Vacation Application

for

Seattle City Light's

Denny Substation

City of Seattle

Denny Substation Project

Powering Seattle through the 21st century

June 2013

prepared for

Seattle Department of Transportation

TABLE OF CONTENTS

Section **Page**

Vacation Petition Application

1. Filing Fee: 1
2. Required Signatures: 1
3. Community Information: 1
4. Development Team: 1
5. Right of Way Proposed for Vacation: 1
6. Project Location: 5
7. Reasons for the Vacation: 7
8. Project Description: 10
9. Other Land Use Actions: 12
10. Vacation Policies/Transportation Impacts: 12
11. Vacation Policies/Utility Impacts: 17
12. Vacation Policies/Land Use Impacts: 28
13. Vacation Policies/Public Benefit: 22
14. Public Benefit Matrix: 24
15. Site Maps: 24
16. Project Maps: 24
17. 9-block Urban Design Analysis: 24
18. Impact on Public Transportation Projects: 25
19. Environmental Impact Statement (EIS): 25
20. Neighborhood Plan: 25
21. Comprehensive Plan and Other City Plans and Goals: 30
22. Sustainable Practices: 34
23. Design Review Board: 34
24. Company/Agency Information: 34
25. Development Schedule: 35

APPENDICES

A. Signed Vacation Petition
B. Community Outreach
C. Development Team
D. Plat Map, Site Survey, and Site Maps
E. Utility Impacts
F. Development Matrix
G. Public Benefits Matrix
H. 9-Block Urban Analysis

LIST OF FIGURES

Figure **Page**

1. Vicinity Map 2
2. Project Sites 3
3. Site Survey Map 4
4. Denny Substation Area Map 6
5. No Street Vacation Alternative 9
6. Street Vacation Alternative 13
7. South Lake Union Neighborhood Plan Area 26
8. South Lake Union Urban Center 32
9. Anticipated Schedule 36

Denny Substation

Street Vacation Petition

June 28, 2013

1. **Filing Fee:** A check in the amount of $450.00 and made payable to City of Seattle Department of Finance is included as part of this petition application.

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.***

   The property adjoining this street is owned by *Seattle City Light* and *Capitol Hill Housing*. The petition is signed and included in **Appendix A** of this Vacation application packet. Seattle City Light represents ownership of more than 2/3 of the property abutting the right-of-way to be vacated and is submitting the vacation petition without the signature of Capitol Hill Housing at this time and will continue to work with Capitol Hill Housing in good faith throughout the process.

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.***

   Appendix B contains documentation of public meetings that have been held by Seattle City Light, as well as community and neighborhood organizations that have been contacted regarding the proposed project. The geographic area of this press coverage was predominately the Greater Seattle area. Ongoing outreach to discuss the proposed vacation will continue.

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.***

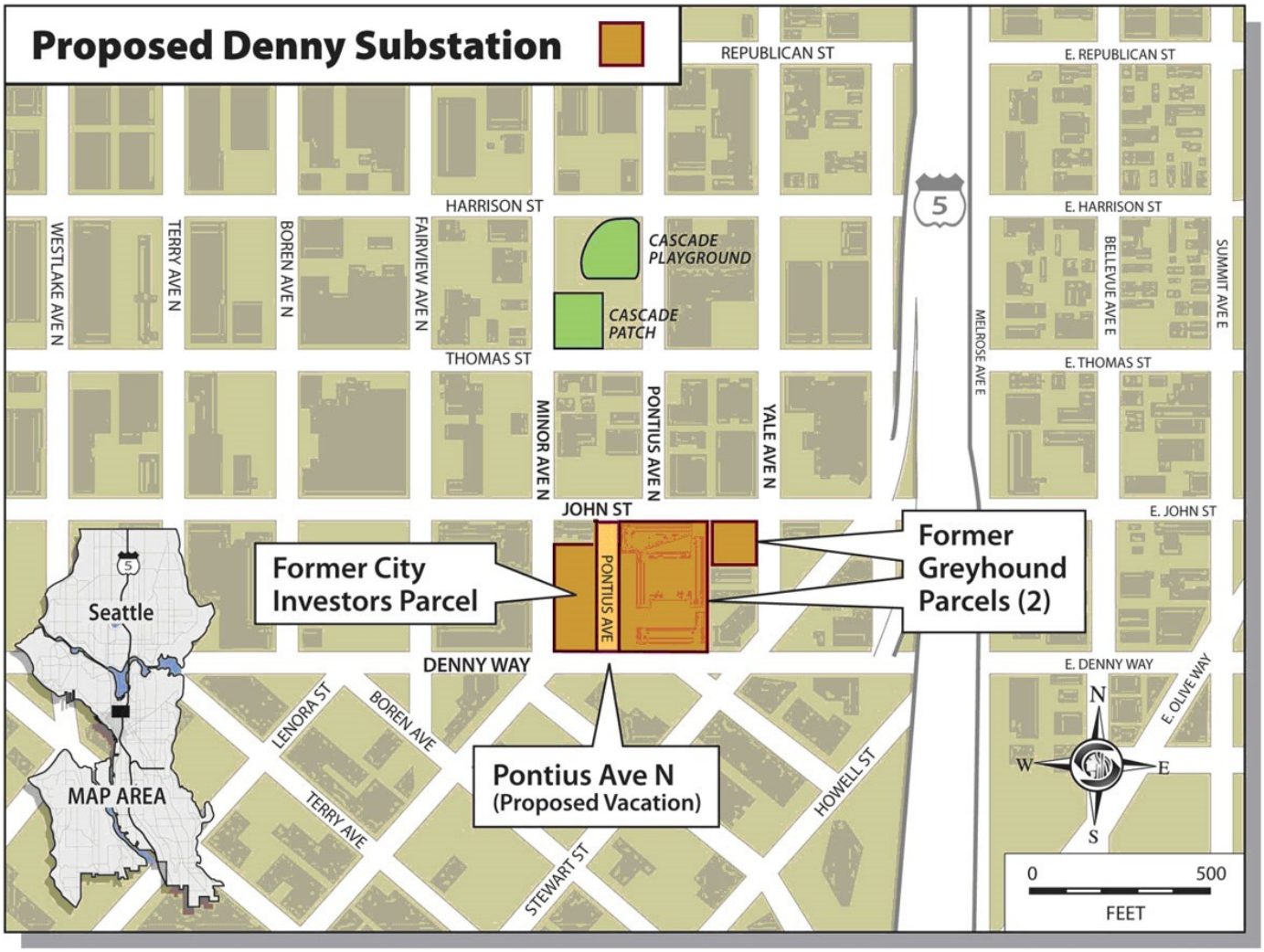
   This information is included as **Appendix C** to this petition application.

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.***

   Figure 1 is a vicinity map and is provided for overall orientation, **Figure 2** shows the proposed project site, **Figure 3** illustrates the proposed right-of-way to be vacated within Pontius Avenue N., and **Appendix D** contains a plat map depicting the project site.

Source: NBBJ, Power Engineers, 2013

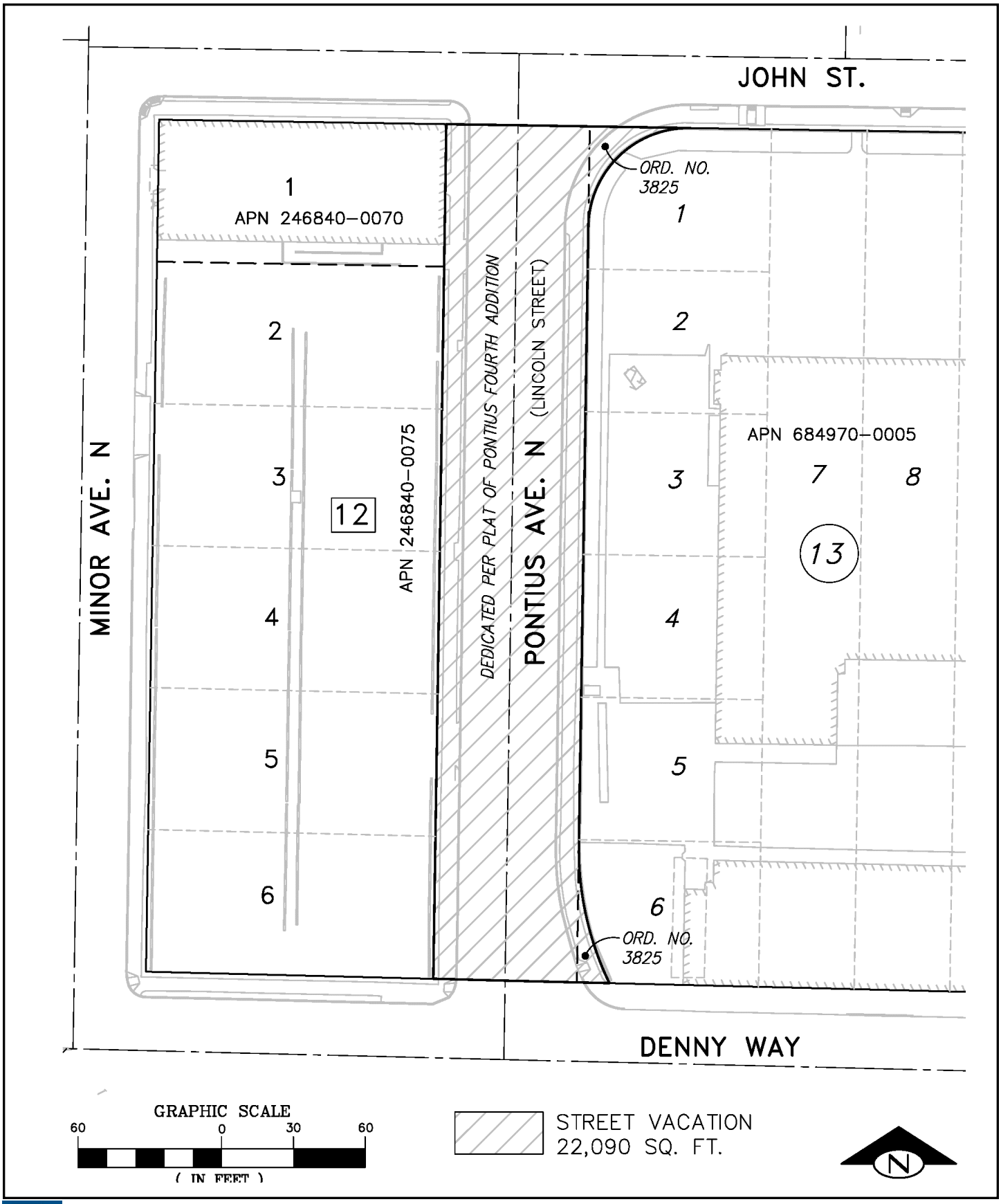
Figure 1
Site Area and Images



Source: NBBJ, Power Engineers, 2013

Figure 2
Site Map—Large

Denny Substation
Street Vacation Petition



Source: True North Land Survey, 2013

Figure 3
Site Survey Map

As indicated by **Figure 3**, the right-of-way that is proposed for vacation is a portion of Pontius Avenue N. The street is roughly 60 feet wide with a length of approximately 360 feet. The legal description of the right-of-way and the parcels that comprise the Denny Substation project site are described as follows:

STREET
ALL THAT PORTION OF PONTIUS AVENUE LYING BETWEEN BLOCK 12 OF THE SUPPLEMENTARY PLAT OF FAIRVIEW HOMESTEAD ASSOCIATION FOR THE BENEFIT OF MECHANICS AND LABORERS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 3, IN KING COUNTY, WASHGINTON; AND BLOCK 13 OF PONTIUS FOURTH ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VLUME 7 OF PLATS, PAGE 8, IN KING COUNTY, WASHINGTON.

PARCEL NO. 684970-0005
LOTS 1 THROUGH 10, INCLUSIVE ALL IN BLOCK 13, PONTIUS FOURTH ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 7 OF PLATS, PAGE 8, IN KING COUNTY, WASHINGTON.

EXCEPT THAT PORTION OF SAID LOTS 1 AND 6 CONVEYED TO THE CITY OF SEATTLE FOR STREET BY DEED RECORDED UNDER RECORDING NUMBER 139270.

PARCEL NO. 246840-0075
LOTS 2 THROUGH 6, INCLUSIVE, BLOCK 12, SUPPLEMENTARY PLAT OF FAIRVIEW HOMESTEAD ASSOCIATION FO RHTE BENEFIT OF MECHANICS AND LABORERS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 3, KING COUNTY, WASHINGTON.

PARCEL NO. 246840-0070
LOT 1, BLOCK 12, SUPPLEMENTARY PLAT OF FAIRVIEW HOMESTEAD ASSOCIATION FOR THE BENEFIT OF MECHANICS AND LABORERS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, PAGE 3, IN KING COUNTY, WASHINGTON.

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.***

- **Addresses**: 1250 Denny Way, Seattle, WA.
  121 Pontius Avenue N., Seattle, WA.
  145 Yale Avenue N., Seattle, WA.

- **Streets Bordering the Project Site**: Minor Avenue N. on the west, John Street on the north, Yale Avenue N. on the east, and Denny Way on the south.

- **Neighborhood Planning**: The project site is located within Seattle's South Lake Union Urban Center (see **Figure 4**).

- **Zoning:** The Seattle City Council adopted zoning changes for the South Lake Union Urban Center on May 6th, 2013, which changes the zoning designation for the project site from Seattle Mixed 125 (SM-125) to SM-240/125-400. The new SM-240/125-400 zoning district allows buildings with a maximum height limit of 240 ft. for portions of the project containing non-residential and live-work uses, a base height limit of

Source: NBBJ, Power Engineers, 2013

Figure 4

Denny Substation Area Map

125 ft. that applies to portions of the project in residential use, and a maximum residential height limit of 400 feet.[1]

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 proposed new ***Denny Substation*** project is within City Light's existing service area. The substation will serve high density electrical load growth in the South Lake Union Urban Area and the North Downtown area, estimated to reach 150-200 MW per square mile during the 20 year planning period, based on City of Seattle land use goals. The substation project will also help provide service that meets the increased reliability requirements of high tech businesses and industries, comparable to Seattle's central business district/downtown, and will provide added capacity for serving existing networks in the Denny Triangle and First Hill areas. Further, the project will create options for meeting future system capacity needs (beyond 2030), such as upgrading transmission voltage to 230 kV and adding a fourth transmission line to the north. Finally, the substation will incorporate equipment to limit regional power flow through the South Lake Union and Downtown areas that could adversely affect local service capability, as agreed to with the Bonneville Power Administration (BPA).

The proposed vacation of Pontius Avenue N. is intended to allow flexibility in the placement, orientation, and design of the proposed electrical substation, and to better integrate the proposed development and the distribution lines associated with the substation in the immediately surrounding neighborhood. The street vacation will also provide additional flexibility in the amount, design, and type of public amenities and open space that could be provided on-site.

What the Vacation Contributes to the Proposed Project (bulleted list)

The vacation of Pontius Street N. offers four major advantages to the project and the greater community:

1) The street vacation affords SCL the option to maintain the facility as serviceable and accessible from the elevation of John Street. This 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 ultimate build-out of the substation. The added land allows the arrangement of the equipment to be separated by greater distances, thus providing optimal clearances for service vehicles to circulate and access the equipment. The larger area provides greater internal clearances that will result in higher levels of safety for workers and protection of the transformers and switchgear. This solution also maintains the substation above the perched water table and does not require special construction provision to protect the sensitive equipment from the risk of potential water infiltration. Without the vacation the substation requires a two-level configuration with one level below

[1] The maximum height of 400 feet can be accomplished through incentives prescribed in the zoning code.

grade. The two-level configuration has a higher level of operational complexity and management requirements and costs. It also has greater complexity required when servicing equipment and placement of future equipment. In addition the below-grade level will require watertight construction and ongoing operational provisions to mitigate the risk of water infiltration.

2) The street vacation provides SCL flexibility to plan and install the most efficient layout of the underground distribution network cabling that emanates from the substation to serve the community. The vacated street provides the needed land area to provide the optimal separation of the distribution lines as well as to provide long term uninhibited access to the lines for maintenance.

3) By spreading the equipment across a portion of Parcel 1, the facility maintains a lower height and massing; preserving the existing views of the Seattle skyline and maintaining access to daylight for John Street properties.

4) The vacation of Pontius will not result in SCL needing the majority of Parcel 1 for above-grade services. SCL is granting the surplus spaces as public benefit amenities – namely a large open space area containing public amenities.

Development that Could Occur as No Vacation Alternative

The design would be an approximately 40-foot high vertical wall enclosure with minimal building setbacks. The structure would consist of an architectural screen wall and major facility access points along John Street. There is no requirement to provide public benefits. The internal equipment would need to be positioned closer to the public sidewalk and adjacent residential properties and necessitate blast protection in some areas. Parcel 1 and 3 would be unassigned SCL lots for use as needed by SCL, for either construction staging or open storage of equipment. Please see **Figure 5**.

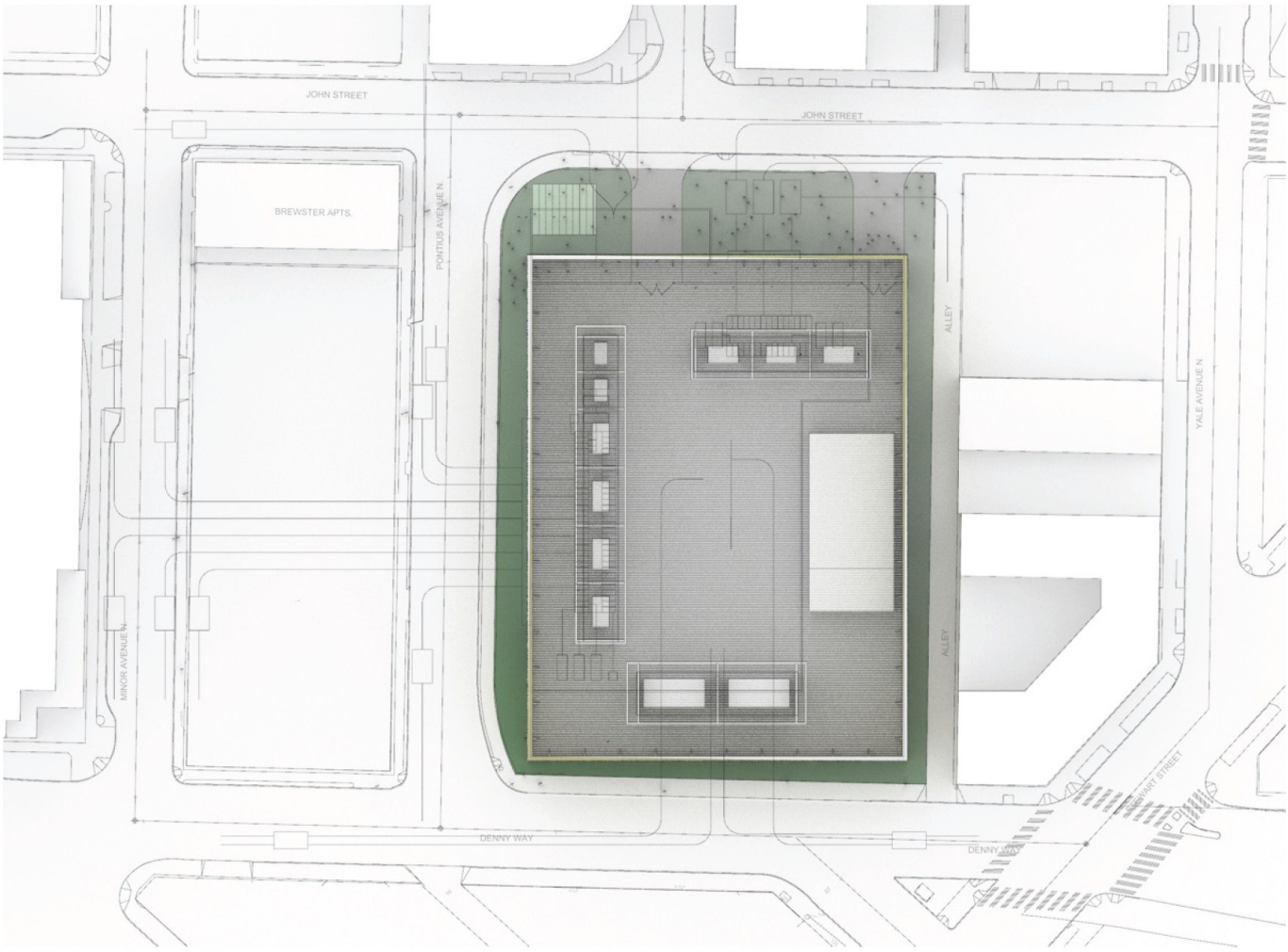
Site Constraints

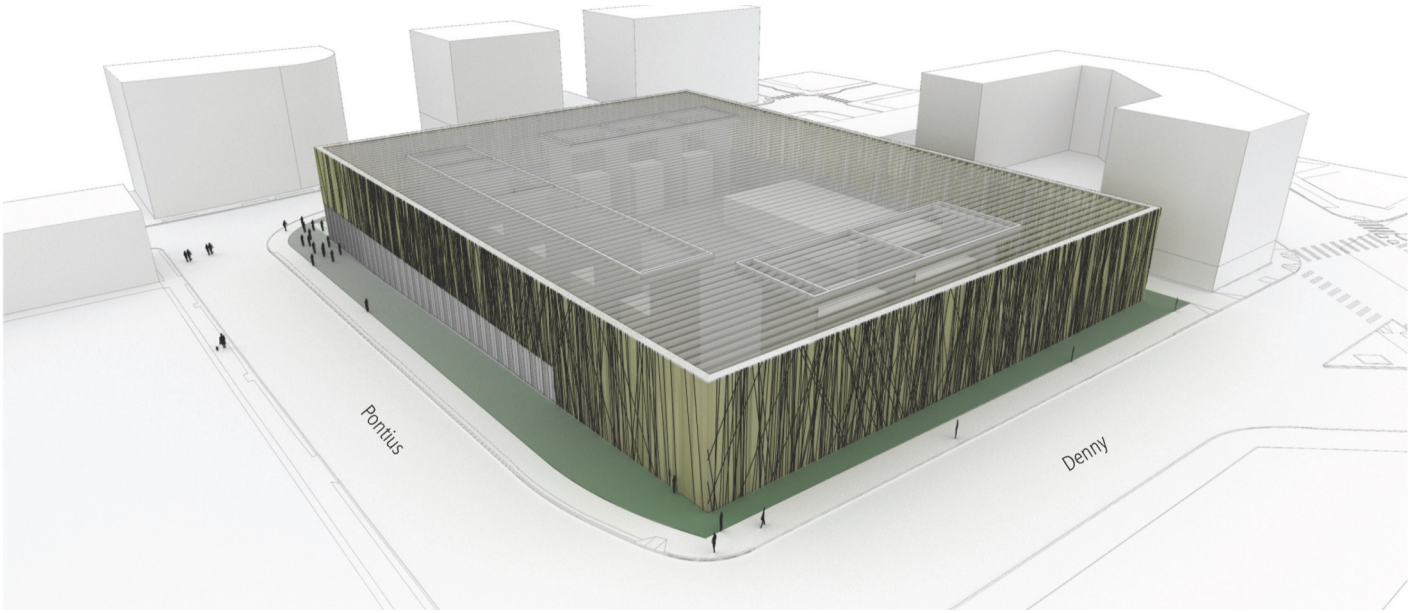
Existing conditions are described in Item 8 below.

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

1. An existing transmission line located in Pontius Avenue N must be maintained intact throughout the duration of construction until the substation work is complete and a new transmission line replacing the existing can be connected.

2. The street elevation of John Street dictates the finished elevation of the substation grade. This is essential to allow direct vehicular access to the substation.





Source: NBBJ, 2013

Figure 5
No Vacation Alternative

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

By the close of 2013, Seattle City Light will have completed a contaminated site remediation project on the property. This remediation addressed contamination left in place by previous owners who operated the site as a bus maintenance facility. Prior to the start of the remediation project, two of the three site parcels (Parcels 1 and 3) were leased and in use as public parking. Parcel 2 contained a vacated Greyhound Bus Maintenance Building on a paved lot. The clean-up work began in August 2012 and consists of the following:

- Abating and properly disposing of hazardous materials inside the previous building on the site – (asbestos and lead containing materials and mercury and PCBs in light fixtures);
- Salvaging items with historic significance or architectural value (such as signage, windows, and doors);
- Demolishing the building and recycling or disposing of all demolition debris offsite;
- Removing previously decommissioned underground storage tanks;
- Continuing operation of an existing interim on-site treatment system to remove and dispose of contaminated groundwater;
- Excavating and removing contaminated soils for proper disposal off-site, and backfilling the site with clean fill and clean excavated material;
- Installing a shoring wall around two-thirds of the site to safely support soil excavation work and a storm water detention system;
- Bringing the site to a final grade and covering with crushed rock; and
- Restoring sidewalks and areas of the street right of way affected by construction;

At the time of submittal of this petition, remediation work is still in progress, using all three parcels of the site. Parcel 2 is the portion of the site undergoing remediation; Parcel 1 is being used for soil stockpiling; and Parcel 3 is being used for contractor trailers and staging. During remediation, Pontius Avenue N. between Parcels 1 and 2 is occasionally closed-off for construction access between the two parcels, as allowed by the terms of Street Use Permit issued by SDOT.

At the close of the remediation project, Parcels 1 and 3 of the site, used for construction activities during the remediation efforts, would be restored as closely as possible to prior paved condition, with access from the same locations. The parcels could be made available once again for lease and use as public parking lots. The lot on Parcel 1 would be paved, lighted, and fenced, with vehicular access from both Pontius Avenue N. and Minor Avenue N., and a separate pedestrian access provided along its south side, off of Denny Way. The Parcel 3 lot would be paved and fenced with one access point, off of John Street. Parcel 2 would be vacant with erosion control prevention in place, and fenced. Temporary public art and activities may be occurring on the site between the period when the remediation is complete and substation construction begins. The details of those activities are not yet known, but would be aimed at keeping the site active; and they would not be of a type to increase vehicular traffic or require public parking.

Proposed Project

The ***Denny Substation Project*** includes a new substation, a new underground electrical distribution network in the South Lake Union area, and a new transmission line. The substation will initially be served by the existing transmission line running adjacent to the site, which will be spliced and reconfigured as the substation is built to provide power for the facility, allowing the substation to provide network service to some customers in the near future. A new transmission line would then be built between the Massachusetts Substation (located south of downtown Seattle) and this new substation to fully power the substation and proposed distribution system by 2020. The network service area would be developed in phases, with a first set of new conduits and wire installed within right-of-way (ROW) through the surrounding neighborhood, and the future connections to be constructed within street ROW as needed over the next 50 years. Over time, additional equipment would be brought into the substation to maintain reliable electrical service as loads expand, but the outer footprint of the substation would remain the same.

The new substation is the portion of the project for which this vacation petition is submitted. Analysis of three substation design alternatives continues through the SEPA EIS process now being conducted. However, City Light is designating SEPA Substation Alternative 3 as a Preferred Alternative at this time, based on: 1) the belief that the design has greater urban merit than the others; 2) the understanding that it can be delivered at comparable or lower costs than the other alternatives; 3) and the finding that this design does not have the operational challenges and limitations associated with consolidation of a facility on one parcel. Therefore, for the purpose of this application, SEPA Substation Alternative 3 will be referred to as ‘the project’.

The substation site would contain transformers, a control building, gas-insulated switchgear, capacitor banks, and inductors, as well as a portable propane-powered generator to power back-up power for the control building. The control building would be a climate-controlled facility that would house a battery room, communications room, mechanical room, and crew facilities (shower, lockers, restroom, and break room).

The project would extend across two parcels as noted in Item 5 above. The transmission line serving the substation and the distribution network emanating from the new facility would all be underground. The substation would be contained within a screening-wall structure (the ‘wall’). The wall would be approximately 32 feet tall on average above adjacent grade, sloped in places, multi-leveled and terraced to lessen the bulk and scale of the facility. The northern portion of the wall would be approximately 240' long, the east portion would be 305' long, the southern portion would be approximately 410' long and the western portion of the wall would be roughly 335' long.

The sloped wall will consist of a translucent glazed curtain wall system and a stainless steel panel system. There will be a transparent/translucent storefront system at grade, which would vary in transparency depending on height or proximity or randomly to reveal the internal workings of the substation, while providing visual screening to the nearby casual observer and from a distance.

An elevated pedestrian pathway would be constructed over the top of a portion of the facility (along the Denny Way side and then north along the alley to the east of the site - contributing to the terraced feeling for the structure). This prominent pedestrian pathway would be aligned with the existing urban grid and facilitate pedestrian movements from

downtown Seattle along Virginia Street into the neighborhood. The facility would not have an enclosed structural roof, but may incorporate screening over the top of the site using a tightly spaced system of cables spanning across the equipment.

With approval of a zoning variance, the western and northwestern edges of the facility would be set back farther from Minor Avenue than zoning guidelines would allow. This setback would maximize the open space potential along the west and north-west portions of the site and maximize space available on-site to accommodate public benefit features. This setback would particularly help maximize the open space adjacent to the Brewster apartment building and help maintain that building's character and context.

Access to the substation for City Light crews and their vehicles would be from John Street. The facility would not have on-site operators of any kind. Employees providing service within the substation will park vehicles within the substation. The crews who would visit occasionally would access the site to check equipment status or to maintain or repair equipment. The facility might be visited by field crews who could use the facility as a check-in point or as a break area (with a restroom available). On these occasions, City Light vehicles would be expected to park offsite. There would be very little traffic visiting the substation on any given day, with the possibility of no traffic accessing the site some days (see **Figure 6**).

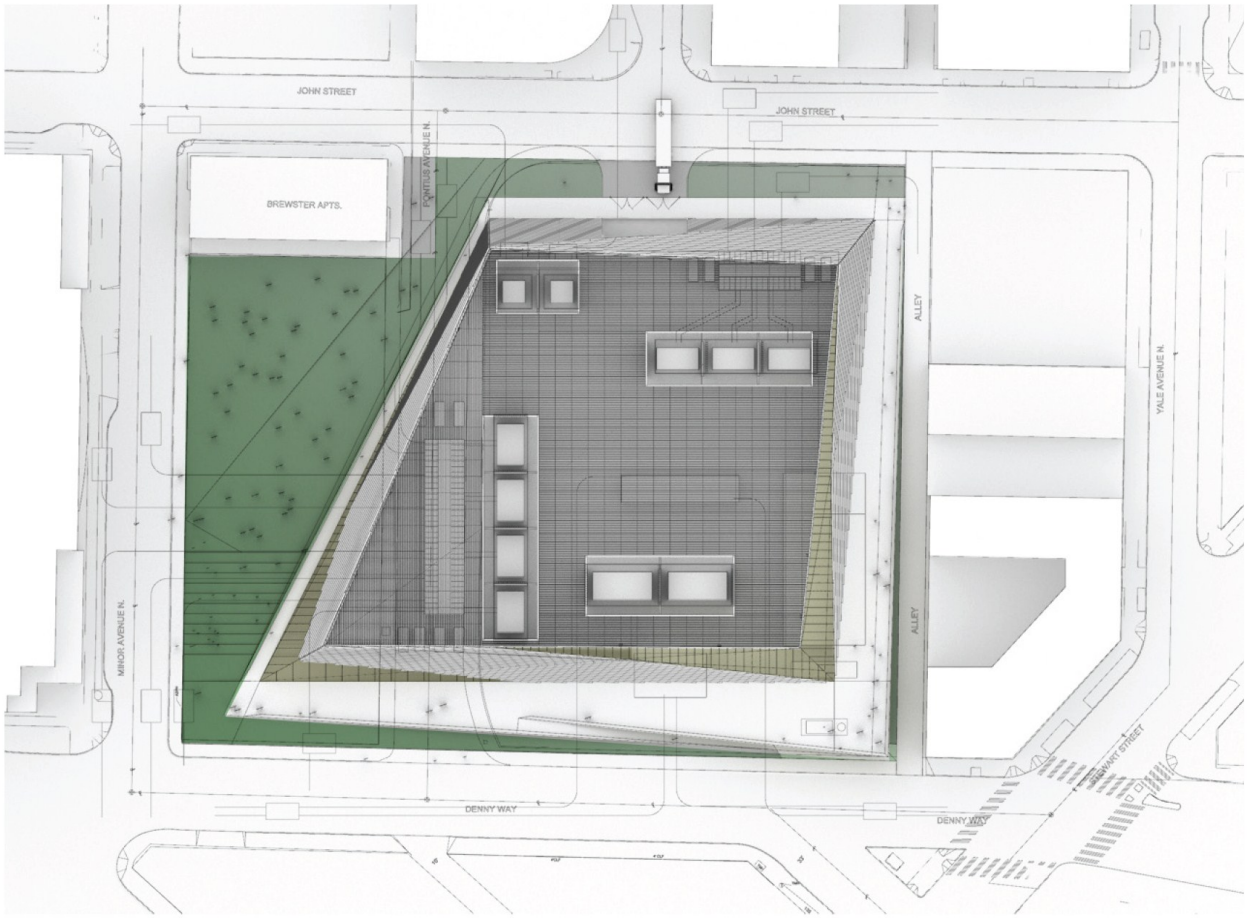
9. **Other Land Use Actions**: ***Provide information about other land use actions, such as a rezone, Major Institution Master Plan, or administrative or Council conditional use, or review from the Landmarks Preservation Board, or any other special review. SDOT will need final recommendations resulting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

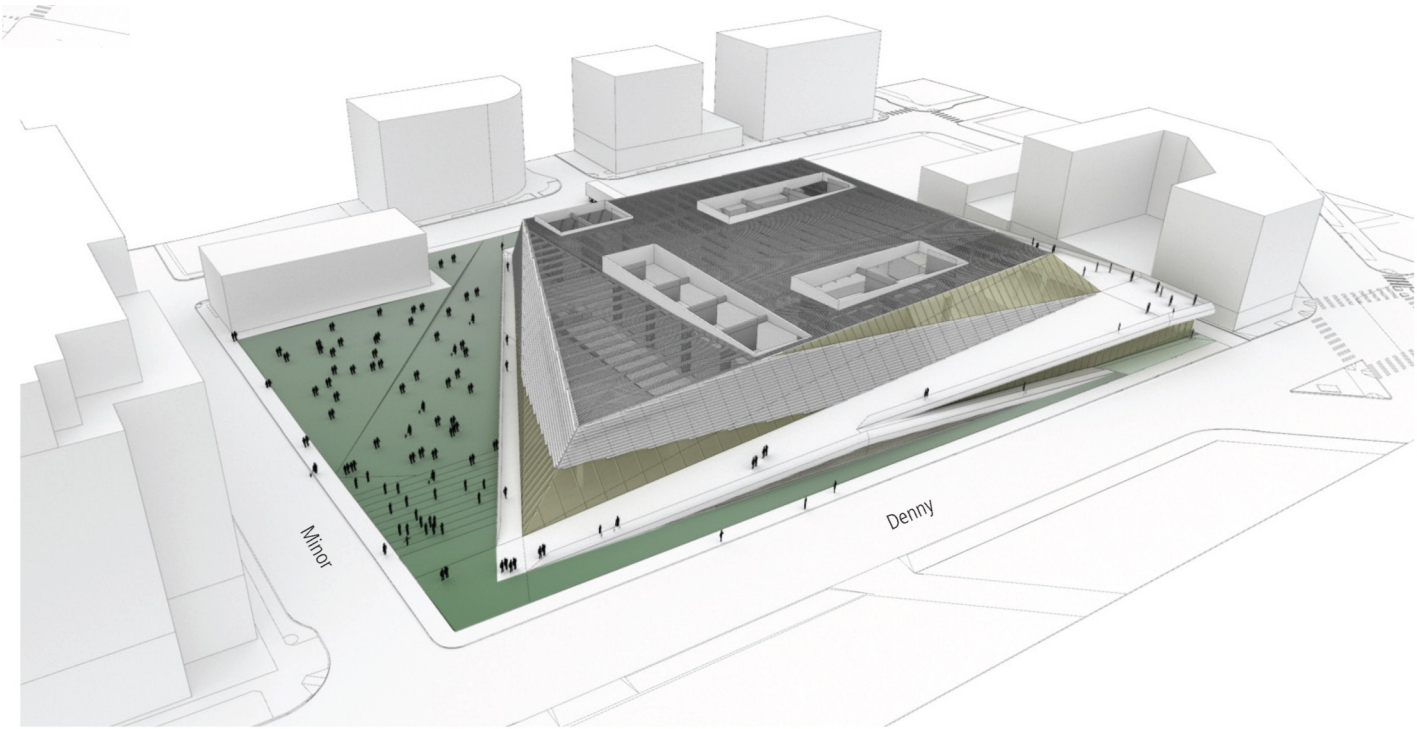
The applicant is seeking a Master Use Permit (MUP) for development of this project. Seattle City Light (SCL) is the SEPA Lead Agency for the project, and is preparing an Environmental Impact Statement. The DEIS is anticipated to be published during 1Q 2014 and the FEIS during 3Q 2014. Please refer to **Figure 9** (on page 36) for the anticipated MUP and SEPA project schedules.

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 environmental 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.*

Denny Substation
Street Vacation Petition





Source: NBBJ, 2013

Figure 6
Vacation Alternative

Guideline 1.1-Protection of Circulation and Access According to Street Classification

(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;*
5. *Vacations that would result in diverting truck or commercial traffic to nearby streets will not be approved.*

DISCUSSION: The segment of Pontius Avenue N between John Street and Denny Way is classified by the City as a local access street, and its vacation would not adversely affect overall vehicle circulation or traffic patterns in the area. This segment of Pontius Avenue does not provide continuity in the street grid. Specifically, the segment does not align with the street grid to the north or to the south. To the north, it is offset about 135 feet west of the remaining portion of Pontius Avenue N and about 30 feet east of an alley. To the south, the segment terminates at Denny Way. Denny Way serves as the border between two streets grids of different orientations, the South Lake Union street grid and Downtown Seattle street grid. Due to the high traffic volumes on Denny Way (with Average Daily Traffic [ADT] of 22,800 near the site[2]) and the non-perpendicular orientation of its intersection approach legs, the signalized intersections of Denny Way with Fairview Avenue (about 500 feet west of Pontius) and Stewart Street (about 400 feet east of Pontius) provide the major connections between the South Lake Union and Downtown neighborhoods in the site vicinity.

Because this segment of Pontius Avenue N provides existing access only for the subject property, its removal from the street system would not affect local vehicle access in the area. The project site design includes provision for vehicle access that would best accommodate the proposed uses on the site.

(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.

DISCUSSION: As a local access street, this segment of Pontius Avenue N does not serve transit; therefore, its vacation would not affect the integrity or continuity of the public transit system. Its elimination would increase the length of curb space available for an existing transit stop along Denny Way, improving transit in that corridor.

(D) Truck Routes and Truck Streets (Arterials)

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

[2] Seattle Department of Transportation, Annual Traffic Count Data, 2005-2012.

DISCUSSION: As a local access street, this segment of Pontius Avenue N is not designated by the City as a truck street and does not serve truck circulation in the area; therefore, its vacation 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: Pontius Avenue N does not include existing bicycle facilities, and no future bicycle facilities are planned by the City along this roadway. In the South Lake Union neighborhood, the City has designated Minor Avenue N (approximately 175 feet to the west) and Yale Avenue N (approximately 450 feet to the east) as north-south "Shared Roadways" between vehicular and bicycle traffic.[3] In the site vicinity, these two roadways are intended by the City to serve north-south bicycle travel; therefore, vacation of the Pontius Avenue segment would not affect the existing or planned bikeway system in the area.

(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 accommodated 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.*

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 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.

[3] City of Seattle, Bicycle Master Plan, 2007. Note, the 2012 Bicycle Master Plan update is currently in draft form. In the site vicinity, it identifies Fairview Avenue and Eastlake Avenue for separated in-street bicycle facilities; it does not identify any proposed new facilities on Pontius Avenue. http://www.seattle.gov/transportation/bikemaster.htm

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 existing street has sidewalks on both sides; however, due to its offset with the north-south streets to the north and its termination at Denny Way, this segment of Pontius Avenue N does not provide continuity in the pedestrian grid. This segment primarily provides direct access between Denny Way and the residential and commercial development located near Pontius Avenue N/John Street, one block to the north. With the proposed vacation, pedestrian connection between Denny Way and John Street would still be accommodated by Minor Avenue N, approximately 175 feet to the west of the Pontius Avenue segment. In addition, both street vacation alternatives of the proposed project include a community space on the west side of the site within about 100 feet of the existing Pontius right-of-way; north-south pedestrian movement between Denny Way and John Street would also be directly accommodated through this area, and the park-like design would enhance the pedestrian experience. Therefore, vacation of the Pontius Avenue segment would not adversely affect pedestrian circulation through the area.

Vacation of this segment of Pontius Avenue N would remove approximately 37 on-street parking spaces - 22 diagonal spaces on the west side of the street and about 15 parallel parking spaces on the east side.[4] Currently, parking along this street is regulated by pay stations with a 2-hour time limit, indicating that it is intended for short-term parking use. Field observation has indicated that this parking is 70 to 75% utilized on a typical weekday afternoon. The parking spaces along this street serve general demand in the area that is also accommodated by other parking supply provided in the vicinity; therefore, it is not considered to be necessary on-street parking. It is expected that people who currently park along this segment of Pontius Avenue would use other paid public parking available in the area, including on-street spaces, surface lots, and parking garages. In addition, a small reduction in on-street parking combined with the availability of public transit in the area (with numerous bus routes and the Seattle Streetcar located within a few blocks of the project site) support City of Seattle policies encouraging increased use of alternative transportation modes, particularly in higher density areas such as the Downtown and South Lake Union neighborhoods. Therefore, vacation of the Pontius Avenue segment would not have a significant adverse effect on parking in the area.

[4] The number of parallel parking spaces were estimated using guidelines provided in the City of Seattle's Client Assistance Memo (CAM) 117: Seattle Permits, updated May 2011.

11. **<u>Vacation Policies/Utility Impacts</u>:** ***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.***

<u>Policy 2 – Utilities</u>: *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 thefuture. The growth of telecom utilities above and below ground, increased urban densities, and demand for undergrounding of utility facilities all place pressure onthe 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

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

B. 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.

C. 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: All services to existing structures within this block would be disconnected, demolished, and services would be re-routed. Three utilities currently have infrastructure within the street that would need to be relocated as part of the proposed street vacation – Seattle Public Utilities (SPU), Seattle City Light (SCL), and Century Link. These utility providers have been consulted and each has provided conceptual approval to re-route lines/ducts around the project site. Each of these utilities has also indicated that adequate capacity exists to serve the proposed project. To date, preliminary engineering plans have been provided to the Seattle Department of Transportation (SDOT), SPU, and SCL, the utility permitting process has been initiated with the City, and bi-weekly meetings to coordinate a design and construction schedule are occurring. SCL will continue to coordinate with utility providers to mitigate the loss of infrastructure due to the proposed street vacation. All utilities and planned easements for future utilities located within vacated rights-of-way would be adequately protected by easements, relocation, or agreement(s) satisfactory to the utility owner.

See **Appendix E** for further information on consultation that has occurred to-date, as well as conceptual drawings depicting existing and proposed utility locations. As project design evolves, additional information will be provided and details will be added to the mitigation plans.

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 polices 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.

A. Downtown

Petitions for vacations of right-of-way in the downtown area shall be reviewed according to the Comprehensive Plan, particularly its land use, urban village, transportation and neighborhood elements of the plan and other relevant adopted plans or goals.

DISCUSSION: The proposed ***Denny Substation*** is located within one of the City of Seattle's six designated Urban Centers – the South Lake Union Urban Center. The potential vacation for the ***Denny Substation*** would support increased mixed-use density development that is planned for and currently happening (office, retail/restaurant and large meeting space) in South Lake Union, which is consistent with the intent of Urban Centers and the *South Lake Union Neighborhood Plan*.

The Seattle City Council adopted zoning changes for the South Lake Union Urban Center on May 6th, 2013, which changed the zoning designation for the project site from Seattle Mixed 125 (SM-125) to SM-240/125-400. The new SM-240/125-400 zoning district allows buildings with a maximum height limit of 240 ft. for portions of the project containing non-residential and live-work uses, a base height limit of 125 ft. that applies to portions of the project in residential use, and a maximum residential height limit of 400 feet. The proposed substation is an allowed use in this zone.

The street vacation that is proposed as part of the ***Denny 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 Pontius Avenue N could also provide improved vehicular and pedestrian circulation in the immediate area; pedestrian, vehicle and service access; public open space; and territorial views through the site.

Increase in Development Potential

The proposed vacation of Pontius Avenue N. 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 the substation, and to better integrate the proposed development in the immediately surrounding neighborhood. The street vacation will also provide additional flexibility in the amount, design, and type of public amenities and open space that could be provided on-site. Refer to the Development Matrix in **Appendix F** of this vacation petition for more detailed calculations.

Scale, Building Orientation and Access to the Site

The design of the ***Denny 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: building location and orientation, screening structure design and materials, provisions for landscaping, creation of open space/gathering areas, and provisions for street and pedestrian improvements.

The development that is proposed for the ***Denny Substation*** includes a roughly 112,000 square foot visual screening and security enclosure structure that contains the functional operations of the substation. Within the enclosure are the various equipment components required of the substation including, but not limited to, transformers, switchgear, capacitor banks, a 4900 SF control equipment building, and a 1,200 SF maintenance building. Contained within the footprint of the screening and security enclosure is a proposed elevated walkway that is approximately 15,000 square feet in area. A large public open space zone, approximately 19,200 square feet in area, is proposed to the west of the enclosure.

Operational access to the substation would be provided from John Street and positioned in alignment with Pontius Avenue north of John Street. The alignment with Pontius Avenue N. enables direct and inline access to the substation for large equipment transport vehicles. The entrance to the substation would be provided by a large door that is approximately forty feet in width. Other access points to the substation are for emergency egress purposes only and are planned to occur on the east and west facades of the enclosure. No provisions for parking would be provided external to the substation.

The screen averages approximately thirty-two feet in height above adjacent grade around the perimeter of the enclosure. The enclosure would be comparable in height to the adjacent Brewster Apartment building, which is approximately 35 feet tall and is located to the northeast of the site. Working clockwise starting at the southwest corner, the enclosure parapet heights above adjacent grades are approximately 23 ft., 35 ft., 30 ft. and 40 ft.. The enclosure is lower in height in comparison to the majority of other adjacent buildings bounding the site. The Mirabella, located west of the site, has a height above grade of approximately 125 feet. Alley 24 and SCCA House, located north of the site, have heights of approximately 73 feet. The Colwell Apartments, located east of the project site, has a height of approximately 65 feet, and the Feathered Friends building, also located east of the project site, has a height of approximately 27 feet.

The substation enclosure is intended to provide visual screening and security as its primary function. The orientation along John Street is the primary operational entrance to the

substation and is structured to invite circulation to move around the façade toward the public open space to the west or along the alley to the east, but not draw attention to it as a primary public space. The corner at the intersection of Denny Way and Minor Avenue N. is the primary public orientation and provides pedestrian access to circulate around the substation enclosure as well as access to the proposed open space zone to the west of the substation and elevated walkways. The orientation to Denny Way is situated to enhance and preserve the east-west pedestrian movement along the street. The orientation to Minor Avenue N. is setback to provide a large public open space that would allow pedestrian and bicycle circulation through the site to John Street.

Under the *No Street Vacation* scenario, the substation would require a two-level configuration with one level below grade. The design would be an approximately 40 foot tall vertical visual screening and security enclosure wall on all sides with limited site setbacks. The exception would be along John Street, which would require a setback for vehicular access as well as provision for a service areaway to access the lower level. The substation would be required to maximize the available site footprint to fulfill the functional space needs of the substation equipment. Due to the need to maximize the site footprint and maintain maximum internal clearances, there would be little opportunity for façade modulation of the enclosure wall.

Neighborhood Character and Design

The character of the South Lake Union neighborhood varies widely due to substantial growth and changes in building types and uses in recent decades. The variety of building types demonstrates the changing nature of the neighborhood, which was predominantly light industrial and commercial in nature for most of the twentieth century with residential uses in several areas. The largest residential area in this neighborhood is the Cascade subarea, which is located north of ***Denny Substation.*** The previous Industrial Commercial (IC) classification and most recent Seattle Mixed (SM) zoning has accommodated a wide variety of commercial and light industrial uses, as well as continued multi-family residential development. Numerous underdeveloped and vacant parcels have buffered land uses from each other and kept the population density (day and night) at relatively low levels. This pattern of land use began to change after the Seattle Commons initiative in the 1990s, when development attention turned toward this neighborhood.

Ongoing development in the immediate project area is contributing to a transition from past industrial and warehouse uses to more commercial office-oriented and biotech/research uses mixed with retail and residential uses. This change is consistent with the City's Urban Center planning designation for this area and the ***Denny Substation*** would support this trend toward commercial and residential development in the South Lake Union area.

The ***Denny Substation*** project would help support the emerging pattern of development that is occurring throughout the South Lake Union area and the adjacent Denny Triangle neighborhood. The proposed ***Denny Substation*** has been designed to be consistent with the South Lake Union design guidelines, which include consideration of neighborhood character and sustainable development.

The design of the substation would consist of an approximately 32-foot average height terraced enclosure wall with a through-block connection defining a publicly-accessible open space along Minor Avenue N. The transformer equipment would be positioned towards the

center of the facility – further away from the surrounding public sidewalks and adjacent residential properties. The height and terracing of the enclosure would create a pedestrian friendly massing that integrates with the existing context of Denny Way. The design incorporates transparent and translucent vertical surfaces with views of internal unassigned functions. The street vacation that is proposed as part of the ***Denny Substation*** project is integral to the overall development concept in that it is intended to allow flexibility in placement, orientation, and design of the substation, and to better integrate the proposed development in the immediately surrounding neighborhood. The street vacation would also provide additional flexibility in the amount, design, and type of public amenities and open space that could be provided on-site.

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

See **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;*
- *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 ***Denny Substation*** focus on public improvements on site and surrounding the site to improve the overall project in a manner consistent with the public interest and to enable better urban form. The list below shows the proposed public benefits for the development.

Public Access to Open Space Plaza: The design would afford access to open space consisting of paved walkways connecting the corner of Denny Way and Minor Avenue to the intersection of John Street and Pontius Avenue N. The walkway would serve as a through block connection retaining much of the pedestrian functions currently offered by the existing Pontius Avenue N. The walkway would provide pedestrian seating and street trees to provide shelter. Additionally, an elevated walkway along the west side of the substation would provide an accessible route to assist in the grade differential between Denny Way and John Street.

Elevated Pedestrian Walkways: The southern and eastern edges of the project currently contains pedestrian walkways that facilitate movement along Denny Way and through the alley. By elevating the walkway, the design would create a new urban experience that would afford unique views to the interior of the substation yard and would be activated by periodic vibrant art features. The intent is to create a unique pedestrian promenade that enhances the public realm. In addition, the elevated walkway would contain a series of outdoor seating venues that facilitate a pedestrian-friendly pedestrian experience.

Enhanced Alley Pavement Treatments: The alley that bounds the eastern edge of the project offers enhanced pavement treatments similar in character to the alley improvements implemented as part of the Alley 24 development. The alley is frequently

used as a pedestrian way and the pavement enhancements will provide continuity of the pavement from Denny Way to John Street and provide continuity of character through Alley 24 to Thomas Street. The enhancements will create a higher quality pedestrian and urban experience.

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 as set forth in **Appendix G,** which graphically shows the public benefits. We look forward to further discussion with the City on an appropriate public benefits package.

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 in **Appendix G**.

15. **Site Maps:** ***A copy of the plat map is required. Provide maps of the block(s) containing the project site that show all dimensions of the property and the development, and include total square footage. Provide the current ownership of each lot on the subject block.***

A copy of the plat map and a site survey map are provided in **Appendix D**. A project site survey map with dimensions and current ownership is also included in **Appendix D**.

16. **Project Maps:** ***Provide maps and sketches of the project design; include plot plans, elevations, project sketches or conceptual drawings.***

A project map including a sketch of the proposed project design is included as **Figure 6** in this vacation petition application.

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 12-block urban design analysis is included as **Appendix H** to this vacation petition application.

18. **<u>Impact on Public Transportation Projects</u>:** ***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 ***Denny Substation*** project is proposed at a location with direct access to the South Lake Union Streetcar (located about five blocks to the west) and major bus routes (located within three blocks of the site along Denny Way, Fairview Avenue N, and Eastlake Avenue N). The Streetcar provides direct connections to downtown bus routes and Sound Transit Light Rail. The project would improve the street frontage along the Denny Way bus route; it would not negatively impact any proposed public transit projects.

19. **<u>Environmental Impact Statement (EIS)</u>:** ***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.***

An Environmental Impact Statement (EIS) is currently being prepared by SCL for the Denny Substation project. The EIS will evaluate probable, significant environmental impacts that may result from the proposed project alternatives and the No Action Alternative. According to the current project schedule (see **Figure 9**), the anticipated date for publication of the Draft EIS is first-quarter 2014; the anticipated date for publication of the Final EIS is third-quarter 2014.

20. **<u>Neighborhood Plan</u>:** ***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.***

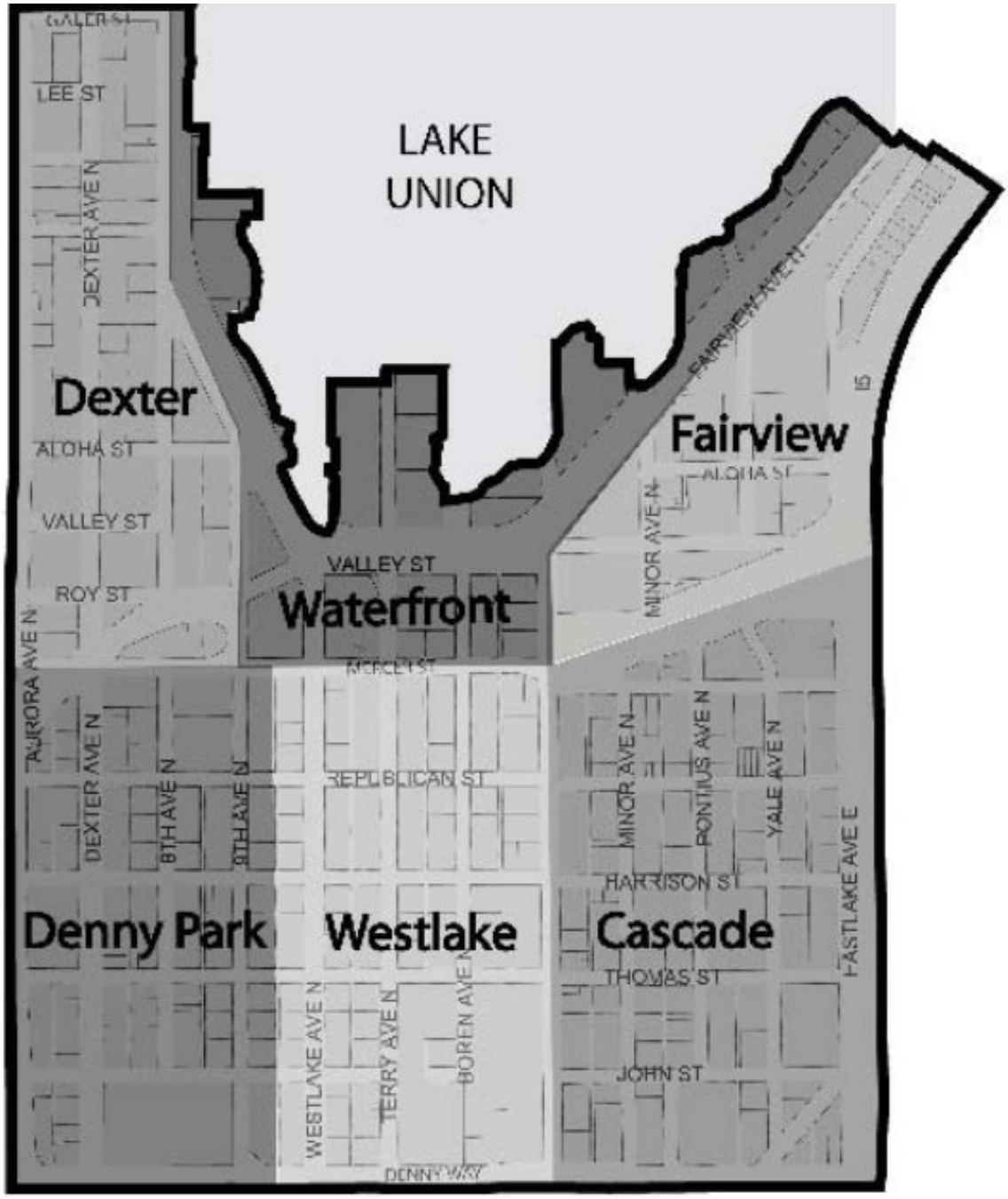
*The **Denny Substation** project site is located within the South Lake Union Urban Center Neighborhood; see **Figure 7** for a map of this neighborhood planning area.*

<u>South Lake Union Urban Center Neighborhood Plan</u>

Completed in 2007, the South Lake Union Urban Center Neighborhood Plan (Neighborhood Plan) is a free-standing plan that establishes goals, policies and strategies supportive of its urban center designation. The Neighborhood Plan is intended to help implement the adopted neighborhood goals and policies in the City's Comprehensive Plan. Plan elements include neighborhood character, transportation, parks and open space, housing and sustainable development. Portions of the Neighborhood Plan have been adopted as part of the City's Comprehensive Plan.

The Plan states that the South Lake Union Neighborhood will:

- *balance housing and job growth, providing a live/work neighborhood;*
- *provide a model for sustainable redevelopment and infrastructure;*
- *respect the neighborhood's marine and industrial past, but welcome change;*
- *be easy to get around on foot, bike, boat, transit and car;*
- *attract innovative industries and organizations; and*
- *be safe and attractive to a diverse range of families and households.*



Source: NBBJ, 2013

Figure 7
South Lake Union Neighborhood

The following goals, policies and strategies from the South Lake Union Urban Center Neighborhood Plan are the most applicable to the proposed project.

Neighborhood Character

Goal 1 - A vital and eclectic neighborhood where people both live and work, where use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting street life and amenities to support and attract residents, employees and visitors.

Policy 2 - Promote diversity of building styles and support the diverse characters of neighborhood sub-areas.

Strategy 2a: Support the key characteristics of neighborhood sub-areas.

Cascade: Supporting a mixture of commercial, residential and social services; this area has several historic sites, sustainable infrastructure and local improvement projects that maintain a creative, collaborative and eclectic nature.

Policy 3 - Encourage public and private developers to consider existing neighborhood character when designing projects adjacent to parks and historical sites.

Strategy 3c - Use the South Lake Union Design Guidelines to support development that reflects existing and desired neighborhood character.

Policy 5 - Encourage designs of public spaces and private buildings that can accommodate the needs of people across a range of ages and abilities, allowing residents to age in place.

Strategy 5c - Consider accessibility in reviewing public projects.

Goal 3 - A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base.

Policy 9 - Support the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences and technology, and sustainable building.

Strategy 9d - Create reliable power and telecommunications networks to attract innovative industries and businesses. Innovative industries sometimes have higher demand for power or telecommunications networks than traditional industries. As the neighborhood develops, utilities should work with the neighborhood to provide networks that will meet the neighborhood's needs.

Goal 4 – A neighborhood where arts and culture thrive, with attractions for citywide audiences and a broad range of arts and cultural organizations.

Policy 13 - Seek to incorporate the arts into the design of public projects and the use of public spaces.

Strategy 13a - Maximize the potential for public art in public capital improvement projects by developing a public art plan.

Strategy 13b - Use a Public Art Advisory Committee process to expedite review of art components of public/private projects.

Strategy 13c - Collaborate with community arts organizations on programming public spaces.

Discussion:

Consistent with Policies 2 and 3: The ***Denny Substation*** is undergoing review by the Design Commission.

Consistent with Policy 5: The open space areas could provide a range of activities from passive activities like seating areas to more active activities like off-leash dog areas. The areas would be accessible from Denny, Minor and John Street sidewalks.

Consistent with Policy 9: Innovative industries and businesses have a higher reliance on continuous electricity service than other industries. A new substation and network system may help attract such industries to South Lake Union and the Denny Triangle.

Consistent with Policy 13: The upper section of the exterior of the facility is comprised of translucent glass assembly with an opportunity to incorporate art. A Design Team Artist will be engaged at the 30% design phase to incorporate art work into the project

Transportation

Goal 6 - A livable, walkable community that is well-served by transit and easy to get around by foot, bike or transit.

Policy 18 - Promote a system of safe pedestrian and bicycle connections linking key activity areas and destinations, such as open spaces, schools and arts facilities.

Strategy 18a - Design streetscapes to increase pedestrian interest, accessibility and safety. Wider sidewalks, landscaping, street trees, public art, curb bulbs and pedestrian signals can all help to create a more attractive and safe pedestrian environment. Key pedestrian routes that warrant additional attention include Denny Way.

Strategy 18d: Encourage sidewalk enhancements along designated "green streets."

Policy 22 - Explore transportation improvements to link South Lake Union with its surrounding neighborhoods.

Strategy 22c - Provide safe pedestrian crossings in the Denny Way corridor. Pedestrian improvements in the Denny Way corridor that could increase pedestrian safety and accessibility include: intersection improvements, including curb bulbs and pedestrian countdown signals.

Discussion:

Consistent with Policy 18: The projects frontage along Denny Way will be improved consistent with SDOT's right-of-way manual and includes concrete sidewalk, curb and gutter. An elevated pedestrian pathway would be constructed along Denny Way and continue north along the alley. Buffer planting between the sidewalk and the pedestrian ramp will be provided to add visual interest. Curb bulb outs will be constructed at Minor Avenue. The open space along John Street could consist of seating, bicycle racks, shade trees, accent planting, and special paving.

Somewhat Consistent with Policy 22: Curb bulb outs are proposed at Pontius and Minor Avenues.

Parks and Open Space

Goal 10 - Parks and open spaces provide an obvious and inviting purpose, accessible to and meeting the needs of an increasingly diverse neighborhood as it grows and changes.

Policy 29 - Consider a variety of tools, including regulatory measures and joint projects with public agencies and private organizations, to provide for new open spaces to support the growth of the neighborhood.

Strategy 29b: Explore park and recreational opportunities associated with potential substation improvements. Seattle City Light is planning to develop a substation site to accommodate projected growth in the planning area. Once City Light has selected a site, the two departments should evaluate the feasibility of co-locating recreational facilities with the substation. If recreation space is not feasible, consider other public facilities as potential co-locators with the substation.

Strategy 29d - Partner with public agencies and private organizations to develop open spaces.

Strategy 29e: Consider open space and other community facilities identified by this plan as the only public benefits when granting right-of-way vacations.

Policy 31 - Use visual and physical connections between open spaces, adjacent streets and surrounding activities to stimulate positive social interactions.

Strategy 31a - Try to site and design open spaces to receive as much direct, year round sunlight as possible.

Strategy 31b - Promote Crime Prevention Through Environmental Design (CPTED) principles in the design of facilities.

Strategy 31c - Design facilities to be physically and visually accessible from the adjacent street.

Strategy 31d - Plan for parks and open spaces to be adjacent to active uses such as shops, restaurants and community organizations (Strategy 31d).

Policy 32 - Identify opportunities for alternatives to traditional open space, including green streets and recognition and use of Lake Union as recreation and open space.

Strategy 32d - Explore integrating art features and spaces for performances into existing and future open spaces.

Discussion:

Consistent with Policy 29: Open space is proposed along John Street and Minor Avenue to mitigate the impacts of vacating Pontius Avenue. The elevated pathway will be accessible to the public.

Consistent with Policy 31: The open space along John Street will receive sunlight in summer months only, and will be accessible from the sidewalk. The open space along Minor Avenue would receive sunlight at noon in winter and summer months and in the mornings in summer months. The elevated pathway would receive sunlight all year round except during winter mornings. CPTED principles will be integrated.

Somewhat Consistent with Policy 32: There is opportunity to integrate art features as part of the exterior of the facility. Space for performances would not be feasible under this alternative.

Sustainable Development

Goal 13 - A neighborhood that acts as a model for sustainable redevelopment.

Policy 43 - Provide for a stable and reliable supply of electrical power to South Lake Union as a growing urban center.

Strategy 43b: Develop a utility infrastructure plan to address projected growth in load that:

1. *identifies essential infrastructure, including a substation; and*
2. *evaluates a plan and financing for an underground network system that provide stability to the system.*

Discussion:

Consistent with Policy 43: The substation would be part of a project to convert the existing overhead radial distribution system to an underground network distribution system to provide more reliable electrical service.

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 City of Seattle's Comprehensive Plan – Toward a Sustainable Seattle, was originally adopted in 1994, amended each year, and substantially updated in 2005. The City's updated Comprehensive Plan consists of eleven major elements – urban village, land use,

transportation, housing, capital facilities, utilities, economic development, neighborhood, human development, cultural resources and environment. Each element contains goals and policies that are intended to "guide the development of the City in the context of regional growth management" for the next 20 years. The ***Denny Substation*** *project site is part of the South Lake Union Urban Center (****Figure 8****), which emphasizes medium density mixed-use commercial and residential land uses.*

Urban Village Element

Summary: *The Urban Village Element establishes the City's urban village strategy for growth, by guiding the designation of urban centers, 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. General goals and policies for urban villages call for: promoting densities, mixes of uses, and transportation improvements that support walking, use of public transportation, and other transportation demand management (TDM) strategies, especially within urban centers and urban villages (UVG4); maximizing the benefit of public investment in infrastructure and services, and delivering those services more equitably by focusing new infrastructure and services, as well as maintenance and improvements to existing infrastructure and services, in areas expecting to see additional growth, and by focusing growth in areas with sufficient infrastructure and services to support that growth (UVG10); coordinating public and private activities to address transportation, utilities, open space and other public services to accommodate the new growth associated with subarea rezones (e.g., in transit station areas) that result in significant increases in density (UV7.5); and seeking to provide public open space in conjunction with major public projects such as utility and transportation projects, with the amount of open space based on the size of the project, open space needs of the adjacent areas, and the opportunities provided by the particular project (UV55).*

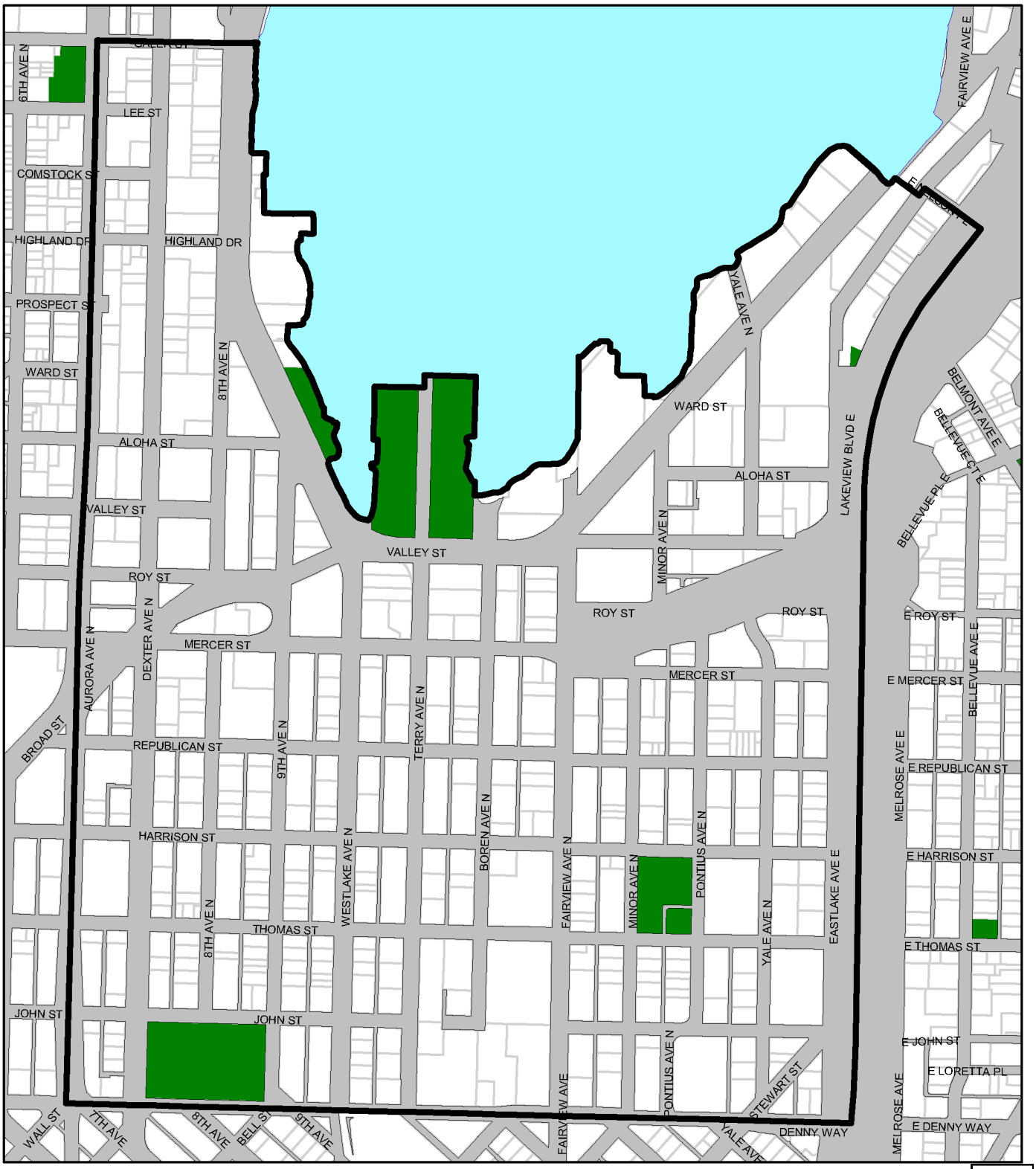
DISCUSSION:

Consistent with UVG 4 and UVG10: The north-central area of Seattle, particularly South Lake Union, Belltown, Denny Triangle and the north end of the Central Business District has been experiencing rapid redevelopment over the past 15 years, consistent with the City's vision to create jobs and add retail services and housing in the Center City. The ***Denny Substation*** project would provide the necessary reliability of service to serve expected and desired redevelopment in South Lake Union and Denny Triangle.

Consistent with UV7.5: The zoning in South Lake Union was recently changed to allow for increased building heights and residential densities. The ***Denny Substation*** project would provide the necessary reliability of service to serve the potential increase in growth as allowed per the rezone.

Consistent with UV55: Public open space would be incorporated on-site along Minor Avenue and the elevated pathway along Denny Way and the alley. Open space uses could include off-leash area and community gardens.

Denny Substation
Street Vacation Petition



Urban Center Boundary

North

Source: City of Seattle, 2013

Figure 8

South Lake Union Urban Center

Economic Development Element

Summary: *The Economic Development Element promotes accommodating most of the City's job growth in urban centers and villages, and encourages City efforts to attract higher-than-average wages and capital into the City. Relevant economic development goals and policies call for: fostering a positive business climate in Seattle by ensuring adequate public services, infrastructure, and high-quality customer service (EDG7); seeking ways to create a local business environment that promotes the establishment, retention, and expansion of high-technology industries in the city. Where possible, look for opportunities to link these businesses to existing research institutions, hospitals, educational institutions and other technology businesses (ED12); and seeking to coordinate, where appropriate, City investment in utilities, transportation and other public facilities with business, employment and economic development opportunities (ED41).*

DISCUSSION:

Consistent with EDG7: The ***Denny Substation*** project will create a reliable source of electricity for the business community. It will serve expected development in South Lake Union and Denny Triangle.

Consistent with ED12: High-technology industries have a higher reliance on continuous electricity service than other industries. A new substation and network system may help attract such industries to South Lake Union and the Denny Triangle.

Consistent with ED41: Several large customers are anticipated to come on line during the 4th quarter of 2016 and early 2017. Broad Substation is reaching its distribution load capacity limit and many of the large loads are too far to serve effectively from Broad Substation. The ***Denny Substation*** project would provide reliable service to meet these new electrical load needs.

Utilities Element

***Summary*:** *The Utilities Element contains goals and policies for the use of, development of, maintenance of, and financing of utilities city-wide. In the City of Seattle Comprehensive Plan, the GMA requirement for a Capital Facilities Element is fulfilled by both this element, the Transportation Element, and the Capital Facilities Element, which further define policies to implement the City's forecasted six-year needs listed in its Capital Improvement Plan (CIP). Relevant goals that apply city-wide call for: (UG1) Providing reliable service at lowest cost consistent with the City's aims of environmental stewardship, social equity, economic development, and the protection of public health; (UG2) Maintaining the service reliability of the City's utility infrastructure; (UG3) Maximizing the efficient use of resources by utility customers; (UG4) Minimizing the cost and public inconvenience of road and right-of-way trenching activities; (UG5) Operating City utilities consistent with regional growth plans; (UG6) Achieving universal access to state-of-the-art technology and telecommunication services.; Maintain the reliability of the City's utility infrastructure as the first priority for utility capital expenditures (U3); Coordinate City utility capital expenditure planning with capital investment planning by other City departments (U5); Work with neighborhood and community representatives in siting utility facilities (U18); Continue to subject all above-grade City utility capital improvement projects to review by the Seattle*

Design Commission (U19); and Consider opportunities for incorporating accessible open space in the siting and design of City utility facilities (U20).

DISCUSSION:

Consistent with UG1, UG2, UG5 and U3: The ***Denny Substation*** would provide the most viable, safe, reliable and cost effective way to meet emerging electrical load in the North Downtown area. A new substation would provide the needed capacity and flexibility to manage load growth in other nearby urban centers and will also serve to alleviate the electrical system congestion between the Broad, Canal, University and East Pine substations.

Consistent with U5: The ***Denny Substation*** is consistent with this policy in that planning for this facility represents broad involvement by City departments.

Consistent with U19: The Denny Substation is undergoing review by the Design Commission for consistency with Seattle Land Use Code, the City of Seattle Comprehensive Plan, the South Lake Union Urban Design Framework, the South Lake Union Neighborhood Plan, and the Denny Way Streetscape Concept plan.

Consistent with U20: Public open space would be incorporated on-site along Minor Avenue and the elevated pathway along Denny Way and the alley.

22. **Sustainable Practices:** ***Provide information on green and sustainable construction and operational practices and the level of LEED certification associated with the project.***

Project is required to meet the requirements of Capital Green. Specific sustainable strategies for the proposed ***Denny Substation*** would be developed during the Design Development phases of design.

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

Since the ***Denny Substation*** project is a publicly-sponsored project, it is not required to be reviewed by the City's Design Review Board. However, the project is currently under review by the City's Design Commission because it is a City-sponsored project and it includes the proposed street vacation of Pontius Avenue N.

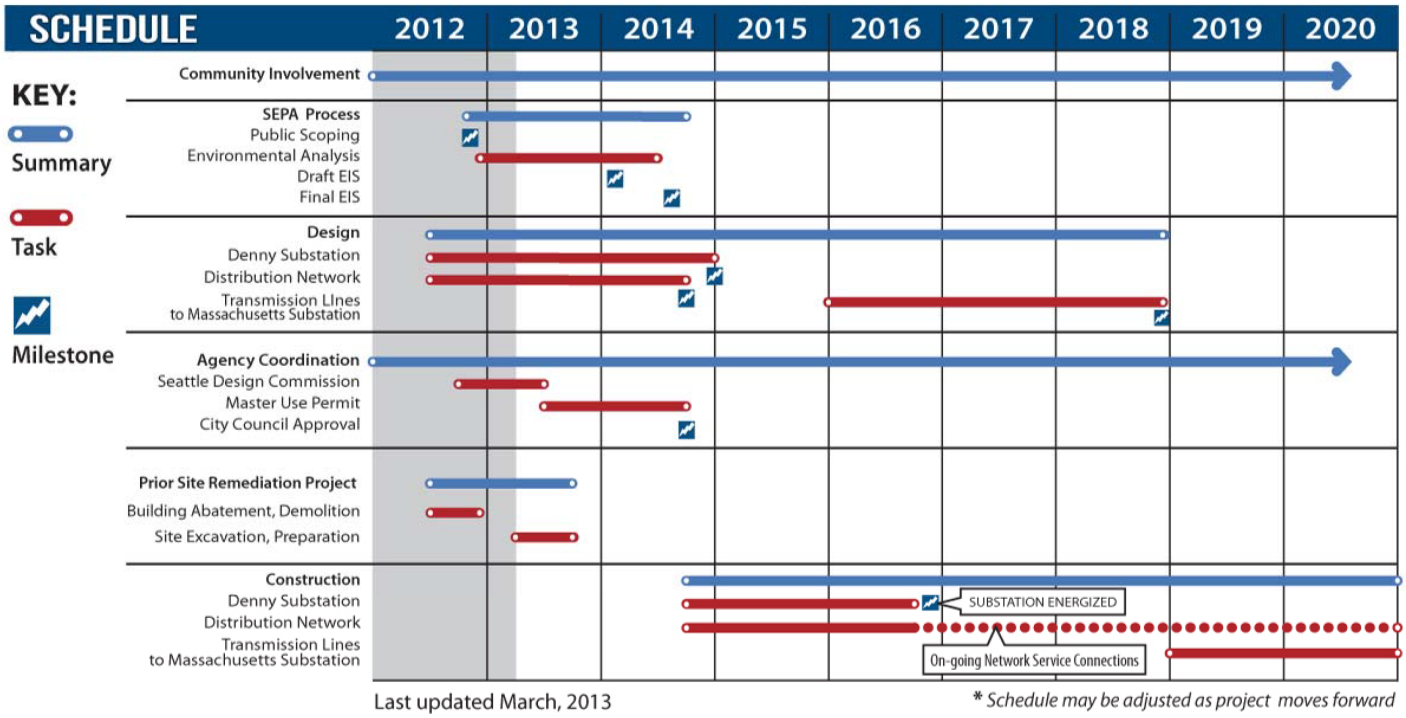
24. **Company/Agency Information:** ***Include background information about your business or agency, its history, how long at your present location, number of employees, etc. Describe how your business or agency will grow with the vacation, such as number of employees or patients, or students served 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 2011, 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.***

See **Figure 9** for the anticipated schedule.



Source: Seattle City Light, 2013

Figure 9
Schedule

Appendices

Appendix A

SIGNED VACATION PETITION

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:

Pontius Avenue North between John Street and Denny Way

herein sought to be vacated, petition the City to vacate:

All that portion of Pontius Avenue North lying between Block 12 of the Supplementary Plat of Fairview Homestead Association for the Benefit of Mechanics and Laborers, according to the plat thereof recorded in Volume 7 of plats, page 3, in King County, Washington; and Block 13 of Pontius Fourth Addition to the City of Seattle, according to the plat thereof, recorded in Volume 7 of plats, page 8, in King County, Washington;

Together with those portions of Lots 1 and 6 of said Block 13 conveyed to the City of Seattle for street purposes by deed recorded under Recording Number 139270 (Ordinance Number 3825)

OR in the alternative, to vacate any portion of said right-of-way so particularly described;

RESERVING to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any right-of-way abutting upon said property after said vacation; and further,

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

SIGNATURE OF PETTIONERS:

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

==========

OWNER **PROPERTY:**

(Printed Name and Signature)

_____

OWNER DATE Parcel No. & Lot & Block

Jorge Carrasco, General Manager/CEO

_____

OWNER DATE Parcel No. & Lot & Block

ACKNOWLEDGEMENT:

I/we _ Seattle City Light and CHHIP ____ 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; and

__ 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.

__ 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 except state, federal or city agencies.

Jorge Carrasco	Seattle City Light	Chris Persons	Capitol Hill Housing
Petitioner	Date	Petitioner	Date

CONTACT INFORMATION:

Petitioner:

Jorge Carrasco, General Manager/CEO
Seattle City Light
206-684-3200
700 5th Avenue, Suite 3200, Seattle, WA 98104-5031

Contact:

Greg Stamatiou
SCL Denny Substation Project Manger
PO Box 34023, Seattle, WA 98124-4023
206 329-7303
Greg.stamatiou.seattle.gov

ADDITIONAL PROPERTY OWNERS ABUTTING THE VACATION:

I/we acknowledge and support the petition to vacate a portion of:

Pontius Avenue North between John Street and Denny Way

and declare that I/we have no objections to the street/alley vacation.

==========

OWNER **PROPERTY**

(Printed Name and Signature)

_____

OWNER DATE Parcel

Chris Persons

Capitol Hill Housing Improvement Program

_____

OWNER DATE Parcel

If you have any questions regarding the vacation process, please call street vacation staff at 206.684.7564.

SDOT 2/2012

Appendix B

COMMUNITY OUTREACH

Denny Substation Project

Powering Seattle through the 21st century

2012 Public Outreach Summary Report

January 9, 2013

Denny Substation Project

Powering Seattle through the 21st century

Introduction

This report summarizes the public outreach conducted from September through December, 2012. The purpose of the public outreach process during this phase of the process was to increase public awareness and understanding about the Denny Substation Project and to collect public input on two project elements: environmental review (specifically scoping); and design (specifically substation alternatives and potential community benefits). This report describes the public involvement methods that were used to inform and seek input from the public and reviews the input that was received from the public during this time period.

Public Outreach Summary

Prior to engaging stakeholders a Public Involvement Plan (PIP) was developed to guide the public process and to ensure the project was reaching out to and involving as many different stakeholders, including the general public, as possible. The following methods were utilized to provide information and receive feedback from the public:

- A project website: www.seattle.gov/light/denny/dennysub
- A project email address: SCL_dennsysub@seattle.gov
- An email address specific to the environmental review: SCL_dennysepa@seattle.gov
- A project hotline, (206) 257-2142
- Development of project email listserv
- Two news releases
- Three public open house and environmental scoping meetings
- A project area mailer
- Presentations to eleven stakeholder and community meetings
- Seattle City Council briefings
- Seattle Design Commission presentation

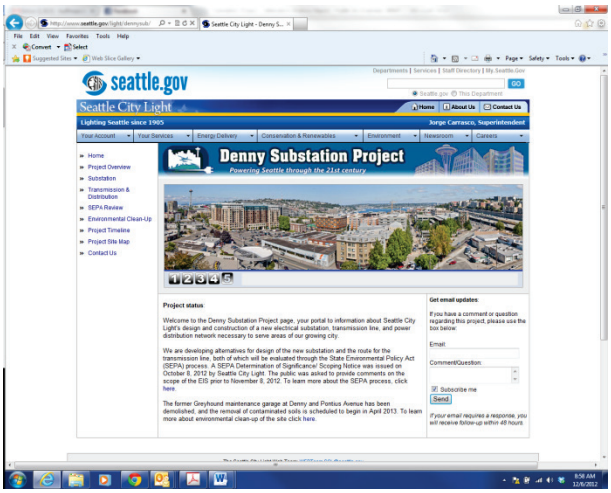
In summary, the results of the public involvement process during this time period include:

- A total of 3,711 unique page views of the project website (1,412 during October, 1,510 during November, and 638 during December)
- Approximately 200 people signed up to be on our project email list, and 29 comments were sent to the project email address
- 82 scoping comments received via the environmental review email address, and 3 comments received via the mail
- A total of 91 attendees who signed in at the public open house and environmental scoping meetings (10 at the October 22 meeting, 63 at the October 24 meeting, and 18 at the October 25 meeting)
- 14 written comments (1 at the October 22 meeting, 9 at the October 24 meeting, and 4 at the October 25 meeting) were received at the scoping meetings, and 14 oral comments (from 2 attendees at the October 22 meeting, from 7 attendees at the October 24 meeting, and from 5 attendees at the October 25 meeting)

- Over 200 questions and comments from the 175 individuals who attended the 11 stakeholder and community briefings
- Postcard mailed to more than 24,000 households and business within the project area
- 11 community and stakeholder briefings

Website

The project website (www.seattle.gov/light/dennysub) went live in mid-October 2012. Since that time project website has received a total of 3,711 unique page views. The website provides an overview of the Denny Substation project and specific information about:



- The substation: its proposed location, basic components, and design considerations
- Transmission and distribution: alternatives for transmission and a description of the distribution system
- SEPA review: a description of the environmental review and analysis that will be conducted
- Environmental clean-up: a description of the contaminants on the site and the process that will be used to clean them up and prepare the site for construction
- A project schedule: a timeline of the schedule for environmental review, design, environmental clean-up, and construction
- A map of the proposed substation and three transmission alternatives
- Information about how to contact project representatives and to make comments

Email

The general email address (SCL_dennysub@seattle.gov) went live in mid-October 2012, and since that time we have received a total of twenty-nine comments to that address. Approximately 200 people have signed up to be added to our email listserv. The email address was promoted on the project website, and public and stakeholder meetings, and on all project materials. The public was encouraged to use the address to make comments and ask questions about the project. A record of all comments is kept by Seattle City Light.

Seattle City Light is managing an email listserv that is used to inform those who sign up for it to be sent emails with project information at key milestones. An email was sent to the listserv to provide information about the scoping meetings (described below) on October 22nd, 24th, and 25th.

The environmental review email address (SCL_dennysepa@seattle.gov) was accessible to the public during the scoping period, which ran from October 8 to November 7, 2012. A total of eighty-two scoping comments were made via this address.

Phone Line

The project phone line (206-257-2142) went live in mid-October 2012. The phone line is set up in a way that allows callers to leave comments and ask questions and to listen to a brief project update.

News Releases

Two news releases were distributed to Seattle City Light's media list. The first news release was distributed on October 8th, 2012 and provided information about the beginning of substation design and the start of the environmental scoping period, how to make scoping comments, and the scoping meetings. The second news release was distributed on October 19th, 2012 and provided information about the scoping meetings and ways to make scoping comments.

Public Open House and Environmental Scoping Postcard

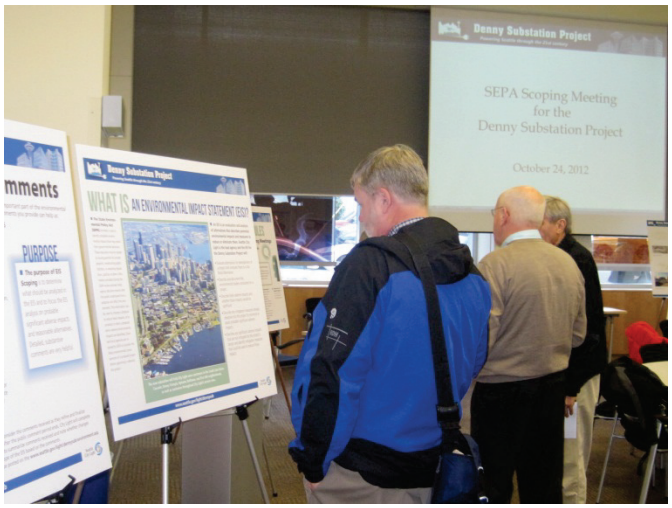
A postcard, with information about the project, the scoping meetings, and ways to provide scoping comments, was mailed to approximately 24,000 addresses on October 9, 2012. The mailing area included any address within a two-block vicinity of all of the three transmission line routes and within the initial service area of the proposed substation.

Sections of the mailer were translated in Spanish, Chinese and Vietnamese providing a brief overview of the project and a phone number to call to request additional information.

Scoping Meetings

Three scoping meetings were held from 4:30 to 7 p.m. at the following dates and locations:

Monday, October 22 Seattle City Hall Bertha Knight Landes Room 600 Fourth Ave. Seattle, WA	Wednesday, October 24 Seattle BioMed Discovery Rooms 307 Westlake Ave. N Seattle, WA	Thursday, October 25 Seattle University Alumni and Admission Building 12th Ave. & E. Marion St. Seattle, WA



A total of twenty-eight comments – 14 written and 14 oral – were received at the scoping meetings. All comments will be evaluated in the EIS Scoping Document. The Scoping Document will confirm the areas of the environment and the alternatives to be included in the Draft EIS.

Scoping is the first step toward developing an Environmental Impact Statement (EIS) and provides the public an opportunity to comment on potential impacts and alternatives to be considered. Seattle City Light is required to prepare an EIS for this project under the State Environmental Policy Act (SEPA). The purpose of the EIS is to describe and evaluate alternatives for the substation and transmission network and describe measures that would eliminate or reduce the likely environmental impacts of the project.

All meetings featured the same content, and included information about the substation site, concepts for the substation, alternatives for transmission routes, and descriptions of the scoping, environmental review process, and ways to provide scoping comments. All meetings included an open house from 4:30 to 6:00

p.m. and an oral comment period from 6:00 to 7:00 p.m. Participants could submit written comments at any time during the meetings.

Community Meetings and Stakeholder Briefings

A total of seventeen relevant community groups and stakeholders were identified within the vicinity of the substation. All of these groups and stakeholders were contacted to see if they were interested in a meeting with project staff to learn more about the project and to share their questions, concerns, and ideas about the project and the substation design. Eleven groups and stakeholders expressed interest, and, as a result, project staff met with the following groups and stakeholders:

- Capitol Hill Housing Group
- Cascade Neighborhood Council
- Lake Union Opportunity Alliance
- Denny Triangle Neighborhood Association
- Downtown District Council
- Mirabella Retirement Community (management and residents)
- Plymouth Housing Group
- Seattle Cancer Care Alliance
- South Lake Union Chamber of Commerce
- South Lake Union Community Council Board
- South Lake Union Community Council Policy and Planning Committee

The meetings and briefings typically included: a presentation that included a project overview, a review of the design process, and descriptions of the three substation alternatives. The meetings and briefings also provided attendees with the opportunity to ask questions and provide their input on substation design and desired community benefits. Depending on time and organization constraints, meetings lasted anywhere from twenty minutes to two hours.

City Council and Design Commission

Project staff met twice each with the City Council and Seattle Design Commission to provide progress reports on the project and to get feedback on the team's work. City Council meetings generally focused on the entire project while the Design Commission meetings focused on the substation alternatives and design considerations.

Comment Review

Of the approximately 225 public comments and questions received from the public, about 115 comments were made during the scoping process. Combined with other community, the vast majority of comments expressed opposition to the above-ground transmission line option (Option1). The remainder of comments and questions were made via the project email address and the community and stakeholder meetings. This section provides a summary of the comments made about the three substation alternatives as well as a summary of comments not specific to any of the substation alternatives. In general, there was preference for vacating Pontius, and specifically for Alternative 3.

General Design/Alternatives

- Activate the substation site and its edges to discourage use by the homeless and illegal activity

- A green alley, pocket parks, improving cross-street connections and green street infrastructure seem like good opportunities
- Consider the surrounding residential uses when designing the substation
- Consider realigning Pontius to maintain access through the neighborhood
- Consider something sculptural, interesting lighting, translucent fencing, or creative screening. Make it artistic. It doesn't need to look like everything else in the neighborhood.
- Celebrate the neighborhood by incorporating public art, pocket gardens.
- The site is in the southeast corner of the neighborhood and is a big entry point from Capitol Hill. It needs to be inviting; it's important not to "turn your back" to Denny. Create more access in the neighborhood.
- Make the design feel safe, clean and accessible to many different types of people
- Maximize screening at street level and from elevated views from other properties
- Need for comprehensive programming for the entire substation site
- Pay attention to the alley to make sure it is light, safe, and useable
- Make it a visual point within the neighborhood – show what is going on inside the substation
- Support for an off-leash dog area
- Do not have any blank walls
- Questions about how art will be incorporated into the substation design
- Questions about and interest in other uses or development on the substation site

Alternative 1

- Concern about alley vacation and the desire to have substantial community benefits if it is vacated
- Consider selling the former City Investors Parking Lot for residential redevelopment
- Consider using the City Investor Parking lot for parks and open space.

Alternative 2

- Concern about inactive space around the edges of the substation and the types of use that might attract
- Like how it softens the industrial presence
- Like the possibility of more community amenities due to alley vacation
- Vacating Pontius could provide a buffer between residential development and Denny and could help to improve pedestrian accessibility and connectivity

Alternative 3

- Provide the most accessibility through the site and minimizes bulk and massing
- Softens the industrial presence
- Vacating Pontius could provide a buffer between residential development and Denny and could help to improve pedestrian accessibility and connectivity
- Provides the best option for those viewing the substation from above

Other comments and questions are divided into the following themes

Environmental

- Possible health impacts of Electromagnetic Fields (EMF) from transmission and distribution lines

- The potential for noise emanate from the substation site
- Concern about visual/loss of daylight impacts to surrounding neighbors
- A desire to minimize exposure of contaminants during excavation and clean-up of the substation site
- Concern about the Option 1(Capitol Hill) above ground transmission line and the potential for noise, visual, health, and economic impacts it could have.
- Preference for the underground transmission alternatives (Option 2 and 3) because of the absence of long-term impacts to the neighborhoods they travel through.

Construction

- Concern about the loss of parking (during construction and operation) to the neighborhood and its visitors
- Concern about the cumulative impact of construction to Cascade Neighborhood businesses
- Negative visual impacts to neighbors during construction
- Coordinate with other departments and agencies to minimize impacts during construction

Operational

- Potential impacts related to a catastrophic failure of the substation
- The alley behind the Colwell Building needs to be useable for vehicles, specifically deliveries
- Questions about where distribution lines will go, how they will be accessed, and how they will affect development and use on portions of Seattle City Light owned property that are not used for the substation

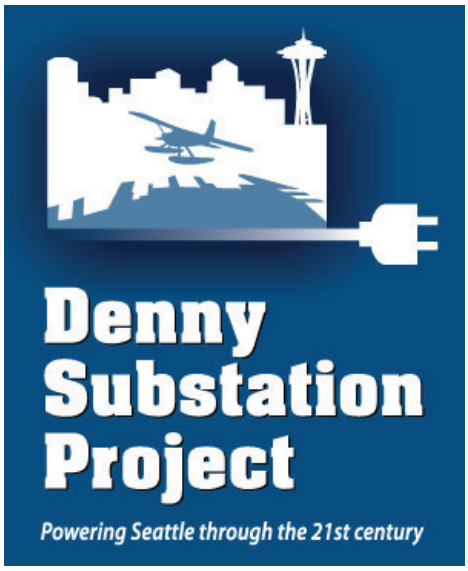
Comment Analysis

This section provides a brief summary of some of the observations the project team made regarding community feedback and perceptions.

- There is strong public support for the design of substation that is integrated into the surrounding community.
- In general, alternatives 2 and 3were viewed more favorably because they: provide greater buffer; offer more potential opportunity/requirement for public amenities; and preclude future development, therefore protecting views.
- Alternative 3 attracted the most interest and discussion due its unique design and how it integrated community amenities and accessibility into the station.
- While there was some concern. The majority felt the possible benefits of the alley vacation out-weighed the loss of on-street parking on Pontius.
- The possibility of community benefits resulted in considerable interest alternatives 2 and 3. There was not any consensus on what those benefits might be, there appears to be support for a dog park, activated open space, and arts.
- There was strong opposition to the above-ground transmission line option (Option1) east of I-5. This opposition was based largely on the visual impact of the transmission lines, health (EMF) concerns, and impacts to property values and neighborhood character.

Project Identity

Branding was developed to identify the project within the City. The branding is being used on the website and all materials.



Denny Substation Project

Powering Seattle through the 21st century

Project postcard

A postcard was mailed to all addresses (approximately 24,000) within the vicinity of the proposed substation and distribution area, as well as within two blocks of all transmission line alternatives.

Denny Substation Project

Powering Seattle through the 21st century

City Light is hosting public scoping meetings to hear from you about the Denny Substation Project

City Light is designing its first new substation in 30 years.

The Denny Substation will help City Light serve customers in the South Lake Union, Cascade, Denny Triangle, Uptown, Belltown, and First Hill neighborhoods, as well as customers throughout our service territory by reducing power transmission and distribution congestion.

The project includes:

- **New electrical substation** on Denny Way near Stewart Street
- **A new transmission line** that will connect the new substation to the Massachusetts substation
- **A distribution system** that will deliver electricity to customers

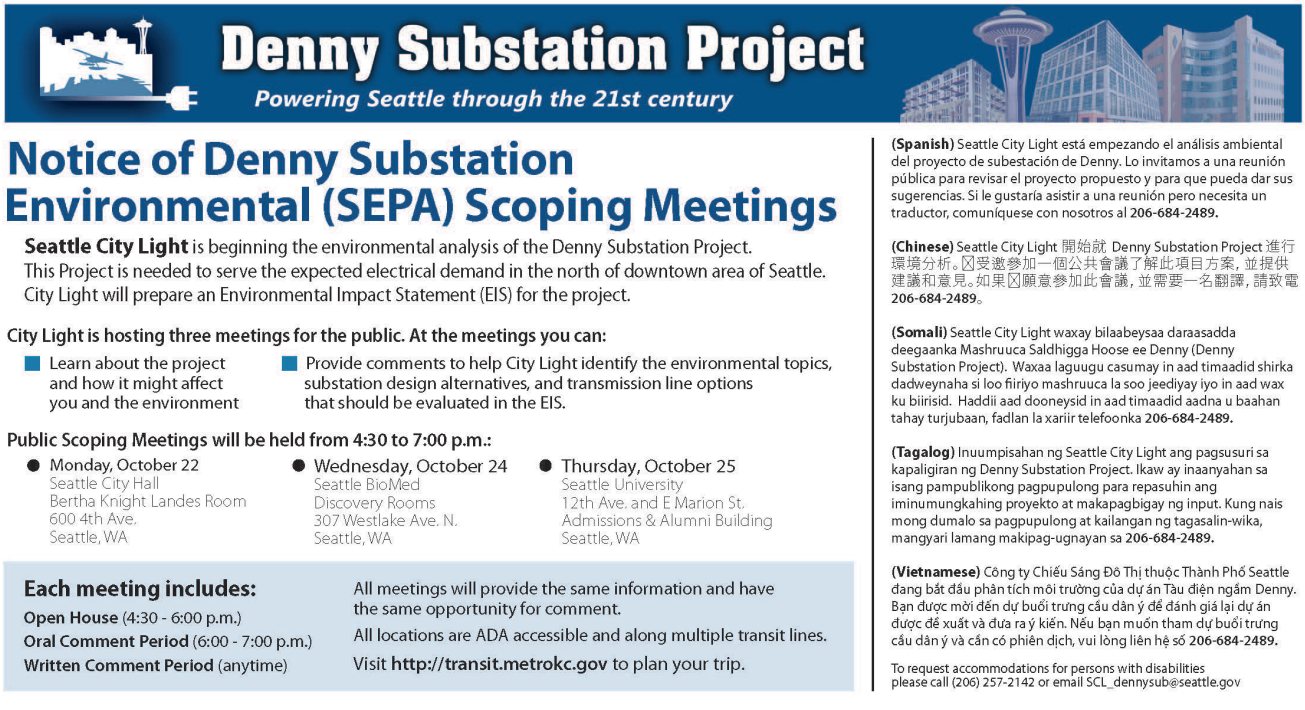
Visit the website for project information, to sign up for email updates, or to view the SEPA Determination of Significance.

www.seattle.gov/light/dennysub

Seattle City Light

City of Seattle
Seattle City Light
700 5th Ave
PO Box 34023
Seattle, WA 98124-4023

PRSRT STD
US POSTAGE
PAID
SEATTLE, WA
PERMIT NO. 5130



Denny Substation Project

Powering Seattle through the 21st century

Notice of Denny Substation Environmental (SEPA) Scoping Meetings

Seattle City Light is beginning the environmental analysis of the Denny Substation Project. This Project is needed to serve the expected electrical demand in the north of downtown area of Seattle. City Light will prepare an Environmental Impact Statement (EIS) for the project.

City Light is hosting three meetings for the public. At the meetings you can:

- Learn about the project and how it might affect you and the environment
- Provide comments to help City Light identify the environmental topics, substation design alternatives, and transmission line options that should be evaluated in the EIS.

Public Scoping Meetings will be held from 4:30 to 7:00 p.m.:

- Monday, October 22
  Seattle City Hall
  Bertha Knight Landes Room
  600 4th Ave.
  Seattle, WA
- Wednesday, October 24
  Seattle BioMed
  Discovery Rooms
  307 Westlake Ave. N.
  Seattle, WA
- Thursday, October 25
  Seattle University
  12th Ave. and E Marion St.
  Admissions & Alumni Building
  Seattle, WA

Each meeting includes:

Open House (4:30 - 6:00 p.m.)
Oral Comment Period (6:00 - 7:00 p.m.)
Written Comment Period (anytime)

All meetings will provide the same information and have the same opportunity for comment.

All locations are ADA accessible and along multiple transit lines.

Visit **http://transit.metrokc.gov** to plan your trip.

(Spanish) Seattle City Light está empezando el análisis ambiental del proyecto de subestación de Denny. Lo invitamos a una reunión pública para revisar el proyecto propuesto y para que pueda dar sus sugerencias. Si le gustaría asistir a una reunión pero necesita un traductor, comuníquese con nosotros al **206-684-2489.**

(Chinese) Seattle City Light 開始就 Denny Substation Project 進行環境分析。☒受邀參加一個公共會議了解此項目方案，並提供建議和意見。如果☒願意參加此會議，並需要一名翻譯，請致電 **206-684-2489**。

(Somali) Seattle City Light waxay bilaabeysaa daraasadda deegaanka Mashruuca Saldhigga Hoose ee Denny (Denny Substation Project). Waxaa laguugu casumay in aad timaadid shirka dadweynaha si loo fiiriyo mashruuca la soo jeediyay iyo in aad wax ku biirisid. Haddii aad dooneysid in aad timaadid aadna u baahan tahay turjubaan, fadlan la xariir telefoonka **206-684-2489.**

(Tagalog) Inuumpisahan ng Seattle City Light ang pagsusuri sa kapaligiran ng Denny Substation Project. Ikaw ay inaanyahan sa isang pampublikong pagpupulong para repasuhin ang iminumungkahing proyekto at makapagbigay ng input. Kung nais mong dumalo sa pagpupulong at kailangan ng tagasalin-wika, mangyari lamang makipag-ugnayan sa **206-684-2489.**

(Vietnamese) Công ty Chiếu Sáng Đô Thị thuộc Thành Phố Seattle đang bắt đầu phân tích môi trường của dự án Tàu điện ngầm Denny. Bạn được mời đến dự buổi trưng cầu dân ý để đánh giá lại dự án được đề xuất và đưa ra ý kiến. Nếu bạn muốn tham dự buổi trưng cầu dân ý và cần có phiên dịch, vui lòng liên hệ số **206-684-2489.**

To request accommodations for persons with disabilities please call (206) 257-2142 or email SCL_dennysub@seattle.gov

Other Notification

Flyers were distributed in person and via email to provide information about scoping meetings and community meetings.

Denny Substation Project
Powering Seattle through the 21st century

Notice of Denny Substation Environmental (SEPA) Scoping Meetings

Seattle City Light is beginning the environmental analysis of the Denny Substation Project. This Project is needed to serve the expected electrical demand in the north of downtown area of Seattle. City Light will prepare an Environmental Impact Statement (EIS) for the project.

City Light is hosting three meetings for the public. At the meetings you can:

- Learn about the project and how it might affect you and the environment
- Provide comments to help City Light identify the environmental topics, substation design alternatives, and transmission line options that should be evaluated in the EIS.

Public Scoping Meetings will be held from 4:30 to 7:00 p.m.:

- Monday, October 22
  Seattle City Hall, Bertha Knight Landes Room
  600 4th Ave.
  Seattle, WA
- Wednesday, October 24
  Seattle BioMed
  Discovery Rooms
  307 Westlake Ave. N.
  Seattle, WA
- Thursday, October 25
  Seattle University
  12th Ave. and E. Marion St.
  Admissions & Alumni Building
  Seattle, WA

Each meeting includes:
Open House (4:30 - 6:00 p.m.)
Oral Comment Period (6:00 - 7:00 p.m.)
Written Comment Period (anytime)

All meetings will provide the same information and have the same opportunity for comment.
All locations are ADA accessible and along multiple transit lines.
Visit **http://transit.metrokc.gov** to plan your trip.

City Light is hosting public scoping meetings to hear from you about the Denny Substation Project

City Light is designing its first new substation in 30 years.

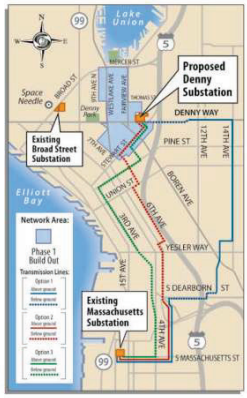
The Denny Substation will help City Light serve customers in the South Lake Union, Cascade, Denny Triangle, Uptown, Belltown, and First Hill neighborhoods, as well as customers throughout our service territory by reducing power transmission and distribution congestion.

The project includes:

- **New electrical substation** on Denny Way near Stewart Street
- **A new transmission line** that will connect the new substation to the Massachusetts substation
- **A distribution system** that will deliver electricity to customers

Visit the website for project information, to sign up for email updates, or to view the SEPA Determination of Significance.
www.seattle.gov/light/dennysub

Seattle City Light



Denny Substation Project
Powering Seattle through the 21st century

Seattle City Light Invites Mirabella Residents to a Denny Substation Meeting

The proposed Denny Substation will be located near the Mirabella and we want to inform you about the project and get your ideas for design and potential community benefits!

Tuesday, November 27, 2012 | Emerald Hall | 2-3:30 pm
Open House 2 – 2:30 pm | **Presentation** 2:30 – 2:55 pm | **Discussion** 2:55 – 3:30 pm

We hope you'll join us to:

- **Learn more about** the project and its schedule.
- **Hear about** the preliminary alternatives for the substation.
- **Share your ideas** for design, community benefits and how this substation can best fit in your neighborhood.

Project Background

The Denny Substation will help City Light serve customers in the South Lake Union, Cascade, Denny Triangle, Uptown, Belltown and First Hill neighborhoods, as well as customers throughout our service territory, by reducing power transmission and distribution congestion.

The new project includes:

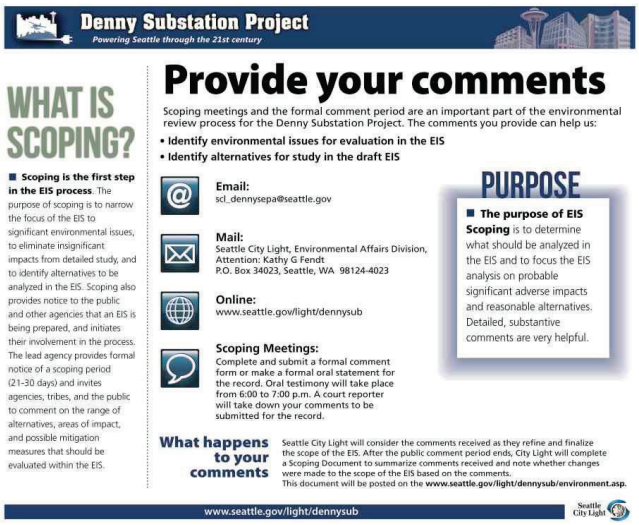
- **A new electrical substation** on Denny Way, near Stewart Street.
- **A new transmission line** that will connect the new substation to the Massachusetts substation.
- **A distribution system** that will deliver electricity to customers.

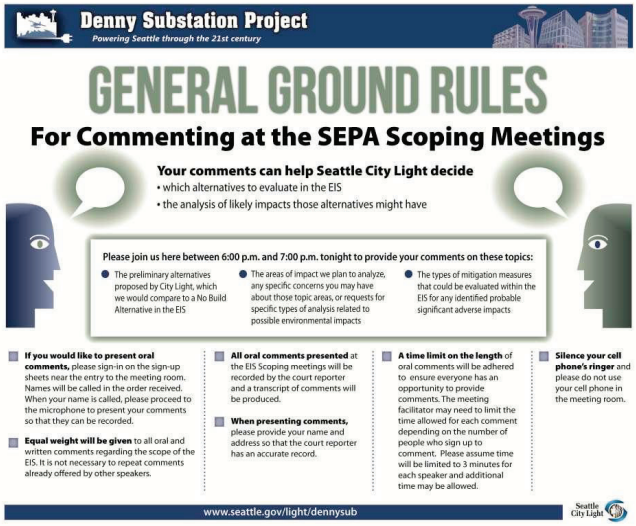
Seattle City Light

Project Collateral

A number of boards were produced to convey information at the three Scoping open houses and the community meetings and stakeholder briefings. In addition, a SEPA brochure was developed to be distributed at the Scoping open houses.

Open House Boards





Denny Substation Project

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POWER DELIVERY

■ **Power from remote generators** is delivered over transmission lines at high voltages (230kV and above) to distribution substations in high load areas. At these substations, transmission voltages are "stepped down" to distribution voltages (26 kV and less) using transformers. Substations also include other equipment such as switches and circuit breakers to provide reliable power delivery and maintenance, as well as sensing devices throughout the substation to isolate any electrical failures that might occur and minimize their impacts. Electrical power distribution feeders extend from the substation throughout the designated service area to business and residential customers. At the point where electricity is delivered to customers, distribution voltages are stepped down to an even lower voltage (480 volts or less) to meet the customer's needs.

www.seattle.gov/light/dennysub

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Denny Substation Project
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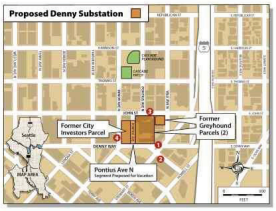
Substation Site and Vicinity

1 **Looking west:** The sidewalk along Denny Way near Stewart Street.



4 **Looking east from Minor Avenue North.**

3 **Looking south from John Street.**

2 **Looking north from Stewart Street:** The former Greyhound Bus station is in the foreground while downtown Seattle is along the horizon.

www.seattle.gov/light/dennysub

Seattle City Light

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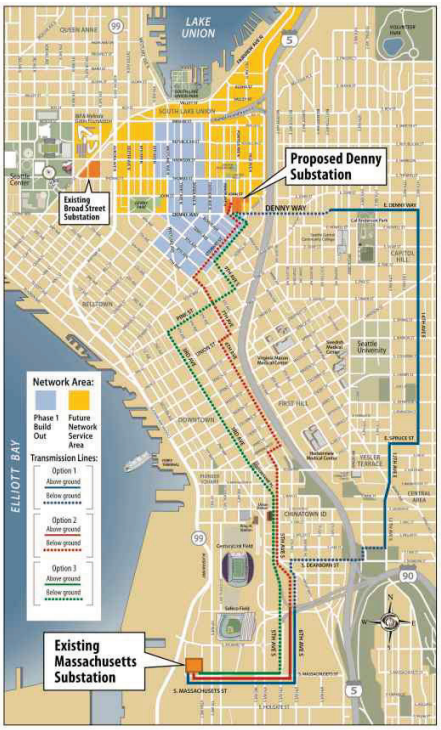

WHAT IS THE DENNY SUBSTATION PROJECT?

Project would construct:

- New Substation on 3 parcel site to be served by an existing underground transmission line that runs through the site
- Underground distribution network in vicinity of new substation
- Transmission line from existing Massachusetts Substation in SODO area to new substation
- Inductor equipment at proposed Denny Substation and at or near existing Broad Substation

Denny Substation Project Objectives

- Serve high density electrical load growth in the South Lake Union Urban Area and the North Downtown area
- Provide service that meets the increased reliability requirements of high tech businesses and industries, as currently provided to Seattle's central business district/downtown.
- Provide added capacity for serving existing networks in the Denny Triangle and First Hill areas.
- Create options for meeting future system capacity needs beyond 2030.
- Incorporate equipment to limit power flow through the South Lake Union and Downtown areas that could adversely affect local service capability.
- Design to meet or exceed the requirements of all applicable environmental laws, regulations, and policies.

City Light will construct the Future Network Service Area over the next 50 years.

www.seattle.gov/light/dennysub

Seattle City Light

Denny Substation Project
Powering Seattle through the 21st century

PRELIMINARY ALTERNATIVE 1 *NO VACATION OF PONTIUS - "CONSOLIDATED"*

AERIAL CONCEPT RENDERING LOOKING NORTH

SITE PLAN

AERIAL CONCEPT RENDERING LOOKING NORTH

ELEVATION DIAGRAM

SECTION LOOKING NORTH

www.seattle.gov/light/dennysub

Seattle City Light

Denny Substation Project
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PRELIMINARY ALTERNATIVE 2 *VACATION OF PONTIUS - "PAVILION"*

AERIAL CONCEPT RENDERING LOOKING NORTH

SITE PLAN

AERIAL CONCEPT RENDERING LOOKING NORTH

ELEVATION DIAGRAM

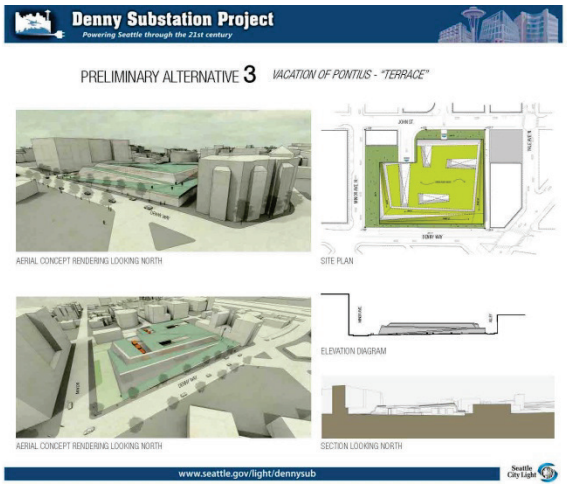
SECTION LOOKING NORTH

www.seattle.gov/light/dennysub

Seattle City Light

Denny Substation Project

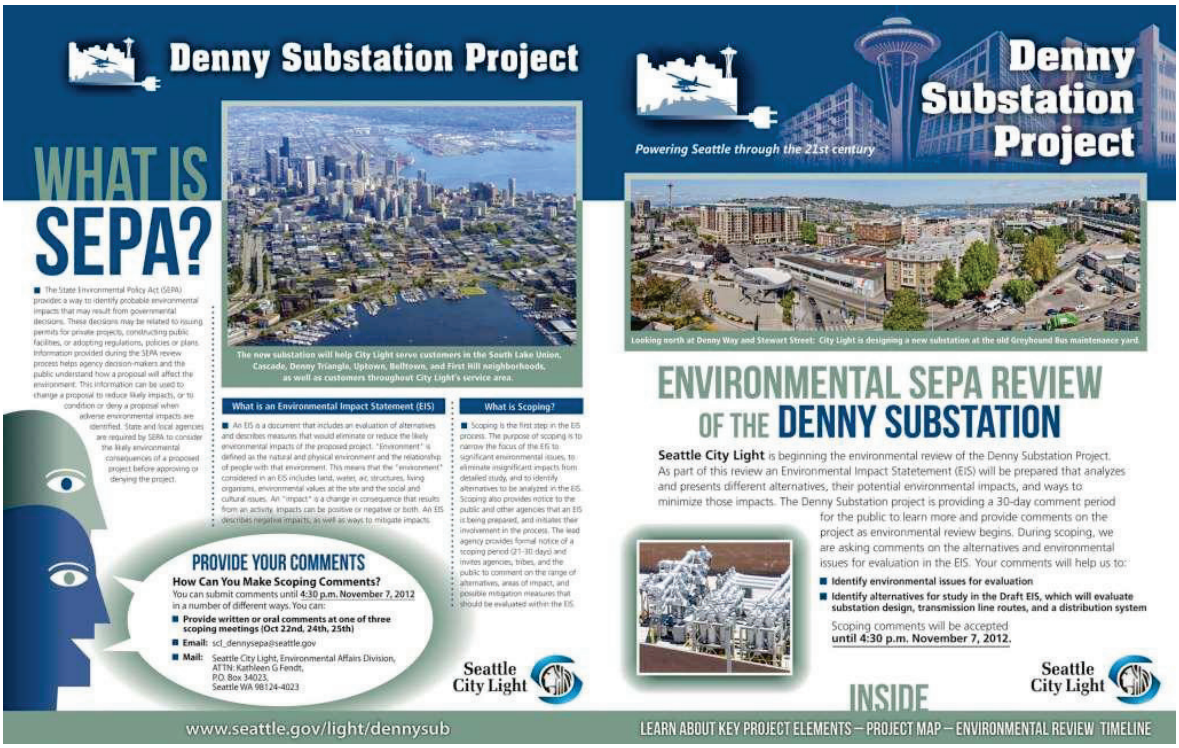
Powering Seattle through the 21st century

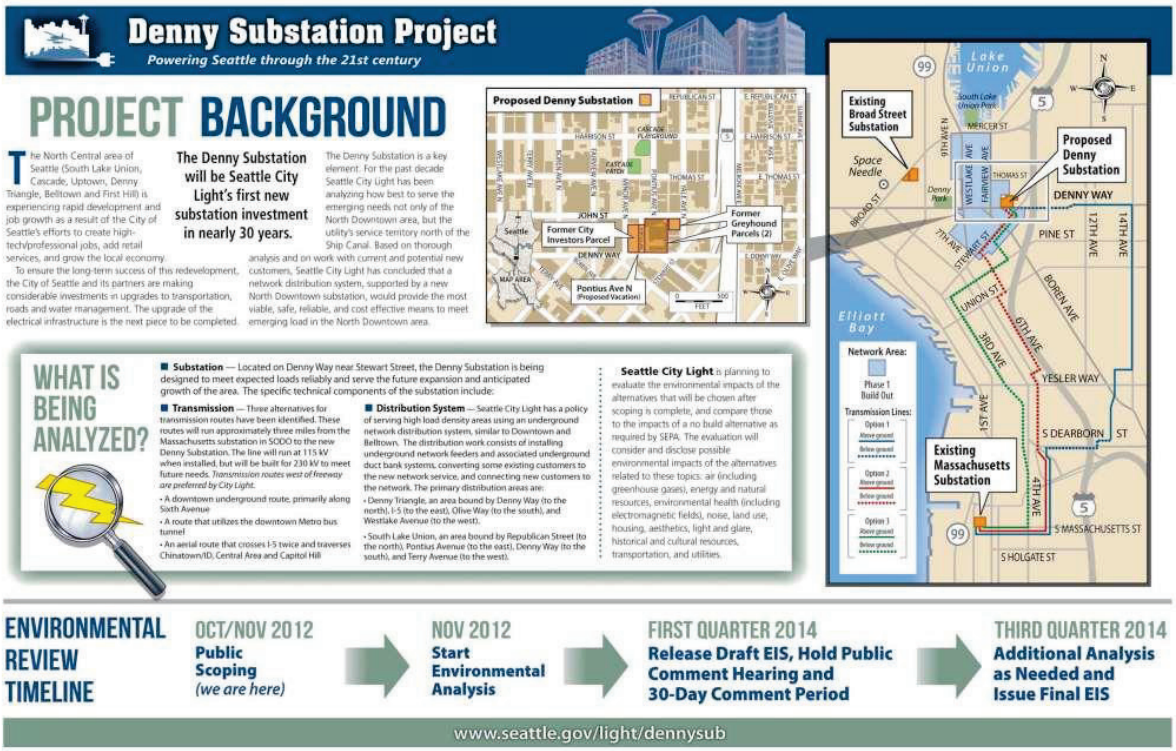


Denny Substation Project

Powering Seattle through the 21st century

SEPA Brochure





Media

"Call Detail," CallforEntry.org, October 2012.

"Public Comment Period Begins for Denny Substation Environmental Impact Statement," Noodls.com, October 8, 2012.

"Denny substation comments are due," DJC.com, Journal Staff, October 9, 2012.

"Artist sought for Denny substation," DJC.com, October 17, 2012.

"Plan for Denny Substation could mean new electrical towers running across Capitol Hill," CapitolHillSeattle.com, jseattle, October 21, 2012.

"Denny Substation and Network Area Route Proposals," BroadwaySeattle.blogspot.com, October 21, 2012.

"Reminder: City Light holding public meetings this week on future Denny Substation," SouthLakeUnion.Komonews.com, Kiersten Throndsen, October 21, 2012.

"Plan for Denny Substation could mean new electrical towers running across Capitol Hill," eWallstreeter.com, October 22, 2012.

"Seattle City Light Denny Substation Artwork Project," ArtOpportunities.Wordpress.com, October 23, 2012.

"A Pretty Power Substation," Seattle.Curbed.com, Curbed Staff, October 29, 2012.

"OACA, Seattle/Denny Substation Artwork / Call for Artists," ArtistTrust.com, November 2, 2012.

"Denny Substation Project Update," Seattle.CityandPress.com, November 14, 2012.

"Denny Substation Project Update," Seattle98122.com, Publisher, November 14, 2012.

"Community-based Mural Art to Adorn Denny Substation Construction Site," Seattle98122.com, Publisher, December 17, 2012.

2012 Denny Substation Program Briefings and Meetings

Tentative	Still need to confirm

Denny Substation Project
Presentation & Briefing Summary

Confirmed	Non-responsive
Completed	Not interested

Status	Business/Organization	Type	Contact	Phone	Email	Type	Meeting date	Time	Meeting location
	Tier 1 Outreach - End of 2012								
Complete	(SLUCC) Policy and Planning Committee	External Stakeholders- SLU			info@SLUCommunityCouncil.org	Presentation	**September 18, 2012**	4:30 - 6PM	Weber and Thompson
Complete	South Lake Union Chamber of Commerce	External Stakeholders- SLU	Robbie Phillips (PAC)	(206) 547-2577	rphillip@fhcrc.org	Presentation	**October 11, 2012**	12-1 pm	SLU Chamber offices at 305 9th Ave North
Complete	Cascade Neighborhood Council	External Stakeholders- SLU	Christine Lea	206-623-3173	christineandco1@aol.com	Presentation	**November 7, 2012**	6-8 p.m.	Cascade People's Center
Scheduled	Denny Triangle Neighborhood Association	External Stakeholders- North Downtown	Howard Anderson	(206) 682-4935		Presentation	**November 14, 2012**	3-4:15 pm	600 Stewart St., Suite 200
in-progress	Lake Union Opportunity Alliance					Presentation	**TBD**		
in-progress	Downtown District Council	External Stakeholders- North Downtown	Christa Dumpys and Laine Ross	(206) 684-4812	christa.dumpys@seattle.gov; lainerossmail@gmail.com	Presentation	**December 13, 2012**	8:30 - 9:30 a.m.	Securities Building
in-progress	Cascade Area Business Neighbors (CABN)	External Stakeholders- SLU	Terri Bess	(206) 628-4315	ess@pemco.com, cabn@pemc	Presentation	TBD		
	Mirabella Retirement Community Resident Meetings	External Stakeholders- SLU	Travis Duncan	(206) 254-1414	tduncan@retirement.org	Presentation	**November 27, 2012**	2_3:30 p.m.	Mirabella, 116 Fairview Ave N
??	Vulcan					Briefing			
??	SLU Network Group					Presentation			
in-progress	Alley 24 Property management	ES- Residential	Dawn Stalsberg	(206) 749-0100	pm.alley24@riverstoneres.com	Briefing			
Complete	Mirabella Retirement Community	ES- Residential	Travis Duncan	206-254-1414	tduncan@retirement.org	Briefing/Presentation	**October 20, 2012**	1 p.m.	Mirabella, 116 Fairview Ave N
Complete	SCCA House	ES- Residential	Glen Moore	(206) 204-3664	Glen@sccaaplus.com	Briefing	**October 30, 2012**	11 a.m. - noon	SCAA House, 207 Pontius Ave. N
Complete	Brewster Apartments – Capitol Housing	ES- Residential	Josephine Wong	206-204-3848	jwong@capitolhillhousing.org	Briefing/Presentation	**November 9, 2012**		
in-progress	Colwell Building – Plymouth Housing Group	ES- Residential	Kim Lokan	206-374-9409 x	klokan@plymouthhousing.org	Briefing/Presentation	**November 13, 2012**	10:30 am - 11:30 am	Colwell Building
in-progress	Balfour Place Apartments	ES- Residential		206-622-4362	balfourplace@riverstoneres.com	Briefing			
in-progress	Downtown Seattle Association	External Stakeholders-North Downtown	Jon Scholes	(206) 613-321	jons@downtownseattle.org	Briefing			
in-progress	South Lake Union Community Council	External Stakeholders- SLU	Jerry Dinndorf	812-4853		Presentation	**Tuesday, December 4, 2012**	4:00 p.m.	Morningside Academy
??	Amazon					Briefing			
	Play it Again Sports	ES- Adjacent Businesses				Briefing			

in-progress	REI	ES- Adjacent Businesses	Kara Stone (store manager) or	223-1944 (Seattle Store main number)	kastone@rei.com or khouse@rei.com; bmullin@rei.com	Briefing
in-progress	Feathered Friends	ES- Adjacent Businesses	Carol Hickner	206 292-2210	carol@featheredfriends.com	Briefing

Seattle City Light

POWER ENGINEERS

kpff nbbj

Denny Substation Meeting Minutes

SUBJECT: CAPITOL HILL HOUSING GROUP (BREWSTER APARTMENTS) MEETING

MEETING DATE/TIME: 4/25/13 2 – 3:45 P.M.

MEETING LOCATION: CAPITOL HILL HOUSING - 1402 THIRD AVENUE, SUITE 200

PREPARED BY:CHRIS HOFFMAN

TO: JAY KEELING (POWER), GREG STAMATIOU (SCL)

ATTENDEES

Capitol Hill Housing participants

Josephine Wong, Katrina McMillian, Billie Abers, Dianne Moreland

SLC/Consultant Team

☑ Michael Clark (SCL)

☑ Jenifer Clapham (KPFF)

☑ Carl Tully (NBBJ)

☑ Chris Hoffman (Stepherson)

HANDOUTS / DOCS: THREE SUBSTATION ALTERNATIVES, CONCEPTUAL DRAWING OF ALTERNATIVE 3, OPTION FOR STREET VACATION

Meeting Objectives:

The objectives for this meeting were: to provide an overview of the project and the progress made since fall 2012; to begin the discussion about the vacation of Pontius Street.

Overview Presentation:

The meeting began with introductions by the SCL/consultant team staff and Capitol Hill Housing Group (CHH) attendees. Michael Clark provided some project background about selecting the Greyhound site and the need for a new substation. He said that City Light began identifying potential sites in 2002 and settled on the Greyhound site in late 2004-early 2005. They acquired the site in late 2009 and received funding approval from City Council to clean-up the site and to move forward with the Environmental Impact Statement (EIS) and preliminary design. Michael said that environmental clean-up began in 2012 and is continuing for a good portion of the remainder of 2013. Construction is scheduled to begin in late 2014 and the substation and distribution network should be energized by the fourth quarter of 2016. Michael then introduced the three alternatives for the substation and said that regardless of which one is selected City Light wants to be a good neighbor to the Brewster Apartments. He talked about the need to vacate Pontius Street for two of the alternatives and that it is time to begin the conversation about vacation so that the needs of Capitol Hill Housing are understood and can be considered in the vacation process.

Carl Tully described each of the three alternatives in more detail and showed the drawings of the alternatives to meeting attendees. He said that Alternative 1would not require the vacation of Pontius, would have one story below ground and one story above ground, and provide the potential for development on the parking lot west of Pontius. He said that alternatives 2 and 3 require vacating Pontius, would be above ground, and would provide public benefit on site (required as a result of street vacation).

General feedback and questions:

The CHH attendees provided feedback and asked a number of questions. The following summarizes the feedback and questions and the responses provided by City Light and its consultants.

Question: Will it be possible to co-develop the site in the future?
Response: It is technically possible but it's unlikely. There may be opportunities for development on parcel three (next to Feathered Friends).

Question: How many square feet is parcel three?
Response: About 14,000 square feet.

Question: Will open space be included?
Response: Yes, but decisions about specific design and uses have not yet been made. We have heard from a number of stakeholders about their preferences for uses such as a dog park, P-patch, etc.

Question: Who will be responsible for maintaining the site and the open space, outside of the substation?
Response: City Light will be responsible, unless we transfer it to Parks or other City of Seattle Department.

Question: What is a Green Street?
Response: A Green Street has larger setback requirements for buildings; they also have planting and rainwater treatment requirements. If we make John Street a Green Street the design will help to slow down traffic, increase green space, and manage stormwater. Eliminates parking where green space is added.

Question: How much noise will there be once the substation is operating?
Response: we are analyzing noise in the EIS. We don't expect it to be noisy because the technology has improved the fans to the point where they are very quiet. The screen enclosure around the substation may also help to reduce noise.

Street Vacation Discussion:

Michael, Carl, and Jenifer Clapham provided more detail about the vacation process and its implications. They relayed information gathered so far in discussions with SDOT. They indicated that typically the property up to the center line of Pontius would become the property of CHH, but that there are significant fees and taxes to be paid by CHH under this scenario. They said that there may be other options if CHH did not want this property and that something could be negotiated through the vacation process.

They identified three possible scenarios: 1) CHH could pay the fee and taxes and own the street in front of Brewster; 2) negotiate with City Light to maintain access and functionality with City Light maintaining ownership; 3) Don't vacate the portion of the street in front of the Brewster. The issue of not vacating all of Pontius came up but it was explained that the street end would have to adhere to SDOT standards and that we'd lose flexibility with the design in terms of making the area attractive and pedestrian-friendly. Further discussions regarding the vacation, easements, and land transfers will need to have both groups' legal parties involved.

Feedback and Questions about Vacation:

CHH will think about their needs and the specific things they would like incorporated into the substation and site design and provide those comments to SCL. Frequent engagement with CHH was encouraged. Initial comments and concerns include:

- Have the area to be well-lit, safe and inviting, attractive, and activated. The substation screening enclosure itself needs to look good.
- It may be beneficial to put all garbage and recycling all on the west side of the Brewster.
- Request for City Light to consider providing assistance to CHH in the form of move out costs in the event that there is a lot of turnover as the result of construction of the substation. Concerned about the usual construction impacts – noise and dust.
- Need to know the exact terms/amounts of the easement, fees, and taxes.
- Glad to hear that there is room for negotiation in terms of ownership, maintenance, easements, functionality, access, etc.
- As an organization CHH is required to receive value for the property (fair market value) if City Light ends up owning it. Can't just "give it away."

Question: How are the fee and the taxes determined?
Response: the fee is market-based and it determined once all the permits and approvals are in place. Currently estimate it to be about $720,000 (for 1,800sf) but believe it will go up. Fees are about $400/square foot.

Question: What is City Light's preferred scenario?
Response: SCL would like to own the street in order to maintain control over the entire site.

Question: The Brewster's legal address is on Pontius Avenue. Will that change if the street is vacated?
Response: SCL will have to look into that and get back to you.

Timing and next steps:

Michael described a number of key steps that need to be taken soon in order to maintain schedule:

1. Submit the vacation petition in late-May or early-June.
2. Meet with the design Commission on June 20 to discuss public benefit features and the vacation petition.
3. Get a better understanding of the fee and taxes (which are separate from the vacation petition).
4. Continue meeting with CHH to keep the vacation process moving forward (SCL wants to have a high level of confidence that vacation concept is agreed to by both parties)

Josephine Wong indicated that she would be meeting with her leadership team soon to discuss street vacation, and the needs and desires of CHH. She said another meeting with City Light in about two weeks would make sense.

Action Items (to be added to the Action Item List):

Description	Responsibility	Due Date
• Schedule another meeting in two weeks.	Chris Hoffman (with Josephine Wong)	May 13
• Provide a response about Brewster's street address (if all of Pontius is vacated)	Michael Clark	May 13
• Provide more specific information on the vacation process, fee, and taxes	Michael Clark	May 13

Appendix C

DEVELOPMENT TEAM

Denny Substation Vacation Petition
Development Team

Owner: Seattle City Light
700 5th Avenue, Suite 3200 Seattle Washington 98124-4023
Michael Clark - Program Manager michael.clark@seattle.gov (206) 233-3776
Greg Stamatiou - Senior Project Manager greg.stamatiou@seattle.gov (206) 684-3232

Prime consultant: Power Engineers, Inc.
Electrical power systems design (Substation, Distribution and Transmission)
2401 Grand Avenue, Suite 400 Billings Montana 59102
Jay Keeling - Project Manager jkeeling@powereng.com (406) 652-4834 (406) 672-1121 2401

SUBCONSULTANTS

Civil: KPFF
1601 5th Avenue, Suite 1600 Seattle Washington 98101
Mark Veldee - Deputy PM & Civil Principal markv@kpff.com (206) 926-0530

Architecture & Urban Design: NBBJ
223 Yale Ave N. Seattle Washington 98109
Carl Tully – Project Manager CTully@NBBJ.com (206) 621-2251

Landscape: HBB
215 Westlake Avenue N. Seattle Washington 98109-5217
Juliet Vong - President jvong@hbbseattle.com (206) 682-3051

Structural: KPFF
5th Avenue, Suite 1600 Seattle Washington 98101
Jason Black - Structural Principal jason.black@kpff.com (206) 926-0540

Mechanical: Notkin
5th Avenue, Suite 401 Seattle Washington 98121
Tom Ferlan - Partner tomf@notkin.com (206) 267-4910

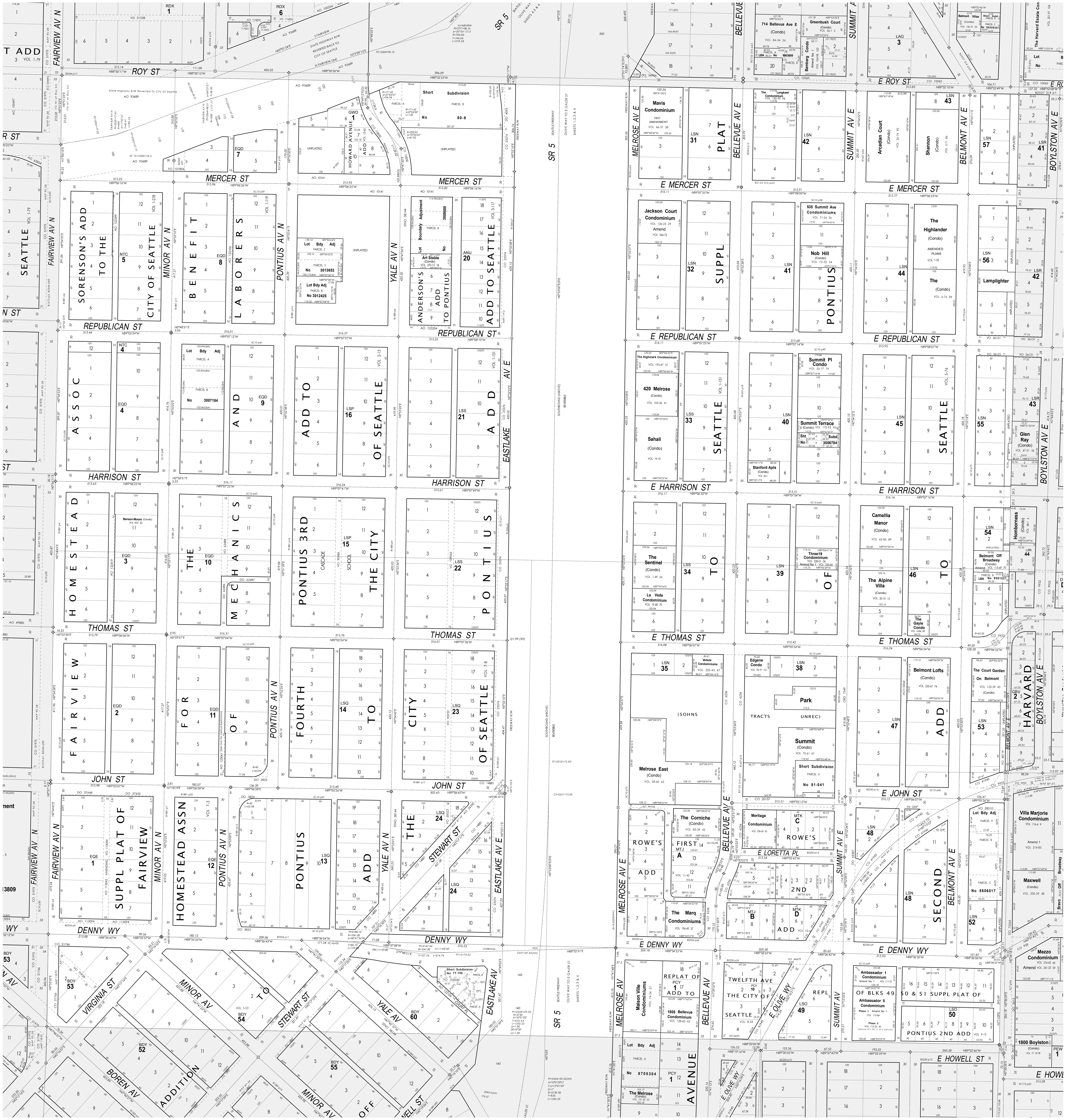
Electrical (Building and Site Systems): Tres West, Inc.
2702 South 42nd Street, Suite 301 Tacoma Washington 98409-7315
Larry Elliott - Principal lje@treswest.com (253) 472-3300

Transportation Engineering: Heffron Transportation, Inc.
6544 NE 61st Street Seattle Washington 98115
Marni Heffron - Principal Transportation Engineer marni@hefftrans.com (206) 523-3939

Land Use Consultant: EA Engineering, Science and Technology, Inc.
2200 Sixth Avenue, Suite 707 Seattle Washington 98121
Terry McCann – tmccann@eaest.com (206) 452- 5350 ext. 1712

Appendix D

PLAT MAP, SITE SURVEY, AND SITE MAP



Revisions and Location	Date	By
Condo - The Lamplighter; Belmont Av E & E Republican St	2/13/2013	
Condo - Park Summit; Summit Av E & E John St	2/13/2013	
LBA 3013653; Pontius Av N & Mercer St	10/19/2012	
Condo - The Marq Condominiums; E Denny Wy	10/12/2012	
LBA 3012425; Pontius Av N & Republican St	5/17/2012	
LBA 3007184; Republican St & Minor Av N	1/17/2012	
Condo - Art Stable; Yale Av N & Mercer St	5/12/2011	
AO 123354; Republican St & Yale Av N	10/5/2010	
Condo - Jackson Court Condominium Amend; E Mercer St	5/6/2010	
Sht Sub 3006784; Summit Av E & E Harrison St	3/26/2010	
AO 122106; Court Pl & Eastlake Av	2/24/2010	MWM
AO 123061; Minor Av N & John St	2/10/2010	MWM
AO 122106; Minor Av N & Mercer St	2/10/2010	MWM
LBA 3009000; Yale Av N & Mercer St	11/24/2009	LLH
AO 122399; Mercer St & Fairview Av N	4/20/2009	MWM

Map Notes for Tile334

1. Note: No Legal R/W. Physical improvements or property transfers indicate right-of-way by use or intent.
2. Bearings shown on this map are from various source documents which may not use the same directional basis and may not be compatible. Verify sources and compatibility before using this information.

0 100 200 300 Feet

0 30 60 90 Meters

LEGEND

	Intersection	Offset
Monument, no case	✠	
Monument, in case	⊗	
Tack in Lead	×	
Hub	⊡	
Brass Plug	⊕	
Empty Mon Case	◎	
Mon Existence Not Verified	✠ (typical)	

- ROW Boundary
- Plat, Block, Tract, Agency Property
- Lot, Strtcenter, Srvyctrl, Harbor, Waterway, Construction, Pierhead, Bulkhead
- ROW Adjustment, Deed, Court, Uncoded
- Easement
- Unitlot
- Meander
- DLC, Government Lot
- Municipal

AO, DO .... Acceptance Ordinance
CO .... Condemnation Ordinance
VO .... Vacation Ordinance
TJO .... Transfer of Jurisdiction Ordinance
SNO (STNO) ..... Street Name Ordinance
SCC .... Superior Court Cause
D .... Deed (King County)
Vac .... Vacated (King County)
No R/W Note .... See Notes

DISCLAIMER

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No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

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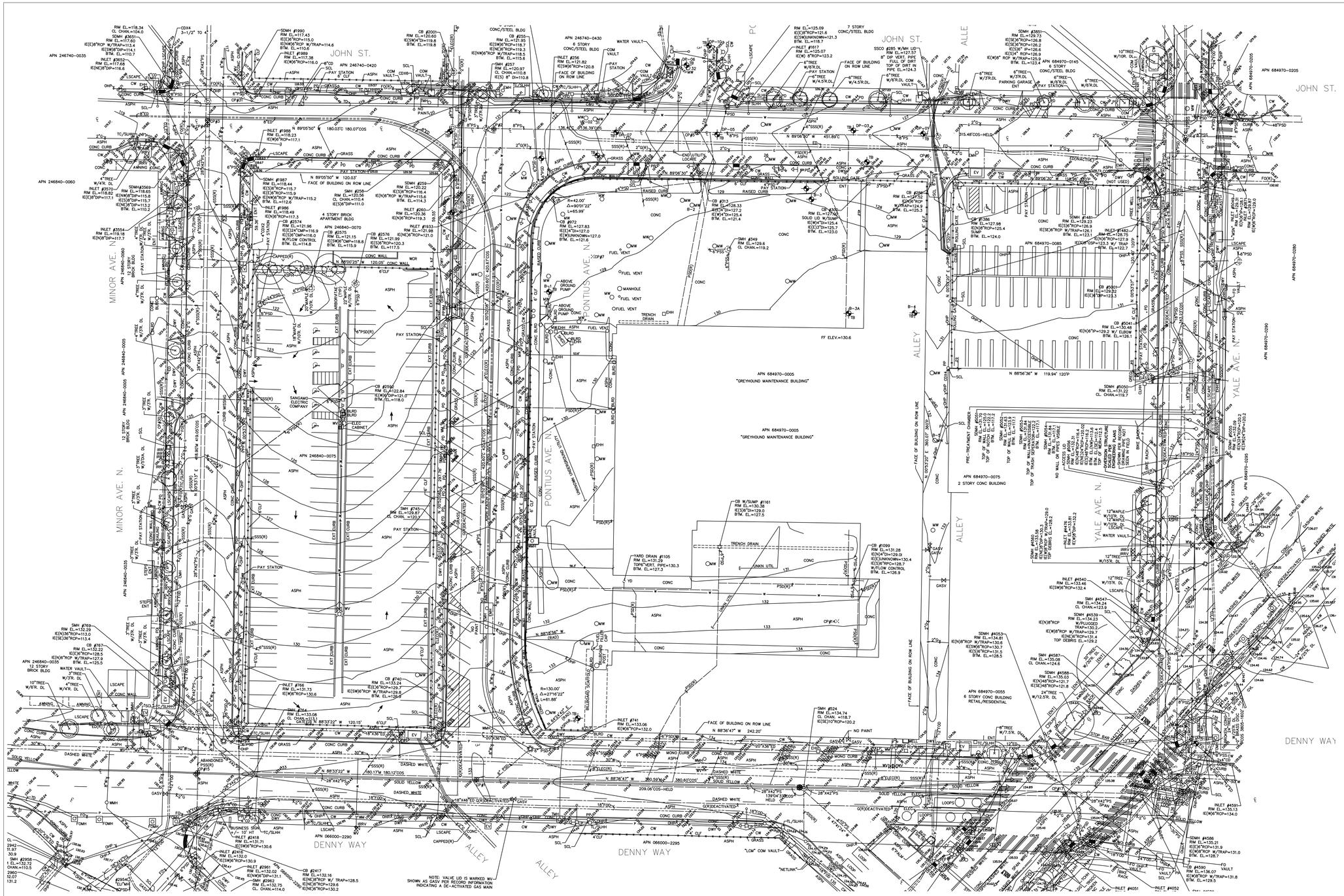
Scale 1: 1,200

Seattle Public Utilities

©Central Geographic Data Base

TILE 334 | Plot Date: 2/15/2013

SW 1/4 Section 29, T25N, R4E, W.M.



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ONE INCH
AT FULL SIZE

REVISIONS

REV	DATE	IMAGE

DRAWN BY: | CHECKED BY: | APPROVED BY:
WORK ORDER #:
DESCRIPTION

POWER ENGINEERS

nbbj

ENDORSEMENTS

SIGNATURE	DATE
DRAWN:	
CHECK:	
DESIGN:	
CHECK:	

Seattle City Light
Power Production & Substations

APPROVED FOR SEATTLE CITY LIGHT

DATE

SUBJECT

LOCATION

TITLE

SERIES NO.

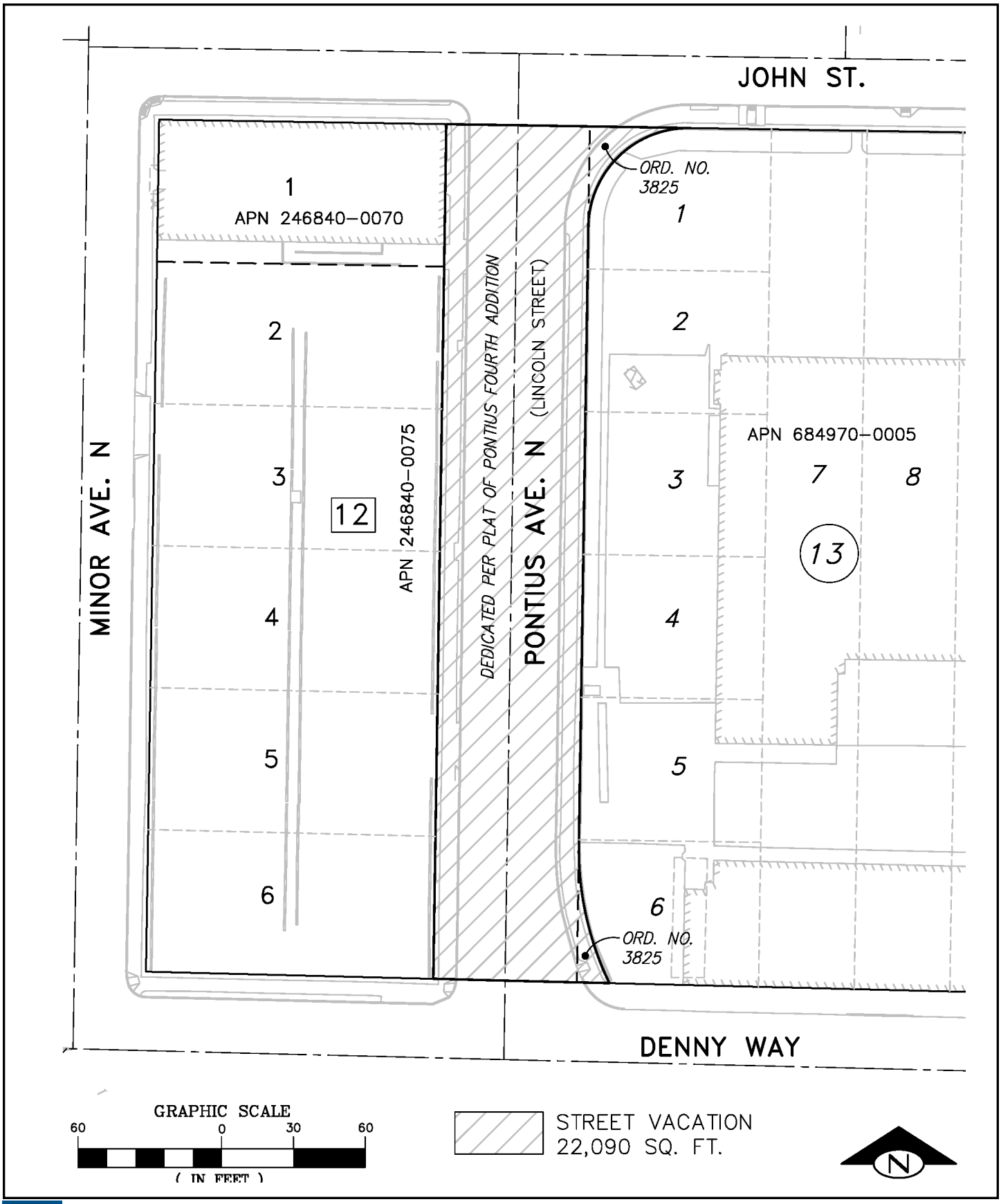
SHEET
OF

CLASS \ SHEET

DRAWING NO.

SCALE | REV. NO.

Denny Substation
Street Vacation Petition

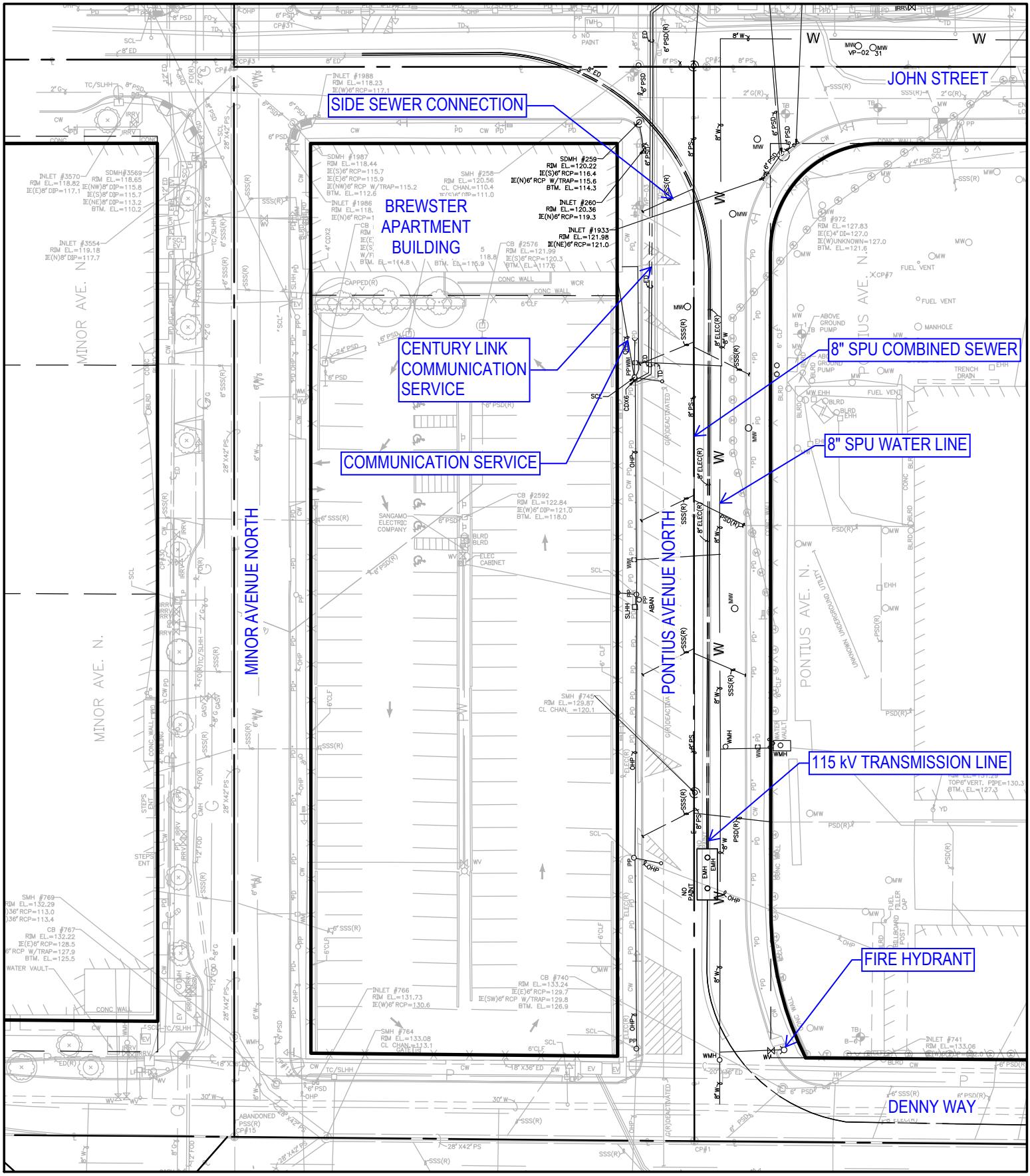


Source: True North Land Survey, 2013

Site Survey Map

Appendix E

UTILITY IMPACTS



kpff

Civil Engineering
1601 Fifth Avenue
Suite 1600
Seattle, WA 98101

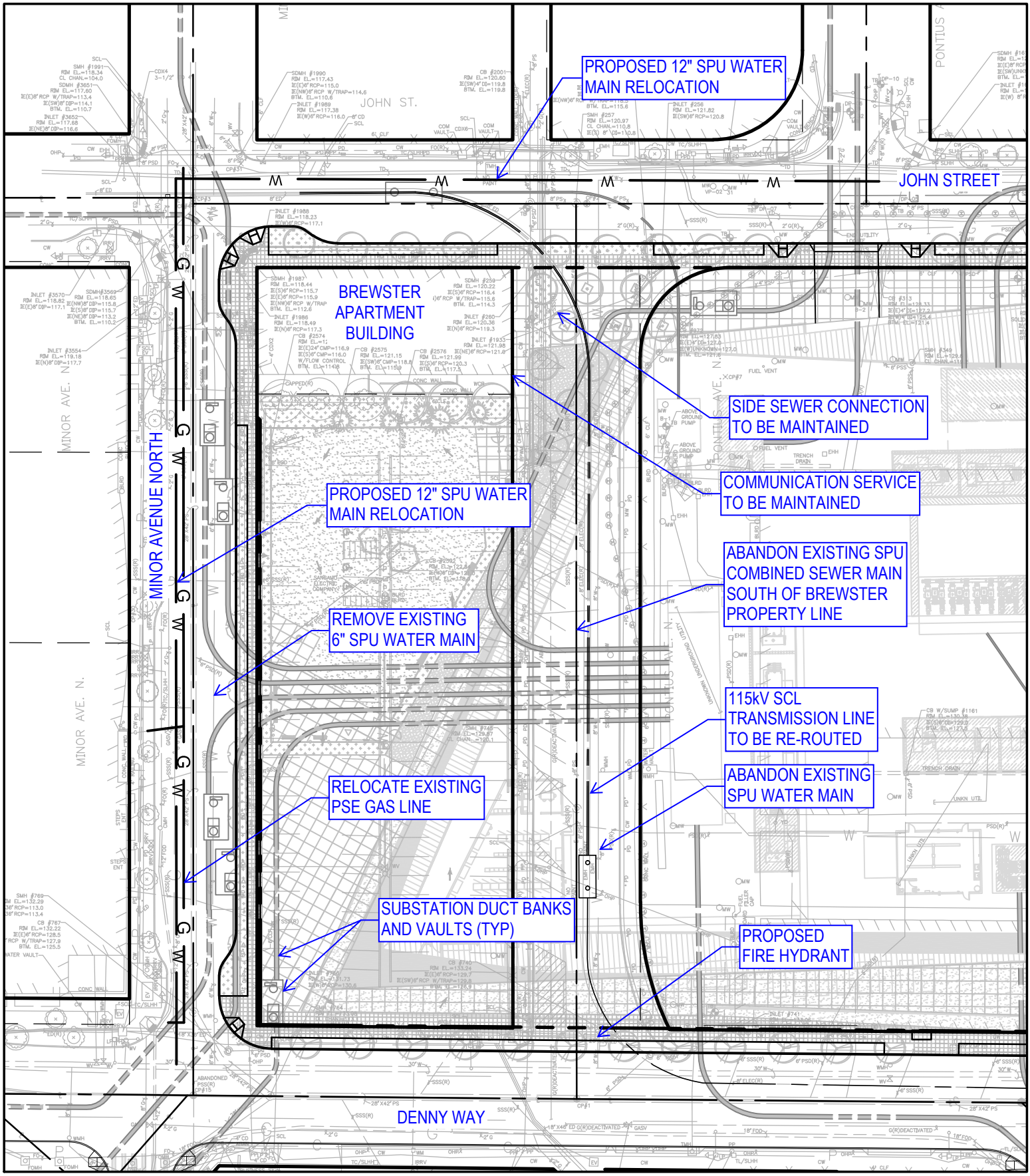
PONTIUS VACATION PETITION

EXISTING UTILITIES

Project No:	By:	Date:
112232	HM	05/07/2013

NORTH

0 25 50



kpff

Civil Engineering
1601 Fifth Avenue
Suite 1600
Seattle, WA 98101

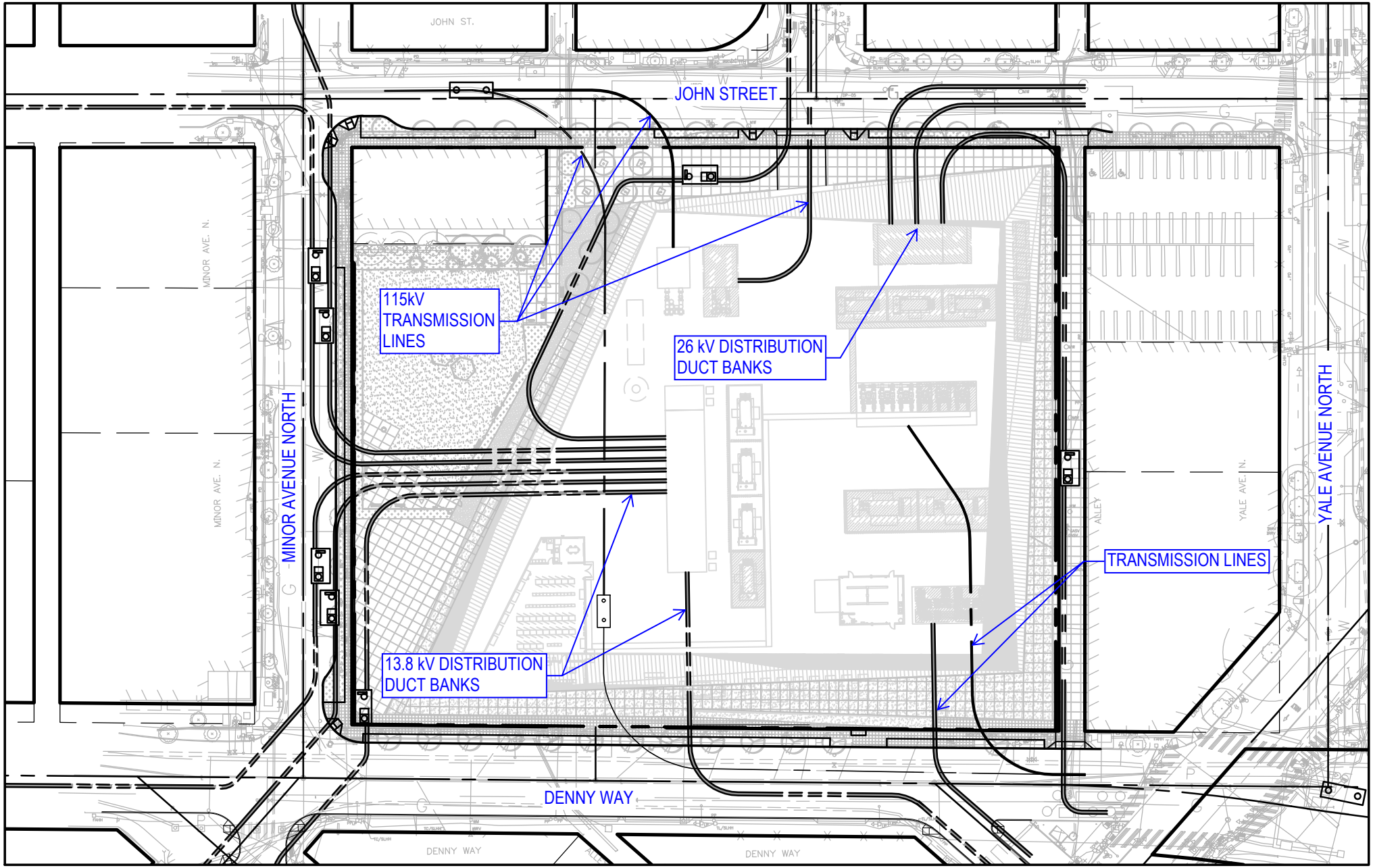
PONTIUS VACATION PETITION

PROPOSED UTILITY RELOCATION PLAN

Project No:	By:	Date:
112232	HM	05/07/2013

NORTH

0 30 60



kpff

Civil Engineering
1601 Fifth Avenue
Suite 1600
Seattle, WA 98101

PONTIUS VACATION PETITION

PROPOSED DUCT BANK PLAN

Project No:		By:	Date:
112232		HM	05/07/2013

NORTH

0 40 80

Appendix F

DEVELOPMENT MATRIX

Denny Substation Vacation Petition – Development Matrix

Site and Project Description

Current Zoning Designation: SM-125
Recently Adopted Zoning Designation[1]: SM-240/125-400
Street Classification: Pontius Avenue N. is a local access street
Assessed Value of Adjacent Property:

- Parcel 246840-0035 Total Assessed Value = $4,334,400 / $120 per sq. ft.[2]
- Parcel 246840-0060 Total Assessed Value = $2,322,000 / $215 per sq. ft.[3]
- Parcel 246740-0035 Total Assessed Value = $3,888,000 / $180 per sq. ft.[4]
- Parcel 246740-0420 Total Assessed Value = $2,232,000 / $155 per sq. ft.[5]
- Parcel 246740-0430 Total Assessed Value = $9,576,800 / $693 per sq. ft.[6]
- Parcel 684970-0130 Total Assessed Value = $16,500,000 / $1,165 per sq. ft.[7]
- Parcel 684970-0145 Total Assessed Value = $53,665,200 / $5,685 per sq. ft.[8]
- Parcel 684970-0205 Total Assessed Value = $22,310,000 / $247 per sq. ft.[9]
- Parcel 684970-0075 Total Assessed Value = $1,777,000 / $185 per sq. ft.[10]
- Parcel 684970-0055 Total Assessed Value = $18,250,000 / $1076 per sq. ft.[11]
- Parcel 066000-2295 Total Assessed Value = $4,600,000 / $400 per sq. ft.[12]
- Parcel 066000-2290 Total Assessed Value = $3,560,000 / $400 per sq. ft.[13]

Size of the Project: 112,000 sq. ft.

Size of the Alley to be Vacated: 22,090 sq. ft.

Denny Substation Development Potential and Proposed Development

Property	Land Area – Alley	Maximum Development Potential (FAR of 14)	Proposed Development FAR <u>without</u> Alley Vacation	Proposed Development FAR <u>with</u> Alley Vacation
Pontius Avenue N.	22,090 sq. ft.	309,260 sq. ft.	1.27	0.75

[1] City council adopted zoning changes for the South Lake Union Urban Center on May 6th, 2013, which, when effective, will change the zoning designation for the project site.
[2] Based upon *King County Assessor's Office* data - $4,334,400 total assessed value/36,100 sq. ft. = $120 per sq. ft.
[3] Based upon *King County Assessor's Office* data - $2,322,000 total assessed value/10,800 sq. ft. = $215 per sq. ft.
[4] Based upon *King County Assessor's Office* data - $3,888,000 total assessed value/21,600 sq. ft. = $180 per sq. ft.
[5] Based upon *King County Assessor's Office* data - $2,232,000 total assessed value/14,400 sq. ft. = $155 per sq. ft.
[6] Based upon *King County Assessor's Office* data - $9,576,800 total assessed value/13,810 sq. ft. = $693 per sq. ft.
[7] Based upon *King County Assessor's Office* data - $16,500,000 total assessed value/14,160 sq. ft. = $1,165 per sq. ft.
[8] Based upon *King County Assessor's Office* data - $53,665,200 total assessed value/9,440 sq. ft. = $5,685 per sq. ft.
[9] Based upon *King County Assessor's Office* data - $22,310,000 total assessed value/90,360 sq. ft. = $247 per sq. ft.
[10] Based upon *King County Assessor's Office* data - $1,777,000 total assessed value/9,600 sq. ft. = $185 per sq. ft.
[11] Based upon *King County Assessor's Office* data - $18,250,000 total assessed value/16,967 sq. ft. = $1,076 per sq. ft.
[12] Based upon *King County Assessor's Office* data - $4,600,000 total assessed value/11,500 sq. ft. = $400 per sq. ft.
[13] Based upon *King County Assessor's Office* data - $3,560,000 total assessed value/8,900 sq. ft. = $400 per sq. ft.

Appendix G

PUBLIC BENEFITS MATRIX

Denny Substation Vacation Petition – Proposed Public Benefits

Site and Project Description

Current Zoning Designation: SM-125
Recently Adopted Zoning Designation[1]: SM-240/125-400
Street Classification: Pontius Avenue N – local access Street
Assessed Value of Adjacent Property:

- Parcel 246840-0035 Total Assessed Value = $4,334,400 / $120 per sq. ft.[2]
- Parcel 246840-0060 Total Assessed Value = $2,322,000 / $215 per sq. ft.[3]
- Parcel 246740-0035 Total Assessed Value = $3,888,000 / $180 per sq. ft.[4]
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- Parcel 066000-2295 Total Assessed Value = $4,600,000 / $400 per sq. ft.[12]
- Parcel 066000-2290 Total Assessed Value = $3,560,000 / $400 per sq. ft.[13]

Size of the Project: 112,000 sq. ft.

Size of the Alley to be Vacated: 22,090 sq. ft.
Proposed Public Benefits: **Proposed Public Benefits**: The list below shows the totality of public benefits across the project site.

1. *<u>Public Access to Open Space Plaza</u>: The design affords access to open space consisting of paved walkways connecting the corner of Denny Way and Minor Avenue N. to the intersection of John Street and Pontius Avenue N. The walkway serves as a through block connection retaining much of the pedestrian functions currently offered by the existing Pontius Avenue N. The walkway will provide pedestrian seating and street trees to provide shelter. Additionally, an elevated walkway along the west side of the substation will provide an accessible route to assist in the grade differential between Denny Way and John Street.*

---

[1] City council adopted zoning changes for the South Lake Union Urban Center on May 6th, 2013, which, when effective, will change the zoning designation for the project site.
[2] Based upon *King County Assessor's Office* data - $4,334,400 total assessed value/36,100 sq. ft. = $120 per sq. ft.
[3] Based upon *King County Assessor's Office* data - $2,322,000 total assessed value/10,800 sq. ft. = $215 per sq. ft.
[4] Based upon *King County Assessor's Office* data - $3,888,000 total assessed value/21,600 sq. ft. = $180 per sq. ft.
[5] Based upon *King County Assessor's Office* data - $2,232,000 total assessed value/14,400 sq. ft. = $155 per sq. ft.
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[9] Based upon *King County Assessor's Office* data - $22,310,000 total assessed value/90,360 sq. ft. = $247 per sq. ft.
[10] Based upon *King County Assessor's Office* data - $1,777,000 total assessed value/9,600 sq. ft. = $185 per sq. ft.
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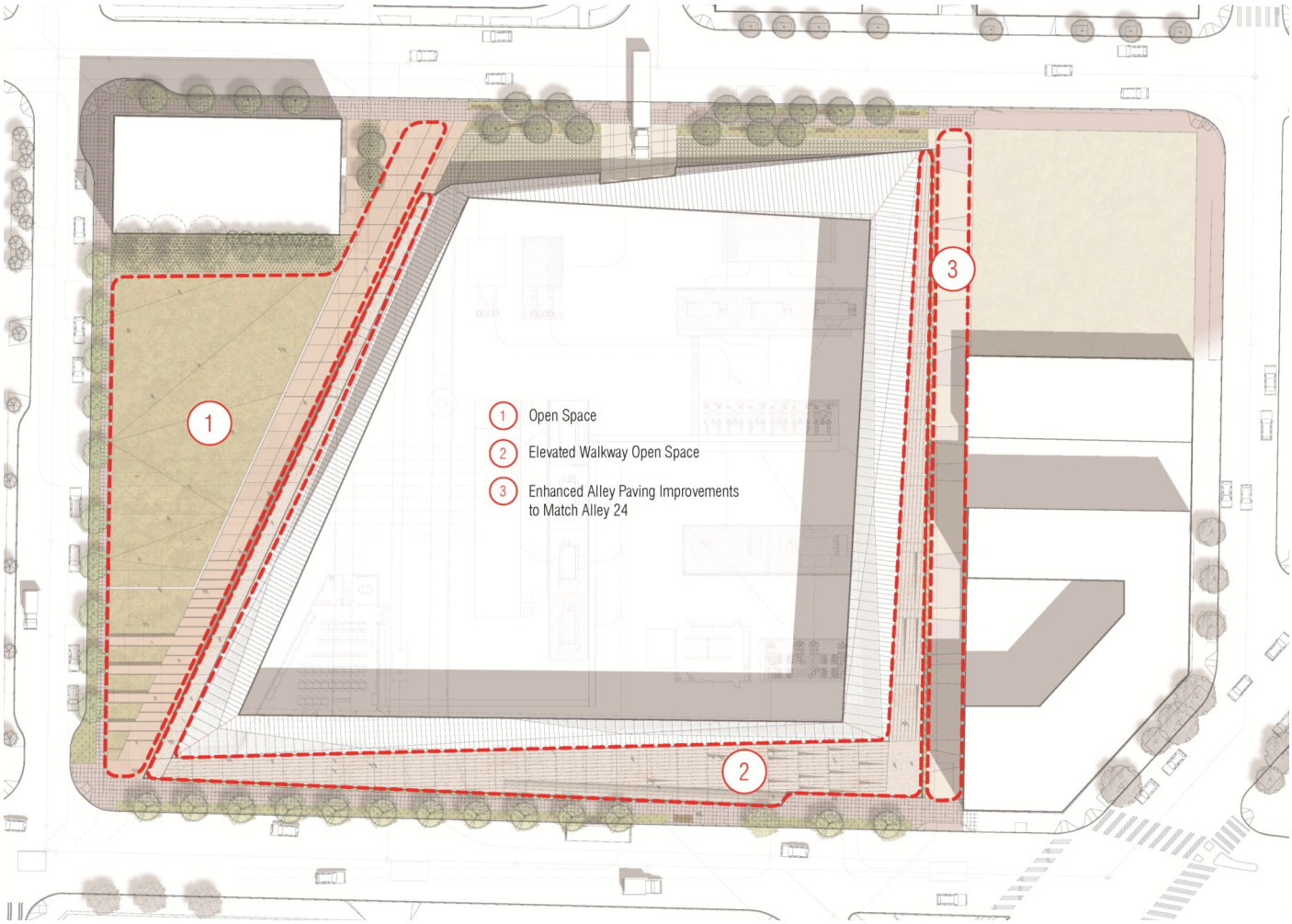
[12] Based upon *King County Assessor's Office* data - $4,600,000 total assessed value/11,500 sq. ft. = $400 per sq. ft.
[13] Based upon *King County Assessor's Office* data - $3,560,000 total assessed value/8,900 sq. ft. = $400 per sq. ft.

2. *<u>Elevated Pedestrian Walkways</u>: The southern and eastern edges of the project offers pedestrian walkways that facilitate pedestrian movement along Denny Way and through the alley. By elevating the walkway, the design creates a new urban experience that affords unique views to the interior of the substation yard, and is activated by periodic vibrant art features. The intent is to create a unique pedestrian promenade that enhances the public realm. In addition, the elevated walkway contains a series of outdoor seating venues facilitating a pedestrian-friendly pedestrian experience.*

3. *<u>Enhanced Alley Pavement Treatments</u>: The alley that bounds the eastern edge of the project offers enhanced pavement treatments similar in character to the alley improvements implemented as part of the Alley 24 development. The alley is frequently used as a pedestrian way and the pavement enhancements will provide continuity of the pavement from Denny Way to John Street and provide continuity of character through Alley 24 to Thomas Street. The enhancements will create a higher quality pedestrian and urban experience.*

Figure G1 is a summary diagram of the public benefit opportunities.

Denny Substation
Street Vacation Petition



Source: NBBJ, Power Engineers, 2013

Denny Substation Project

Figure G1
Public Benefit Opportunities

Appendix H

9-BLOCK URBAN ANALYSIS

Not to Scale

North

Source: NBBJ, 2013

Denny Substation Project

Figure H-1

9 Block Focus Area

Denny Substation
9-Block Urban Analysis

COMMUNITY

COMMERCIAL

RESIDENTIAL

Not to Scale

North

Source: NBBJ, 2013

Denny Substation Project

Figure H-2
Surrounding Use Type

Denny Substation
9-Block Urban Analysis

Not to Scale

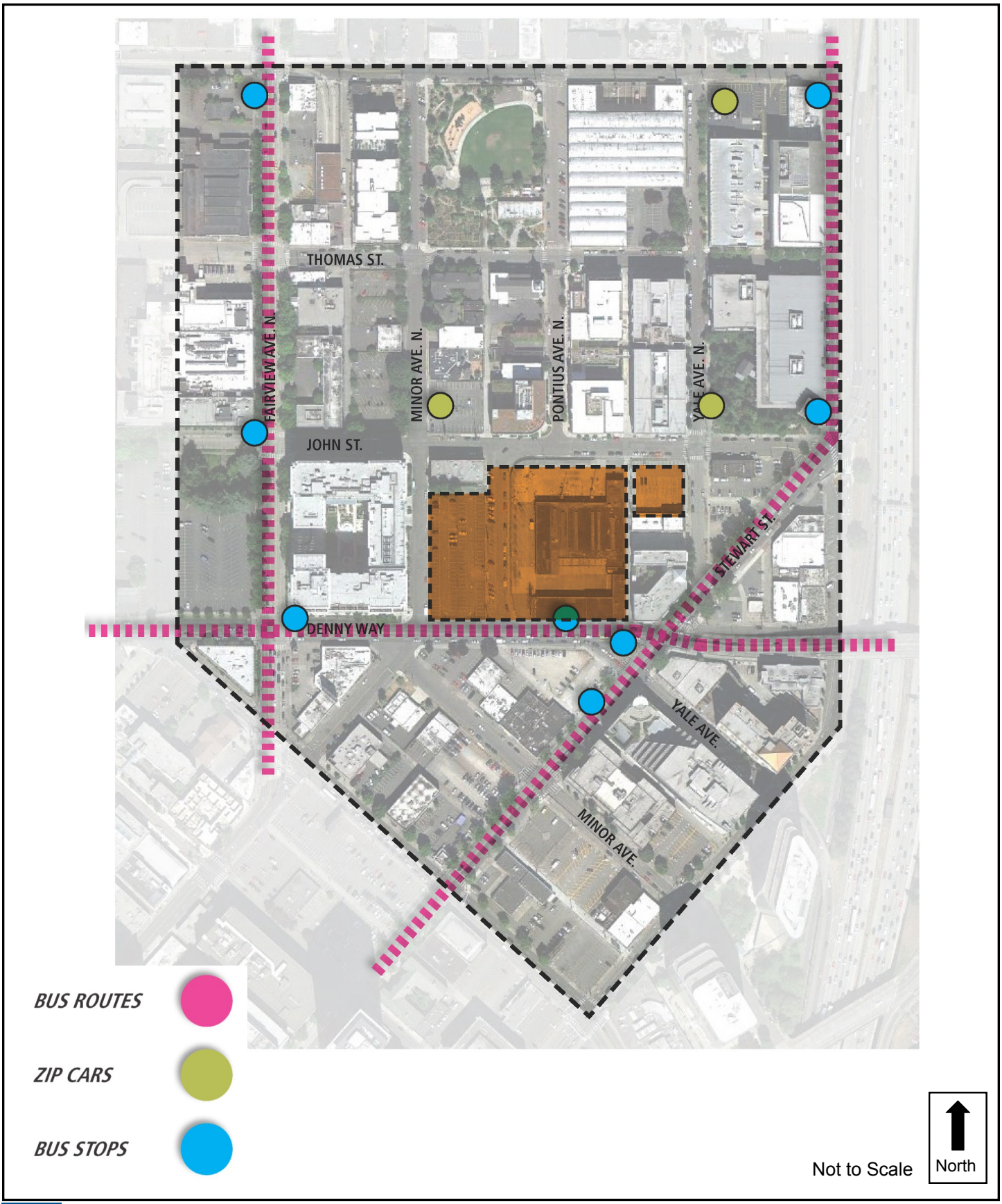
North

Source: NBBJ, 2013

Figure H-3

Surrounding Open Space

Denny Substation
9-Block Urban Analysis



Source: NBBJ, 2013

Figure H-4
Local Transit

Denny Substation
9-Block Urban Analysis

(SOUTH LAKE UNION URBAN DESIGN FRAMEWORK DOCUMENT, DPD 2010)

Not to Scale

North

Source: NBBJ, 2013

Figure H-5
Green Street Concepts

Denny Substation
9-Block Urban Analysis

(1) SEATTLE LAND USE CODE

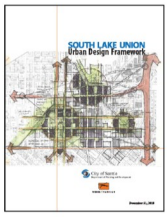
City of Seattle

- *CURRENT ZONING REQUIREMENTS*
- *STREET CLASSIFICATION*
- *STREET LEVEL USE*
- *FACADE REQUIREMENTS*
- *LOT COVERAGE*

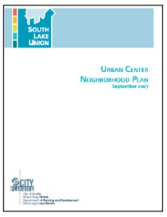
(2) CITY of SEATTLE COMPREHENSIVE PLAN

- *URBAN CENTER / VILLAGE STRATEGY*
- *OPEN SPACE NETWORK*
- *SOUTH LAKE UNION - NEIGHBORHOOD PLANNING CONCEPTS*

(3) NEIGHBORHOOD PLANS

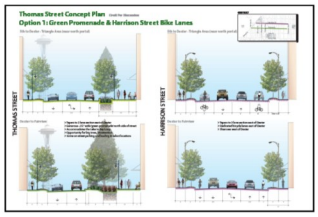


SOUTH LAKE UNION URBAN DESIGN FRAMEWORK

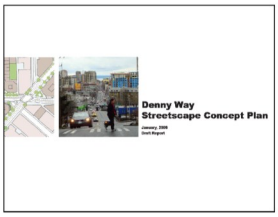


SOUTH LAKE UNION NEIGHBORHOOD PLAN

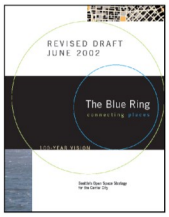
SOUTH LAKE UNION REZONE LEGISLATION



GREEN STREET CONCEPT - THOMAS STREET



DENNY WAY STREETSCAPE CONCEPT PLAN



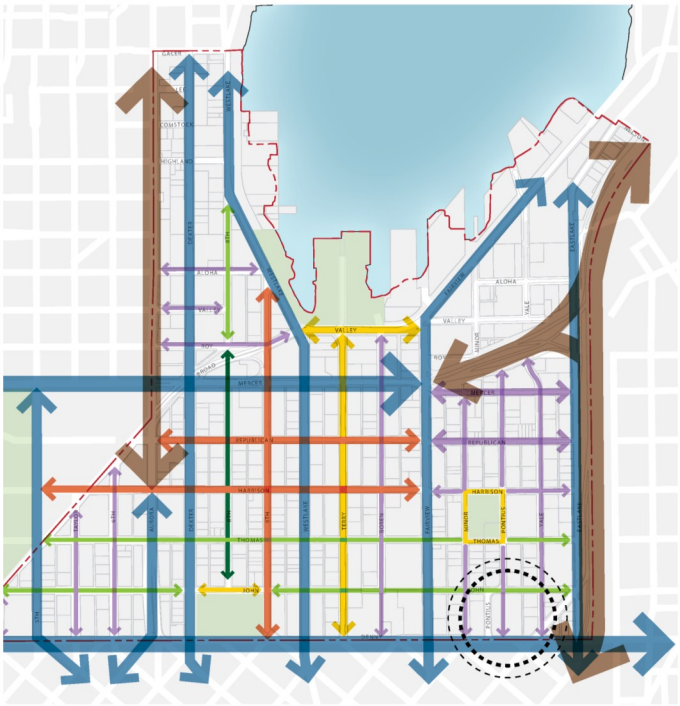
THE BLUE RING STRATEGY

Source: NBBJ, 2013

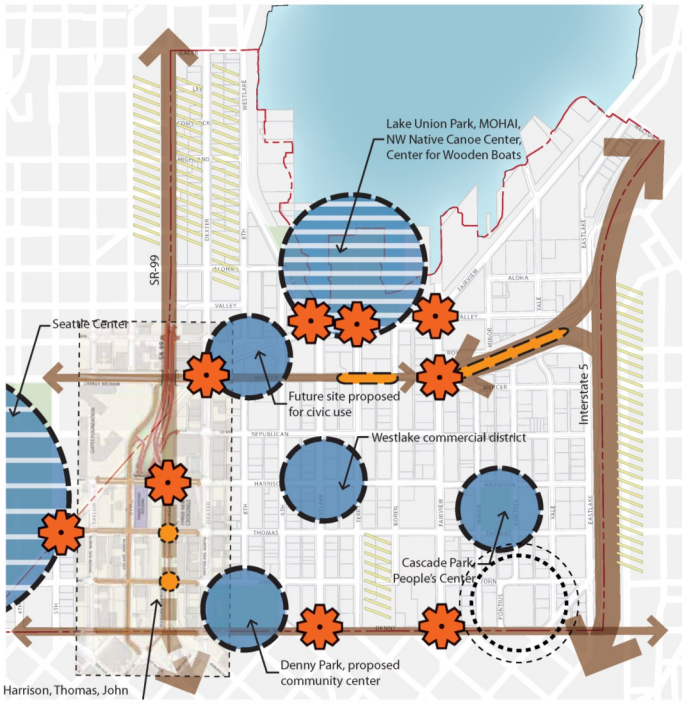
Figure H-6

Guiding Planning Principles

Denny Substation
9-Block Urban Analysis



STREET CHARACTER



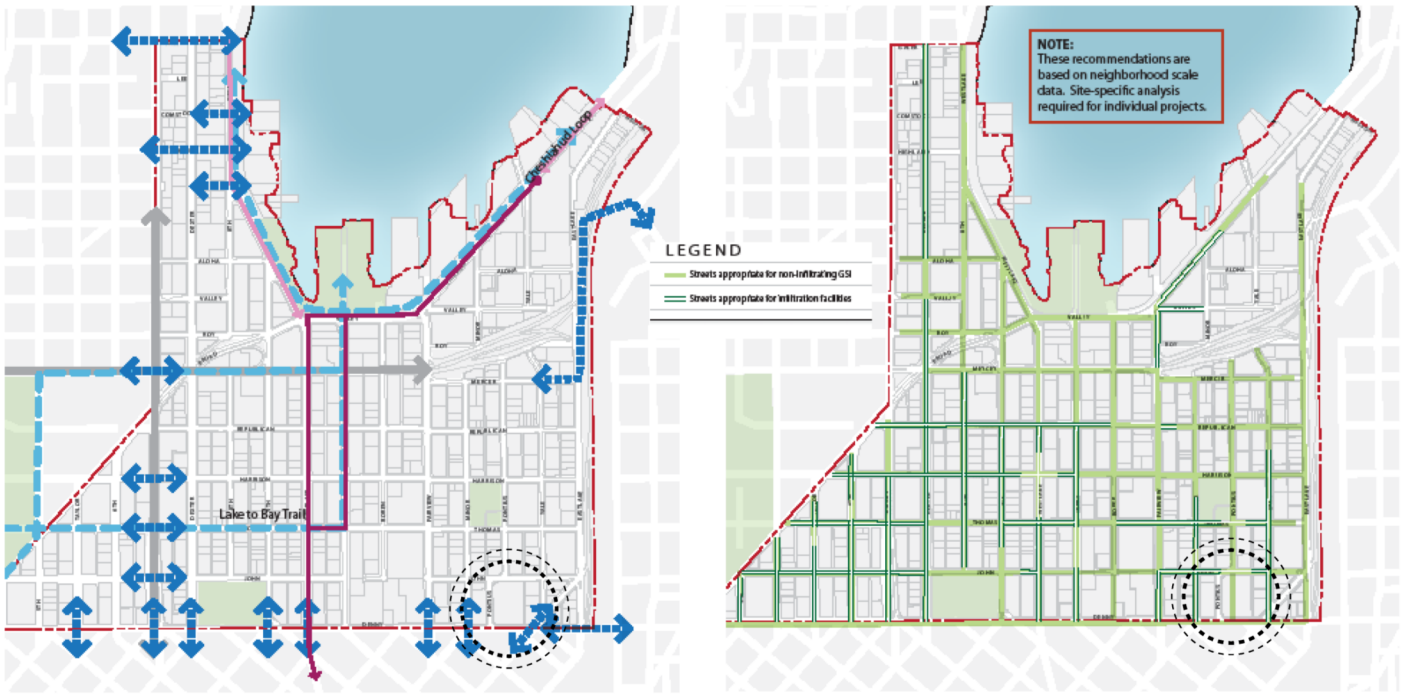
GATEWAYS, HEARTS, and EDGES

Source: NBBJ, 2013

Figure H-7

Guiding Planning Principles

Denny Substation
9-Block Urban Analysis



NEIGHBORHOOD CONNECTIONS

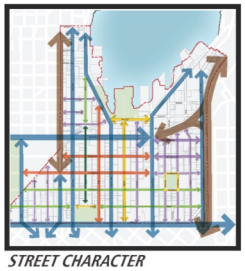
GREEN STORMWATER INFRASTRUCTURE

Source: NBBJ, 2013

Figure H-8

Guiding Planning Principles

Denny Substation
9-Block Urban Analysis



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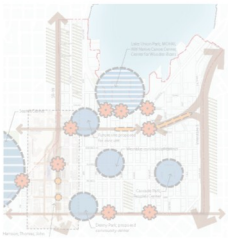
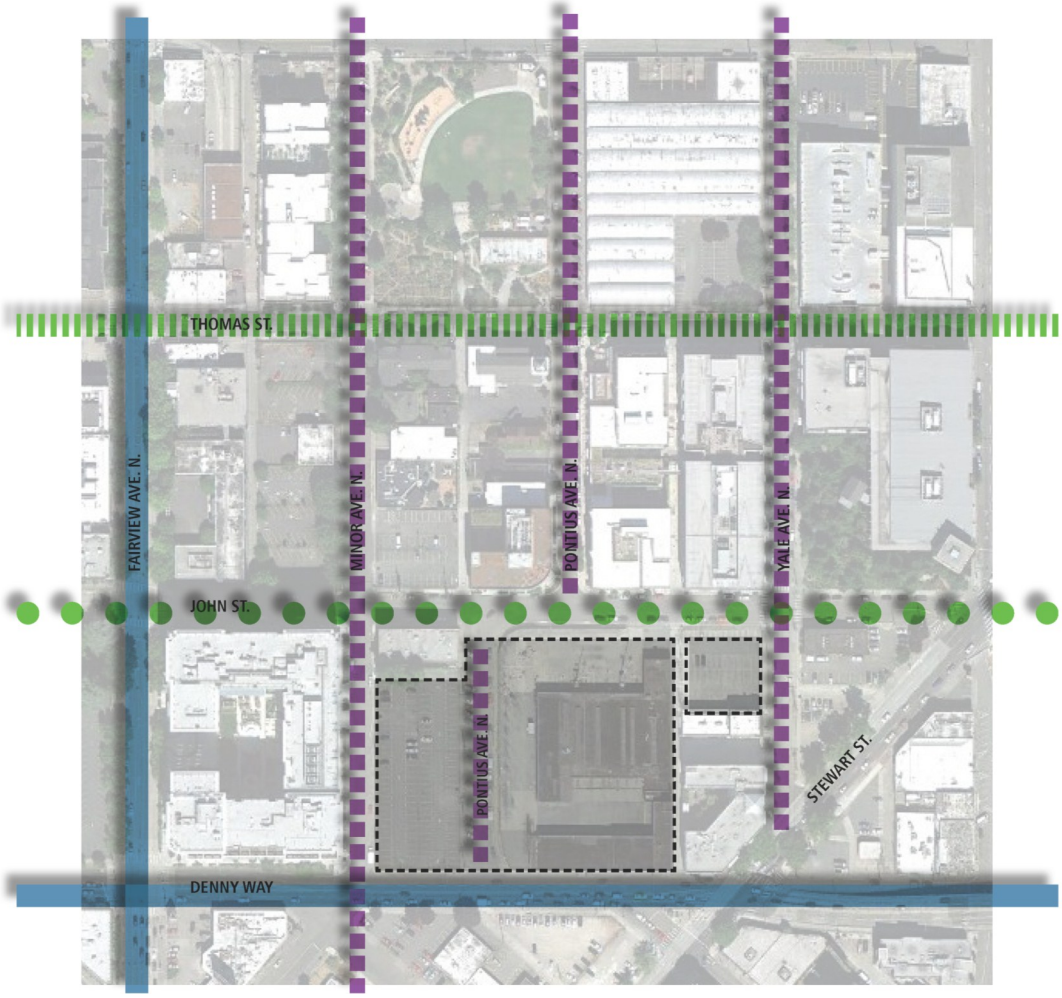


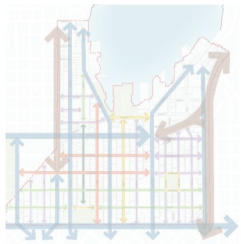
GATEWAYS, HEARTS, and EDGES

RESIDENTIAL and RETAIL FOCUS AREAS



Source: NBBJ, 2013

Figure H-9
Street Character



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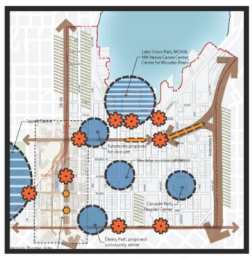
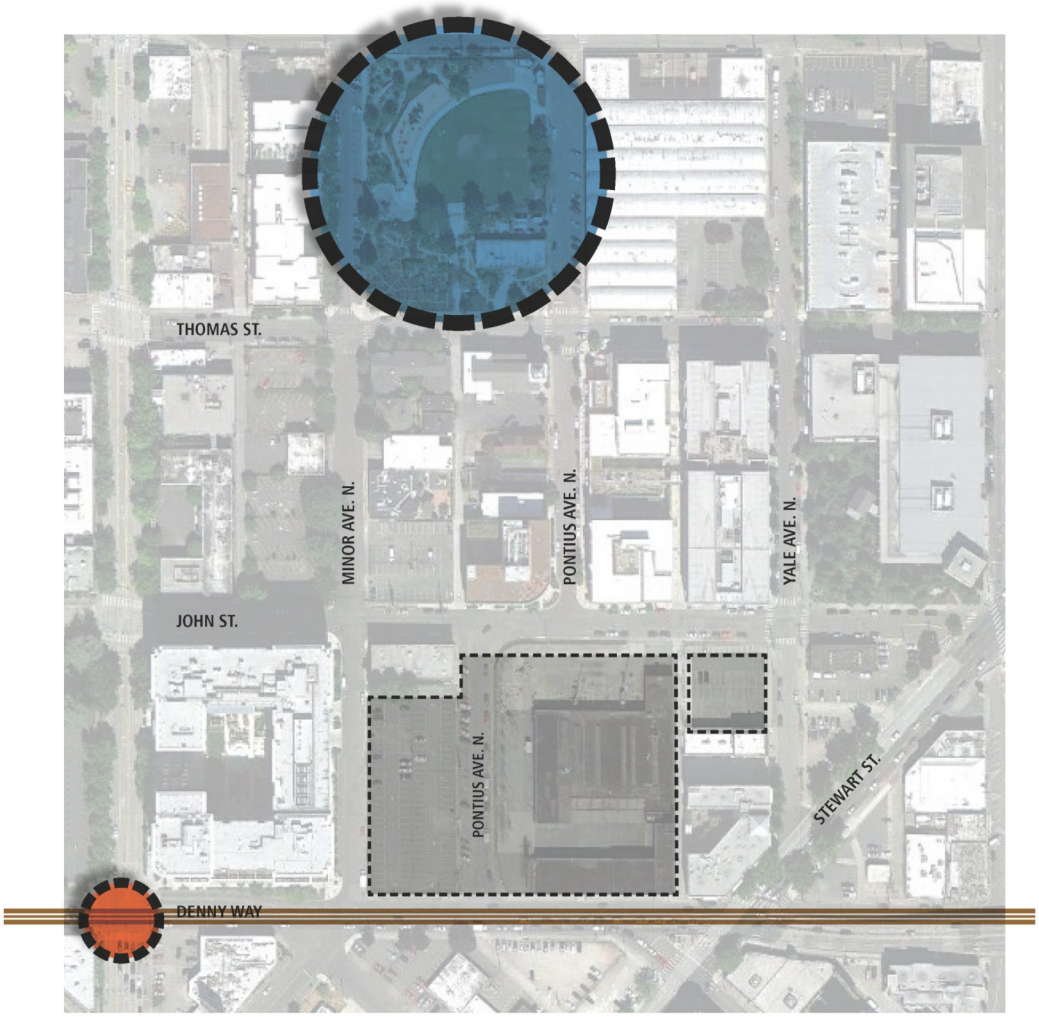


GATEWAYS, HEARTS, and EDGES

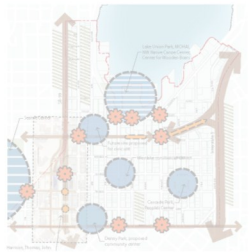
RESIDENTIAL and RETAIL FOCUS AREAS



Source: NBBJ, 2013

Figure H-10
Gateways, Hearts, and Edges

STREET CHARACTER



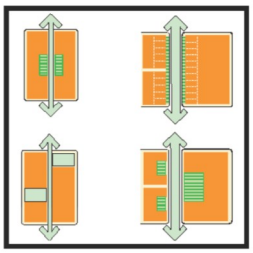
GATEWAYS, HEARTS, and EDGES

RESIDENTIAL and RETAIL FOCUS AREAS

Source: NBBJ, 2013

Figure H-11
Residential and Retail Focus Areas

Denny Substation
9-Block Urban Analysis



RESIDENTIAL OPEN SPACE STRATEGIES

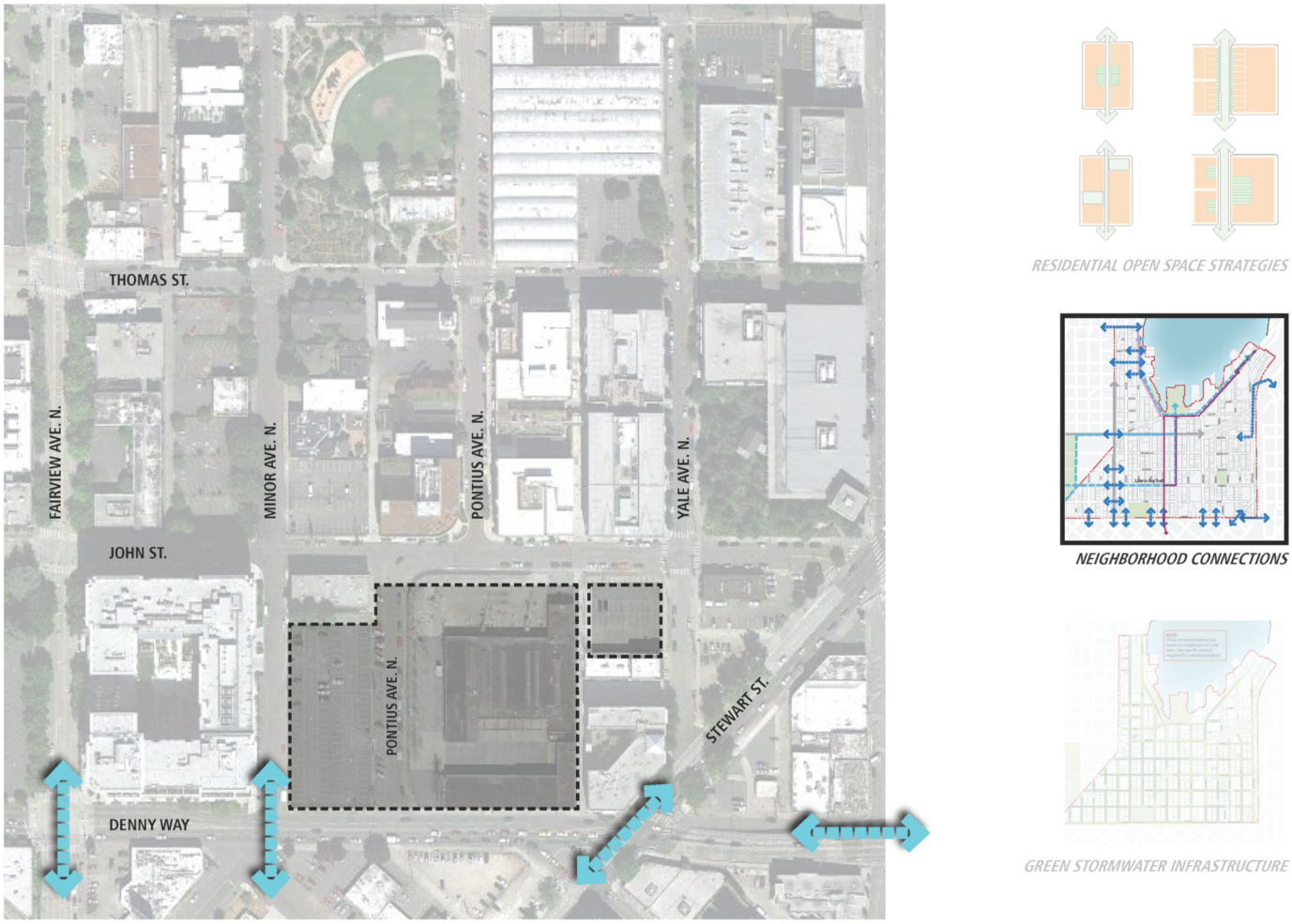
NEIGHBORHOOD CONNECTIONS

GREEN STORMWATER INFRASTRUCTURE

Source: NBBJ, 2013

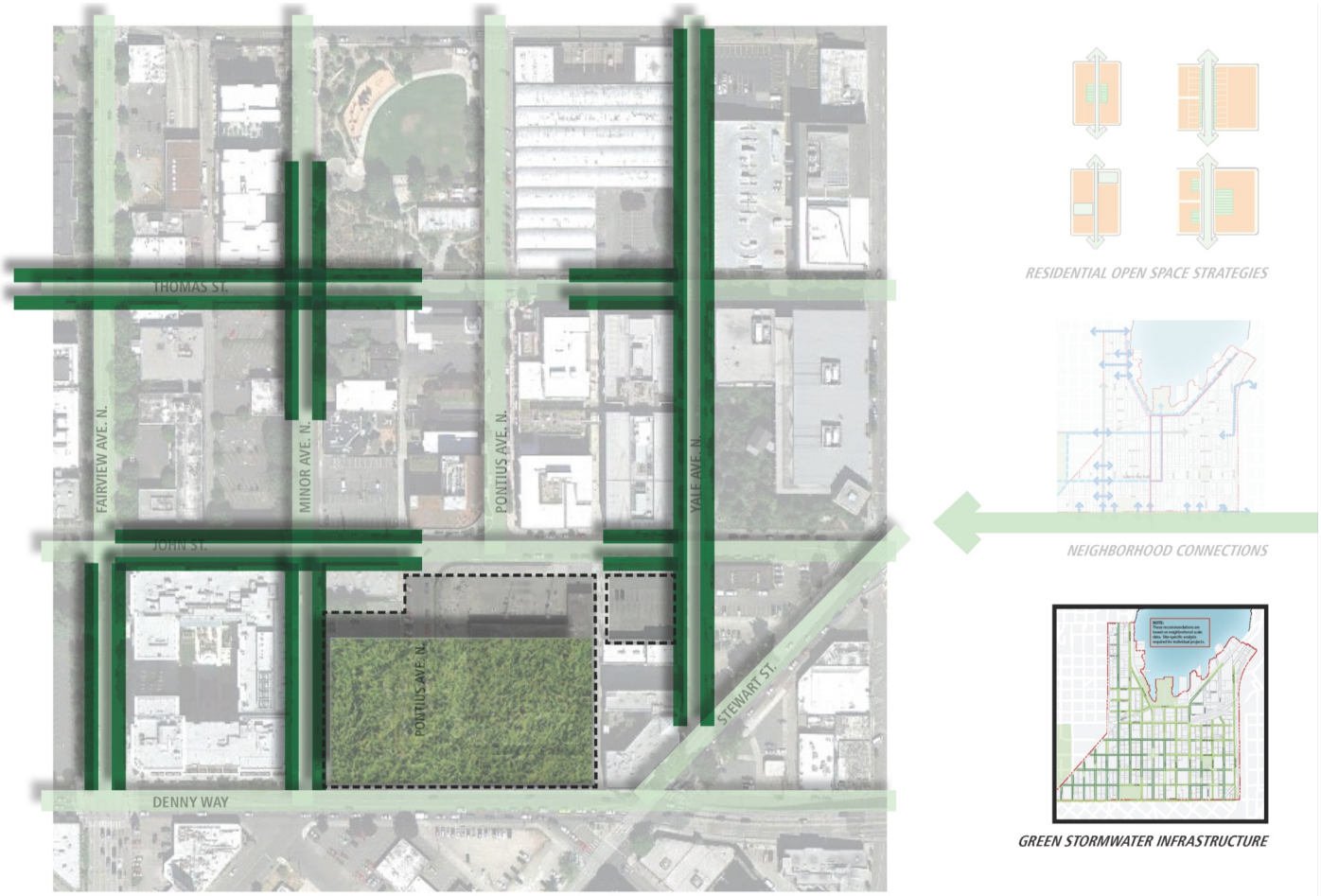
Figure H-12

Residential Open Space Strategies



Source: NBBJ, 2013

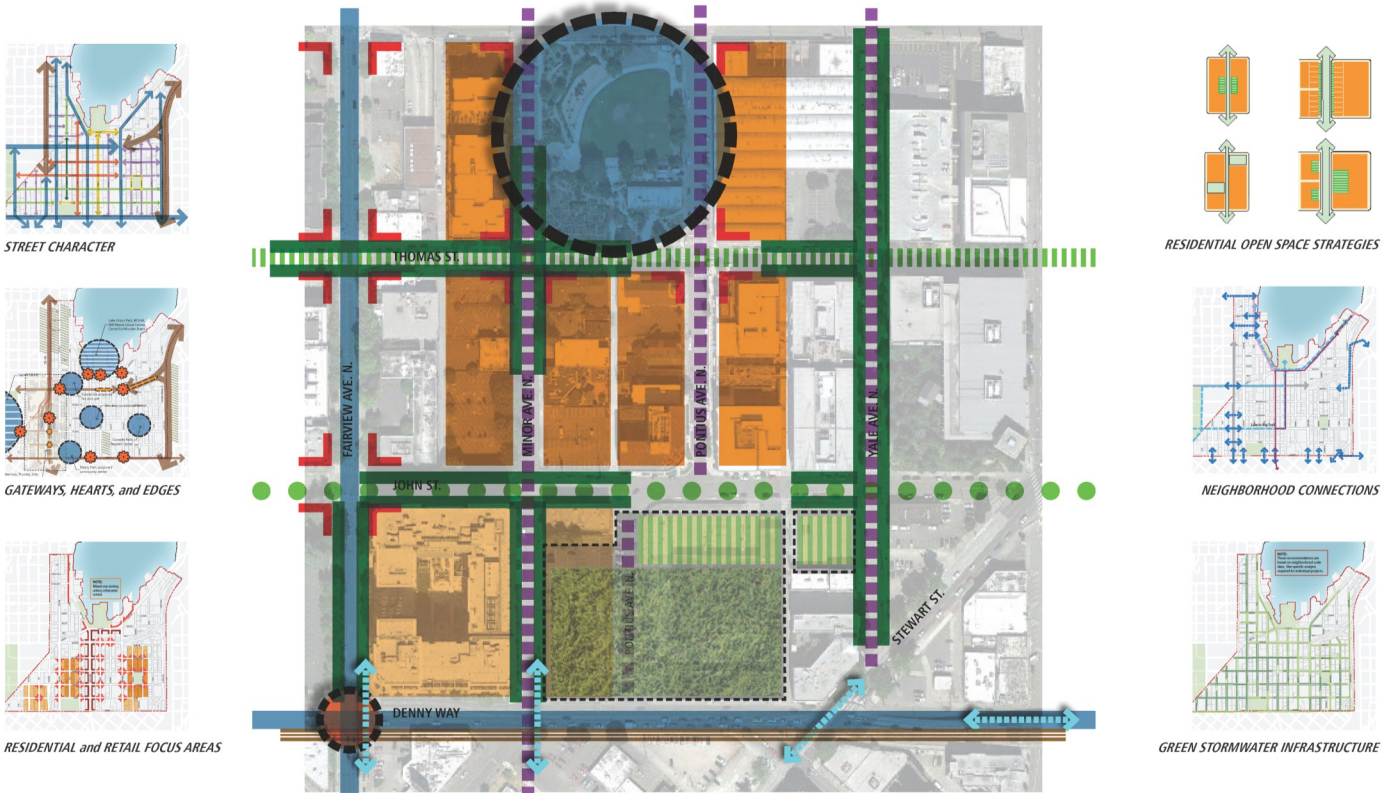
Figure H-13
Neighborhood Connections



Source: NBBJ, 2013

Figure H-14
Green Stormwater Infrastructure

Denny Substation
9-Block Urban Analysis



Source: NBBJ, 2013

Figure H-15

Composite Map—Relevant Site Guidelines