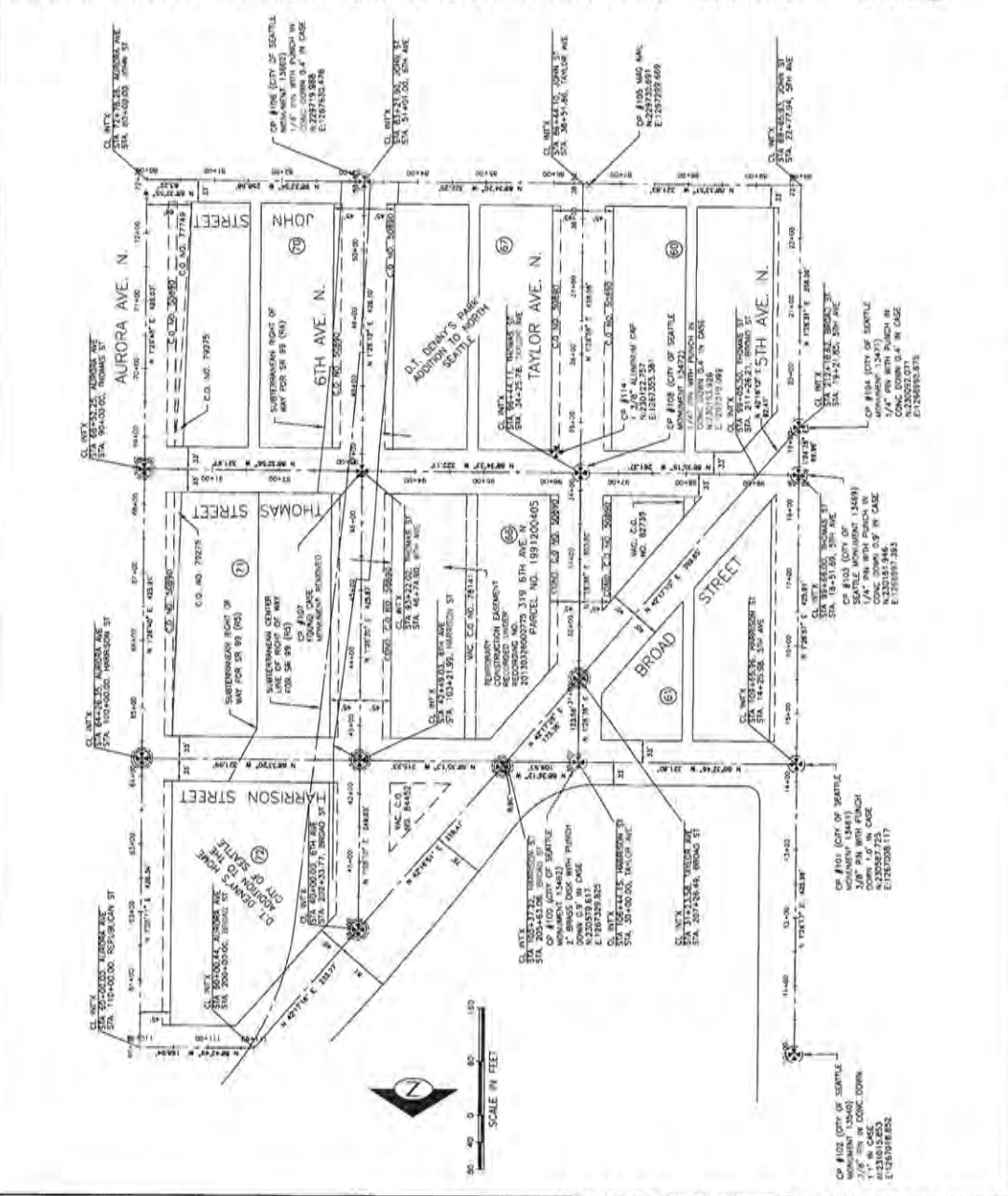
5. SURVEYOR BRACES FULL RELIANCE UPON CHICAGO TITLE INSURANCE COMPANY GUARANTEE/CERTIFICATE NO. 0071039-08, AND HAS NOT CONDUCTED AN INDEPENDENT TITLE SEARCH.

6. SITE ADDRESS: 319 6TH AVENUE NORTH, SEATTLE, WA 98109

HORIZONTAL DATUM AND BASIS OF BEARINGS
 THE SURVEY IS BASED UPON THE NAD 83 (1997 ADJUSTMENT) PER CITY OF SEATTLE SURVEY CONTROL MONUMENTS.

REFERENCES
 (USED)
 (P) CITY OF SEATTLE ENGINEERING MAP, TILE NO. 138
 (P) D.T. DENWIK'S PARK ADDITION TO NORTH SEATTLE VOL. 2, PAGE 46
 (1) AMENDED RECORD OF SURVEY RECORDED UNDER RECORDING NO. 20070417900001
 (2) RECORD OF SURVEY RECORDED UNDER RECORDING NO. 20101027900001
 (3) RIGHT OF WAY PLAN, SR 99: S. KING ST. TO THOMAS ST. NOVEMBER 9, 2011
 (4) RIGHT OF WAY PLAN, SR 99: THOMAS TO COMSTOCK ST. NOVEMBER 9, 2011
 (5) RIGHT OF WAY PLAN, SR 99: THOMAS TO COMSTOCK ST. NOVEMBER 9, 2011

LEGEND
 * FOUND MONUMENT
 * FOUND MONUMENT IN CASE
 * SURVEY MONUMENT NOT FOUND
 X: MISC. NAIL FOUND AS NOTED



		MAPPING BROAD STREET SUBSTATION BROAD STREET SUBSTATION INDUCTION PROJECT RIGHT OF WAY AND CONTROL	SHEET 1 of 5 DATE 10/11/16 DRAWN BY L-1 CHECKED BY D-55668 SCALE 1"=40' T-687 A
ESM CONSULTING ENGINEERS, LLC 10101 1st Avenue, Seattle, WA 98107 (206) 465-1000	City of Seattle PUBLIC WORKS DEPARTMENT 3200 4th Avenue, Seattle, WA 98107 (206) 465-1000	CHICAGO TITLE COMPANY 1000 1st Avenue, Seattle, WA 98101 (206) 465-1000	REVISIONS NO. DATE BY 1 10/11/16 L-1 2 10/11/16 D-55668

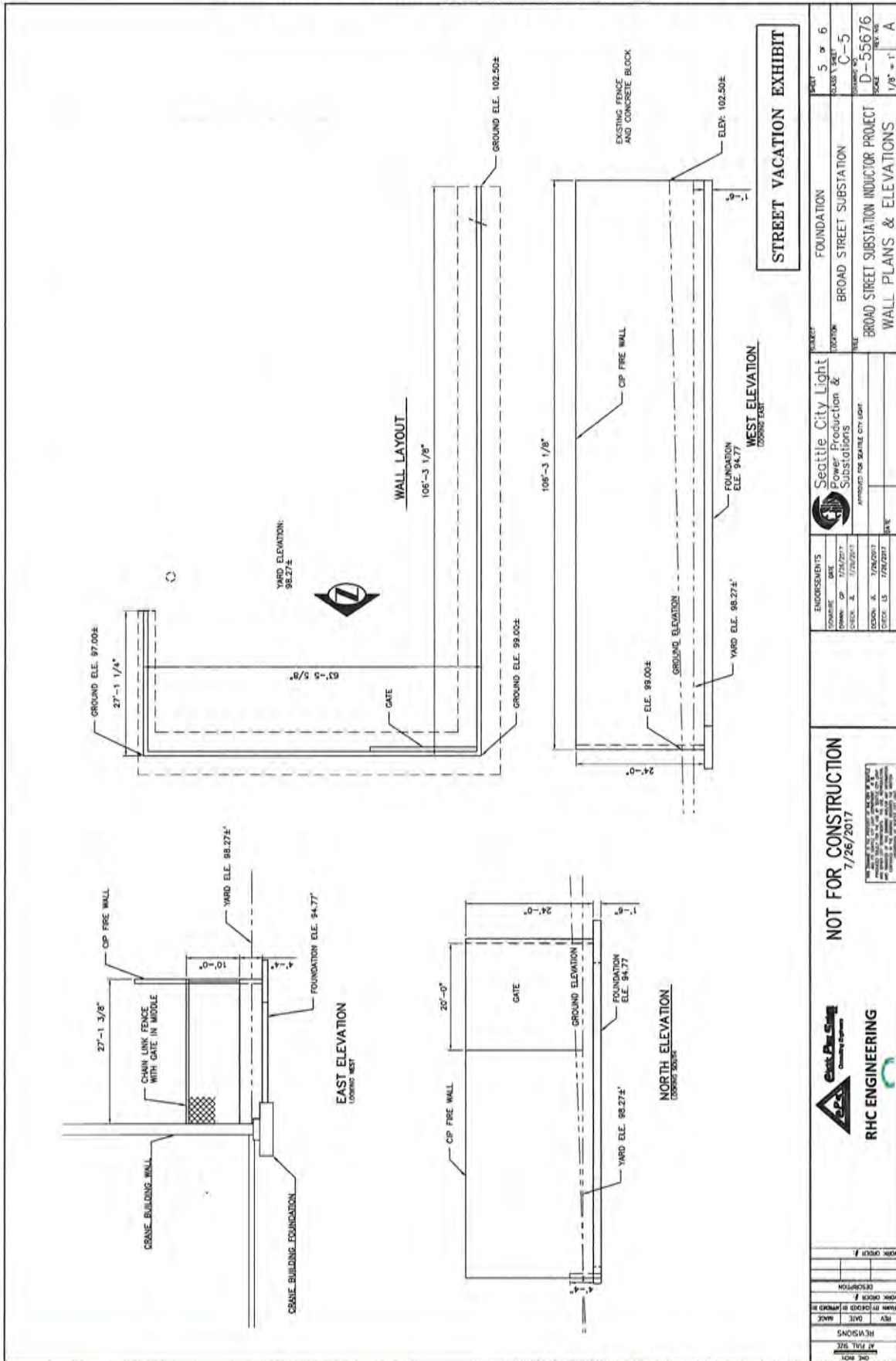
16. Project Maps

Provide maps and sketches of the project design; include plot plans, elevations, project sketches or conceptual drawings.

The project site plan, equipment general arrangement, wall and equipment elevations of the proposed project design are included below in this vacation petition application.

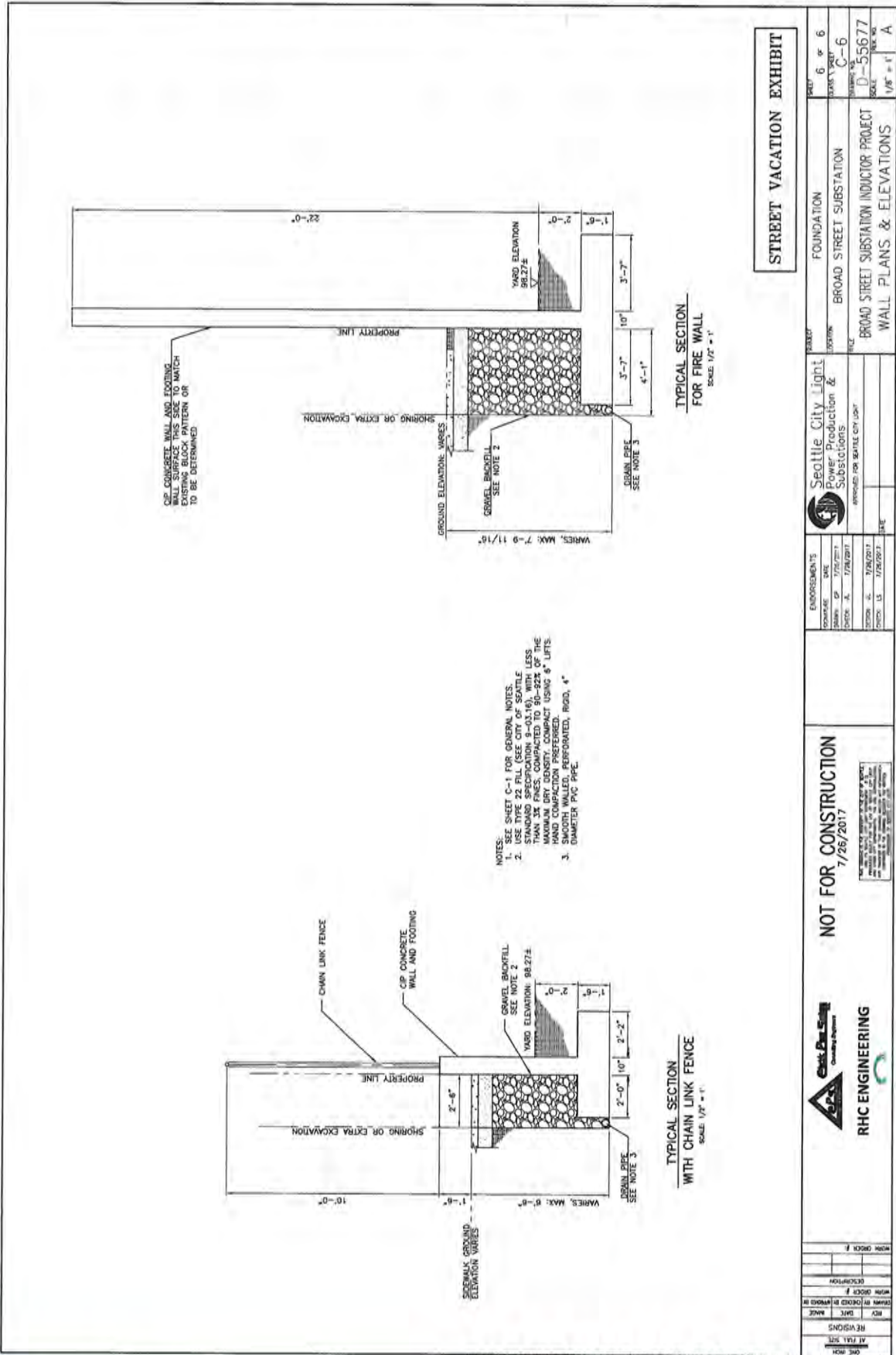
The ongoing Site and Equipment Design work presented is in progress.

Broad Street Substation Inductor Project Street Vacation Petition



2:\119025\SC1_BroadStreet\Option A\Sheet 5 - Perimeter Walls.dwg, ASB-D, 22x34, July 27, 2017 11:15 PM

Broad Street Substation Inductor Project Street Vacation Petition



STREET VACATION EXHIBIT

PROJECT NO.	6 OF 6
PROJECT NAME	BROAD STREET SUBSTATION
DATE	7/26/2017
DESIGNER	RHC ENGINEERING
SCALE	1/8" = 1' A
PROJECT LOCATION	BROAD STREET SUBSTATION
PROJECT DESCRIPTION	BROAD STREET SUBSTATION INDUCTOR PROJECT WALL PLANS & ELEVATIONS
DATE	7/26/2017
BY	[Signature]
CHECKED BY	[Signature]
APPROVED BY	[Signature]
DATE	7/26/2017
PROJECT NO.	6 OF 6
PROJECT NAME	BROAD STREET SUBSTATION
DATE	7/26/2017
DESIGNER	RHC ENGINEERING
SCALE	1/8" = 1' A
PROJECT LOCATION	BROAD STREET SUBSTATION
PROJECT DESCRIPTION	BROAD STREET SUBSTATION INDUCTOR PROJECT WALL PLANS & ELEVATIONS
DATE	7/26/2017
BY	[Signature]
CHECKED BY	[Signature]
APPROVED BY	[Signature]
DATE	7/26/2017

NOT FOR CONSTRUCTION
7/26/2017



17. 9 Block Urban Design Analysis

Provide maps of the 9-block area to show the urban design context of the proposed project. Include current development showing current uses and development patterns, zoning of the area, the street grid and traffic patterns, and public uses.

A 9-block urban design analysis is included here. In addition, excerpts from the relevant Thomas Green Street Concept Plan and the Lake2Bay Concept Design depicting the planned improvements to the frontage of Thomas Street are included.

9-Block Urban Design Analysis – See Attached.

LAND USE

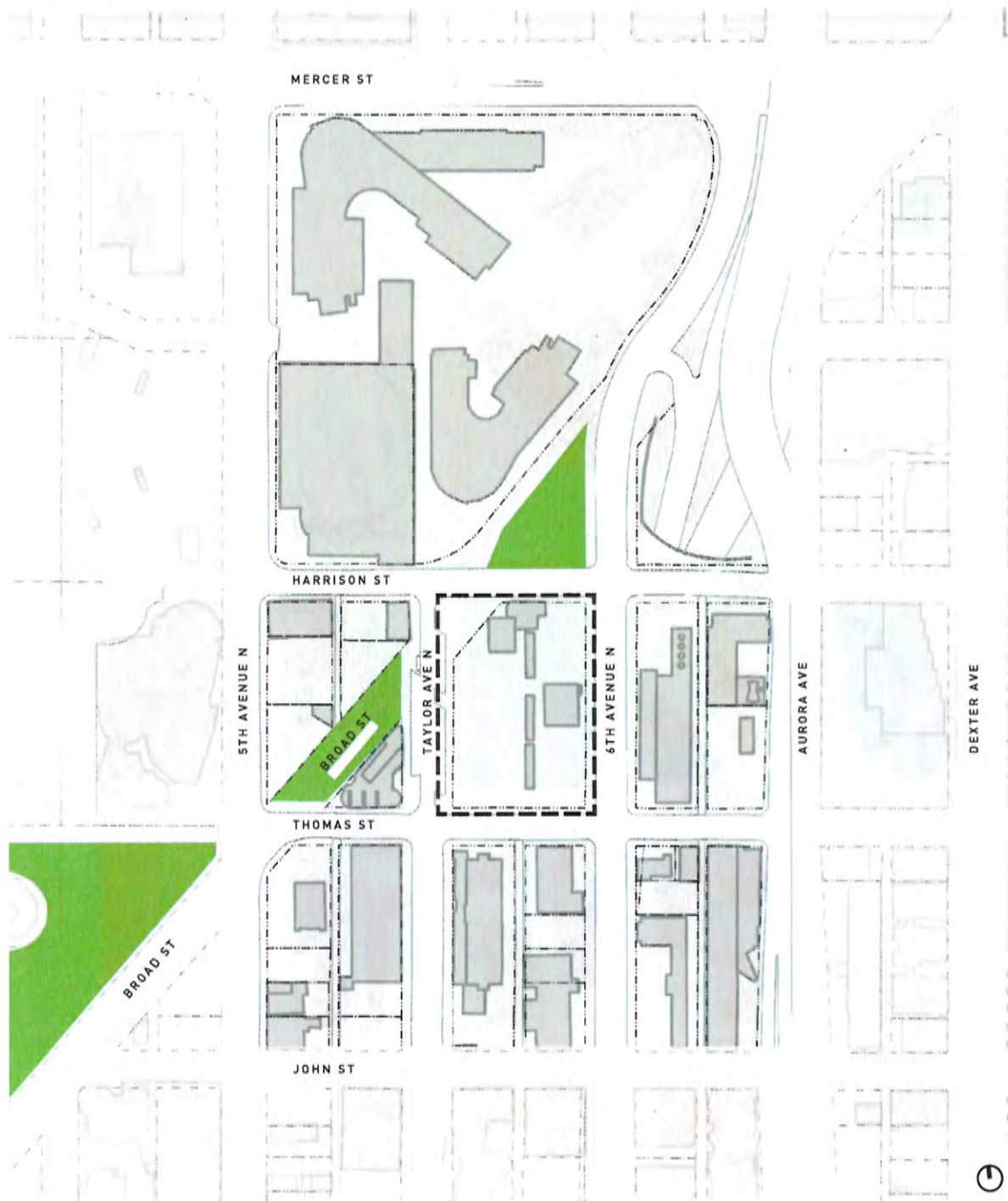


LEGEND

- | | | |
|---|---|--|
| COMMERCIAL | RESIDENTIAL | PUBLIC FACILITIES/UTILITIES |
| VACANT | INSTITUTIONAL | |
| | MIXED-USE | |

BROAD STREET SUBSTATION URBAN ANALYSIS

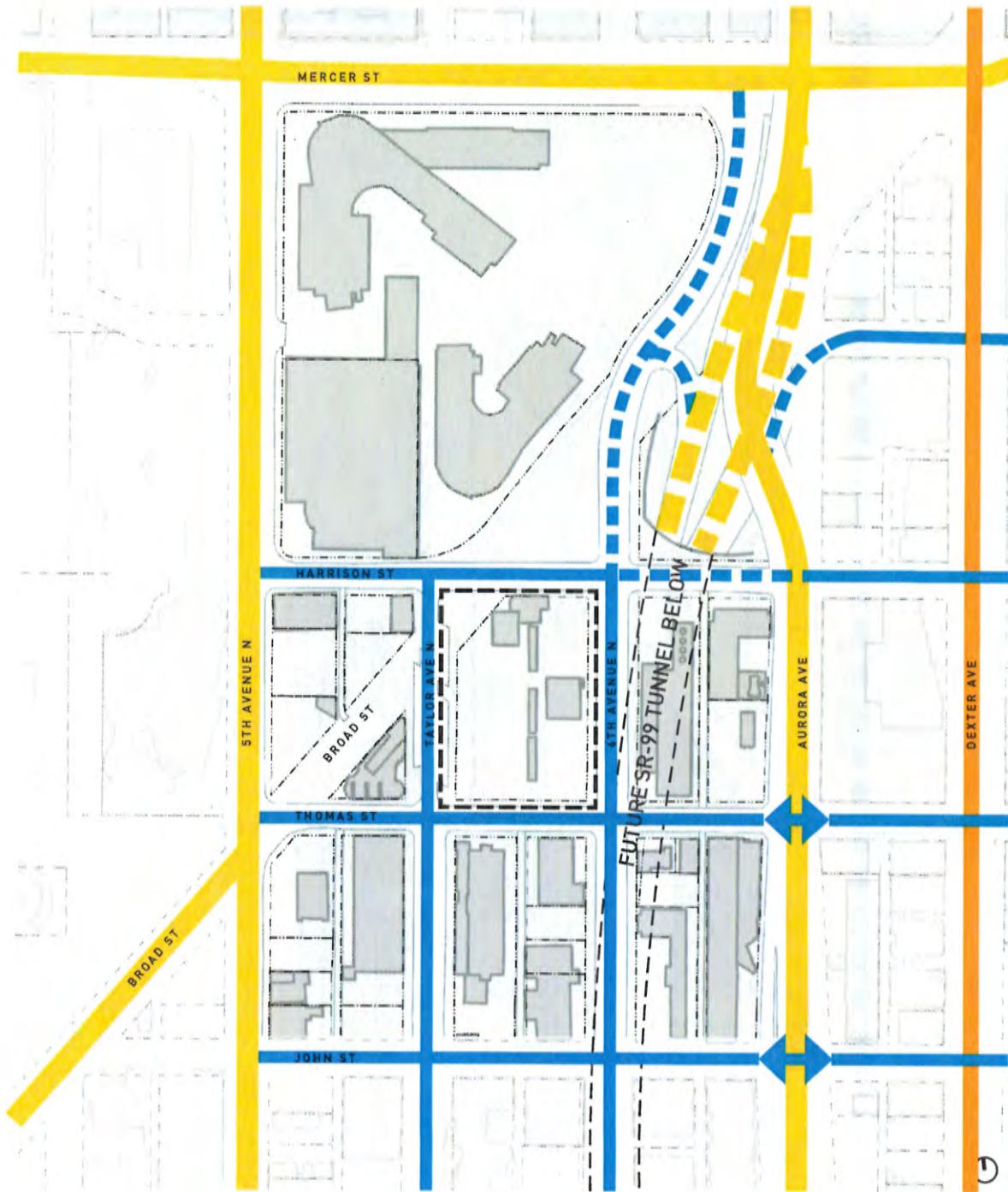
OPEN SPACE



LEGEND

BROAD STREET SUBSTATION URBAN ANALYSIS

TRANSPORTATION NETWORK: TRAFFIC PATTERN

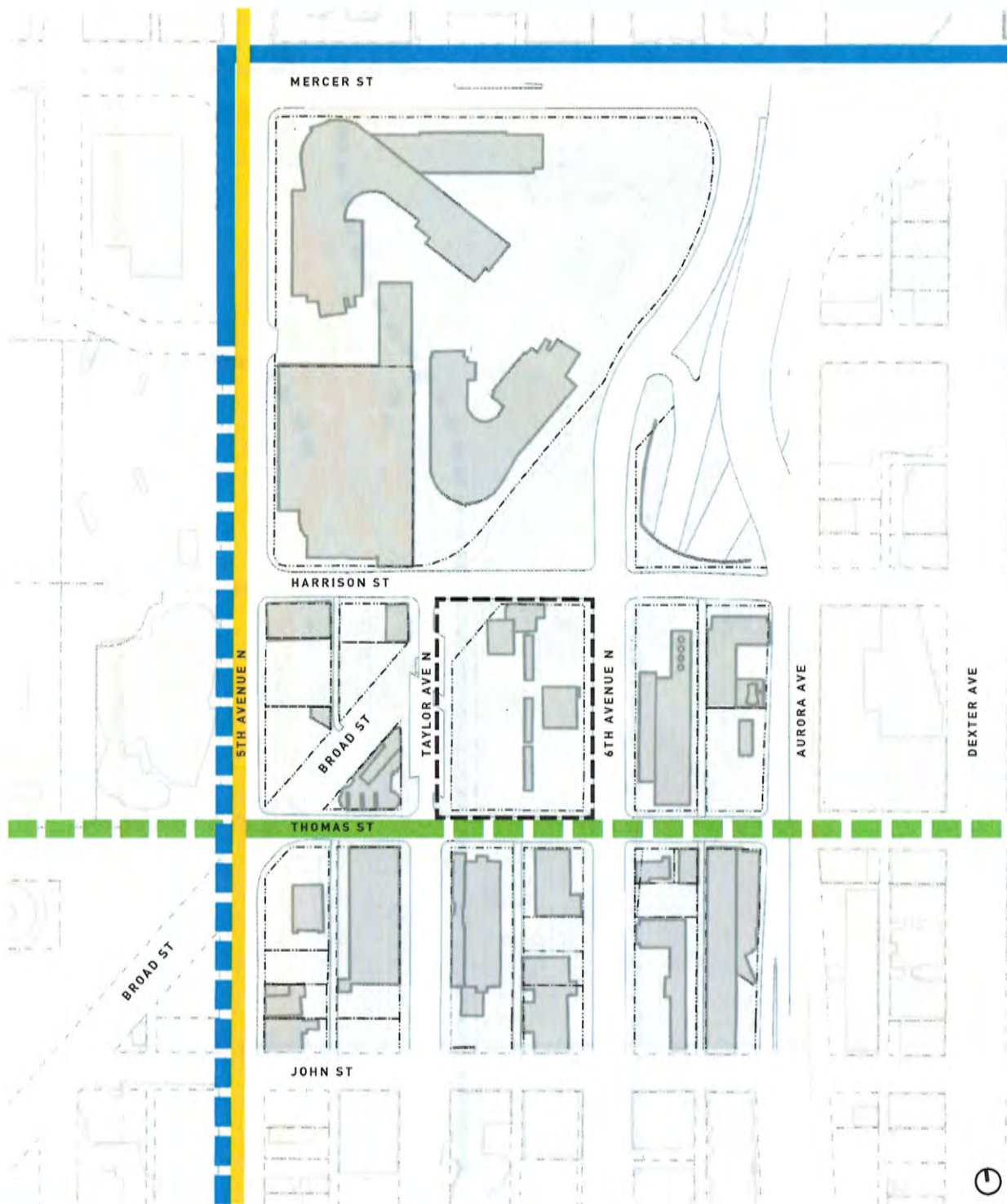


LEGEND

- | | | |
|-----------------|---------------------|-------------------|
| ARTERIAL | MINOR ARTERIAL | MINOR STREET |
| FUTURE ARTERIAL | FUTURE MINOR STREET | FUTURE CONNECTION |

BROAD STREET SUBSTATION URBAN ANALYSIS

TRANSPORTATION NETWORK: BIKE

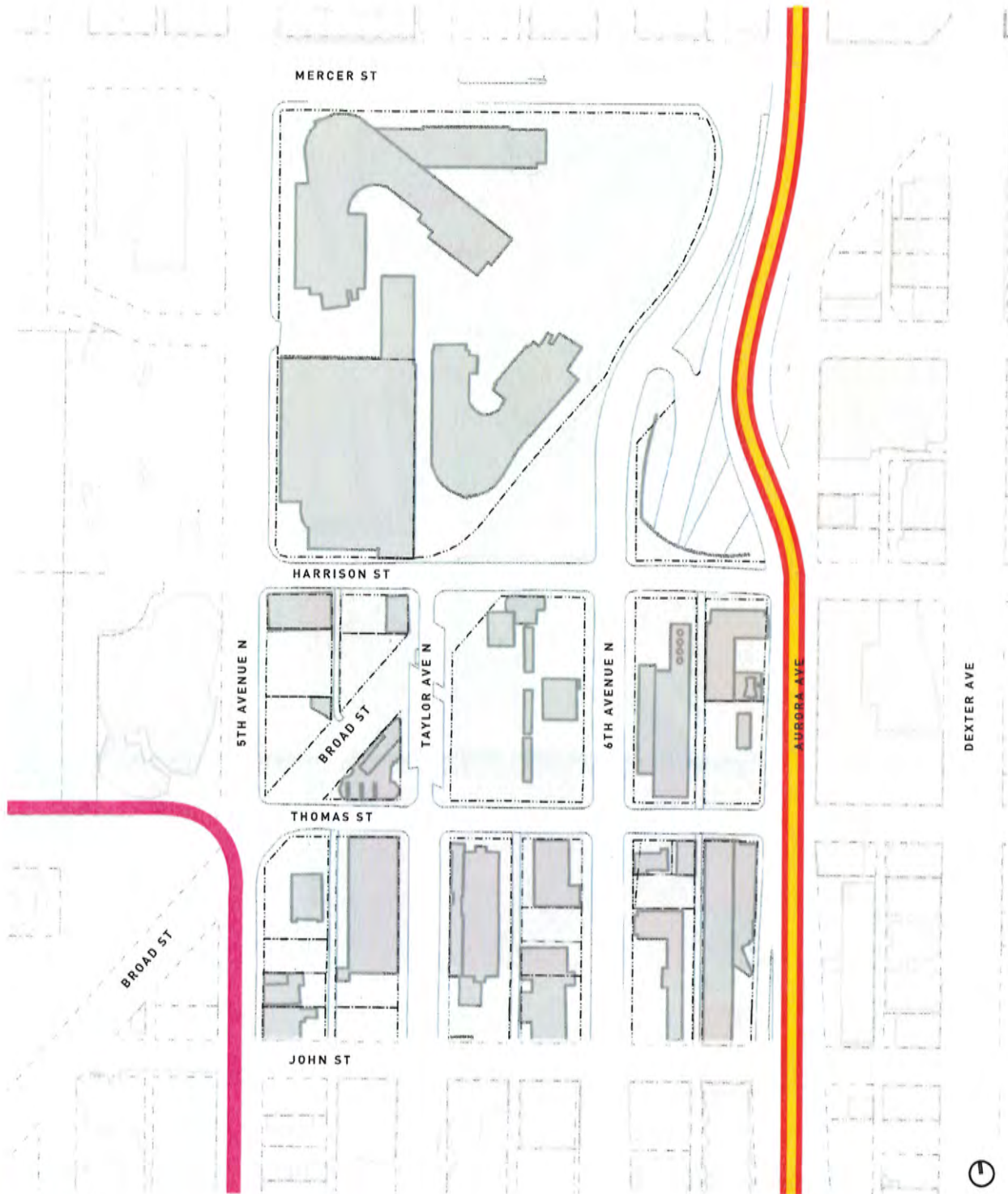


LEGEND

- | | |
|--|--|
|  NEIGHBORHOOD GREENWAY |  CYCLETRACK |
|  ON-STREET BICYCLE FACILITY |  PLANNED CYCLETRACK |

BROAD STREET SUBSTATION URBAN ANALYSIS

TRANSPORTATION NETWORK: TRANSIT

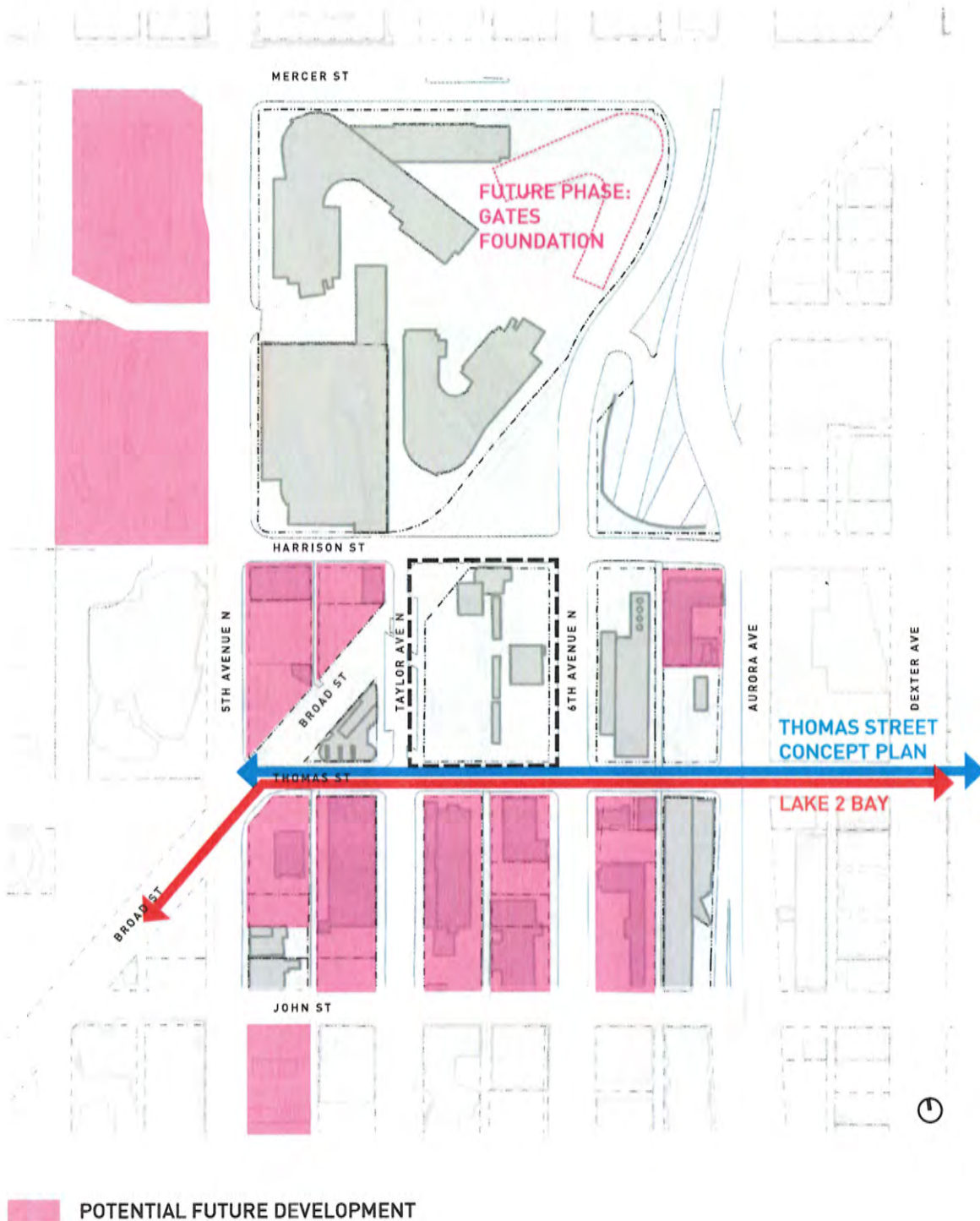


LEGEND

-  RAPIDRIDE LINE
-  TRANSIT CORRIDOR
-  MONORAIL

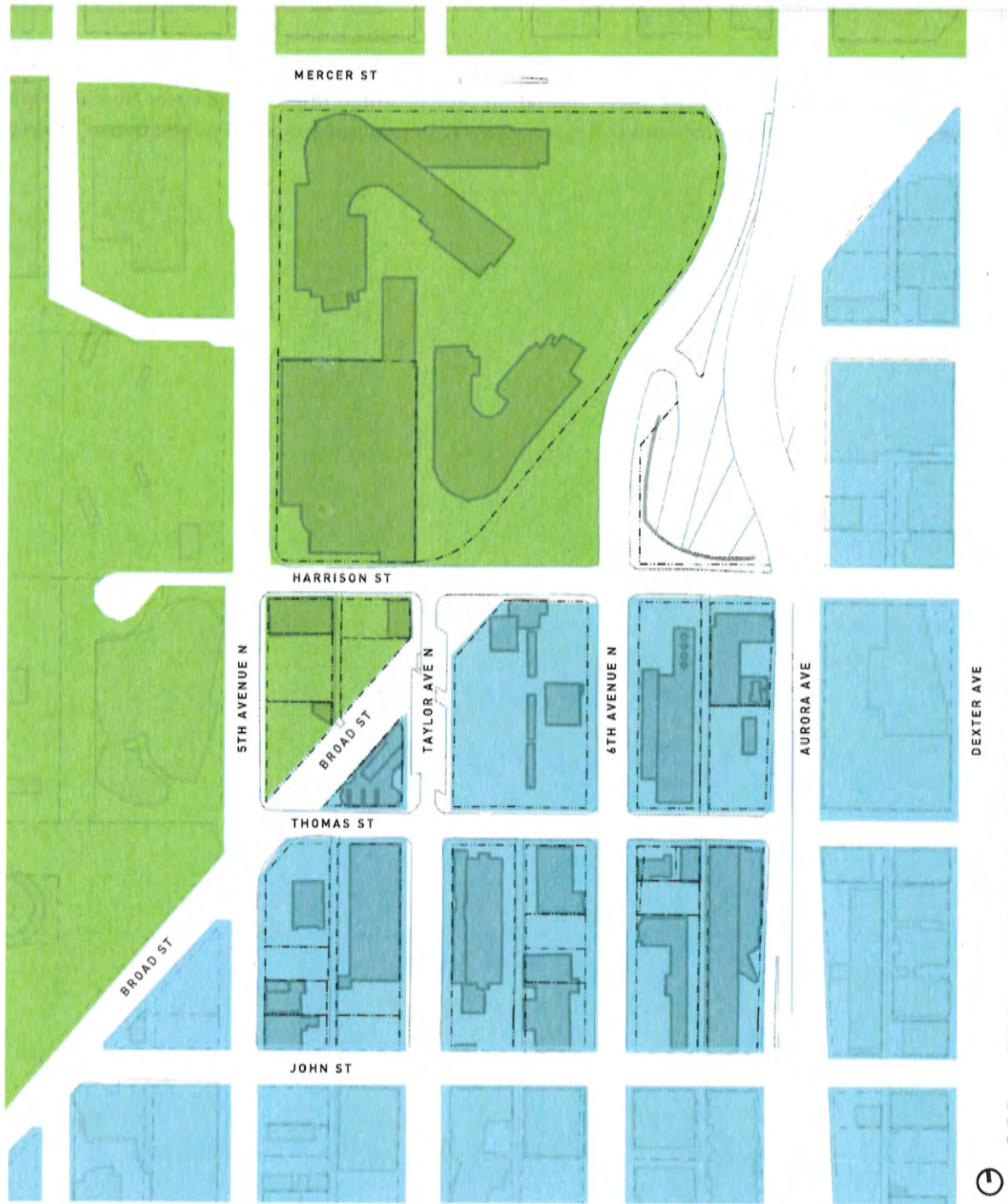
BROAD STREET SUBSTATION URBAN ANALYSIS

PLANNED IMPROVEMENTS



BROAD STREET SUBSTATION URBAN ANALYSIS

ZONING: SEATTLE GENERALIZED ZONING



LEGEND

 NC3-85 NEIGHBORHOOD COMMERCIAL

 SM-85 SEATTLE MIXED

BROAD STREET SUBSTATION URBAN ANALYSIS

18. Impact on Public Transportation Projects

If your project site is in the vicinity of a major transportation project such as Sound Transit, provide information about how your project responds to the public project.

The Broad Street Substation project is proposed at a location one block west of WSDOT's Alaskan Way Viaduct Replacement project. The Broad Street Substation project would improve the street frontage along Taylor Avenue North and Thomas Street and will not negatively impact any proposed public transit projects.

19. Environmental Impact Statement (EIS)

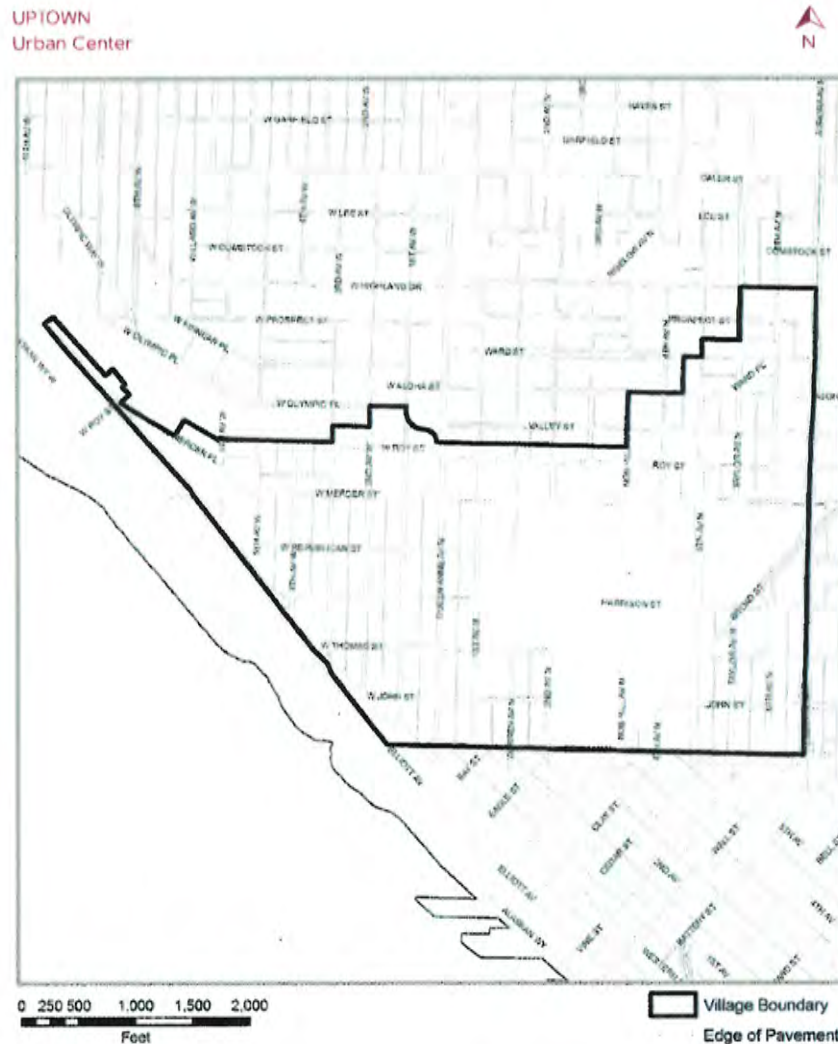
If DPD determines that an EIS is required, the Petition may not proceed to City Council until this work is completed. DPD will require that the EIS contain a "No Vacation" alternative. Provide a copy of the Draft and Final EIS with vacation/no vacation alternatives, or an environmental checklist, if applicable.

A Draft and Final Environmental Impact Statement (DEIS, dated 3-27-14 / FEIS, dated 1-22-15) have been prepared for the Denny Substation Project which includes the inductor addition at Broad Street Substation. This EIS evaluated both vacation and no-vacation alternatives for the additional equipment at Broad Street. The proposed design for the Broad Street Substation is in progress. Seattle City Light will assess the need for additional information to update the EIS, such as an Addendum pertaining to the Broad Street Substation improvements, as design progresses.

20. Neighborhood Plan

If your project is located within the boundaries of an adopted neighborhood plan, demonstrate how your project advances the goals of the plan. Provide a map of the neighborhood planning area.

The Broad Street Substation project site is located within the Uptown Urban Center Neighborhood. A map of this neighborhood planning area is provided below.



Broad Street Substation Inductor Project Street Vacation Petition

It is important to note that the Queen Anne Neighborhood Plan, adopted in 1998, included the Uptown Queen Anne Urban Center but drew the southeastern boundary at Broad Street, and did not include the Uptown Triangle area in which the Broad Street Substation project site is located. The neighborhood boundary has since been revised and an adopted neighborhood plan for Queen Anne (Uptown) is included in the City of Seattle's Comprehensive Plan Neighborhood Plans. Given this revision, the project team is referencing the neighborhood plan, as put forward by the Comprehensive Plan, as a guiding planning document.

Additional neighborhood planning recommendations have been set forward by the Uptown Urban Design Framework published by the City of Seattle. This document identified three potential rezoning scenarios that were reviewed in the Uptown Urban Center Rezone Draft EIS published in June 2016 and Final EIS published in March, 2017.

Queen Anne (Uptown) Neighborhood Plan

The Neighborhood Plan section of the City of Seattle Comprehensive Plan establishes goals and policies for the Queen Anne (Uptown) neighborhood. The Neighborhood Plans provide planning guidance for individual neighborhoods throughout Seattle. Plan elements include neighborhood character, transportation, parks and open space, housing and sustainable development with specific guidelines regarding each neighborhood.

The following goals and policies from the Queen Anne (Uptown) Neighborhood Plan are the most applicable to the proposed project.

Goals

GOAL QA-G1: *Queen Anne is recognized for the uniqueness of its different neighborhoods, including the urban center, each with distinctive physical characteristics and a strong sense of community.*

DISCUSSION:

The Uptown Triangle neighborhood is recognized as having limited historic character and an area likely to undergo redevelopment. Within the neighborhood, the Broad Street Substation is one of the few icons of historic character. The project extends the existing character of the Substation, and provides improvements to the experience.

GOAL QA-G3: *The Urban Center is a vital residential community as well as a viable and attractive commercial/employment center and mixed-use neighborhood that enjoys a strong relationship with Seattle Center.*

DISCUSSION:

Improvements to the electrical grid are necessary to support a strong and viable commercial and employment center. The Broad Street Substation is a City Primary Distribution Critical Infrastructure that supports the Seattle Center and surrounding electrical demands. The Substation was originally constructed to support the World's Fair site and Seattle Center, and continues to feed Seattle Center today. The expansion provided by this project supports the redevelopment currently ongoing in the area that is remaking the Uptown Urban Center.

GOAL QA-G9: *Queen Anne is a neighborhood with a vibrant and sustainable business community and safe commercial districts.*

Broad Street Substation Inductor Project Street Vacation Petition

DISCUSSION:

Improvements to the electrical grid are necessary to support a vibrant and sustainable business community.

Policies

GOAL QA-P1: *Seek to create and maintain attractive pedestrian-oriented streetscapes and enhance Queen Anne's community character with open space, street trees, and other vegetation.*

DISCUSSION:

The Thomas Street and Lake to Bay improvements proposed as public benefits are in line with this goal by enhancing the pedestrian quality through wider sidewalk width, street trees, lighting and wayfinding signage.

GOAL QA-P3: *Seek to maintain and establish quality design in the Queen Anne area. Through neighborhood design guidelines and design review, consider unique or particular local design characteristics, and include consideration of signage, adjacent public right-of-ways, and historic boulevards.*

DISCUSSION:

The proposed enclosure extension is in keeping with the existing character of the Broad Street Substation.

GOAL QA-P9: *Enhance the unique character of each business district.*

DISCUSSION:

The project proposes enhancements to the Substation enclosure that enhance the existing character, recognized for its historic character.

GOAL QA-P21: *Strive to meet the open space and parks and recreation needs of the Queen Anne population, including the Urban Center.*

DISCUSSION:

The Thomas Street improvements proposed as public benefit create additional open space in the public right-of-way through the realignment of the curb line.

GOAL QA-P22: *Strive to provide trails and non-motorized linkages throughout and around Queen Anne.*

DISCUSSION:

The public benefits proposed on Thomas Street create improved pedestrian conditions and a bike lane, supporting the goal of non-motorized linkages into South Lake Union.

GOAL QA-P23: *Seek to provide abundant green spaces and streetscapes throughout Queen Anne.*

DISCUSSION:

The public benefits proposed on Thomas Street include streetscape improvements like street trees, landscaping, lighting, furnishings, and wayfinding.

GOAL QA-P32: *Promote enhanced mobility and mobility options between Queen Anne and other neighborhoods, employment centers, and recreation centers.*

DISCUSSION:

The public benefits proposed on Thomas Street strengthen the pedestrian and bike connections between

Broad Street Substation Inductor Project Street Vacation Petition

Uptown Triangle and South Lake Union – an active employment and neighborhood center.

GOAL QA-P34: *Strive to provide multimodal linkages and access to and within Queen Anne and adjacent employment centers.*

DISCUSSION:

The public benefits proposed on Thomas Street strengthen the pedestrian and bike connections between Uptown Triangle and South Lake Union – an active employment and neighborhood center.

GOAL QA-P38: *Strive to provide a system of bicycle facilities and routes within and around Queen Anne to encourage increasingly safe and convenient commuter and recreational bicycle use as an alternative to motorized travel.*

DISCUSSION:

The public benefits proposed on Thomas Street create a bike lane, extending the existing recently built bike lane between 5th Avenue and Taylor.

GOAL QA-P40: *Strive to provide urban character-enhancing improvements to Queen Anne's streets such as sidewalk improvements, transit facilities, landscaping, and appropriate lighting.*

DISCUSSION:

The public benefits proposed on Thomas Street include streetscape improvements like street trees, landscaping, lighting, furnishings, and wayfinding.

GOAL QA-P42: *Strive to ensure adequate facilities, such as lighting, for safety in pedestrian and parking areas in Queen Anne's business districts.*

DISCUSSION:

The public benefits proposed on Thomas Street may include improvements to lighting.

GOAL QA-P43: *Strive to ensure that Queen Anne's commercial areas and business districts are safe from crime.*

DISCUSSION:

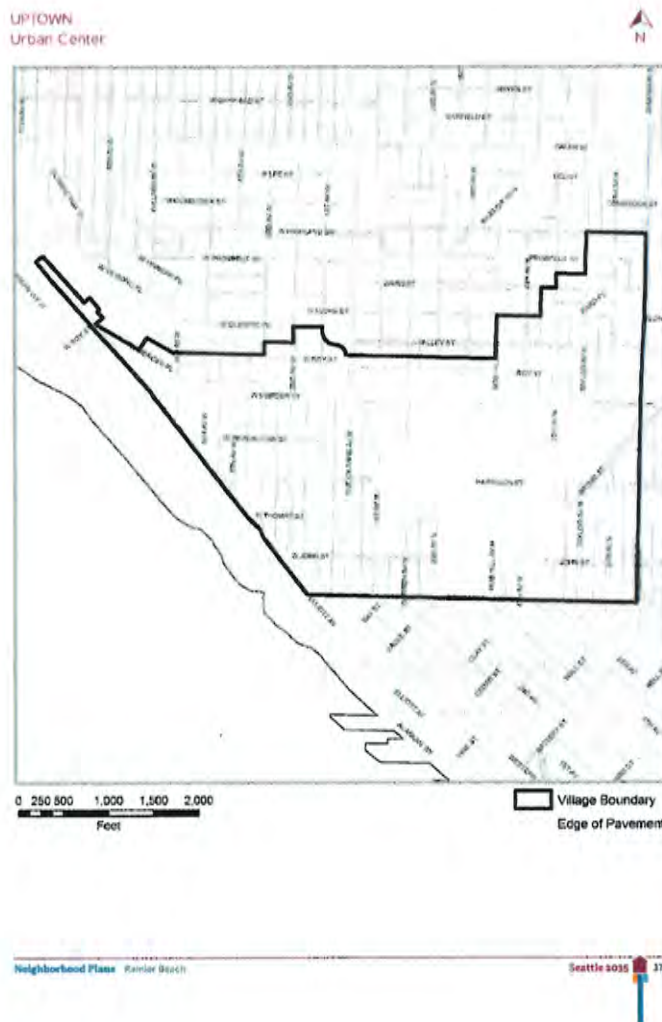
CPTED principles will be incorporated into the design of the enclosure.

21. Comprehensive Plan and Other City Plans and Goals

Provide information as to how your project advances City goals as identified in the Comprehensive Plan and any other relevant plans.

City of Seattle Comprehensive Plan

The Seattle 2035 Comprehensive Plan was adopted in November 2016. The City's Comprehensive Plan consists of Citywide Planning and Neighborhood Plans, supported by Appendices. The plan contains goals and policies that are intended to "guide the development of the City in the context of regional growth management" from 2015-2035. The Broad Street Substation project site is part of the Uptown Urban Center, which emphasizes medium density mixed use commercial and residential land uses.



Broad Street Substation Inductor Project Street Vacation Petition

The following sections of the Comprehensive Plan are discussed below: Urban Village Strategy, Neighborhood Plan for Queen Anne Uptown (see previous section for discussion of neighborhood goals and policies), and Utilities.

Urban Village Strategy

Summary: The Urban Village Strategy establishes the City's strategy for growth, by guiding the designation of urban centers, hub urban villages, residential urban villages, and manufacturing industrial centers (all of which are broadly referred to as "urban villages"), and by defining the priorities for land use in these areas.

Policies

GOAL GS1.4: *Coordinate planning for transportation, utilities, parks and recreation, libraries, and other public services to meet the anticipated growth and increased density in urban centers and villages.*

DISCUSSION:

The Broad Street Substation project expands the reliability and capacity of electrical transmission in the Uptown Queen Anne neighborhood and beyond to support increased density in the urban village, as discussed in previous sections.

Utilities

Summary: The Utilities section of the Comprehensive Plan contains goals and policies for the use of, development of, maintenance of, and financing of utilities city-wide. Within the section the Utility Facility Siting and Design section guides goals and policies for the provision of utility service.

Policies

GOAL U3.2: *Discourage siting and design alternatives that may increase negative impacts, such as traffic, noise, and pollution, particularly in communities that already bear a disproportionate amount of these impacts.*

DISCUSSION:

The project proposal is requesting a street vacation to avoid the negative impacts of siting electrical equipment on top of the Substation's Crane Building. Without the street vacation, additional electrical equipment will be mounted on top of the Crane Building, marring the visual impact of an iconic building to the neighborhood, and altering the local skyline. The vacation scheme allows the existing enclosure to be expanded, screening the additional equipment and remains consistent with the existing community plans and goals.

22. Sustainable Practices

Provide information on green and sustainable construction and operational practices and the level of LEED certification associated with the project.

The project is required to meet the requirements of Capital Green. Specific sustainable strategies and practices for the proposed Broad Street Substation will be further developed and elaborated, during the progressive development phases of design.

23. Design Review Board

Provide copies of the minutes and design material presented to the Design Review Board.

The Broad Street Substation project is a publicly-sponsored project; as such it is not required to be reviewed by the City's Design Review Board.

The project is adhering to the City Street Vacation process and is currently under review by the City's Design Commission for early design guidance. Following acceptance of this Street Vacation Petition by SDOT, City Light will continue the process outlined below, working with the City's Design Commission. This joint effort will culminate in a recommendation(s) to SDOT regarding the Urban Design Merit and Public Benefit of the project, for the City Council.



24. Company / Agency Information

Include background information about your business or agency, its history, how long at your present location, number of employees, etc. Describe how your business or agency will grow with the vacation, such as number of employees or patients, or students served by the proposed development.

Seattle City Light was created by the citizens of Seattle in 1902, when they approved bonds to build a hydroelectric power plant on the Cedar River. The plant delivered its first electricity to customers in 1905 under control of the City Water Department. The plant performed well, the demand for municipal power rose dramatically, and on April 1, 1910 the Seattle City Council created a separate department, Seattle City Light, to provide electrical service to the City. Seattle City Light continues operating today as the public electric utility of the City of Seattle. Recognized as a national leader in energy efficiency and environmental stewardship, Seattle City Light provides low-cost, reliable, and environmentally responsible electric power. City Light is the 10th largest public power system in the United States on the basis of retail energy sales and has approximately 1,600 employees. As a municipally-owned public power system, Seattle City Light is governed by elected Seattle officials and primarily supported by customer revenues as well as surplus power sales. The Department owns and operates generating, transmission, and distribution facilities and, in 2016, supplied electricity to approximately 400,000 customers. The utility's service area extends from N. 205th St at the north end to approximately S 160th St. at the south end and is bounded by Puget Sound and Lake Washington.

25. Development Schedule

Provide a proposed development timeline and schedule.

Milestone schedule next page.

The schedule is also available on the project website. <http://www.seattle.gov/light/broadsub>

Broad Street Substation Inductor Project Street Vacation Petition

