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What is the Broad Street Substation Inductor Project?

This project includes system improvements at the Broad Street Substation that include installing new equipment. This upgrade is necessary to meet energy demands of our growing region and reduce the chances of outages. Working in conjunction with the Denny Substation, the Broad Street Substation will more reliably deliver power to customers and increase the reliability of our region's grid.

Where is the substation located?

It is located near Seattle Center on the block between Harrison and Thomas streets and 6th Avenue N and Broad Street.

What does the Broad Street Substation do?

The Broad Street Substation not only distributes electricity to local neighborhoods, but is also an important facility for the transmission of high voltage electricity to the region.

How will the Broad Street Substation support the regional transmission grid?

Seattle City Light has partnered with Puget Sound Energy and the Bonneville Power Administration to improve the reliability of the regional electric transmission grid. Since the early 2000s, the transfer of electricity around the Puget Sound area has sometimes been limited due to congestion in this grid. Along with other projects, the Broad Street Substation Inductor Project will reduce congestion and upgrade the reliability of the transmission system, lessening the risk of region-wide customer power outages in the future.

What is required in order to install the new equipment?

Seattle City Light is considering two options for the installation of new electrical equipment. Both options were evaluated for their technical and engineering merits, costs, long-term benefits and flexibility, and were reviewed by federal, state and local agencies to make sure that they comply with their requirements and regulations.

What are the two options for installation?

Option A would expand the substation beyond its current fence line at its northwest corner. Expansion would require the *vacation* of a portion of the closed section of Broad Street near Harrison Street and Taylor Avenue N.

Even though Broad Street has been permanently closed to accommodate the Alaskan Way Viaduct Replacement Project, City Light is still required to go through the *street vacation* process. The result of street vacation would be the transfer of ownership of a small, triangle-shaped portion of Broad Street (near Harrison Street and Taylor Avenue N.) from the Seattle Department of Transportation (SDOT) to

Seattle City Light. Acquisition of this segment of the right-of-way would allow City Light to expand the boundary of the substation and create space and greater flexibility for arranging the new equipment.

Option B would not include street vacation. This option would maintain the current substation footprint and require installation of new equipment above the current fence height at the northeast corner of the substation. This option, if feasible, limits flexibility for any future expansion, improvements or operational repairs to the substation. The feasibility of this option will be determined once the preliminary design is completed.

Is there a preferred alternative?

Yes, City Light has selected Option A as the preferred alternative because it provides a number of benefits that Option B does not. These include: more efficient equipment layout, greater safety for workers, long-term flexibility for other improvements, and preserved views.

What is Street Vacation?

Street vacation refers to the process whereby a property owner (in this case, City Light) petitions City Council to acquire adjacent street right-of-way for use other than as a public roadway. The portion of Broad Street proposed for street vacation is a permanently closed road that is no longer in use and would be used for substation expansion.

What will be done to compensate for the loss of the public right-of-way?

Because City Light is proposing to acquire a section of what used to be a public area from public use through the street vacation process, it must compensate the loss of that area by providing public benefits that are equal to the value of that area. City Light is proposing public benefits that it feels are in alignment with the value of the vacated area. City Light is proposing a number of street and sidewalk improvements Thomas Street between 6th Avenue and Taylor Avenue N, including widening the sidewalk, adding street and pedestrian lighting, installing bike lanes, and adding street trees.

Would there be public benefits if Option B was selected?

Because City Light would not be vacating the street under Option B, public benefits would not be included in Option B's design.

How did you come up with the proposed public benefits?

The proposed public benefits are streetscape improvements that have been identified in two approved plans, the Thomas Green Street Concept Plan and the Lake2Bay Trail. City Light would pay for the construction of the benefits in a one block area and would coordinate with SDOT to ensure the improvements are consistent with designs for the rest of the area.

Does the public have a voice in selecting the public benefits?

Yes, the public has opportunities to provide input on the public benefits. Comments on the proposed public benefits can be made at project open houses and via email. There will also be a public hearing held by the Seattle City Council in mid-2018. City Council will ultimately determine if the public benefits proposal is sufficient and will approve or reject the street vacation petition.

Will art be included in this project?

There is a possibility that this project would include a 1% for Art commission. City Light is currently discussing the possibility of having an artist involved by 60% design with the Office of Arts & Culture.

How will the artist be selected and will the community have any input?

An artist or artist team will be chosen through the Office of Arts & Culture's selection process. Artists will either be selected from an Open Call to Artists or through the city's Prequalified Artist Roster. A community member from the area will be a part of the selection panel. As part of the design process, artist meet with community members to discuss the project and gather input.

Will City Light study potential environmental impacts of the project?

Yes. The environmental review of the Broad Street Substation Inductor Project was being performed and completed alongside the with the related Denny Substation Project's Environmental Impact Statement (EIS). Seattle City light continues to evaluate the design as it progresses to ensure that there are no changes to the environmental impacts defined in the Denny Substation EIS.

What are the benefits of this project?

The new equipment at the Broad Street Substation will reduce congestion on our regional power grid and upgrade the reliability of the transmission system, lessening the risk of customer power outages in the future.

How much will it cost?

Since the project is in the early design stages, the exact cost is still to be determined. More information on this will be shared as it becomes available.

Are other agencies contributing to the funding of the project since it benefits the whole region?

Bonneville Power Administration, Puget Sound Energy and Seattle City Light are equally responsible for covering the costs of the Broad Street Substation Inductor Project.

Will my rates go up to pay for this project?

Large capital improvement projects like this one are financed with bonds which spread the cost out over a long period. The utility in its six-year strategic plan develops projected rates. A project to be worked on now has had its costs embedded in the current rate projections.

What is the construction schedule?

While the exact construction schedule won't be known until we select a contractor, we plan on beginning construction in 2021, and that construction will take about 9 months to complete.

What should we expect for construction impacts?

Most of the construction will be contained within the substation. Primary activities will include installing underground cables, concrete pads and new equipment. There will need to be a small number of road or lane closures on Harrison Street to allow for the delivery of the new equipment.

What is an inductor?

Inductors are electrical wire coils through which electric current passes. When installed on a transmission line, the inductor moderates the flow of electricity on the transmission line, thus balancing the electrical load that travels through the regional grid.

Why can't you install the inductor at the new Denny Substation?

Two parallel transmission lines come into the Broad Street Substation from the south. Both of those lines require inductors. Only one of the lines goes through the Denny Substation, so only one inductor can be installed at Denny Substation.

How can I stay involved or find out more?

Check out our website for periodic updates, follow us on social media, or send as an email at SCL_BroadSub@seattle.gov.