



Open House Summary
November 8, 2017

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INTRODUCTION

In its continuing effort to keep pace with the region's growth and to provide reliable power to customers, Seattle City Light is planning to make improvements to the Broad Street Substation.

Two options were evaluated based on their technical and engineering merits, costs, long-term benefits and flexibility. Both options were also reviewed by federal, state and local agencies to make sure they comply with requirements and regulations.

City Light has identified a preferred option for the improvements, which involve installing new electrical equipment at the Broad Street Substation. The preferred option requires expanding the substation's boundaries at its northwest corner. In order to expand the substation, City Light will need to acquire a small portion of Broad Street through a process called street vacation.

PURPOSE

On November 8, 2017, City Light held a public open house at the Best Western Executive Inn (200 Taylor Avenue N) to share the design for the preferred option, present its proposal for public benefits (which are required for street vacation approval), and to get input from the public on ideas for public benefits. The purpose of the open house was to:

- Raise awareness about the project and its benefits
- Present the preliminary design and proposed public benefits
- Receive feedback on proposed public benefits and get input on other ideas for public benefits
- Provide information about next steps and how to stay involved

This summary describes the nature of this public open house, how it was promoted, and feedback received from the community.

PROMOTION

A variety of methods were used to inform the public about the meeting:

- **Mailer:** A mailer with notification of the event was sent via postal mail to approximately 7,000 addresses within the project area
- **Hotline:** The project hotline was updated with information about the open house
- **Email:** Open house notification was sent via email to a list of approximately 30 stakeholders in the immediate project impact area
- **Webpage:** Information about the open house was posted to the project webpage
- **Social media:** The Broad Street Substation open house was promoted several times on Seattle City Light's Facebook page and Twitter account.
- **Door-to-door:** Door-to-door outreach was conducted to addresses within a two-block radius of the substation

- **Flyers:** Open house flyers were posted on the community boards at the Queen Anne Community Center and at the Queen Anne Library.
- **Sandwich boards:** Two boards advertising the open house were placed outside of the Best Western Inn.

MEETING FORMAT

11 people attended the public open house on November 8. Participants were greeted at a sign-in table and encouraged to pick up a project brochure and a comment form. City Light and consultant team staff were stationed at the boards to answer any questions participants had. Three people filled out a voluntary and anonymous Race and Social Justice Inclusion Card.

The open house consisted of the following elements:

Project Boards: Participants were encouraged to visit project display boards placed throughout the open house room. For the duration of the event, the project team was available to answer questions from meeting participants. The project information boards were:

- *Welcome*
- *Project Description and Area Map*
- *Power Delivery 101*
- *Schedule*
- *Preferred Alternative Design (technical)*
- *Design (cartoon drawings)*
- *Street Vacation*
- *Proposed Public Benefits*
- *Thank You/Comments/How to Stay Involved*

Proposed Public Benefits Board (feedback exercise): Participants were invited to write comments directly on a board in an exercise to identify community ideas regarding proposed public benefits. This board included two questions, which participants answered by writing on the board with a marker.

PARTICIPANT FEEDBACK

Participants could provide their feedback in multiple ways, including talking with the project team, writing comments directly on project boards, and filling out comment forms.



Project team members staffed the display boards and answered questions about the project.

Proposed Public Benefits Board

Meeting attendees were encouraged to participate by providing feedback regarding the public benefits. Each person was provided with a marker and asked to answer the following questions:

- *What do you think of the proposed public benefits?*
- *Do you have other ideas for public benefits?*

Below are the results of the feedback exercise activity:

Question	Feedback
What do you think of proposed public benefits?	Ok... but falls short of a vision that leverages a greater public benefit (see below comments)

Question	Feedback
Do you have other ideas for public benefits?	Place tree/buffer between bikes and cars instead of between bikes and sidewalk (much safer/healthier)
	If possible, place glass overhang over sidewalk of main pedestrian thoroughfare (makes it more pleasant for peds w/o obstructing views) ex, see Westlake Ave between Denny & Thomas
	This area has been long ignored, e.g. little investment in the area and has absorbed tremendous impact to property owners, tenants, etc.
	This area can be viewed with many lenses, but the focus should be “what is the highest and best use beyond electrical/power? Beyond mortuary-looking-cinder-block-concrete-drab-grey-look?”
	This area is adjacent to Gates Foundation and soon to be-the-walking-drivers-trail from Westlake to Seattle Center. Make Harrison & Taylor an art expo
	Support art. Seattle should “brag” about its attractions and great work by many individuals and organizations (David Heck- Artist)

In summary, participants wanted the public benefits to include even more investment than proposed and would like the project to include beautification elements.

Comment Forms

The comment forms gave participants the opportunity to provide additional ideas or comments about the project. A total of two completed comment forms were received at the open house, and feedback outlined alternative public benefit ideas. The form is



Attendees provide comments on the proposed public benefits.

included in Appendix A and the verbatim feedback from the completed forms is included in Appendix B.

Spoken Feedback

Open house attendees talked with project team members and shared comments about the project. When speaking with attendees the team heard:

- Support for the proposed public benefits
- Interest in incorporating art where possible
- Interest in making the area greener (more trees and plants) and more pedestrian-friendly
- A desire for the project to help facilitate east-west connections
- Support for some kind of architectural treatment of the new concrete walls at the northwest corner
- Concern about graffiti on the new walls (and that art or surface treatment could help prevent that)
- Support for placing the landscaped strip on Thomas between the travel land and the bike lane
- Dislike of the existing chain link fence
- Support for including security cameras to help reduce graffiti
- Support for adding art to the northwest corner of the site

Appendix B: Comment Form Feedback

- Proposed public benefit: instead of a painted mural consider “light art” aka projection art to soften the brutalist texture of the crane tower, it would beautify it at night and offer walkers/cyclists a more pleasant experience passing by
- Place trees/plants buffer between bikes and cars instead of between bikes & pedestrians, ie. somewhat like along 5th Ave between Mercer St and Republican. Makes it more consistent with existing areas, and more importantly increases safety and healthier (plants provide buffer between cyclists and car/truck exhaust).
- Add glass canopy along main pedestrian thoroughfare to make walkway more pleasant in rain without obstructing views. See existing along Westlake Ave between Denny and Thomas
- Add plants/ area for dogs to “do their business” not along Thomas (i.e. Area that doesn’t expect lots of traffic). Have doggie bags and trash receptacles nearby (to entice people not to let them go on sidewalk or along tree roots)
- Bike racks probably not necessary at this time, but would allocate option for efficient bike racks to be installed in the surrounding area in future based on usage