

# *West Seattle and Ballard Link Extensions*

*CID/SODO*

*Community Advisory Group*

*January 13, 2022*



# *Agenda*

- Welcome and introductions
- Station Planning: Background
- SODO Station
- CID Station
- Next steps and next meeting

# Meeting etiquette and accessibility



**Upon joining the meeting, please mute** your line when you are not speaking to minimize audio feedback. Unmute before talking.



**Please raise your “hand”** if you have a question or comment. Facilitator will call on you to speak.



**One person speaks at a time.** Please say your name, and then note a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.



You are viewing Chris Johnstone's screen

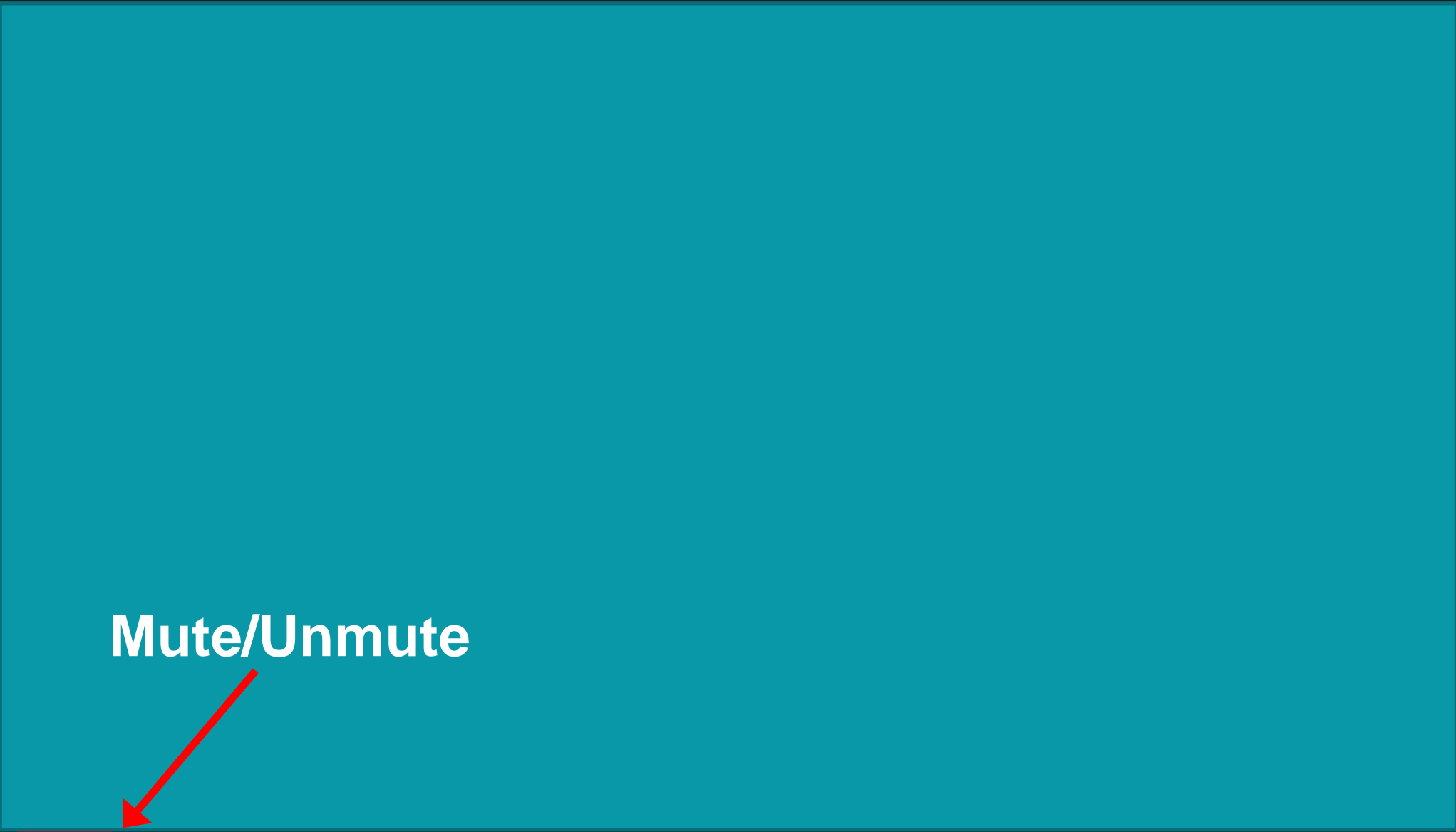
View Options ▾

View



- Mute
- Stop Video
- Participants 1
- Polls
- Chat
- Share Screen
- Raise Hand
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- More

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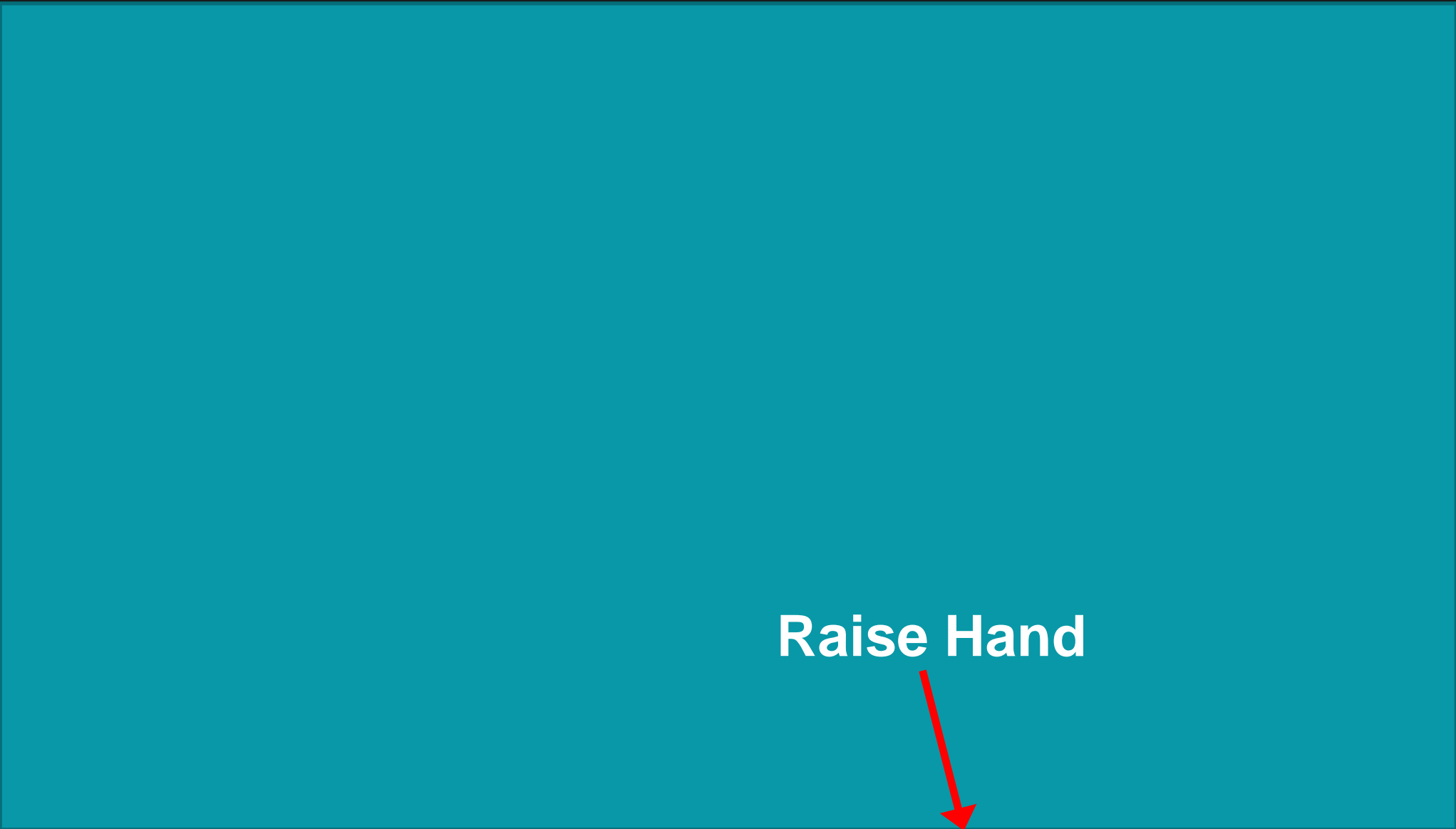


Mute/Unmute



Unmute Stop Video Participants Polls Chat Share Screen Raise Hand Live Transcript More

Leave

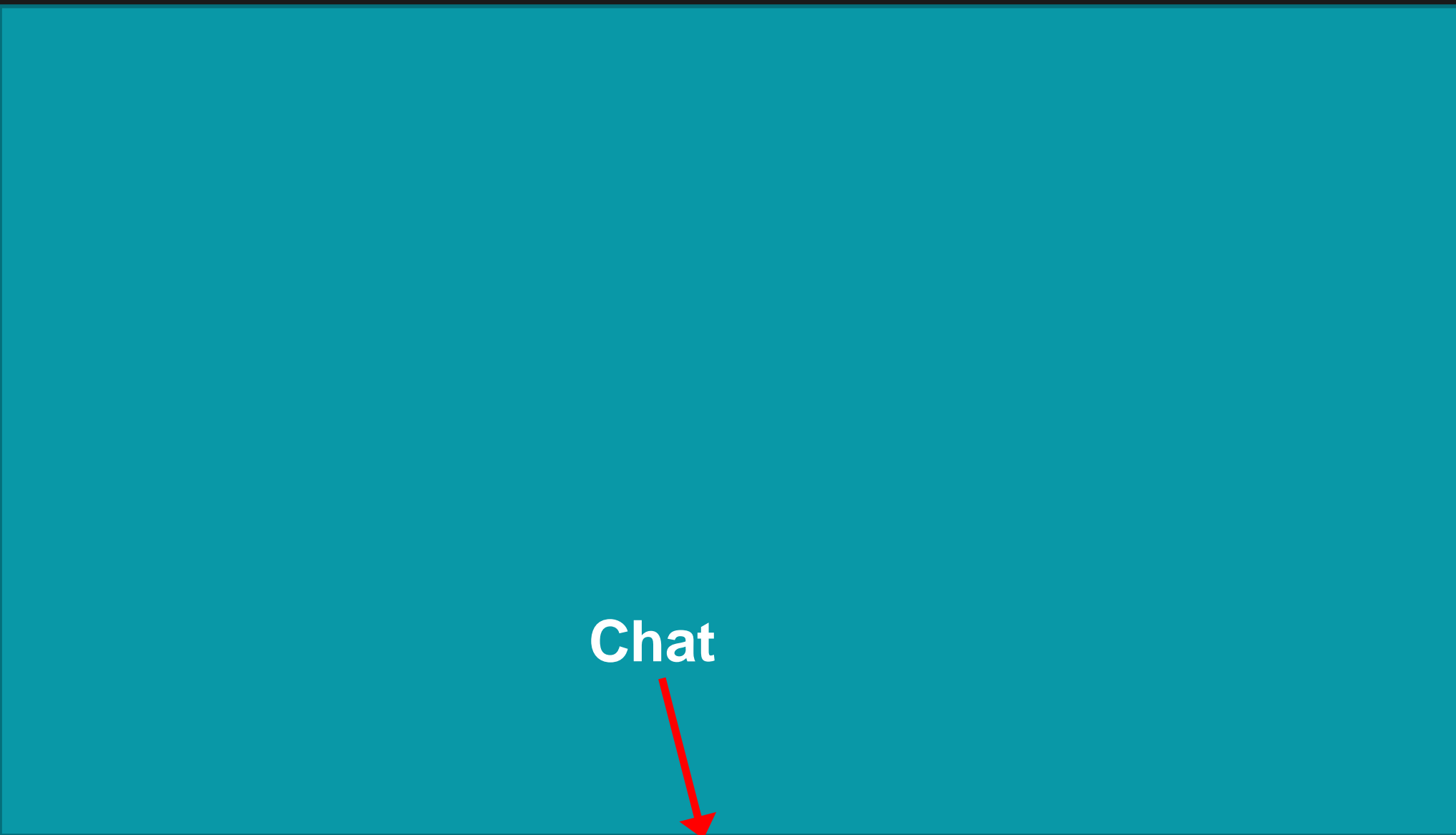


Raise Hand



Mute Stop Video Participants Polls Chat Share Screen Raise Hand Live Transcript More

Leave

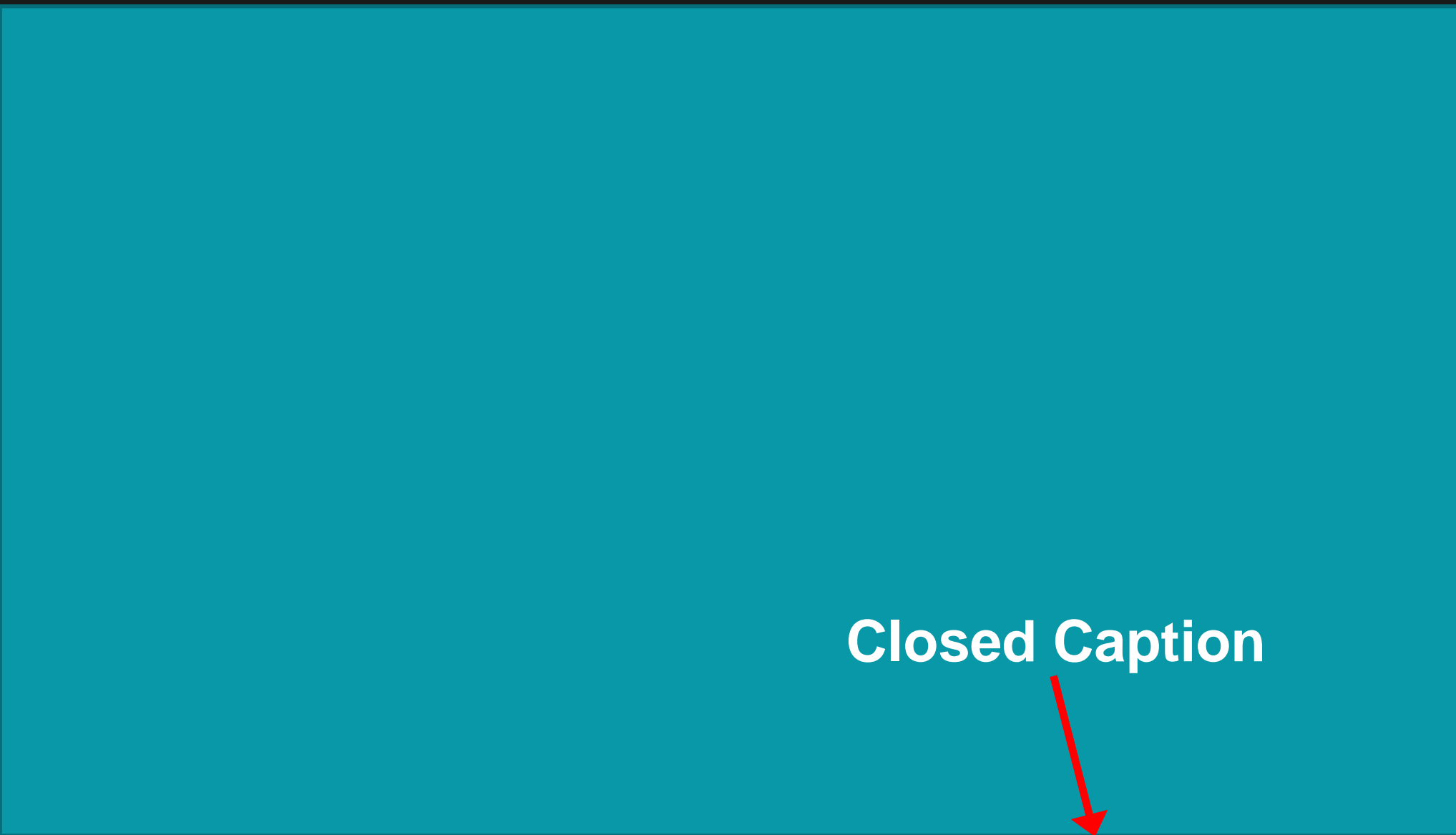


Chat



Mute Stop Video Participants 1 Polls Chat Share Screen Raise Hand Live Transcript More

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Closed Caption



Mute Stop Video Participants Polls Chat Share Screen Raise Hand **Live Transcript** More

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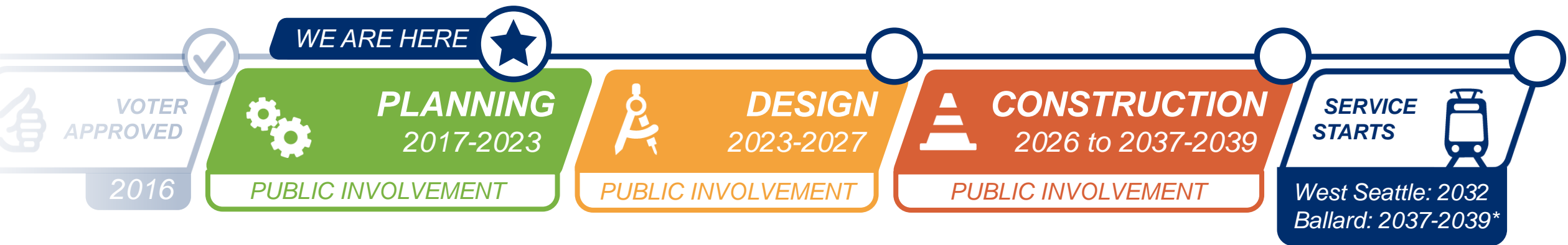


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# West Seattle and Ballard Link Extensions

## Project timeline





ST3  
APPROVED

2016



# PLANNING



DESIGN

## 2017–2019

### Alternatives development

- ✓ Feb–March 2018: Early scoping
- ✓ Feb–April 2019: Scoping
- ✓ May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives



## 2019–2023

### Environmental review

#### Early 2022: Publish Draft EIS

Public comment period

Board confirms or modifies preferred alternatives

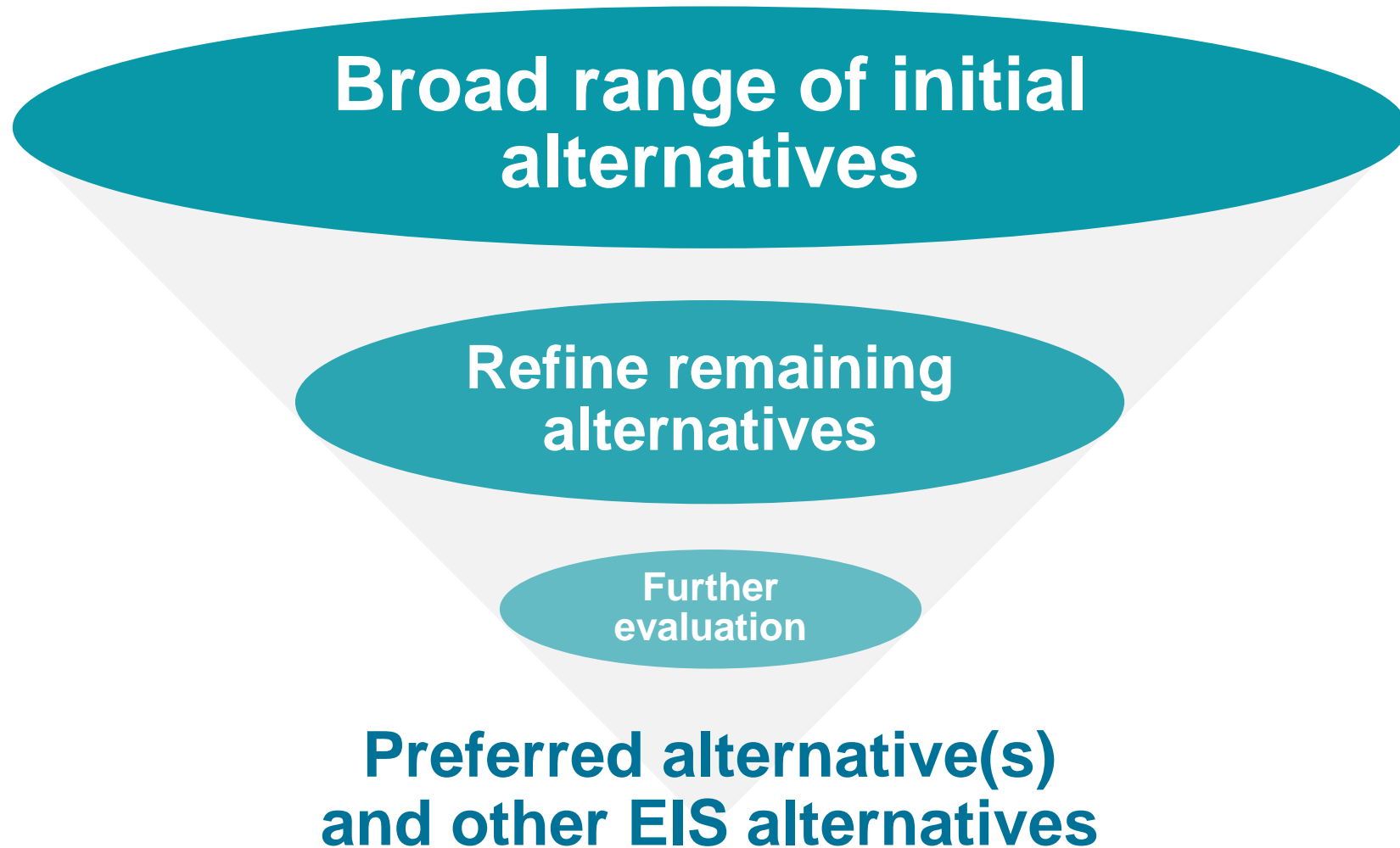
#### 2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

PUBLIC INVOLVEMENT

# *Alternatives development screening process*

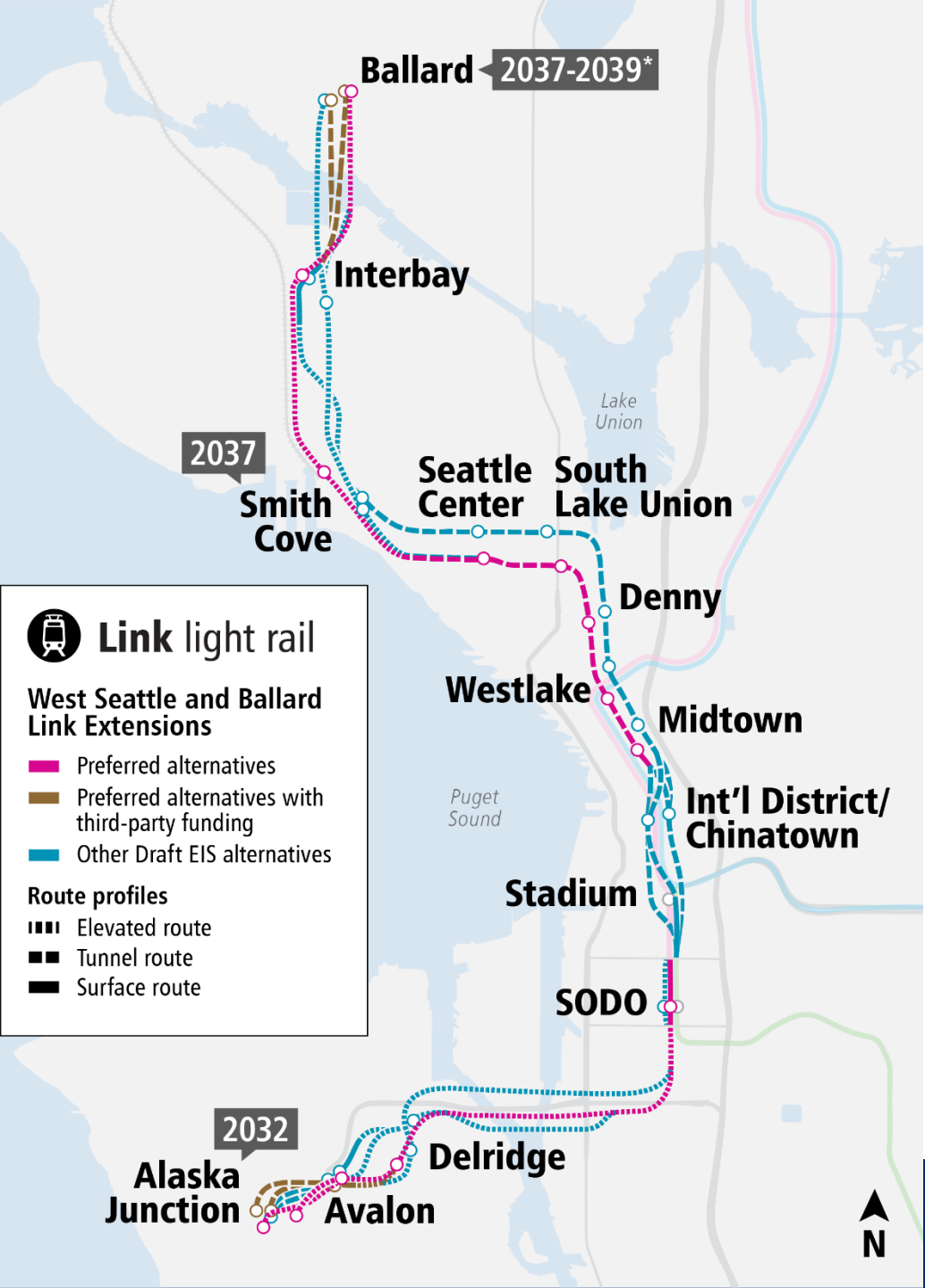


# Draft EIS alternatives

## What we're studying in this phase

- Preferred Alternatives
- Preferred Alternatives with Third-Party Funding
- Other Draft EIS alternatives

\*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.



# *Community Advisory Groups*

*Build understanding and common ground* around key project decisions.

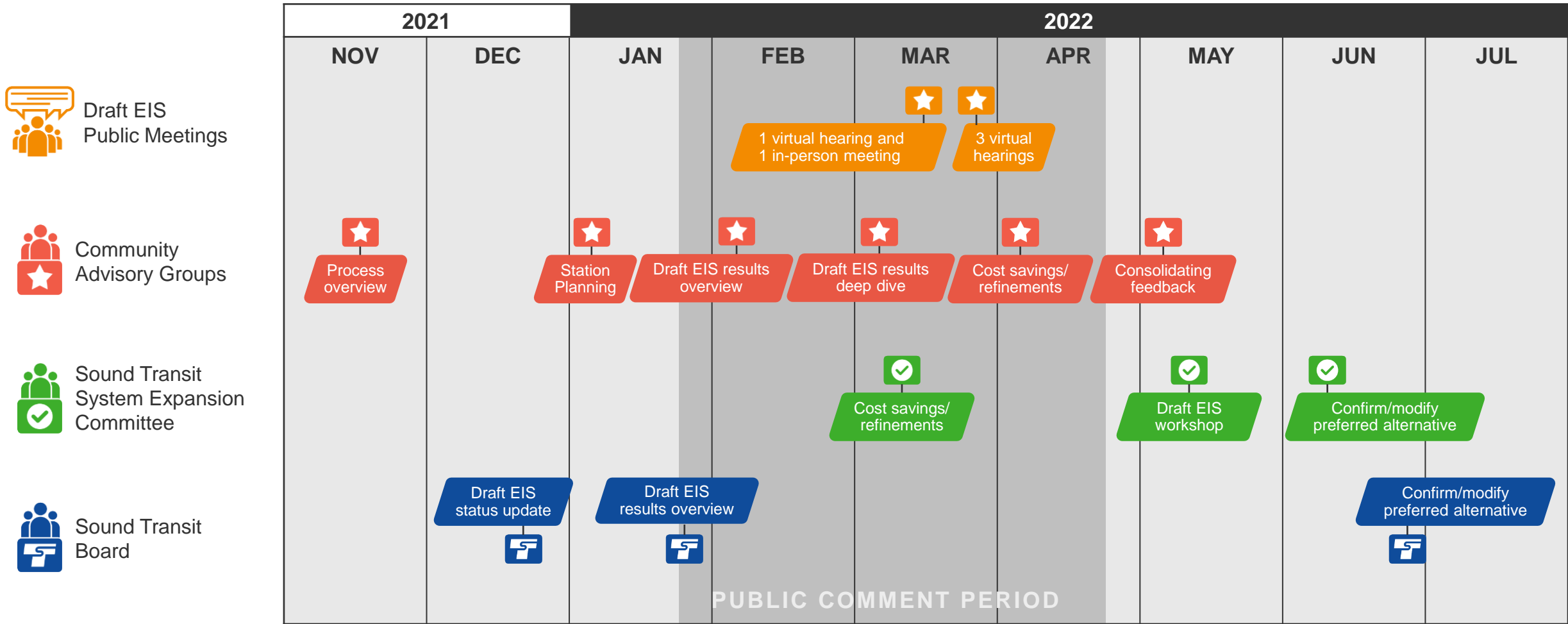
*Highlight specific issues and trade-offs* as Sound Transit works to deliver a project on the target schedule and within scope.

*Share feedback* with the Sound Transit Board before they confirm or modify the preferred alternative.



# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)



# *Why we're here today*

- Learning about the stations and station concepts
- Posing questions for you to think about, beginning a conversation about station planning



# *Introductions*

## *Please share briefly:*

- 1) Your name,
- 2) Pronouns, and
- 3) Please share which WSBLE station you are most interested in.

# ***CID/SODO CAG members***

Becky Ascencio

Brien Chow

Erin Goodman

George Cloy

Jeremy Park

Jessa Timmer

John Marchione

Joshua Curtis

Kathleen Barry Johnson

Maiko Winkler-Chin

Tiernan Martin

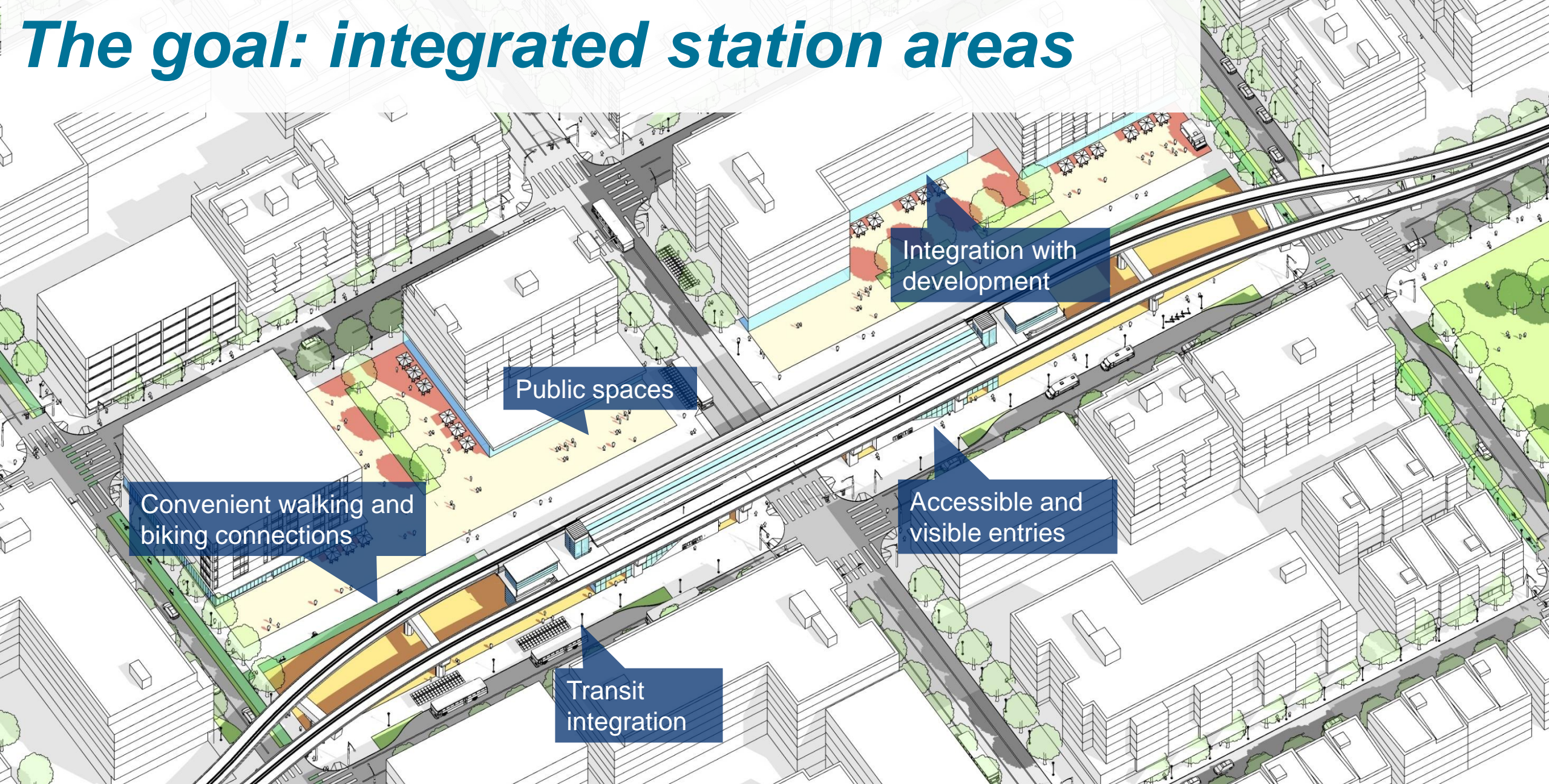
Tija Petrovich

Yin Yu

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# The goal: integrated station areas



Convenient walking and biking connections

Public spaces

Integration with development

Accessible and visible entries

Transit integration

# Co-planning partnership



**SOUNDTRANSIT**

- ✓ Routes and station locations
- ✓ Light rail guideway and station design
- ✓ Environmental review

Centering racial equity

&

Co-planning stations with communities



**City of Seattle**

- ✓ Community planning and station access
- ✓ Land use and zoning
- ✓ Street and right-of-way use

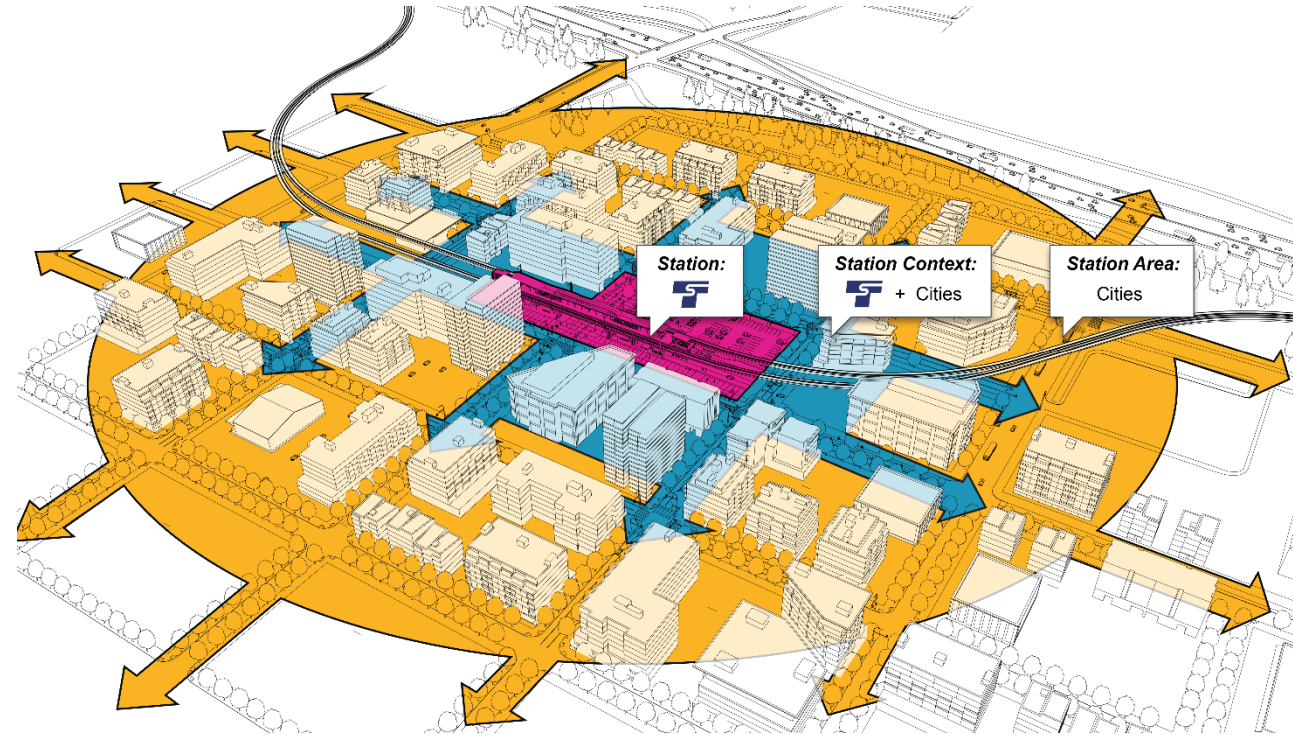


# *Racial Equity Toolkit (RET): Outcomes*

- 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; and
- Meaningfully involve communities of color and low-income populations in the project.

# Co-planning focus: the “Station Context”

- 1-3 blocks surrounding the station, which will see the most direct physical change from station construction and operations
- Area of shared responsibility; geography encompasses Sound Transit, City, and others’ investments
- Work to align existing and planned investments in service of community priorities and accessibility needs



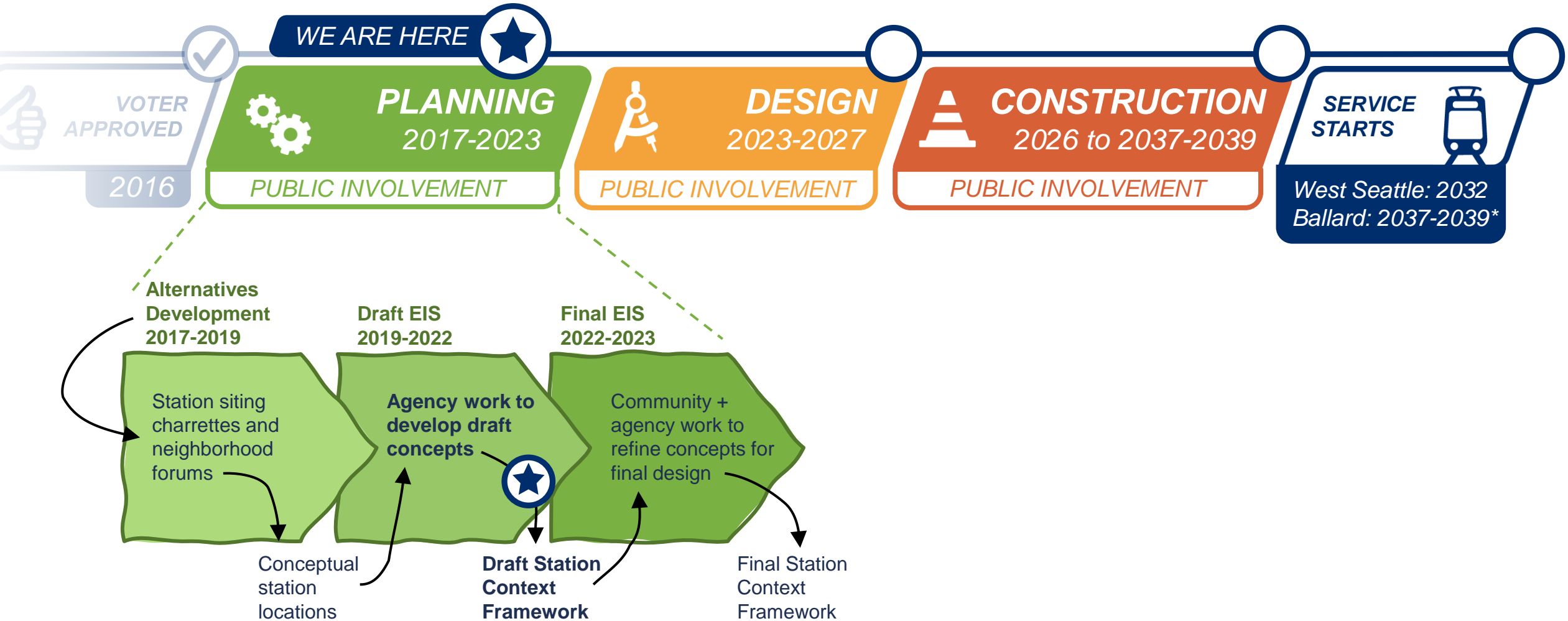
# Station Context Framework

- Presents a concept for urban design of the station and station context
- Shows how access, circulation, and public spaces work together, and highlights opportunities for adjacent or joint development
- Raises up issues for community to weigh, along with potential refinements to carry into final design

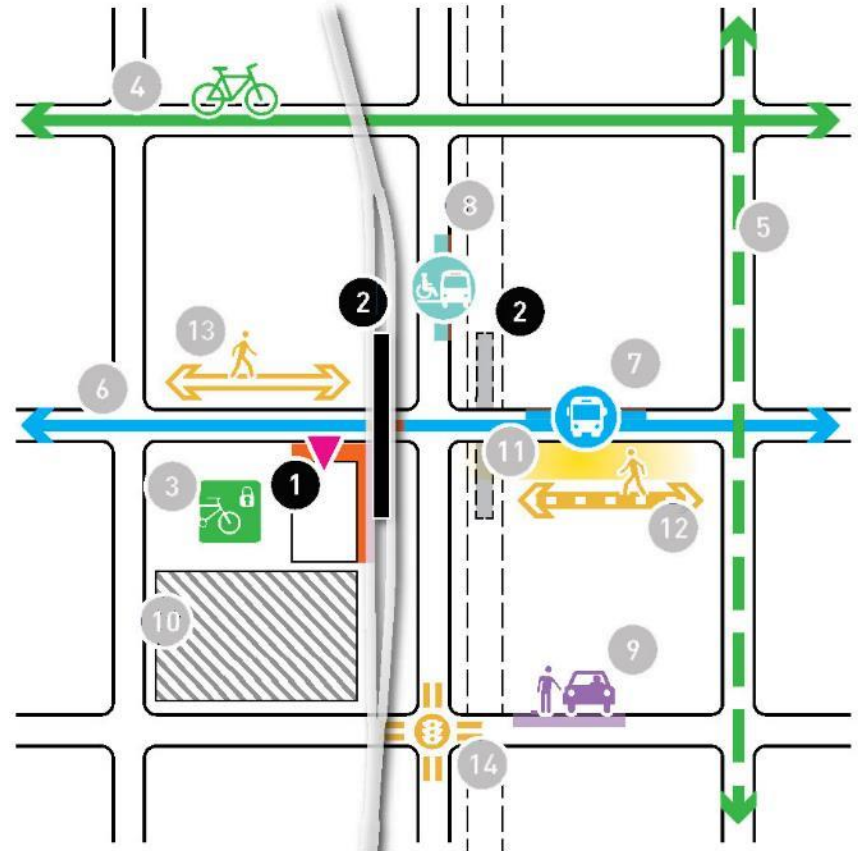
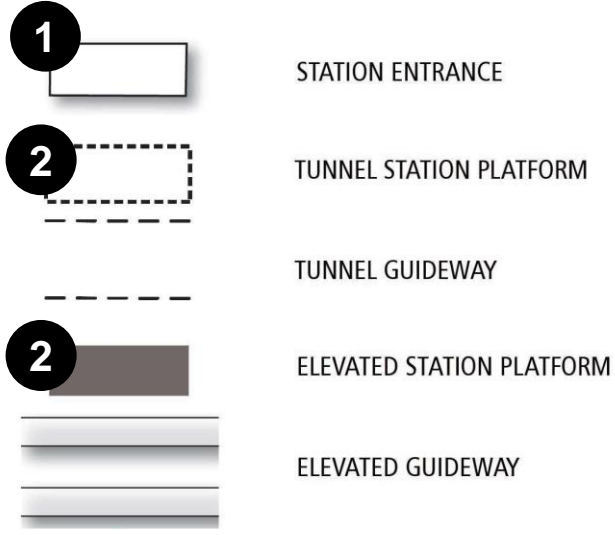




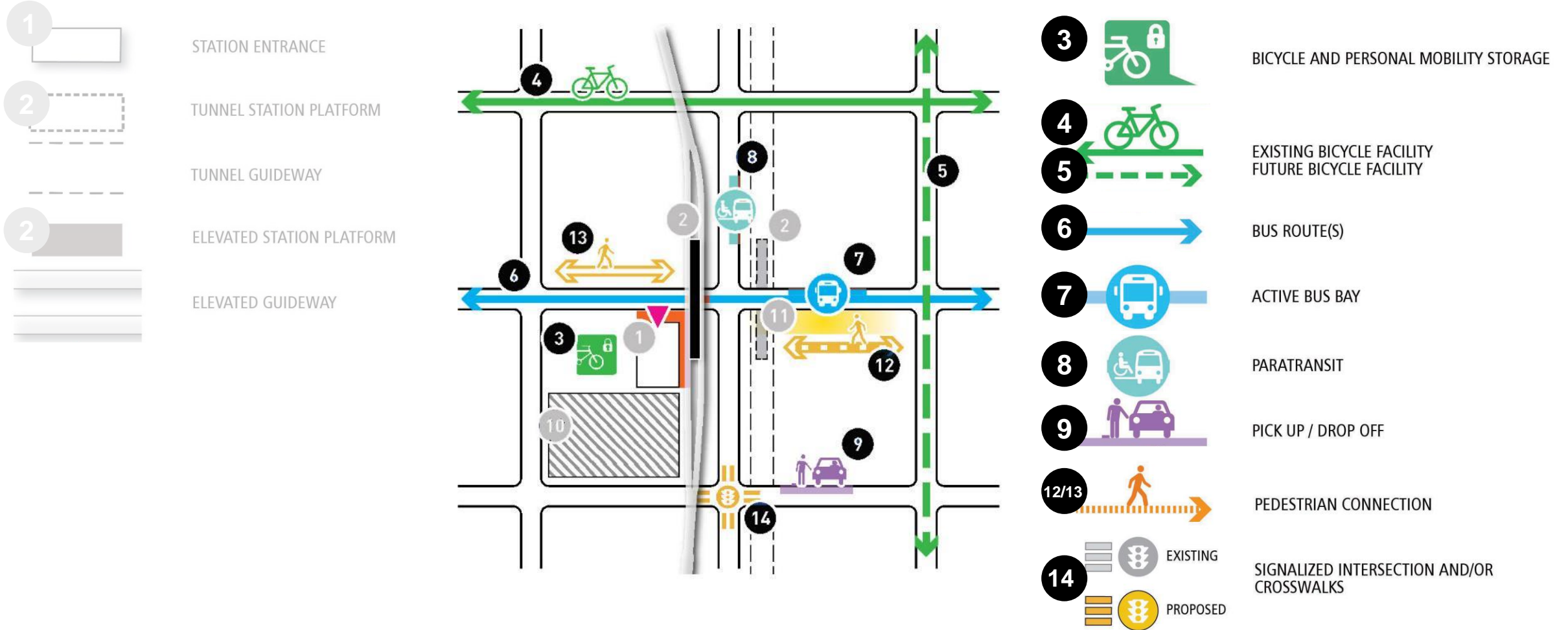
# How we got here (and what's next)



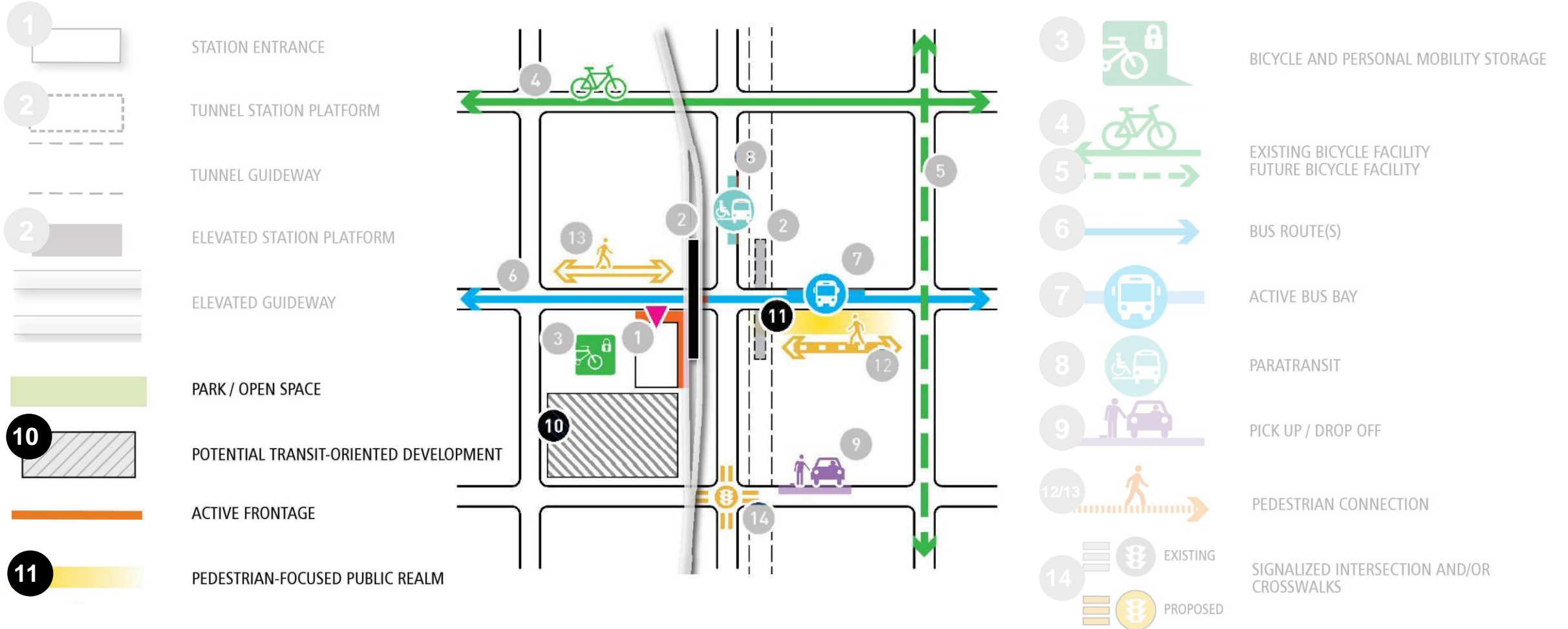
# Orientation to the station context plans



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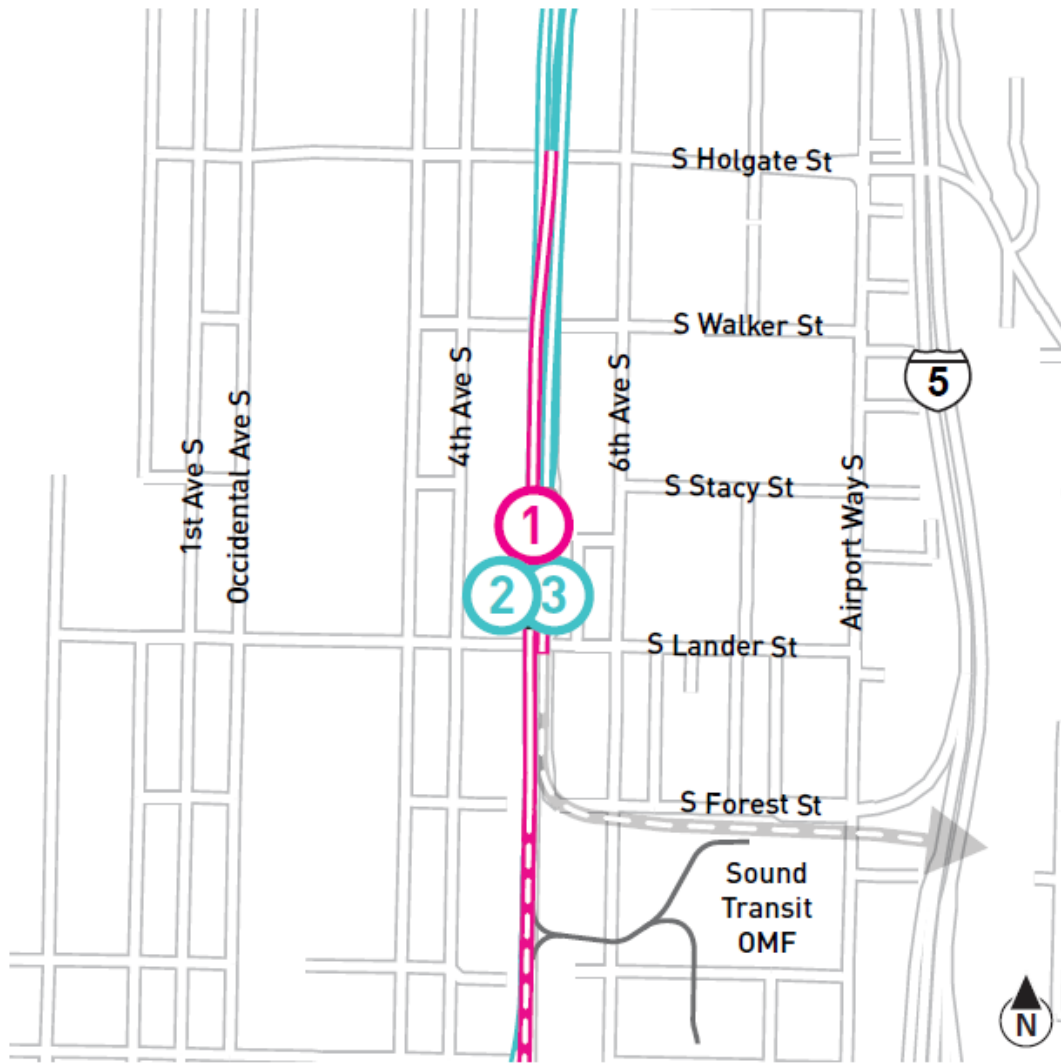


# Orientation to the station context plans



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#### Draft EIS Alternatives

- Preferred alternative
- Other alternatives and design options

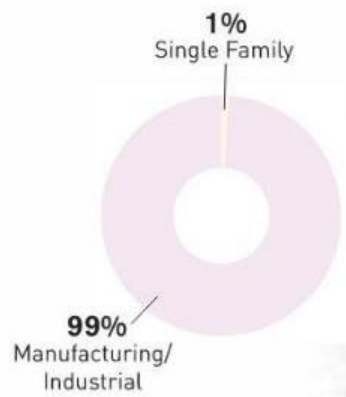
#### Route and Station Profiles

- Elevated
- At-grade

- **Enhance mobility and access for communities of color and low-income populations**
- **Create opportunities for equitable development that includes expanding employment opportunities and services for communities of color**
- **Create a sense of belonging for communities of color at all stations**



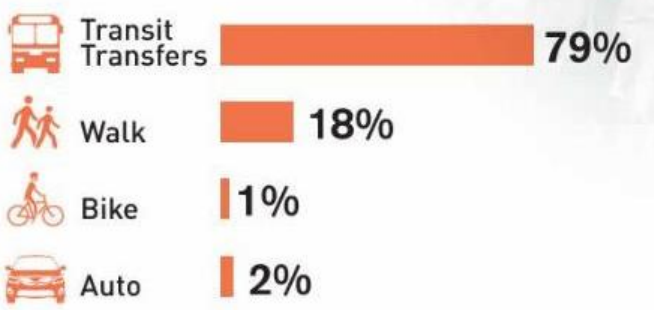
Existing land use in the station area <sup>(1)</sup>



Ridership/daily boardings <sup>(2)</sup>



How people will travel to the station <sup>(2)</sup>



Bike facilities within 10-minute bikeshed <sup>(3)</sup>



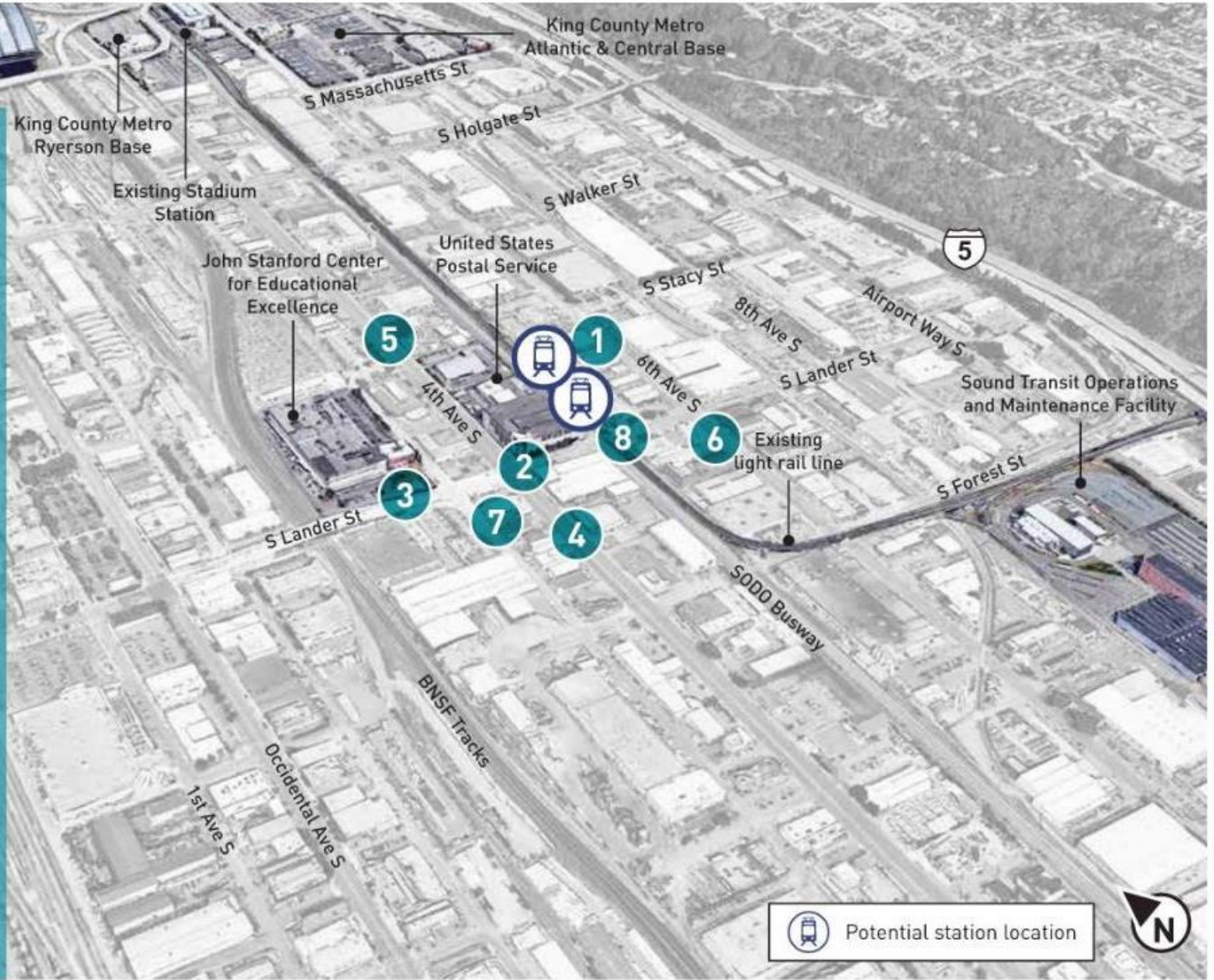
Living and working in the station area 2040 <sup>(1,4)</sup>



What we heard so far

## NEIGHBORHOOD FEEDBACK

- 1 Seamless transfers between the existing and proposed SODO stations are important
- 2 Station should contribute to increased vibrancy, development, and safety of the area
- 3 Walking routes to the station should be improved, especially between the station and large employment centers
- 4 Preserve freight mobility and minimize conflicts with other modes
- 5 Station could best serve members of local communities by integrating with Metro bus service and improving transit mobility in the area
- 6 Use art, landscaping, and architecture to create spaces for people, while embracing the area's industrial character
- 7 Provide an open and well-lit station to increase safety and visibility
- 8 Provide safe pedestrian and bike crossings at S Lander St and the SODO Busway

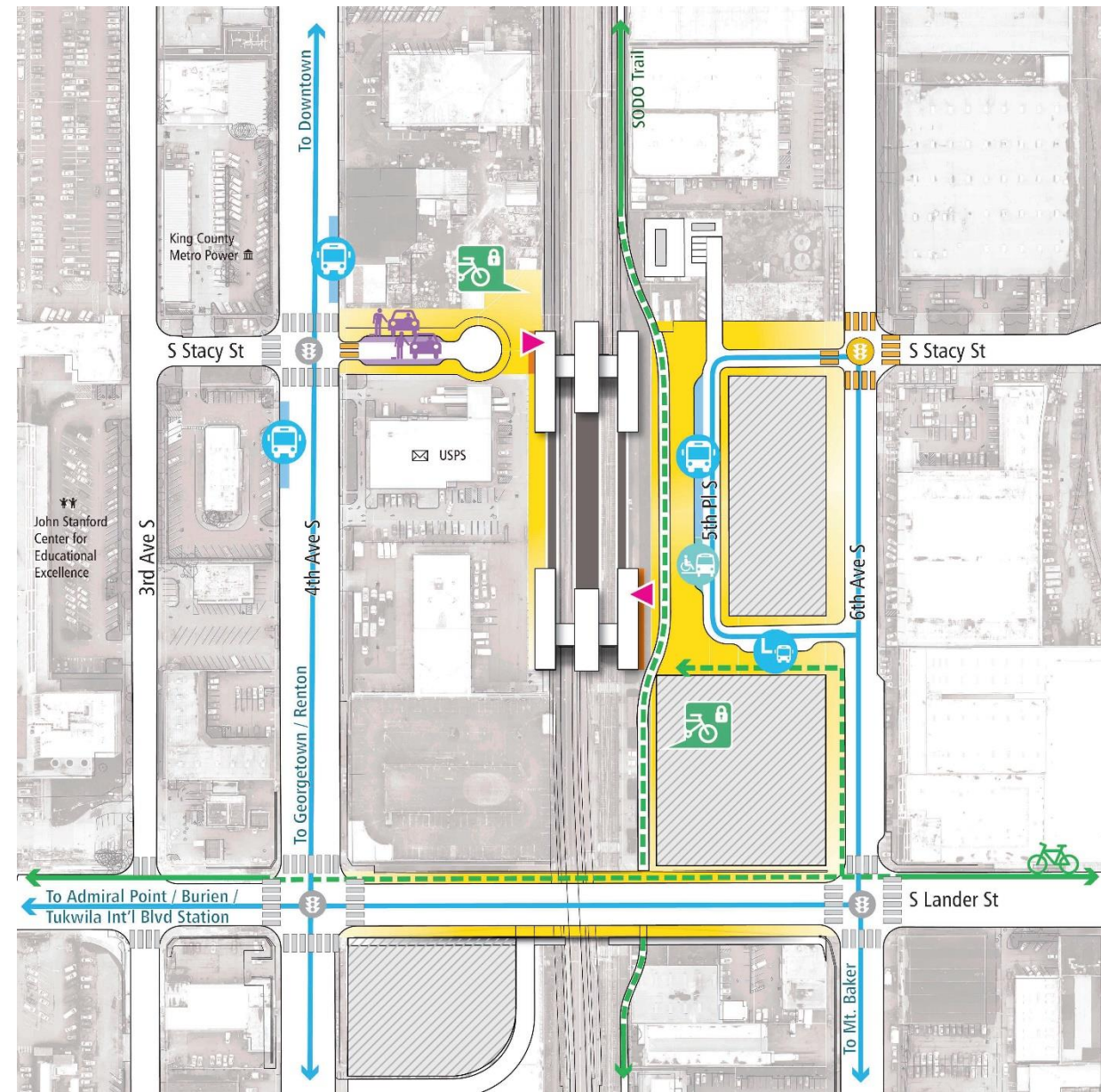
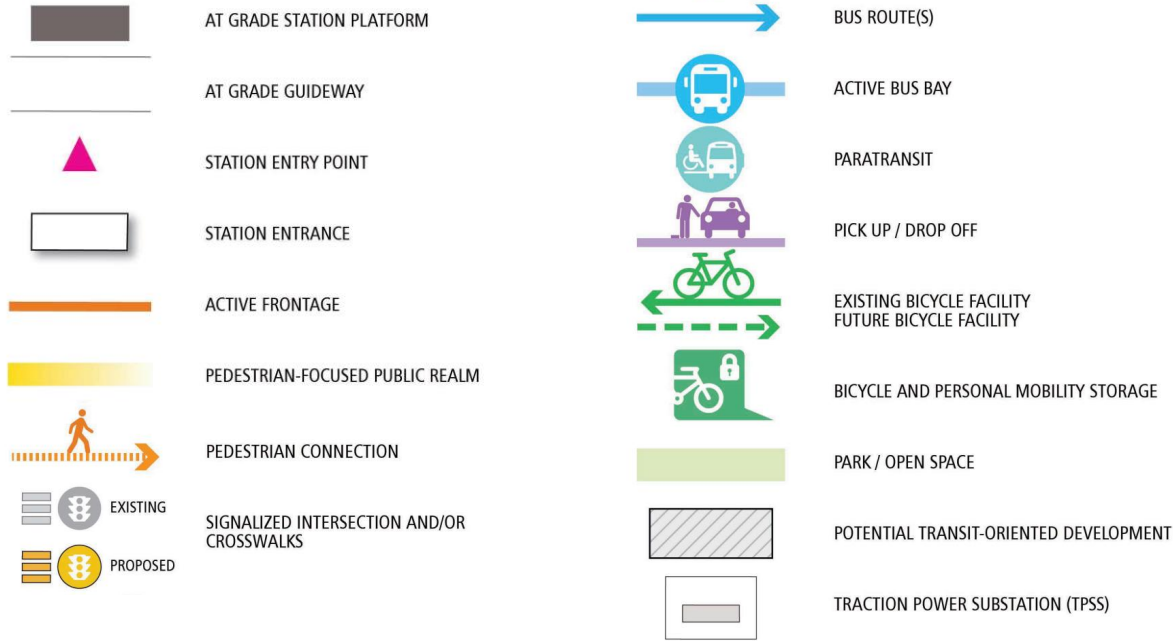


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.



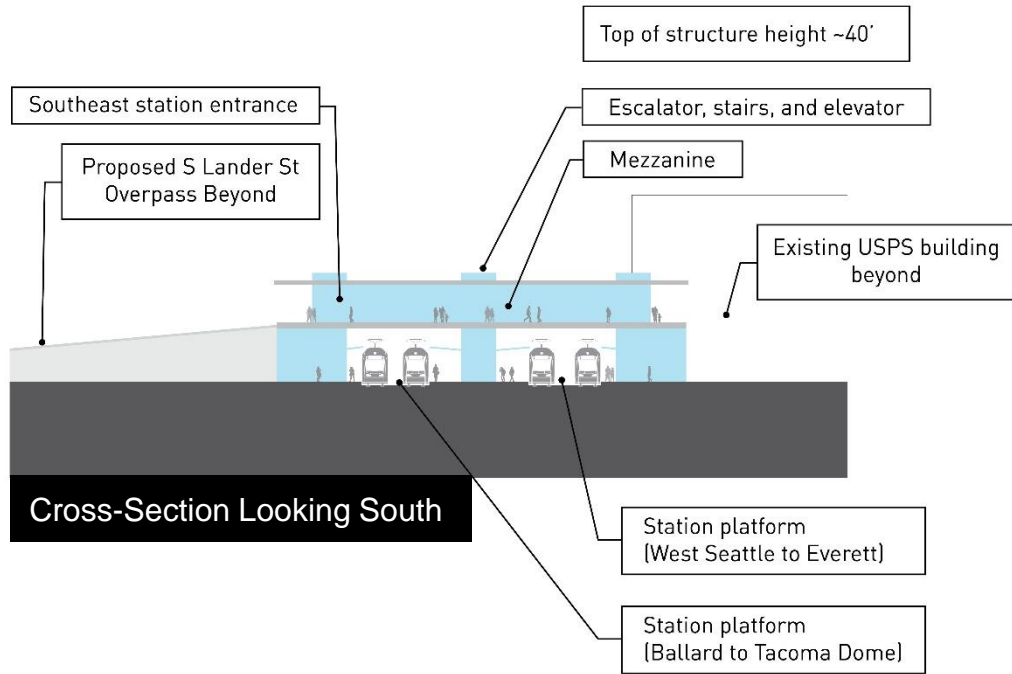
***Preferred alternative***

# At-Grade Station



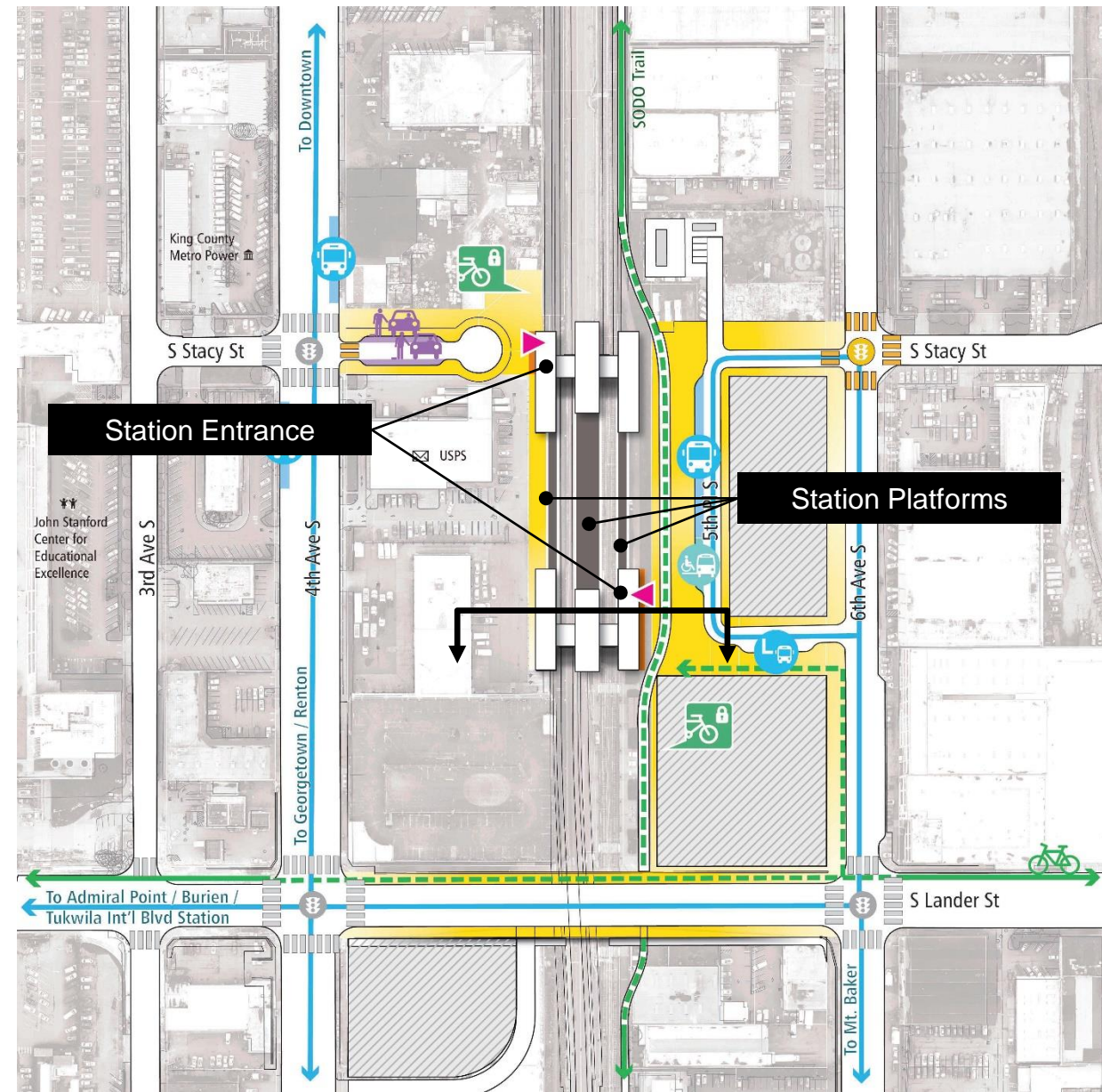
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

# At-Grade Station

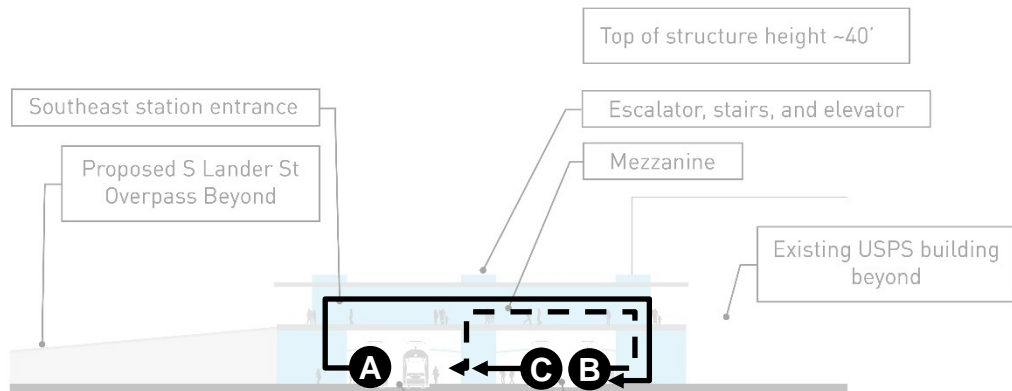


NOTE: A variation on SODO-1a would result in a staggered platform configuration, with the Line 2/3 platform approximately 100 feet north of the existing Line 1 platform.

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# At-Grade Station



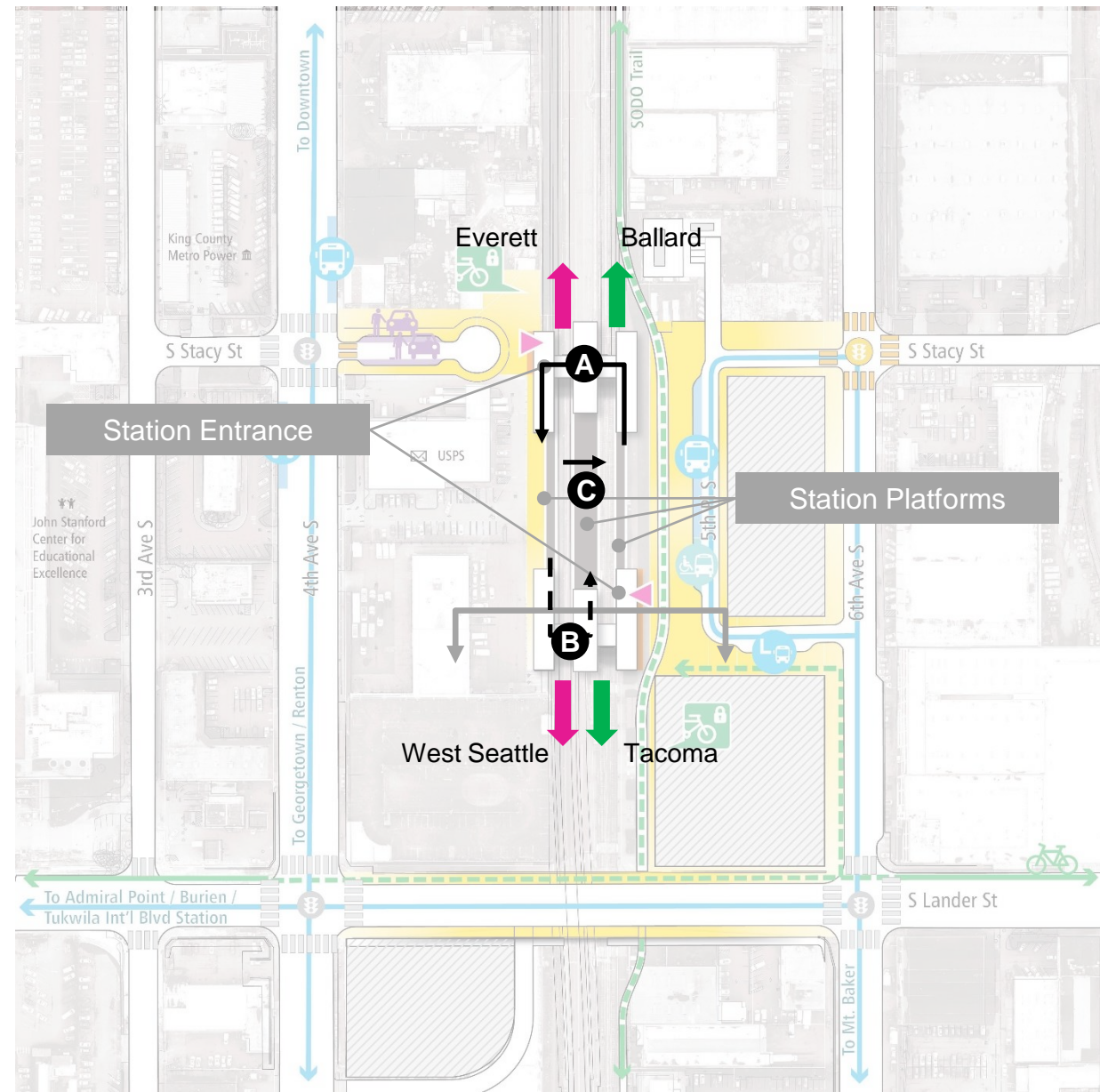
## Cross-Section Looking South

- A** Transfer to West Seattle (from Tacoma or airport)
- B** Transfer to Tacoma (from Stadium)
- C** Transfer to Tacoma or airport (from West Seattle)

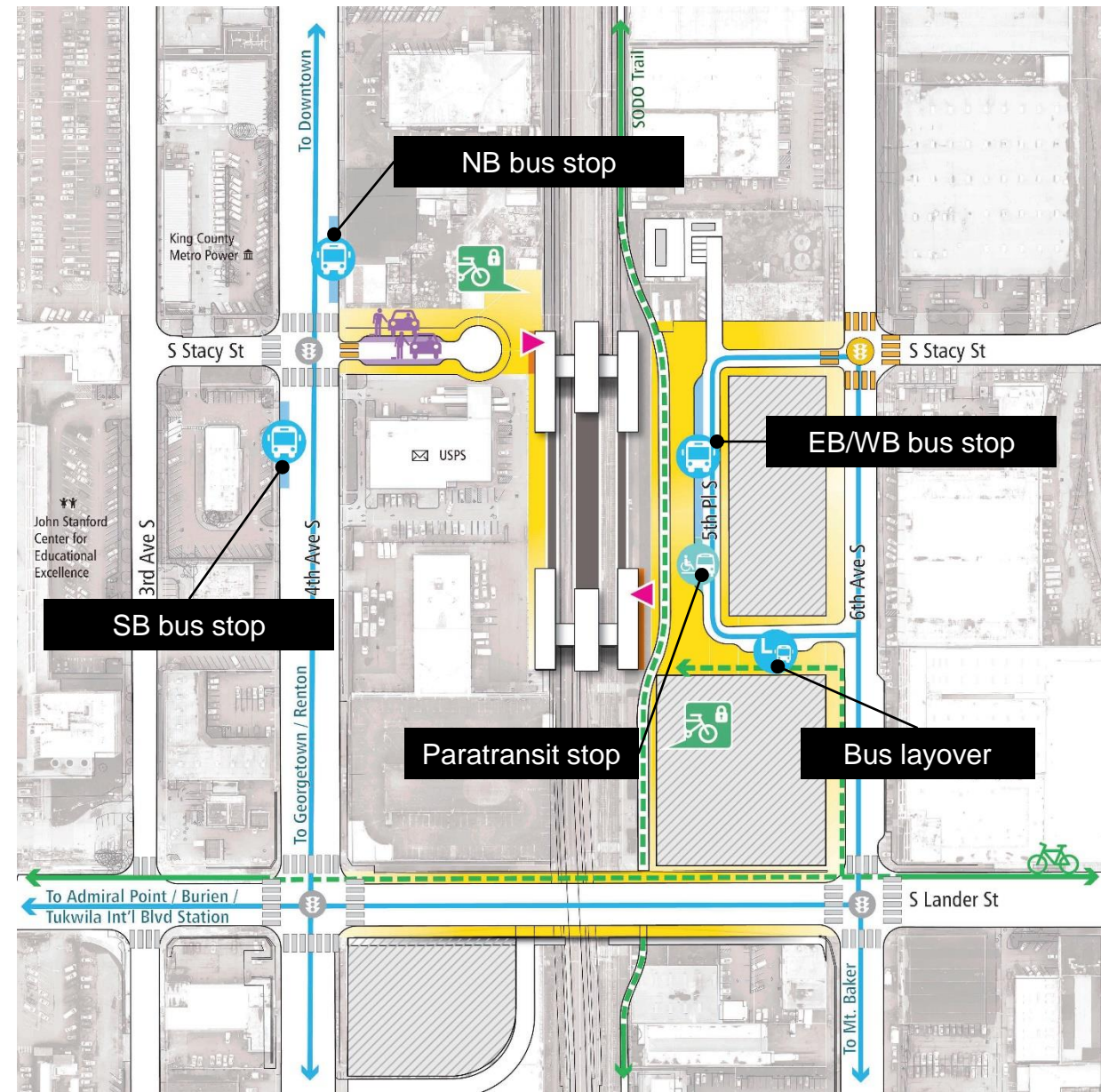
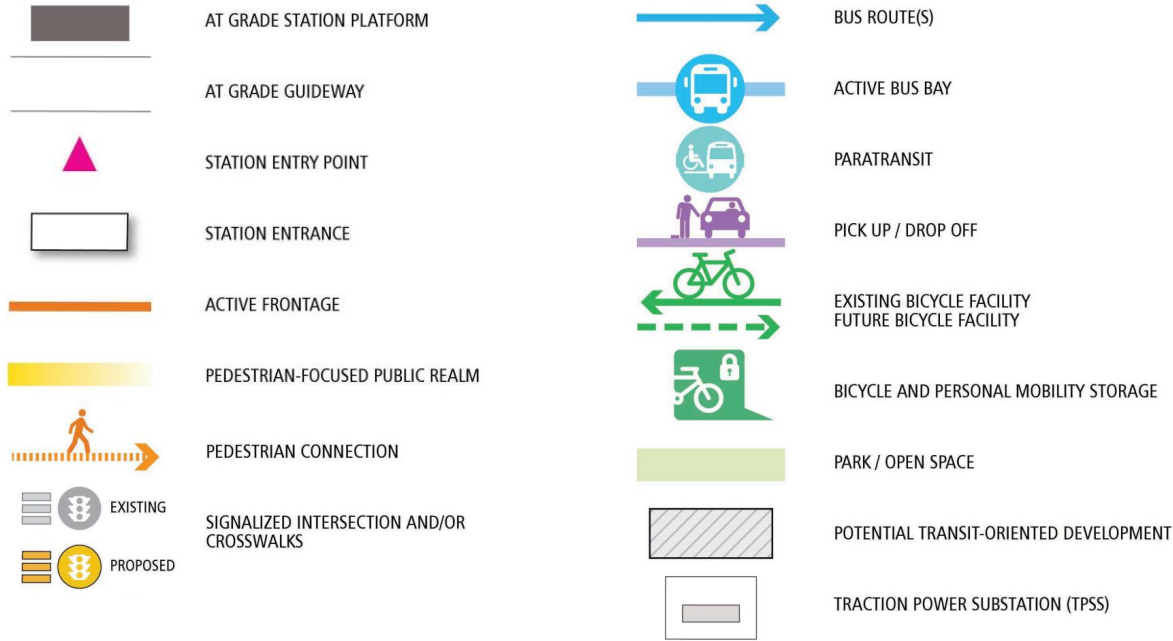
Station platform (West Seattle to Everett)

Station platform (Ballard to Tacoma Dome)

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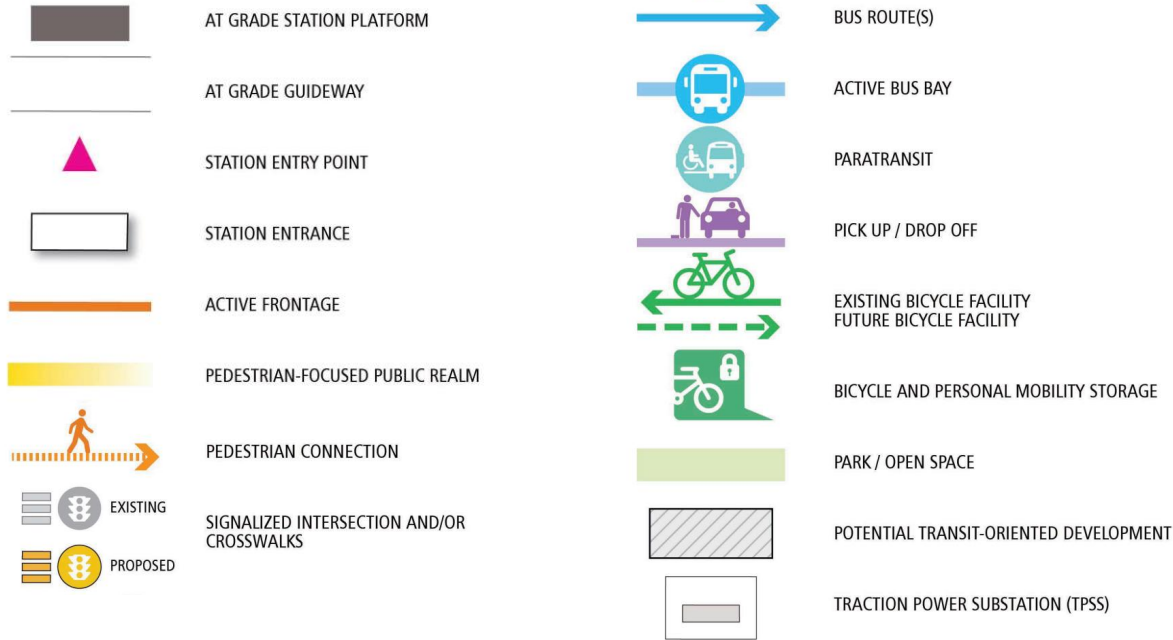
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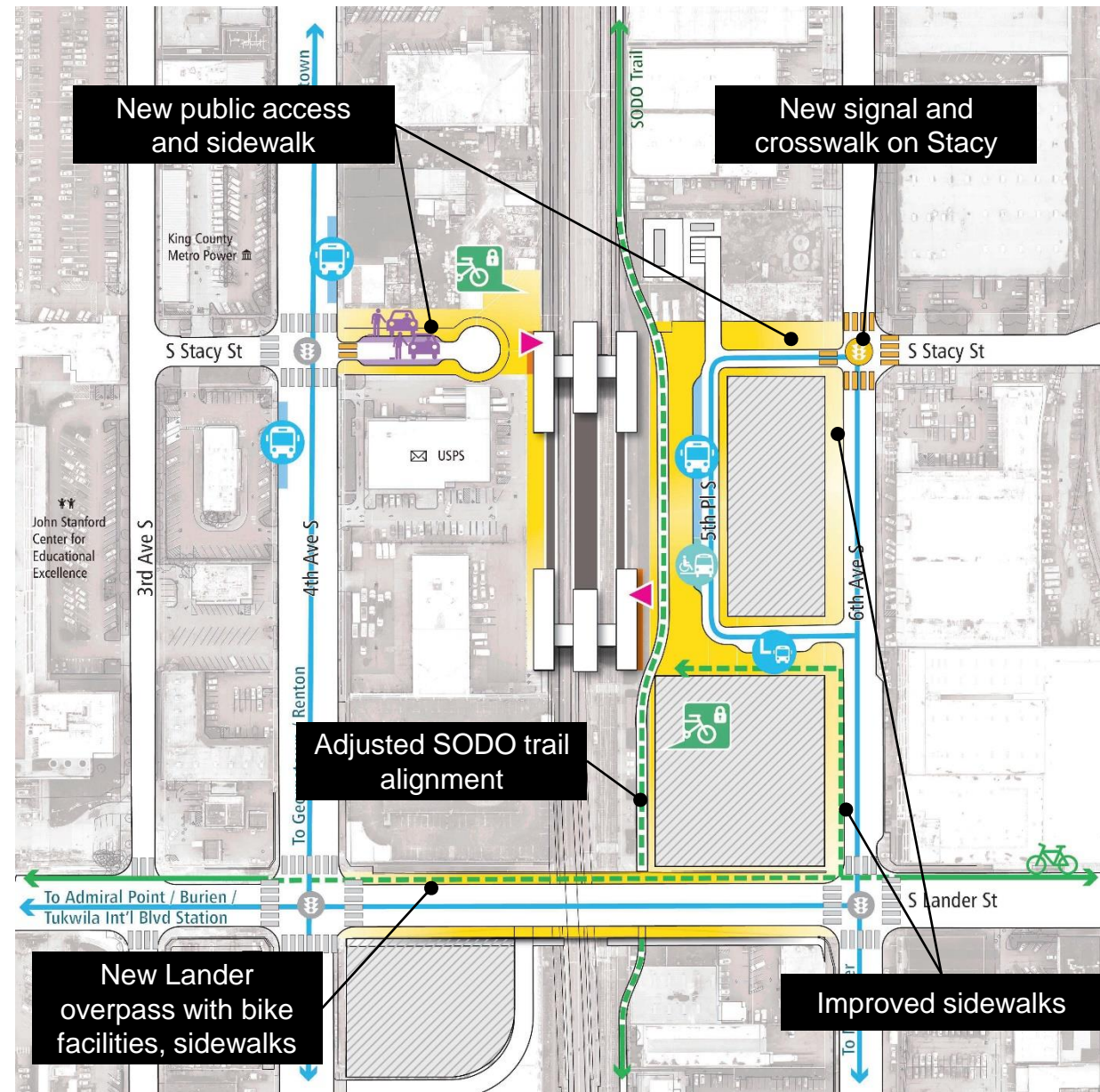
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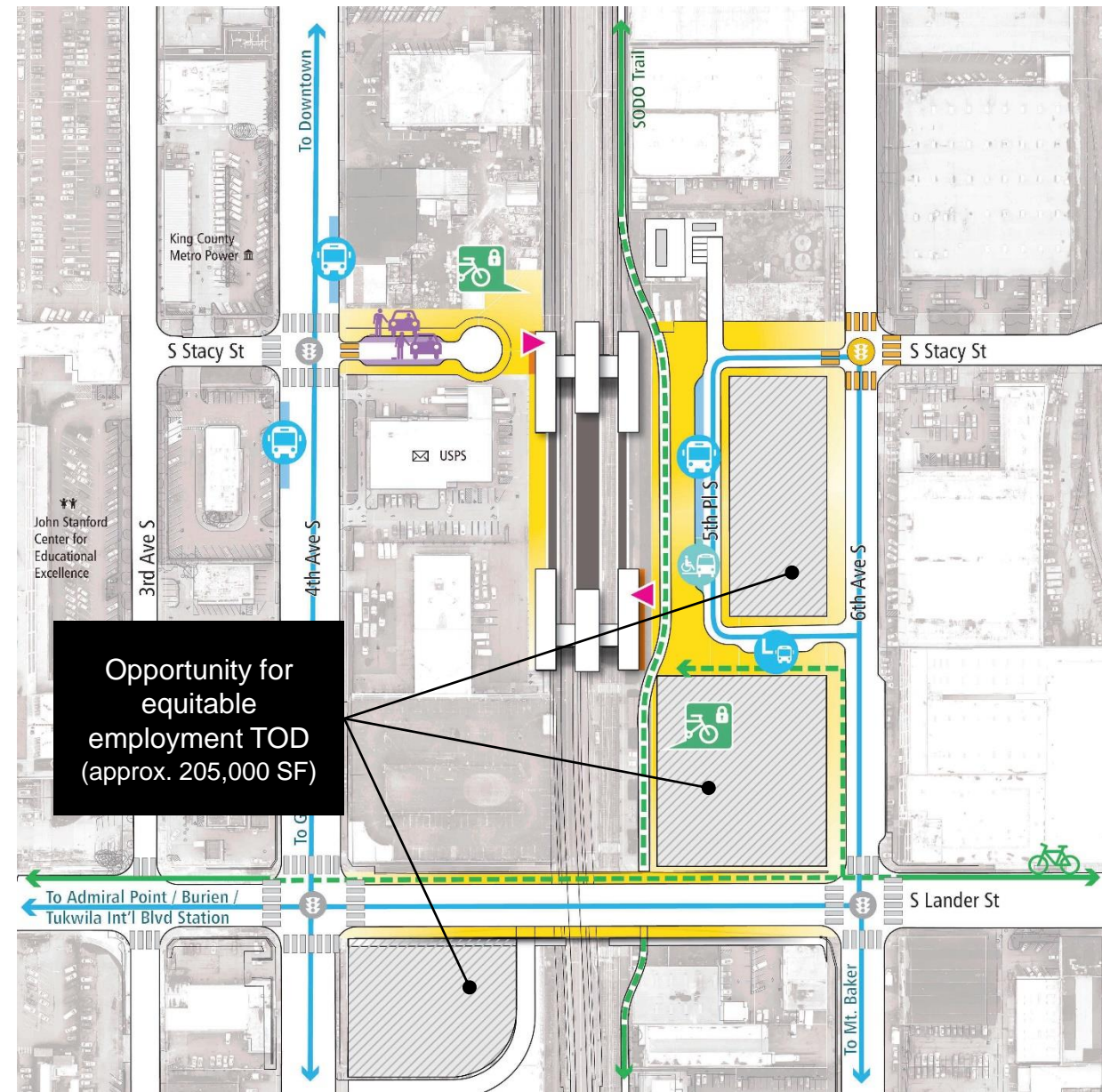
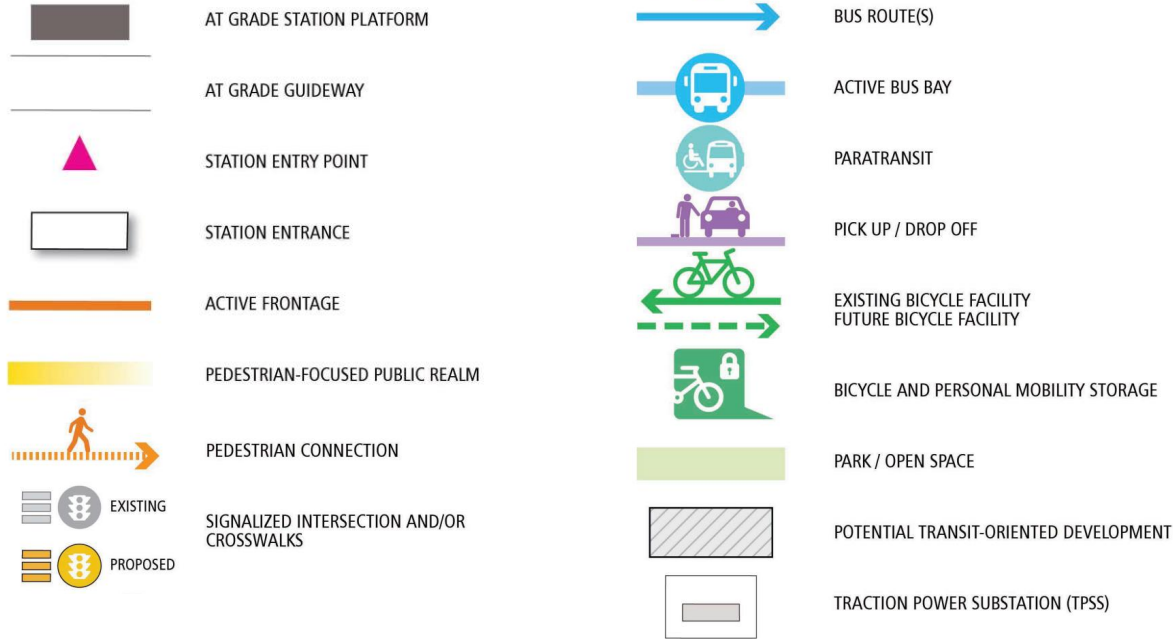
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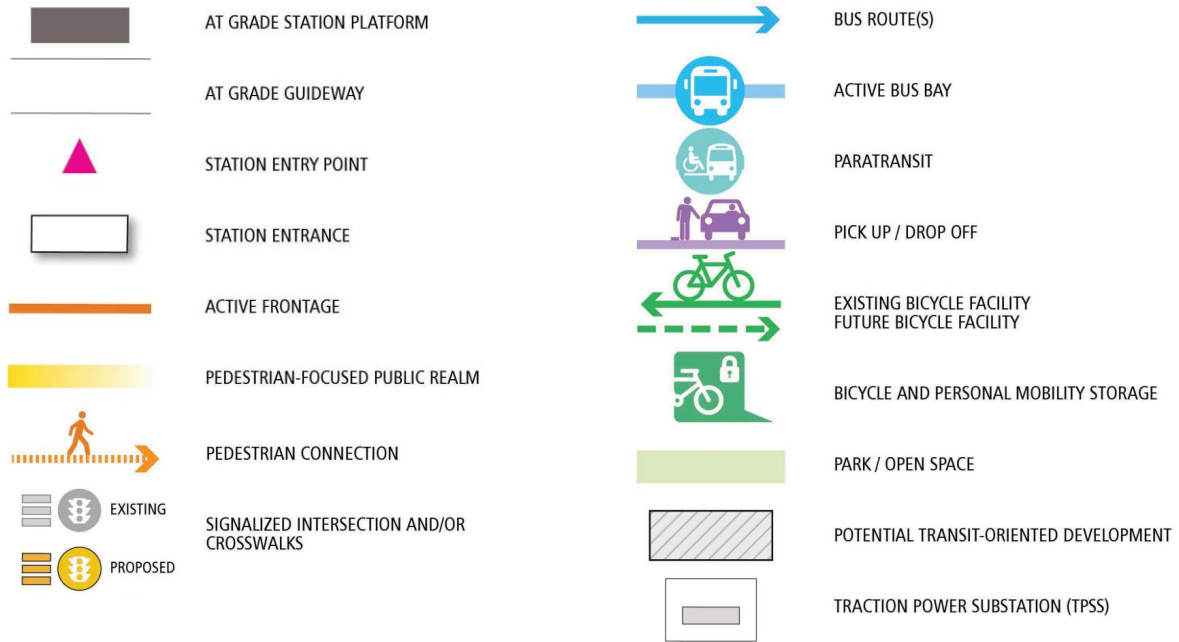


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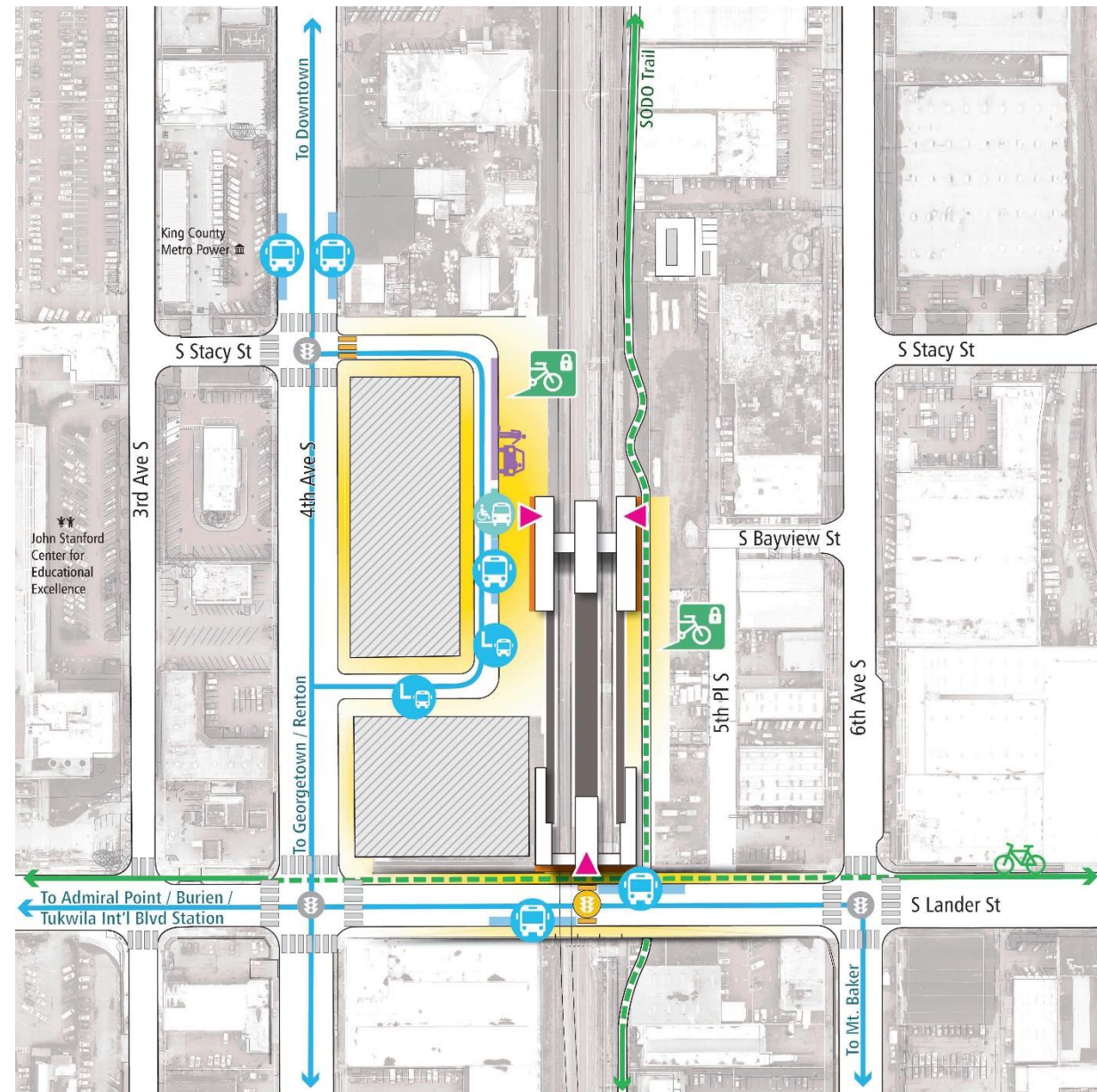
# *Other Draft EIS alternatives*



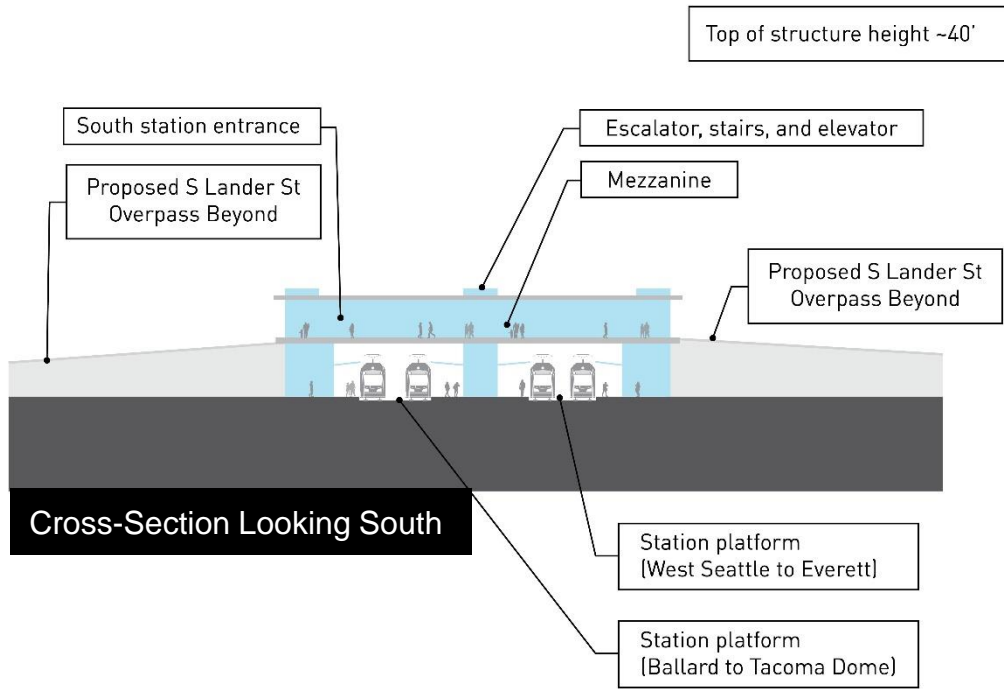
# At-Grade South Station Option



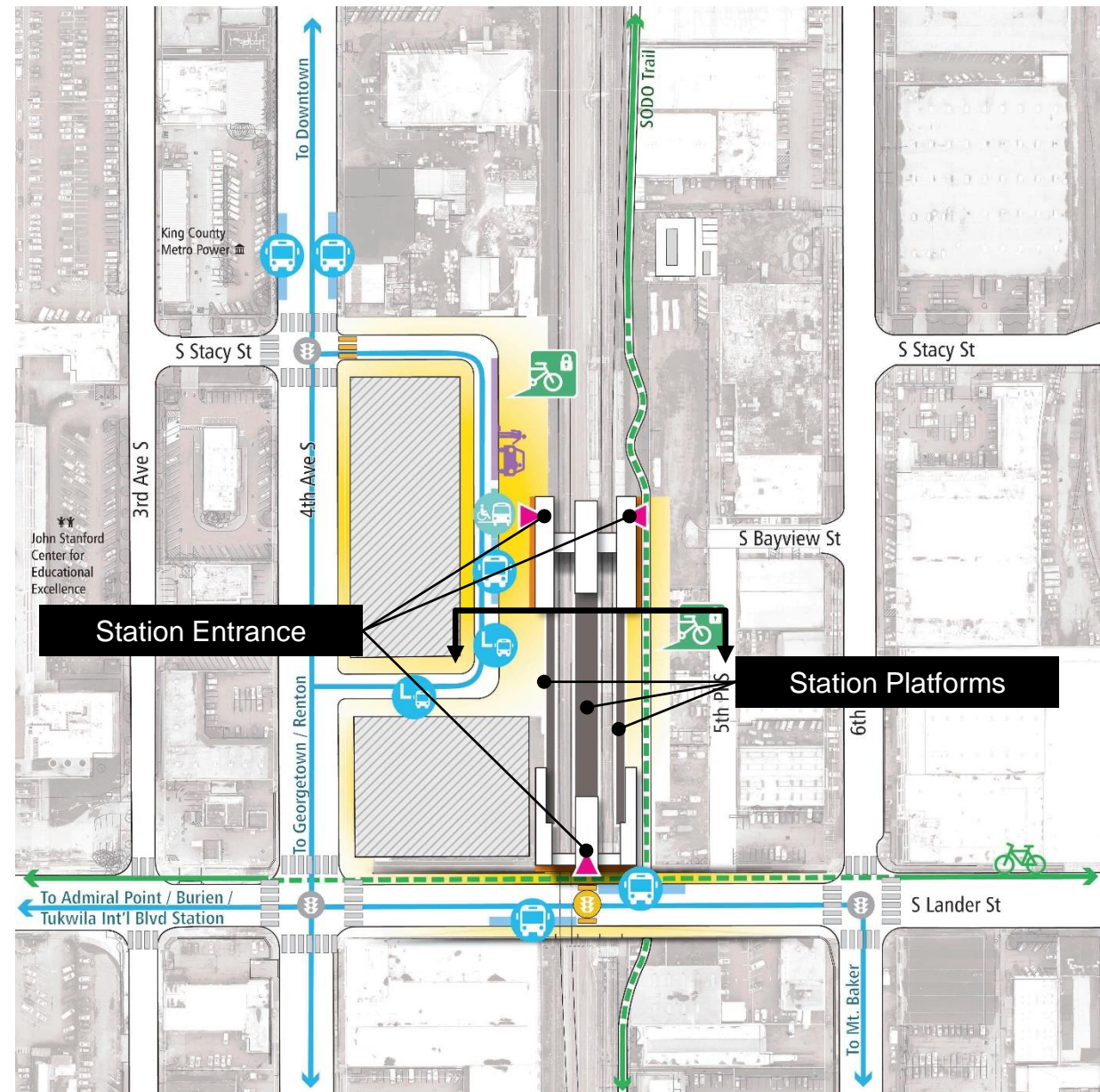
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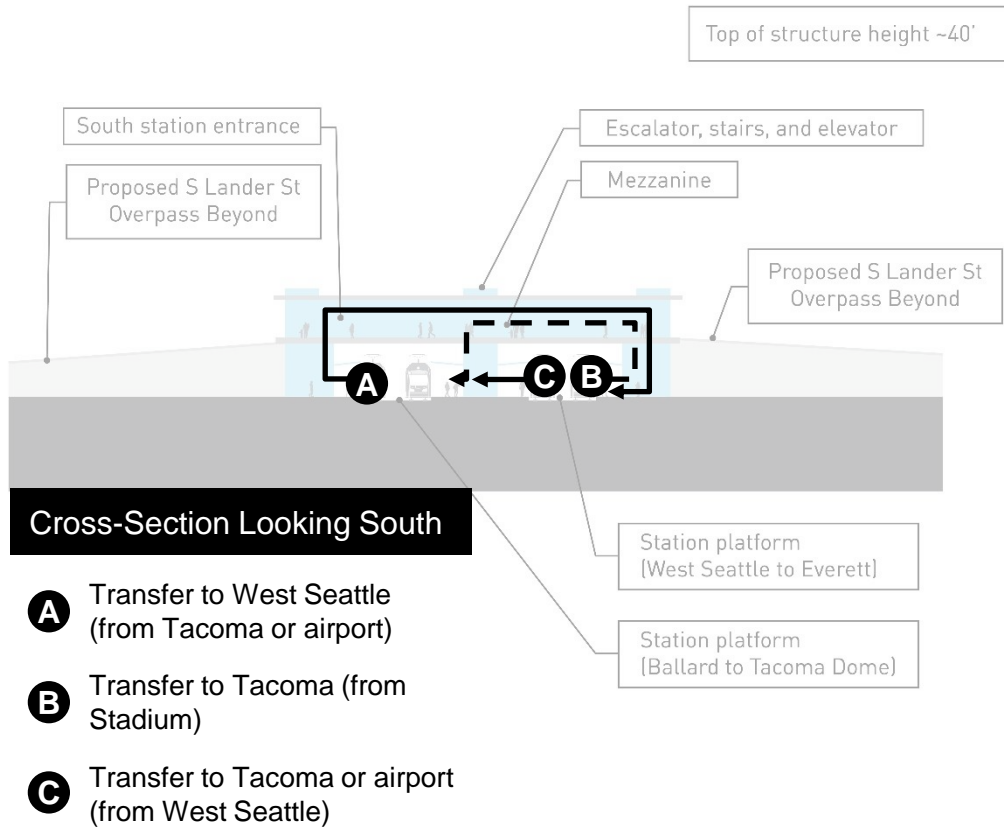
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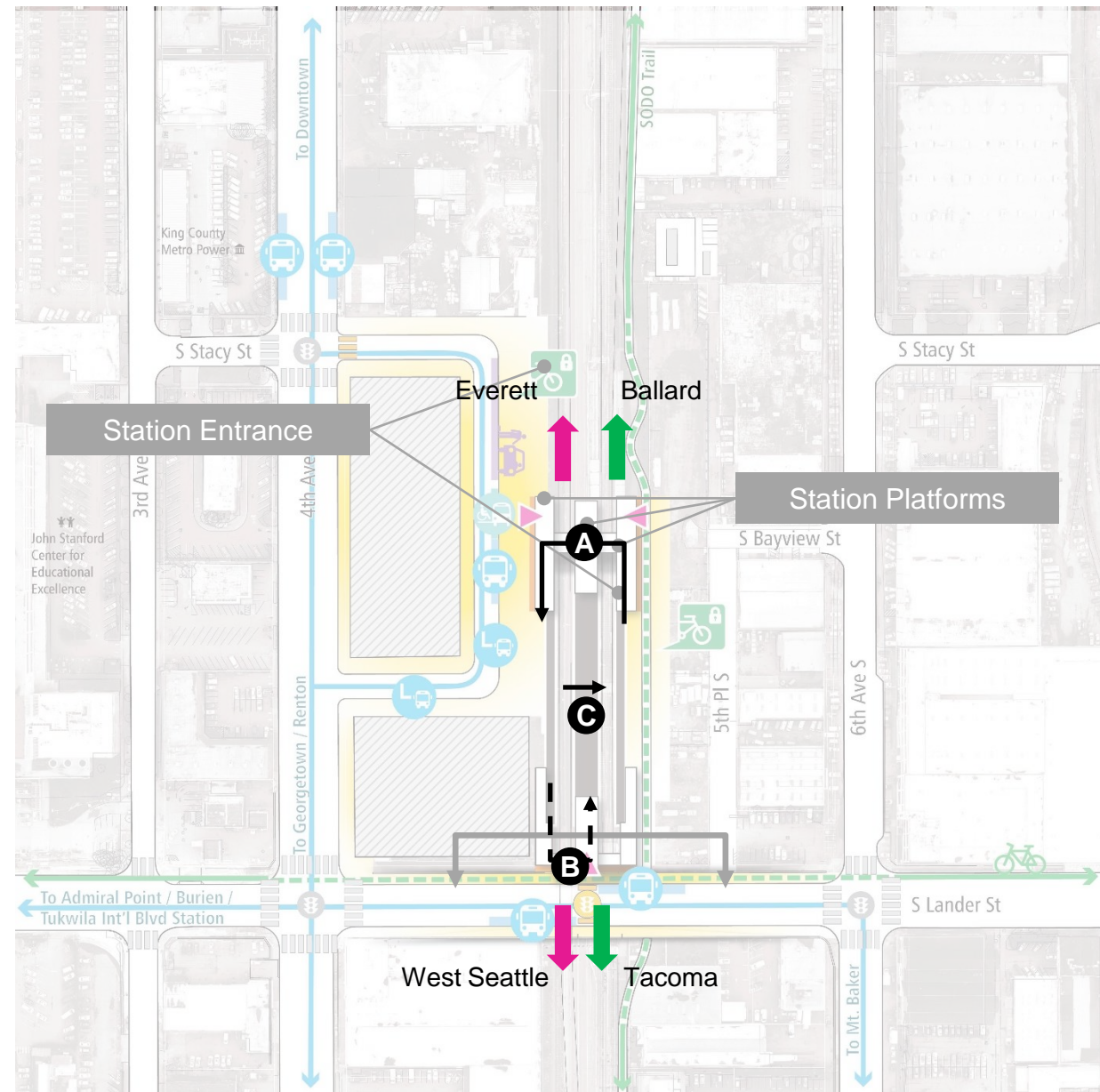
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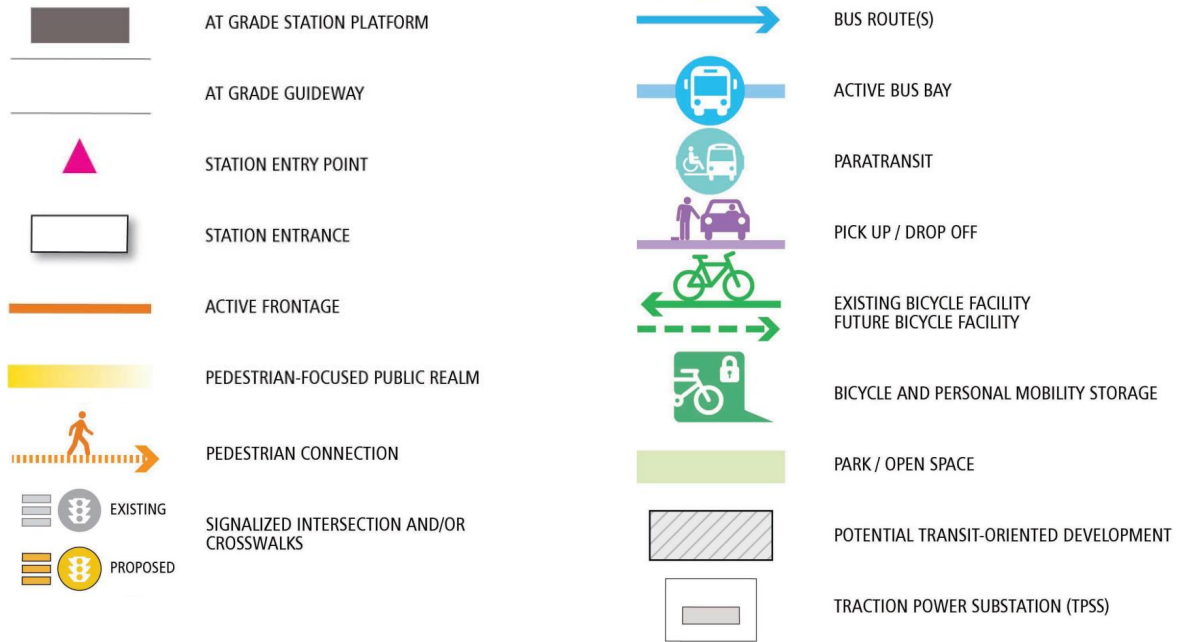
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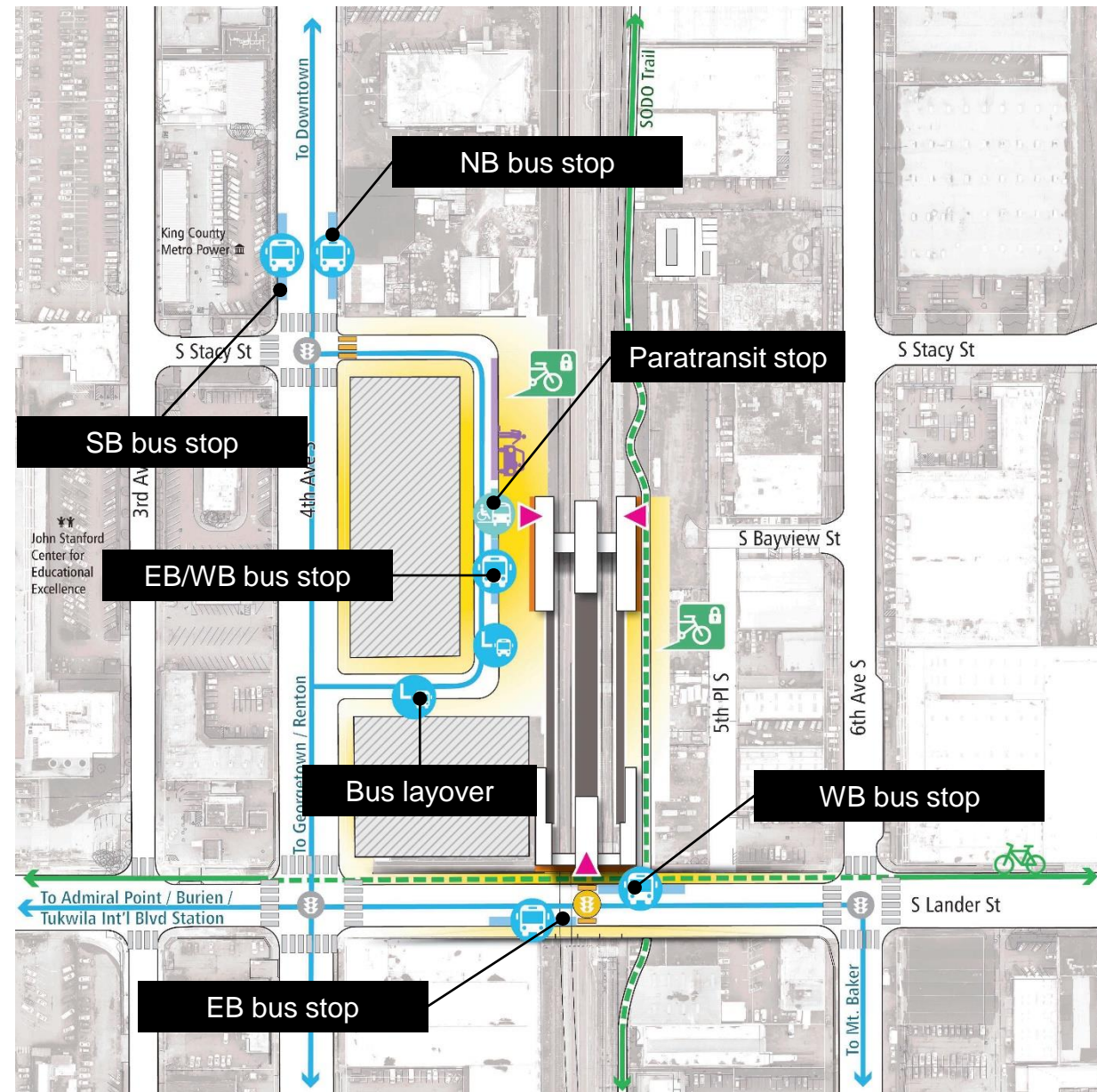
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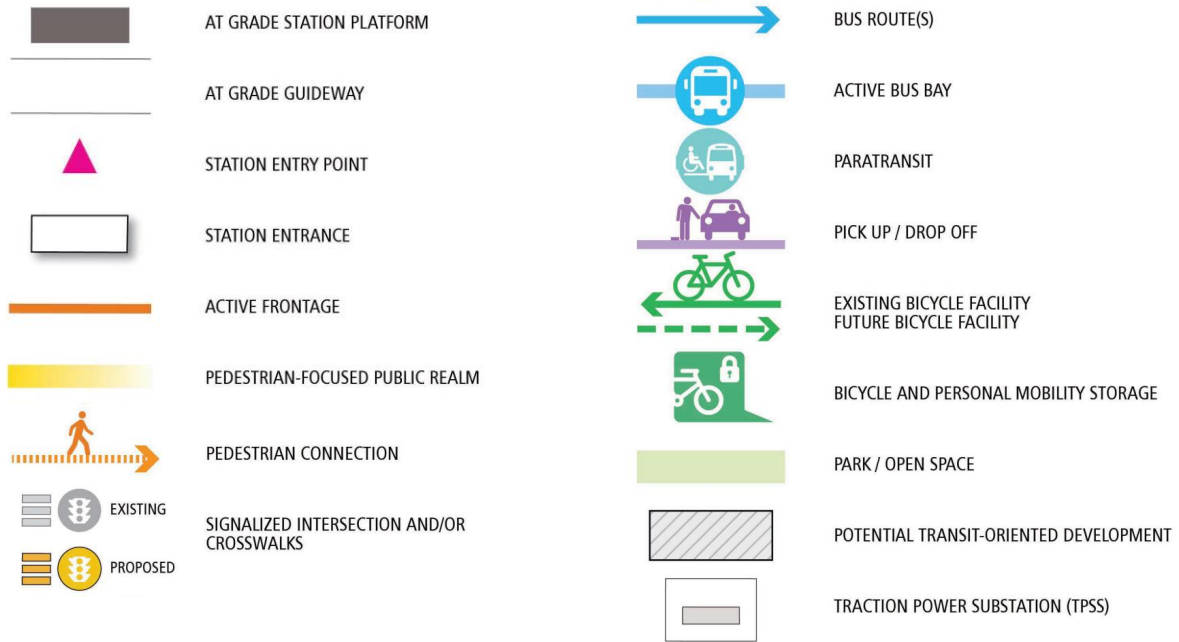
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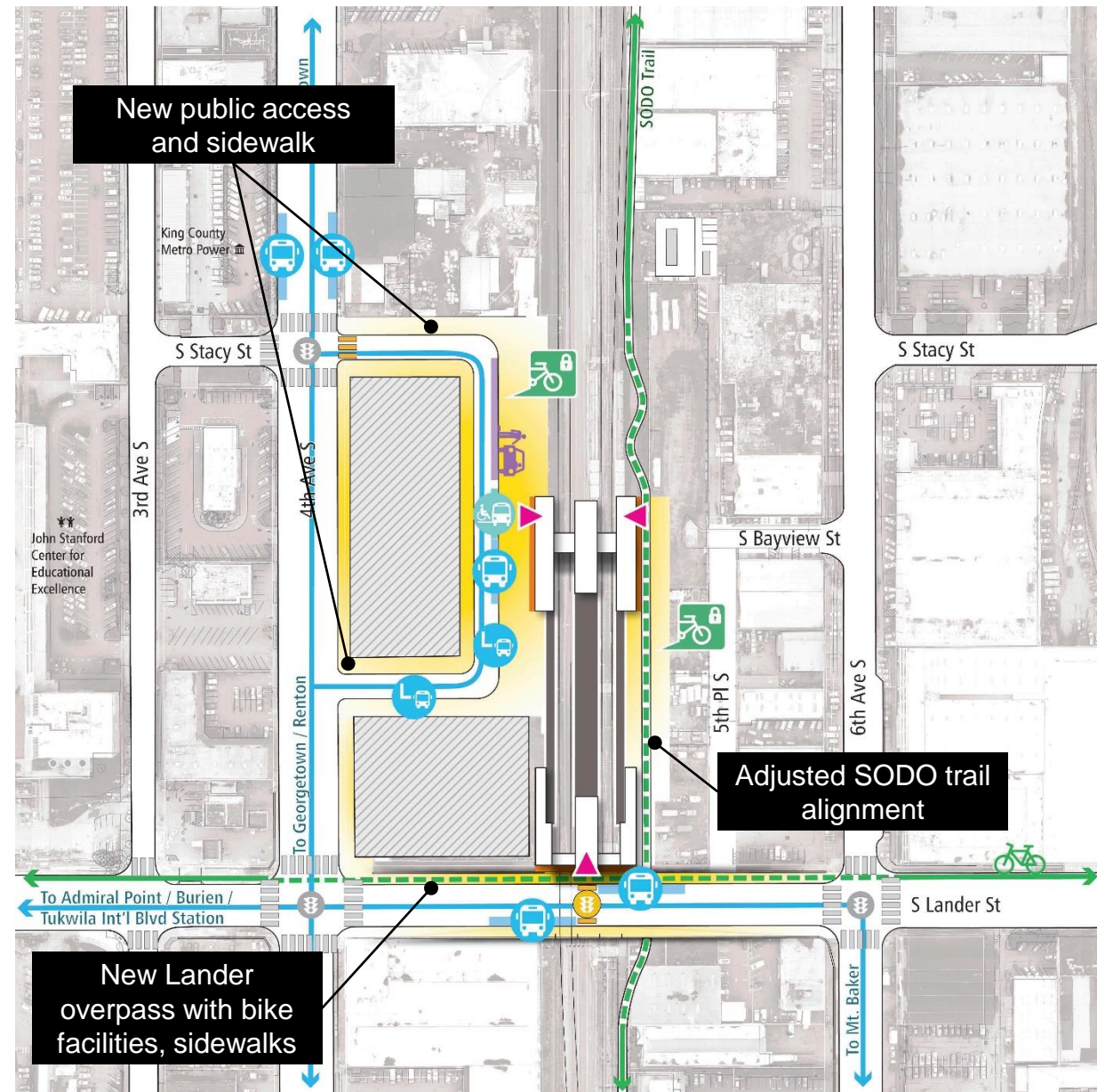
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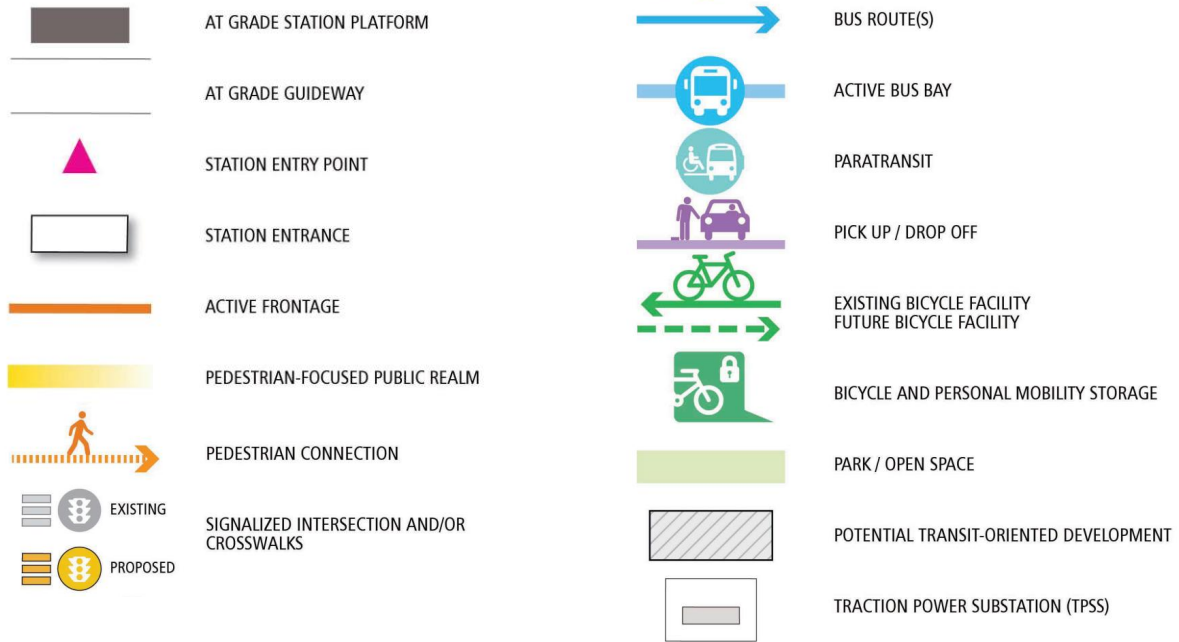
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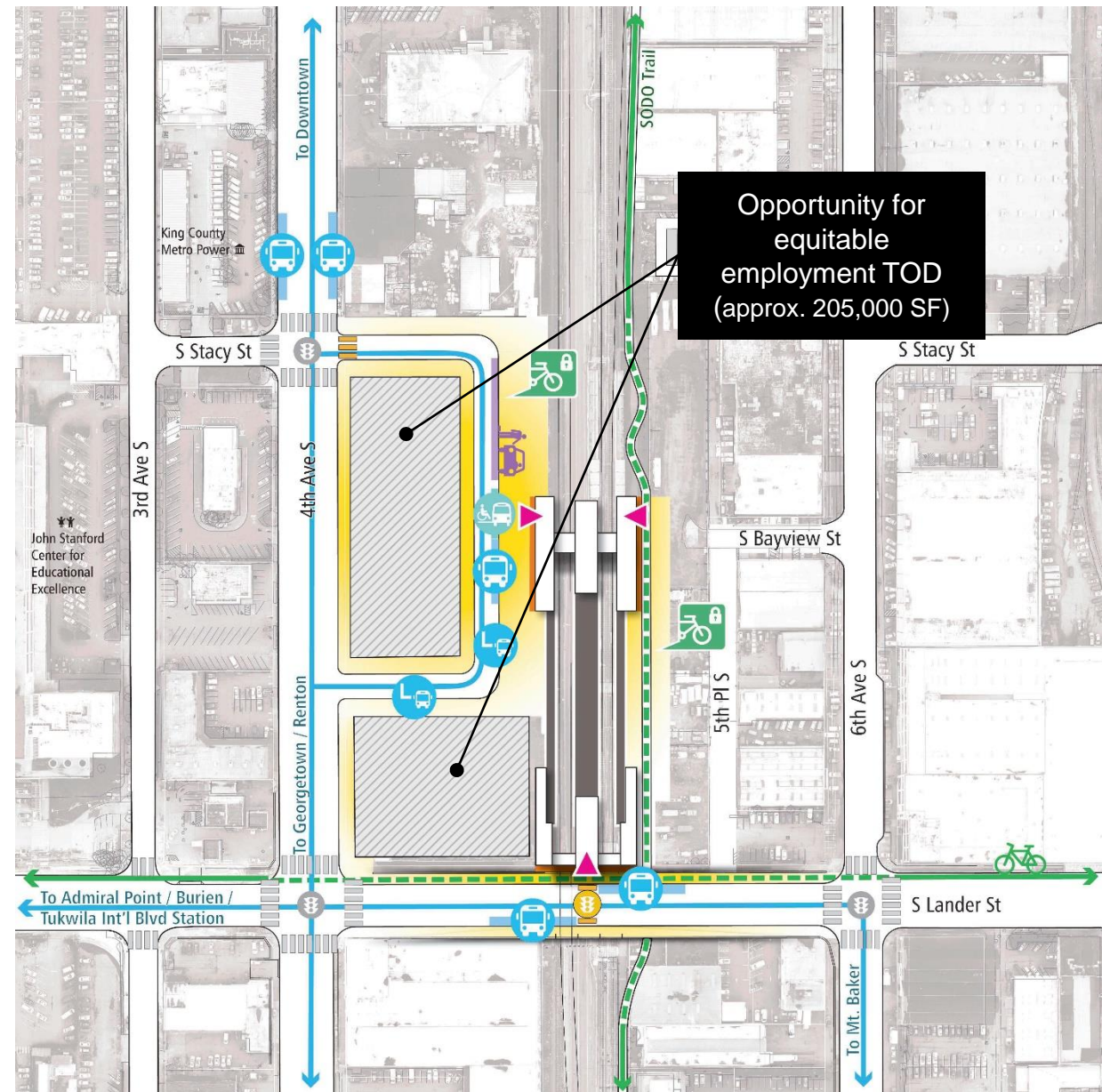
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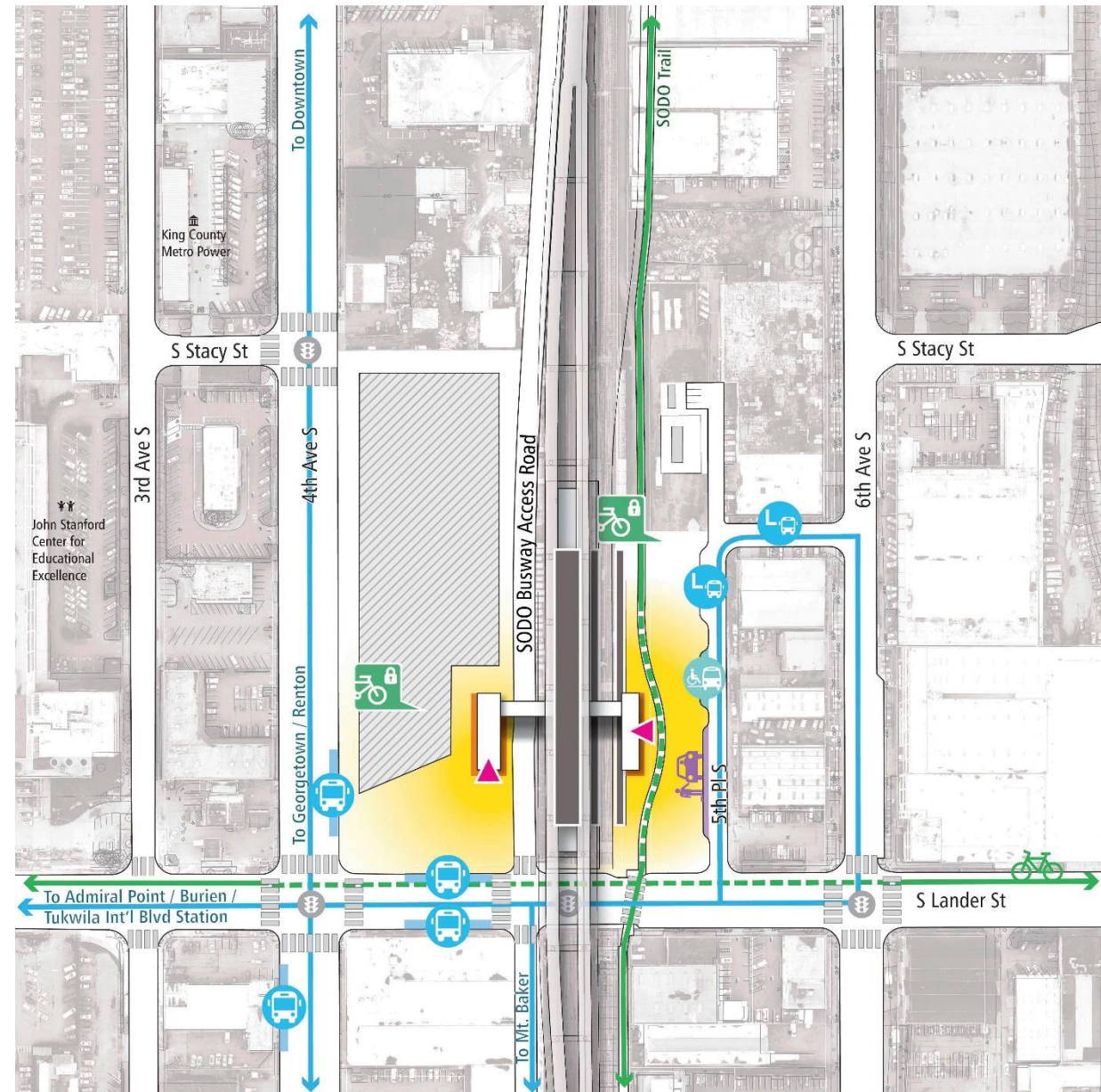
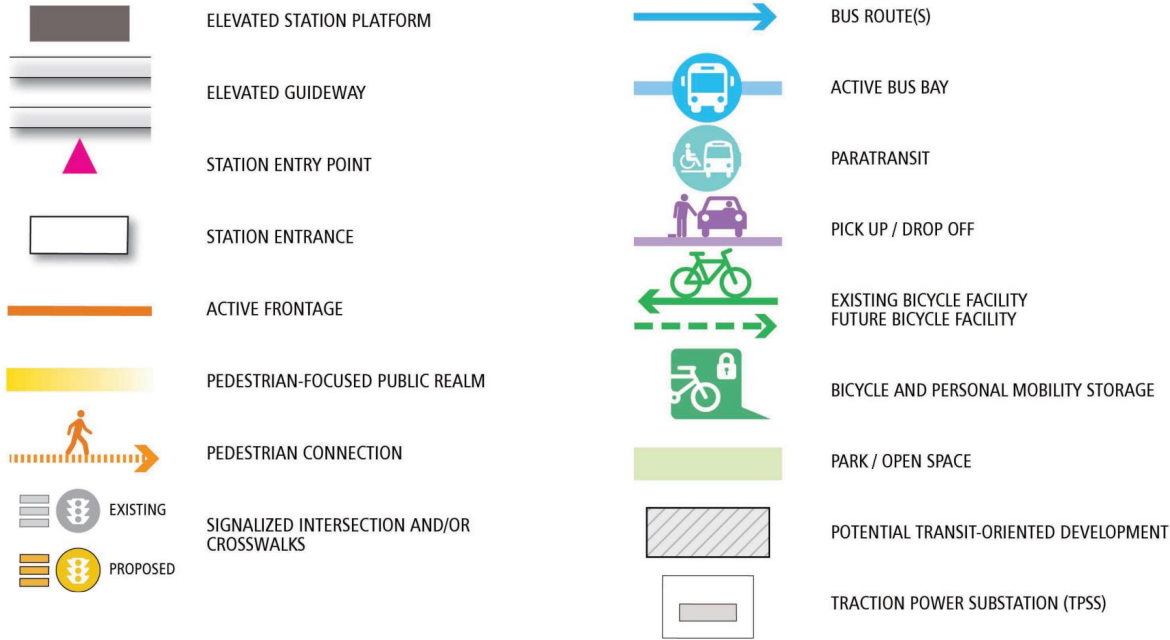
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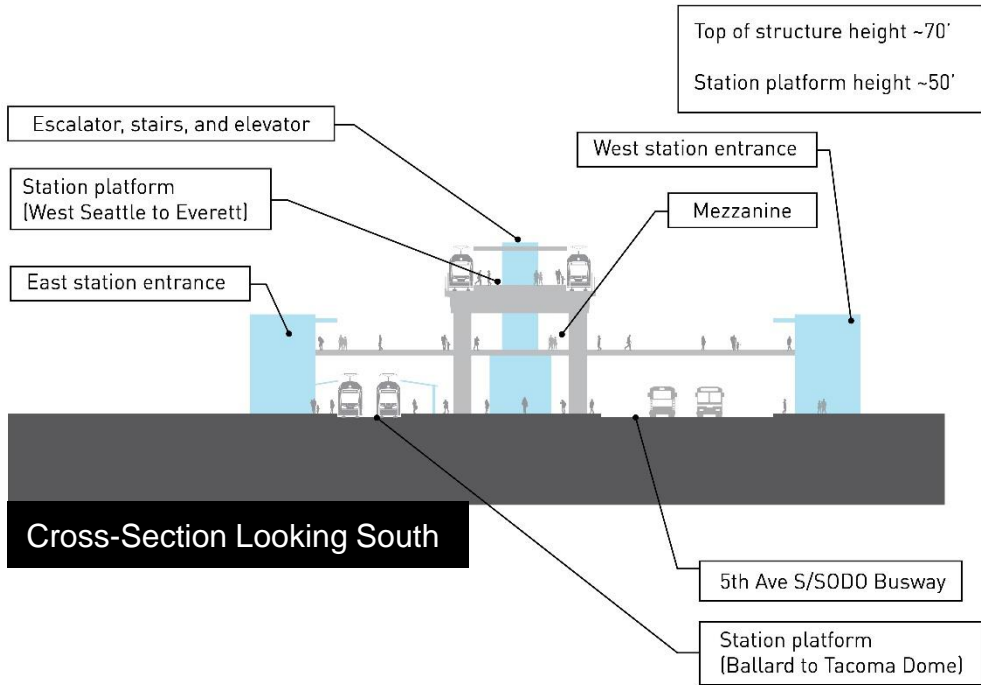
# Mixed Profile Station



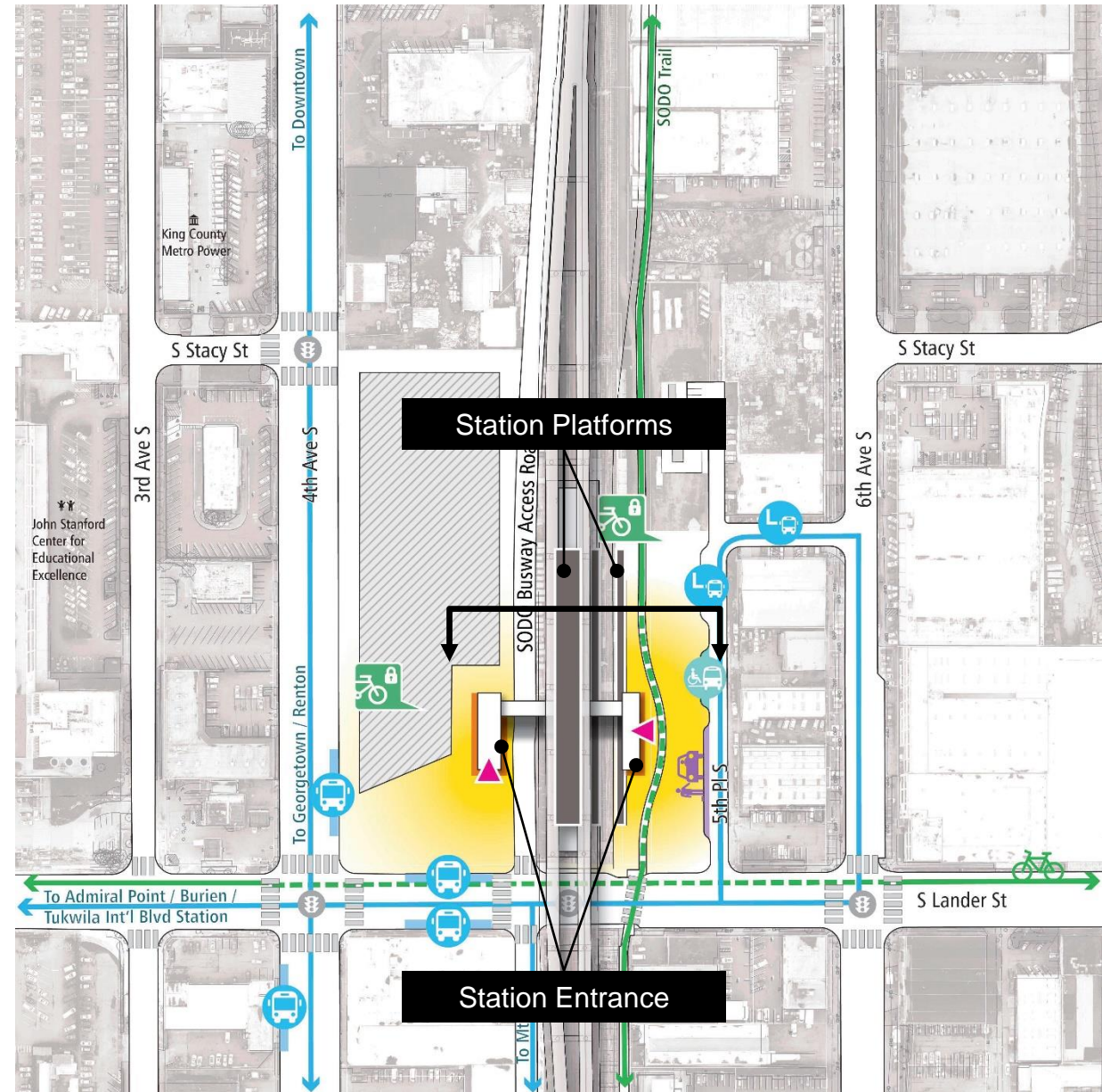
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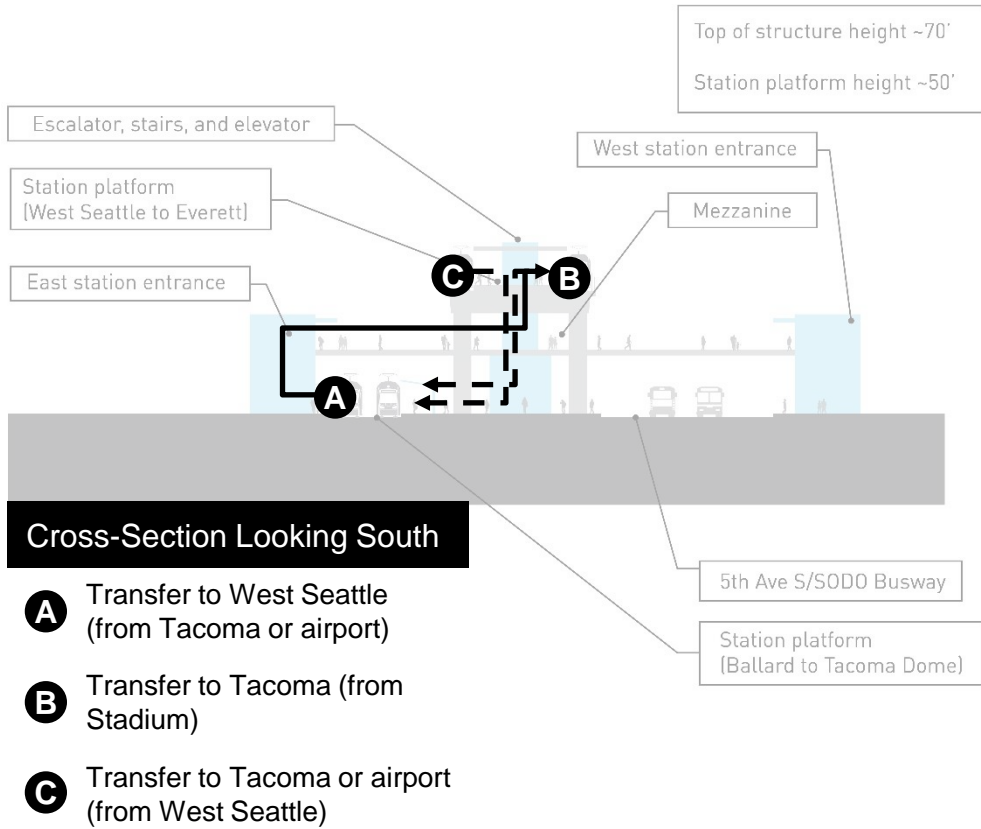


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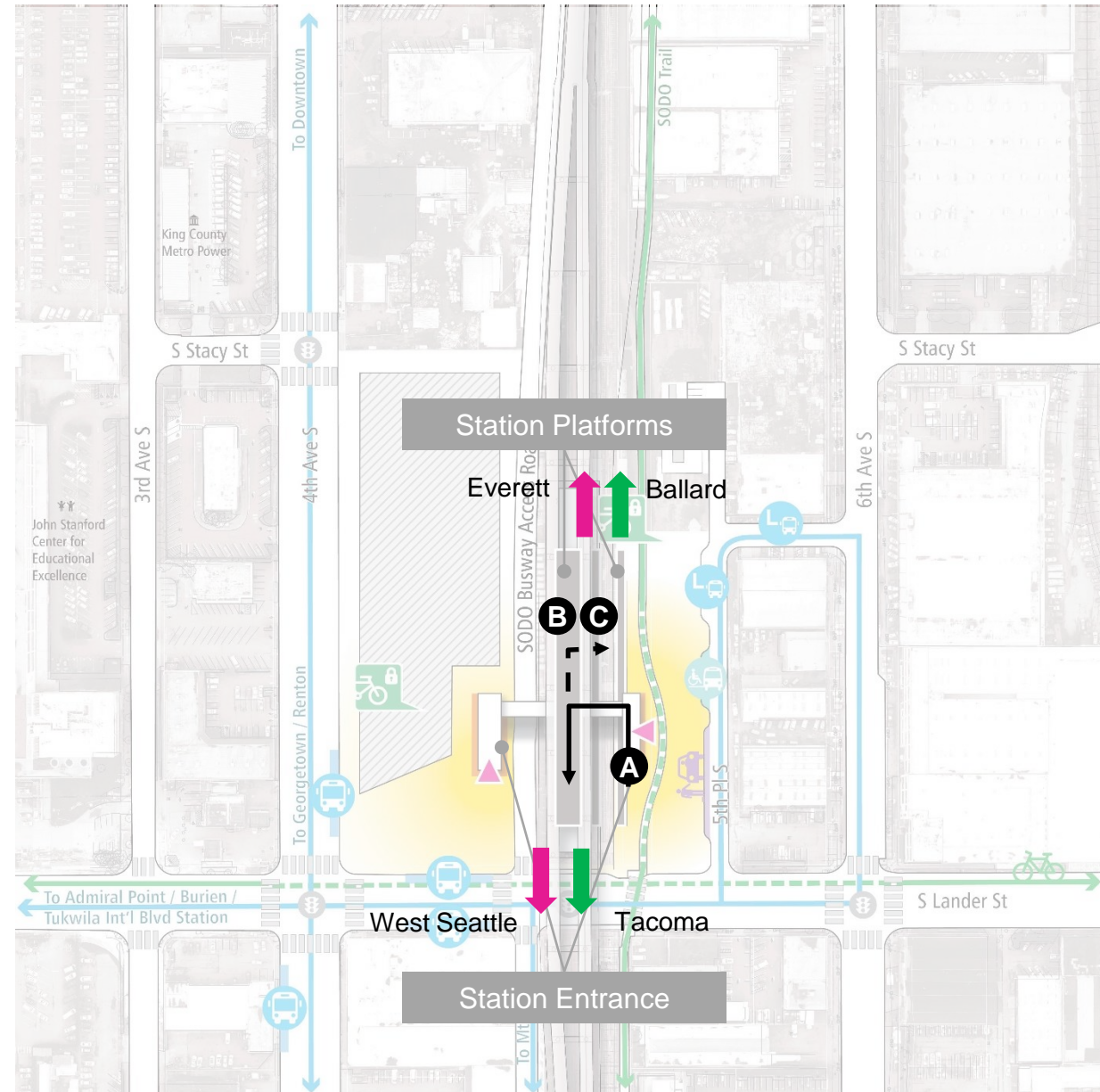




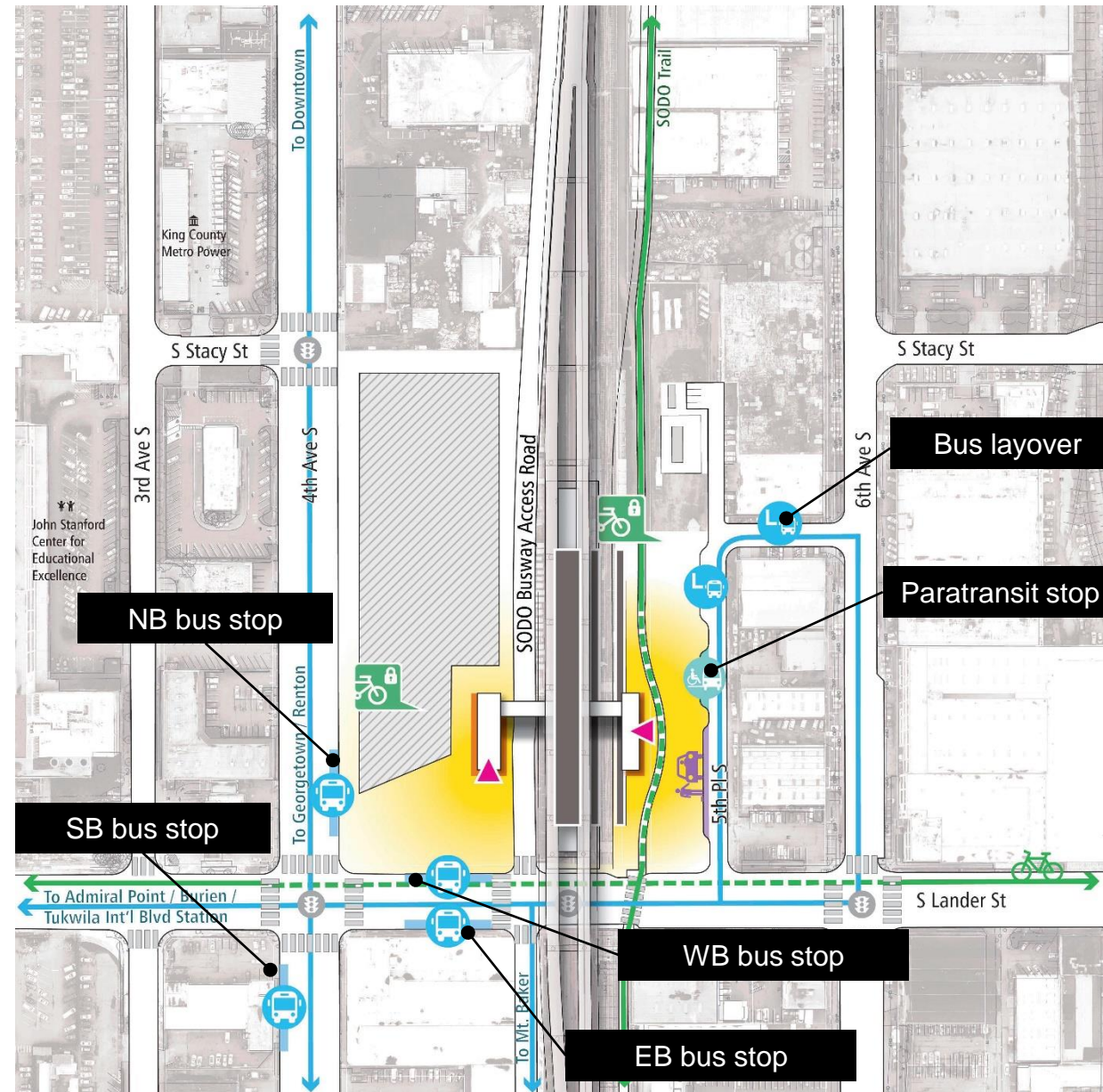
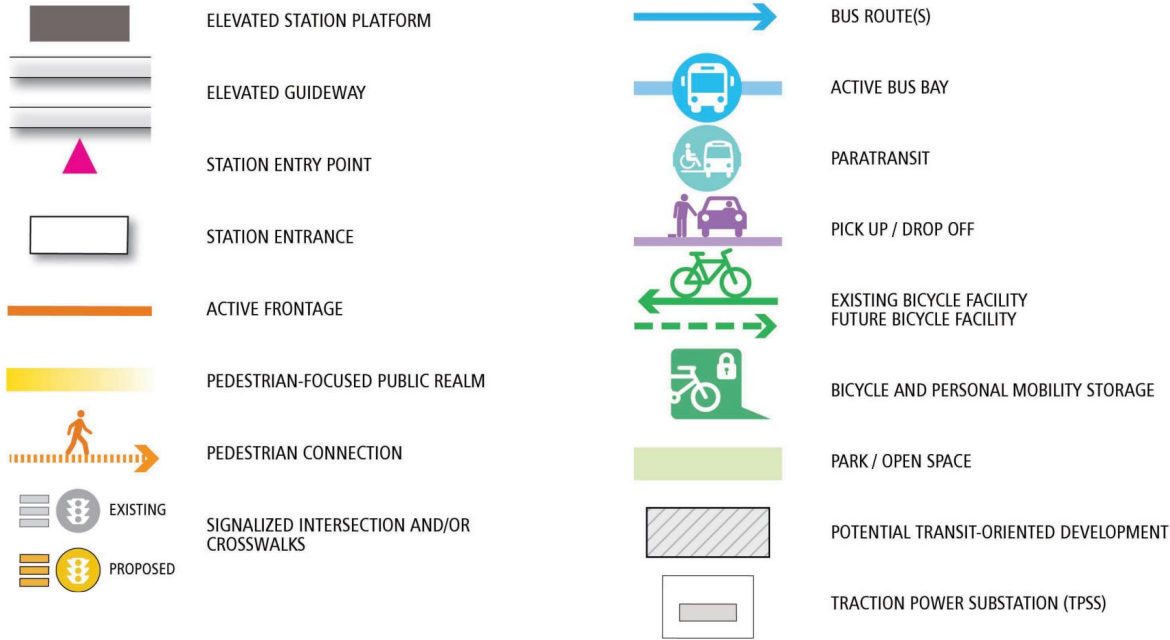
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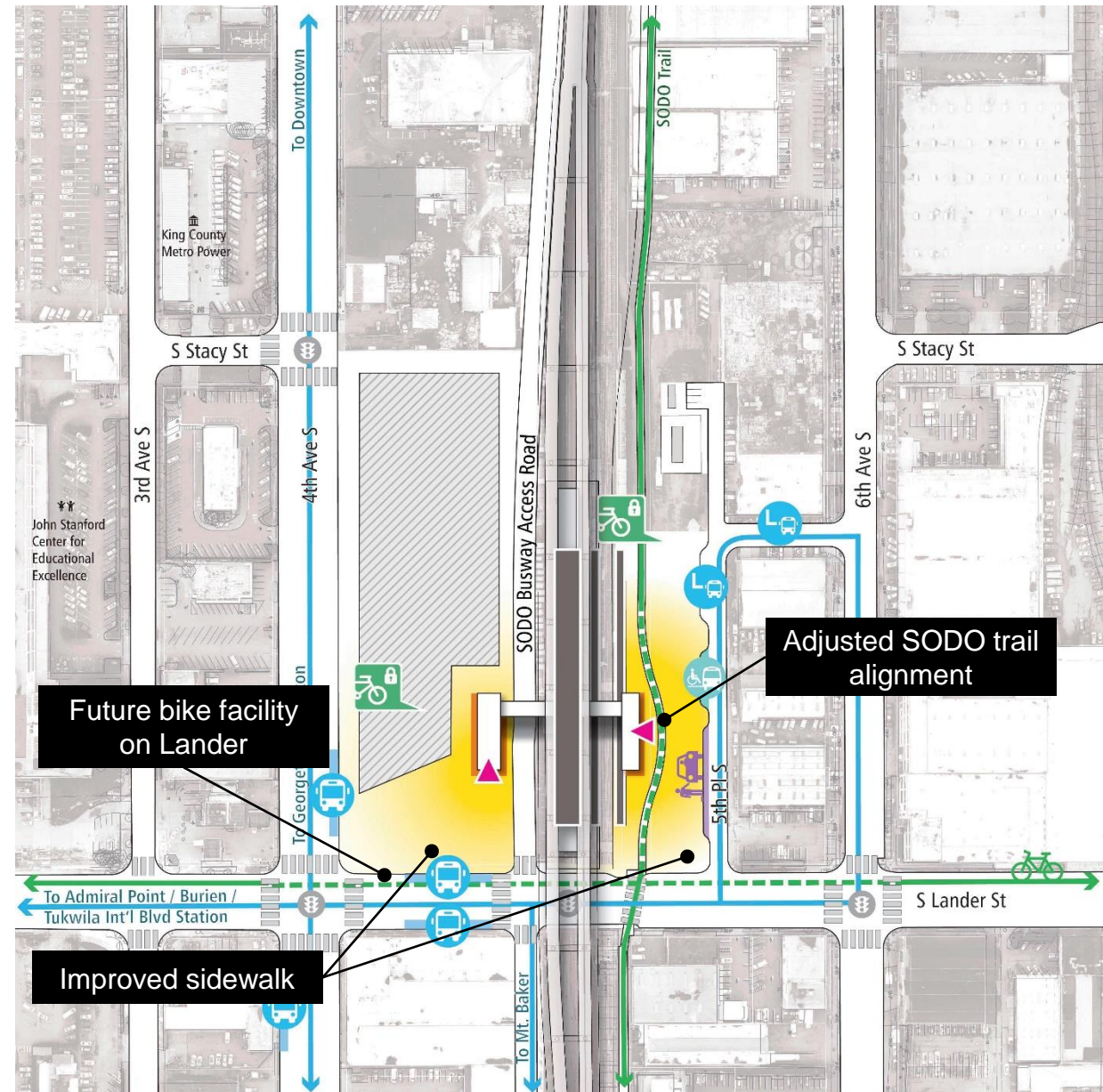
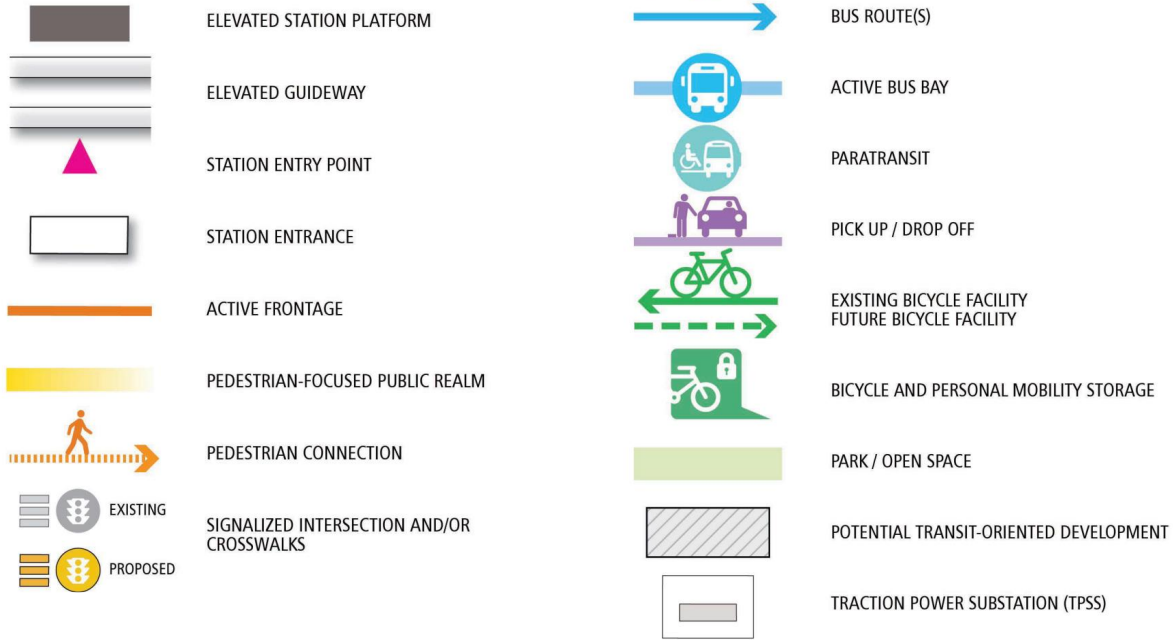
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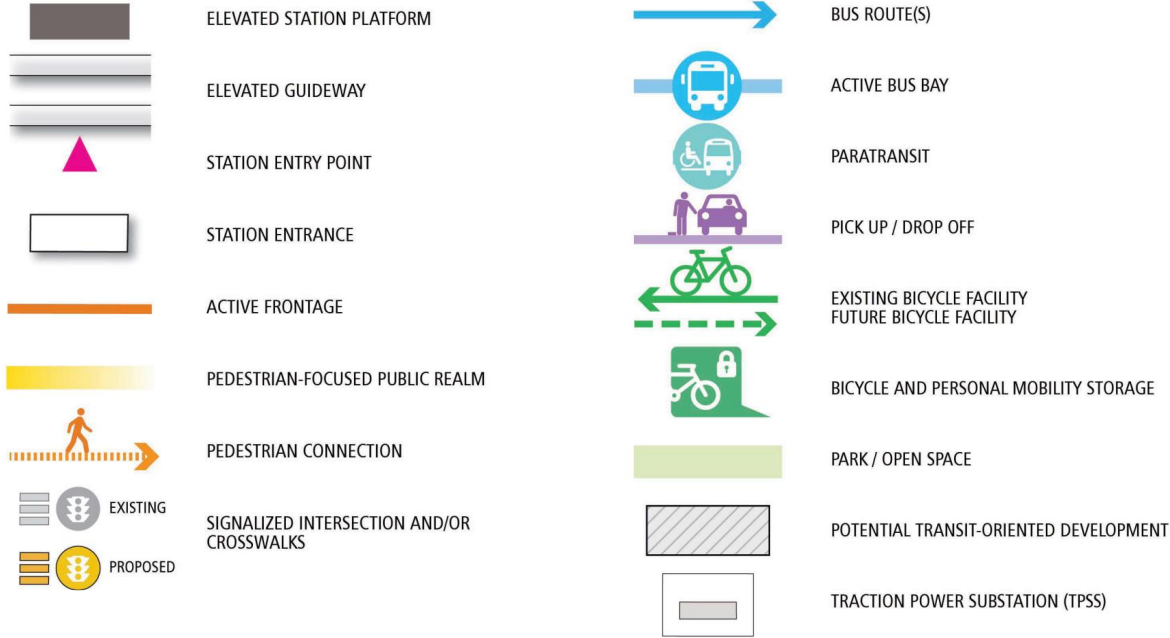
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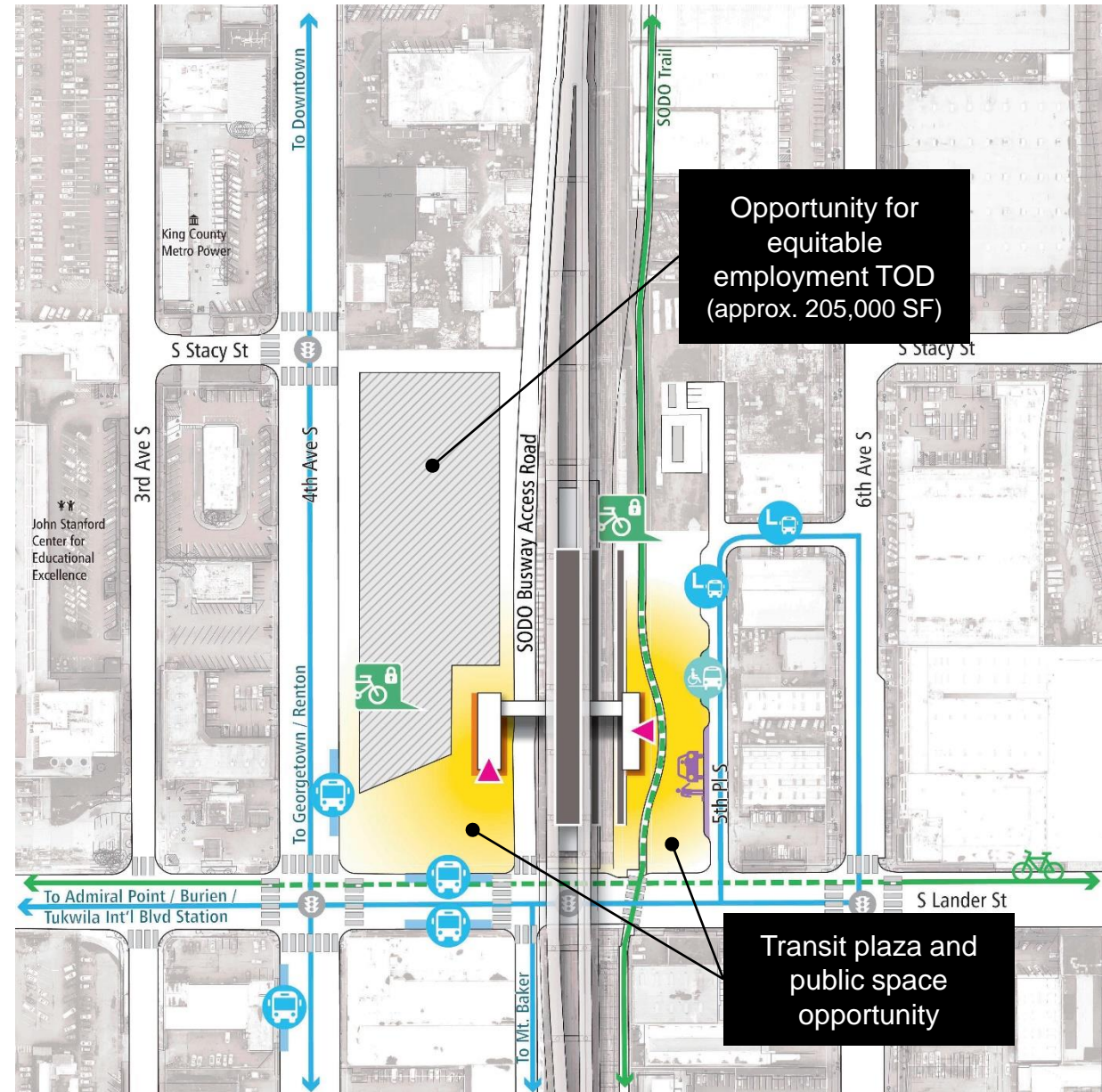
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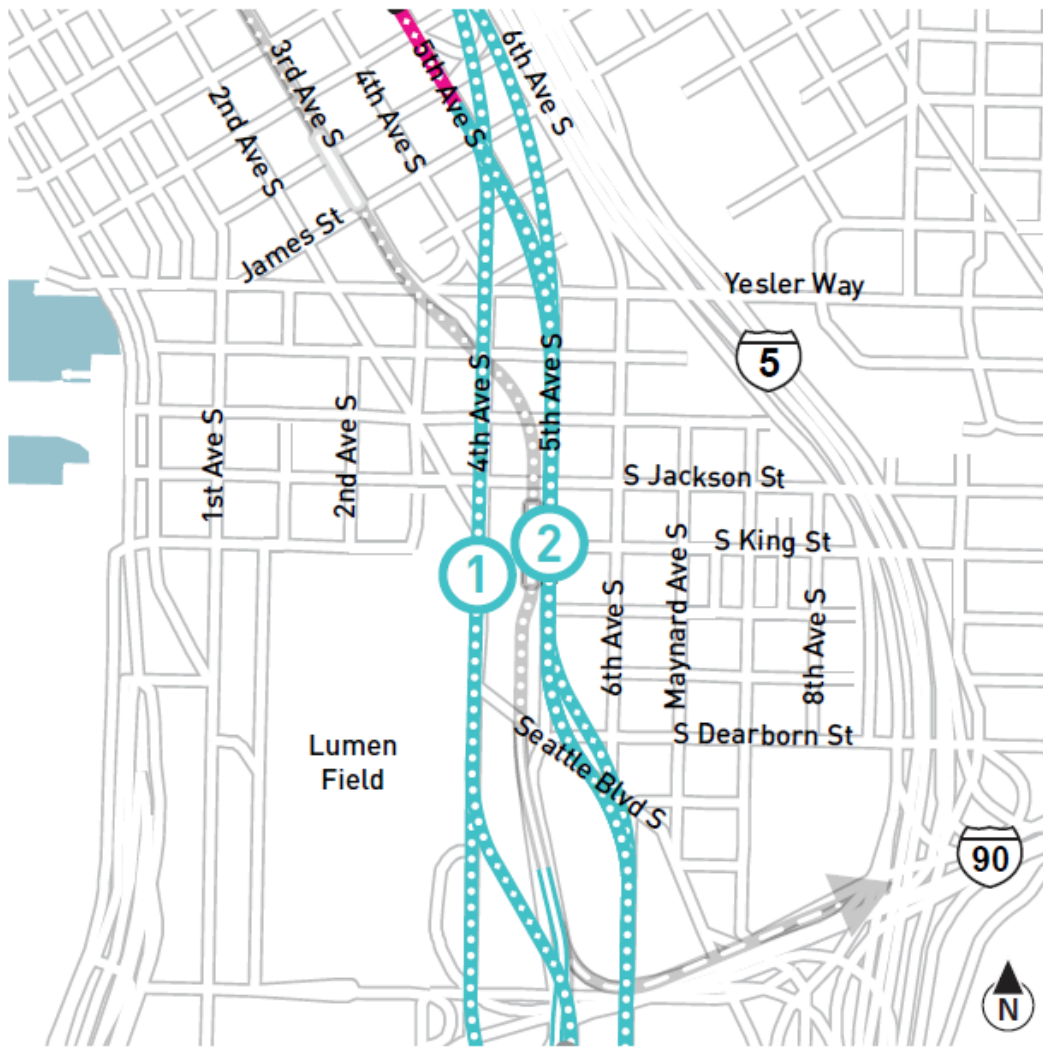
# *Questions for Discussion*

*What are your thoughts/questions about:*

- *Taking transit to the station*
- *Walking, rolling, biking to the station*
- *Enjoying places around the station*

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**Draft EIS Alternatives**

- █ Preferred alternative
- █ Other alternatives and design options

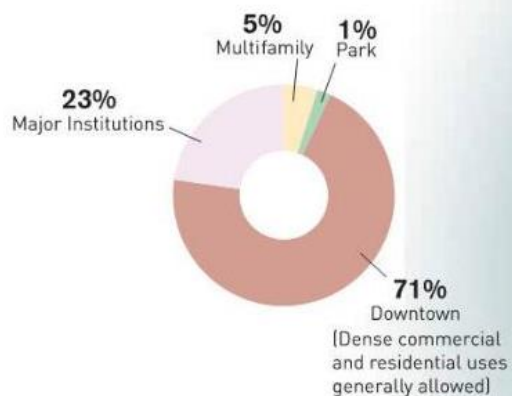
**Route and Station Profiles**

-  At-grade
-  Tunnel

- ***Limit harmful impacts on the CID and Pioneer Square neighborhoods from light rail construction and operations***
- ***Maximize connections for all users, transit riders and community members not riding light rail alike***
- ***Support a 100-year vision for future generations***



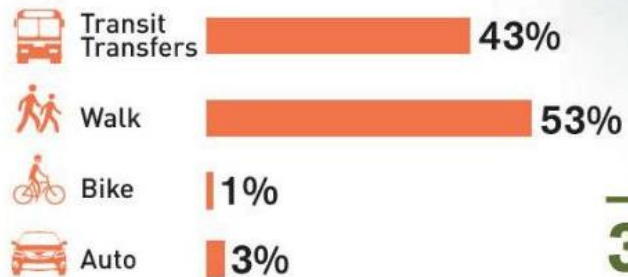
### Existing land use in the station area <sup>(1)</sup>



### Ridership/daily boardings <sup>(2)</sup>



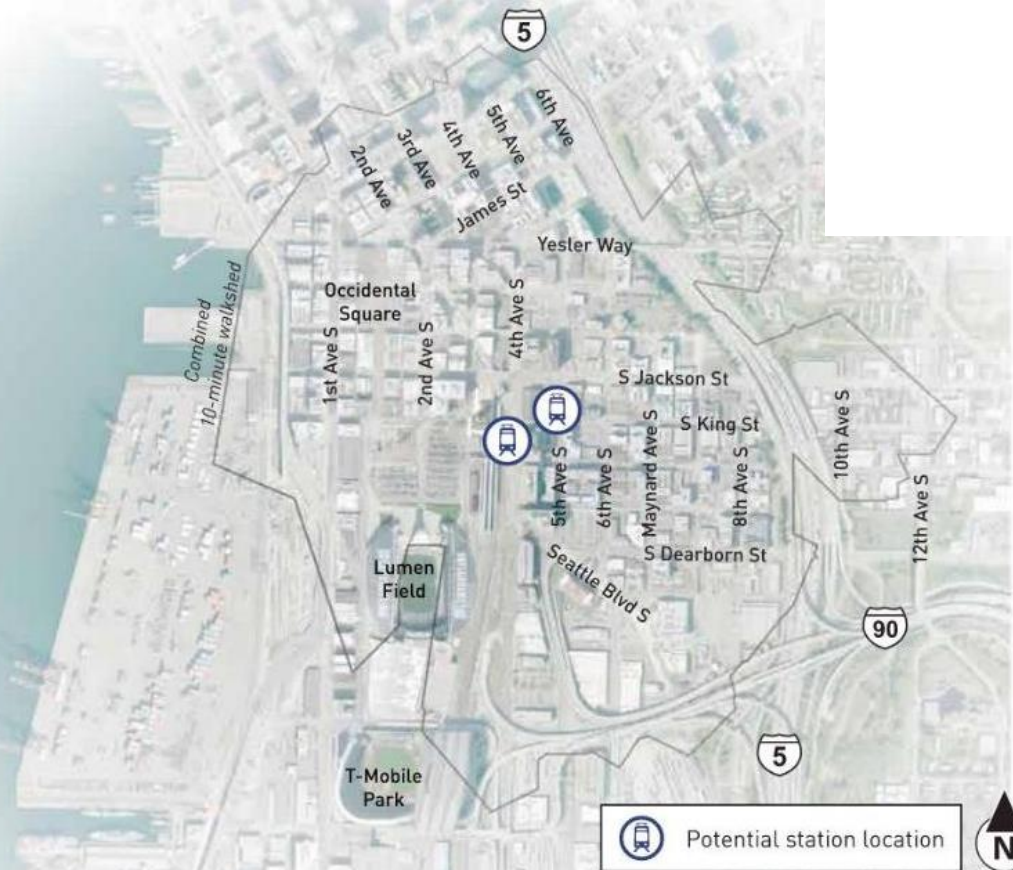
### How people will travel to the station <sup>(2)</sup>



### Bike facilities within 10-minute bikeshed <sup>(3)</sup>



### Living and working in the station area 2040 <sup>(1,4)</sup>

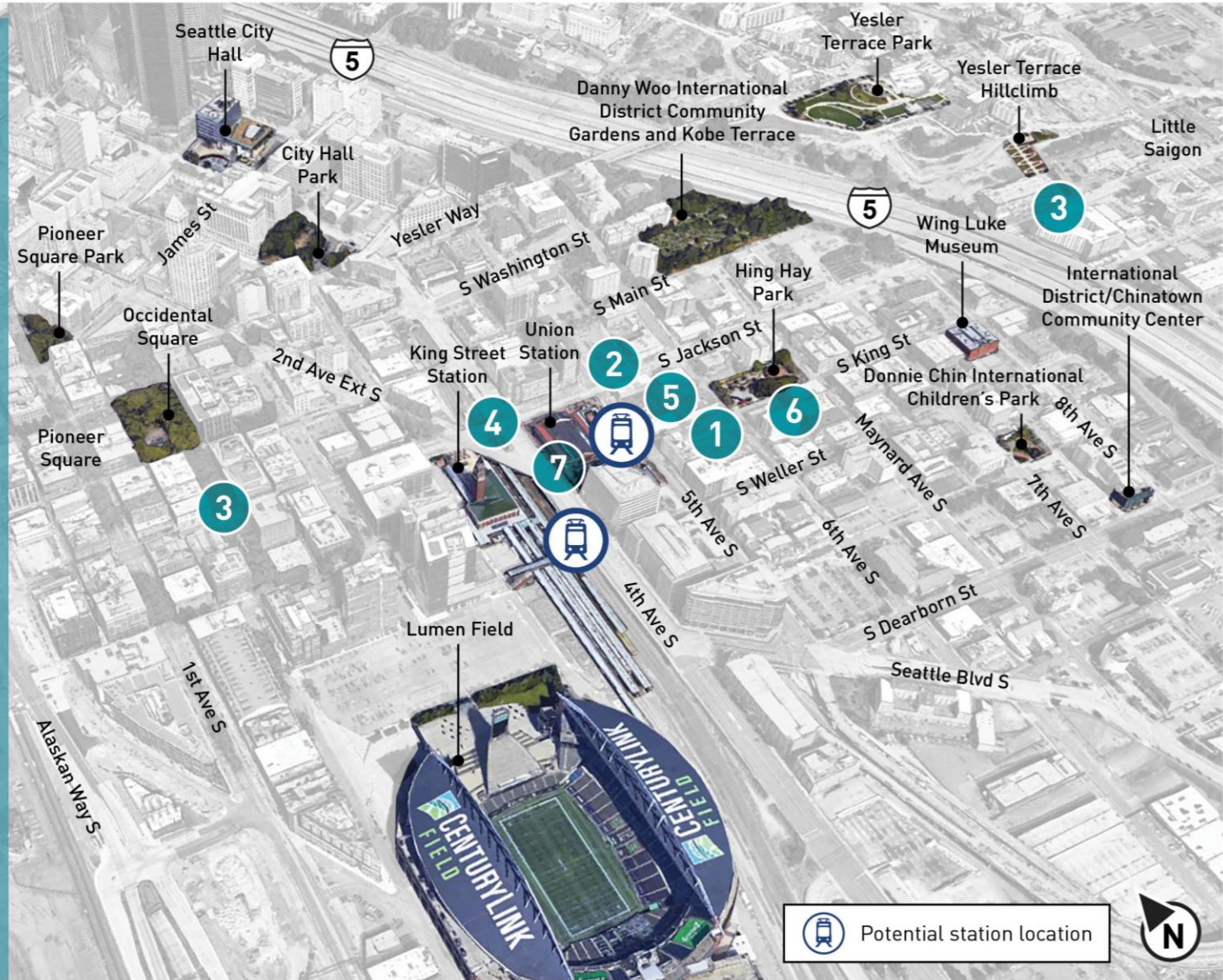




What we heard so far

## NEIGHBORHOOD FEEDBACK

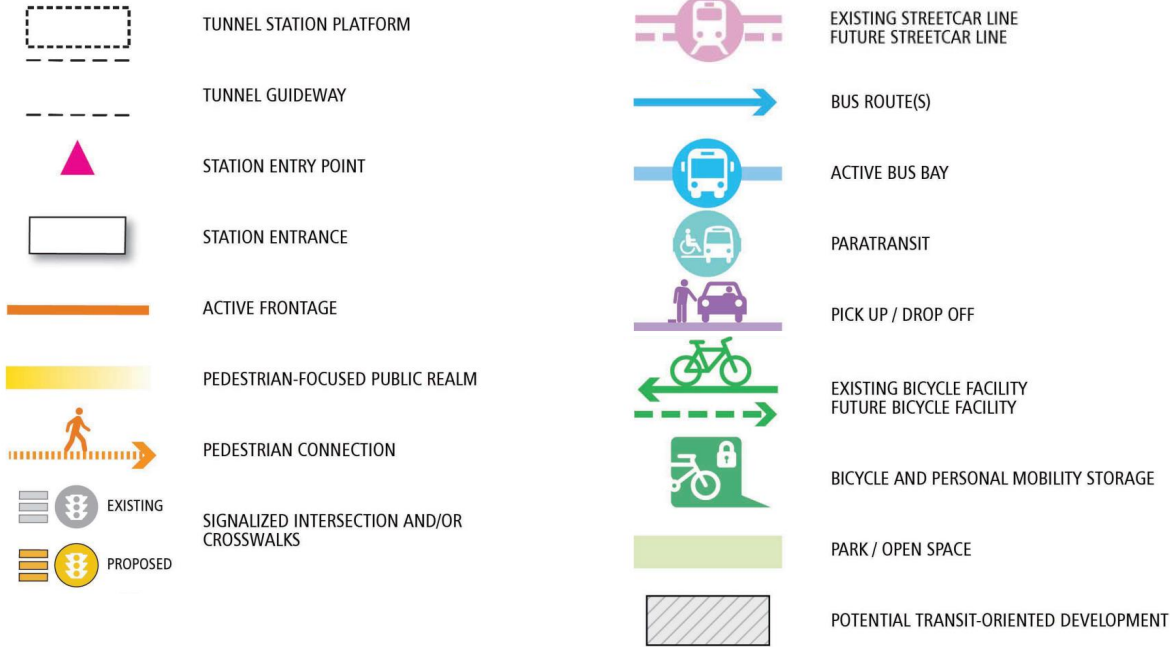
- 1 Station could benefit the community by creating opportunities for mixed-use development including affordable housing and small businesses
- 2 Station should be integrated with other transit (bus, train, streetcar); accessibility and easy transfers between modes are critical
- 3 Station provides an opportunity to better connect Little Saigon to the Waterfront through the Chinatown-International District and Pioneer Square neighborhoods
- 4 Improve crossings at major intersections and improve sidewalks by adding landscaping and lighting, especially along 4th Ave S
- 5 Create a safe, pedestrian-friendly, and welcoming station accessible to people of all ages, abilities, and backgrounds
- 6 Community members value the existing intergenerational and multilingual residential and business communities
- 7 Activate station area with greenery, culturally reflective art, and space for small vendors



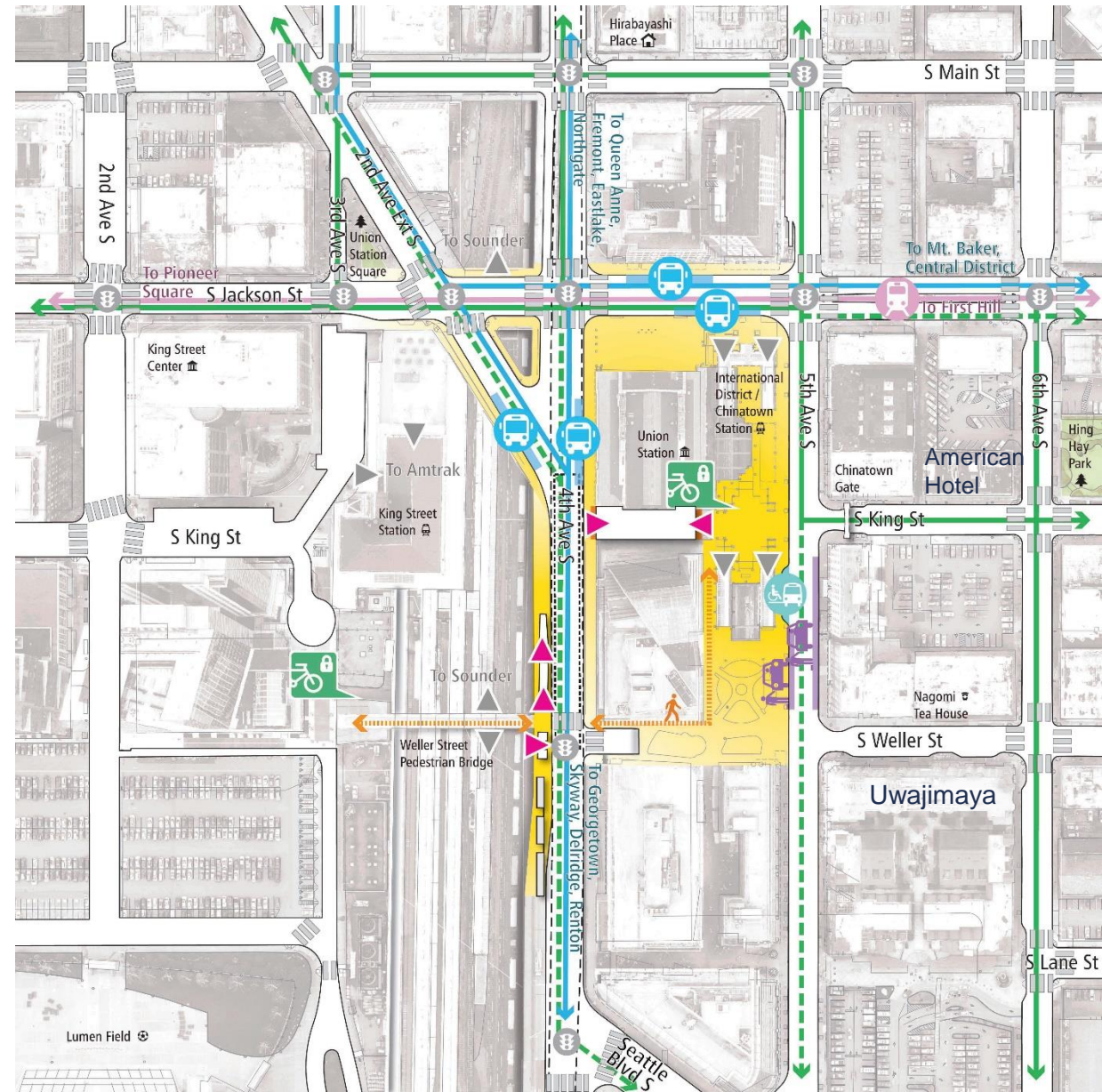
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

***Other Draft EIS alternatives  
(No Preferred)***

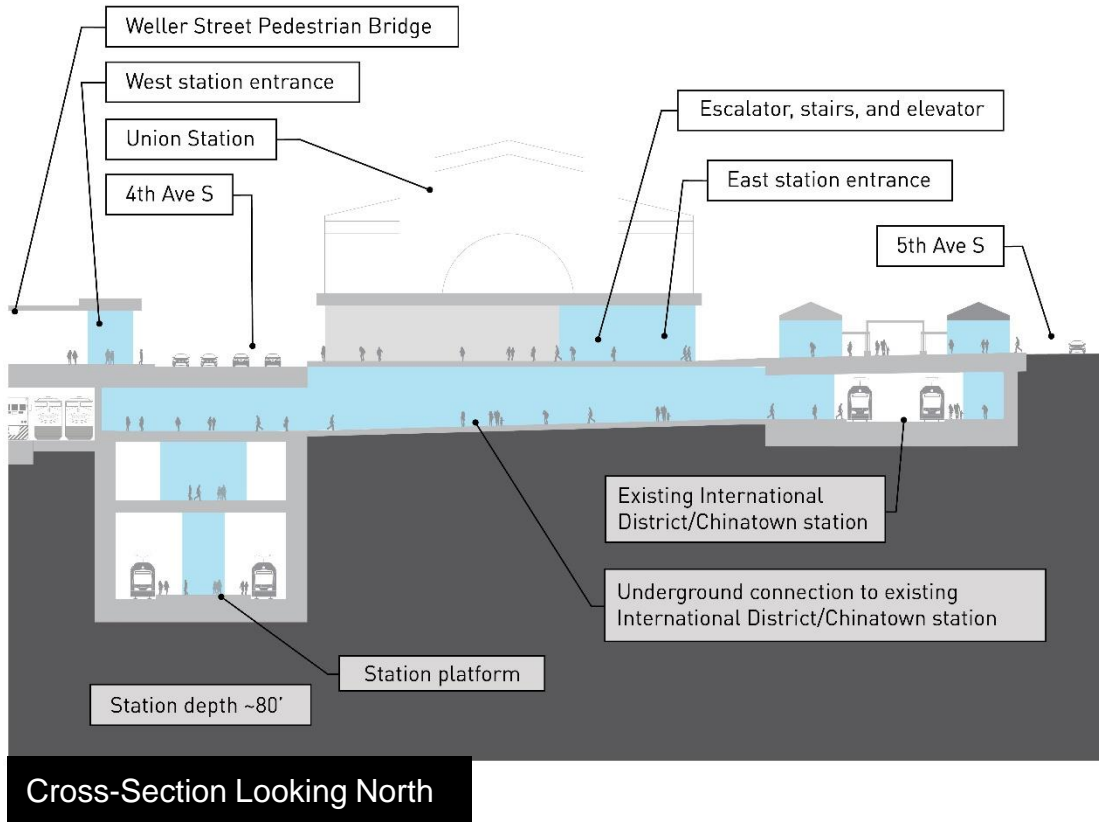
# Tunnel 4th Ave Station (Shallow and Deep)



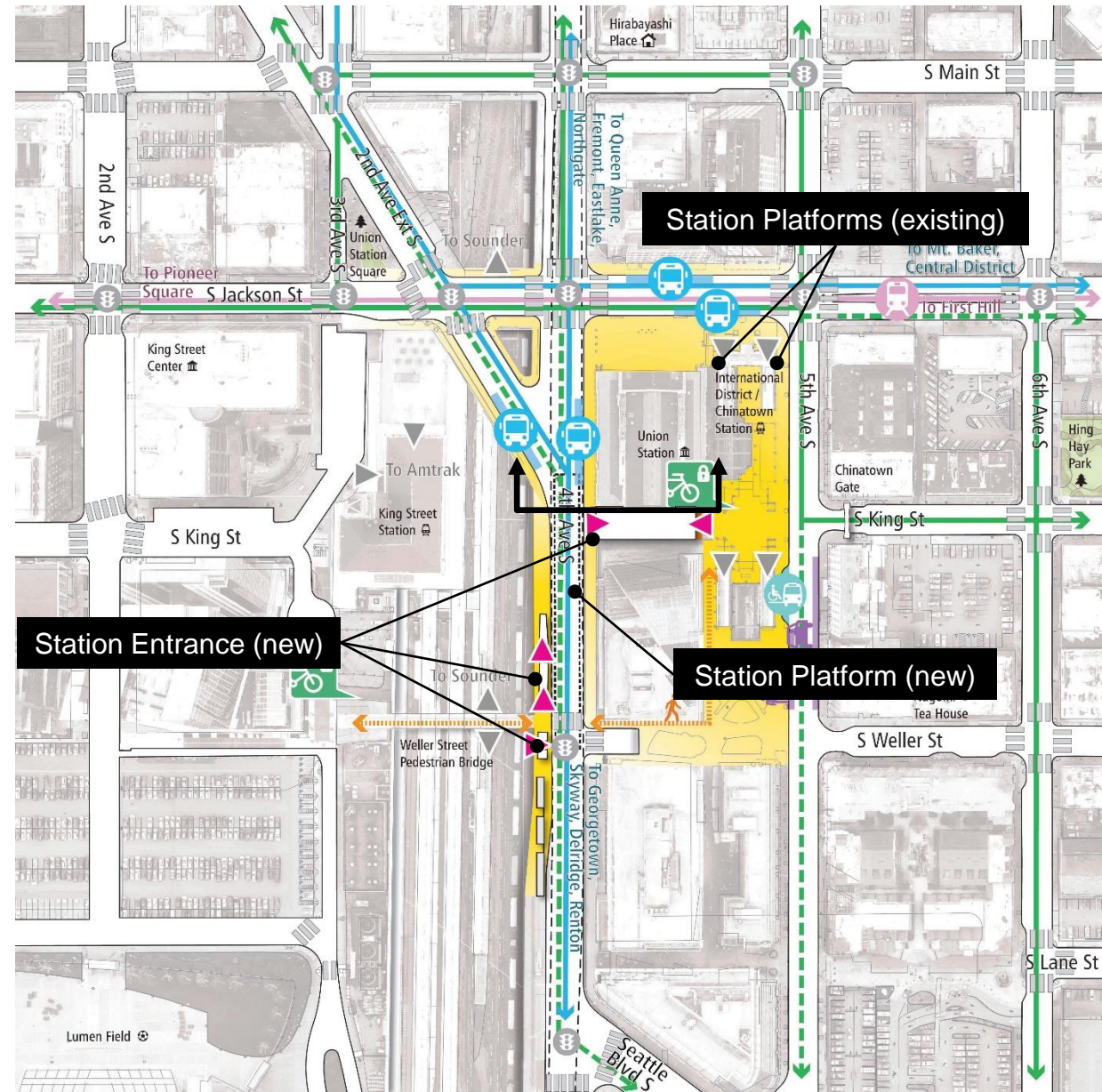
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



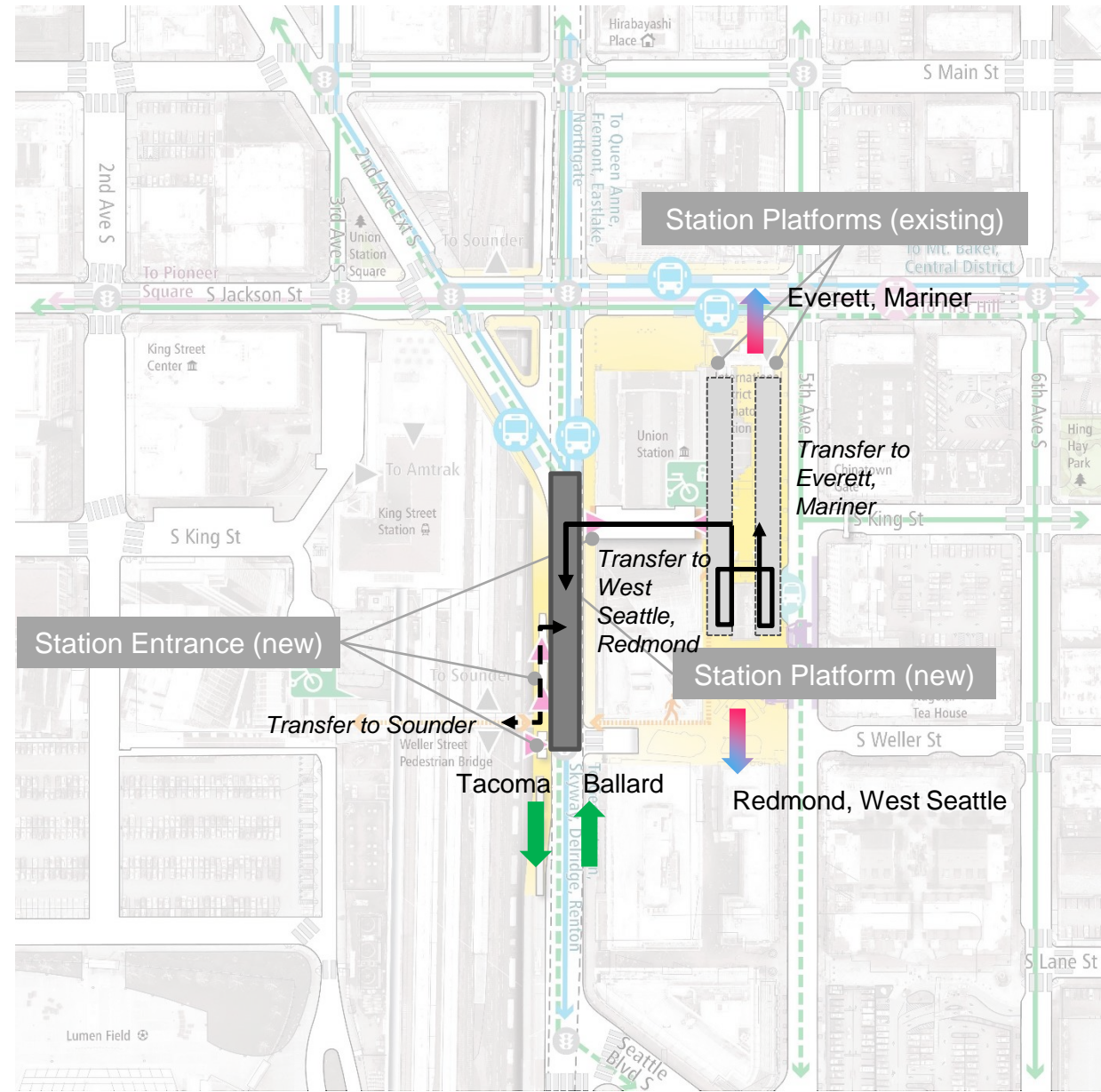
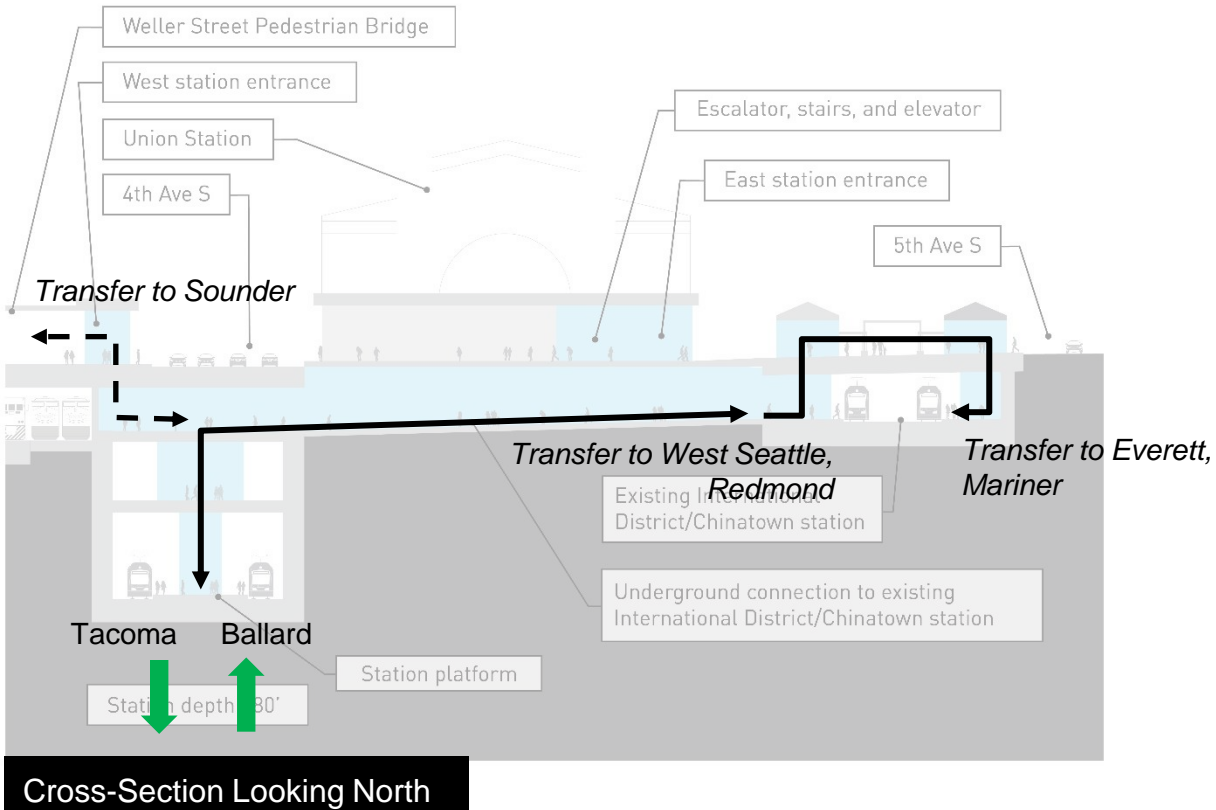
# Tunnel 4th Ave Station (Shallow)



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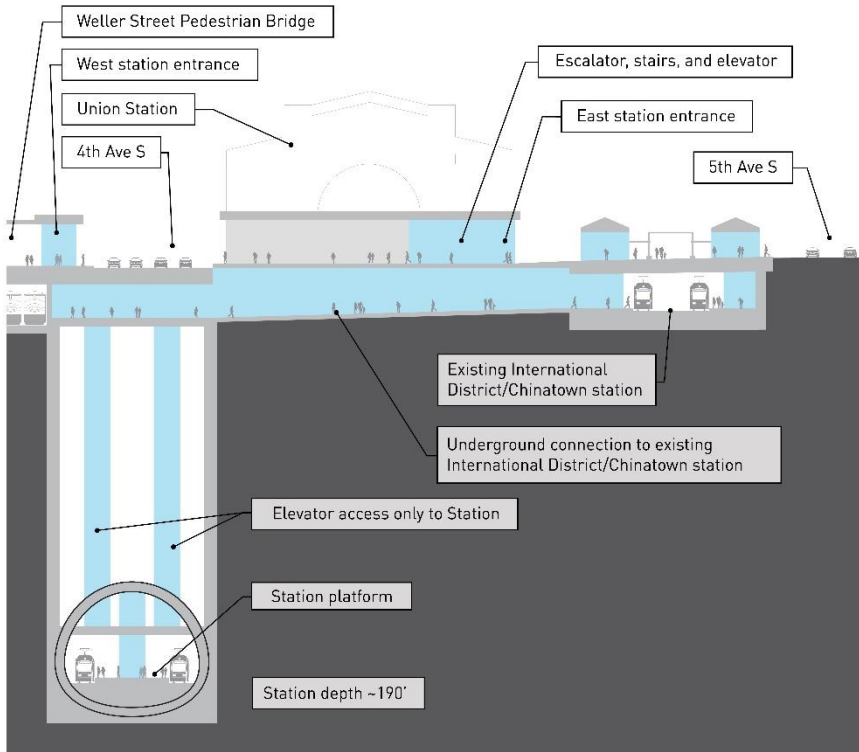


# Tunnel 4th Ave Station (Shallow)



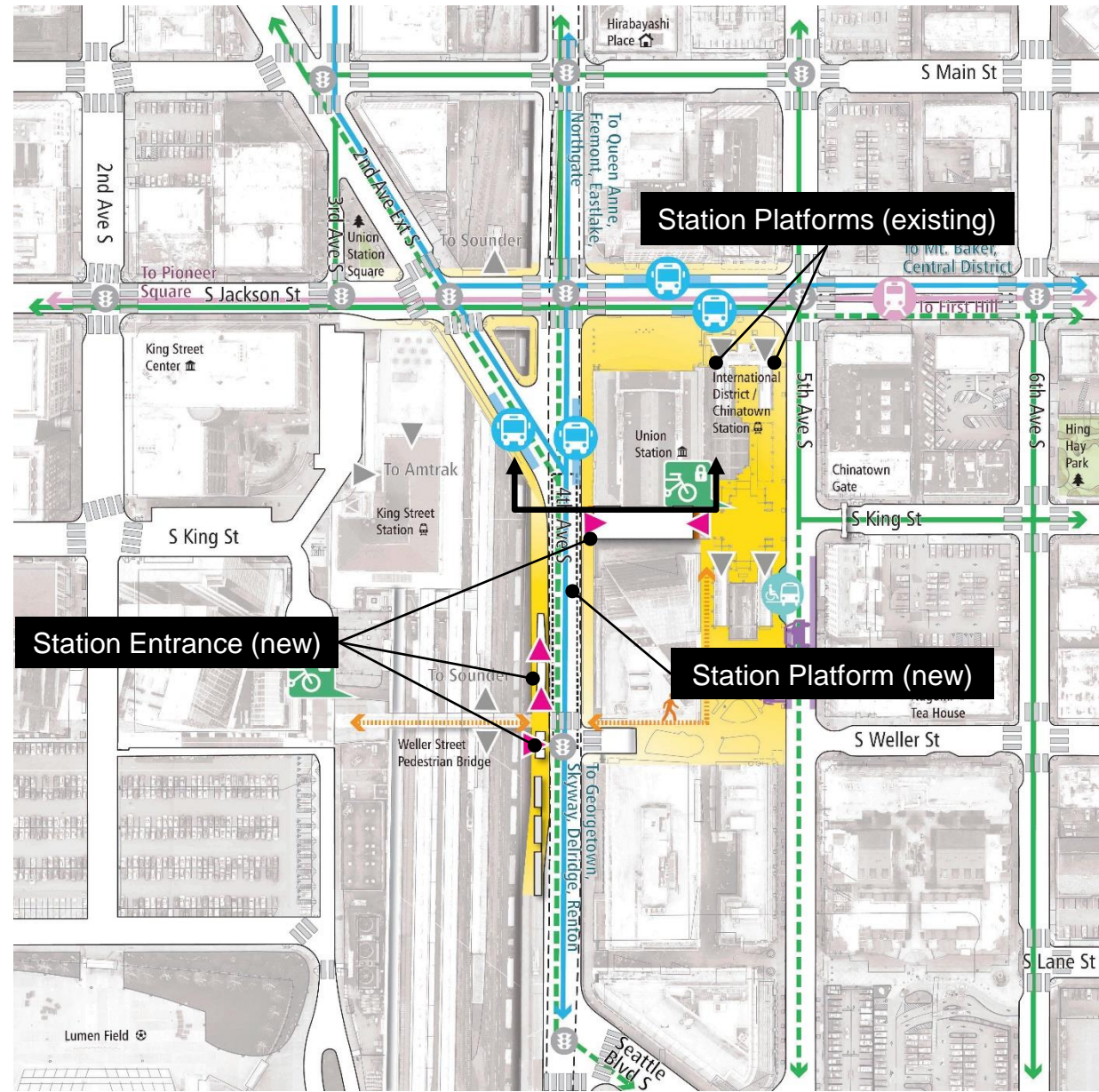
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

# Tunnel 4th Ave Station (Deep)

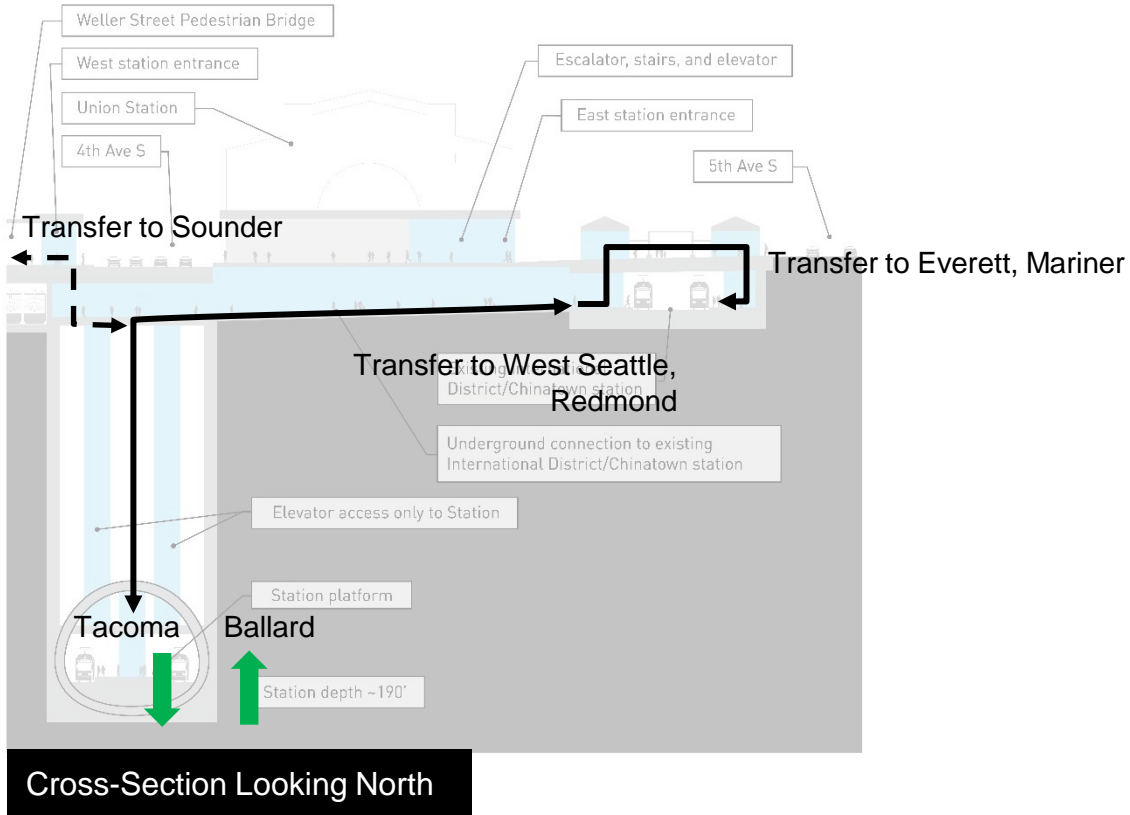


Cross-Section Looking North

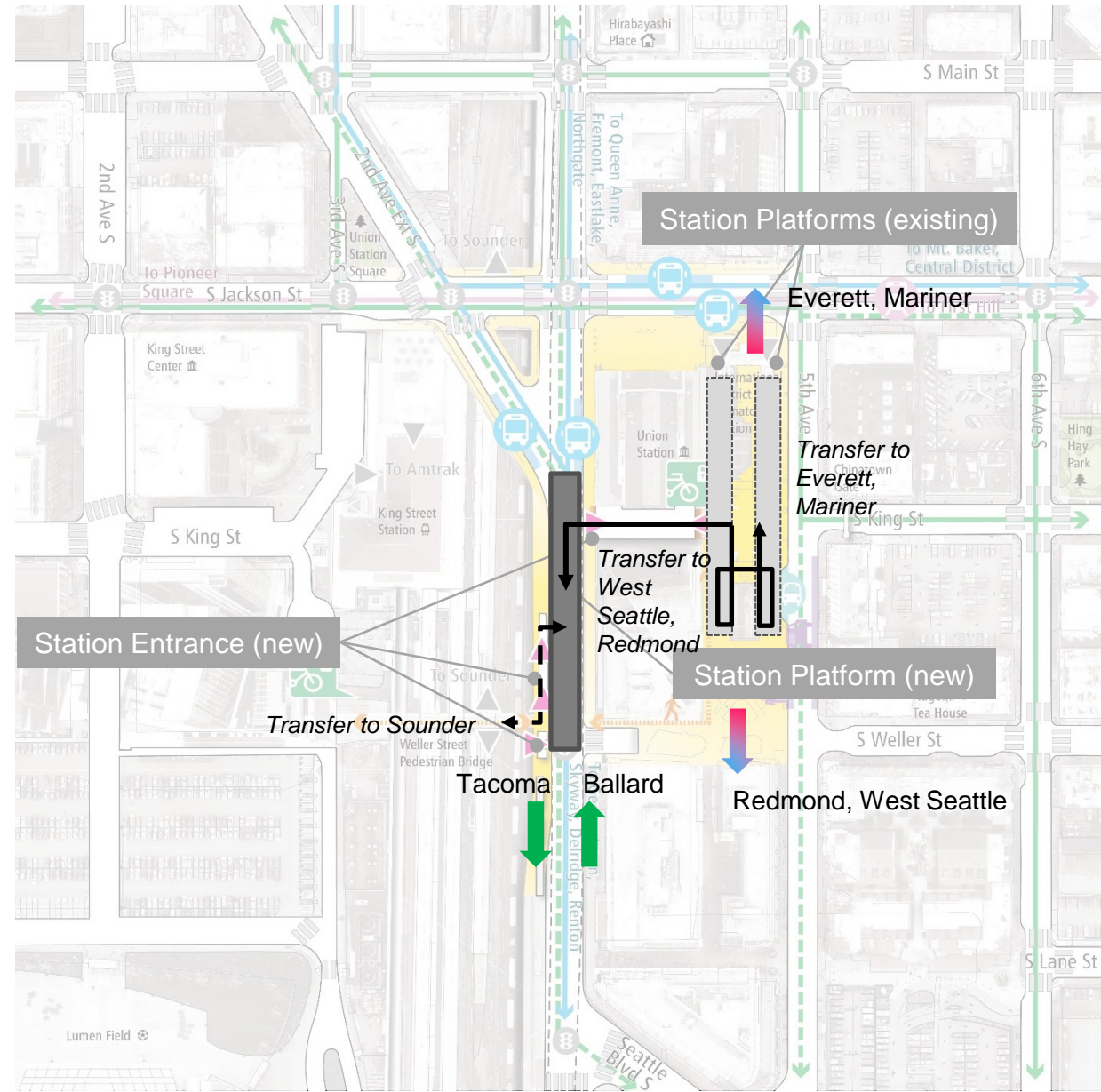
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



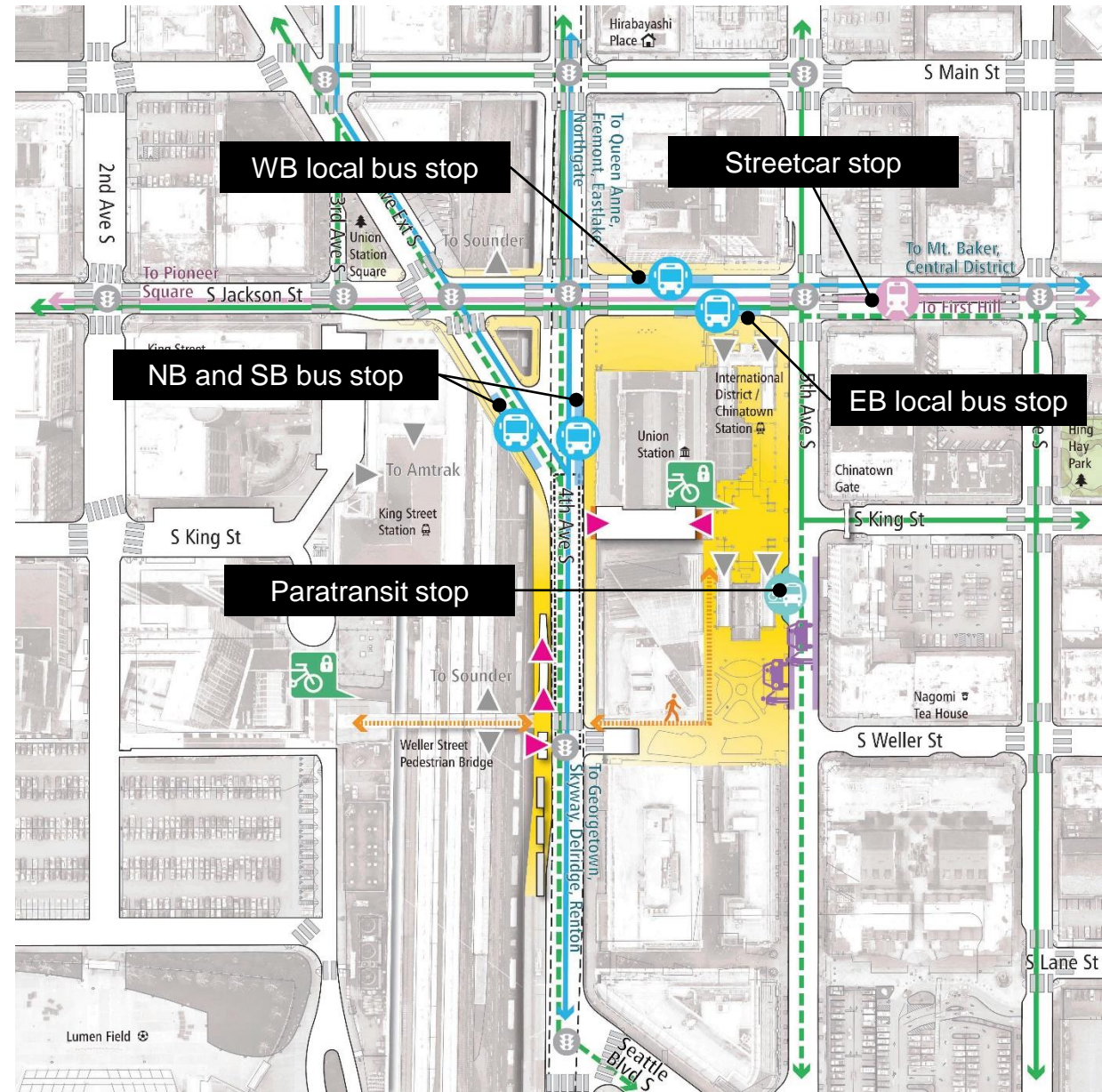
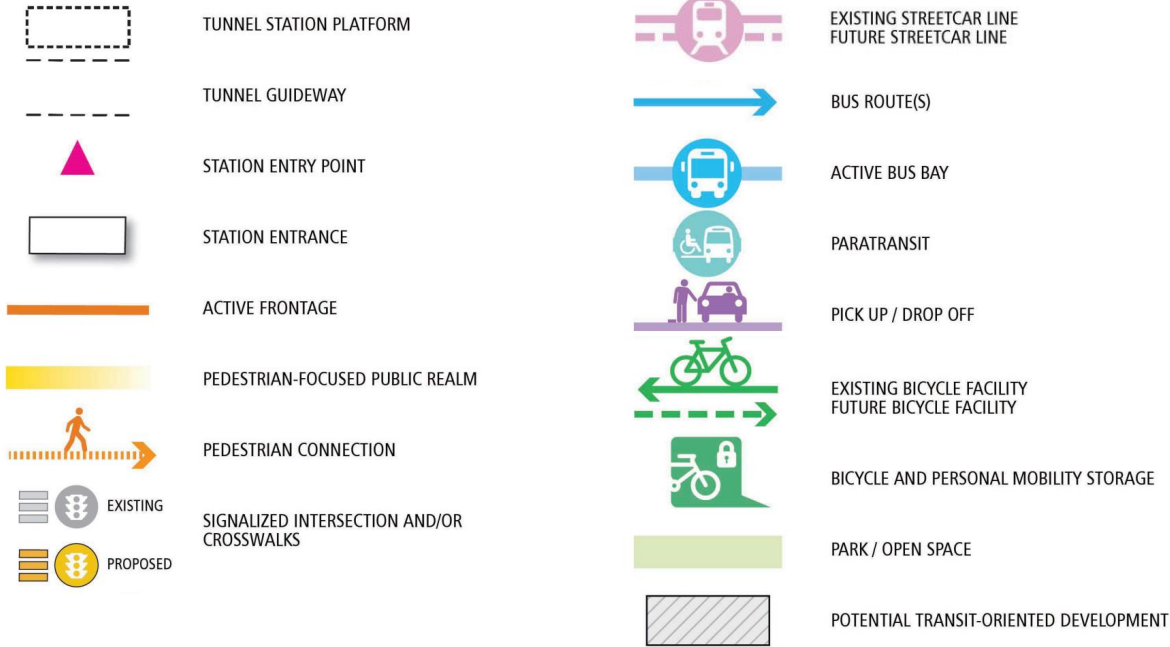
# Tunnel 4th Ave Station (Shallow)



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



# Tunnel 4th Ave Station (Shallow and Deep)

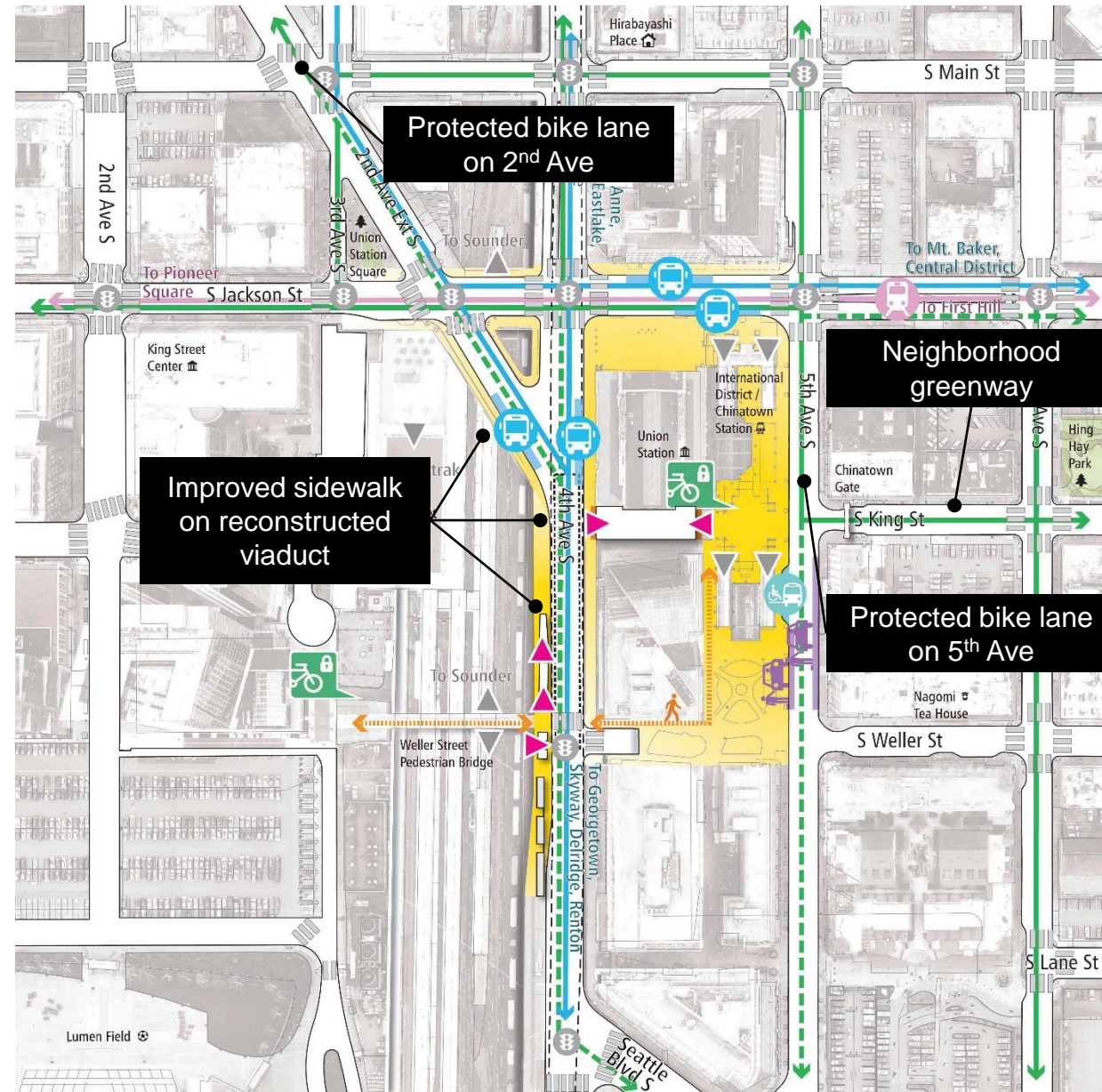
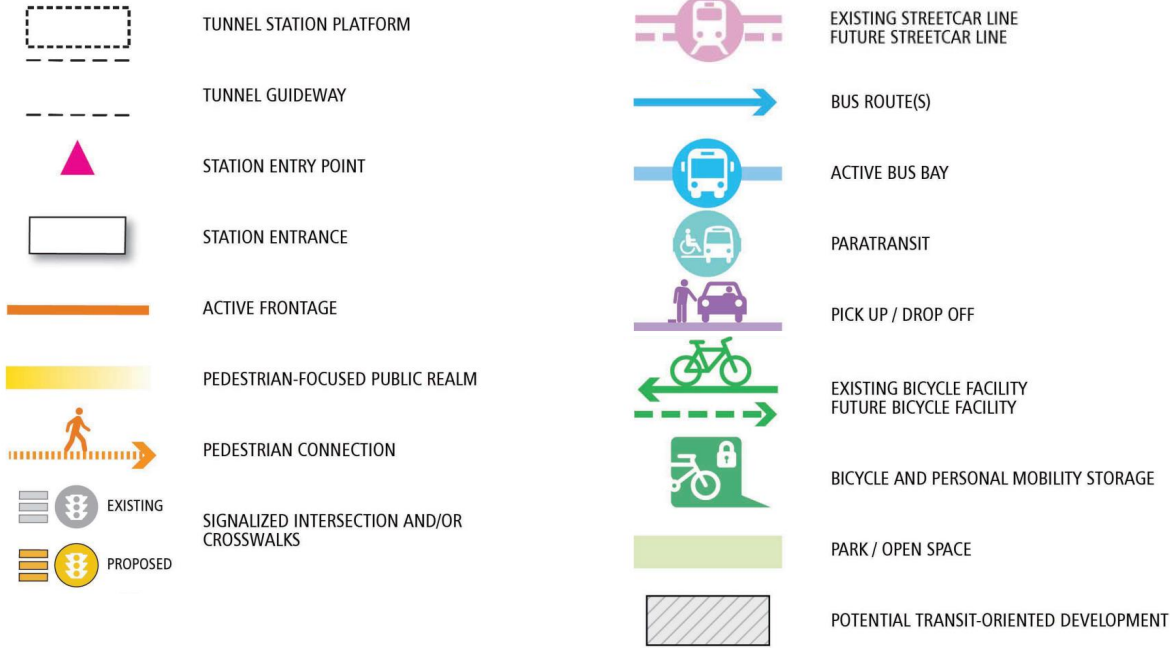


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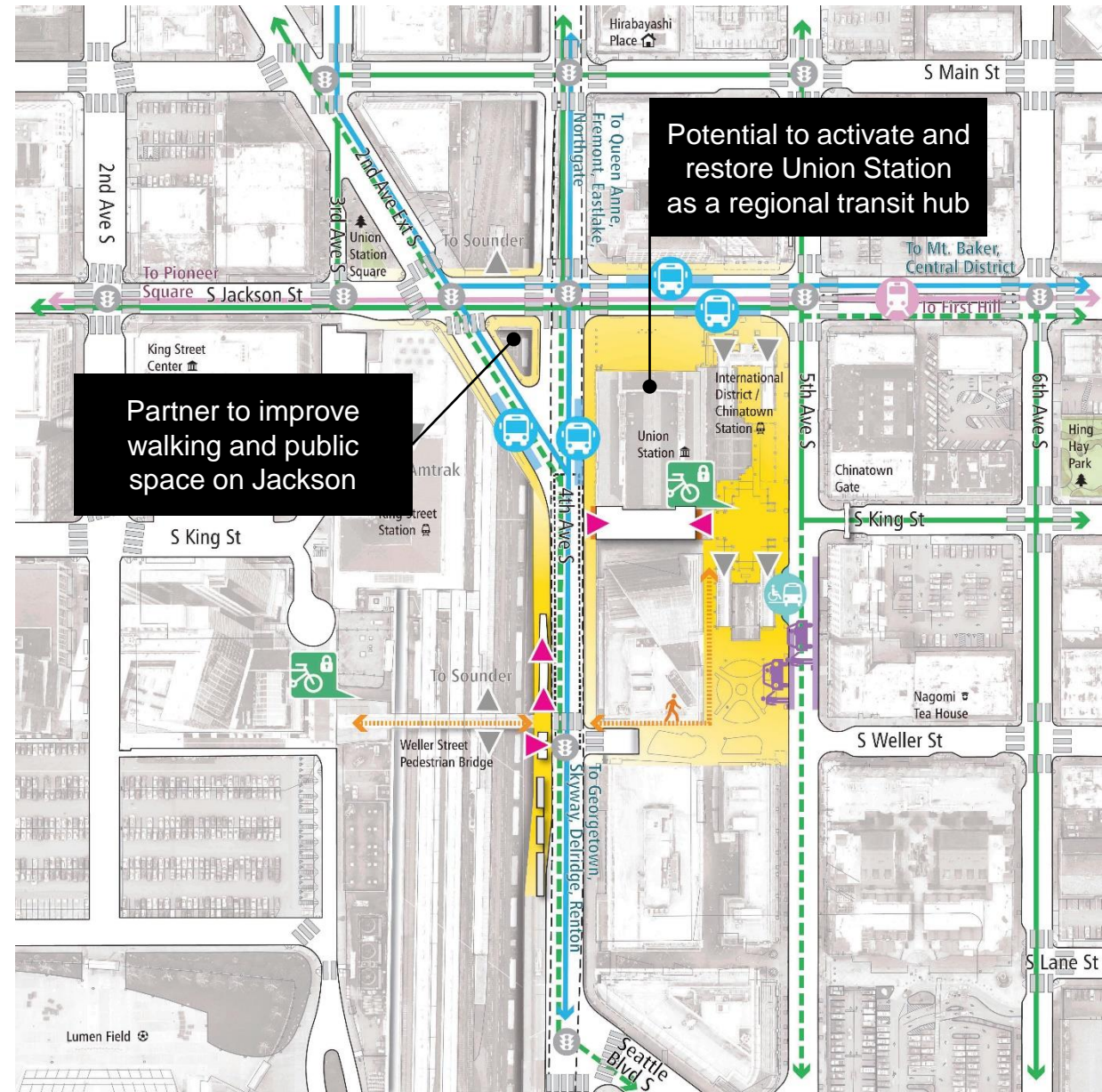
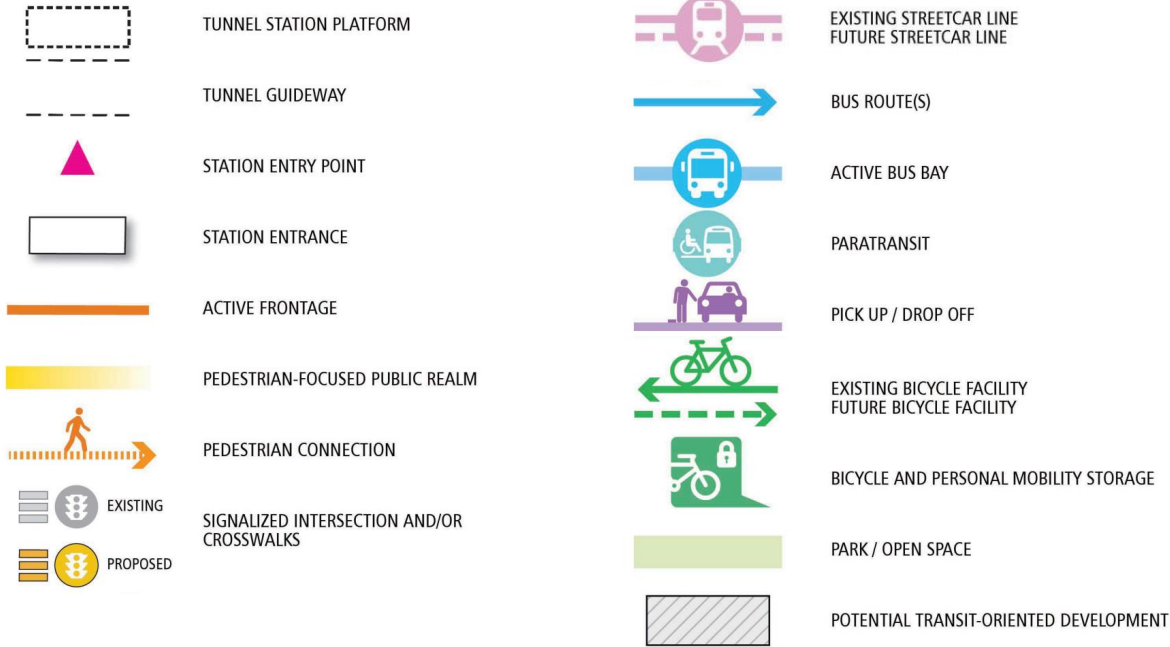
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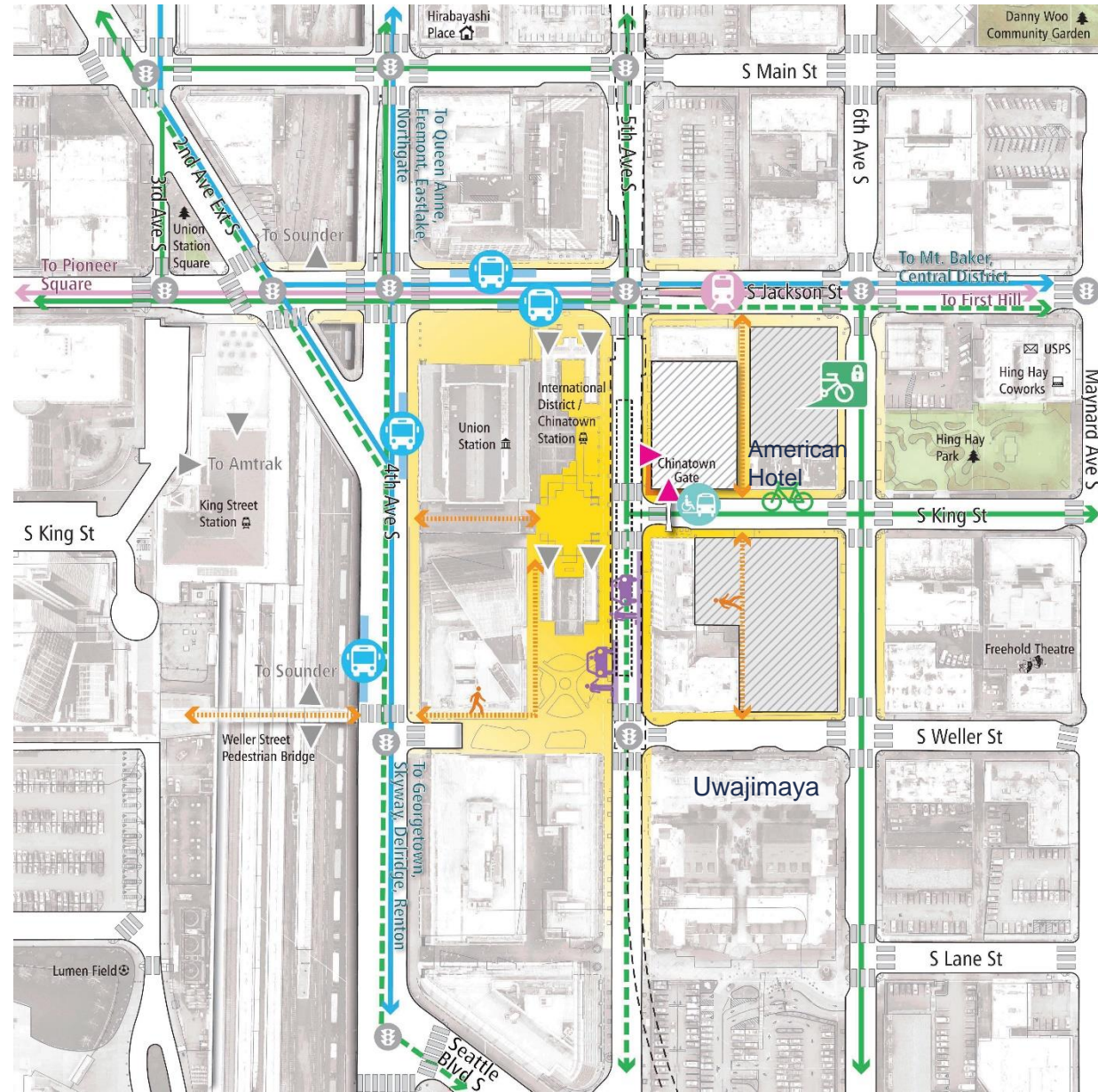
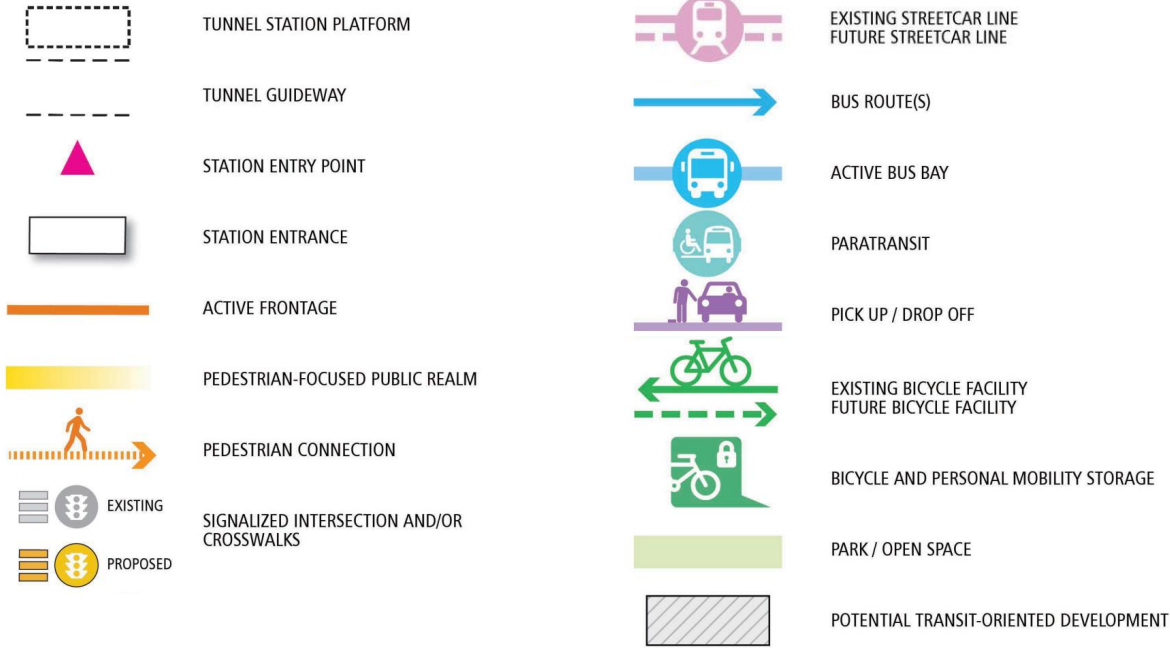
# Tunnel 4th Ave Station (Shallow and Deep)



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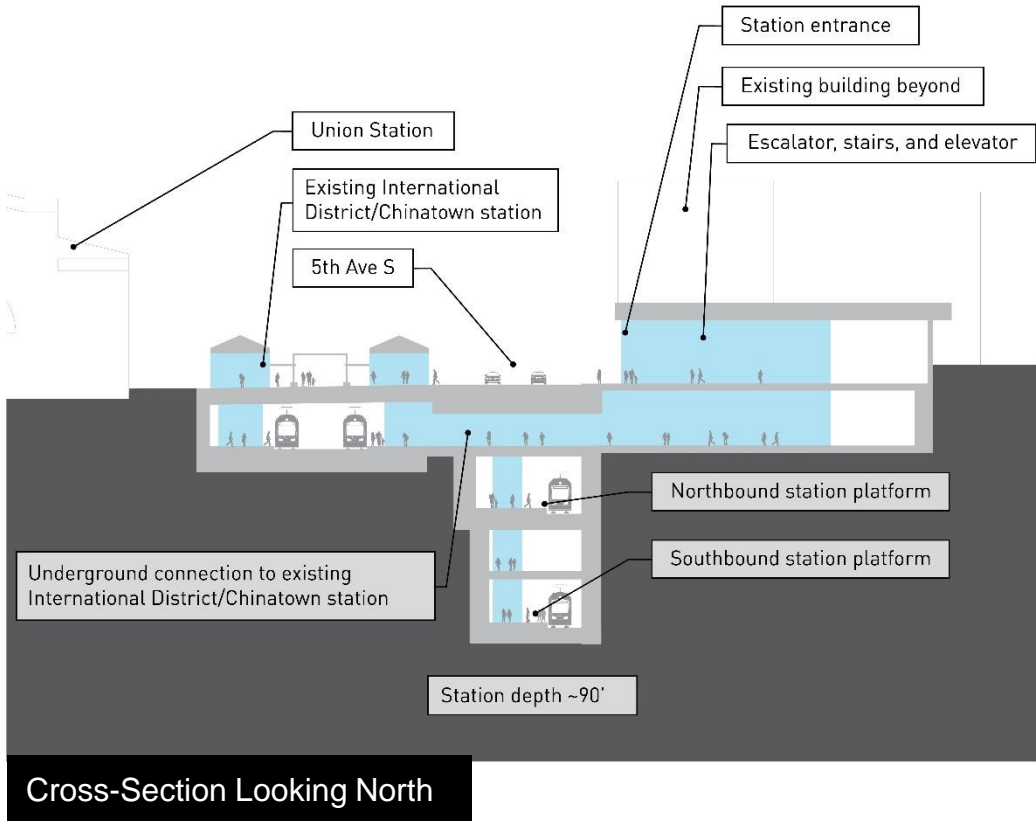
# Tunnel 5th Ave Station (Shallow and Deep)



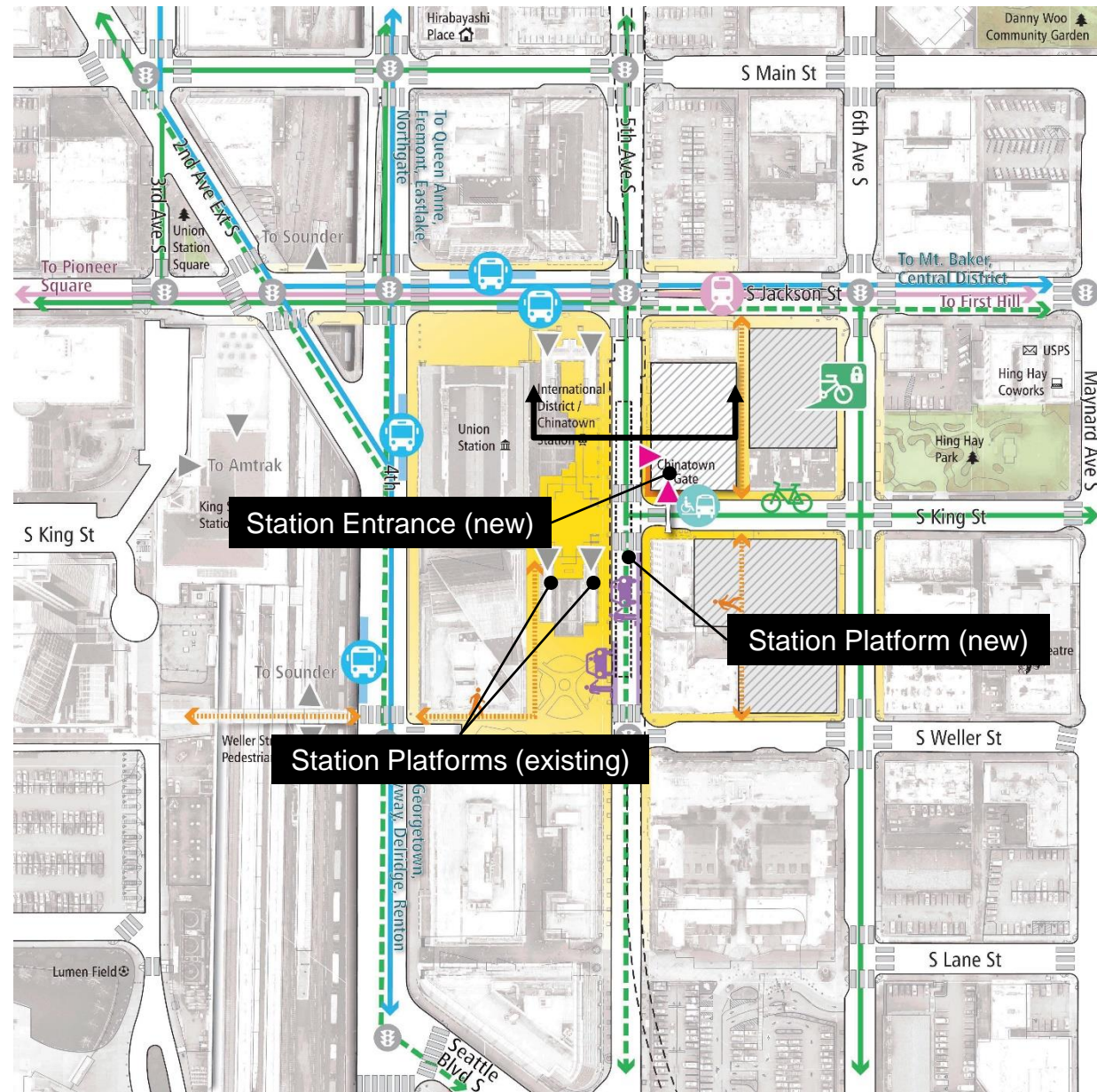
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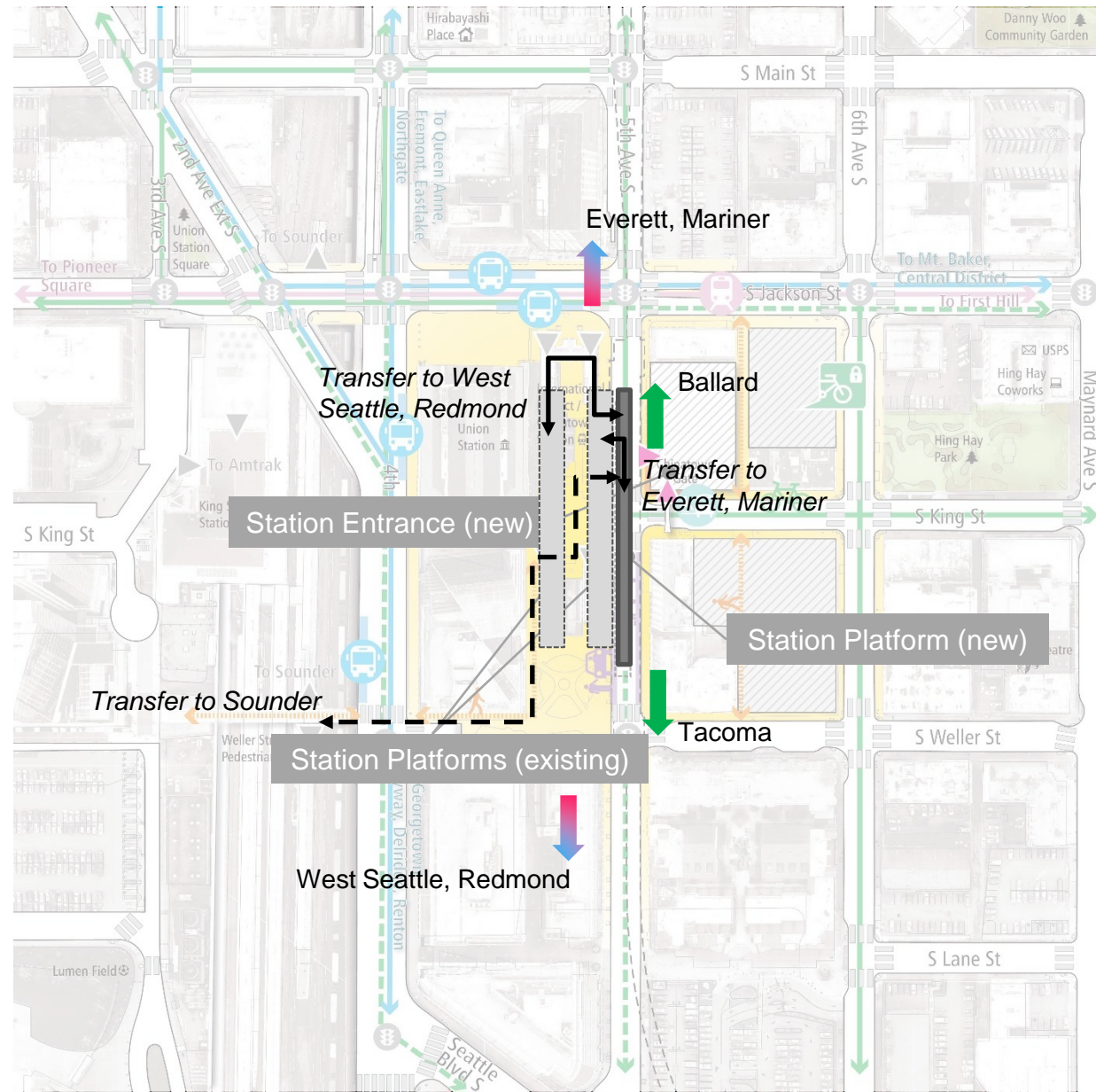
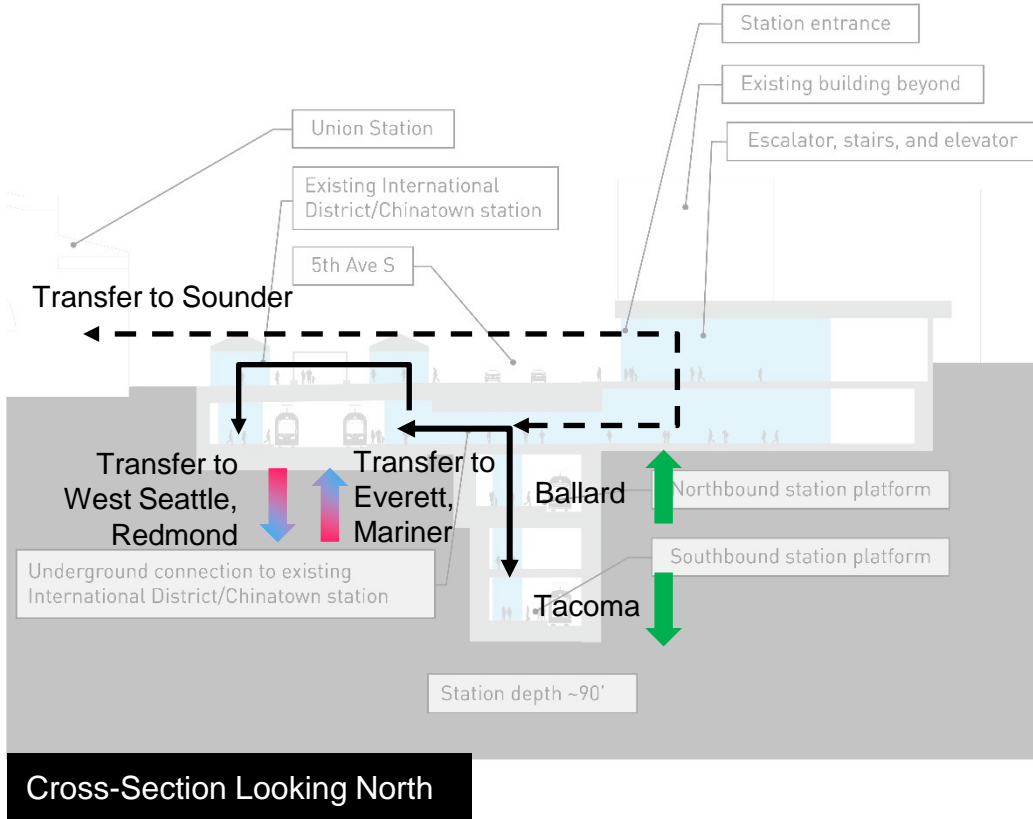
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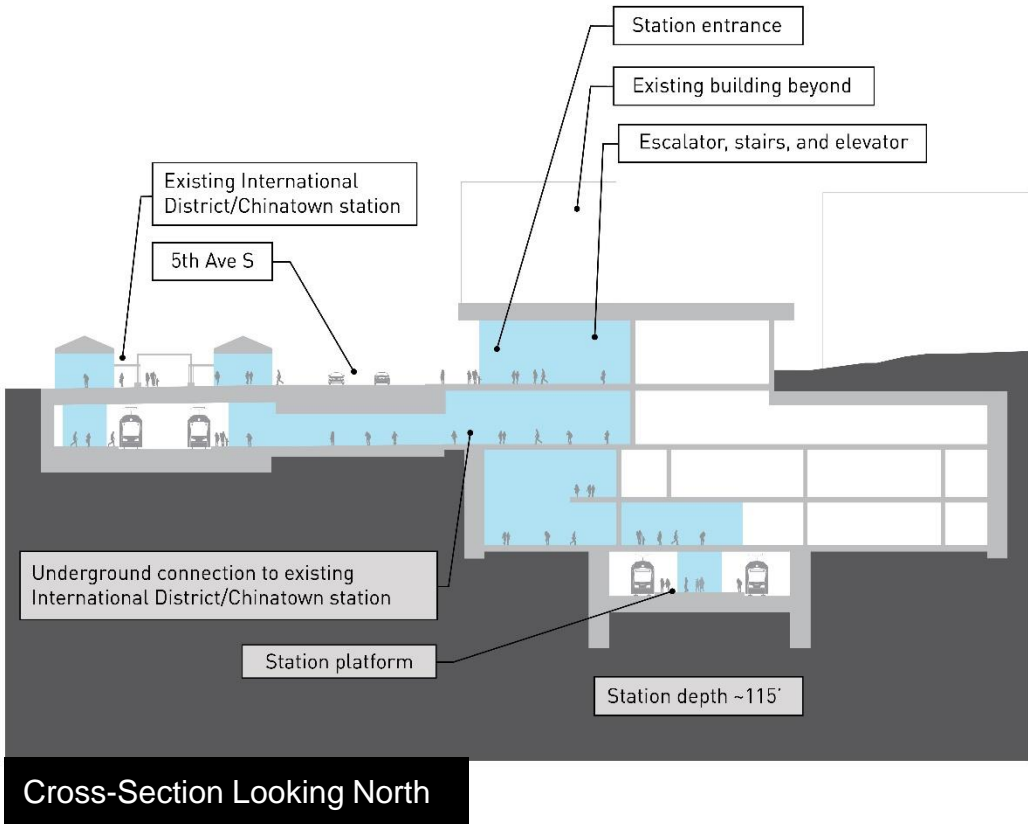


# Tunnel 5th Ave Station (Shallow)

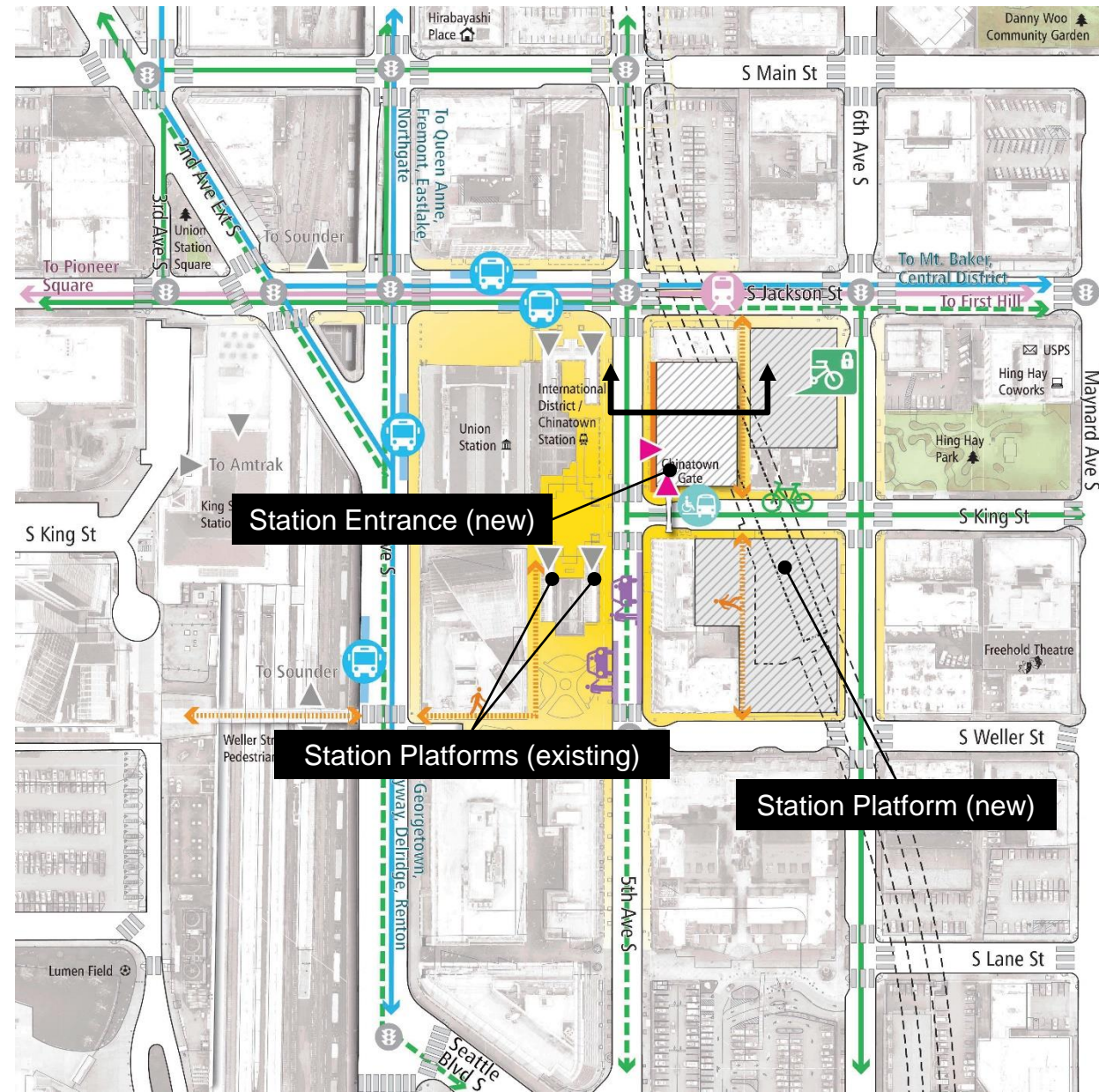


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

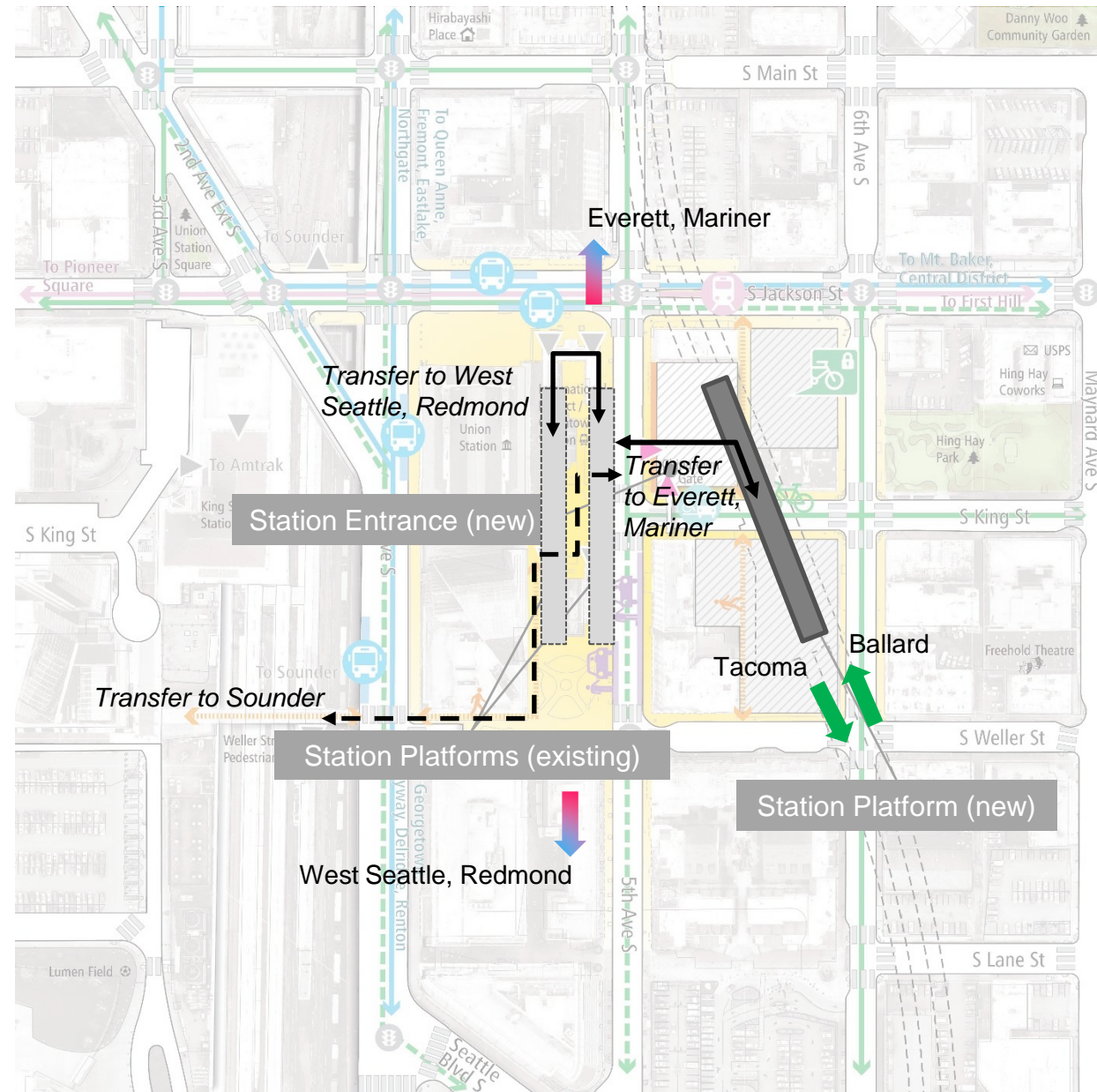
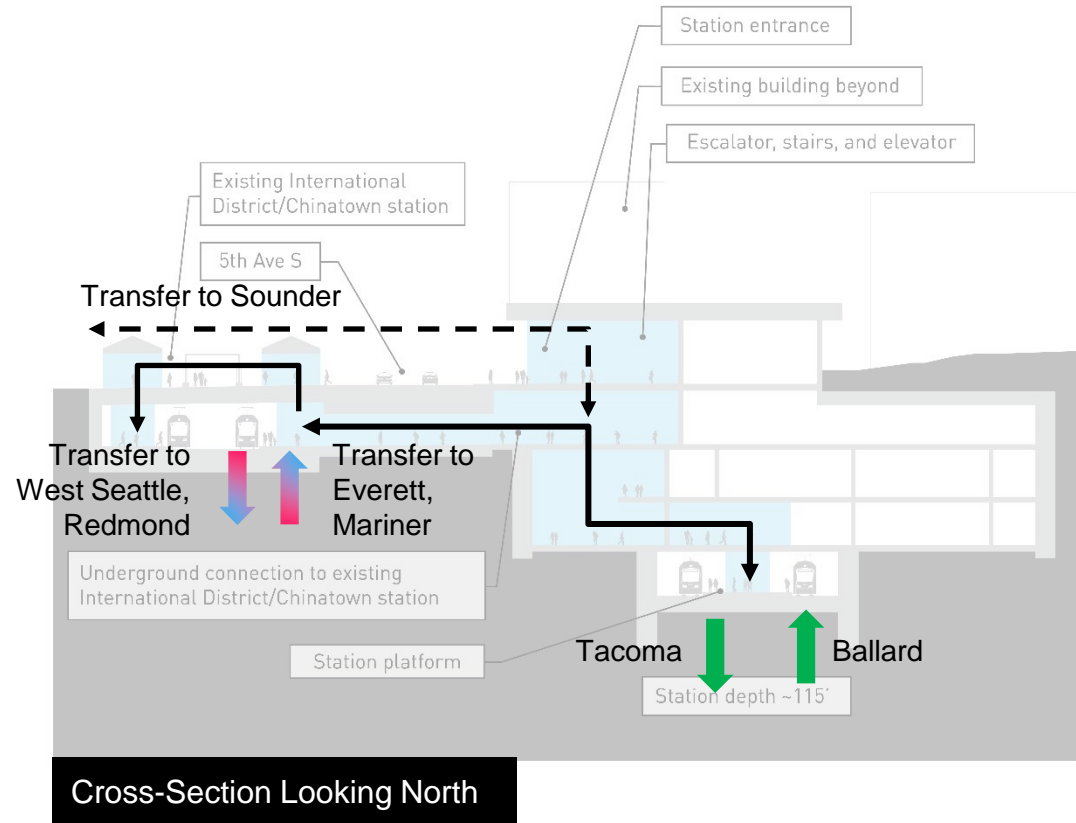
# Tunnel 5th Ave Station (Diagonal Configuration)



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

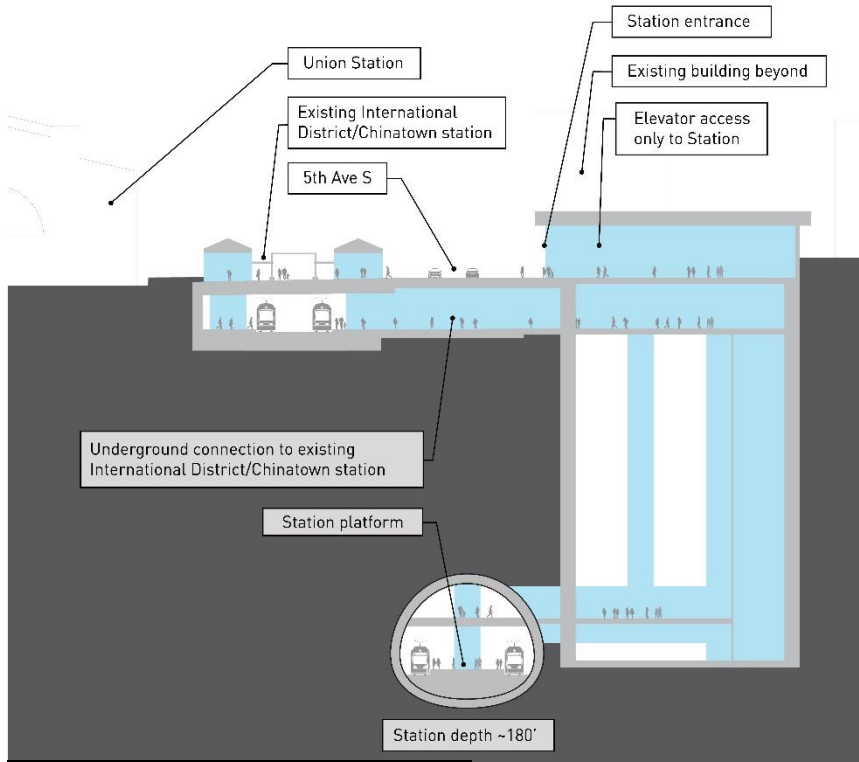


# Tunnel 5th Ave Station (Diagonal Configuration)



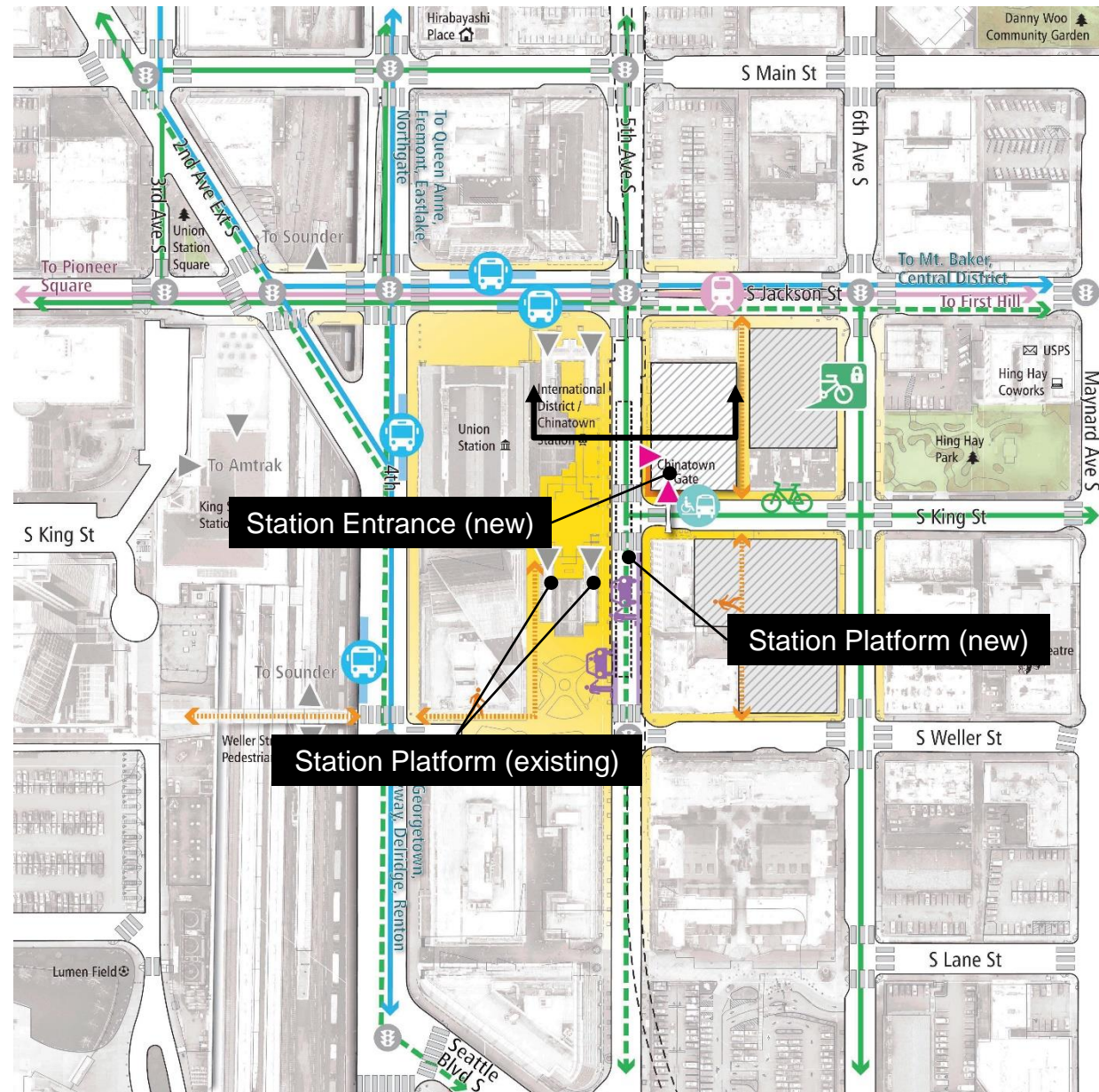
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

# Tunnel 5th Ave Station (Deep)



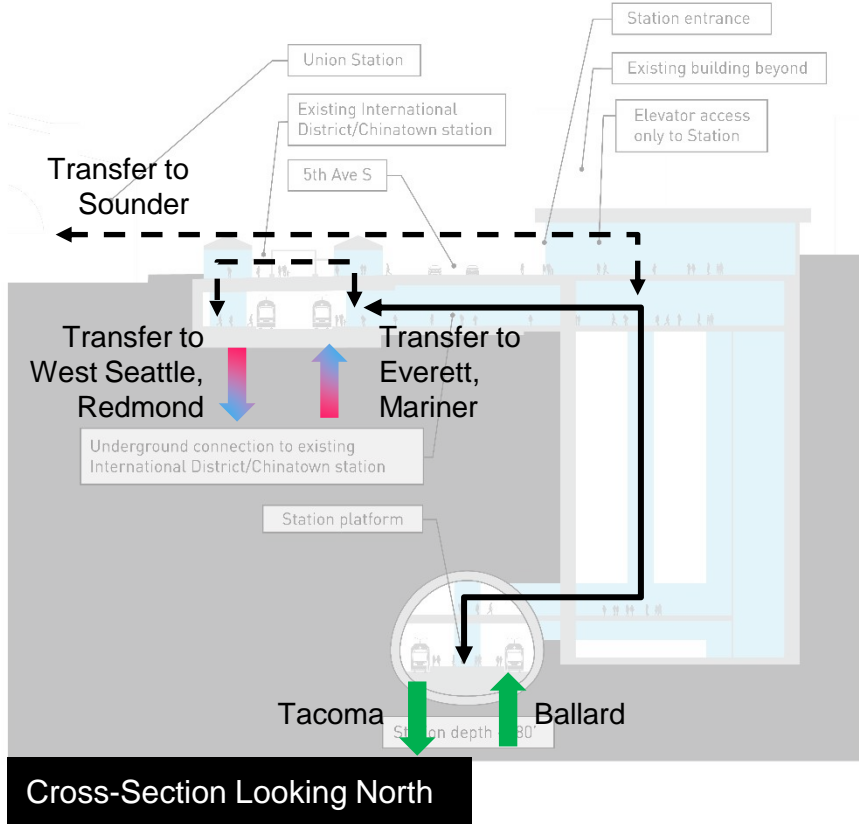
Cross-Section Looking North

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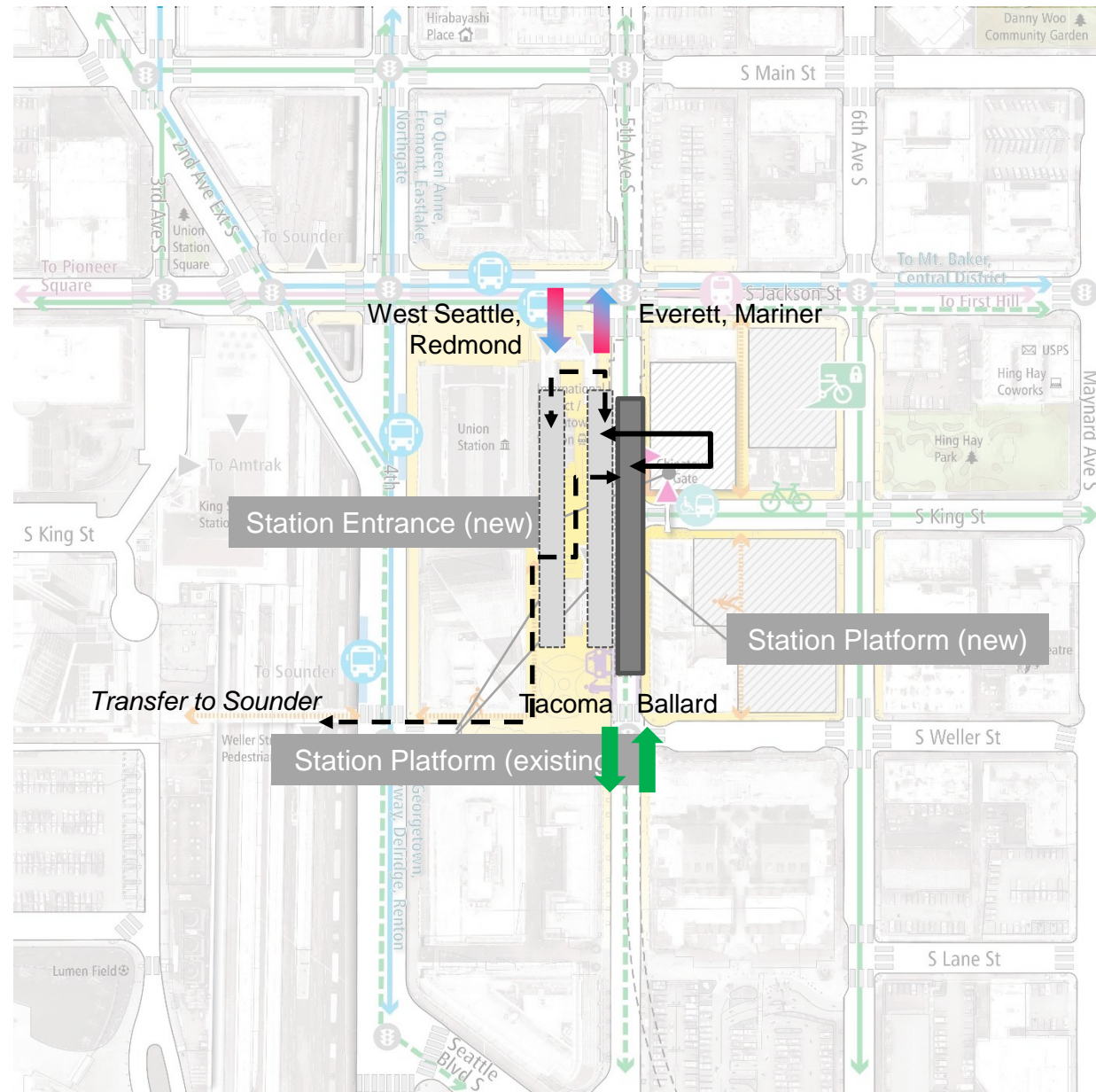




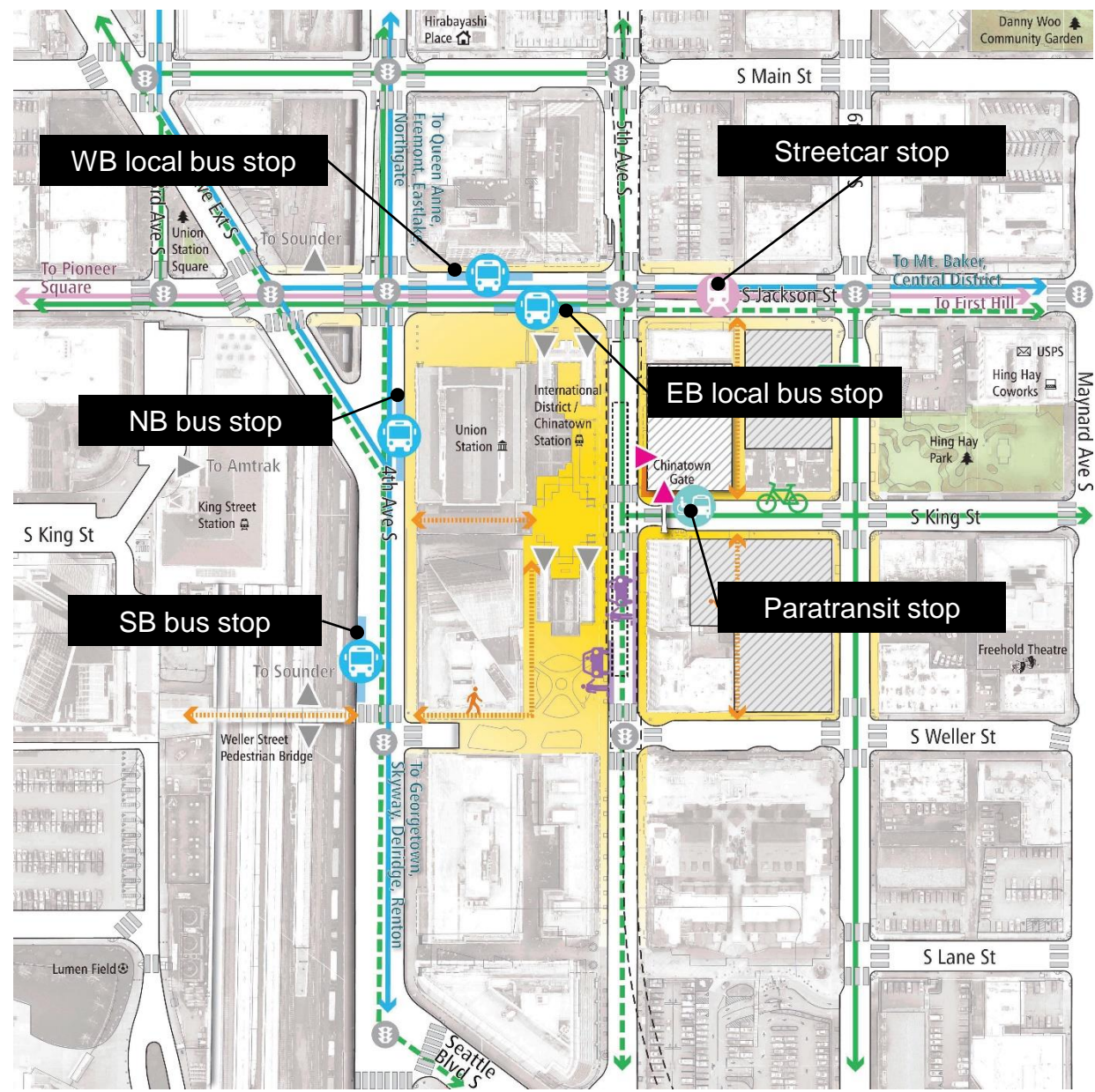
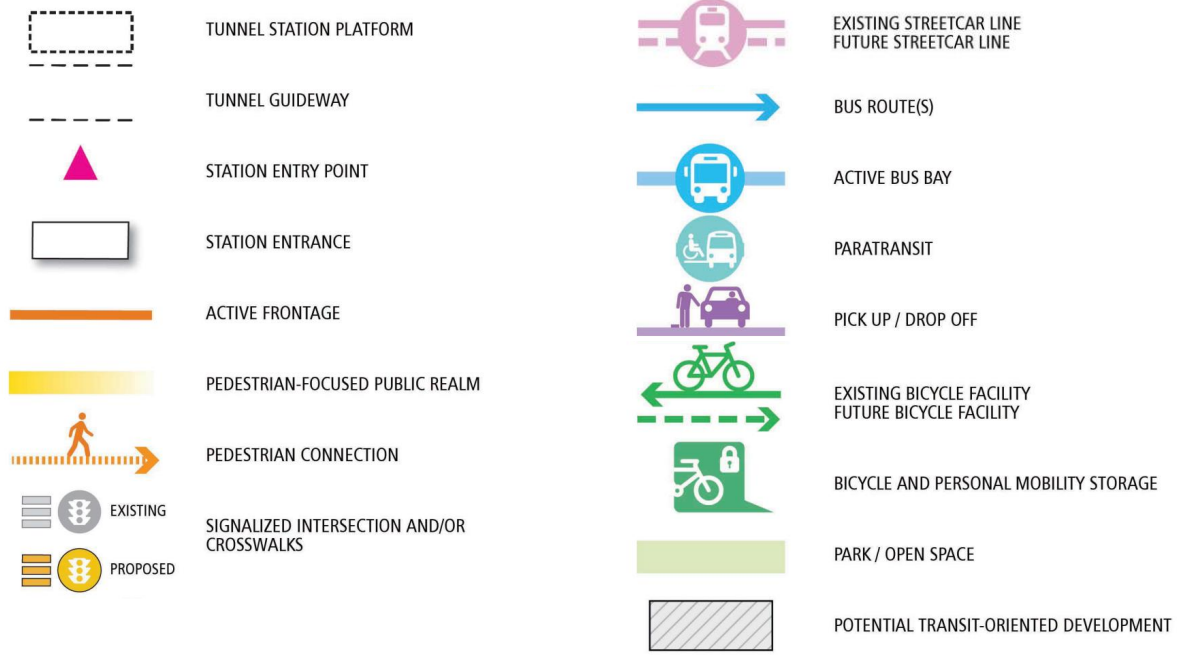
# Tunnel 5th Ave Station (Deep)



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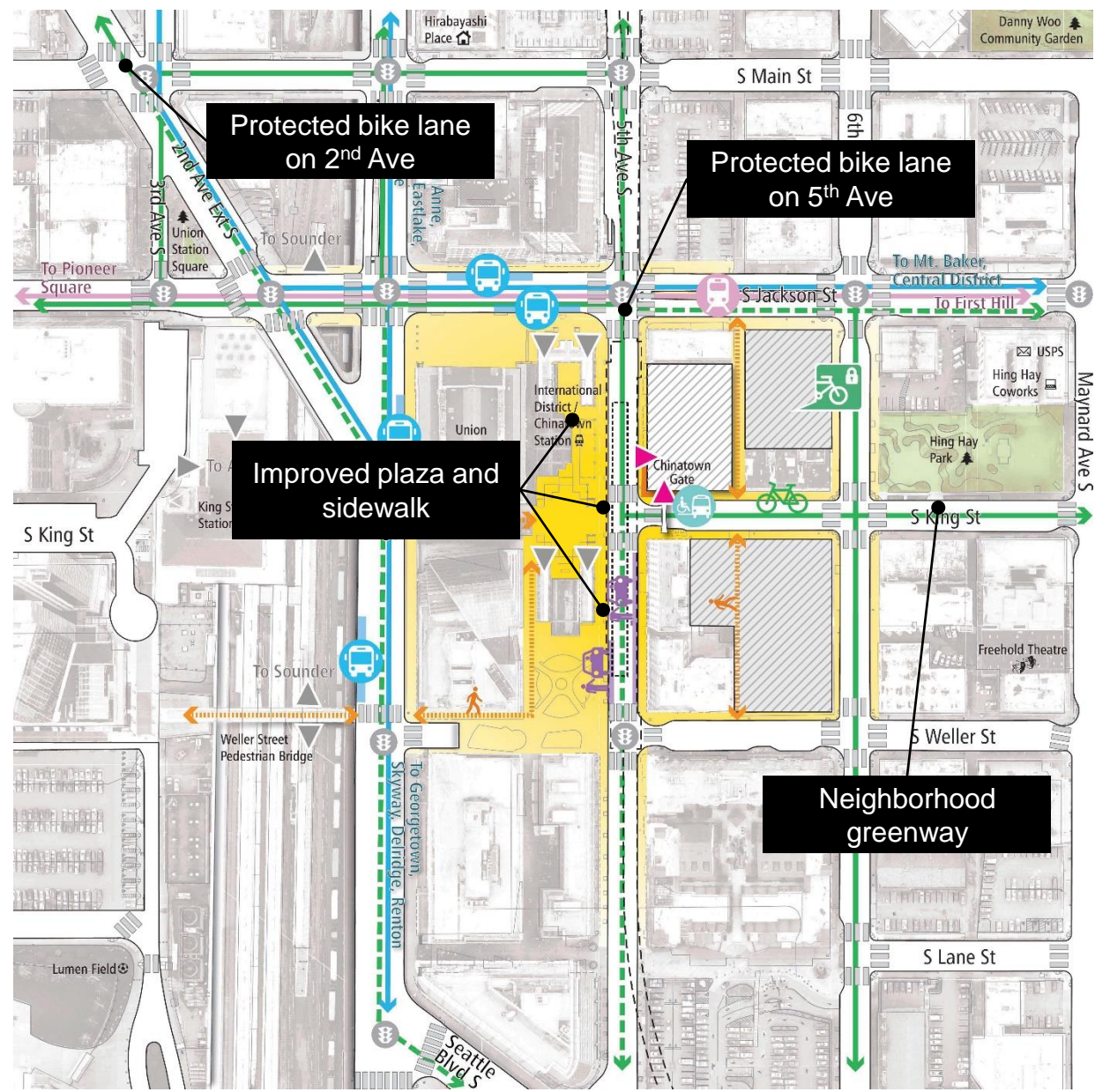
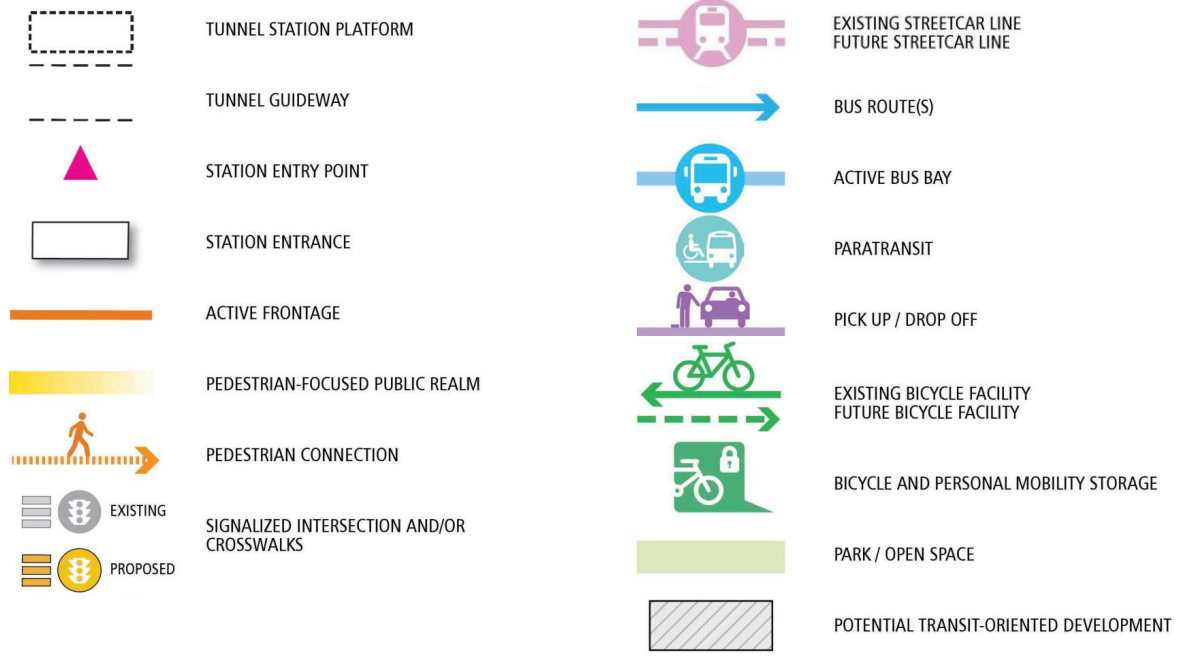
# Tunnel 5th Ave Station (Shallow, Deep, and Diagonal Configuration)



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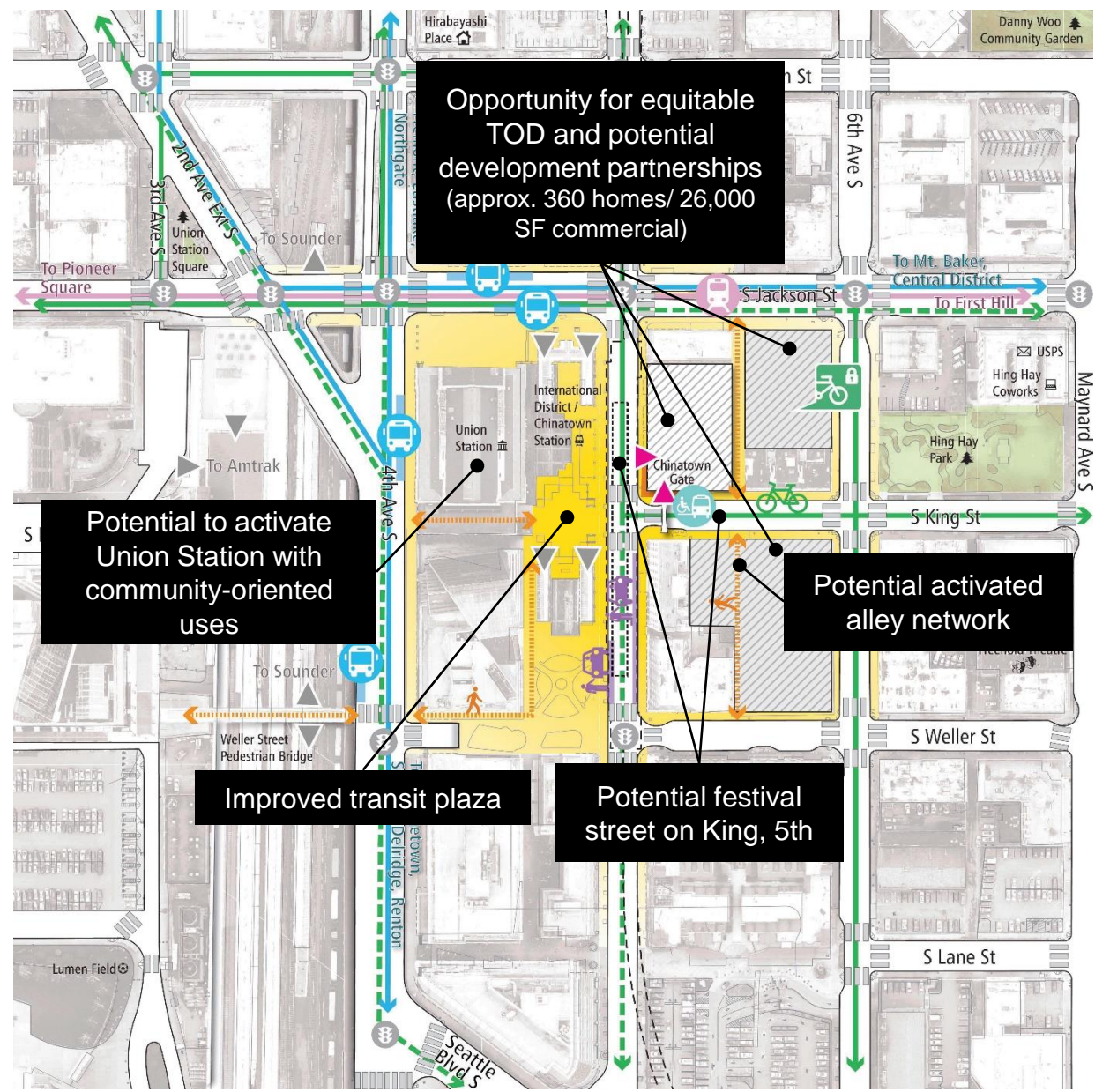
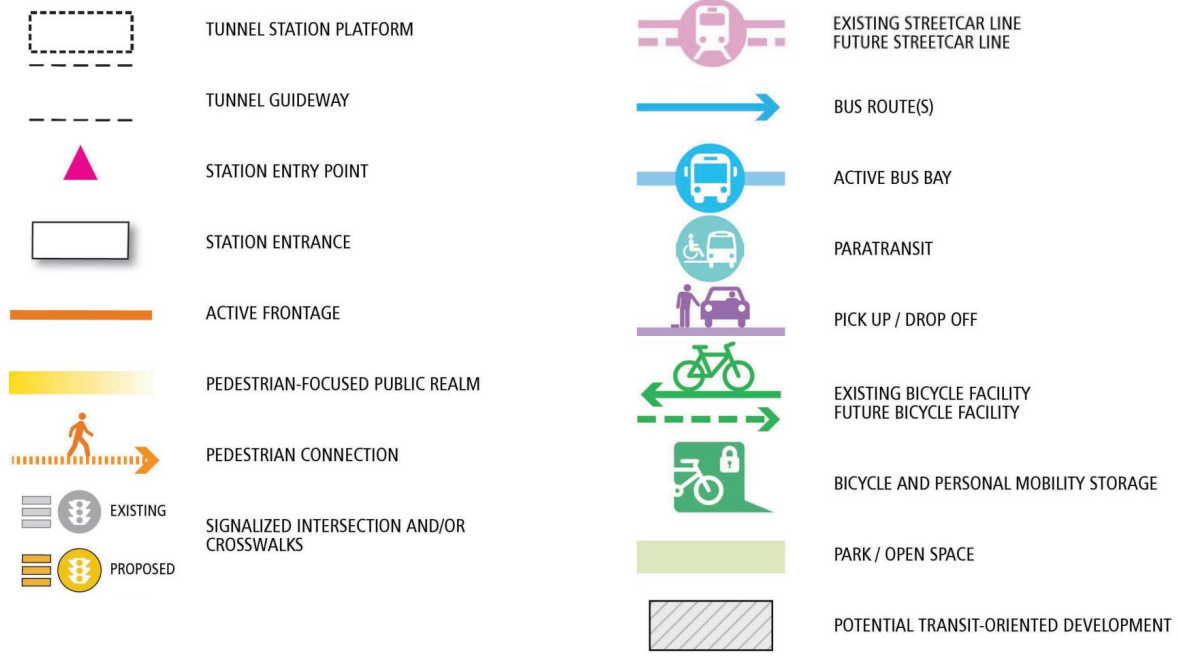
# Tunnel 5th Ave Station (Shallow, Deep, and Diagonal Configuration)



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# Tunnel 5th Ave Station (Shallow, Deep, and Diagonal Configuration)



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



# *Questions for Discussion*

*What are your thoughts/questions about:*

- *Taking transit to the station*
- *Walking, rolling, biking to the station*
- *Enjoying places around the station*

# *Agenda*

- Welcome and introductions
- Station Planning: Background
- SODO Station
- CID Station
- ***Next steps and next meeting***

# *Upcoming engagement*



## *Publish Draft EIS*

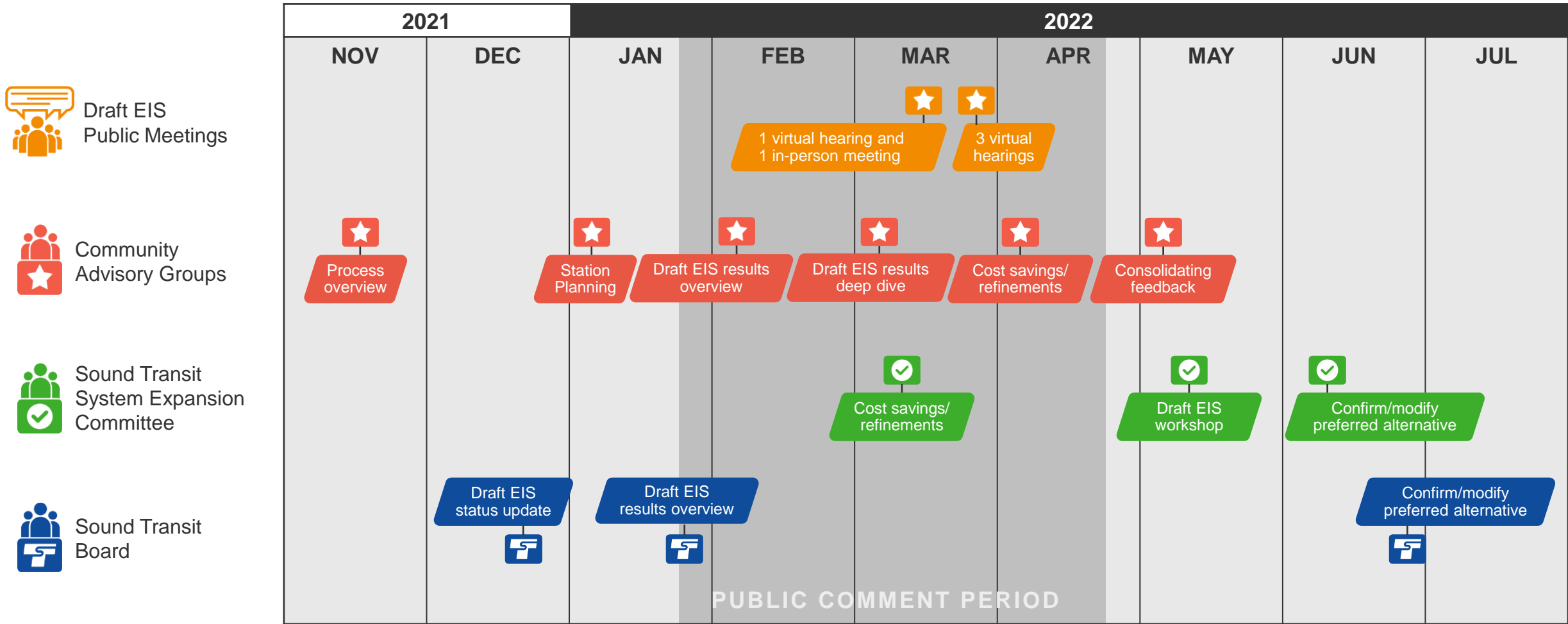
➤ *Friday, January 28th*



## *Collect public feedback*

# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)





# What's next?

Date	Meeting	Time
<b>Fri. Jan. 28</b>	<b>Draft EIS Publication</b>	
<b>Wed. Feb 2</b>	Interbay/ Ballard CAG <i>Draft EIS results overview</i>	5pm – 7pm
<b>Thurs. Feb. 3</b>	Downtown CAG <i>Draft EIS results overview</i>	5pm – 7pm
<b>Tues. Feb. 8</b>	West Seattle/ Duwamish CAG <i>Draft EIS results overview</i>	5pm – 7pm
<b>Wed. Feb. 9</b>	CID/ SODO CAG <i>Draft EIS results overview</i>	5pm – 7pm

# *Questions?*

Contact Leda Chahim:

[leda.chahim@soundtransit.org](mailto:leda.chahim@soundtransit.org)

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