

Appendix G

Environmental Justice

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Attachments

Attachment G.1 Targeted Outreach

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ACRONYMS AND ABBREVIATIONS

FTA	Federal Transit Administration
L.O.S.	level of service
Metro	King County Metro Transit
M.O.S.	minimum operable segment
NEPA	National Environmental Policy Act
RET	Racial Equity Toolkit
SEPA	State Environmental Policy Act
TOD	transit-oriented development
WSBLE	West Seattle and Ballard Link Extensions
WSDOT	Washington State Department of Transportation

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1 INTRODUCTION AND REGULATORY FRAMEWORK

1.1 Introduction

The environmental justice analysis in this appendix describes the evaluation of whether the West Seattle and Ballard Link Extensions (WSBLE) Project would result in disproportionately high and adverse effects on minority and low-income populations, and Sound Transit's engagement with these populations to encourage their active participation in the planning process.

The environmental justice analysis is conducted in compliance with Presidential Executive Order 12898, Federal Actions to Address Environmental Justice to Minority Populations and Low-Income Populations (dated February 11, 1994); the United States Department of Transportation Order 5610.2, Actions to Address Environmental Justice in Minority and Low-Income Populations (April 15, 1997); and the United States Department of Transportation Order 5610.2(a) (May 2, 2012) updating the policy to consider environmental justice principles in all programs, policies, and activities. Together, these orders require the Federal Transit Administration (FTA) to follow the three guiding principles of environmental justice, as outlined in the FTA Environmental Justice Policy Guidance Circular, FTA C 4703.1:

- To avoid, minimize, and mitigate disproportionately high and adverse effects.
- To ensure the full and fair participation by all potentially affected communities.
- To prevent the denial of, reduction in, or substantial delay in the receipt of benefits by minority and low-income populations.

The United States Department of Transportation Order states that “in making determinations regarding disproportionately high and adverse effects on minority and low-income populations, mitigation and enhancements measures that will be implemented and all offsetting benefits to the affected minority and low-income populations may be taken into account, as well as the design, comparative impacts, and the relevant number of similar existing system elements in non-minority and non-low-income areas” (United States Department of Transportation 5610.2(a) Section 8(b).

Sound Transit and the City of Seattle are partnering on the Racial Equity Toolkit (RET) process for the WSBLE Project. The RET process is designed as a tool to fulfill the City of Seattle's commitment to its Race and Social Justice Initiative. The City of Seattle's Race and Social Justice Initiative is consistent with federal Executive Order 12898, which is the basis for this environmental justice evaluation. The RET lays out a process and a set of questions to guide the development, implementation, and evaluation of the project to

advance racial equity. The RET process began early in project development, informing data analysis, technical evaluation and the focus and extent of community engagement. During the environmental review phase, the RET builds on the environmental justice assessment for this project, documenting potential project impacts and benefits, and community feedback. However, given that the RET process is guided by a different framework than the Environmental Impact Statement environmental justice requirements, the report on the RET process and findings is structured differently, and is oriented around RET outcomes for the project. A draft report on the RET process, requirements, outcomes, and findings is available here:

<https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions>.

City of Seattle's Race and Social Justice Initiative

The vision of the Seattle Race and Social Justice Initiative is to eliminate racial inequity in the community by ending individual racism, institutional racism, and structural racism. The Racial Equity Toolkit lays out a process and a set of questions to guide the development, implementation, and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity.

1.2 Regulatory Framework

1.2.1 Regulations, Plans, and Policies

The following list of federal, state, and local regulations, executive orders, plans, and policies comprise the regulatory framework that guided the environmental justice assessment for this project:

Federal:

- Title 49 of the Code of Federal Regulations, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964.
- Title 23 of the United States Code, Section 109(h), Federal Highway Administration Effectuation of Title VI of the Civil Rights Act of 1964.
- Presidential Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (Executive Order 12898), February 11, 1994.
- Presidential Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (Executive Order 13166), August 11, 2000.
- United States Department of Transportation Order on Environmental Justice (Order 5610.2(a), Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, May 10, 2012).
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. This act defines the federal regulations governing property acquisition and relocation for federally funded projects.
- Circular FTA C 4703.1, *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* (FTA 2012).
- *Promising Practices for EJ [Environmental Justice] Methodologies in NEPA [National Environmental Policy Act] Reviews* (United States Environmental Protection Agency 2016).

State of Washington:

- State of Washington Governor's Executive Order, 93-07, Affirming Commitment to Diversity and Equity in the Service Delivery and in the Communities of the State. September 27, 1993.
- Washington Relocation Assistance – Real Property Acquisition Policy Act of 1971, as amended.

Sound Transit and Washington State Department of Transportation:

- *Implementing Environmental Justice Pursuant to Executive Order 12898 and the Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations* (Sound Transit and Washington State Department of Transportation 2001).

City of Seattle:

- *Duwamish Valley Action Plan: Advancing Environmental Justice & Equitable Development in Seattle* (City of Seattle 2018).

- Executive Order 2005-08: Inclusive Outreach and Public Engagement, April 4, 2008.
- Council Resolution 31164, November 19, 2009; adopted November 30, 2009.
- Executive Order-2014-02: Race and Social Justice Initiative, April 3, 2014.
- Executive Order-2017-13: Race and Social Justice Initiative, November 28, 2017.

1.2.2 Definitions

The definitions provided in this section for key terms used for this analysis (FTA 2012) are based on the United States Census Bureau's definitions of "minority." The definitions do not account for all non-White racial or ethnic groups, such as people with Middle Eastern origin who are categorized as White by the Census Bureau.

Minority persons include the following:

- Black: a person having origins in any of the Black racial groups of Africa.
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- Asian: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through Tribal affiliation or community recognition.
- Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

A minority population means any readily identifiable group or groups of minority persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed program, policy, or activity (FTA 2012). The term "minority" is used in this report for consistency with the Environmental Justice Executive Order 12898. When discussing the RET process partnership between Sound Transit and the City, the term "communities of color" is used for consistency with the RET and the City's Race and Social Justice Initiative.

A low-income person is identified as a person whose median household income is at or below two times the federal Health and Human Services poverty level; this is a local threshold that Sound Transit and other regional transit agencies have determined is appropriate for use in determining eligibility for reduced fare programs and reflects the increasingly high cost of living in the region (Sound Transit 2014). Two times the Department of Health and Human Services 2020 poverty guideline for a household of one (1) is \$25,520 annual income and for a household of four (4) is \$52,400 annual income (United States Department of Health and Human Services 2020). The use of a local threshold is consistent with FTA Circular 4703.1 (FTA 2012). Those individuals considered low-income will include persons living below these thresholds.

A low-income population means any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed program, policy, or activity (FTA 2012).

A disproportionately high and adverse effect on minority and low-income populations means an adverse effect that:

- (1) is predominantly borne by a minority population and/or a low-income population, or
- (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population (FTA 2012).

A person with limited English proficiency is defined as a person that speaks English “less than well” by the United States Census Bureau (2020). People with limited English proficiency are not an environmental justice population as defined by FTA in its circular C 4703.1, but they are considered in this analysis. Presidential Executive Order 13166 on Improving Access to Services for Persons with Limited English Proficiency directs each federal agency that is subject to its requirements to publish guidance for its representative recipients clarifying that obligation. The United States Department of Transportation published guidance in the *Federal Register* on December 14, 2005. The guidance defines a “safe harbor” for recipients to ensure that they comply with their obligation to provide written translations in languages other than English (United States Department of Transportation 2005). The guidance considers a recipient within the safe harbor if they provide the written translation of vital documents for each eligible language group that constitutes either 1,000 persons or 5 percent of the population of persons eligible to be served or likely to be affected or encountered (United States Department of Transportation 2005).

2 METHODOLOGY AND APPROACH

Sound Transit completed the WSBLE Project environmental justice analysis using guidance from the Sound Transit/Washington State Department of Transportation (WSDOT) Realignment Issue Paper No. 36: *Implementing Environmental Justice Pursuant to Executive Order 12898 and the Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations* (Sound Transit and WSDOT 2001), and the 2012 FTA circular *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* (Circular FTA C4703.1). The FTA guidance provides recommendations to transportation organizations at state and local levels on the following:

- Engaging environmental justice populations in the public transportation decision-making process.
- Determining whether environmental justice populations would be subjected to disproportionately high and adverse human health or environmental effects because of a transportation plan, project, or activity.
- Avoiding, minimizing, or mitigating these effects.

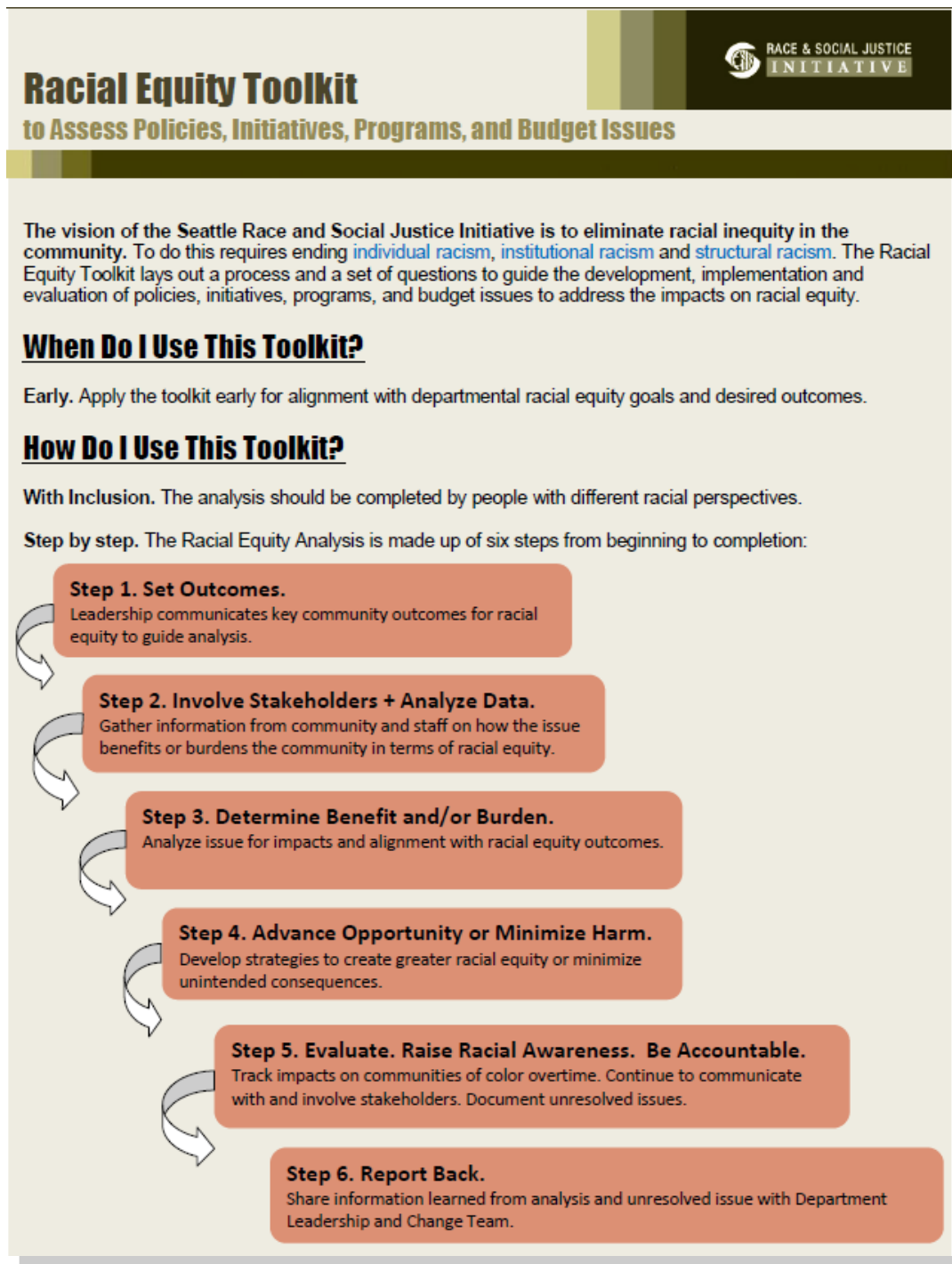
The environmental justice analysis considers potential project impacts associated with each Environmental Impact Statement environmental resource for the No Build Alternative and Build Alternatives. Potential impacts include direct construction and operation impacts, indirect impacts, and cumulative impacts. Potential impacts are assessed according to their likelihood, severity, and duration.

The environmental justice analysis considers any mitigation measures proposed to avoid, reduce, or minimize impacts to environmental justice populations. The analysis also considers any benefits of the proposed project to environmental justice populations, so that the impact of the project on environmental justice populations is evaluated through a review of potential impacts in conjunction with benefits as well as any offsetting mitigation measures (if applicable). Based on these factors (potential impacts, benefits, and mitigation measures), a qualitative method is then used to arrive at a conclusion as to whether the project would result in potential disproportionately high and adverse effects to environmental justice populations.

This environmental justice appendix also provides information about the efforts that Sound Transit has made throughout the project process to involve minority and low-income people in project planning.

Sound Transit and the City of Seattle are collaborating on the development of a RET for the WSBLE Project. The RET process is a tool to fulfill the City of Seattle's commitment to its Race and Social Justice Initiative. It lays out a process and a set of questions to guide the development, implementation, and evaluation of policies, initiatives, programs, and budget issues to advance racial equity in the city of Seattle (Figure 2-1). These questions or steps overlap with and complement a NEPA environmental justice analysis related to stakeholder involvement, data analysis, identification of benefits and burdens, and development of strategies and mitigation to minimize harm and unintended consequences. The City of Seattle's Race and Social Justice Initiative is consistent with and supports federal Executive Order 12898, which is the basis for this environmental justice evaluation. As the environmental justice analysis and the RET process align in terms of focus on evaluating how a project impacts communities of color and low-income populations, the RET process was applied for this project as summarized in Section 4.3, Racial Equity Toolkit Process.

Figure 2-1. Racial Equity Toolkit



Source: City of Seattle 2012.

2.1 Data Sources

The environmental justice analysis includes a description of the demographics of the WSBL Project study area using the most recent United States Census data available at the time of the

analysis. The analysis used 2014 to 2018 American Community Survey data at the census block group level for minority and low-income people and people with limited English proficiency in the study area (United States Census Bureau 2020). Sound Transit also conducted interviews with social service providers to better understand the populations in the study area. These interviews also informed the outreach strategy to engage populations that are traditionally hard to reach.

Elementary school data were reviewed as another source of information and used to enhance Sound Transit's understanding of the communities surrounding the project. Elementary school data were used because the attendance areas are geographically smaller than middle or high school attendance areas, so they better represent the project study area with which they overlap. Data used came from the Washington State Office of Superintendent of Public Instruction 2020-2021 school year Washington State Report Card for the elementary schools in the study area (2020b, 2020c, 2020d, 2020e). Students within the study area attend schools in the Seattle Public School District.

2.2 Study Area

The study area geography that is used for the environmental justice analysis is a 0.5-mile buffer from the project operational and construction footprint edge; this 0.5-mile study area is a baseline both for identifying demographics in Section 3, Study Area Demographics, and assessing impacts in Section 4, Outreach to Minority and Low-Income Populations. A 0.5-mile study area is used for this analysis for the following reasons:

- It is the geographic area most likely to receive the greatest impact, both positive and negative, as a result of the project.
- It captures the typical walking distance residents and workers might cover to access the proposed transit stations.

The West Seattle Link Extension study area overlaps four neighborhoods, and the Ballard Link Extension study area overlaps 10 neighborhoods. Some of the neighborhoods are primarily residential. These study area neighborhoods have social resources, including schools, government offices, fire and police stations, libraries, community and senior centers, parks and recreational facilities, hospitals and medical clinics, and religious institutions. These social resources provide residents with many opportunities to interact and develop a sense of neighborhood identity and cohesion. The environmental justice analysis also considered the potential for benefits and impacts to minority and/or low-income populations in areas outside of the study area because their transit options and access could be indirectly affected by the project. Potential effects on mobility and access for these populations are also considered in the RET process.

2.3 Public Outreach

Sound Transit has provided engagement opportunities for minority and low-income people, and provided translated materials and translation services for people with limited English proficiency early and often in the planning and development process for the WSBLE Project. Information gathered during public involvement activities in the study area influenced project scope and design.

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3 STUDY AREA DEMOGRAPHICS

3.1 West Seattle Link Extension

The West Seattle Link Extension would be approximately 4.7 miles in length and travel between SODO and West Seattle; stations would serve the West Seattle, Delridge, and Industrial District neighborhoods (see Section 4.2.4, Social Resources, Community Facilities, and Neighborhoods, of the Draft Environmental Impact Statement).

The minority and low-income demographics of the study area are presented in Table 3-1 and discussed in the sections that follow. Figure 3-1 and Figure 3-2 depict the percentage of minority and low-income persons within each census block group and also show the social resources that serve the community and its environmental justice populations in the West Seattle Link Extension study area. These resources include social services (e.g., affordable housing and shelters), community facilities, and fire/emergency medical services. The social resources were identified via internet investigation, community outreach, and verification from local agencies and organizations.

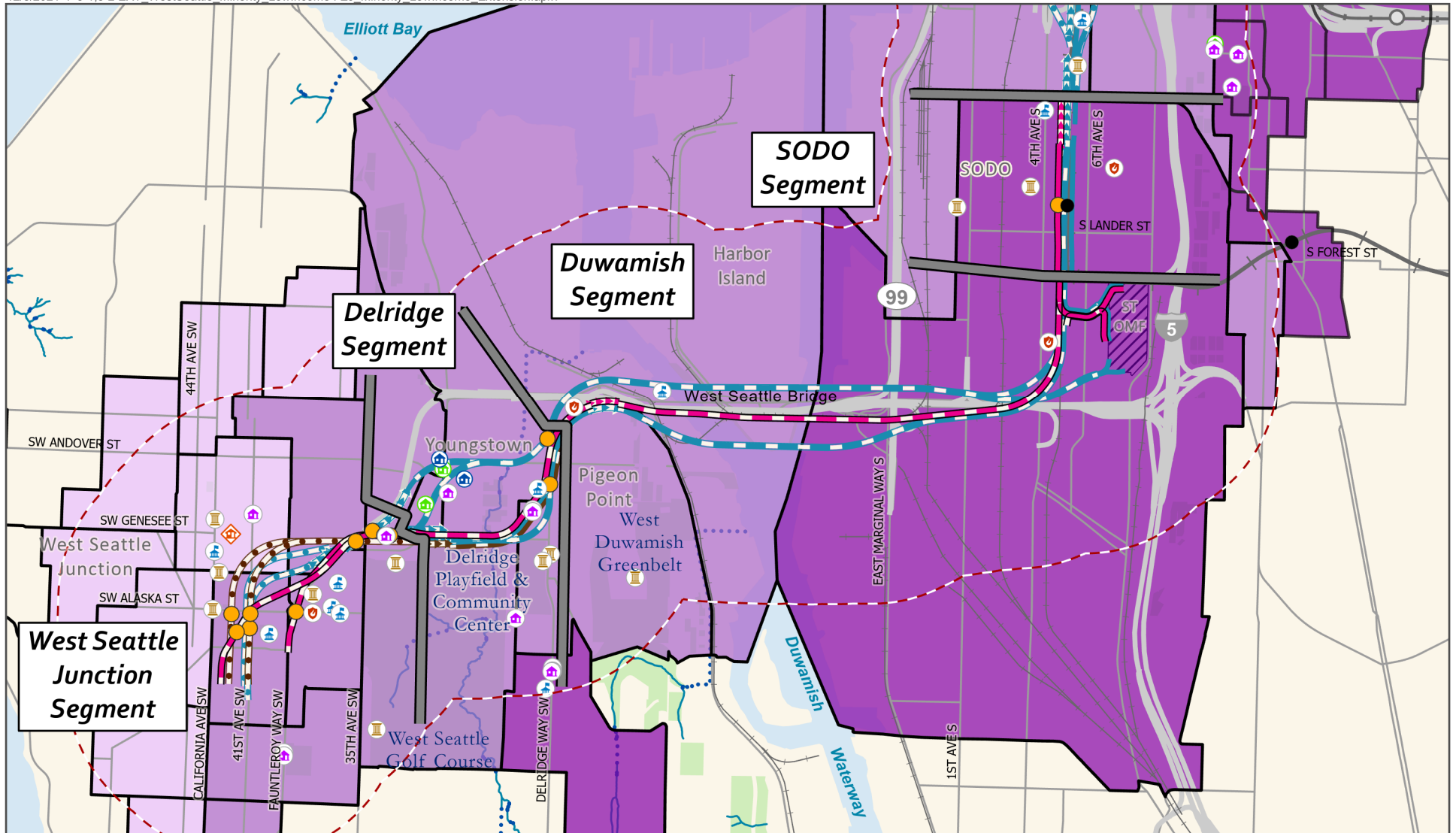
Table 3-1. Study Area Demographics, West Seattle Link Extension

Demographic	Study Area	City of Seattle	Sound Transit Service District	SODO Segment	Duwamish Segment	Delridge Segment	West Seattle Junction Segment
Total Population	31,648	708,823	3.2 million	4,796	3,131	5,276	18,445
Minority	31%	36%	39%	61%	28%	39%	21%
Black or African American alone	4%	7%	6%	5%	4%	7%	3%
Hispanic or Latino	9%	7%	10%	21%	5%	10%	5%
Asian alone	12%	15%	15%	25%	10%	17%	7%
American Indian and Native Alaskan alone	<1%	<1%	<1%	<1%	0%	0%	<1%
Native Hawaiian and Other Pacific Islander alone	<1%	<1%	1%	0%	0%	<1%	<1%
Two or more races and Some other Race alone	6%	6%	6%	9%	9%	4%	6%
Low-Income Persons ^a	16%	24%	24%	21%	25%	16%	13%
Households with Limited English Proficiency ^b	4%	4%	5%	17%	1%	2%	2%
Median Household Income	\$95,777	\$85,562	\$88,018	\$91,820	\$80,395	\$84,780	\$102,353

Source: 2018 American Community Survey 5-Year Estimates (United States Census Bureau 2020).

^a Low-income threshold is defined as two times the United States Department of Health and Human Services poverty level.

^b Includes populations that speak English "less than well."



Source: American Community Survey - ACS (2018), City of Seattle, King County (2019, 2020, 2021).

Alternatives

- Preferred Alternative
- Preferred Alternative with Third-party Funding
- Other Alternatives

Alternative Profile

- Elevated — Tunnel
- At-Grade — Retained Cut

Station

- New
- Existing

Segment Line

- Sound Transit Operations and Maintenance Facility (ST OMF)
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

Study Area

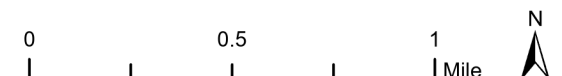
- Block Group

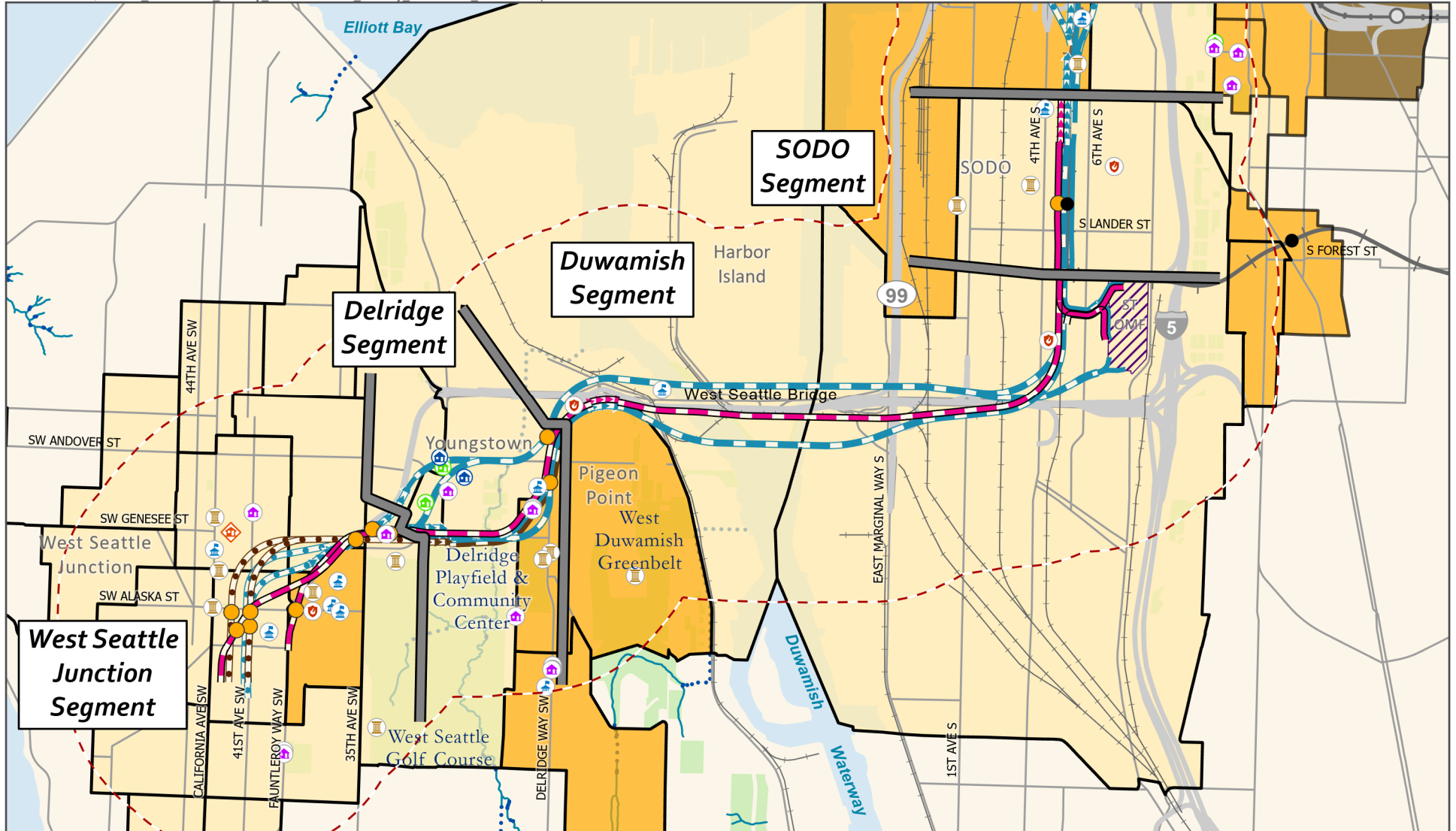
- Community Facility
- Fire / Emergency / Medical
- Social Service
- Seattle Housing Authority (SHA) Property
- Mandatory Housing Affordability (MHA) Property
- Housing with Services
- Income-restricted Housing

Minority Population

- 0-25%
- 25.1-50%
- 50.1-75%

FIGURE 3-1
Minority Population
West Seattle Link Extension
West Seattle and Ballard Link Extensions





Source: American Community Survey - ACS (2018), City of Seattle, King County (2019, 2020, 2021).

Alternatives

- Preferred Alternative
- Preferred Alternative with Third-party Funding
- Other Alternatives

Alternative Profile

- Elevated — Tunnel
- At-Grade — Retained Cut

Station

- New
- Existing

Segment Line

- Sound Transit Operations and Maintenance Facility (ST OMF)

- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

Study Area

- Block Group

- Community Facility
- Fire / Emergency / Medical
- Social Service
- Seattle Housing Authority (SHA) Property
- Mandatory Housing Affordability (MHA) Property
- Housing with Services
- Income-restricted Housing

Low-Income Population

- 0-25%
- 25.1-50%
- 50.1-75%

FIGURE 3-2
Low-Income Population
West Seattle Link Extension
West Seattle and Ballard Link Extensions



The most recent (2020-2021) elementary school data (Table 3-2) are used as a secondary source of demographic data. There are eight elementary Seattle Public School attendance areas that overlap the West Seattle Link Extension study area, as follows:

- Beacon Hill International Elementary School (2025 14th Avenue South) is in the SODO Segment study area.
- Rising Star (8311 Beacon Avenue South), Kimball (3200 23rd Avenue South), and Maple (4925 Corson Avenue South) are elementary schools in the Duwamish Segment study area.
- Genesee Hill (5013 Southwest Dakota Street), Fairmount Park (3800 Southwest Findlay Street) and Lafayette (2645 California Ave Southwest) are elementary schools in the West Seattle Junction Segment (the Lafayette attendance area also overlaps the Delridge Segment study area).
- Pathfinder K-8 (1901 Southwest Genesee Street) is an option school in the Duwamish Segment study area where students are not assigned by the school district using a home address. Although some students attending Pathfinder K-8 could be from outside the neighborhood, it is still included as a secondary source of demographic data because living near the school is a priority tiebreaker for enrollment and some students do therefore live nearby.

Table 3-2. Elementary School Demographics, West Seattle Link Extension (2020 to 2021)

School	Enrollment	Percent Identifying as a Race other than White	Percent Hispanic (of any race)	Percent Free and Reduced-Price Lunch Eligible	Percent English Language Learners ^a
Beacon Hill International School	314	83%	34%	50%	34%
Kimball	426	74%	16%	42%	28%
Maple	490	84%	16%	53%	38%
Rising Star	382	92%	9%	75%	41%
Pathfinder K-8 ^b	492	32%	11%	11%	1%
Lafayette	429	42%	9%	16%	5%
Genesee Hill	592	28%	8%	8%	3%
Fairmount Park	478	46%	11%	18%	6%
Alki	324	35%	10%	11%	5%
Gatewood	363	32%	6%	15%	7%

Sources: Washington State Office of Superintendent of Public Instruction 2020a, 2020b, 2020c, 2020d.

^a English language learners are students who live in homes where another language is the primary language spoken, or who learned another language before English.

^b Pathfinder K-8 is an option school, which means parents apply for their child to attend instead of being assigned by the school district using a home address. Some students attending could be from outside the neighborhood, but living near the school is a priority tiebreaker for enrollment.

3.1.1 Minority Populations

The overall percentage of minorities in the West Seattle Link Extension study area (31 percent) is lower than in the Sound Transit service district (39 percent) (Table 3-2). The highest percentage minority population within the study area and within each West Seattle Link Extension segment is Asian. However, a lower concentration of Asian people is present in the West Seattle Link Extension study area (12 percent) than in the city of Seattle (15 percent). The study area has similar composition of minorities as the city overall, except that the percentage of Black people in the study area (4 percent) is less than in the city overall (7 percent). The areas with the highest percentages of minorities are found in the least populated places in the study area, the SODO Segment and the Duwamish Segment east of the Duwamish Waterway. Other than these areas, the majority of the census block groups in the study area have a minority percentage below the Sound Transit service district; the two outlier block groups are in the southern portion of the study area (one along Delridge Way Southwest and the other along 41st Avenue Southwest) and both are only partially in the study area. Figure 3-1 shows the distribution of minorities in the study area by census block group.

The elementary school data provided additional information about minority populations in the study area (Table 3-2). According to the elementary school data, all but one of the schools in the West Seattle Link Extension study area have a greater percentage of non-White (minority) children in attendance than the census data percentage estimated for the segment study area with which their attendance area overlaps. The percentage of non-White population in the study area is 31 percent, whereas the percentage of the student body that identifies as non-White in all but one of the overlapping elementary school attendance area is greater than 31 percent. Rising Star has the highest percentage of the student body that identify as non-White at 92 percent; most of the attendance area for Rising Star Elementary is outside the study area. Beacon Hill International and Maple have the second highest percentage of non-White children in their student bodies at 83 percent and 84 percent, respectively. Most of the attendance area for Maple Elementary is outside the study area.

3.1.2 Low-Income Populations

The percentage of the population defined as low-income in the West Seattle Link Extension study area is 16 percent, which is considerably less than that of the Sound Transit service district at 24 percent. As shown on Figure 3-2, there are a few census block groups in the 25.1 to 50 percent range: one is in the Delridge Segment near the station and includes the Pigeon Point community (28 percent), and one is in the West Seattle Junction Segment near the new Avalon and Alaska Junction stations (42 percent). The Duwamish Segment has the lowest median income and the West Seattle Junction Segment has the highest median income of all the segments (Table 3-1).

Elementary school data on National School Lunch Program free- and reduced- lunch participation rates were reviewed to provide another perspective on the low-income population in the study area (Washington Office of Superintendent of Public Instruction 2020a, 2020f). Eligibility for this lunch program is based on a few factors, one of which is family household income. Household incomes at or below 130 percent of the federal poverty level are eligible for free meals. Household incomes at or below 185 percent of the federal poverty level are eligible for reduced-price meals. The low-income definition used for this analysis includes both levels of lunch program eligibility.

The elementary school data (Table 3-2) showing the percentage of the student body participating in the free and reduced-priced lunch program provided additional information about

low-income populations in the study area. The following four elementary schools with attendance areas overlapping the study area have a higher percentage of the student body participating in the free and reduced-priced lunch program than the 16 percent low-income population percentage for the West Seattle Link Extension study area:

- Beacon Hill International Elementary School (50 percent).
- Kimball (42 percent).
- Maple (53 percent).
- Rising Star (75 percent).
- Fairmount Park (18 percent).

The following six elementary schools in the West Seattle Link Extension study area have free and reduced-price lunch program participation rates that are lower than the low-income population percentage in their respective segments:

- Pathfinder K-8 (11 percent).
- Lafayette (16 percent).
- Genesee Hill (8 percent).
- Alki (11 percent).
- Gatewood (15 percent).

The Lafayette Elementary school attendance area overlaps with both the Duwamish and Delridge segments. The percentage of the study body participating in the free and reduced-price lunch program at this school is 16 percent, slightly higher than the low-income percentage in the West Seattle Junction Segment (13 percent) and consistent with the low-income percentage in the Delridge Segment (16 percent).

There are several Seattle Housing Authority properties, income-restricted housing properties, and housing that include onsite social services within the study area (Figure 3-2). Additional developments in the area may provide below-market-rate housing, such as those that accept the Seattle Housing Authority Housing Choice Voucher Program, which provides a housing subsidy in the form of a voucher that can be used to rent a unit from any landlord in Seattle who meets the requirements. Those eligible to participate in this program earn 50 percent or less of the area median income.

Unsheltered populations are present in the WSBLE study area. Services for those who are unsheltered are located primarily in Pioneer Square, the Chinatown-International District, and Downtown Seattle. The study area also may contain people who subsistence fish in the Duwamish Waterway (also known as the Duwamish River).

3.1.3 Limited English Proficiency Populations

The percentage of the West Seattle Link Extension study area population that has limited English proficiency (4 percent) is less than the Sound Transit service district (5 percent). According to the United States Census data, most residents of Seattle speak English better than “less than well,” but there are people with limited English proficiency found throughout the city and in the West Seattle Link Extension study area. The most common languages spoken at home (other than English) in the study area are Spanish (1 percent of the population), Other Asian and Pacific Islander languages (0.5 percent), Chinese (0.5 percent), and Korean (0.4 percent).

To further characterize the limited English proficiency population within the study area, elementary school data (Washington State Office of Superintendent of Public Instruction 2020a,

2020f) on “English language learners” were reviewed. English language learners are students who live in homes where another language is the primary language spoken, or who learned another language before English. The data showed that the student bodies at four elementary schools report a much higher percentage of the student body as English language learners as compared to the Census Bureau data on limited English proficiency for the study area (Table 3-2). The following four elementary schools report a higher percentage of English language learners than limited English proficiency in the study area:

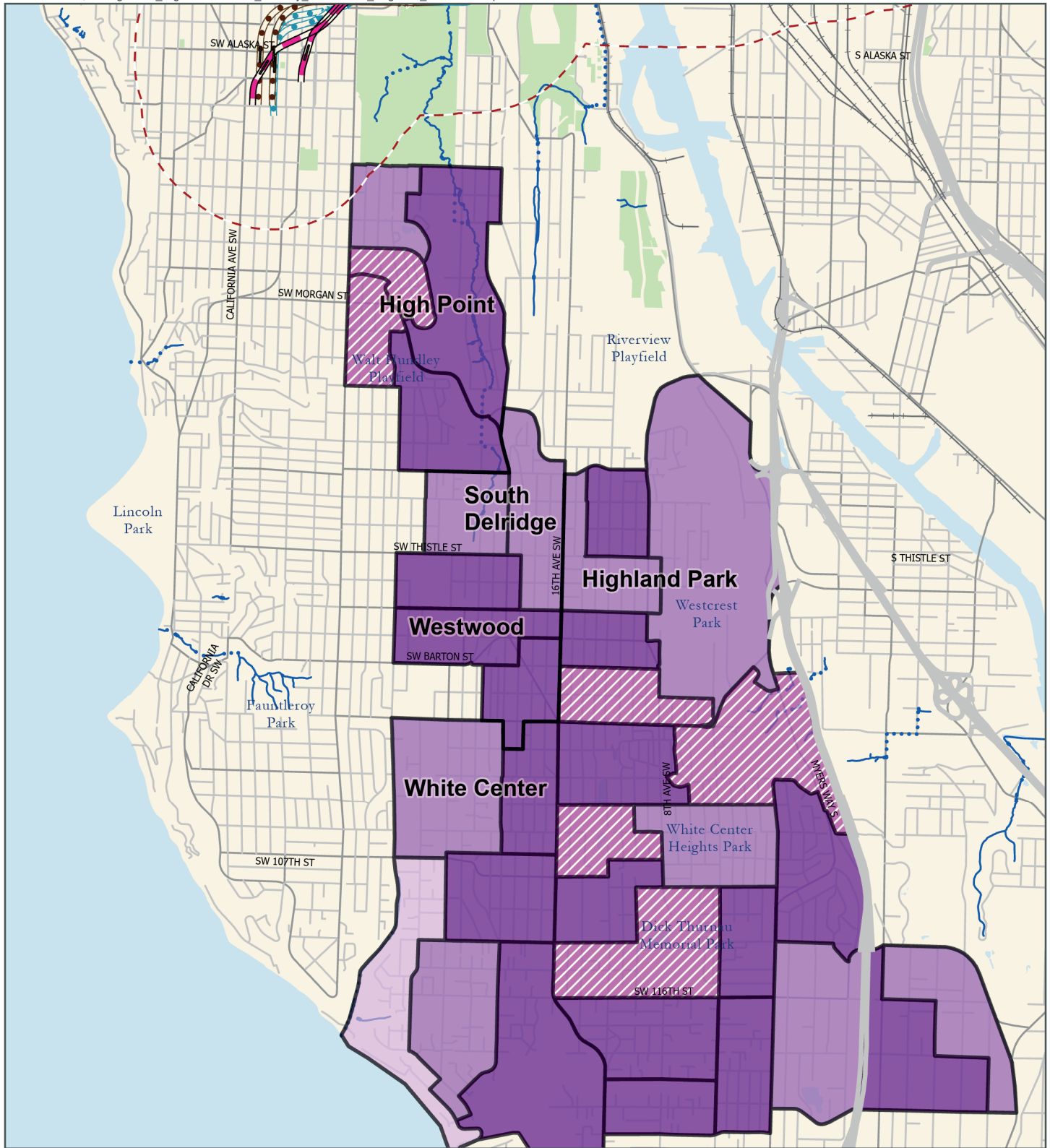
- Rising Star (41 percent).
- Maple (38 percent).
- Beacon Hill International (34 percent).
- Kimball (28 percent).

These schools are located in the SODO (Beacon Hill International) and Duwamish (Rising Star, Kimball, and Maple) segments.

3.1.4 Environmental Justice Populations Outside of the Study Area

During the RET process, communities with environmental justice populations were identified south of the study area for which the Delridge Station, Avalon Station, or West Seattle Junction Station would be a transit access or transfer point when traveling to or through downtown. These communities include High Point, Highland Park, and the unincorporated King County neighborhood of White Center. Parts of the High Point community would be within the 10-minute bikeshed of the Delridge, Avalon, and Alaska Junction stations, and King County Metro Transit (Metro) plans to connect White Center to the Delridge Station using a RapidRide bus line. Metro bus transit currently provides service between these communities and the study area. Metro’s RapidRide H Line would provide a transfer to light rail at the Delridge Station for residents in Highland Park and White Center. Residents in High Point would likely transfer from various Metro routes to light rail at the Avalon Station or Alaska Junction Station. Under the minimum operable segment (M.O.S.), transit riders from these communities that would have used the Avalon Station or West Seattle Junction Station as a transfer point to light rail under the full project would transfer at the Delridge Station instead.

The demographics of High Point, South Delridge, Highland Park, Westwood, and White Center are shown on Figure 3-3 and Figure 3-4 and listed in Table 3-3. As shown, higher concentrations of minorities are found along the Delridge Way Southwest and 35th Avenue Southwest corridors, specifically in the High Point (63 percent), South Delridge (53 percent), Highland Park (49 percent), Westwood (63 percent), and White Center (59 percent) communities. These communities also have higher concentrations of low-income people. Data show 47 percent of High Point’s population, 29 percent of South Delridge’s population, 26 percent of Highland Park’s population, 32 percent of Westwood’s population, and 37 percent of White Center’s population are low-income; these percentages of low-income people are higher than those found in the West Seattle Link study area (15 percent), City of Seattle (24 percent), and the Sound Transit service district (25 percent).



Source: American Community Survey - ACS (2018), City of Seattle, King County (2019, 2020, 2021).

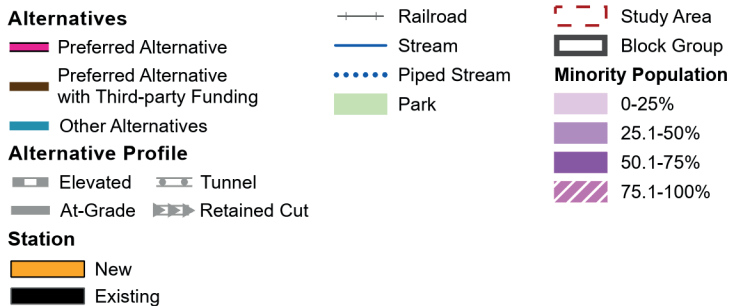
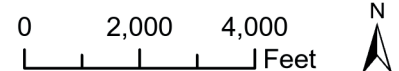
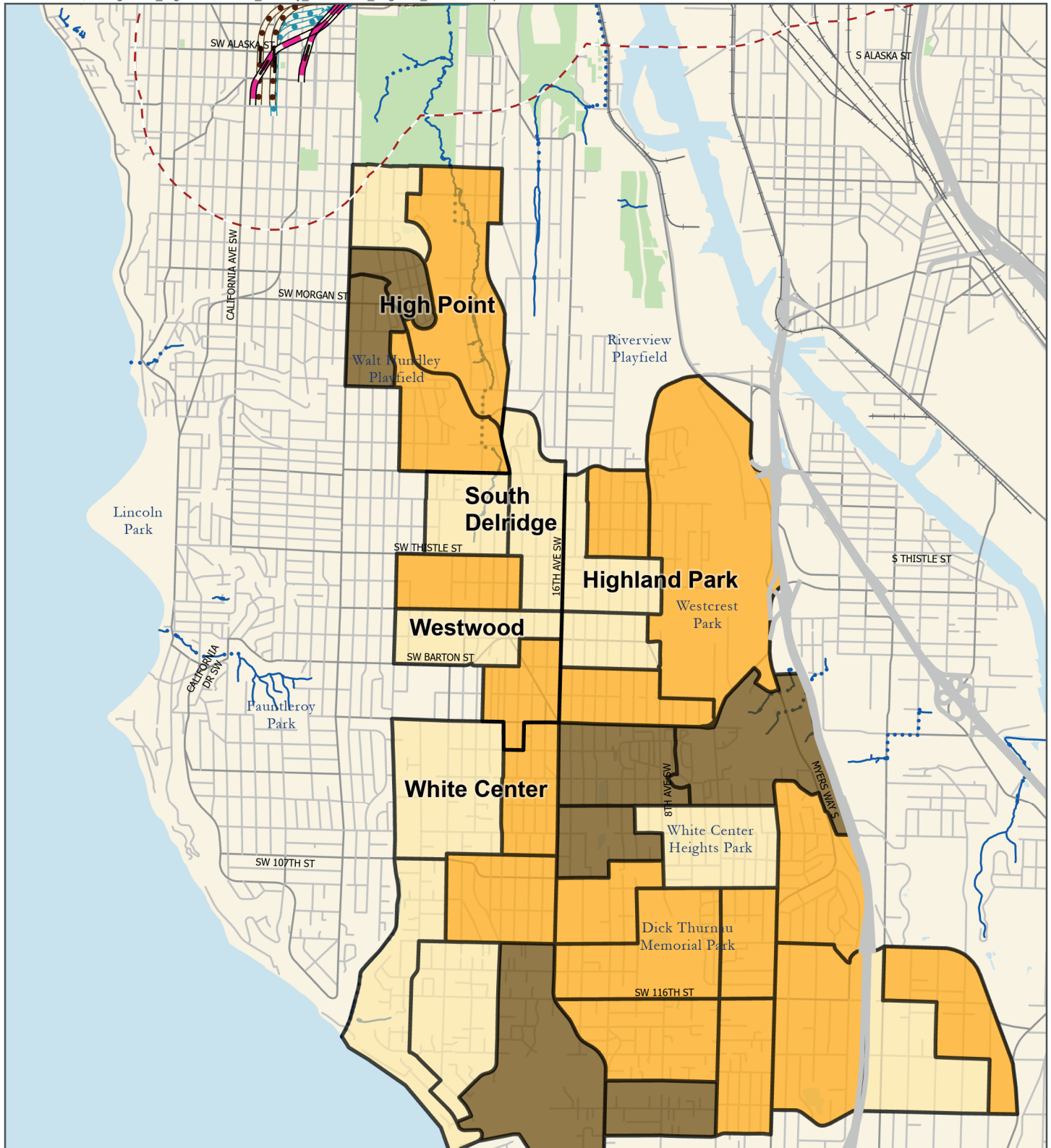


FIGURE 3-3
High Point, South Delridge,
Westwood, Highland Park and
White Center - Minority Population
West Seattle Link Extension

*West Seattle and
 Ballard Link Extensions*





Source: American Community Survey - ACS (2018), City of Seattle, King County (2019, 2020, 2021).

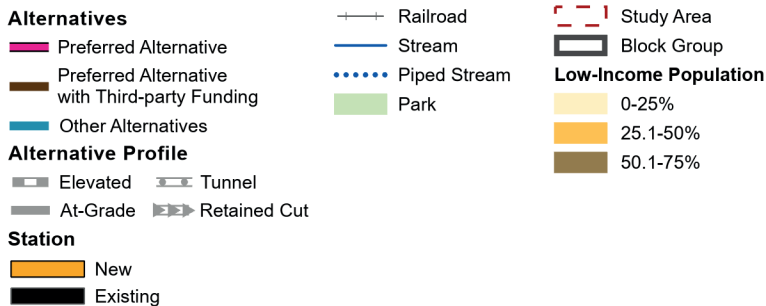


FIGURE 3-4
High Point, South Delridge,
Westwood, Highland Park and
White Center - Low-Income Population
 West Seattle Link Extension

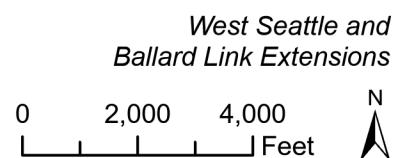


Table 3-3. High Point, South Delridge, Highland Park, Westwood, and White Center Demographics, West Seattle Link Extension

Demographic	Study Area	City of Seattle	Sound Transit Service District	High Point	South Delridge	Highland Park	Westwood	White Center
Total Population	26,852	708,823	3.1 million	8837	4257	5296	2968	28,490
Minorities	25%	36%	39%	63%	53%	49%	63%	59%
Black	4%	7%	6%	29%	12%	7%	15%	9%
Hispanic or Latino	6%	7%	10%	9%	21%	14%	19%	24%
Asian	9%	15%	14%	19%	13%	15%	16%	14%
American Indian and Native Alaskan	<1%	<1%	<1%	0%	1%	<1%	<1%	1%
Native Hawaiian and Other Pacific Islander	<1%	<1%	1%	1%	0%	0%	2%	4%
Two or more races and Other	6%	6%	6%	5%	7%	12%	11%	7%
Low-Income Persons ^a	15%	24%	25%	47%	29%	26%	32%	37%
Households with Limited English Proficiency ^b	2%	4%	10%	10%	5%	7%	14%	11%
Median Household Income	\$96,372	\$85,562	\$81,660	\$63,951	\$65,127	\$54,801	\$58,084	\$61,710

Source: 2018 American Community Survey 5-Year Estimates (United States Census Bureau 2020).

^a Low-income threshold is defined as two times the United States Department of Health and Human Services poverty level.

^b Includes populations that speak English "less than well."

The Muckleshoot Indian Tribe is signatory to both the Treaty of Point Elliott and the Treaty of Medicine Creek; Muckleshoot has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which includes the Duwamish Waterway. The Suquamish Tribe of the Port Madison Reservation (the Suquamish Tribe) is signatory to the Treaty of Point Elliott and has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, which also includes the Duwamish Waterway. Tribal members use and have interests in the resources in the study area. Project construction and operation would be located in the Duwamish Waterway within the Tribal treaty-protected fishing areas.

Also, there are two Tribal resources in or near the study area. The Duwamish Longhouse and Cultural Center is located just outside the project study area on West Marginal Way near the Duwamish Waterway in the Duwamish Segment, and the Indian Child Welfare Office is in the Delridge Segment, visited by Native Americans from outside the study area.

3.2 Ballard Link Extension

The Ballard Link Extension would be approximately 7.1 miles in length, from Downtown Seattle to Ballard's Northwest Market Street area and include a new 3.3-mile rail-only tunnel from Chinatown-International District to South Lake Union and Seattle Center/Uptown. Stations would serve the following areas: Chinatown-International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard (see Section 4.3.4, Social Resources, Community Facilities, and Neighborhoods, of the Draft Environmental Impact Statement). The minority and low-income demographics of the study area are presented in Table 3-4, and are discussed further in the sections below. The study area for the Ballard Link Extension contains some of the densest, most heavily populated neighborhoods in Seattle.

Table 3-4. Study Area Demographics, Ballard Link Extension

Demographic	Study Area	City of Seattle	Sound Transit Service District	SODO Segment	Chinatown-International District Segment	Downtown Segment	South Interbay Segment	Interbay/Ballard Segment
Total Population	144,399	708,823	3.2 million	4,796	19,609	66,890	20,934	32,170
Minority	37%	36%	39%	61%	63%	39%	24%	23%
Black or African American alone	5%	7%	6%	5%	11%	5%	2%	2%
Hispanic or Latino	8%	7%	10%	21%	14%	6%	5%	6%
Asian alone	18%	15%	15%	25%	28%	21%	9%	8%
American Indian and Native Alaskan alone	1%	<1%	<1%	<1%	2%	<1%	1%	<1%
Native Hawaiian and Other Pacific Islander alone	<1%	<1%	1%	0%	<1%	<1%	<1%	0%
Two or more races and Some other Race alone	6%	6%	6%	9%	8%	5%	7%	6%
Low-Income Persons ^a	24%	24%	24%	21%	54%	20%	14%	18%
Households with Limited English Proficiency ^b	4%	4%	5%	17%	14%	1%	2%	1%
Median Household Income	\$87,302	\$85,562	\$88,018	\$91,820	\$43,109	\$91,483	\$91,884	\$97,584

Source: 2018 American Community Survey 5-Year Estimates (United States Census Bureau 2020).

^a Low-income threshold is defined as two times the United States Department of Health and Human Services poverty level.

^b Includes populations that speak English "less than well."

The most recent (2020-2021) elementary school data (Table 3-5) are used as a secondary source of demographic data. There are 12 elementary Seattle Public School attendance areas that overlap the Ballard Link Extension study area, as follows:

- Beacon Hill International Elementary School (2025 14th Avenue South) is in the SODO Segment study area.
- Bailey Gatzert (1301 East Yesler Way) is in both the Chinatown-International District Segment and Downtown Segment study areas.
- Lowell (1058 East Mercer Street) and John Hay (201 Garfield Street) are elementary schools in the Downtown Segment study area (John Hay attendance area also overlaps the South Interbay Segment study area).
- Frantz H. Coe (2424 7th Avenue West) and Magnolia (2418 28th Avenue West) are elementary schools in the South Interbay Segment study area.
- Lawton (4000 27th Avenue West), B.F. Day (3921 Linden Avenue North), Adams (6110 28th Avenue Northwest), West Woodland (5601 4th Avenue Northwest), Whittier (1320 Northwest 75th Street) and Salmon Bay K-8 (1810 Northwest 65th Street) are elementary schools in the Interbay/Ballard Segment study area.

Social resources that serve the community and its environmental justice populations in the Ballard Link Extension study area are shown on Figure 3-5a through Figure 3-6. These resources include social services (e.g., affordable housing and shelters), community facilities, and fire/emergency medical services. The majority of the social resources that support minority, and/or low-income populations and those who are unsheltered are located within Pioneer Square, the Chinatown-International District, and Downtown Seattle. The social resources were identified via internet investigation, community outreach, and verification from local agencies and organizations.

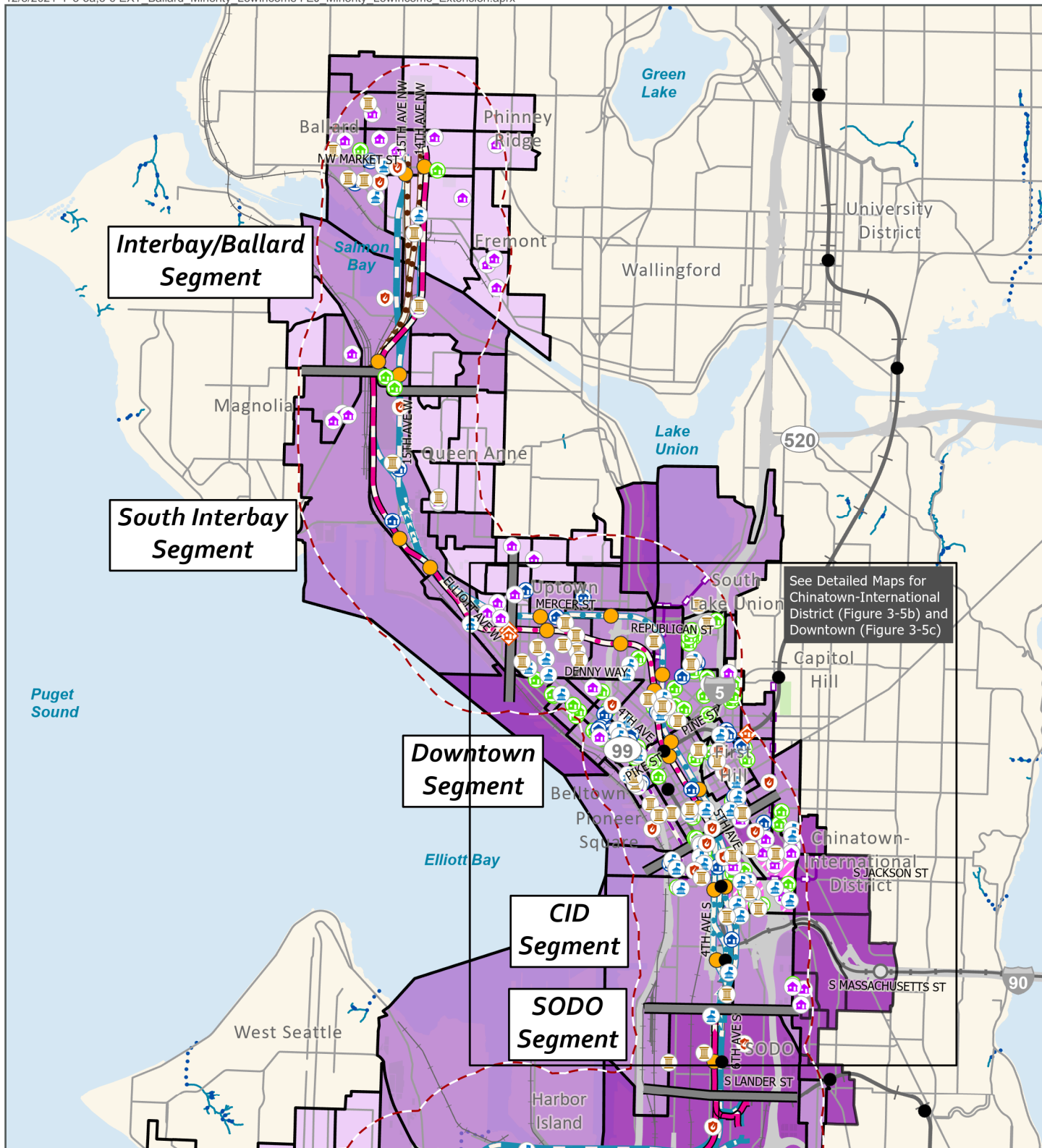
Table 3-5. Elementary School Demographics, Ballard Link Extension (2020 to 2021)

School	Enrollment	Percent Identifying as a Race other than White	Percent Hispanic (of any race)	Percent Free and Reduced-Price Lunch Eligible	Percent English Language Learners ^a
Beacon Hill International School	314	83%	34%	50%	34%
Bailey Gatzert	314	90%	12%	100%	34%
Lowell	279	78%	15%	68%	23%
John Hay	383	50%	13%	14%	13%
Frantz H. Coe	498	32%	6%	6%	5%
Magnolia	288	35%	14%	12%	8%
Lawton	429	32%	9%	7%	5%
B.F. Day	397	37%	8%	15%	9%
Adams	431	25%	7%	11%	6%
West Woodland	473	25%	6%	6%	2%
Whittier	417	28%	7%	8%	3%
Salmon Bay K-8 ^b	661	26%	6%	9%	3%

Sources: Washington State Office of Superintendent of Public Instruction 2020a, 2020e, 2020f.

^a English language learners are students who live in homes where another language is the primary language spoken, or who learned another language before English.

^b Salmon Bay K-8 is an option school, which means parents apply for their child to attend instead of being assigned by the school district using a home address. Some students attending could be from outside the neighborhood, but living near the school is a priority tiebreaker for enrollment.



Source: American Community Survey - ACS (2018), City of Seattle, King County (2019, 2020, 2021).

Alternatives

- Preferred Alternative
- Preferred Alternative with Third-party Funding
- Other Alternatives

Alternative Profile

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New
- Existing

- Segment Line
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Existing Streetcar
- Center City Connector Streetcar (Construction Paused)
- Railroad
- Stream
- Piped Stream
- Park

- Study Area
- Block Group
- Community Facility
- Fire / Emergency / Medical
- Social Service
- Seattle Housing Authority (SHA) Property
- Mandatory Housing Affordability (MHA) Property
- Housing with Services
- Income-restricted Housing

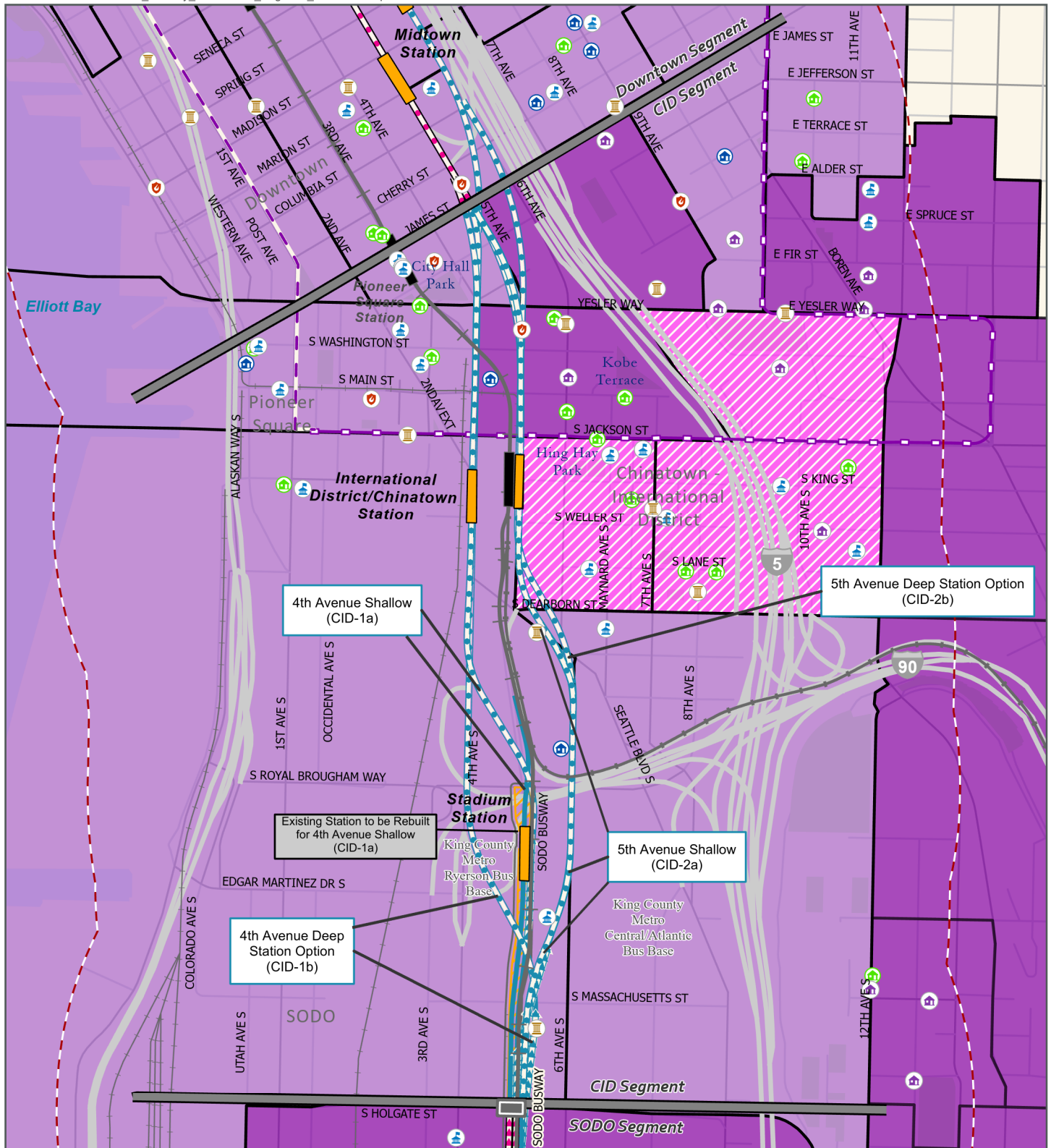
Minority Population

- 0-25%
- 25.1-50%
- 50.1-75%
- 75.1-100%

FIGURE 3-5a
Minority Population
Ballard Link Extension

West Seattle and Ballard Link Extensions





Source: American Community Survey - ACS (2018), City of Seattle, King County (2019, 2020, 2021).

Alternatives

- Preferred Alternative
- Preferred Alternative with Third-party Funding
- Other Alternatives

Alternative Profile

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New
- Existing

- Segment Line
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Existing Streetcar
- Center City
- Connector Streetcar (Construction Paused)
- Railroad
- SODO Busway
- Proposed Overpass
- Park

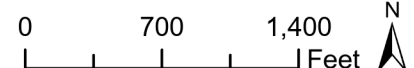
- Study Area
- Block Group
- Community Facility
- Fire / Emergency / Medical
- Social Service
- Seattle Housing Authority (SHA) Property
- Housing with Services
- Income-restricted Housing

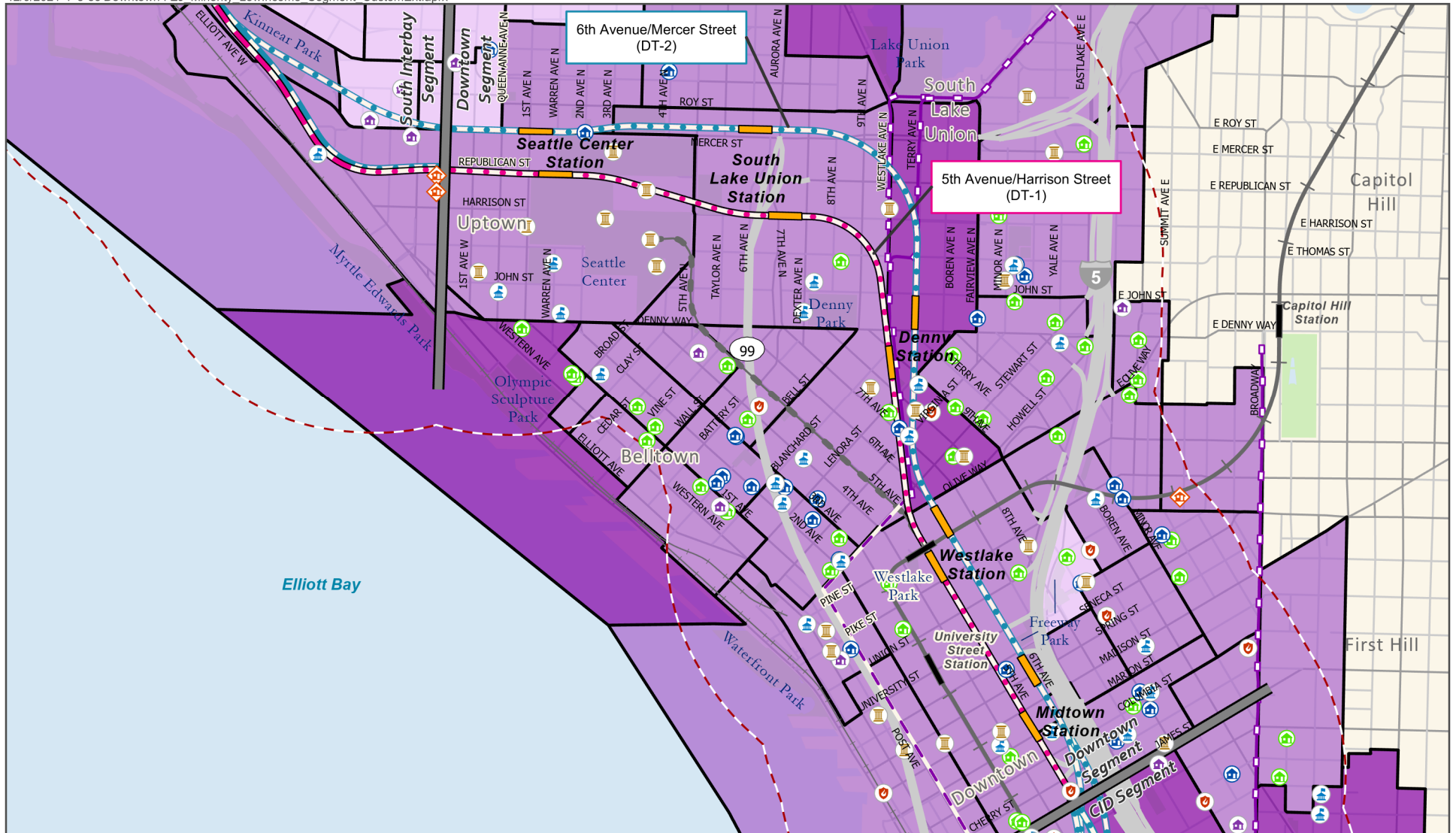
Minority Population

- 25.1-50%
- 50.1-75%
- 75.1-100%

FIGURE 3-5b
Minority Population
Ballard Link Extension -
Chinatown-International
District Segment

West Seattle and
Ballard Link Extensions





Source: American Community Survey - ACS (2018), City of Seattle, King County (2019, 2020, 2021).

Alternatives

- Preferred Alternative
- Preferred Alternative with Third-party Funding
- Other Alternatives

Alternative Profile

- Elevated — Tunnel
- At-Grade — Retained Cut

Station

- New
- Existing

Segment Line

- Existing Link Light Rail
- Monorail
- Existing Streetcar
- Center City
- Connector Streetcar (Construction Paused)
- Railroad
- Park

Study Area

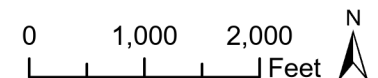
- Block Group
- Community Facility
- Fire / Emergency / Medical
- Social Service
- Seattle Housing Authority (SHA) Property
- Mandatory Housing Affordability (MHA) Property
- Housing with Services
- Income-restricted Housing

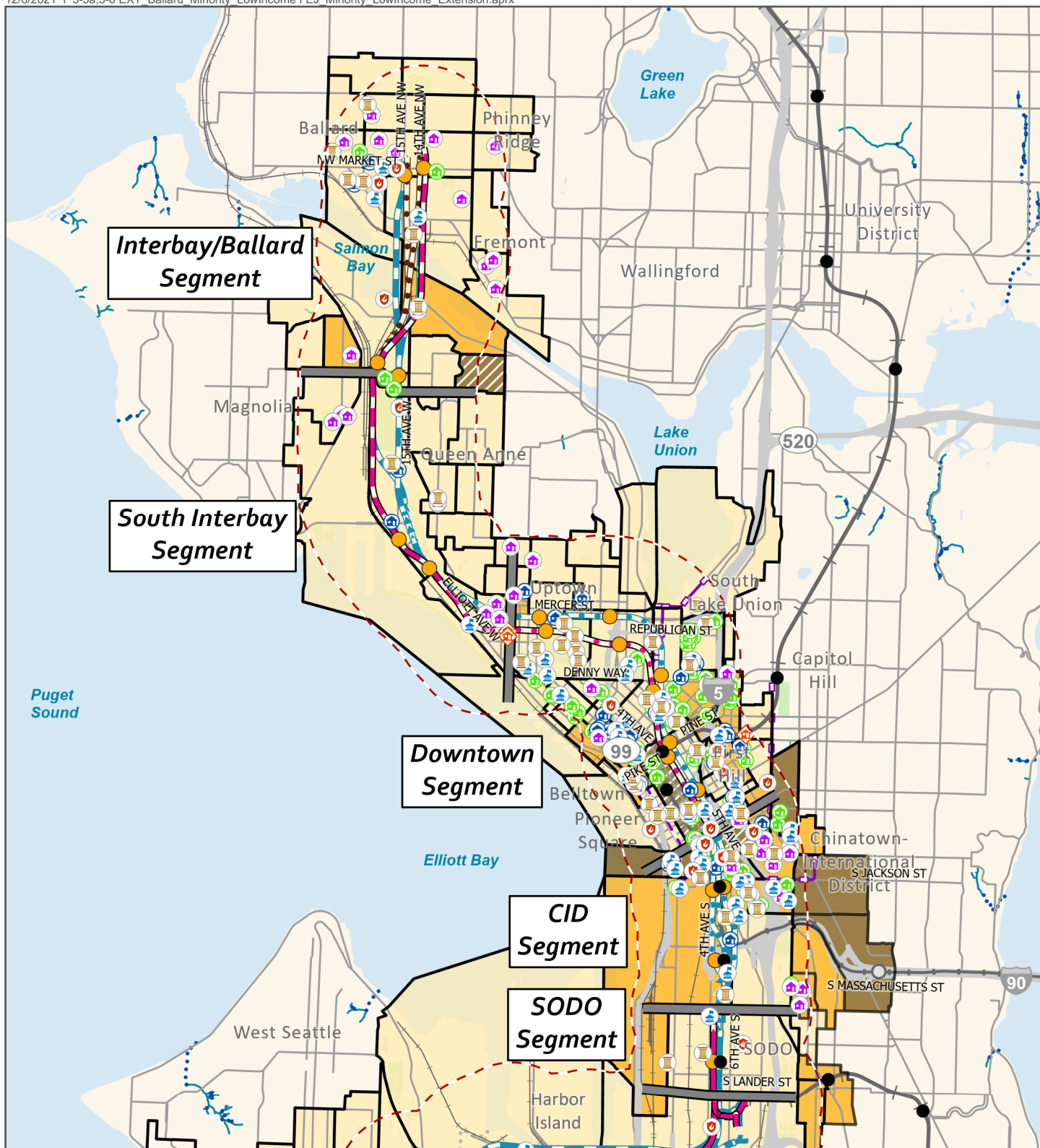
Minority Population

- 0-25%
- 25.1-50%
- 50.1-75%

FIGURE 3-5c
Minority Population
Ballard Link Extension -
Downtown Segment

*West Seattle and
Ballard Link Extensions*





Source: American Community Survey - ACS (2018), City of Seattle, King County (2019, 2020, 2021).

Alternatives

- Preferred Alternative
- Preferred Alternative with Third-party Funding
- Other Alternatives

Alternative Profile

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station

- New
- Existing

- Segment Line
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Existing Streetcar
- Center City Connector Streetcar (Construction Paused)
- Railroad
- Stream
- Piped Stream
- Park

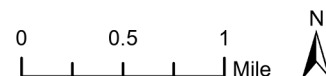
- Study Area
- Block Group
- Community Facility
- Fire / Emergency / Medical
- Social Service
- Seattle Housing Authority (SHA) Property
- Mandatory Housing Affordability (MHA) Property
- Housing with Services
- Income-restricted Housing

Low-Income Population

- 0-25%
- 25.1-50%
- 50.1-75%
- 75.1-100%

FIGURE 3-6
Low-Income Population
Ballard Link Extension

*West Seattle and
Ballard Link Extensions*



3.2.1 Minority Populations

The overall percentage of minorities in the Ballard Link Extension study area (37 percent) is lower than the Sound Transit service district (39 percent) (Table 3-4). As shown on Figure 3-5a, the Chinatown-International District Segment has the highest percentage of minorities (63 percent) in the Ballard Link Extension study area, with Asian being the most represented group. Figure 3-5b provides a more detailed view of the minority population and census block groups in this segment. Census block groups in the Pioneer Square area have percentages of minority populations ranging from 33 to 62 percent; the census block group in the heart of Pioneer Square is 42 percent minority, which is above the Sound Transit service district average. Some of the block groups in the Pioneer Square area extend beyond the neighborhood and may reflect populations in adjacent neighborhoods as well. The majority of the census block groups in the SODO, Chinatown-International District, and Downtown segments have concentrations of minorities higher than the Sound Transit service district average; the census block groups with the highest percentage (75.1 to 100 percent) are in the Chinatown-International District Segment. Most of the census block groups in the South Interbay and Interbay/Ballard segments have percentages below the Sound Transit service district average.

The Chinatown-International District is the hub of Asian culture in Seattle and contains businesses, housing, and services that support and cater to those of Asian descent, such as the Asian grocery store Uwajimaya, the Wing Luke Museum of the Asian Pacific American Experience, and the International District/Chinatown Community Center. Many people of Asian descent live and work in this neighborhood. There are organizations that support a variety of immigrant populations with limited proficiency in English, such as the Chinese Information and Service Center, which supports immigrants from Latin America, Africa, and other parts of Asia. The Seattle Chinatown Historic District is listed in the National Register of Historic Places and is a City of Seattle Landmark District, and is historically and culturally important to the Asian community and the City of Seattle.

The elementary school data provided additional information about minority populations in the study area (Table 3-5). According to the census data, minorities make up 37 percent of the population in the Ballard Link Extension study area, whereas the percentage of the student body that identifies as non-White in four overlapping elementary school attendance areas is greater than 37 percent. The following schools report a higher minority population within their student bodies than the study area:

- Beacon Hill International (83 percent).
- Bailey Gatzert (90 percent).
- Lowell (78 percent).
- John Hay (50 percent).

Beacon Hill International and Bailey Gatzert have the highest percentage of the student body that identify as non-White at 34 percent; both schools have an attendance area mostly outside the study area. Lowell also has a high percentage identifying as non-White (23 percent) and the attendance area is largely within the study area.

3.2.2 Low-Income Populations

The percentage of the population defined as low-income in the Ballard Link Extension study area is 24 percent, which is the same as the Sound Transit service district. As shown on Figure 3-6, the census block groups in the study area with the highest percentages of low-income people are concentrated at the boundary of the Chinatown-International District and Downtown segments (50.1 to 75 percent). Areas of the Downtown Segment and the majority of the

Chinatown-International District Segment are also shown on Figure 3-6 to have a high percentage of low-income population (25.1 to 50 percent). The SODO Segment is also shown to have a relatively higher low-income population (25.1 to 50 percent). In the Chinatown-International District Segment, 54 percent of the population is low-income, which is substantially higher than the Sound Transit service district (24 percent).

Known Seattle Housing Authority properties and housing that include onsite social services are shown on Figure 3-6. Many of these properties are clustered in the census block groups with the most low-income people in the Chinatown-International District. Block groups in the Pioneer Square area have low-income populations ranging from 10 to 76 percent; the census block group in the heart of Pioneer Square is 55 percent low-income, which is above the Sound Transit service district average. Some of the block groups in the Pioneer Square area extend beyond the neighborhood and may reflect populations in adjacent neighborhoods as well. There are several census block groups in the Chinatown-International District and Downtown segments that have concentrations of low-income people higher than the Sound Transit service district average. Most of the census block groups in the South Interbay and Interbay/Ballard segments have low-income percentages below the Sound Transit service district average, but there two block groups in north Queen Anne with percentages that are higher than the service district average. These block groups include Seattle Pacific University.

Elementary school data on National School Lunch Program free- and reduced- lunch participation rates were reviewed to provide another perspective on the low-income population in the study area (Washington Office of Superintendent of Public Instruction 2020a, 2020f). Eligibility for this lunch program is based on a few factors, one of which is family household income. Household incomes at or below 130 percent of the federal poverty level are eligible for free meals. Household incomes at or below 185 percent of the federal poverty level are eligible for reduced-price meals. The low-income definition used for this analysis includes both levels of lunch program eligibility.

The percentage of the student body participating in the free and reduced-priced lunch program provided additional information about low-income populations in the study area. The following three elementary schools with attendance areas overlapping the study area have a higher percentage of the student body participating in the free and reduced-priced lunch program than the 24 percent low-income rate for the Ballard Link Extension study area (Table 3-5):

- Beacon Hill International (50 percent).
- Bailey Gatzert (100 percent).
- Lowell (68 percent).

There are unsheltered populations present in the WSBLE study area. Services for those who are unsheltered are located primarily in the Pioneer Square, Chinatown-International District, and Downtown Seattle neighborhoods; there is also an Urban Rest Stop in the Ballard neighborhood. The study area also may contain people who subsistence fish in Salmon Bay.

3.2.3 Limited English Proficiency Populations

The percentage of households with limited English proficiency in the Ballard Link Extension study area (4 percent) is lower than that in the Sound Transit service district (5 percent). The most common languages spoken at home (other than English) in the study area are Chinese (1.9 percent of the population), Spanish (0.7 percent), and Other Asian and Pacific Islander languages (0.7 percent).

To further characterize the limited English proficiency population within the study area, elementary school data (Washington State Office of Superintendent of Public Instruction 2020a, 2020f) on English language learners were reviewed. English language learners are students who live in homes where another language is the primary language spoken, or who learned another language before English. The data showed that the student bodies at six elementary schools report similar or slightly higher percentage of the study body as English language learners as compared to the Census Bureau data on limited English proficiency for the Ballard Link Extension study area (Table 3-5). The following eight elementary schools report a higher percentage English language learners than limited English proficiency in the study area:

- Beacon Hill International (34 percent).
- Bailey Gatzert (34 percent).
- Lowell (23 percent).
- John Hay (13 percent).
- B.F. Day (9 percent).
- Magnolia (8 percent).
- Adams (6 percent).
- Lawton (5 percent).

Within the Chinatown-International District Segment, the United States Census data meet the threshold triggering the need for written translation of vital documents into other languages, in compliance with Executive Order 13166. The number of persons who speak Chinese in the Chinatown-International District exceeds 1,000.

3.2.4 Environmental Justice Populations Outside of the Study Area

The Muckleshoot Indian Tribe has treaty-protected fishing rights and Usual and Accustomed Areas in the Puget Sound region, including Salmon Bay. The Muckleshoot Indian Tribe uses the 14th Avenue Boat Ramp to access its treaty-protected fishing area and Usual and Accustomed Areas in Salmon Bay. The Suquamish Tribe uses the 14th Avenue Boat Ramp and Salmon Bay to access its Usual and Accustomed Areas to the west. Members of both Tribes have interests in the resources in the study area or near the study area, such as the Seattle Indian Health Board located on the edge of the Chinatown-International District Segment study area. Project construction and operation would be located in Salmon Bay within the Tribal treaty-protected fishing areas and access areas.

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4 OUTREACH TO MINORITY AND LOW-INCOME POPULATIONS

Members of the public have had the opportunity to review and comment during Alternatives Development, starting in fall 2017. Through early scoping, Alternatives Development, scoping, and the environmental review process, Sound Transit has sought to meet the unique needs of historically underrepresented populations, including minorities and people with low income or limited English proficiency. As the project planning and design have progressed, Sound Transit continues to reach out to those who could be impacted (positively and negatively) by the project.

Sound Transit and the City of Seattle employed the city's RET process throughout the alternative evaluation and screening process. Considerations from each level of alternatives evaluation helped Sound Transit better define and compare project alternatives by using a racial equity framework, in addition to other evaluation criteria, to inform the Alternatives Development process.

Sound Transit has developed a public outreach plan in tandem with the RET process that outlines how the agency provides project information to and receives feedback from residents, businesses, and other stakeholders in the study area. In addition, the agency developed a *Community Engagement Guide* for the public (Sound Transit 2019a). The *Community Engagement Guide* presents Sound Transit's goals for public engagement, how the public can get involved, how the public's feedback will shape the project, and the methods Sound Transit will use to gather feedback. The guide also outlines Sound Transit's plan to engage historically underrepresented communities using a suite of engagement opportunities including: interviews with social service providers to better understand the populations they serve in the project vicinity, using interpreters at public meetings and community gatherings, translating key materials into languages spoken within the project corridor, holding meetings targeted to reach historically underrepresented communities, and meeting communities where they gather.

The United States Census and elementary school data indicate that the study area does not meet the threshold triggering the need for written translation of vital documents into other languages, in compliance with Executive Order 13166. However, the project outreach team has translated materials into other languages, including Vietnamese, Chinese (Simplified and Traditional), and Spanish; these are the most common non-English languages spoken in the study area.

4.1 State Environmental Policy Act Early Scoping Meetings

Sound Transit initiated the environmental review under the State Environmental Policy Act (SEPA) with early scoping on February 2, 2018. This initiated the Alternatives Development phase of the project and provided an opportunity for the public to learn about the project and provide their comments at the early planning stage. Comments were accepted by mail, email, voicemail (transcribed), and online comment forms, and on comment boards, maps, and forms at the open houses (both in person and online) through March 5, 2018.

Three public SEPA early scoping meetings were held in the study area: in West Seattle on February 13, 2018; in Ballard on February 15, 2018; and in Downtown Seattle on February 20, 2018. An online open house was held from February 12 through March 5, 2018.

For SEPA early scoping public outreach efforts, Sound Transit conducted a preliminary demographic analysis to identify low-income, minority, and limited English proficiency populations. Based on this analysis, Sound Transit used the following strategies to engage these populations during SEPA early scoping:

- Provided translated contact information on posters and postcards.
- Provided translated meeting guide handouts.
- Publicized events online and in print with ethnic newspapers and community calendars.
- Provided interpreters at the Downtown Segment open house (Mandarin, Chinese, and Vietnamese).
- Provided translated contact information on the online open house webpages, as well as the embedded Google Translate tool.

4.2 Environmental Impact Statement Scoping Meetings

The Environmental Impact Statement public scoping period was from February 15 through April 2, 2019. The FTA and Sound Transit held three public scoping meetings. One public scoping meeting was held in the West Seattle Link Extension study area on February 27, 2019, and two public scoping meetings were held in the Ballard Link Extension study area, one on February 28, 2019, in Ballard, and one on March 7, 2019, at Union Station in the Chinatown-International District in Downtown Seattle (interpreters were provided at the open house in the Chinatown-International District). There was also an online open house, which had translation available, from February 15 through April 2, 2019. The FTA and Sound Transit asked for comments on the draft Purpose and Need statement for the project; the alternatives that should be evaluated in the Draft Environmental Impact Statement; and on the environmental resources to evaluate in the Draft Environmental Impact Statement, including social, economic, and transportation.

Sound Transit advertised the scoping meetings using a variety of methods, including postcards mailed to 118,000 homes and businesses within 0.5-mile of the project, listserv emails to over 7,000 email addresses, print and online advertising, a media advisory, social media posts, online community calendars, and notification through the project website. Sound Transit also hung posters at community gathering places throughout the project vicinity.

Around 470 people attended the three public scoping meetings, and 11,730 people accessed the online open house during the comment period. The FTA and Sound Transit received over 2,800 individual communications (each communication contained one or more comments) from the public. Comments were accepted by mail, email, online comment forms, transcribed phone messages, and through paper comment forms and a court reporter at the scoping meetings. Meeting guides, project folios, and comment forms were translated into Simplified Chinese, Vietnamese, Amharic, and Spanish. Interpreters were available at the Downtown Segment open house for Mandarin, Cantonese, and Vietnamese speakers.

In addition to the public, FTA invited six federally recognized Tribes to participate in the environmental review process during project scoping through letters sent on February 25, 2019. The invited Tribes are Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, the Suquamish Tribe, and Tulalip Tribes of Washington. These Tribes were invited to participate in a separate agency and Tribal scoping meeting for the project. Sound Transit also invited the non-federally recognized Duwamish Tribe and Snohomish Tribe, to participate in the scoping process and attend public scoping meetings.

More detail about the public outreach conducted as part of the project scoping effort is in the *Scoping Summary Report* (Sound Transit 2019b).

4.3 Racial Equity Toolkit Process

The RET process began early in the project's Alternatives Development process, providing a racial equity framework to inform project development and the focus and extent of community engagement. The process has continued through the Draft Environmental Impact Statement process and will continue through construction. Sound Transit and the City of Seattle have applied the RET during each of the three levels of alternative evaluation and screening, as described in the sections below. Applying the RET to the project informed the technical evaluation and the focus and extent of community engagement, elevating project issues and considerations that affect communities of color and low-income communities to inform decision-making. The RET also informed the WSBLE Project's Stakeholder Advisory Group and Elected Leadership Group that made recommendations to the Sound Transit Board regarding the project, and the Sound Transit Board's identification of a preferred alternative(s) and other alternatives to evaluate in an Environmental Impact Statement in 2019.

Because the RET process began before the Draft Environmental Impact Statement alternatives were determined, it evaluated the demographics of the Sound Transit 3 representative alignment, which was the general project as described in the Sound Transit 3 System Plan for this corridor (Sound Transit 2016). The Sound Transit 3 System Plan outlines the next phase of high-capacity transit improvements for central Puget Sound, and is Sound Transit's guide for the development of its planned projects.

4.3.1 Level 1 Alternatives Development Racial Equity Toolkit

The Level 1 RET established racial equity outcomes and looked at the racial and ethnic composition of the communities within a 0.5-mile area around the new stations along the Sound Transit 3 representative alignment, which was the starting point for the Alternatives Development process, to give Sound Transit an idea of what types of communities this project would touch.

Racial equity outcomes established were as follows:

- Enhance mobility and access for communities of color and low-income populations.
- Create opportunities for equitable development.
- Avoid disproportionate impacts on communities of color and low-income populations.
- Meaningfully involve communities of color and low-income populations in the project.

Analysis of the demographics data led the RET team to these findings:

- The Chinatown-International District is the only station area densely populated by communities of color in the WSBLE Project corridor.
- Dense communities of color populations lie within the bikeshed (the distance a person can bike in 10 minutes, approximately 1.5 miles) and transit-shed (the distance a person can travel in 15 minutes on high-frequency transit) of the Delridge and Avalon station locations but are outside of those stations' immediate walksheds (the distance a person can walk in 10 minutes, approximately 0.5 mile).
- Many stations in the representative project corridor would be in high or relatively high opportunity areas that are strongly correlated to higher household incomes and a lower share of minority populations, suggesting a disproportionate travel burden for more distant minority populations (Sound Transit 2018b).

The RET process also resulted in considerations for Sound Transit as the agency continued to develop the project in Level 2. The *Racial Equity Toolkit: Level 1 Data Analysis and Findings* has information about the considerations developed for Level 2 Alternatives Evaluation (Sound Transit 2018b).

4.3.2 Level 2 Alternatives Development and Screening Racial Equity Toolkit

The RET information gathered during the Level 2 Alternatives Evaluation and screening informed the work of the project's Stakeholder Advisory Group and Elected Leadership Group. The Level 2 RET information included community feedback gathered during targeted community engagement events in the Chinatown-International District and Delridge neighborhood; for more detail see Section 3.4 of the *West Seattle Ballard Link Extensions Racial Equity Toolkit Report: Alternatives Development Phase* (Sound Transit 2019e).

Construction impacts associated with a new station in the Chinatown-International District were a top community concern, as were concerns about displacement and how local agencies would work together to address these concerns. There has been a legacy of public projects in the Chinatown-International District over the years, starting with a street extension in the 1920s that displaced an earlier Chinatown, followed by construction of Interstate 5 in the 1960s, public stadiums nearby in the 1970s and 1990s, and most recently with the First Hill Streetcar. The general feeling is that this neighborhood has endured a disproportionate share of impacts from these projects. There was support from the Chinatown-International District and Pioneer Square communities for leveraging the new station to improve connections between transit modes and to activate the public spaces around the existing light rail station and plaza and for ongoing, inclusive community engagement.

In the Delridge community, the concerns were about enhancing access to transit for communities of color and low-income communities through methods such as increasing transit service to the new light rail Delridge Station and employing equitable methods for fare pricing and collection. There was interest in making sure equitable development occurs in the redevelopment of station areas, like affordable housing and neighborhood amenities.

This feedback was coupled with the recommendations that Sound Transit continue to explore how the project might impact the environmental justice populations in the International District/Chinatown Station area and south of the Delridge Station. The *Level 2 RET Memo* has more information about the findings provided to Sound Transit as the agency moved into the Level 3 evaluation (Sound Transit 2018c).

4.3.3 Level 3 Alternatives Development and Screening Racial Equity Toolkit

The Level 3 RET focused on the development and screening of the International District/Chinatown Station and Delridge Station alternatives and looked at the project corridor-wide for differentiators related to potential project impacts on communities of color and low-income populations.

Based on community feedback in prior levels, the RET team identified specific racial equity outcomes for the International District/Chinatown Station and Delridge Station. For the International District/Chinatown Station, the racial equity outcomes are as follows:

- Limit harmful impacts.
- Maximize connections for all users.

- Develop a 100-year vision for future generations and for communities of color and low-income populations.

For the Delridge Station, the outcome is as follows:

- Provide excellent bus and rail integration and equitable transit-oriented development (TOD) serving the community.

Building on lessons learned and feedback received during the Level 1 and 2 RET processes, Sound Transit's community engagement approach for this RET process included, among other things, providing interpreters at public meetings and community gatherings, hosting listening sessions with residents in the community, community workshops focused on the International District/Chinatown and Delridge stations, translating key materials into languages spoken in the station area community, door-to-door business outreach in the appropriate language, interviews with social service providers and rotating a project kiosk around public gathering places in the neighborhood with panels in the predominantly spoken languages.

The Level 3 RET documented the results of the Level 3 Alternatives Evaluation as well as community feedback and questions for further consideration in future phases of the project and the ongoing iterative RET process.

For the International District/Chinatown Station alternatives, the RET concluded that it is unclear which Level 3 alternative would result in the most benefit for the communities in the Chinatown-International District, and community opinions were mixed on whether the 4th or 5th Avenue station locations would provide the most net benefit to the community. For the Delridge Station alternatives, the RET found that the station included as part of the Sound Transit 3 Representative Project provided the fewest benefits to communities of color and low-income populations because the station location would not offer the best environment for those transferring from bus to light rail, the station location is farther from social service providers and community destinations, and the station would offer the least opportunity to support agency TOD. Corridor-wide, the RET found that the key differentiators, with respect to racial and social equity, were transit integration and access, opportunities for equitable development, residential unit displacements, and business impacts. Alternatives that have positive results in these key areas are those that would most benefit communities of color and low-income populations within the study area.

The RET was shared with the public and the project's Stakeholder Advisory Group and Elected Leadership Group before they made recommendations to the Sound Transit Board regarding the project which helped inform the Sound Transit Board's identification of a preferred alternative(s) and other alternatives to evaluate in an Environmental Impact Statement. Building from the findings of the RET and the alternatives evaluation process, the Sound Transit Board did not identify a preferred alternative in the Chinatown-International District Segment of the project and noted the need to balance near-term construction impacts with long-term operations. In addition, the Board did not identify the Sound Transit 3 Representative Project for the Delridge Station to be studied in the Draft Environmental Impact Statement, consistent with the RET findings that the station alternative offered the fewest benefits to communities of color and low-income populations.

4.3.4 Draft Environmental Impact Statement Racial Equity Toolkit

The RET process conducted in parallel with the Draft Environmental Impact Statement preparation builds upon the Level 1, 2, and 3 RET process. The RET builds on the environmental justice assessment for this project, documenting potential project impacts and

benefits, and community feedback. A key component of the RET process is creating a report to transparently share findings with all stakeholders in the project. The report is structured around RET outcomes and elevates opportunities, issues and other considerations that affect communities of color and low-income populations for the public and decision-makers, informing the environmental process and project outcomes. These RET outcomes are iterative in nature and capture a snapshot in time and may evolve based on community feedback as the project progresses.

During the Draft Environmental Impact Statement phase, racial equity outcomes were updated as follows:

- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- Enhance mobility and access for communities of color and low-income populations.
- Create opportunities for equitable development that include expanding housing and community assets for communities of color.
- Avoid disproportionate impacts on communities of color and low-income populations.
- Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome.
- Meaningfully involve communities of color and low-income populations in the project.

During this phase of the project, the community engagement approach was designed to meet the unique needs of communities of color, low-income populations, and those that are less likely to be engaged by traditional approaches to engaging with government and public sector entities. The approach focused on accessibility in terms of materials, format and content and included the following:

- Conducting interviews with social service providers to better understand various populations in the project area.
- Using translators at public meetings, community gatherings, and, alternatively, with virtual meetings in response to the COVID-19 pandemic.
- Translating key materials, including an online open house, into languages spoken along the project corridor.
- Holding smaller meetings or listening sessions focused on individual communities, with presentations and facilitated discussion in language as appropriate.
- Meeting communities where they gather, like community events or meetings, community centers, fairs and festivals, or in organized online spaces.
- Conducting door-to-door business outreach and providing notifications in the appropriate language.
- Engaging trusted community members, partnering with community-based organizations, and/or engaging Department of Neighborhoods Community Liaisons in outreach efforts and planning.
- As part of capacity building efforts with environmental justice populations, during this phase the project expanded on a partnership with the City of Seattle's community liaisons program to support community engagement efforts leading up to publication of the Draft Environmental Impact Statement and to encourage broad awareness and participation in the

public comment period when the Draft Environmental Impact Statement is published. Sound Transit, in partnership with the City of Seattle, engaged a cohort of over ten community liaisons who have strong community connections and have adapted their engagement strategies and techniques to maintain their connections with community members during the COVID-19 pandemic. The project provided a series of six training sessions with the cohort, developed engagement work plans and supported implementation.

An important aspect of the RET is understanding the history and context of the communities the project will serve and potentially impact. Data has shown that the COVID-19 pandemic is disproportionately impacting communities of color, from greater rates of infection and lack of access to treatment to instances of explicit racial bias and xenophobia. This understanding further underscores the need to center communities of color and low-income populations in the analysis and engagement on the project. The project has focused on being creative and thoughtful in the community engagement approach and being responsive to community needs.

A draft report on the Draft Environmental Impact Statement RET process and findings is available [here](https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions): <https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions>. A final report is expected to be available after the Draft Environmental Impact Statement comment period and shared with the Sound Transit Board and the public.

4.4 Targeted Outreach

Targeted outreach provides Sound Transit with opportunities to engage with service providers, community-based organizations, community members, and other stakeholders. The primary purpose of these outreach events is to share information about the project, gather information about how environmental justice populations, build relationships, and learn how best to engage these communities moving forward. All notices for outreach events include translated language (Chinese, Vietnamese, and Spanish) blocks which notify people that translated materials can be obtained from Sound Transit. If Sound Transit staff are contacted by a non-English speaking person, they have a translation service available that provides over the phone translation services in 150 languages, 24 hours a day, 7 days a week. Sound Transit has used several types of targeted outreach over the course of this project. Targeted outreach events conducted for the project include:

- Briefings: A briefing is a smaller meeting focused on an individual community or organization, during which the project outreach staff provided an update about the project and responded to questions.
- Open houses, neighborhood forums and community workshops: At these events, the project outreach staff conducted facilitated conversations among community members, responded to questions and often gathered community feedback. A presentation was often provided at these events to provide project background.
- Fair or festival booths: Project outreach staff attended many fairs and festivals in the project study area to provide project information and answer questions from the public. The outreach staff hosted a booth with project materials at these events.
- Property owner meetings: members of the project outreach staff met with property owners to discuss the project and their specific concerns.
- Social service provider interviews: Project outreach staff conducted interviews of social service providers in the study area to gather information about the community, its needs, and how to most effectively engage and gather feedback about the project.

- City of Seattle Department of Neighborhoods Community Liaison Program: Early on in project development, Sound Transit engaged the City of Seattle's Community Liaisons to provide engagement insights and support in-language listening sessions, door-to-door outreach, and neighborhood forums. Building on that foundation, Sound Transit and the City of Seattle have engaged 11 Community Liaisons, who have connections in the RET neighborhoods of the Delridge Corridor and the Chinatown-International District and Pioneer Square Neighborhoods, to build awareness and capacity to engage in the Draft Environmental Impact Statement process and encourage broad awareness and participation in the comment period. Community Liaisons serve as advocates and embedded community leaders to better reach immigrant and refugee communities, communities of color, and communities of seniors, youth, and people with disabilities.
- Community Advisory Groups: Building on the variety of ways Sound Transit traditionally engages the public leading up to and during the Draft Environmental Impact Statement comment period, Sound Transit formed Community Advisory Groups to provide another forum to share information and to collaborate with community members around issues and tradeoffs and the feedback from these groups are provided to the Sound Transit Board before it confirms or modifies the preferred alternative. Members bring a diversity of experiences and perspectives from communities along the project corridor, including but not limited to, income level, race, age, physical and cognitive abilities, and lived experience. Each group is comprised of 10 to 15 community members organized by geographic area. Members serve as ambassadors to their communities and bring forth community values, concerns, and ideas.

A list of all the targeted outreach that Sound Transit conducted for the West Seattle Link and Ballard Link Extensions to date is in Attachment G.1.

4.4.1 Targeted Outreach – West Seattle Link Extension

Interviews with social service providers and community organizations helped Sound Transit better understand the environmental justice populations within the West Seattle Link Extension study area. Based on these interviews, and other demographic research, Sound Transit decided to conduct focused outreach in the Delridge Segment because minority and low-income populations that live south of the project corridor in the White Center neighborhood are anticipated to access the light rail system at the Delridge Station, thereby making it an important transit resource for those populations.

Community engagement efforts that targeted the Delridge Segment included the following:

- Conducting interviews with social service providers and community organizations to better understand populations in the study area, including how minority and low-income populations might relate to the project.
- Holding smaller meetings focused on individual communities or organizations.
- Attending community and neighborhood meetings.
- Rotating a project kiosk around public gathering spaces in the neighborhood.
- Meeting communities where they gather, like fairs and festivals, community centers, and community events or meetings.
- Holding a community workshop focused on the new Delridge Station, including presentation and facilitated table discussions.

- Conducting door-to-door business outreach and providing notifications to increase project and process awareness, build relationships, gather feedback, and answer questions.

Section 4.4.1.1 presents a sample of the community engagement events Sound Transit organized and participated in that were focused on the Delridge Station area; a full list of events is in Attachment G.1, Targeted Outreach.

4.4.1.1 Community Engagement Event Summary

Briefings

- Delridge Neighborhood and Development Association (November 16, 2017, October 9 and 24, 2018, and February 21 and March 20, 2020).
- Nucor Steel (March 17, 2018).
- West Seattle Transportation Coalition (May 25 and November 30, 2017, April 26 and September 27, 2018, September 26, 2019, July 23 and November 19, 2020, January 28 and August 26, 2021).
- Drink and Link briefing at Ounces (August 8, 2018).
- Pigeon Point Neighborhood Council briefing (June 11, 2018, March 11, 2019, February 10 and November 9, 2020, and June 22, 2021).
- Youngstown Neighborhood (January 16, 2019, and October 20, 2020).
- Youngstown Neighborhood Tour (February 21, 2020).

Social Service Provider Interviews

- Neighborhood House at High Point (July 26, 2018).
- Southwest Youth and Family Services (June 29, 2018).
- West Seattle Food Bank (June 28, 2018).
- Downtown Emergency Service Center, Cottage Grove Commons (August 28, 2018).
- WestSide Baby (December 6, 2018).
- Delridge Community Center (January 9, 2019).
- White Center Community Development Association (January 16, 2019).

Festivals

- Delridge Day (August 11, 2018, and August 10, 2019).
- Chief Sealth International High School Student Career Fair (March 5, 2020).
- Neighborhood House/Somali Health Fair (August 14 and October 30, 2021).
- Delridge Farmers Market (October 9, 2021).

Door-to-door Outreach with Community Liaisons

Sound Transit worked with Community Liaisons, who performed door-to-door outreach in Delridge along the project corridor and engaged with the local businesses. Sound Transit and Community Liaisons spent 3 days doing this type of outreach and visited over 15 businesses and faith facilities.

4.4.1.2 Delridge Community Workshop

Sound Transit held a community workshop on March 12, 2019, for the Delridge Station during the scoping period (Sound Transit 2019c). The purpose of the community workshop was to learn more about the community's vision for their neighborhoods, how they get around in the community, and where they go. The workshop also was an opportunity for Sound Transit to share the preliminary alternatives in this neighborhood and solicit feedback. Throughout the workshop, attendees had the opportunity to provide verbal (through a court reporter), written (by comment forms), and online (through an online open house) comments for the project's formal scoping period. Ninety-four people attended the Delridge community workshop.

Comments specific to the proposed project included the following:

- General interest in improving integration of all modes: walking, biking, buses, and light rail.
- Some interest in more small businesses, restaurants, a grocery store, and family friendly amenities in the station area.
- Concern about the height, visual aesthetics, and size of the new station and guideway; many preferred a lower and smaller structure.
- Concern by many residents about potential residential and business displacement.
- General interest from participants in minimizing impacts to the Delridge neighborhood and encouraging development that fits with current character of the community.

4.4.1.3 Neighborhood Forums

Sound Transit held neighborhood forums in the West Seattle Link Extension area during each phase of project planning to share information and solicit input on the development and assessment of alternatives at that phase (Sound Transit 2018a). These forums served to educate and engage communities, provide participants with an opportunity to work with their neighbors to identify priorities specific to their neighborhoods, and discuss project issues and concerns. The neighborhood forums included aspects such as: presentations covering project overview and timeline; conversations about project alternatives with respect to neighborhood needs and values as well as opportunities and concerns about the various alternatives; and small group discussion with attendee tables reporting out on the key themes from their group. Sound Transit staff recorded key themes and takeaways that they heard from the various neighborhoods represented at the forums and used that information to inform Alternatives Development. More information on neighborhood forums can be found in Appendix F (Public Involvement and Agency Coordination).

The following sections list locations and dates of the neighborhood forums held in the West Seattle Link Extension area over the course of the project.

Level 1 Neighborhood Forums

- Alki Masonic Center (May 5, 2018).

Level 2 Neighborhood Forums

- Seattle Lutheran High School (September 8, 2018).

Level 3/Early Scoping Neighborhood Forums

- Alki Masonic Center (February 27, 2019).
- Youngstown Cultural Arts Center (March 12, 2019).

Draft Environmental Impact Statement Neighborhood Forums

- Alki Masonic Center (November 21, 2019).
- Delridge Community Center (December 7, 2019).

4.4.1.4 Themes from Community Engagement

The following summarizes comments and themes that Sound Transit heard from the Delridge community during outreach and community engagement activities, particularly engagement with social service providers and community-based organizations in the area.

Low-income families from neighborhoods south of Delridge, many of whom are immigrants, refugees, and people of color, rely heavily on public transportation to access services, jobs, and schools. More frequent and improved bus service to a Delridge light rail station could benefit low-income populations and communities of color who live further south.

Many shared advice for how to better serve communities of color and low-income communities when the West Seattle Link Extension comes online, noting that factors such as cost, payment method, and presence of security and fare enforcement could be barriers. Community members also shared that education will be essential for many immigrant and refugee families that are new to the area and do not understand how local public transportation operates. Providing language-neutral wayfinding and signage and announcements in languages other than English would improve accessibility for people who speak limited or no English.

Community members shared concerns about residential and business displacement and that increasingly residential development in the area is not affordable. Some expressed concerns that the trend may increase with light rail coming to the neighborhood.

Many shared interest in redevelopment occurring in the station area that includes affordable housing and neighborhood amenities such as a grocery store.

In light of recent experiences related to the West Seattle High Bridge closure and construction for the RapidRide H Line, community members shared feedback about the importance of reliable regional transportation connections and interest in minimizing disruptions to local businesses, especially maintaining business operations during construction.

4.4.2 Targeted Outreach – Ballard Link Extension

Interviews with social service providers and community organizations helped Sound Transit better understand the environmental justice populations within the Ballard Link Extension study area. Project materials for targeted outreach efforts were translated into Chinese (Simplified and Traditional), as well as Vietnamese and Spanish. As noted in Table 3-4, the International District/Chinatown Station area contains a higher percentage of minority and lower-income people living in geographic proximity to the project than any other part of the study area. The percentage of minorities that live in the Chinatown-International District is 20 percent higher than in the Sound Transit service district and the percentage of low-income residents in the Chinatown-International District is 23 percent higher than in the Sound Transit service district. This demographic understanding together with feedback from social service providers and community organizations has shaped Sound Transit's outreach for this area and has resulted in

more intentional outreach events to residents and businesses in the International District/Chinatown Station area.

4.4.2.1 Community Engagement Event Summary

Community engagement events that targeted the International District/Chinatown Station area (including Pioneer Square and SODO) included the following activities:

- Conducting interviews with social service providers and community organizations to better understand populations in the study area, including how minority and low-income populations might relate to the project.
- Utilizing interpreters at public meetings and community gatherings.
- Translating key materials into languages spoken in the station area, including simplified Chinese, traditional Chinese, and Vietnamese.
- Holding smaller meetings focused on individual communities or organizations.
- Attending community organization board meetings.
- Rotating a project kiosk around public gathering spaces in the neighborhood with panels in English, Chinese, and Vietnamese.
- Meeting communities where they gather, like fairs and festivals, community events or meetings, or in organized online spaces.
- Hosting listening sessions with residents during existing resident meetings, with presentations and facilitated discussion with translation, as well as evening meals provided.
- Holding a community workshop focused on the new International District/Chinatown Station, shaped with community input and including presentation, discussion, and report-out opportunities in Cantonese, Mandarin, Vietnamese, and English, and with refreshments provided.
- Conducting door-to-door business outreach and providing translated notifications and project-related materials to increase project and process awareness, build relationships, gather feedback, and answer questions.

A sample of the community engagement events Sound Transit organized and participated in that were focused on the International District/Chinatown Station area is provided below; a full list of events is in Attachment G.1, Targeted Outreach.

Briefings

- Alliance for Pioneer Square (January 24, 2019, April 23, April 26, June 23, July 23, and August 30, 2021).
- Chinatown-International District Business Improvement Area (April 12 and June 7, 2018, May 12 and September 2, 2021).
- Chinatown-International District Forum (July 25, 2018, September 9, 2018, and February 24, 2020).
- Chinatown-International District Framework, Capital Projects Coordination Workgroup (May 25, June 22, and September 30, 2018).
- Chinatown-International District Workgroup 4 (April 1 and August 5, 2019).

- Friends of Little Saigon (May 9, 2018).
- Interim Community Development Association (May 2, May 23, and September 19, 2018; August 30, 2019, February 24, 2020, and August 4, 2021).
- International Community Health Services (May 8, 2018, March 6 and December 19, 2019, and September 2, 2021).
- Pioneer Square Residents' Council (March 19, 2019 and September 21, 2021).
- South Downtown Stakeholders (June 12, July 12, and September 10, 2018; January 8, March 4, and July 9, 2019; and January 19, 2021). Participating organizations at one or more meetings included the Wing Luke Museum of the Asian Pacific American Experience, Seattle Chinatown-International District Preservation and Development Authority, Historic South Downtown, Alliance for Pioneer Square, Chinatown-International District Business Improvement Area, International Community Health Services, Uwajimaya, and Interim Community Development Association.
- Union Station Tour (May 25, 2018), Wing Luke Museum Virtual Tour (March 31, 2021), and Pioneer Square Neighborhood Tour with Alliance for Pioneer Square (July 23, 2021).
- Uwajimaya (September 17, 2018, January 10, 2019, and July 23, 2020).

Social Service Provider Interviews

- Chinese Information & Service Center (July 30, 2018).
- Seniors in Action Foundation (August 1, 2018, and January 24 and March 19, 2019).
- Wing Luke Museum (August 21, 2018).

Festivals

- Celebrate Little Saigon (August 26, 2018, and August 28 to August 29, 2021).
- Hing Hay Park Ping Pong Tournament (August 20, 2021 and September 10, 2021).
- Chinatown-International District Night Market (September 8, 2018, September 14, 2019, and September 25, 2021).
- Dragon Fest (July 14 to 15, 2018, and June 29, 2019).
- Lunar New Year Festival (March 2, 2019 and February 8, 2020).
- Tet Festival (January 26 to 27, 2019, and January 18 to 19, 2020).

Door-to-door Outreach with Community Liaisons

Sound Transit worked with Community Liaisons who performed door-to-door outreach in the Chinatown-International District with community liaisons to interact with the local businesses. Sound Transit spent 7 days between 2019 to 2021 doing this type of outreach and visited over 50 businesses.

4.4.2.2 International District/Chinatown Station Community Workshop

Sound Transit held a community workshop for the International District/Chinatown Station on March 13, 2019, which was attended by 133 people. In compliance with Executive Order 13166, the presentation at the Chinatown-International District workshop was delivered in English and Cantonese; Mandarin and Vietnamese were interpreted simultaneously using headset technology. Report-outs from small group discussions were given in English, Cantonese, and

Mandarin and interpreted into English and Cantonese. Sound Transit used several notification methods to help spread the word about this community workshop. Flyers, posters, and display ads were translated into Chinese (traditional and simplified) and Vietnamese.

To encourage participation by community members and to build further project awareness, Sound Transit held listening sessions in resident buildings and conducted door-to-door outreach in Mandarin, Cantonese, and Vietnamese.

Participants shared the importance of protecting cultural landmarks and maintaining the neighborhood's connected, diverse, and historic identity supported by an intergenerational, multilingual business and residential community. Many suggested activating the streets and buildings around the new station in a culturally and community-based manner, including ideas for more green, open spaces; culturally reflective art; public restrooms; local markets, and vendors. Some shared interest in bringing more foot traffic to neighborhood businesses.

Many comments about the project focused on connections and station access. Participants expressed interest in creating convenient and reliable transfers between light rail and other transit modes including buses, commuter rail, and streetcar. Many shared interest in creating a safe, walkable environment around the station options on 4th and 5th avenues and improving connections along Jackson Street and across 4th and 5th avenues between the Pioneer Square and Chinatown-International District neighborhoods.

Many of the workshop participants noted that they regularly use public transportation and look forward to new opportunities to get to more places as the system expands. Some participants suggested improving wayfinding, including multilingual signs and announcements to address potential barriers to using the light rail system.

Participants shared concerns about potential impacts in the neighborhood, such as impacts to parking and from traffic. Many emphasized the importance of minimizing disruption to local businesses, especially during construction, providing fair compensation and maintaining their operations in the Chinatown-International District.

Feedback was mixed for the new station location. Some preferred the 4th Avenue South station location to reconnect the Pioneer Square and Chinatown-International District neighborhoods, King Street and Union Stations, and limit potential impacts in the Chinatown-International District neighborhood. Some preferred the 5th Avenue South station location for easier access from residences and businesses in the Chinatown-International District and due to shorter construction duration. There was more interest in the shallow station options for accessibility and a sense of safety. Some expressed interest in exploring opportunities to align building the new station with other major construction projects to minimize potential impacts (Sound Transit 2019d).

4.4.2.3 Neighborhood Forums

Sound Transit held neighborhood forums in the Ballard Link Extension study area during each phase of project planning to share and solicit input on the development and assessment of alternatives at that phase; a general description of the elements of the neighborhood forums is provided in Section 4.4.1.3 of this appendix.

Locations and dates of the neighborhood forums held in the Ballard Link Extension study area over the course of the project are listed below:

Level 1 Neighborhood Forums

- Bush-Asia Center (Chinatown-International District) (April 21, 2018).
- thinkspace Seattle (South Lake Union) (April 23, 2018).

- Central Library (Downtown) (May 2, 2018).
- Metropolist (SODO/Stadium) (May 9, 2018).
- Ballard-Eagleson Veterans of Foreign Wars (Ballard) (May 12, 2018).

Level 2 Neighborhood Forums

- Union Station (Chinatown-International District/Downtown) (September 11, 2018).
- Ballard-Eagleson Veterans of Foreign Wars (Ballard) (September 17, 2018).

Level 3/Scoping Neighborhood Forums

- Ballard High School (Ballard) (February 28, 2019).
- Union Station (Chinatown-International District/Downtown) (March 7, March 13, and December 3, 2019).

Draft Environmental Impact Statement Neighborhood Forums

- Central Library (Downtown) (November 20, 2019).
- Union Station (Chinatown-International District/Downtown) (December 3, 2019).
- St. Luke's Episcopal Church (Interbay/Ballard) (December 5, 2019).

4.4.2.4 Themes from Community Engagement

The following summarizes comments and themes that Sound Transit heard from the community surrounding the International District/Chinatown Station during outreach and community engagement activities, particularly engagement with social service providers and community-based organizations in the area.

Community members shared that past public projects have been “done to the community rather than for the community.” It is clear how important ongoing, meaningful, and inclusive public engagement is through all phases of any capital project, with specific suggestions to be mindful of language barriers, be culturally responsive, center racial equity considerations, and share project information early.

Construction impacts are a top concern. In particular, many shared concerns about construction impacts along 5th Avenue South and felt that it is critical to minimize impacts on Chinatown business operations during all phases of the construction. The community has experienced worsening traffic over the past several years on 5th and 6th avenues, and there needs to be a balance between construction impacts on traffic and impacts on the neighborhood.

There is strong interest from the Chinatown-International District and Pioneer Square communities in leveraging a new station to do the following:

- Improve connections between transit modes and between the Chinatown-International District and Pioneer Square neighborhoods.
- Activate Union Station.
- Improve the existing International District/Chinatown Station and plaza.

Ideas like including retail and concessions to support activation of the area have been shared often. Some have shared strong feedback that aligning the existing “International District/Chinatown” station name in accordance with the 1999 City Council Ordinance 119297 that established the district as Chinatown-International District is “extremely important to the Chinese community for identity, cultural, historic and local economic marketing reasons” and is “confusing for visitors.”

Many shared that Sound Transit should explore alternatives with stations at 4th and 5th avenues to determine which would best serve the neighborhood. Community members also noted that Sound Transit should coordinate with the City of Seattle to better understand the lifespan of the 4th Avenue viaduct and that if there is a need to replace the structure, determine whether it is possible to align the projects, so as not to burden the community twice unnecessarily.

Many emphasized the importance of easy passenger transfers, particularly for the elderly and those with more limited mobility. The more shallow station options appear more strongly favored for that reason. Some community members have also expressed that they need to know how to use the light rail since their primary method of transportation is currently the Metro bus, which is familiar and has a live person available to answer questions and provide guidance. Others noted that community members that live outside of the neighborhood often take public transit to commute into the neighborhood (e.g., Metro buses, light rail, streetcar) for culturally responsive services or to go shopping, visit with family, or attend community events, and that taking light rail to the airport is the most common use within the community.

Many have shared strong concerns about displacement impacts in the Chinatown-International District, both direct and indirect such as economic and cultural displacements. In addition, many expressed interest in cross-agency coordination and convening with the community, focused on understanding and addressing these issues. There has been some interest in understanding future TOD potential near the stations in partnership with the community, particularly to increase affordable housing while including retail on the ground floor.

With the onset of the COVID-19 pandemic, community-based organizations have shared that they have shifted and adapted services to be responsive to impacts of the pandemic. Many shared renewed concern over the future of small businesses and the Chinatown-International District and Pioneer Square districts' economic vibrancy and vitality, as well as increased concern over a sense of safety, particularly with the rise in anti-Asian violence.

4.4.3 Targeted Outreach – Corridor-wide

4.4.3.1 Community Engagement and Outreach Goals

As part of community engagement across the project corridor during the Alternatives Development phase, Sound Transit conducted 27 interviews with community organizations and social service providers in 2018 and early 2019. These interviews were one of many strategies used to better understand community needs and preferred methods of engagement and communication.

Other goals of the interviews included the following:

- Sharing early information about the project and planning process.
- Building awareness and understanding of community concerns, interests, and ideas.
- Establishing relationships and fostering trust between the project team and community stakeholders.
- Supporting development of project outcomes that are racially and socially equitable.

At each interview, Sound Transit asked a series of questions that focused on transit usage, particularly the benefits and barriers of using the existing (and future) light rail system and whether that varied based on race, income, or some other factor.

4.4.3.2 Themes from Community Engagement

The following summarizes the comments and themes Sound Transit heard in conversations with community members, social service providers, and other organizations during the interviews.

Access to Opportunity/Using Light Rail and Transit

- Many homeless and low-income populations depend on transit and more public transportation is always a good thing, with additional light rail allowing for people to access different parts of the city and the services they need.
- People receiving social services have a range of abilities. Locating light rail stations close to social service providers and housing is critical, and Americans with Disabilities Act access should be maintained or enhanced.
- There are challenges for communities of color, low-income communities and particularly those that experience homelessness to using the system, including discomfort with fare enforcement, language barriers and cost. One service provider shared that many must choose between buying a meal or paying for transit.
- It is important to make stations feel safe for all users, with ideas about activating stations and keeping pedestrian routes and stations well lit.

Affordability and Community Cohesion

- There is concern that new light rail extensions in neighborhoods will spur development and push low-income families out of their homes as well as farther away from transit. It is important to incorporate affordable housing into the project so low-income populations and communities of color do not get left out.
- There are concerns about small business displacement and potential gentrification.
- There are concerns about elevated alignments and impacts, including residential and business displacement, noise, and traffic impacts.
- Some feedback noted that elevated alignments are built in lower-income and diverse neighborhoods while tunnels are built in more affluent neighborhoods.

Ensure Meaningful, Timely, and Effective Engagement

- Interest in how project decisions are made and how to ensure all voices are heard, particularly those from traditionally underrepresented communities.
- Concern that project decisions around the city are not equitable and agencies need to better consider how to incorporate voices from people with low incomes, people of color and non-English speakers.

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5 PROJECT IMPACTS AND POTENTIAL MITIGATION

5.1 West Seattle Link Extension Potential Impacts and Mitigation

For reference purposes related to the discussion of impacts in this section, Table 5-1 provides the names and abbreviations for the West Seattle Link Extension alternatives.

Table 5-1. West Seattle Link Extension Alternative Names and Abbreviations

Segment	Alternative Name	Abbreviation
SODO	Preferred At-Grade Alternative	SODO-1a
SODO	At-Grade South Station Option	SODO-1b
SODO	Mixed Profile Alternative	SODO-2
Duwamish (DUW)	Preferred South Crossing Alternative	DUW-1a
Duwamish (DUW)	South Crossing South Edge Crossing Alignment Option	DUW-1b
Duwamish (DUW)	North Crossing Alternative	DUW-2
Delridge (DEL)	Preferred Dakota Street Station Alternative	DEL-1a
Delridge (DEL)	Dakota Street Station North Alignment Option	DEL-1b
Delridge (DEL)	Preferred Dakota Street Station Lower Height Alternative	DEL-2a*
Delridge (DEL)	Dakota Street Station Lower Height North Alignment Option	DEL-2b*
Delridge (DEL)	Delridge Way Station Alternative	DEL-3
Delridge (DEL)	Delridge Way Station Lower Height Alternative	DEL-4*
Delridge (DEL)	Andover Street Station Alternative	DEL-5
Delridge (DEL)	Andover Street Station Lower Height Alternative	DEL-6*
West Seattle Junction (WSJ)	Preferred Elevated 41st/42nd Avenue Station Alternative	WSJ-1
West Seattle Junction (WSJ)	Preferred Elevated Fauntleroy Way Station Alternative	WSJ-2
West Seattle Junction (WSJ)	Preferred Tunnel 41st Avenue Station Alternative	WSJ-3a*
West Seattle Junction (WSJ)	Preferred Tunnel 42nd Avenue Station Option	WSJ-3b*
West Seattle Junction (WSJ)	Short Tunnel 41st Avenue Station Alternative	WSJ-4*
West Seattle Junction (WSJ)	Medium Tunnel 41st Avenue Station Alternative	WSJ-5*

* As described in the introduction to Chapter 2, Alternatives Considered, of the Draft Environmental Impact Statement, at the time the Sound Transit Board identified alternatives for study in the Draft Environmental Impact Statement, some alternatives were anticipated to require third-party funding based on early cost estimates. The asterisk identifies these alternatives and the alternatives that would only connect to these alternatives in adjacent segments.

A summary of project impacts and potential mitigation measures with the West Seattle Link Extension is provided in Table 5-2. Potential benefits of the project, including those identified outside of the 0.5-mile study area, are discussed in Section 6, Project Benefits.

The No Build Alternative would not have any construction impacts on adjacent communities, nor displace any businesses or residences. The No Build Alternative also would not allow communities to experience the benefits of light rail transit, such as increased connectivity throughout the city and the region, faster transit travel times, and reliability. The No Build Alternative would not provide a new rail transfer point at Delridge Station for minority and low-income populations in High Point, Highland Park, and White Center.

As shown in Table 5-2, many elements of the environment would have no impacts or impacts would be mitigated. However, property acquisitions and displacements could affect minority and low-income populations and could also have economic and social impacts. Some alternatives in the Delridge and West Seattle Junction segments would displace affordable housing, including Seattle Housing Authority property. Changes in bus transit operation, such as route changes, would impact transit-dependent populations. The impacts of each alternative would vary by resource as described in Table 5-2. There would also be potential for cumulative impacts on businesses and the community from the WSBLE Project in combination with other past, present, and future projects.

As previously mentioned, communities with environmental justice populations were identified south of the study area that could benefit from the project; these communities are High Point, Highland Park and White Center. Although these communities are not in the project study area, Metro bus transit would connect them to the West Seattle light rail stations. Transit riders headed downtown from south of the study area would transfer from bus transit to light rail. Metro's RapidRide H Line would provide a transfer to light rail at the Delridge Station for residents in Highland Park and White Center, and residents in High Point would likely transfer from multiple Metro bus routes to light rail at the Avalon Station or West Seattle Junction Station. Transit riders from these communities that would use the Avalon Station or West Seattle Junction Station would transfer at the Delridge Station instead under the M.O.S. The transfer requirement would be an impact for those who currently have a one seat bus ride as it costs time and mobility effort to make a transfer. However, the benefit of travel time savings and the increased reliability of light rail compared to bus service operating in road right-of-way would offset the impact; see Chapter 6, Project Benefits, for details about the travel time savings expected. This travel time saving includes the transfer time and wait for the next light rail train. The difference between station location options for various alternatives would be less than 1 minute because of the short distance between where buses would drop off and pick-up between the station locations. The distance between these bus transfer areas and the station entrance would be similar for all alternatives.

Table 5-2. Summary of Project Impacts and Potential Mitigation, West Seattle Link Extension

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – Common to All Segments	<ul style="list-style-type: none"> Local and arterial intersections affected (below acceptable level of service). Changes in bus transit operation (e.g., new stops or modified routes) to accommodate transit integration would occur for new stations. During construction, bus reliability could degrade along arterials with road closures. Temporary construction impacts from reduced roadway capacity, truck traffic, loss of parking, road closures and associated detours, changes in bus routes and freight routes, and changes to property access. Available parking supply could be affected if construction workers park where parking is unrestricted and in off-street pay parking lots/garages. During construction, sidewalks could be closed or their width reduced. Until the Ballard Link Extension is complete, riders from West Seattle would need to disembark at the SODO Station and transfer to the existing light rail system to travel north to Lynnwood or south to Tacoma Dome or use another mode to reach their destination. 	<ul style="list-style-type: none"> Measures to address increased a.m. and p.m. peak intersection delays and meet L.O.S. thresholds or to attain the same or better vehicle delay for intersections operating below L.O.S. thresholds in the No Build Alternative include signal technology upgrades, intelligent transportation system strategies, traffic movement and turn restrictions. Information on impacts to access or disruptions to service posted at transit stops before construction at bus stops and layovers. Preparation of Traffic Control Plans to coordinate how all modes of transportation would be maintained and address pedestrian and bicycle access and safety. Additional information on measures to minimize construction traffic impacts to be coordinated with the city, are provided in Chapter 3, Transportation Environment and Consequences, of the Draft Environmental Impact Statement. 	<ul style="list-style-type: none"> Changes in bus transit operation, such as route changes, and the new transfer from bus to light rail to travel downtown could impact low-income, transit-dependent populations. 	<ul style="list-style-type: none"> Access to regional light rail system destinations. Substantially improved transit service reliability in the corridor and increased frequency throughout the day (6-minute headways during peak periods). Almost 50% travel time savings during peak periods between Downtown Seattle and West Seattle.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – SODO Segment	<ul style="list-style-type: none"> All alternatives would include full closures on South Lander Street during construction. The closure would be longer with Preferred Alternative SODO-1a and Option SODO-1b because of constructing an overpass. Under Preferred Alternative SODO-1a and Option SODO-1b, light rail would permanently displace buses from the SODO Busway. Alternative SODO-2 would close the SODO Busway during construction only. Routes coming from the south would use adjacent streets (4th Avenue South or 6th Avenue South) to access Metro's Ryerson and Atlantic/Central Bus Bases. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Impacts on the SODO Busway will be addressed through ongoing coordination among Sound Transit, the Seattle Department of Transportation, Metro, and the FTA to identify capital, routing, and access management strategies. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – Duwamish Segment	<ul style="list-style-type: none"> All alternatives would require short-term closures of the navigation channel and could impact vessel movement outside the channel during construction. Netting and scaffolding under the new guideway bridge during construction of all Build Alternatives would temporarily reduce the vertical clearance on both waterways. Preferred Alternative DUW-1a and Option DUW-1b would detour a portion of the Delridge Connector Trail and close the staircase through the West Duwamish Greenbelt during construction. Alternative DUW-2 would require partial closure of Chelan Avenue west of the West Marginal Way/Spokane Street/Chelan Avenue intersection for 3 months. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Alternative DUW-2 would require coordination with the Port of Seattle and Northwest Seaport Alliance on construction management measures to maintain adequate port access. Potential measures include ensuring adequate terminal driveway widths and restricting some construction activities to times when the terminals have low or no gate activity. Sound Transit would determine mitigation actions in coordination with the Muckleshoot Indian Tribe, the Suquamish Tribe, and the United States Coast Guard during final design and the bridge permitting process. This would include identifying specific aids to navigation, such as signage and lighting. Sound Transit would develop a construction navigation management plan in consultation with the United States Coast Guard, the Army Corps of Engineers, and Port of Seattle to mitigate impacts to navigation during construction. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – Delridge Segment	<ul style="list-style-type: none"> One to three intersections impacted during operations, all can be mitigated. All alternatives except for DEL-5 and DEL-6* would require full closures on Delridge Way on nights and weekends. Preferred Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3 would require a full closure on Southwest Genesee Street for 2 years during construction. Preferred Alternative DEL-2a*, Option DEL-2b*, and Alternative DEL-4* would require a full closure on Southwest Genesee Street on nights and weekends during construction. Alternative DEL-5 would require full closure of Southwest Avalon Way for 1 year during construction. Alternative DEL-6* would have a full closure of Southwest Avalon Way on nights and weekends. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Alternative DEL-5 and Alternative DEL-6* would require coordination with the Seattle Department of Transportation prior to freight movements on construction management measures to accommodate oversized trucks or suitable alternative routes during full closure of Southwest Avalon Way, which is part of the City of Seattle's Over-Legal Network. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> New light rail transfer point at Delridge Station for minority and low-income populations in Highland Park and White Center. Transit riders that transfer from RapidRide H Line to light rail at Delridge Station would experience an estimated 16-minute, or 24%, travel times savings compared to staying on the H line into downtown; this includes the time to transfer.
Transportation – West Seattle Junction Segment	<ul style="list-style-type: none"> Local streets and arterials would have extended closures during construction. All alternatives would have partial or full closures of Fauntleroy Way Southwest for a period of time. Several intersections would be affected and can be mitigated. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Coordination with the Seattle Department of Transportation prior to freight movements on construction management measures to accommodate oversized trucks or suitable alternative routes during partial closure of Fauntleroy Way Southwest, which is part of the City of Seattle's Over-Legal Network (WSJ-1 and WSJ-5* only). 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> New light rail transfer points at Avalon and West Seattle Junction Stations for minority and low-income populations in High Point. Transit riders would experience an estimated 17-minute, or 35%, savings compared to staying on a bus; this includes the time to transfer.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Acquisitions, Displacements, and Relocations – Common to All Segments	<ul style="list-style-type: none"> All segments would have property acquisition. All segments except the SODO Segment would result in residential displacements. All segments would result in business displacements. 	<ul style="list-style-type: none"> Displaced residents and businesses would receive compensation and relocation assistance in accordance with Sound Transit's adopted real estate property acquisition and relocation policy, procedures, and guidelines (Sound Transit 2017). These policies and procedures comply with the federal Uniform Relocation Act and the State of Washington's relocation and property acquisition requirements, and in some cases may provide services above the minimum requirements of federal and state law. Potential residential and business relocation assistance would include a variety of advisory services, moving expenses, rent supplements, and/or down payment assistance. There are opportunities for relocation of residents and most businesses in the vicinity. Attempts would be made to keep displaced residents and businesses in the same general area. This may include identifying replacement housing that considers proximity to community facilities, schools, place of employment, and accessibility to transit. 	<ul style="list-style-type: none"> Properties that would be acquired are in areas where minority and/or low-income people are present, and some individuals from these populations would likely be affected. Sound Transit relocation agents will consider special needs and requirements when identifying replacement housing for displaced people. 	<ul style="list-style-type: none"> None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Acquisitions, Displacements, and Relocations – SODO Segment	<ul style="list-style-type: none"> No residential displacements. Business displacements discussed under Economics. Option SODO-1b and Alternative SODO-2 would displace the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office at 4th Avenue South and South Lander Street. Preferred Alternative SODO-1a would acquire part of this facility, which the United States Postal Service has indicated would require relocation of the facility. Relocation of the facility could be challenging due to its size, functions and the service area that it would need to be within. Impacts of relocating the United States Postal Service facility are yet undefined, and should an alternative that triggers relocation of the facility move forward, additional environmental review will be conducted to evaluate and disclose impacts of relocating the facility. The Preferred Alternative SODO-1a staggered station configuration would avoid these impacts. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. For Option SODO-1b and Alternative SODO-2, Sound Transit would identify a replacement property for the Carrier Annex and Distribution Center/Terminal Post Office at 4th Avenue South and South Lander Street. For Preferred Alternative SODO-1a, Sound Transit would identify replacement parking adjacent to the existing facility if acceptable to the United States Postal Service or, if full relocation is required, replacement property. For all alternatives, except the Preferred Alternative SODO-1a staggered station configuration, Sound Transit would be responsible for future environmental review, design, and construction of replacement parking or a replacement facility. The replacement parking or facility would meet siting criteria and requirements identified by the United States Postal Service. Postal parking or operations would be relocated prior to the project impacting the existing facility. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.
Acquisitions, Displacements, and Relocations – Duwamish Segment	<ul style="list-style-type: none"> Residential displacements would range from 0 (Alternative DUW-2) to 26 (Preferred Alternative DUW-1a and Option DUW-1b). Business displacements discussed under Economics. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Acquisitions, Displacements, and Relocations – Delridge Segment	<ul style="list-style-type: none"> Residential displacements would range from 48 (Alternative DEL-6*) to 197 (Option DEL-2b*) Business displacements discussed under Economics. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Displacements of low-income and supportive housing discussed under Social Resources, Community Facilities, and Neighborhoods. 	<ul style="list-style-type: none"> None.
Acquisitions, Displacements, and Relocations – West Seattle Junction Segment	<ul style="list-style-type: none"> Residential displacements would range from 124 (Preferred Option WSJ-3b*) to 435 (Preferred Alternative WSJ-2). Business displacements discussed under Economics. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.
Land Use – Common to All Segments	<ul style="list-style-type: none"> The project would be consistent with regional and local land use plans. The project is a “regional transit authority facility,” which means that the local jurisdiction must accommodate the project in their land use plans and zoning (development regulations). Property acquired for this project would be converted to a transportation use. The project could result in TOD or redevelopment near stations. This type of development could increase availability and density of housing options, including affordable housing units. Alternately, this could result in the indirect effect of increased housing prices and business rent around desirable station areas. 	<ul style="list-style-type: none"> No mitigation would be required. 	<ul style="list-style-type: none"> If the potential indirect effect of increased housing prices around station areas takes place, low-income populations in these areas could be negatively impacted by rental prices that become unaffordable. 	<ul style="list-style-type: none"> TOD could increase availability and density of housing options, including affordable housing units consistent with Sound Transit’s Equitable TOD Policy (Sound Transit 2018d) the City’s Mandatory Housing Affordability zoning, where applicable. All station alternatives within the Delridge Segment have some TOD potential based on current zoning and project footprints, except Alternatives DEL-3 and DEL-4*. Tunnel alternatives in the West Seattle Junction segment have higher potential for future TOD.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – Common to All Segments	<ul style="list-style-type: none"> • Direct economic impacts would include business and employee displacements. • A niche business with a specific clientele could have difficulty finding a new suitable location. Business relocation could impact employees. • During construction, some businesses could experience hardship because patrons might choose to avoid the construction area and construction employment may affect parking supply used by business patrons. • Businesses in areas that have had multiple construction projects over time or that would be concurrent with the West Seattle Link Extension could experience cumulative impacts from construction. 	<ul style="list-style-type: none"> • Relocation benefits as described under Acquisitions. • Sound Transit will develop a Construction Management Plan that could include measures such as: <ul style="list-style-type: none"> - Provide a 24-hour construction telephone hotline. - Provide business cleaning services on a case-by-case basis. - Provide detour, open for business, and other signage as appropriate. - Establish effective communications with the public through measures such as meetings, construction updates, alerts, and schedules. - Implement promotion and marketing measures to help affected business districts maintain their customer base, consistent with Sound Transit policies, during construction. - Maintain access as much as possible to each business and coordinate with businesses during times of limited access. - Provide a community ombudsman consistent with Sound Transit policy. 	<ul style="list-style-type: none"> • Based on the types of businesses displaced and the demographic characteristics of the corridor, some displaced businesses may be minority-owned and some employees of displaced businesses could be minority and/or low-income persons. • Loss of on-street parking could adversely affect minority-owned businesses. • Minority-owned businesses near stations could experience increased rent. 	<ul style="list-style-type: none"> • Heavier pedestrian activity near stations could increase the number of potential customers to retail businesses in the area, including minority-owned businesses. • Federal expenditures associated with construction could result in annual employment of approximately 5,000 people in the region (high-cost estimate). Sound Transit's Disadvantaged Business Program, and Project Labor Agreement promote opportunities for women and minorities in construction. Some of these jobs could go to minority-owned businesses via Sound Transit's Disadvantaged Business Enterprise program. • Improved access to minority-owned businesses near station locations.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – SODO Segment	<ul style="list-style-type: none"> Business displacements would range from 9 (Alternative SODO-2) to 17 (Preferred Alternative SODO-1a). Employee displacements would range from 110 (Alternative SODO-2) to 170 (Preferred Alternative SODO-1a). 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected. 	<ul style="list-style-type: none"> No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – Duwamish Segment	<ul style="list-style-type: none"> Business displacements would range from 28 (Option DUW-1b) to 38 (Alternative DUW-2). Employee displacements would range from 400 (Alternative DUW-2) to 690 (Option DUW-1b). Maritime businesses along the Duwamish Waterway would be displaced. If the businesses have waterfront-dependent functions, they could be difficult to relocate. Alternatives could impact Tribal treaty-protected fishing in the Duwamish Waterway by the Muckleshoot Indian Tribe and the Suquamish Tribe during operations and construction. Option DUW-1b could not be constructed with a bridge type to avoid in-water work and therefore could have a greater impact to Tribal treaty-protected fishing than the other alternatives. All alternatives would require short-term closures of the navigation channel and could impact vessel movement outside the channel during construction. Commercial vessels that use the West Waterway could be affected by a reduction in vertical clearance from netting and scaffolding during construction. Preferred Alternative DUW-1a and Option DUW-1b would temporarily close/restrict Harbor Island Marina commercial dock, temporarily displacing commercial vessels. Freight movement could be affected by partial road closures with all alternatives. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Where feasible, Sound Transit would explore ways to maintain water-dependent business operations. Understanding that it may be challenging to relocate water-dependent uses due to their unique needs, Sound Transit would develop a plan identifying potential additional strategies that could be used to help support these unique needs for a successful relocation of these businesses. Potential strategies may include identifying federal, state, and local programs and leveraging Sound Transit relocation assistance with these programs and organizations. Sound Transit and the FTA would coordinate with affected Tribes to avoid, minimize, or mitigate for economic impacts from fishing disruption from permanent in-water guideway columns and construction. 	<ul style="list-style-type: none"> Project could have long-term and construction impacts on Tribal treaty-protected fishing in the Duwamish Waterway for the Muckleshoot Indian Tribe and Suquamish Tribe. The temporary closure of Harbor Island Marina during construction for Alternative DUW-1b could impact the Muckleshoot Indian Tribe's enforcement vessels which are moored at the marina. Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected. 	<ul style="list-style-type: none"> No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – Delridge Segment	<ul style="list-style-type: none"> Business displacements would range from 13 (all alternatives except Alternative DEL-5 and Alternative DEL-6*) to 21 (Alternative DEL-5). Employee displacements would range from 140 (all alternatives except Alternative DEL-5) to 170 (Alternative DEL-5). During construction, road closures for Preferred Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3 could affect businesses in Delridge. Other alternatives would require partial closures or night time and weekend closures. Nucor Steel could be affected during construction by partial and full road closures associated with Alternative DEL-3, Alternative DEL-4*, Alternative DEL-5, and Alternative DEL-6*. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected. 	<ul style="list-style-type: none"> No additional benefits.
Economics – West Seattle Junction Segment	<ul style="list-style-type: none"> Business displacements would range from 13 (Alternative WSJ-2) to 61 (Preferred Alternative WSJ-1). Employee displacements would range from 80 (Preferred Alternative WSJ-2) to 280 (Preferred Alternative WSJ-1). Preferred Alternative WSJ-3a*, Preferred Option WSJ-3b*, and Alternative WSJ-5* would impact businesses along Fauntleroy Way Southwest because of the duration of closures along this roadway. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected. 	<ul style="list-style-type: none"> No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Social Resources, Community Facilities, and Neighborhoods – Common to All Segments	<ul style="list-style-type: none"> During construction, increases in noise, dust, and traffic congestion would occur along the project alignment and at staging areas and could affect people's ability to access the services and resources in their neighborhood. During construction in areas and neighborhoods where major truck routes are not available, arterial and local streets could be used. People living, working, and traveling through these neighborhoods would experience construction traffic. Neighborhoods adjacent to the project could experience cut-through traffic due to road or lane closures and detours. Neighborhoods that have had multiple construction projects over time or that would be concurrent with the West Seattle Link Extension could experience cumulative impacts from construction. 	<ul style="list-style-type: none"> Mitigation measures to address project impacts to neighborhoods are discussed in Transportation; Acquisitions, Displacements, and Relocations; Economics; Visual and Aesthetic Resources; Noise and Vibration; Public Services, Safety, and Security; and Parks and Recreation. 	<ul style="list-style-type: none"> The project could displace low-income housing that is unknown to Sound Transit (for instance, rental units that accept housing vouchers). Unsheltered people living near the project construction areas would experience increases in noise, dust, and vehicle exhaust; project construction may result in the need for them to move elsewhere. 	<ul style="list-style-type: none"> Improved access to neighborhoods served by the Link system via transit transfer points at light rail stations. Improved access to employment centers and expanded employment opportunities for minority and low-income persons residing in the project corridor (because convenient light rail access could attract more employees who rely on using public transportation instead of other modes such as driving).
Social Resources, Community Facilities, and Neighborhoods – SODO Segment	<ul style="list-style-type: none"> Under all SODO alternatives, the SODO Trail would be temporarily closed between Royal Brougham Way and South Forest Street. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> Access to employment opportunities within 30 minutes of SODO would increase by an estimated 22,000 jobs with the project.
Social Resources, Community Facilities, and Neighborhoods – Duwamish Segment	<ul style="list-style-type: none"> Preferred Alternative DUW-1a and Option DUW-1b would displace the 22nd Avenue Southwest Street-end and result in increased traffic in the Pigeon Point community during construction. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Social Resources, Community Facilities, and Neighborhoods – Delridge Segment	<ul style="list-style-type: none"> Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, Option DEL-2b*, Alternative DEL-3, and Alternative DEL-4* would affect the character in the Youngstown neighborhood. All Delridge Segment alternatives would displace a small business center that houses a neighborhood coffee shop, sandwich shop, and deli mart. There are limited resources like this in the Delridge neighborhood. The M.O.S. would result in a noticeable change in the number of people traveling through the Youngstown community. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, Option DEL-2b*, Alternative DEL-3, and Alternative DEL-4* would displace the Washington State Department of Children, Youth, and Families office building, which includes an Indian Child Welfare Office. Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, and Option DEL-2b* would displace two Seattle Housing Authority properties. Alternative DEL-5 would displace a duplex owned by Transitional Resources, a non-profit organization that provides mental health services and supportive housing. Alternative DEL-6* would displace the Transitional Resources main office, on-site supportive housing, and adjacent apartment building. 	<ul style="list-style-type: none"> Access to employment opportunities within 30 minutes of the Delridge Station would increase by an estimated 300,000 jobs with the project. Within a 30-minute transit ride, approximately 43% of the population is minority, and 24% of the population is low-income.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Social Resources, Community Facilities, and Neighborhoods – West Seattle Junction Segment	<ul style="list-style-type: none"> Preferred Alternative WSJ-1 would displace Trader Joe's and Safeway grocery stores; Preferred Alternative WSJ-2 would displace only Trader Joe's; Preferred Option WSJ-3b* would displace only Safeway. Preferred Option WSJ-3b* would displace Junction Plaza Park. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Preferred Alternative WSJ-1 would displace 44 rent- and income-restricted housing units and Preferred Alternative WSJ-2 would displace 80 rent- and income-restricted housing units. These income-restricted units in each building are commitments through their participation in the Multi-Family Tax Exemption program and are assumed to expire 12 years after the building was constructed. These alternatives would affect these tenants and the inventory of income-restricted housing at the time the displacements occur. Preferred Option WSJ-3b* would displace an affordable housing apartment building. One Seattle Housing Authority property near Preferred Alternative WSJ-1, Preferred Alternative WSJ-2, and Preferred Alternative WSJ-3a* would be displaced when connecting to Option DEL-2b*, and Alternative DEL-4*. 	<ul style="list-style-type: none"> Access to employment opportunities within 30 minutes of West Seattle Junction would increase by an estimated 315,000 jobs with the project.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Visual and Aesthetic Resources – Common to All Segments	<ul style="list-style-type: none"> The elevated alternatives would lower the visual quality for sensitive viewers in the vicinity of the project in all segments except the SODO Segment, where there are no sensitive viewers. Visual impacts during construction would include exposed soils, glare, light associated with nighttime work, storage of construction materials, and construction equipment. 	<ul style="list-style-type: none"> Sound Transit would coordinate with the City of Seattle and adjacent communities through design review to promote visual unity in station areas. When possible, Sound Transit would preserve existing vegetation, and where removed, plant appropriate vegetation within and adjoining the project right-of-way, and/or provide screening for sensitive visual environments and/or sensitive viewers, consistent with Sound Transit operations and maintenance requirements. Exterior lighting of facilities would be designed to minimize height and use source shielding to avoid lighting (bulbs) that would be directly visible from residential areas, streets, and highways. Light rail facility design and use of landscaping would be used to soften or screen visual impacts. Use temporary visual screening along some areas where construction activities would be seen by nearby sensitive viewers. Nighttime construction lighting would be shielded and directed downward. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Visual and Aesthetic Resources – SODO Segment	<ul style="list-style-type: none"> No sensitive viewers. 	<ul style="list-style-type: none"> Not applicable. 	<ul style="list-style-type: none"> Not applicable. 	<ul style="list-style-type: none"> Not applicable.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Visual and Aesthetic Resources – Duwamish Segment	<ul style="list-style-type: none"> Preferred Alternative DUW-1a and Option DUW-1b would require the removal of trees in the West Duwamish Greenbelt and residences on the northwestern slope of Pigeon Point would be impacted by the lower visual quality. All alternatives could affect views from the West Seattle Bridge, a City of Seattle Designated Scenic Route. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. See Section 4.2.5, Visual and Aesthetic Resources, of the Draft Environmental Impact Statement regarding mitigation measures for areas with visual impacts. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Visual and Aesthetic Resources – Delridge Segment	<ul style="list-style-type: none"> Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, Option DEL-2b*, Alternative DEL-3, and Alternative DEL-4* would impact the largest amount of sensitive viewers (1.0 mile of sensitive viewers) and would include impacts to parks (Delridge Playfield, West Seattle Golf Course, and Longfellow Creek Natural Area). Alternative DEL-6* would impact the least amount of sensitive viewers. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. See Section 4.2.5, Visual and Aesthetic Resources, of the Draft Environmental Impact Statement regarding mitigation measures for areas with visual impacts. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Visual and Aesthetic Resources – West Seattle Junction Segment	<ul style="list-style-type: none"> Preferred Alternatives WSJ-1 and WSJ-2 would impact sensitive residential viewers. No other alternatives would result in visual impacts. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. See Section 4.2.5, Visual and Aesthetic Resources, of the Draft Environmental Impact Statement regarding mitigation measures for areas with visual impacts. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Air Quality – Common to All Segments	<ul style="list-style-type: none"> The overall regional vehicle emissions are expected to decrease with the project; therefore, the project is expected to have long-term benefits to regional air quality by reducing pollutant emissions. 	<ul style="list-style-type: none"> During construction, best management practices would be used to minimize related air pollutants. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> Distribution of benefits to minority and low-income populations would be similar to the distribution to the general public.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Noise and Vibration – Common to All Segments	<ul style="list-style-type: none"> There are noise- and vibration-sensitive properties that would be impacted during operation, in all segments except in the SODO Segment. Construction activities would have noise and vibration impacts on residential areas and other noise sensitive uses. 	<ul style="list-style-type: none"> All operational noise and vibration impacts would be mitigated to levels below FTA impact thresholds through noise abatement measures (such as sound walls) or special trackwork, for vibration. Construction noise mitigation would likely be required for construction activities to comply with Seattle Municipal Code or variance sound level limits. For the construction staging areas near tunnel portals, mitigation measures could include construction of temporary noise barriers adjacent to the staging area. A detailed Construction Vibration Control Plan would be prepared. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Noise and Vibration – SODO Segment	<ul style="list-style-type: none"> No noise- and vibration-sensitive properties. 	<ul style="list-style-type: none"> Not applicable. 	<ul style="list-style-type: none"> Not applicable. 	<ul style="list-style-type: none"> Not applicable.
Noise and Vibration – Duwamish Segment	<ul style="list-style-type: none"> Residential noise impacts would range from 1 unit (Alternative DUW-2) to 12 units (Option DUW-1b), including a moderate impact was identified at the Fire Station 14 with all Duwamish Segment Build Alternatives and the Ballard Link Extension-only M.O.S. No vibration impacts during operation. Alternative DUW-2 would have construction vibration impacts at one Category 1 land use. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Noise and Vibration – Delridge Segment	<ul style="list-style-type: none"> Residential noise impacts would range from 102 units (Alternative DEL-6*) to 270 (Alternative DEL-5). All alternatives except Alternative DEL-5 and Alternative DEL-6* would have a moderate impact at the Category 1 land use, Secret Studio Records/Studio 1208, which specializes in music recording. Alternative DEL-6* would have a noise impact at the Longfellow Creek Natural Area. Residential vibration or groundborne noise impacts would range from 0 (Option DEL-1b, Preferred Alternative DEL-2a*, Option DEL-2b*, and Alternative DEL-4*) to 12 (Preferred Alternative DEL-1a and Alternative DEL-3). 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Noise and Vibration – West Seattle Junction	<ul style="list-style-type: none"> Residential noise impacts would range from 0 (Preferred Alternative WSJ-3a* and Preferred Option WSJ-3b*) to 401 (Preferred Alternative WSJ-2). Residential vibration or groundborne noise impacts would range from 0 (Preferred Alternative WSJ-2) to 430 (Preferred Option WSJ-3b*). 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Water Resources – Common to All Segments	<p>Total new impervious surface area in square feet:</p> <ul style="list-style-type: none"> SODO Segment: 3,100 (Preferred Alternative SODO-1a) to 7,100 (Option SODO-1b). Duwamish Segment: 4,800 (Alternative DUW-2) to 65,700 (Option DUW-1a). Delridge Segment: 21,900 (Option DEL-2b*) to 53,400 (Preferred Alternative DEL-1a). West Seattle Junction Segment: 30,700 (Preferred Alternative WSJ-2 and Preferred Option WSJ-3b*) to 81,700 (Alternative WSJ-4*). <p>The project would provide water quality treatment to some impervious surface areas that currently do not receive water quality treatment.</p>	<ul style="list-style-type: none"> To minimize impacts to groundwater, Sound Transit would use stormwater management facilities to manage runoff from the project. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> Distribution of benefits to minority and low-income populations would be similar to the distribution to the general public.
Ecosystems – Common to All Segments	<ul style="list-style-type: none"> Some elevated guideway columns would be in forested habitat. Street trees and vegetation would need to be removed. Shading from elevated guideway and other features would change the amount of light and rainfall reaching street trees and vegetation underneath. Based on the urban environment of the study area, the operation of any of the light rail alternatives has low potential to adversely affect the viability of local wildlife populations. 	<ul style="list-style-type: none"> Where impacts cannot be avoided or minimized, compensatory mitigation would be provided to achieve no net loss of ecosystem function and acreage. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Ecosystems – SODO Segment	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> No additional mitigation. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Ecosystems – Duwamish Segment	<ul style="list-style-type: none"> Preferred Alternative DUW-1a and Option DUW-1b would impact forested habitat that is classified as City of Seattle Biodiversity Area Environmentally Critical Area. This area includes Great Blue Heron Management Areas. Alternatives could have permanent guideway columns in the Duwamish Waterway, depending on bridge type. In-water construction impacts to benthic surface would occur. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Potential for cumulative impact to aquatic habitat in Duwamish Waterway, which is used for Tribal treaty-protected fishing, when considered with past alterations and ongoing development in shoreline areas. 	<ul style="list-style-type: none"> None.
Ecosystems – Delridge Segment	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> No additional mitigation. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.
Ecosystems – West Seattle Junction	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> No additional mitigation. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.
Energy – Common to All Segments	<ul style="list-style-type: none"> No long-term impacts from the project because the Build Alternatives would consume less energy than the No Build Alternative. Construction activities would temporarily consume energy. 	<ul style="list-style-type: none"> During construction, best management practices would be implemented to minimize energy consumption. No long-term mitigation required. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> None.
Geology and Soils – Common to All Segments	<ul style="list-style-type: none"> Alternatives would travel through City of Seattle Environmentally Critical Area geologic hazard areas such as steep slopes, landslide-prone areas, seismic hazards (such as liquefaction), settlement, and groundwater. During construction, erosion would be managed using best management practices. 	<ul style="list-style-type: none"> Risks would be avoided or minimized using engineering design standards and best management practices. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Hazardous Materials – Common to All Segments	<ul style="list-style-type: none"> Long-term operational impacts could occur if Sound Transit acquires properties that are a source of contamination, possibly requiring ongoing cleanup responsibility. There are high-risk sites potentially encountered during construction of the alternatives in all segments. Most alternatives have one high-risk site in their study area. Construction activities could discover contamination that was otherwise unknown. Construction activities could use hazardous materials that could spill. Cleanup of contaminated sites by the project could remove contamination in areas where cleanup is not otherwise scheduled to happen. 	<ul style="list-style-type: none"> Environmental due diligence (including a Phase 1 Environmental Site Assessment) would be performed for properties along the corridor before acquisition or construction to avoid or minimize impacts from contaminated sites. Encountered contaminated materials would be contained and disposed of in accordance with state and federal regulations. Applicable best management practices during construction would include construction stormwater pollution prevention plans, spill control and prevention plans, and contaminated media management plans. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> Cleanup of contaminated sites by the project could remove contamination in areas where minority and low-income populations could be exposed to contamination.
Hazardous Materials – SODO, Delridge, West Seattle Junction segments	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> No additional mitigation. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> No additional benefits.
Hazardous Materials – Duwamish Segment	<ul style="list-style-type: none"> The Duwamish Segment contains the most high-risk sites within the study area (5 sites for Preferred Alternative DUW-1a and Option DUW-1b, and 6 sites for Alternative DUW-2), including the Lower Duwamish Waterway and Harbor Island Superfund sites. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.
Electromagnetic Fields – Common to All Segments	<ul style="list-style-type: none"> There would be no long-term or construction-related electromagnetic field impacts as a result of construction and operation of the West Seattle Link Extension. 	<ul style="list-style-type: none"> No mitigation required. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Public Services – Common to All Segments	<ul style="list-style-type: none"> Emergency medical and police could have difficulty responding to calls at elevated or tunneled sections of guideway or at stations not easily accessible from the existing roadway network. The response times of emergency service vehicle and other public services vehicles (school buses, solid waste/recycling vehicles) could be impacted during construction due to road closures and detours. 	<ul style="list-style-type: none"> Sound Transit would coordinate with public service providers before and during construction to maintain reliable emergency access and alternative plans or routes to minimize delays in response times. Sound Transit would coordinate with solid waste and recycling companies and schools, should rerouting of collection or school bus routes need to occur. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Public Services – SODO Segment	<ul style="list-style-type: none"> Option SODO-1b and Alternative SODO-2 would require relocation of the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office at 4th Avenue South and South Lander Street. Preferred Alternative SODO-1a would affect the surface parking at this post office, which the United States Postal Service has indicated would require relocation of the facility. Impacts of relocating the United States Postal Service facility are yet undefined, and should an alternative that triggers relocation of the facility move forward, additional environmental review will be conducted to evaluate and disclose impacts of relocating the facility. Preferred Alternative SODO-1a could be built with a staggered station configuration to avoid permanent impacts at this United States Postal Service facility. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. For Preferred Alternative SODO-1a, Option SODO-1b, and Alternative SODO-2, Sound Transit would identify a replacement property or replacement parking adjacent to the existing facility acceptable to the United States Postal Service, or if full relocation is required, replacement property. The replacement facility would meet siting criteria and requirements that would be identified by the United States Postal Service. Sound Transit would be responsible for environmental review, design, and construction of a replacement parking or a replacement facility. Postal parking or operations would be relocated to the replacement facility prior to the project impacting the existing facility. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Public Services – Duwamish Segment	<ul style="list-style-type: none"> When connected with Alternative DEL-3 or Alternative DEL-4*, Preferred Alternative DUW-1a and Option DUW-1b would require temporary relocation of Fire Station 36 during construction and could potentially require permanent relocation. Alternative DUW-2 would potentially require temporary relocation of parking and training facilities at Fire Station 14 during construction. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Sound Transit would work closely with Seattle Fire Department officials to identify a suitable property within the surrounding area and ensure operations continue with minimal impacts during relocation. Relocation would occur in accordance with the Uniform Relocation relocated in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and the Sound Transit Real Estate Property Acquisition and Relocation Policy, Procedures and Guidelines (2017). 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Public Services – Delridge Segment	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> No additional mitigation. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> Increased transit access and reliability to the Indian Child Welfare Office in the Delridge Segment for those living outside the study area with Alternative DEL-5 and DEL-6.
Public Services – West Seattle Junction Segment	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> No additional mitigation. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Utilities – Common to All Segments	<ul style="list-style-type: none"> Utility relocations would be necessary during construction, but there would be no long-term impacts on utility providers. 	<ul style="list-style-type: none"> Sound Transit would coordinate with utility providers to establish temporary connections before construction begins. Sound Transit would work with utility providers to minimize any potential service interruptions and perform outreach to notify the community of planned or potential service interruptions. No long-term mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Historic and Archaeological – Common to All Alternatives	<ul style="list-style-type: none"> All segments fall within a zone defined by the archaeological predictive model as high risk or very high risk for archaeological resources, except the West Seattle Junction Segment where there is a moderately low risk. 	<ul style="list-style-type: none"> Where adverse effects to National Register-eligible or -listed resources cannot be avoided or minimized, FTA and Sound Transit would develop a memorandum of agreement or programmatic agreement in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties under Section 106. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Historic and Archaeological – SODO Segment	<ul style="list-style-type: none"> No historic properties would be adversely affected under all segment alternatives. 	<ul style="list-style-type: none"> Not applicable. 	<ul style="list-style-type: none"> Not applicable. 	<ul style="list-style-type: none"> Not applicable.
Historic and Archaeological – Duwamish Segment	<ul style="list-style-type: none"> Total number of historic properties that would be adversely affected would range from six (Preferred Alternative DUW-1a) to nine (Alternative DUW-2). Preferred Alternative DUW-1a and Option DUW-1b would adversely affect two recommended historic districts. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Historic and Archaeological – Delridge Segment	<ul style="list-style-type: none"> Total number of historic properties that would be adversely affected would range from 0 (Alternative DEL-6*) to 7 (Option DEL-1b). 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Historic and Archaeological – West Seattle Junction Segment	<ul style="list-style-type: none"> Total number of historic properties that would be adversely affected would range from one (Alternative WSJ-5*) to eight (Alternative WSJ-4*). 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Parks and Recreational Resources – Common to All Segments	<ul style="list-style-type: none"> Parks and recreational resources would be impacted during construction in all segments, except the SODO Segment. Access to some parks and recreational facilities would be affected. Park users would be able to see construction in the background. If trees and vegetation were removed during construction, it would take years for the new plantings to become visually similar to what was removed. 	<ul style="list-style-type: none"> According to City of Seattle Ordinance 118477, any City park land acquired by the project would need to be replaced with land of equivalent or better size, value, location, and usefulness. Sound Transit would work with the City of Seattle to identify adequate replacement property for permanently acquired park property. Temporarily impacted land would be replaced, and disturbed resources would be restored after construction in cooperation with the resource owner. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> The project would improve public access, including to minority and low-income populations, to most of the park resources within 0.5 mile of light rail stations, particularly those closest to new stations. Underutilized parks could experience activation as the parks continue to see increasing numbers of visitors.
Parks and Recreational Resources – SODO Segment	<ul style="list-style-type: none"> No parks and recreational resources. 	<ul style="list-style-type: none"> Not applicable. 	<ul style="list-style-type: none"> Not applicable. 	<ul style="list-style-type: none"> Not applicable.
Parks and Recreational Resources – Duwamish Segment	<ul style="list-style-type: none"> Preferred Alternative DUW-1a and Option DUW-1b would remove some habitat and visual buffer functions of the West Duwamish Greenbelt and displace the 22nd Avenue Southwest Street-end. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.

Resources by Segment	Build Alternatives Impacts	Best Management Practices and Mitigation ^a	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Parks and Recreational Resources – Delridge Segment	<ul style="list-style-type: none"> There would be minor impacts to Longfellow Creek Natural Area, Longfellow Creek Legacy Trail, and Delridge Playfield during operations and construction by one or more alternatives on Southwest Genesee Street, but they would not affect the use or function of these resources. A signed detour of the Longfellow Creek Legacy Trail would be provided for alternatives with road closures on Southwest Genesee Street. Preferred Alternative DEL-1a, Option DEL-1b, Option DEL-2b*, and Alternative DEL-3 would have minor impacts to the golf course and only require reconfiguration during construction. Preferred Alternative DEL-2a* and Alternative DEL-4* would have the greatest impacts to the West Seattle Golf Course and require permanent shortening and reconfiguration of at least holes. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. For Preferred Alternative DEL-1a and Alternative DEL-3, the golf course playable area impacted could be reconfigured to minimize some of the construction impacts. The current configuration of holes and the pathway would be restored following guideway construction. Growth of new permanent turf can take up to 1 year. For Preferred Alternative DEL-2a* and Alternative DEL-4*, Sound Transit would work with the City to reconfigure the playable area of at least the holes impacted by long-term operation and construction or make other improvements deemed appropriate to restore the function of the golf course. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.
Parks and Recreational Resources – West Seattle Junction Segment	<ul style="list-style-type: none"> Preferred Alternative WSJ-1 and Preferred Alternative WSJ-2 would displace Fauntleroy Place park. Preferred Option WSJ-3b* would displace Junction Plaza Park. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.

* As described in the introduction to Chapter 2, Alternatives Considered, of the Draft Environmental Impact Statement, at the time the Sound Transit Board identified alternatives for study in the Draft Environmental Impact Statement some alternatives were anticipated to require third-party funding based on early cost estimates. The asterisk identifies these alternatives and the alternatives that would only connect to these alternatives in adjacent segments.

L.O.S. = level of service

5.2 Ballard Link Extension Potential Impacts and Mitigation

For reference purposes related to the discussion of impacts in this section, Table 5-3 provides the names and acronyms for the respective alternatives in the Ballard Link Extension.

Table 5-3. Ballard Link Extension Alternative Names and Abbreviations.

Segment	Alternative	Abbreviations
SODO	Preferred At-Grade Alternative	SODO-1a
SODO	At-Grade South Station Option	SODO-1b
SODO	Mixed Profile Alternative	SODO-2
Chinatown-International District (CID)	4th Avenue Shallow Alternative	CID-1a*
Chinatown-International District (CID)	4th Avenue Deep Station Option	CID-1b*
Chinatown-International District (CID)	5th Avenue Shallow Alternative	CID-2a
Chinatown-International District (CID)	5th Avenue Deep Station Option	CID-2b
Downtown (DT)	Preferred 5th Avenue/Harrison Street Alternative	DT-1
Downtown (DT)	6th Avenue/Mercer Street Alternative	DT-2
South Interbay (SIB)	Preferred Galer Street Station/Central Interbay Alternative	SIB-1
South Interbay (SIB)	Prospect Street Station/15th Avenue Alternative	SIB-2
South Interbay (SIB)	Prospect Street Station/Central Interbay Alternative	SIB-3
Interbay/Ballard (IBB)	Preferred Elevated 14th Avenue Alternative	IBB-1a
Interbay/Ballard (IBB)	Elevated 14th Avenue Alignment Option (from Prospect Street Station/15th Avenue)	IBB-1b
Interbay/Ballard (IBB)	Preferred Tunnel 14th Avenue Alternative	IBB-2a*
Interbay/Ballard (IBB)	Preferred Tunnel 15th Avenue Station Option	IBB-2b*
Interbay/Ballard (IBB)	Elevated 15th Avenue Alternative	IBB-3

* As described in the introduction Chapter 2, Alternatives Considered, of the Draft Environmental Impact Statement, at the time the Sound Transit Board identified alternatives for study in the Draft Environmental Impact Statement, some alternatives were anticipated to require third-party funding based on early cost estimates. The asterisk identifies these alternatives and the alternatives that would only connect to these alternatives in adjacent segments.

The level of impact that would remain after mitigation would be used to help determine whether the alternatives would result in disproportionately high and adverse effects on minority and/or low-income populations in the study area.

A summary of project impacts and potential mitigation measures with the Ballard Link Extension is provided in Table 5-4. Outside of the Chinatown-International District, the impacts to minority and low-income populations living in the study area are expected to be similar in kind and magnitude as those that would be experienced by the general population living or working along the corridor. Potential benefits of the project, including those identified outside of the 0.5-mile study area, are discussed in Section 6, Project Benefits.

The No Build Alternative would not have any construction impacts on adjacent communities, nor displace any businesses or residences. The No Build Alternative also would not allow communities to experience the benefits of light rail transit, such as increased connectivity throughout the city and the region, faster transit travel times, and reliability.

Adverse social and economic effects could occur within the Chinatown-International District Segment from the potential displacement of up to 27 businesses and 120 residences. However, these impacts would be mitigated upon implementation of the mitigation measures identified in Table 5-4. Of the 27 businesses displaced by Alternative CID-2a and Option CID-2b within the overall segment, 13 are at the edge of the neighborhood east of 5th Avenue South for both. These displacements may include businesses important to the community because of the history, strong cohesion, and long-standing community connections in the neighborhood.

As shown in Table 5-4, many elements of the environment would have no impacts or impacts would be mitigated. However, property acquisitions and displacements would affect minority and low-income communities and also have economic and social impacts. Depending on the alternative, the project would also displace a few social resources that support low-income and minority populations, including the Goodwill Seattle Outlet, and low-income and shelter housing options of Eagle Village, Interbay Village, and a Seattle Housing Authority property. The removal of on-street parking could impact minority-owned businesses that rely on the availability of that parking for patrons. Construction impacts could also impact low-income and minority communities, including impacts to minority-owned businesses, residential displacements, and general disruption during cultural events in the Chinatown-International District, where there is a higher percentage of minority and low-income people. In the Chinatown-International District, all alternatives would have these types of impacts, but the impacts from each alternative would vary by resource, as described in Table 5-4. There would also be potential for cumulative impacts on businesses and the community from the WSBL Project in combination with other past, present, and future projects. The Chinatown-International District has experienced impacts over the past century from numerous projects in Downtown Seattle, including construction of Interstate 90, the Downtown Seattle Transit Tunnel, Seattle Streetcar, and sports stadiums. This project would create additional impacts that would contribute to a cumulative impact on this neighborhood. Due to the history of past projects, the Chinatown-International District community could feel particularly burdened by these impacts.

The Chinatown-International District was identified by the City of Seattle as having a high displacement risk to residents and businesses. Increased property values and redevelopment encouraged by the addition of transit service could result in changes to neighborhood composition and character. These changes are already occurring to some extent with recent growth trends.

Given the burden of past projects, potential additional impacts from the Ballard Link Extension, and the cultural importance of this community as the hub of Asian culture in Seattle, Sound Transit is partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion as well as strengthen connections among the Chinatown-International District, Pioneer Square, and the transit hub to mitigate past harms and project impacts. These efforts are in early phases and will continue during the Final Environmental Impact Statement and final design phases, guided by the community and informed by the actions of the Sound Transit Board to identify the light rail project to be built.

Data show that the COVID-19 pandemic has disproportionately impacted minority and low-income communities, from greater rates of infection and lack of access to treatment to instances of explicit racial bias and xenophobia. The pandemic has hit businesses hard throughout Seattle and increased burdens on social service providers and community-based organizations. The Chinatown-International District was particularly affected as businesses saw a sharp decline in revenue starting with the first diagnosed case of COVID-19 in Washington State in January 2020.

Table 5-4. Summary of Project Impacts and Potential Mitigation – Ballard Link Extension

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – Common to All Segments	<ul style="list-style-type: none"> Local and arterial intersections affected (below acceptable L.O.S.). Changes in bus transit operation (e.g., new stops or modified routes) to accommodate transit integration would occur for new stations. During construction, bus reliability could degrade along arterials with road closures. Travel times would increase for light rail riders traveling between Link stations to the south and Stadium Station, because Stadium Station would not be a stop on the Ballard-to-Tacoma line. Riders would need to walk from or transfer at either the International District/Chinatown or SODO stations. Transferring at SODO could add between 2 and 5 additional minutes of travel time. Temporary construction impacts from reduced roadway capacity, truck traffic, loss of parking, road closures and associated detours, changes in bus routes, and changes to property access. Available parking supply could be affected if construction workers park on local streets and arterials where parking is unrestricted and off-street pay parking lots/garages. During construction, sidewalks could be closed or their width reduced. 	<ul style="list-style-type: none"> Measures to address increased a.m. and p.m. peak intersection delays and meet L.O.S. thresholds or to attain the same or better vehicle delay for intersections operating below L.O.S. thresholds in the No Build Alternative include signal technology upgrades, intelligent transportation system strategies, traffic movement and turn restrictions. Sound Transit would coordinate with Metro, City of Seattle, and the FTA on bus service and associated infrastructure modifications and transit facility improvements that maintain transit service and access through construction areas. Buses would be rerouted to nearby streets, where appropriate, to maintain transit service, and temporary bus facilities may need to be installed. Preparation of Traffic Control Plans to coordinate how all modes of transportation would be maintained and address pedestrian and bicycle access and safety. Details of this plan are provided in Chapter 3. Additional information on measures to minimize construction traffic impacts to be coordinated with the city and other agencies are also described in Chapter 3. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. The increase in travel times (2 to 5 minutes) for light rail riders traveling between Link stations to the south and Stadium Station could affect low-income and minority populations to a greater degree as the areas to the south have a higher percentage of minority and/or low-income populations. 	<ul style="list-style-type: none"> Access to regional light rail system destinations. Improved transit service reliability in the corridor and increased frequency throughout the day (5-minute headways during peak periods). Approximate 70% travel time savings during peak periods between Westlake Station and Ballard Station.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – SODO Segment	<ul style="list-style-type: none"> All alternatives would include full closures on South Holgate Street during construction to reconstruct South Holgate Street as an overpass. Full closure of the Link light rail tracks between the SODO and International District/Chinatown stations for 6 to 7 weeks during construction when connecting to the 4th Avenue Shallow Alternative (CID-1a)*. When connecting to other alternatives in the Chinatown-International District Segment, this closure would not be needed, but there would be intermittent periods of single-track operation and closures during nights and weekends. 	<ul style="list-style-type: none"> No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – Chinatown-International District Segment	<ul style="list-style-type: none"> On-street parking spaces permanently removed would range from 10 to 20 (Alternative CID-1a*) and 50 to 65 (Alternative CID-2a). Alternative CID-1a* and Option CID-1b* would permanently remove up to 200 off-street parking spaces, while Alternative CID-2a and Option CID-2b would permanently remove about 80. Metro Ryerson Bus Base would be displaced for Option CID-1b*. Alternative CID-1a* and Option CID-1b* would require full and partial road closures of 4th Avenue South during construction. Alternative CID-2a would require full and partial road closures of 5th Avenue South during construction. The diagonal station configuration would have minor disruptions to traffic along 5th Avenue South. Option CID-2b would require partial closure of 5th Avenue South during construction. Alternative CID-1a* and Option CID-1b* would impact this segment of the Seattle Streetcar for up to 2 years. Alternative CID-2a would have the same impacts to the streetcar but for less than a year. The diagonal station configuration for Alternative CID-2a and Option CID-2b would not impact the streetcar. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Impacts to Metro's Ryerson, Bus Base would be addressed through ongoing coordination among Sound Transit, the Seattle Department of Transportation, Metro, and the FTA to identify capital, routing, alternative base locations/ capacity, and access management strategies that would be implemented before transit service operations would be affected. Sound Transit would coordinate with the City of Seattle, FTA, and Metro to minimize construction impacts to the Seattle Streetcar. A Seattle Streetcar WSBLE Construction Operations Plan would be developed to evaluate operational scenarios and capital investments to minimize impacts. 	<ul style="list-style-type: none"> There would be potential cumulative impact related to transportation within the Chinatown-International District Segment from multiple construction-related interruptions, delays, and accessibility issues associated with past and recent construction and redevelopment projects. 	<ul style="list-style-type: none"> Expanded transit connections and destinations for transit-dependent people. The expanded transit access to/from the Chinatown-International District, which would facilitate those of Asian descent better access to culturally appropriate health services (as needed), retail, and cultural institutions near the International District/Chinatown Station. Improved access and transit reliability would result in more convenient travel for minority or low-income individuals to cultural events at Seattle Center and to employment within Seattle.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – Downtown Segment	<ul style="list-style-type: none"> Preferred Alternative DT-1 would require full closure of 4th Avenue (Pine Street to Olive Way), Interstate 5 high-occupancy-vehicle express lanes reversible ramp, Madison Street, Pine Street, parts of Westlake Avenue, and Republican Street. It would also have partial closure of 5th Avenue, 4th Avenue (James Street to Columbia Street and Marion Street to Madison Street), Madison Street/4th Avenue intersection, Pike Street, parts of Westlake Avenue and Harrison Street. Alternative DT-2 would require full closure of 6th Avenue (Olive Way to Stewart Street), Pine Street, Terry Avenue North, and Taylor Avenue North. It would also require partial closure of 5th Avenue, 6th Avenue (University Street to Madison Street), southbound Interstate 5 off-ramp to James Street, southbound Interstate 5 mainline near Madison Street (nights), and Mercer Street. Under Preferred Alternative DT-1, the South Lake Union Streetcar would not operate on Westlake Avenue south of Denny Way for 4 years. Alternative construction approaches are being considered that could substantially reduce the impact to streetcar service through the Westlake Avenue/Denny Way portion of the route. Under Alternative DT-2, the South Lake Union Streetcar would not operate through the Terry Avenue North and Thomas Street intersection for 4 years. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Sound Transit would coordinate with the City of Seattle, FTA, and Metro to minimize construction impacts to the Seattle Streetcar. A Seattle Streetcar WSBLE Construction Operations Plan would be developed to evaluate operational scenarios and capital investments to minimize impacts. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – South Interbay Segment	<ul style="list-style-type: none"> Medians along Elliott Avenue West would permanently restrict left-turn access from Elliott Avenue West for Preferred Alternative SIB-1. The guideway in Elliott Avenue West and 15th Avenue West for Alternative SIB-2 would permanently remove left-turn access to properties from these streets. Preferred Alternative SIB-1 would require full closure of the West Galer Street Flyover (nights and weekends) and West Republican Street, and also partial closure of Elliott Avenue West. Alternative SIB-2 would require full closure of West Republican Street and partial closure of Elliott Avenue West and 15th Avenue West. Alternative SIB-3 would require partial closure of Elliott Avenue West (nights and weekends) and 15th Avenue West. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Transportation – Interbay/Ballard Segment	<ul style="list-style-type: none"> Preferred Alternative IBB-1a and Option IBB-1b removes the existing median on 14th Avenue Northwest. The moveable bridge for Alternative IBB-3 would open periodically, causing light rail service delays. Preferred Alternative IBB-1a would require full closure of 15th Avenue West (nights and weekends) and 14th Avenue Northwest. Option IBB-1b would require full closure of West Dravus Street, 15th Avenue West (nights and weekends), and 14th Avenue Northwest, and partial closure of 15th Avenue West. Preferred Alternative IBB-2a* would require full closure of 14th Avenue Northwest and partial closure of 15th Avenue West. Preferred Option IBB-2b* would require partial closure of 15th Avenue West and Northwest Market Street. Alternative IBB-3 would require full closure of 15th Avenue West/Northwest (nights and weekends), West Dravus Street ramps, and Northwest Market Street (nights and weekends), and partial closure of 15th Avenue West/Northwest. All bridge alternatives, except the double-leaf bascule bridge for Alternative IBB-3, would become the first vertical restriction on the Ship Canal upstream of Shilshole Bay. Construction of all bridge alternatives would require short-term closures and temporarily reduce the vertical clearance of the navigation channel. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Sound Transit would determine mitigation actions in coordination with the Muckleshoot Indian Tribe, the Suquamish Tribe, and the United States Coast Guard during final design and the bridge permitting process. This would include identifying specific aids to navigation, such as signage and lighting. Sound Transit would develop a construction navigation management plan in consultation with the United States Coast Guard, the Army Corps of Engineers, and Port of Seattle to mitigate impacts to navigation during construction. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Acquisitions, Displacements, and Relocations – Common to All Segments	<ul style="list-style-type: none"> All segments would have property acquisition. All segments except the SODO Segment would result in residential displacements. All segments would result in business displacements. 	<ul style="list-style-type: none"> Displaced residents would receive compensation and relocation assistance in accordance with Sound Transit's adopted real estate property acquisition and relocation policy, procedures, and guidelines (Sound Transit 2017). In some cases, these policies and procedures provide services above the minimum requirements of federal and state law. Potential residential relocation assistance includes a variety of advisory services, moving expenses, rent supplements, and/or down payment assistance. Potential residential relocation assistance would include a variety of advisory services, moving expenses, rent supplements, and/or down payment assistance. There are opportunities for relocation of residents and businesses in the vicinity. Attempts would be made to keep displaced residents in the same general area, which may include identifying replacement housing that considers proximity to community facilities, schools, place of employment, and accessibility to transit. 	<ul style="list-style-type: none"> Properties that would be acquired are in areas where minority and/or low-income people are present, and some individuals from these populations would likely be affected. Sound Transit relocation agents will consider special needs and requirements when identifying replacement housing for displaced people. 	<ul style="list-style-type: none"> None.
Acquisitions, Displacements, and Relocations – SODO Segment	<ul style="list-style-type: none"> No residential displacements. Business displacements discussed under Economics. 	<ul style="list-style-type: none"> No additional mitigation required. 	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Acquisitions, Displacements, and Relocations – Chinatown-International District Segment	<ul style="list-style-type: none"> Residential displacements would range from 0 (Option CID-1b*, Alternative CID-2a, and Option CID-2b) to 120 (Alternative CID-1a). The residential displacements for Alternative CID-1a* would occur during construction. The building would remain and could be used for housing following construction. Business displacements discussed under Economics. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Keeping displaced CID residents and businesses in the same neighborhood would be especially important for minority groups in this segment. 	<ul style="list-style-type: none"> Sound Transit anticipates that residential displacements would impact environmental justice populations to a greater degree because the only residential displacements would occur in a building that participates in the City of Seattle Multifamily Property Tax Exemption Program, where a number of units within the building have income restrictions. Displacements of low-income and supportive housing discussed under Social Resources, Community Facilities, and Neighborhoods. 	<ul style="list-style-type: none"> None.
Acquisitions, Displacements, and Relocations – Downtown Segment	<ul style="list-style-type: none"> Residential displacements would range from 26 (Preferred Alternative DT-1) to 167 (Alternative DT-2). Business displacements discussed under Economics. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Displacements of low-income and supportive housing discussed under Social Resources, Community Facilities, and Neighborhoods. 	<ul style="list-style-type: none"> None.
Acquisitions, Displacements, and Relocations – South Interbay Segment	<ul style="list-style-type: none"> Residential displacements would range from 5 (Alternative SIB-3) to 174 (Preferred Alternative SIB-1). Business displacements discussed under Economics. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Displacements of low-income and supportive housing discussed under Social Resources, Community Facilities, and Neighborhoods. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Acquisitions, Displacements, and Relocations – Interbay/Ballard Segment	<ul style="list-style-type: none"> Residential displacements would range from 14 (Preferred Alternative IBB-2a*) to 151 (Option IBB-1b). Business displacements discussed under Economics. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Land Use – Common to All Segments	<ul style="list-style-type: none"> The WSBLE Project would be consistent with regional and local land use plans. The project is a “regional transit authority facility,” which means that the local jurisdiction must accommodate the project in their land use plans and zoning (development regulations). Property acquired for the project would be converted to a transportation use. The project could result in TOD or redevelopment near stations. This type of development could increase availability and density of housing options, including affordable housing units. Alternately, there could be the indirect effect of increased housing prices around desirable station areas. 	<ul style="list-style-type: none"> No mitigation would be required. 	<ul style="list-style-type: none"> If the potential indirect effect of increased housing prices around station areas takes place, low-income populations in these areas could be negatively impacted by rental prices that become unaffordable. 	<ul style="list-style-type: none"> TOD could increase availability and density of housing options, including affordable housing units consistent with Sound Transit’s Equitable TOD Policy (Sound Transit 2018d) the city’s Mandatory Housing Affordability zoning, where applicable. If the potential indirect effect of additional affordable housing units around station areas takes place, then low-income populations would benefit. Due to greater property acquisition, Alternative CID-2a and Option CID-2b would have greater potential for TOD, and therefore equitable TOD, including affordable housing, than Alternative CID-1a* and Option CID-1b*. Tunnel alternatives in the Interbay/Ballard segment have higher potential for future TOD.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – Common to All Segments	<ul style="list-style-type: none"> • Direct economic impacts would include business and employee displacements. • A niche business with a specific clientele could have difficulty finding a new suitable location. Business relocation could impact employees. • During construction, some businesses could experience hardship because patrons might choose to avoid the construction area and construction employment may affect parking supply used by business patrons. • Businesses in areas that have had multiple construction projects over time or that would be concurrent with the Ballard Link Extension could experience cumulative impacts from construction. 	<ul style="list-style-type: none"> • Relocation benefits as described under Acquisitions. • Sound Transit will develop a Construction Management Plan that could include measures such as: <ul style="list-style-type: none"> - Provide a 24-hour construction telephone hotline. - Provide business cleaning services on a case-by-case basis. - Provide detour, open for business, and other signage as appropriate. - Establish effective communications with the public through measures such as meetings, construction updates, alerts, and schedules. - Implement promotion and marketing measures to help affected business districts maintain their customer base, consistent with Sound Transit policies, during construction. - Maintain access as much as possible to each business and coordinate with businesses during times of limited access. • Provide a community ombudsman consistent with Sound Transit policy. 	<ul style="list-style-type: none"> • Based on the types of businesses displaced and the demographic characteristics of the corridor, some employees of displaced businesses could be minority and/or low-income people. • The WSBLE Project could have overlapping construction periods with other reasonably foreseeable future projects, which could potentially create multiple interruptions for businesses. 	<ul style="list-style-type: none"> • There would be improved access to employment centers and expanded employment opportunities for minority and low-income people residing in the project corridor. • Heavier pedestrian activity near stations could increase the number of potential customers to retail businesses in the area. • Federal expenditures associated with construction could result in up to \$2 billion in direct expenditures and annual employment of about 12,000 jobs in the region (high-cost estimate). Some of these jobs could go to minority-owned businesses via Sound Transit's Disadvantaged Business Enterprise program.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – SODO Segment	<ul style="list-style-type: none"> Business displacements would range from 3 to 15 business, with the number of displacements dependent on which alternative is connected to in the Chinatown-International District Segment. Employee displacements would range from 20 to 110, with the number of displacements dependent on which alternative is connected to in the Chinatown-International District Segment. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected. 	<ul style="list-style-type: none"> No additional benefits.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – Chinatown-International District Segment	<ul style="list-style-type: none"> Business displacements would range from 5 (Option CID-1b*) to 27 (Alternative CID-2a) for the overall segment, with 13 displaced within the district for Alternative CID-2a and Option CID-2b. Employee displacements would range from 120 (Alternative CID-1a*) to 230 (Alternative CID-2a). The diagonal station configuration for Alternative CID-2a could also require temporary displacement of 8 businesses for up to a year during construction while structural improvements are made to these buildings Businesses that could be affected by construction activities are a mix of retail, service, and offices. Roads would be detoured or closed as needed to construct the project which would affect access to some businesses. Access to other businesses could be affected by increased congestion on roads where traffic is diverted or could potentially benefit businesses with increased exposure of travelers. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Priority would be placed on relocating Chinatown-International District business displacements within the district. 	<ul style="list-style-type: none"> There would be the potential for cumulative construction period impacts in the Chinatown-International District Segment, which has experienced construction of Interstate 5, the Downtown Seattle Transit Tunnel, the First Hill Streetcar, and nearby stadiums. Businesses that would be acquired are in an area where there is a high concentration on minority populations (insert percent); therefore, displacements would impact environmental justice populations. Removal of on-street parking would impact minority businesses that rely on the availability of that parking for patrons. 	<ul style="list-style-type: none"> No additional benefits.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – Downtown Segment	<ul style="list-style-type: none"> Business displacements would range from 44 (Preferred Alternative DT-1) to 48 (Alternative DT-2). Employee displacements would range from 440 (Alternative DT-2) to 490 (Preferred Alternative DT-1). Businesses that could be affected by construction activities are a mix of retail, service, and offices. Station entrance construction at the surface for all stations in this segment would result in partial or full road closures and traffic, which could make access to businesses on those blocks more difficult, but sidewalks would remain for pedestrian access. Most buildings adjacent to road closures are office or residential towers, but disruption from construction activities could affect retail or service businesses on lower floors of these buildings. Alternative DT-2 would be less disruptive to businesses in the downtown retail core in comparison to Preferred Alternative DT-1, but would require construction in the basement of several retail buildings. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected. 	<ul style="list-style-type: none"> No additional benefits.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – South Interbay Segment	<ul style="list-style-type: none"> Business displacements would range from 25 (Alternative SIB-3) to 35 (Alternative SIB-2). Employee displacements would range from 230 (Preferred Alternative SIB-1) to 320 (Alternative SIB-3). Maritime businesses along Salmon Bay would be displaced by Preferred Alternative IBB-1a, Option IBB-1b, and Alternative IBB-3. If the businesses have cargo operations or waterfront-dependent functions, they could be difficult to relocate. Maritime businesses could also be impacted by alternatives that would affect direct access to the water or the docks used by those businesses. Businesses that could be affected by construction activities are a mix of industrial, retail, and service businesses. Alternative SIB-3 would require partial closures of Elliott Avenue West (nights and weekends) and 15th Avenue West and have the least business disruption. Alternative SIB-2 would require partial closures on Elliott Avenue West and 15th Avenue West and have the greatest disruption to business access. Access to other businesses could be affected by increased congestion on roads where traffic is diverted or could potentially benefit businesses with increased exposure of travelers. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected. 	<ul style="list-style-type: none"> No additional benefits.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Economics – Interbay/Ballard Segment	<ul style="list-style-type: none"> Business displacements would range from 41 (Preferred Alternative IBB-2*) to 71 (Preferred Alternative IBB-1a). Employee displacements would range from 370 (Preferred Option IBB-2b*) to 620 (Alternative IBB-3). Potential impact to Tribal treaty-protected fishing. Tribes have treaty-protected fishing rights in the Puget Sound region, including Salmon Bay. Tribal treaty-protected fishing would be temporarily affected by construction of the bridge over Salmon Bay and would be permanently affected by guideway columns in the water for elevated alternatives. Businesses in the Interbay/Ballard Segment that could be affected by construction activities are primarily light industrial and service businesses on 14th Avenue Northwest, while 15th Avenue West and 15th Avenue Northwest is more service and retail-oriented. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Where feasible, Sound Transit would explore ways to maintain water-dependent business operations. Understanding that it might be challenging to relocate water-dependent uses due to their unique needs, Sound Transit would develop additional strategies that could be used to help support these unique needs for a successful relocation of these businesses. Potential strategies may include identifying federal, state, and local programs and leveraging Sound Transit relocation assistance with these programs and organizations. If the project design were to affect treaty-protected fishing, Sound Transit and FTA would coordinate with affected Tribes to avoid, minimize, or mitigate for economic impacts from Tribal treaty-protected fishing disruption from permanent in-water guideway columns and construction. 	<ul style="list-style-type: none"> The project would have long-term and may have construction impacts on Tribal treaty-protected fishing if an elevated alternative across Salmon Bay is constructed. Properties that would be acquired are in areas where minority and/or low-income people may be present, and some minority-owned businesses would likely be affected. 	<ul style="list-style-type: none"> No additional benefits.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Social Resources, Community Facilities, and Neighborhoods – Common to All Segments	<ul style="list-style-type: none"> During construction, increases in noise, dust, and traffic congestion would occur along the project alignment and at staging areas and could affect people's ability to access the services and resources in their neighborhood. During construction, in areas and neighborhoods where major truck routes are not available, arterial and local streets may be used. People living, working, and traveling through these neighborhoods would experience construction traffic. Neighborhoods adjacent to the project could experience cut-through traffic due to road or lane closures and detours. Neighborhoods that have had multiple construction projects over time or that would be concurrent with the Ballard Extension could experience cumulative impacts from construction. 	<ul style="list-style-type: none"> Mitigation measures to address project impacts to neighborhoods are discussed in Transportation; Acquisitions, Displacements, and Relocations; Economics; Visual and Aesthetic Resources; Noise and Vibration; Public Services, Safety, and Security; and Parks and Recreation. 	<ul style="list-style-type: none"> The project could displace low-income housing that is unknown to Sound Transit (for instance, rental units that accept housing vouchers). Unsheltered people living near the project construction areas would experience increases in noise, dust, and vehicle exhaust; project construction may result in the need for them to move elsewhere. 	<ul style="list-style-type: none"> There would be improved access to neighborhoods served by the Link system via transit transfer points at light rail stations. The Denny and South Lake Union stations would provide improved access to the South Lake Union area, which has over 200,000 jobs within a 15-minute transit ride. The Seattle Center Station would provide access to Seattle Center, which offers free public programming throughout the years, including many culturally focused events and festivals.
Social Resources, Community Facilities, and Neighborhoods – SODO Segment	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. 	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Access to employment opportunities within 30 minutes of SODO would increase by an estimated 22,000 jobs with the project.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Social Resources, Community Facilities, and Neighborhoods – Chinatown-International District Segment	<ul style="list-style-type: none"> All of the Chinatown-International District Segment alternatives except Alternative CID-1a* would displace the Goodwill Seattle Outlet. Alternative CID-1a*, Option CID-1b*, and Alternative CID-2a would impact this segment of the Seattle Streetcar. Other segments (Capitol Hill/, First Hill, and Downtown/South Lake Union) would still operate, but not as a connected system. This would impact community mobility between Pioneer Square and the Chinatown-International District. Alternative CID-2a would temporarily close the Uwajimaya loading dock, pedestrian entry plaza, and lower level garage access for 1 month to 2 months during construction. The diagonal station configuration for Alternative CID-2a would avoid this impact. Traffic diversion closer to the Chinatown-International District and Pioneer Square communities during construction would cause increased congestion in those neighborhoods, particularly during major events at T-Mobile Park and Lumen Field. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Sound Transit is partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion as well as strengthen connections between the Chinatown-International District, Pioneer Square, and existing transit hub. 	<ul style="list-style-type: none"> The Goodwill Seattle Outlet and residents of the ICON Apartment (which includes affordable housing) would be displaced by Alternative CID-1a*. The Chief Seattle Club Eagle Village pilot modular housing shelter is expected to have moved prior to construction of the project, but if not, Alternatives CID-1a* and CID-2a, and Option CID-2b would displace the shelter, and residents would be relocated. There would be potential cumulative impact to social and community resources within the Chinatown-International District Segment from multiple construction-related interruptions, delays, and accessibility issues associated with past and recent construction and redevelopment projects. Businesses displacements may include businesses important to the community because of the history and strong cohesion in the neighborhood. 	<ul style="list-style-type: none"> Access to employment opportunities within 30 minutes of Chinatown-International District would increase by an estimated 26,000 jobs with the project.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Social Resources, Community Facilities, and Neighborhoods – Downtown Segment	<ul style="list-style-type: none"> Closure of Westlake Avenue for Preferred Alternative DT-1 impacts this segment of the Seattle Streetcar. Other segments of the streetcar may continue to operate, but not as a connected system. Alternative construction approaches are being considered for Preferred Alternative DT-1 that could substantially reduce the impact to streetcar service through the Westlake Avenue/Denny Way portion of the route. The streetcar would be closed at the Terry Avenue North and Thomas Street intersection for Alternative DT-2, impacting northbound travel of the streetcar. Frequency of service and community mobility could be impacted for both alternatives. Preferred Alternative DT-1 would close Urban Triangle Park during construction; the park would be restored after construction. Construction of the Seattle Center Station for Preferred Alternative DT-1 would be immediately east of the Seattle Repertory Theatre, between the theater and the Cornish Playhouse. Access would be maintained to these theaters and to Seattle Center, but construction could be disruptive. Traffic diversion around Seattle Center during construction of Preferred Alternative DT-1 and Alternative DT-2 would cause increased congestion in the adjacent neighborhoods, particularly during major events at the center, including events at Climate Pledge Area. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Y.W.C.A. tenants and shelter functions would be temporarily displaced during construction by the 6th Avenue/Mercer Street Alternative (Alternative DT-2). Construction activities at and near Seattle Center, particularly with Preferred Alternative DT-1, could affect uses that serve diverse populations, such as The Vera Project. 	<ul style="list-style-type: none"> Access to employment opportunities within 30 minutes of Downtown Seattle would increase by an estimated 23,000 jobs with the project.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Social Resources, Community Facilities, and Neighborhoods – South Interbay Segment	<ul style="list-style-type: none"> Preferred Alternative SIB-1 and Alternative SIB-3 would impact the grass playfields at Interbay Athletic Complex; all alternatives would permanently impact the Interbay Golf Center property to some degree, but only Alternative SIB-3 would impact playable area. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Residents of the Interbay Village tiny house village might need to be relocated under Preferred Alternative SIB-1. The Elliott Junction housing project is expected to have moved prior to construction of the project, but if not, Preferred Alternative SIB-1 and Alternative SIB-2 would displace the shelter, and residents would be relocated. 	<ul style="list-style-type: none"> The Smith Cove Station would provide improved access to over 60,000 jobs within a 15-minute transit ride.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Social Resources, Community Facilities, and Neighborhoods – Interbay/Ballard Segment	<ul style="list-style-type: none"> Preferred Alternative IBB-1a and Option IBB-1b would displace a Safeway grocery store, Kidspace Childcare Center, one Seattle Housing Authority building (9 units), and the 14th Avenue Northwest Boat Ramp. Preferred Alternative IBB-2a* and Preferred Option IBB-2b* would also displace the Safeway grocery store. Preferred Alternative IBB-1a, Option IBB-1b and Alternative IBB-3 would limit pedestrian and bicycle access to the future Burke-Gilman Trail Missing Link on Northwest 46th Street during construction. The Ship Canal Trail would also be closed multiple times for short durations during construction. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> A Seattle Housing Authority property would be displaced by the elevated 14th Avenue alternatives (Preferred Alternative IBB-1a and Option IBB-1b). 	<ul style="list-style-type: none"> The Interbay Station would provide improved access to about 10,000 jobs within a 15-minute transit ride. Access to employment opportunities for populations within 30 minutes of the Ballard Station would increase by an estimated 217,000 jobs with the project. Within a 30-minute transit ride of the Ballard Station, approximately 31 to 32% of the population is minority, and 18 to 19% of the population is low-income, with the higher percentages associated with the station on 14th Avenue Northwest.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Visual and Aesthetic Resources – Common to all Segments	<ul style="list-style-type: none"> Visual impacts during construction would include exposed soils, glare, light associated with nighttime work, storage of construction materials, and construction equipment. 	<ul style="list-style-type: none"> Sound Transit would coordinate with the City of Seattle and adjacent communities through design review to promote visual unity in station areas. When possible, Sound Transit would preserve existing vegetation, and where removed, plant appropriate vegetation within and adjoining the project right-of-way, and/or provide screening for sensitive visual environments and/or sensitive viewers, consistent with Sound Transit operations and maintenance requirements. Exterior lighting of facilities would be designed to minimize height and use source shielding to avoid lighting (bulbs) that would be directly visible from residential areas, streets, and highways. Light rail facility design and use of landscaping would be used to soften or screen visual impacts. Use temporary visual screening along some areas where construction activities would be seen by nearby sensitive viewers. Nighttime construction lighting would be shielded and directed downward. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Visual and Aesthetic Resources – SODO Segment	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Visual and Aesthetic Resources – Chinatown-International District Segment	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.
Visual and Aesthetic Resources – Downtown Segment	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.
Visual and Aesthetic Resources – South Interbay Segment	<ul style="list-style-type: none"> The elevated alternatives (Preferred Alternative SIB-1, Alternative SIB-2, Alternative SIB-3) would lower the visual quality for sensitive viewers in certain areas. Alternative SIB-3 would have the most impacts with 1.0 mile of visual impacts to sensitive viewers and in the 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Sound Transit has developed mitigation measures for areas with visual impacts (see Section 4.3.5, Visual and Aesthetic Resources, of the Draft Environmental Impact Statement). Mitigation measures would be further refined, if necessary, in coordination with the City of Seattle as the project design advances. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Visual and Aesthetic Resources – Interbay/Ballard Segment	<ul style="list-style-type: none"> The elevated alternatives (Preferred Alternative IBB-1a, Option IBB-1b, and Alternative IBB-3) would lower the visual quality for sensitive viewers in certain areas. Alternative IBB-3 would have the most impacts with 0.2 mile of visual impacts to sensitive viewers. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Sound Transit has developed mitigation measures for areas with visual impacts (see Section 4.3.5, Visual and Aesthetic Resources, of the Draft Environmental Impact Statement). Mitigation measures would be further refined, if necessary, in coordination with the City of Seattle as the project design advances. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Air Quality – Common to All Segments	<ul style="list-style-type: none"> The overall regional vehicle emissions are expected to decrease with the project; therefore, the project is expected to have long-term benefits to regional air quality by reducing pollutant emissions. 	<ul style="list-style-type: none"> During construction, best management practices would be implemented to minimize related air pollutants. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations during construction would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> Distribution of benefits to minority and low-income populations during construction would be similar to the distribution of impacts to the general population
Noise and Vibration – Common to All Segments	<ul style="list-style-type: none"> There are noise- and vibration-sensitive properties that would be impacted during operation, in all segments except SODO. Construction activities would have noise and vibration impacts on residential areas and other noise sensitive uses. 	<ul style="list-style-type: none"> All operational noise and vibration impacts would be mitigated to levels below FTA impact thresholds through noise abatement measures (such as sound walls) or special trackwork, for vibration. Construction noise mitigation would likely be required for construction activities to comply with Seattle Municipal Code or variance sound level limits. For the construction staging areas near tunnel portals, mitigation measures could include construction of temporary noise barriers adjacent to the staging area. A detailed Construction Vibration Control Plan would be prepared. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations during construction would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Noise and Vibration – SODO Segment	<ul style="list-style-type: none"> No noise- or vibration-sensitive properties present. 	<ul style="list-style-type: none"> Not applicable. 	<ul style="list-style-type: none"> Not applicable. 	<ul style="list-style-type: none"> Not applicable.
Noise and Vibration – Chinatown-International District Segment	<ul style="list-style-type: none"> No airborne noise impacts. Alternative CID-2a would have vibration or groundborne noise impacts at 24 to 74 residential units. Other alternatives would not have vibration impacts. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution to the general public. 	<ul style="list-style-type: none"> None.
Noise and Vibration – Downtown Segment	<ul style="list-style-type: none"> No airborne noise impacts during operation. Alternative DT-2 would have vibration or groundborne noise impacts during operation at up to 34 residential units. Preferred Alternative DT-1 would not have any impacts on residential units. Preferred Alternative DT-1 would have vibration or groundborne noise impacts during operation at four Category 1 land uses, while Alternative DT-2 would have impacts on two Category 1 land uses. Preferred Alternative DT-1 and Alternative DT-2 would have construction noise and vibration impacts at 7 and 8 Category 1 land uses, respectively. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution to the general public. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Noise and Vibration – South Interbay Segment	<ul style="list-style-type: none"> Residential noise impacts would range from 456 (Preferred Alternative SIB-1) to 745 (Alternative SIB-2). Residential vibration or groundborne noise impacts would range from 0 (Alternative SIB-3) to 352 (Alternative SIB-2). Alternative SIB-2 would also have a vibration or groundborne noise impact at one Category 1 land use. Preferred Alternative SIB-1 would have construction noise and vibration impacts at one Category 1 land use, while Alternative SIB-2 would impact two Category 1 land uses during construction. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution to the general public. 	<ul style="list-style-type: none"> None.
Noise and Vibration – Interbay/Ballard Segment	<ul style="list-style-type: none"> Residential noise impacts would range from 0 (Preferred Alternative IBB-2a* and Preferred Option IBB-2b*) to 705 (Option IBB-1b). Option IBB-1b would also have a noise impact at one Category 1 land use. Residential vibration or groundborne noise impacts would range from 0 (Alternative IBB-3) to 43 (Option IBB-1b). Option IBB-1b and Alternative IBB-3 would each have construction noise and vibration impacts at one Category 1 land use. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution to the general public. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Water Resources – Common to All Segments	<ul style="list-style-type: none"> Total new impervious surface area in square feet: <ul style="list-style-type: none"> SODO Segment: 6,100 (Preferred Alternative SODO-1a and Alternative SODO-2) to 6,700 (Option SODO-1b). Chinatown-International District Segment: 5,300 (Option CID-1b*) to 13,100 (Alternative CID-2a). Downtown Segment: 18,600 (Preferred Alternative DT-1) to 20,700 (Alternative DT-2). South Interbay Segment: 109,800 (Alternative SIB-2) to 139,900 (Preferred Alternative SIB-1). Interbay/Ballard Segment: 23,100 (Preferred Option IBB-2b*) to 30,500 (Preferred Alternative IBB-1a). The project would provide water quality treatment to some impervious surface areas that currently do not receive water quality treatment. 	<ul style="list-style-type: none"> To minimize impacts to groundwater, Sound Transit would use stormwater management facilities to manage runoff from the project. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution to the general public. 	<ul style="list-style-type: none"> Distribution of benefits to minority and low-income populations would be similar to the distribution to the general public.
Ecosystems – Common to All Segments	<ul style="list-style-type: none"> Street trees and vegetation would need to be removed. Shading from elevated guideway and other surface features could change the amount of light and rainfall reaching street trees and vegetation underneath. Based on the urban environment of the study area, the operation of any of the light rail alternatives has low potential to adversely affect the viability of local wildlife populations. 	<ul style="list-style-type: none"> Where impacts cannot be avoided or minimized, compensatory mitigation would be provided to achieve no net loss of ecosystem function and acreage. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Ecosystems – SODO Segment	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> No additional mitigation required. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.
Ecosystems – Chinatown-International District Segment	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> No additional mitigation required. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.
Ecosystems – Downtown Segment	<ul style="list-style-type: none"> Preferred Alternative DT-1 would impact part of Donnelly Gardens, which provides urban wildlife habitat next to the Seattle Repertory Theatre, during construction of the Seattle Center Station entrance. Sound Transit would work with Seattle Center to replace these functions following construction. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.
Ecosystems – South Interbay Segment	<ul style="list-style-type: none"> Alternative SIB-2 and Alternative SIB-3 would both impact the Southwest Queen Anne Greenbelt. These alternatives would result in the loss of forested wildlife habitat in the greenbelt, and the introduction of train noise that could affect wildlife species in the greenbelt. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution to the general public. 	<ul style="list-style-type: none"> None.
Ecosystems – Interbay/Ballard Segment	<ul style="list-style-type: none"> Preferred Alternative IBB-1a, Option IBB-1b, and Alternative IBB-3 would require guideway columns in the water and impact shoreline during operations and construction. Support structures could result in over-water shade. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> There is the potential for cumulative impact to aquatic habitat in Salmon Bay, which is used for Tribal treaty-protected fishing, when considered with past alterations and ongoing development in shoreline areas. 	<ul style="list-style-type: none"> None.
Energy – Common to All Segments	<ul style="list-style-type: none"> There would be no long-term impacts because the Build Alternatives would consume less energy than the No Build Alternative. Construction activities would temporarily consume energy. 	<ul style="list-style-type: none"> During construction, best management practices would be used to minimize energy consumption. No long-term mitigation required. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Geology and Soils – Common to All Segments	<ul style="list-style-type: none"> Alternatives would travel through City of Seattle Environmentally Critical Area geologic hazards such as steep slopes, landslide-prone areas, liquefaction-prone areas, peat-settlement prone areas, and groundwater. During construction, erosion and high groundwater levels would be managed using best management practices. 	<ul style="list-style-type: none"> Risks would be avoided or minimized using engineering design standards and best management practices. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Hazardous Materials – Common to All Segments	<ul style="list-style-type: none"> Long-term operational impacts could occur if Sound Transit acquires properties that are a source of contamination, possibly requiring ongoing cleanup responsibility. There are high-risk sites potentially encountered during construction of all alternatives in all segments. The number of sites potentially affected ranges from one (in the Chinatown-International District Segment) to 10 (in the Interbay/Ballard Segment). Construction activities could discover contamination that was otherwise unknown. Construction activities could use hazardous materials that could spill. Cleanup of contaminated sites by the project could remove contamination in areas where cleanup is not otherwise scheduled to happen. 	<ul style="list-style-type: none"> Environmental due diligence (including a Phase 1 Environmental Site Assessment) would be performed for properties along the Ballard Link Extension corridor before acquisition or construction to avoid or minimize impacts from contaminated sites Encountered contaminated materials would be contained and disposed of in accordance with state and federal regulations. During construction, Sound Transit would implement applicable best management practices, which include construction stormwater pollution prevention plans, spill control and prevention plans, and contaminated media management plans. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> Cleanup of contaminated sites by the project could remove contamination in areas where minority and low-income populations could be exposed to contamination.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Electromagnetic Fields – Common to All Segments	<ul style="list-style-type: none"> There would be no long-term or construction-related electromagnetic field impacts as a result of construction and operation of the Ballard Link Extension. Although there is potentially sensitive equipment in the Downtown Segment, no impacts to this equipment are anticipated. Also, any electromagnetic fields from the project would be at low levels. The World Health Organization has concluded that there is no evidence of any health consequences from exposure to low levels electromagnetic fields. 	<ul style="list-style-type: none"> No mitigation required. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> None.
Public Services – Common to All Segments	<ul style="list-style-type: none"> The response times of emergency service vehicle and other public services vehicles (school buses, solid waste/recycling vehicles) could be impacted during construction due to road closures and detours. 	<ul style="list-style-type: none"> Sound Transit would coordinate with local emergency services to plan for emergencies on the elevated guideway; however, trains would proceed to the nearest station for response. During construction, Sound Transit would coordinate with public service providers to maintain reliable emergency access and alternative routes to minimize delays in response times. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Public Services – SODO Segment	<ul style="list-style-type: none"> All alternatives include a Holgate Street overpass, which would be a benefit to emergency service providers by removing the crossing delays at that intersection. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of benefits to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Public Services – Chinatown-International District Segment	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population 	<ul style="list-style-type: none"> Increased transit access and reliability to the Seattle Indian Health Board for those living outside the study area.
Public Services – Downtown Segment	<ul style="list-style-type: none"> During construction, Preferred Alternative DT-1 would require partial and full closure of Madison Street. The loading dock for the Seattle Public Library may be inaccessible for about 8 weeks during construction of the station. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Sound Transit would work with the Seattle Public Library to refine the construction approach to minimize loading dock access disruptions. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.
Public Services – South Interbay Segment	<ul style="list-style-type: none"> Alternative SIB-3 would require relocation of Seattle Parks and Recreation West Central Grounds Maintenance Facility and United States Postal Service Interbay Carrier Annex and Post Office. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Sound Transit would coordinate with the Seattle Parks and Recreation Department to find a suitable relocation site for the West Central Grounds Maintenance Facility within the surrounding area. Sound Transit would identify a replacement property for the United States Postal Service Interbay Carrier Annex and Post Office in coordination with the United States Postal Service. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Public Services – Interbay/Ballard Segment	<ul style="list-style-type: none"> Construction of Preferred Alternative IBB-1a, Option IBB-1b, and Alternative IBB-3 bridge could impact response times from and access to Fire Station 3 at Fishermen's Terminal. Seattle Police Harbor Patrol response times to Salmon Bay and waterways west of these alternatives could also be impacted by temporary closures of the navigation channel and from increased waterway congestion. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Sound Transit would coordinate with Seattle Police Harbor Patrol prior to and throughout construction at key milestones or phases where navigation conditions could change. 	<ul style="list-style-type: none"> No additional impacts. 	<ul style="list-style-type: none"> None.
Utilities – Common to All Segments	<ul style="list-style-type: none"> Utility relocations would be necessary during construction, but there would be no long-term impacts on utility providers. 	<ul style="list-style-type: none"> Sound Transit would coordinate with utility providers to establish temporary connections before construction begins. Sound Transit would work with utility providers to minimize any potential service interruptions and perform outreach to notify the community of planned or potential service interruptions. No long-term mitigation required. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Historic and Archaeological – Common to All Segments	<ul style="list-style-type: none"> There is a high risk or very high risk of encountering archaeological resources in all segments. 	<ul style="list-style-type: none"> Where adverse effects to National Register-eligible or -listed resources cannot be avoided or minimized, FTA and Sound Transit would develop a memorandum of agreement or programmatic agreement in consultation with the State Historic Preservation Officer, Tribes, and other consulting parties under Section 106. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> None.
Historic and Archaeological – SODO Segment	<ul style="list-style-type: none"> One historic property would be adversely affected under all segment alternatives. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Historic and Archaeological – Chinatown-International District Segment	<ul style="list-style-type: none"> Three historic properties would be adversely affected under all segment alternatives. Historic properties affected include the Pioneer Square-Skid Road National Historic District and the Seattle Chinatown Historic District. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> All Build Alternatives would adversely affect the National Register-listed Seattle Chinatown Historic District, including the displacement of some businesses. 	<ul style="list-style-type: none"> None.
Historic and Archaeological – Downtown Segment	<ul style="list-style-type: none"> Total number of historic properties adversely affected would range from 3 (Preferred Alternative DT-1) to 9 (Alternative DT-2) 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> None.
Historic and Archaeological – South Interbay Segment	<ul style="list-style-type: none"> Total number of historic properties adversely affected would range from 2 (Alternative SIB-3) to 8 (Alternative SIB-2) 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> None.
Historic and Archaeological – Interbay/Ballard Segment	<ul style="list-style-type: none"> Total number of historic properties adversely affected would range from 3 (Preferred Option IBB-2b*) to 10 (Alternative IBB-3). 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> None.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Parks and Recreational Resources – Common to All Segments	<ul style="list-style-type: none"> Access to some parks and recreational facilities would be affected, and park users would be able to see construction in the background. If trees and vegetation are removed during construction, it would take years for the new plantings to become visually similar to what was removed. The project would improve public access, including to minority and low-income populations, to most of the park resources within 0.5 mile of light rail stations, particularly those closest to new stations. Underutilized parks could experience activation as the parks continue to see increasing numbers of visitors. 	<ul style="list-style-type: none"> According to City of Seattle Ordinance 118477, any City park land acquired by the project would need to be replaced with land of equivalent or better size, value, location, and usefulness. Sound Transit would work with the City of Seattle to identify adequate replacement property for permanently acquired park property. Sound Transit would restore disturbed parks and recreation resources after construction in cooperation with the resource owner. Best management practices would be implemented to reduce proximity impacts. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> Minority and low-income populations would benefit from increased access to park and recreational facilities.
Parks and Recreational Resources – SODO Segment	<ul style="list-style-type: none"> No parks and recreational resources present. 	<ul style="list-style-type: none"> No mitigation required. 	<ul style="list-style-type: none"> No impact. 	<ul style="list-style-type: none"> No additional benefits.
Parks and Recreational Resources – Chinatown-International District Segment	<ul style="list-style-type: none"> Alternative CID-2a and Option CID-2b would have minor proximity impacts on Hing Hay Park during construction. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. No additional mitigation required. 	<ul style="list-style-type: none"> Construction activities would be across the street from Hing Hay Park, which hosts tai chi classes and music in the summer, and is an integral part of the annual Dragon Fest. 	<ul style="list-style-type: none"> No additional benefits.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Parks and Recreational Resources – Downtown Segment	<ul style="list-style-type: none"> Preferred Alternative DT-1 would close the Urban Triangle Park during construction. Preferred Alternative DT-1 would have long-term and construction impacts on Seattle Center for a station entrance. It would also have temporary impacts to a portion of Westlake Park. Alternative DT-2 would remove Naramore Fountain Park and part of Freeway Park (south of Seneca Street) for a station entrance. Naramore Fountain would be incorporated into the station entry plaza. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. For Preferred Alternative DT-1, Sound Transit would coordinate with the Seattle Center during station planning and final design regarding design of the Seattle Center station and how it would be integrated into the campus. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.

Resource	Build Alternatives Impacts	Best Management Practices and Mitigation	Impacts on Minority and Low-income Populations	Benefits to Minority and Low-income Populations
Parks and Recreational Resources – South Interbay Segment	<ul style="list-style-type: none"> Kinnear Park would be permanently impacted by all alternatives and the Southwest Queen Anne Greenbelt would be permanently impacted by Alternatives SIB-2 and SIB-3. These impacts would not alter the use or function of the resources. All alternatives would permanently acquire part of the Interbay Golf Center property. Alternative SIB-3 would impact the largest area of the Interbay Golf Center, permanently impacting playable area in the northwest corner. Playable area at the Interbay Athletic Complex would also be impacted by Preferred Alternative SIB-1 and Alternative SIB-3 and the grass fields would need to be relocated. Up to half the parking would also be removed. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Sound Transit would work with Seattle Parks and Recreation to address impacts to the Interbay Golf Center and find a location to replace the impacted baseball field. Sound Transit would coordinate with Seattle Parks and Recreation and Seattle Pacific University regarding its use of the soccer stadium to minimize the impacts associated with the permanent loss of parking. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.
Parks and Recreational Resources – Interbay/Ballard Segment	<ul style="list-style-type: none"> Preferred Alternative IBB-1a and Option IBB-1b would displace the 14th Avenue Northwest Boat Ramp. The boat ramp would be relocated prior to construction. Construction of Preferred Alternative IBB-1a and Option IBB-1b would have minor proximity effects to 11th Avenue Northwest Street-end and Gemenskap Park. Construction of Alternative IBB-3 would have minor proximity effects to the public use areas of Fishermen's Terminal. 	<ul style="list-style-type: none"> See Impacts Common to All Segments. Sound Transit would coordinate with the Washington State Recreation and Conservation Office regarding mitigation for the 14th Avenue Northwest Boat Ramp. 	<ul style="list-style-type: none"> Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population. 	<ul style="list-style-type: none"> No additional benefits.

* As described in the introduction to Chapter 2, Alternatives Considered, of the Draft Environmental Impact Statement, at the time the Sound Transit Board identified alternatives for study in the Draft Environmental Impact Statement some alternatives were anticipated to require third-party funding based on early cost estimates. The asterisk identifies these alternatives and the alternatives that would only connect to these alternatives in adjacent segments.

6 PROJECT BENEFITS

Under United States Department of Transportation Order 5610.2(a), the benefits of a proposed transportation project should be considered when determining whether there are disproportionately high and adverse effects on minority and low-income populations. The WSBLE Project would provide benefits to all populations in the study area. While all populations in the WSBLE Project service area would benefit, studies have shown that minority and low-income people tend to make greater use of transit service than other groups. As described in Chapter 1, Introduction and Regulatory Framework, several of the project's purpose statement objectives include benefits that are relevant to environmental justice populations, including the following:

- Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the Sound Transit 3 Plan.
- Improve regional mobility by increasing connectivity and capacity through Downtown Seattle to meet the projected transit demand.
- Expand mobility for the corridor and the region's residents, which include transit-dependent, low-income, and minority populations.
- Encourage equitable and sustainable urban growth in station areas through support of TOD and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's *Transit Oriented Development Policy* and sustainability plan.
- Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's *System Access Policy*.
- Preserve and promote a healthy environment and economy by minimizing impacts on the natural, built, and social environments through sustainable practices.

For those reliant on private transportation, costs continue to rise for fuel, tolls, and paid parking; transit service improvements are therefore generally more important to these populations than to others. Data from Sound Transit (2015) showed that there are higher concentrations of minority and low-income people within the Sound Transit service district who have access to and use Sound Transit than other groups. Data from the American Public Transportation Association (2008) indicate that in 2007, approximately 60 percent of all transit passengers in the United States were minorities. Data from a 2006 report (Center for Housing Policy 2006) illustrated that families with annual household incomes between \$20,000 and \$50,000 have transportation costs as high as or higher than housing. This is true in the Seattle area, where 31 percent of income was spent on housing and 30 percent on transportation. This is primarily a result of families moving farther away from cities to find affordable housing, where transit options are often more limited. While the WSBLE may potentially result in increases in property taxes and rents around stations, thus negatively affecting some low-income populations, improved access to transit would allow residents to reduce transportation costs, potentially reducing one contributing expense to the cost of living for people living near the project.

Increased transit access and new development could also improve overall neighborhood quality. Stations could provide improved neighborhood cohesion by providing new opportunities to interact.

The City of Seattle has received a grant from FTA to support equitable TOD along the WSBLE Project corridor. The priorities of the grant-funded program are to advance racial equity and

community agency in access, public realm, and TOD investments throughout the WSBL corridor, and improve City of Seattle accountability and transparency through expanded RET documentation. The Sound Transit Board adopted the Equitable Transit Oriented Development Policy in 2018 (Board Resolution No. R2018-10). The policy addresses how the agency should consider potential for TOD near transit facilities being planned and studied, and provides guidance on implementing and integrating equitable TOD throughout transit projects.

The above benefits would not occur with the No Build Alternative. In fact, it is anticipated that transportation unreliability and travel times would continue to worsen as population growth continues in the region.

6.1 Improved Access to Transit

Access to transit would improve for all populations within the project vicinity, especially for people living and working within the walkshed of the project (within 0.5 mile of the stations). Improved access to transit leads to a number of economic and social benefits. For instance, light rail allows people to avoid the costs of owning, maintaining, and parking a car. Light rail systems reduce air pollution and, with community planning, light rail can increase commercial activity from new businesses attracted to the region. Minority and low-income populations living within walking distance of the stations would receive the same transit benefits brought by the project as others in the community; these benefits would be spread throughout the project corridor. For individuals that do not have regular access to private transportation, the improvements in access to transit and expanding connections can have a notable positive impact. Studies have shown that minority and low-income populations tend to make greater use of transit service than other groups (Anderson 2016; Tomer 2011); this indicates the importance of access to transit for minority and low-income populations.

Neighborhoods served by light rail stations would benefit from increased transit access to Downtown Seattle and other areas in the Puget Sound region accessible by light rail. The project would provide increased transit access to locations around the city for pedestrians, bicyclists, and those with mobility challenges. The station areas would include bus bays on adjacent streets, which would facilitate transfers between buses and light rail for people who live outside of the station's walkshed. People who live farther away would have the benefit of using the expanded light rail system in the Puget Sound region, using bus transit to connect to light rail when necessary.

Neighborhoods close to light rail stations could experience increased social activity due to the improved access, residential and business redevelopment, and/or TOD projects. Local businesses could experience greater patronage and provide an increased employment base. In addition, improved access to jobs via transit would be especially important to environmental justice populations, as described at the beginning of this section.

In addition to increased access throughout Seattle, the project would improve broader regional transit access for minority and low-income populations to destinations along both the existing and planned parts of the light rail system. The project would connect more affordable areas of the region such as south Seattle, Federal Way, Tacoma, Lynnwood, and Everett to important opportunities for employment, healthcare, education, and culture focused in Seattle. The expanded light rail system would provide more and better access to social services, medical services, employment, education, cultural resources, and other resources with the project's study area, as well as access to destinations within the larger Link light rail service area.

Table 6-1 and Table 6-2 show percentages of minority and low-income people within 0.5 mile of the new light rail stations. These tables illustrate that the project would provide improved access to transit service to the minority and low-income populations within the study area.

For the West Seattle Link Extension, the percentage of minorities ranges from 25 to 57 percent within 0.5 mile of the station areas (Table 6-1), with the highest concentration near the SODO Station. The low-income population ranges from 16 to 21 percent within 0.5 mile of the station areas, with the highest concentration in the Delridge Station area. Approximately 3 percent of the owner households and 8 percent of renter households in the West Seattle Link Extension study area rely on transit as they do not have a vehicle (United States Census Bureau 2020).

For the Ballard Link Extension, the percentage of minorities ranges from 24 to 64 percent within 0.5 mile of station areas (Table 6-2), and the low-income population ranges from 12 to 63 percent. The highest percentages of minority and low-income people are near the International District/Chinatown Station: 62 to 64 percent minority and 59 to 63 percent low-income. Approximately 2 percent of the owner households and 28 percent of renter households (48 percent in the Chinatown-International District Segment) in the Ballard Link Extension study area rely on transit as they do not have a vehicle (United States Census Bureau 2020).

Table 6-1. Minority and Low-Income Populations within 0.5 Mile of Proposed Light Rail Stations, West Seattle Link Extension

Project Alternative	Number of Proposed Stations	Total Population Near Station(s)	Minority Population Near Station(s)	Low-Income Population ^a Near Station(s)
SODO-1a	1	300	170 (57%)	60 (18%)
SODO-1b	1	300	170 (57%)	60 (18%)
SODO-2	1	300	170 (57%)	60 (18%)
DEL-1a	1	2,530	720 (28%)	530 (21%)
DEL-1b	1	2,530	720 (28%)	530 (21%)
DEL-2a*	1	2,530	720 (28%)	530 (21%)
DEL-2b*	1	2,530	720 (28%)	530 (21%)
DEL-3	1	2,043	570 (28%)	400 (19%)
DEL-4*	1	2,040	570 (28%)	400 (19%)
DEL-5	1	1,180	330 (28%)	250 (21%)
DEL-6*	1	1,180	330 (28%)	250 (21%)
WSJ-1	2	12,600	3,090 (25%)	2,030 (16%)
WSJ-2	2	10,790	2,800 (26%)	1,850 (17%)
WSJ-3a*	2	11,790	2,900 (25%)	1,970 (17%)
WSJ-3b*	2	11,950	2,930 (25%)	1,980 (17%)
WSJ-4*	2	12,660	3,130 (25%)	2,070 (16%)
WSJ-5*	2	12,040	2,960 (25%)	1,990 (17%)

Source: United States Census Bureau 2018.

* As described in the introduction to Chapter 2, Alternatives Considered, of the Draft Environmental Impact Statement, at the time the Sound Transit Board identified alternatives for study in the Draft Environmental Impact Statement, some alternatives were anticipated to require third-party funding based on early cost estimates. The asterisk identifies these alternatives and the alternatives that would only connect to these alternatives in adjacent segments.

^a Low-income threshold is defined as two times the United States Department of Health and Human Services poverty level.

Table 6-2. Minority and Low-Income Populations within 0.5 Mile of Proposed Light Rail Stations, Ballard Link Extension

Project Alternative	Number of Proposed Stations	Total Population Near Station(s)	Minority Population Near Station(s)	Low-Income Population ^a Near Station(s)
CID-1a*	1	7,910	4,890 (62%)	4,710 (60%)
CID-1b*	1	7,910	4,890 (62%)	4,710 (60%)
CID-2a	1	8,100	5,020 (62%)	4,800 (59%)
CID-2b	1	8,100	5,020 (62%)	4,800 (59%)
DT-1	5	53,670	20,320 (38%)	13,240 (25%)
DT-2	5	55,740	20,990 (38%)	13,080 (23%)
SIB-1	1	3,930	1,017 (26%)	500 (13%)
SIB-2	1	6,630	1,730 (26%)	800 (12%)
SIB-3	1	6,400	1,630 (25%)	780 (12%)
IBB-1a	2	15,370	3,730 (24%)	2,210 (14%)
IBB-1b	2	16,280	3,910 (24%)	2,560 (16%)
IBB-2a*	2	15,490	3,770 (24%)	2,460 (16%)
IBB-2b*	2	15,550	3,920 (25%)	2,570 (17%)
IBB-3	2	16,070	4,020 (25%)	2,670 (17%)

Source: United States Census Bureau 2018.

* As described in the introduction to Chapter 2, Alternatives Considered, of the Draft Environmental Impact Statement, at the time the Sound Transit Board identified alternatives for study in the Draft Environmental Impact Statement, some alternatives were anticipated to require third-party funding based on early cost estimates. The asterisk identifies these alternatives and the alternatives that would only connect to these alternatives in adjacent segments.

Note: The SODO Segment includes the existing SODO Station and the SODO Station constructed as part of the West Seattle Link Extension. The Ballard Link Extension would not include construction of a new station in SODO, and therefore SODO project alternatives are not included in this table.

^a Low-income threshold is defined as two times the United States Department of Health and Human Services poverty level.

6.1.1 West Seattle Link Extension

All of the proposed West Seattle stations are potential transfer points to the light rail systems for communities to the south of the station and project vicinity, such as High Point, Highland Park, and White Center. Riders from High Point would likely transfer at the Avalon or Alaska Junction stations, depending on their bus route, while riders from Highland Park and White Center would likely transfer at the Delridge Station. As described in Section 3.1, these communities are composed of a diverse (racially and economically) population. The Delridge Station design includes bus bays, which would facilitate transit rider transfers from bus routes, including the planned RapidRide H Line serving these communities. Safe and direct transfers will enhance these communities' access to key destinations served by the regional light rail system, including jobs, shopping, social services, and medical centers. Efficient bus operations through the station area support overall transit service reliability.

Transit riders traveling on the RapidRide H Line to downtown from the Delridge area, including areas south such as South Delridge, Highland Park and White Center, would need to transfer to light rail at the Delridge Station. Even with the need to transfer to continue their trip to

downtown, these transit riders would experience a time savings of approximately 16 minutes, or 24 percent, with light rail compared remaining on the RapidRide H Line into downtown under the no build condition. This time savings this includes the time to transfer. In addition to time savings, the transfer to light rail also would result in a much more reliable travel time compared to the RapidRide H Line.

Sound Transit is considering three locations for the Delridge Station: one north of Southwest Andover Street and west of Delridge Way Southwest; one on Delridge Way Southwest between Southwest Andover and Southwest Dakota Streets; and one between Southwest Dakota and Southwest Genesee Streets west of Delridge Way Southwest. A station located north of Southwest Andover Street and west of Delridge Way Southwest would require the lengthiest and most complicated detour of buses from current planned pathways in order to achieve safe and direct passenger transfers, which is particularly important for inbound transfers. A station located south of Southwest Dakota Street and west of Delridge Way Southwest would also require a detour for a safe and direct passenger transfer, but would be potentially less complicated for traffic operations and bus service reliability. A station located on Delridge Way Southwest would provide the most direct and most operationally efficient passenger transfer. The travel times savings of approximately 16 minutes applies to all the Delridge Station locations because each alternatives' bus zone would be within 600 to 700 feet of each other, which would be less than 1 minute of bus drive time between them.

Similarly, transit riders from High Point and Westwood traveling on various Metro routes on 35th Avenue Southwest to downtown would need to transfer to light rail at the Avalon or Alaska Junction stations. Even with the need to transfer to continue their trip to downtown, these transit riders would experience a time savings of approximately 17 minutes, or 35 percent, with light rail compared remaining on the bus into downtown under the no build condition. This time savings also includes the time to transfer, and the transfer to light rail also would result in a much more reliable travel time compared to bus routes. The travel times savings of approximately 17 minutes applies to all the Avalon and Alaska Junction station locations because each alternatives' bus zone would be less than 800 feet of each other, which would be less than 1 minute of bus drive time between them.

6.1.2 Ballard Link Extension

The International District/Chinatown Station would be within the Chinatown-International District, which has higher percentages of minority and low-income people than the rest of the project corridor, City of Seattle, and King County.¹ The general transit access benefits that apply to communities within walking distance to a station would apply to the environmental justice populations near the International District/Chinatown Station and other stations along the project corridor. This project would expand the already robust transit access the Chinatown-International District has to bus, light rail, street car, and heavy rail (commuter and Amtrak).

The presence of an additional light rail station would provide more frequent and reliable access to transit, jobs, and services throughout Seattle and the region, including in West Seattle, South Lake Union, Uptown, Interbay, and Ballard. Overall, the project would result in offsetting benefits to environmental justice populations within the study area, including the Chinatown-International

¹ Chinatown-International District is the name for this neighborhood according to City Ordinance 119297 (1999), and the existing light rail station in this neighborhood is named the International District/Chinatown Station. Due to this, Chinatown-International District is used when referring to the neighborhood and the segment and International District/Chinatown Station is used when referring to the station.

District, such as improved access to transit to more destinations and increased social activity due to the improved access and potential TOD projects. Local businesses could also experience greater patronage and provide an increased employment base. Having high-quality, rapid, reliable, and efficient light rail transit service in this area would provide more access to jobs, improved travel time, and increased ridership that would benefit the community, including minority and low-income people, within the Chinatown-International District and the overall project corridor.

Sound Transit is considering two station locations: one on 4th Avenue South and one on 5th Avenue South. The feedback that Sound Transit has heard about the two station locations is mixed. The 4th Avenue South station would have fewer business displacements in the neighborhood during construction, but would likely result in greater cut-through traffic due to the long-term closure of 4th Avenue South; however, it could provide a better connection to the Pioneer Square neighborhood to the west. The 5th Avenue South station location is also on the edge of the neighborhood but would be closer to existing connections and the neighborhood. The presence of an additional light rail station would be a benefit for the environmental justice communities overall, as it would provide more and better access to transit, jobs, and services within Seattle, including in West Seattle, South Lake Union, Uptown, Interbay, and Ballard. The location of the station would not substantially alter these benefits. Sound Transit is currently partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion as well as strengthen connections between the Chinatown-International District, Pioneer Square, and the existing transit hub. These efforts are in early phases and will continue during the Final Environmental Impact Statement and final design phases, guided by the community and informed by the actions of the Sound Transit Board to identify the light rail project to be built.

6.2 Transit Reliability and Service Benefits

The WSBLE Project would provide high-quality rapid, reliable, and efficient light rail transit service to West Seattle and Ballard, and it would improve regional mobility by increasing connectivity and capacity to/from and through Downtown Seattle. The project would increase transit reliability for populations that depend on transit for transportation. Bus service can be affected by increasing congestion even when using high-occupancy vehicle lanes. The WSBLE Project would operate in an exclusive right-of-way, so it would not be impacted by roadway congestion or at-grade vehicle crossing conflicts. This would result in improved transit reliability in the corridor, which means better on-time performance. As stated in Chapter 3, Transportation Environment and Consequences, of the WSBLE Environmental Impact Statement, the primary benefits of the project include the following:

- **More access to jobs** – As a consequence of improved travel times and the restructured bus network that would accompany the project's light rail improvements, the project would improve the ability of transit riders to access destinations within the community:
 - In the West Seattle Link Extension study area, the number of jobs in 2042 reachable on transit within 30 minutes of the Alaska Junction and SODO stations (when compared to the No Build Alternative) would increase by approximately 376,100 and 189,200 jobs, respectively. These two stations were chosen as representative stations to illustrate the overall effects of the project in the West Seattle Link Extension study area.

The biggest changes to job accessibility would be realized at the western terminus of the project, as a result of the new, fast connection to the concentration of employment opportunities in Downtown Seattle, replacing slower surface routes.

- In the Ballard Link Extension study area, the number of jobs in 2042 reachable on transit within 30 minutes of the Ballard and Westlake stations (when compared to the No Build Alternative) would increase by approximately 279,500 and 79,200 jobs, respectively. These two stations were chosen as representative stations to illustrate the overall effects of the project in the Ballard Link Extension study area.

The biggest benefits to job accessibility would be found at the northern portion of the project, as a result of the new, fast connection to the concentration of employment opportunities in Downtown Seattle replacing slower surface routes.

- **Improved access to social services and medical care** – More and better transit connectivity within the Puget Sound region facilitates better access to social service and medical care in Seattle for the low-income populations that are outside of the city, where these services are concentrated, due to more affordable housing.
- **Travel time and reliability** – Transit travel time is expected to improve by about 50 percent on the West Seattle Link Extension and by 70 percent on the Ballard Link Extension compared to the No Build Alternative. The reliability of bus service in the project corridor would be poor in the 2032 and 2042 no build condition, but the project's light rail service reliability is expected to be similar to the high reliability of existing light rail service
- **Increased ridership** – Because of improved reliability and increased service levels, total systemwide ridership would increase by at least 20,000 trips with the project compared to the No Build Alternative.

As described in greater detail earlier in this section, transit service improvements are more positively impactful to environmental justice populations than to others. As such, a future condition that entails more transit access to jobs, decreased times and increased reliability, and increased ridership is seen as a beneficial improvement for minority and low-income people.

Minority and low-income people in the Chinatown-International District and surrounding areas would experience the improved access to jobs and transit reliability along with everyone else in the study area. The expanded transit access to/from the Chinatown-International District would facilitate better access for those of Asian descent outside of the study area to this culturally important area, including retail, cultural institutions, and health care near the International District/Chinatown Station. Another benefit of the improved access and transit reliability would be more convenient travel for minority or low-income individuals to cultural events at Seattle Center and to employment within Seattle. The project would also improve access to populations along the entire light rail system to Seattle Center, which offers free public programming throughout the year, including many culturally focused events and festivals.

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7 CONCLUSION

When making an environmental justice determination, the FTA must consider the impacts of a project and who may be affected, then consider the mitigation proposed for these impacts, and finally consider any offsetting benefits to minority and low-income populations.

7.1 West Seattle Link Extension

The environmental justice study area for the West Seattle Link Extension was defined to identify populations that would be directly affected by the project alternatives. The study area captures populations that would experience both direct and indirect impacts, as well as benefits the project would provide. The populations in the West Seattle Link Extension study area are not predominantly minority or low-income, and the percentages of both minority and low-income people in the study area are lower than the percentages of these populations in the city of Seattle and the Sound Transit service district as a whole. As shown in Table 5-2 in Section 5, Project Impacts and Potential Mitigation, most project impacts would be limited in scope and others would be mitigated through the implementation of effective mitigation measures. In addition, the distribution of impacts to minority and low-income people would be similar to impacts to the general population in the study area. As described in the previous sections, the West Seattle Link Extension would not result in disproportionately high and adverse effects on minority and low-income populations.

The West Seattle Link Extension would include benefits such as improved transit access and more efficient and reliable transportation system. The diverse communities of High Point, Highland Park, and White Center, south of the project, would benefit from the transit transfer point at the Delridge Station; travel time savings of approximately 20 minutes is expected for travel between the Delridge area and downtown with a transfer to light rail. The Delridge Station would be connected to these communities by Metro bus transit routes, including a new RapidRide line. Minority and low-income people in the West Seattle Link Extension study area, as well the neighborhoods south of the study area, would experience the improved access to transit benefits and travel time savings along with everyone else in the study area. The project would increase access to and from all West Seattle. These offsetting benefits further support the conclusion that the West Seattle Link Extension would not result in disproportionately high and adverse effects on environmental justice populations as defined in Executive Order 12898 and the United States Department of Transportation Order 5610.2(a).

7.2 Ballard Link Extension

With the exception of the Chinatown-International District, the populations in the Ballard Link Extension study area are not predominantly minority or low-income people, and the percentages of both minority and low-income people in the study area are similar to the percentages of these populations in the city of Seattle and the Sound Transit service district as a whole. Most project impacts would be limited in scope, and others would be mitigated through the implementation of effective mitigation measures.

The Chinatown-International District is the Asian hub of Seattle; its population is almost 60 percent minority, and almost half are low-income. The project would result in impacts to the environmental justice populations in the Chinatown-International District during both project operation and construction, as described in Table 5-4 in Section 5. Sound Transit would mitigate these impacts through the application of measures presented in Chapters 3 and 4 of this Draft

Environmental Impact Statement and summarized in Table 5-4. The adverse effects associated with displacement of businesses and residences would be mitigated by implementation of Sound Transit's real property acquisition and relocation policy and design measures, and best management practices would reduce the severity of potential construction impacts. The project would include benefits such as expanded transit access to/from the Chinatown-International District, allowing those of Asian descent outside of the study area to have better access to this culturally important area, including retail, cultural institutions, and health care near the International District/Chinatown Station. Other benefits would include improved transit access and a more efficient and reliable transportation system in the Downtown, South Interbay, and Interbay/Ballard segments and improved access to and from all communities in the project corridor. The improved access would enable minority or low-income individuals to travel easier to cultural events at Seattle Center and to employment within Seattle, for example. In addition, Sound Transit is partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion as well as strengthen connections among the Chinatown-International District and Pioneer Square neighborhoods and the transit hub. This effort will help identify further opportunities to benefit the minority and low-income populations in the community. Combined with this mitigation and the offsetting benefits, impacts of the Ballard Link Extension would not be high and adverse to environmental justice populations.

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Attachment G.1

Targeted Outreach

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Attachment G.1. Targeted Outreach

Date	Outreach Type	Organization	Neighborhood
10/20/17	Briefing	Alliance for Pioneer Square and Seattle Chinatown International District Preservation and Development Authority	Pioneer Square, Chinatown-International District
11/16/17	Briefing	Delridge Neighborhoods Development Association	Delridge
11/17/17	Briefing	Uwajimaya	Chinatown-International District
2/20/2018	Open House/ Neighborhood Forum	Downtown Early Scoping Open House	Downtown, Chinatown-International District, SODO, Stadium, Pioneer Square
2/28/2018	Fair/Festival	City of Seattle's Framework Open House	Chinatown-International District
3/7/2018	Briefing	Nucor Steel	Pigeon Point
4/12/2018	Briefing	Chinatown-International District Business Improvement Area	Chinatown-International District
4/20/2018	Briefing	Seattle Chinatown International District Preservation and Development Authority	Chinatown-International District
4/21/2018	Open House/ Neighborhood Forum	Chinatown-International District Level 1 Neighborhood Forum	Chinatown-International District
5/2/2018	Open House/ Neighborhood Forum	Downtown Level 1 Neighborhood Forum	Downtown, Chinatown-International District, SODO, Stadium, Pioneer Square
5/2/2018	Briefing	Interlm Community Development Association	Chinatown-International District
5/8/2018	Briefing	International Community Health Services	Chinatown-International District
5/9/2018	Briefing	Friends of Little Saigon	Chinatown-International District
5/23/2018	Briefing	Interlm Community Development Association/Chinatown-International District Forum	Chinatown-International District
5/25/2018	Briefing	Union Station Tour	Chinatown-International District, Pioneer Square
5/25/2018	Briefing	Chinatown-International District Framework Capital Projects Coordination Workgroup	Chinatown-International District, Pioneer Square
6/7/2018	Briefing	Chinatown-International District Business Improvement Area Board of Directions	Chinatown-International District
6/11/2018	Briefing	Pigeon Point Neighborhood Council	Pigeon Point
6/12/2018	Briefing	South Downtown Stakeholders	Chinatown-International District, Pioneer Square, Downtown
6/16/2018	Fair/Festival	Festival Sundiata	Downtown
6/22/2018	Briefing	Chinatown-International District Framework Capital Projects Coordination Workgroup	Chinatown-International District, Pioneer Square
6/29/2018	Service Provider Interview	Southwest Youth and Family Services Social Service Providers Interview	Delridge, West Seattle

Date	Outreach Type	Organization	Neighborhood
7/12/2018	Briefing	South Downtown Stakeholders	Chinatown-International District, Pioneer Square, Downtown
7/14/2018-7/15/2018	Fair/Festival	Chinatown-International District Dragon Fest	Chinatown-International District
7/25/2018	Briefing	Chinatown-International District Forum	Chinatown-International District
7/26/2018	Service Provider Interview	Neighborhood House at High Point Social Service Provider Interview	High Point, West Seattle
7/30/2018	Service Provider Interview	Chinese Information & Service Center Social Service Provider Interview	Chinatown-International District
8/1/2018	Service Provider Interview	Seniors in Action Foundation Social Service Provider Interview	Chinatown-International District
8/8/2018	Briefing	Drink and Link	Pigeon Point
8/11/2018	Fair/Festival	Delridge Day	Delridge, West Seattle
8/21/2018	Service Provider Interview	Wing Luke Museum Social Service Provider Interview	Chinatown-International District
8/26/2018	Fair/Festival	Celebrate Little Saigon	Chinatown-International District
8/28/2018	Service Provider Interview	Downtown Emergency Service Center, Cottage Grove Commons Social Service Provider Interview	North Delridge, West Seattle
9/8/2018	Fair/Festival	Chinatown-International District Night Market	Chinatown-International District
9/10/2018	Briefing	South Downtown Stakeholders	Chinatown-International District, Pioneer Square, Downtown
9/11/2018	Open House/ Neighborhood Forum	Downtown Level 2 Neighborhood Forum/Open House	Downtown, Chinatown-International District, SODO, Stadium, Pioneer Square
9/14/2018	Service Provider Interview	Real Change Social Service Provider Interview	Pioneer Square
9/17/2018	Briefing	Uwajimaya	Chinatown-International District
9/19/2018	Briefing	InterIm Community Development Association/Chinatown-International District Forum	Chinatown-International District
9/30/2018	Briefing	Chinatown-International District Framework Capital Projects Coordination Workgroup	Chinatown-International District
10/9/2018	Briefing	Delridge Neighborhoods Development Association, David Bestock	Delridge
10/10/2018	Fair/Festival	Seattle Department of Transportation Metro RapidRide H Open House	Delridge
10/24/2018	Briefing	Delridge Neighborhoods Development Association	Delridge
10/24/2018	Briefing	El Centro de la Raza	Downtown, Chinatown-International District, SODO, Pioneer Square

Date	Outreach Type	Organization	Neighborhood
12/5/2018	Service Provider Interview	Helping Link	Chinatown-International District
12/12/2018	Briefing	Real Change Vendor Meeting	Pioneer Square
12/12/2018	Briefing	CenterPoint Properties Trust	Pigeon Point
12/18/2018	Briefing	Seattle Chinatown International District Preservation and Development Authority Resident Managers	Chinatown-International District
1/8/2019	Briefing	South Downtown Stakeholders	Chinatown-International District, Pioneer Square, Downtown
1/9/2019	Service Provider Interview	Delridge Community Center	Delridge
1/10/2019	Briefing	Uwajimaya	Chinatown-International District
1/16/2019	Service Provider Interview	White Center Community Development Association	White Center
1/16/2019	Briefing	Youngstown Neighborhood	Youngstown
1/24/2019	Briefing	Alliance for Pioneer Square, Board of Directors	Pioneer Square
1/24/2019	Briefing	Seniors in Action Foundation	Chinatown-International District
1/26/2019-1/27/2019	Fair/Festival	Tet in Seattle	Chinatown-International District
1/29/2019	Briefing	Eastern Hotel Apartments	Chinatown-International District
2/2/2019	Door-to-door	Door-to-door outreach in Chinatown-International District with Community Liaisons	Chinatown-International District
2/6/2019	Briefing	Delridge Neighborhoods Development Association Tour	Delridge
2/7/2019	Fair/Festival	2019 Chinatown-International District Kick-off	Chinatown-International District
2/15/2019	Briefing	Domingo Viernes Apartments	Chinatown-International District
2/16/2018	Door-to-door	Door-to-door outreach in Chinatown-International District and Little Saigon with Community Liaisons	Chinatown-International District
2/20/2019	Briefing	Nihonmachi Terrace Apartments	Chinatown-International District
3/1/2019	Fair/Festival	Destination Delridge	Youngstown
3/2/2019	Fair/Festival	Lunar New Year Festival	Chinatown-International District
3/4/2019	Briefing	South Downtown Stakeholders	Chinatown-International District, Pioneer Square, Downtown
3/5/2019	Briefing	Historic South Downtown	Pioneer Square, Downtown, Chinatown-International District
3/6/2019	Briefing	International Community Health Services	Chinatown-International District

Date	Outreach Type	Organization	Neighborhood
3/6/2019	Briefing	Jackson Hub	Chinatown-International District, Pioneer Square, Downtown
3/8/2019	Fair/Festival	The Publix Seattle Tabling (residential building)	Chinatown-International District
3/9/2019	Fair/Festival	Delridge Community Center Tabling	Delridge
3/11/2019	Briefing	NP Hotel Apartments	Chinatown-International District
3/12/2019	Door-to-door	Door-to-door outreach in Japantown	Chinatown-International District
3/12/2019	Open House/ Neighborhood Forum	Delridge Station Community Workshop	Delridge
3/13/2019	Open House/ Neighborhood Forum	Chinatown-International District Station Community Workshop	Chinatown-International District
3/19/2019	Briefing	Pacific Café	Chinatown-International District
3/19/2019	Briefing	Seniors in Action Foundation	Chinatown-International District
3/19/2019	Briefing	Seattle Chinatown International District Preservation and Development Authority Board of Directors	Chinatown-International District
3/19/2019	Briefing	Pioneer Square Residents' Council	Pioneer Square
3/20/2019	Briefing	International House Senior Living	Chinatown-International District
3/22/2019	Briefing	Washington Federal	Chinatown-International District
3/25/2019	Briefing	Faye Hu and Nora Chan, Seniors in Action	Chinatown-International District
3/31/2019	Briefing	Chinatown-International District scoping comment work party	Chinatown-International District
4/1/2019	Briefing	Chinatown-International District Workgroup 4 - Capital Projects Coordination Meeting	Chinatown-International District
4/1/2019	Fair/Festival	Hing Hay Park Tabling	Chinatown-International District
4/1/2019	Door-to-door	Door-to-door outreach in Chinatown-International District	Chinatown-International District
4/15/2019	Briefing	Kathleen Johnson, Historic South Downtown	Downtown, Pioneer Square
4/25/2019	Fair/Festival	Uwajimaya Village Vendor Fair	Chinatown-International District
5/7/2019	Service Provider Interview	Latino Community Fund of WA	Pioneer Square
5/30/2019	Fair/Festival	Seattle Department of Transportation/Metro RapidRide H Line Open House	Delridge, West Seattle
6/29/2019	Fair/Festival	Dragon Fest 2019	Chinatown-International District
6/29/2019-6/30/2019	Fair/Festival	Delridge Neighborhoods Development Association Arts in Nature Festival	Delridge
7/9/2019	Briefing	South Downtown Stakeholders	Chinatown-International District, Pioneer Square, Downtown
7/20/2019	Fair/Festival	White Center Jubilee Days	White Center

Date	Outreach Type	Organization	Neighborhood
7/28/2019	Fair/Festival	Pista sa Nasyon	Corridor-Wide
8/3/2019	Fair/Festival	Chinatown-International District Block Party	Chinatown-International District
8/5/2019	Briefing	Chinatown-International District Workgroup 4 - Capital Projects Coordination Meeting	Chinatown-International District
8/10/2019	Fair/Festival	Delridge Day	Delridge
8/21/2019	Briefing	Lunch & Learn: Chinatown-International District Station Siting	Chinatown-International District
8/30/2019	Briefing	InterIm Community Development Association	Chinatown-International District
8/30/2019	Briefing	Helping Link	Chinatown-International District
9/14/2019	Fair/Festival	Night Market	Chinatown-International District
11/25/2019	Door-to-door	Door-to-door outreach in Little Saigon with Community Liaisons	Chinatown-International District
11/26/2019	Door-to-door	Door-to-door outreach in Chinatown-International District with Community Liaisons	Chinatown-International District
11/30/2019	Fair/Festival	Asian American and Pacific Islander Holiday Arts & Crafts Fair	Chinatown-International District
12/3/2019	Open House/ Neighborhood Forum	Chinatown-International District Station Neighborhood Forum	Chinatown-International District
12/7/2019	Open House/ Neighborhood Forum	Delridge Station Neighborhood Forum	Delridge
12/19/2019	Briefing	International Community Health Services	Chinatown-International District
1/18/2020- 1/19/2020	Fair/Festival	Tet in Seattle	Chinatown-International District
1/22/2020	Briefing	Pioneer Square Preservation Board	Pioneer Square
1/28/2020	Briefing	Jackson Hub	Chinatown-International District, Pioneer Square, Downtown
2/3/2020	Briefing	Seniors in Action Foundation	Chinatown-International District
2/8/2020	Fair/Festival	Lunar New Year Festival	Chinatown-International District
2/14/2020	Briefing	Jackson Hub	Chinatown-International District, Pioneer Square, Downtown
2/21/2020	Briefing	Delridge Neighborhoods Development Association	Delridge
2/24/2020	Briefing	InterIm Community Development Association/Chinatown-International District Forum	Chinatown-International District
3/5/2020	Fair/Festival	Chief Sealth International High School	Delridge

Date	Outreach Type	Organization	Neighborhood
6/16/2020	Briefing	Jackson HUB	Chinatown-International District, Pioneer Square, Downtown
8/11/2020	Briefing	Jackson HUB	Chinatown-International District, Pioneer Square, Downtown
1/19/2021	Briefing	Community Liaison Focus Group	Corridor-wide
1/19/2021	Briefing	South Downtown Stakeholders	Chinatown-International District, Pioneer Square
2/17/2021	Briefing	Sierra Summit Schools	Chinatown-International District
2/23/2021	Briefing	International Special Review District Board	Chinatown-International District
3/1/2021	Briefing	Ballard Food Bank	Interbay, Ballard
3/19/2021	Briefing	Pioneer Square Monthly Meeting	Pioneer Square
4/1/2021	Briefing	International District Rotary Club	Chinatown-International District
4/8/2021	Briefing	Seattle Chinatown International District Preservation and Development Authority Ad-Hoc Board of Directors	Chinatown-International District
4/23/2021	Briefing	Alliance for Pioneer Square Engagement Meeting	Chinatown-International District, Pioneer Square
4/26/2021	Briefing	Alliance for Pioneer Square Board Presentation	Chinatown-International District, Pioneer Square
5/5/2021	Briefing	Seattle Chinatown International District Preservation and Development Authority Engagement Meeting	Chinatown-International District
5/5/2021	Briefing	City of Seattle Community Liaison Training #1: Overview	Chinatown-International District, Pioneer Square, Delridge
5/12/2021	Briefing	City of Seattle Community Liaison Training #2: Alternatives	Chinatown-International District, Pioneer Square, Delridge
5/19/2021	Briefing	City of Seattle Community Liaison Training #3: Environmental Review	Chinatown-International District, Pioneer Square, Delridge
5/26/2021	Briefing	City of Seattle Community Liaison Training #4: Station Planning	Chinatown-International District, Pioneer Square, Delridge
6/2/2021	Briefing	City of Seattle Community Liaison Training #5: Racial Equity Toolkit	Chinatown-International District, Pioneer Square, Delridge
6/7/2021	Briefing	Jackson HUB Workshop #1	Chinatown-International District, Pioneer Square
6/9/2021	Briefing	City of Seattle Community Liaison Training #6: Recap and Work Plan Creation	Chinatown-International District, Pioneer Square, Delridge
6/15/2021	Briefing	Seattle Chinatown International District Preservation and Development Authority Engagement Meeting #2	Chinatown-International District

Date	Outreach Type	Organization	Neighborhood
6/16/2021	Briefing	Jackson HUB Workshop #2	Chinatown-International District, Pioneer Square
6/23/2021	Briefing	Alliance for Pioneer Square Engagement Meeting #2	Chinatown-International District, Pioneer Square
7/13/2021	Briefing	Historic South Downtown/Interlm Community Development Association	Chinatown-International District, Pioneer Square
7/14/2021	Briefing	Community Liaison Work Plan Report Out	Chinatown-International District, Delridge
7/15/2021	Briefing	Jackson HUB Planning	Chinatown-International District, Pioneer Square
7/20/2021	Briefing	Seattle Chinatown International District Preservation and Development Authority Board of Directors	Chinatown-International District
7/21/2021	Briefing	Historic South Downtown/Interlm Community Development Association Meeting #2	Chinatown-International District, Pioneer Square
7/23/2021	Briefing	Pioneer Square Walking Tour with Alliance for Pioneer Square	Chinatown-International District, Pioneer Square
7/26/2021	Briefing	Helping Link	Chinatown-International District
8/4/2021	Briefing	Historic South Downtown/Interlm Community Development Association	Chinatown-International District, Pioneer Square
8/14/2021	Fair/Festival	Neighborhood House Health Fair	Delridge
8/18/2021	Briefing	Community Liaison Meet-up: Delridge/Chinatown International District Cohort	Chinatown-International District, Delridge
8/20/2021	Fair/Festival	Hing Hay Park Ping Pong Tournament Tabling	Chinatown-International District
8/24/2021	Briefing	Historic South Downtown Board	Chinatown-International District, Pioneer Square
8/28/2021	Fair/Festival	Celebrate Little Saigon	Chinatown-International District
8/30/2021	Briefing	Alliance for Pioneer Square Board of Directors	Chinatown-International District, Pioneer Square
9/2/2021	Briefing	Chinatown International District Business Improvement Area Board	Chinatown-International District
9/2/2021	Briefing	International Community Health Services	Chinatown-International District
9/8/2021	Briefing	Chinese Information and Service Center	Chinatown-International District
9/10/2021	Fair/Festival	Hing Hay Park Ping Pong Tournament Tabling	Chinatown-International District
9/25/2021	Fair/Festival	Chinatown International District Night Market	Chinatown-International District
9/28/2021	Briefing	Historic South Downtown Board	Chinatown-International District, Pioneer Square
10/24/2021	Briefing	Vietnamese Community Group	Chinatown-International District

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