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.
Closed Caption
Agenda

• Welcome and introductions
• Station Planning: Background
• SODO Station
• CID Station
• Next steps and next meeting
West Seattle and Ballard Link Extensions

Project timeline

*Smith Cove to Ballard  Target delivery: 2037 // Affordable delivery: 2039
Learn more at soundtransit.org/realignment
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
Alternatives development screening process

- Broad range of initial alternatives
- Refine remaining alternatives
- Further evaluation
- Preferred alternative(s) and other EIS alternatives
**Draft EIS alternatives**

**What we’re studying in this phase**

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

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*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)

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<td>Draft EIS Public Meetings</td>
<td>1 virtual hearing and 1 in-person meeting</td>
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<td>Community Advisory Groups</td>
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<td>Sound Transit System Expansion Committee</td>
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**PUBLIC COMMENT PERIOD**

*Updated December 2021. Meeting dates subject to change.*
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
**Agenda**

- Welcome and introductions
- *Station Planning: Background*
- SODO Station
- CID Station
- Next steps and next meeting
The goal: integrated station areas

- Integration with development
- Public spaces
- Accessible and visible entries
- Convenient walking and biking connections
- Transit integration
Co-planning partnership

Sound Transit

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

City of Seattle

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

Centering racial equity & Co-planning stations with communities
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)

**PLANNING**
2017-2023

**DESIGN**
2023-2027

**CONSTRUCTION**
2026 to 2039

**SERVICE STARTS**
West Seattle: 2032
Ballard: 2037-2039*

Alternatives Development 2017-2019
Draft EIS 2019-2022
Final EIS 2022-2023

Station siting charrettes and neighborhood forums
Agency work to develop draft concepts
Community + agency work to refine concepts for final design

Conceptual station locations
Draft Station Context Framework
Final Station Context Framework
Orientation to the station context plans

Station configuration
Orientation to the station context plans

Access and transit integration
Orientation to the station context plans

Adjacent development and public space
Agenda

• Welcome and introductions
• Station Planning: Background
• **SODO Station**
• CID Station
• Next steps and next meeting
- **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**
SODO Station By the numbers

Existing land use in the station area

- 1% Single Family
- 99% Manufacturing/Industrial

Ridership/daily boardings

- 14,600

How people will travel to the station

- Transit Transfers: 79%
- Walk: 18%
- Bike: 1%
- Auto: 2%

Bike facilities within 10-minute bikeshed

- 22 miles of planned
- 18 miles of existing

Living and working in the station area 2040

- Population: 100
- Employment: 6,700
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

Southwest station entrance

Proposed S Lander St Overpass Beyond

Cross-Section Looking South

Top of structure height –40'

Escalator, stairs, and elevator

Mezzanine

Existing USPS building beyond

Station platform (West Seattle to Everett)

Station platform (Ballard to Tacoma Dome)

Station Entrance

Station Platforms

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.

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

SODO-1a Key features and cross-section
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 Entrance
Station Platforms

Top of structure height ~40'
Escalator, stairs, and elevator
Mezzanine
Existing USPS building beyond
Southeast station entrance
Proposed S Lander St Overpass Beyond

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

SODO-1a Link transfer pathway
At-Grade Station

- NB bus stop
- EB/WB bus stop
- SB bus stop
- Paratransit stop
- Bus layover

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
SODO-1a Walking and biking to the station

- New public access and sidewalk
- New signal and crosswalk on Stacy
- Adjusted SODO trail alignment
- New Lander overpass with bike facilities, sidewalks
- Improved sidewalks

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
At-Grade Station

Opportunity for equitable employment TOD (approx. 205,000 SF)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Other Draft EIS alternatives
At-Grade South Station Option

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
At-Grade South Station Option

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
At-Grade South Station Option

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)

Top of structure height ~40'

South station entrance
Proposed S Lander St Overpass Beyond
Escalator, stairs, and elevator
Mezzanine
Proposed S Lander St Overpass Beyond

Station platform (West Seattle to Everett)
Station platform (Ballard to Tacoma Dome)

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

SODO-1b Link transfer pathway

Sound Transit
At-Grade South Station Option

- NB bus stop
- SB bus stop
- EB/WB bus stop
- EB bus stop
- WB bus stop
- Bus layover
- Paratransit stop

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
At-Grade South Station Option

New public access and sidewalk

Adjusted SODO trail alignment

New Lander overpass with bike facilities, sidewalks

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

SODO-1b Walking, rolling, biking to the station
At-Grade South Station Option

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

SODO-1b Enjoying places around the station
Mixed Profile Station

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

Cross-Section Looking South

Top of structure height ~70'
Station platform height ~50'

Escalator, stairs, and elevator
Station platform (West Seattle to Everett)
West station entrance
Mezzanine
East station entrance

5th Ave S/SODO Busway
Station platform (Ballard to Tacoma Dome)

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

SODO-2 Key features and cross-section
Mixed Profile 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)

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

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

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

SODO-2 Walking and biking to the station

Adjusted SODO trail alignment

Future bike facility on Lander

Improved sidewalk
Mixed Profile Station

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<thead>
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<th>Symbol</th>
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<td>POTENTIAL TRANSIT-ORIENTED DEVELOPMENT</td>
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Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

Opportunity for equitable employment TOD (approx. 205,000 SF)

Transit plaza and public space opportunity

SODO-2 Enjoying places around the station
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
• **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

- 5% Multifamily
- 1% Park
- 71% Downtown (Dense commercial and residential uses generally allowed)
- 23% Major Institutions

Ridership/daily boardings

- 30,100-34,200

How people will travel to the station

- Transit Transfers: 43%
- Walk: 53%
- Bike: 1%
- Auto: 3%

Bike facilities within 10-minute bikeshed

- 40 miles of planned

Living and working in the station area 2040

- Population: 13,100
- Households: 6,100
- Employment: 49,900

CID/PSQ By the numbers
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)

- Station Platforms (existing)
- Station Entrance (new)
- Station Platform (new)

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 (Deep)

Cross-Section Looking North

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

CID-1b Key features and cross-section
Tunnel 4th Ave Station (Shallow)

Cross-Section Looking North

Transfer to Sounder
Transfer to West Seattle, Redmond
Transfer to Everett, Mariner

Elevator access only to Station
Station platforms
Station depth: 190'
Tunnel 4th Ave Station (Shallow and Deep)

- **Taking transit to the station**
  - Streetcar stop
  - NB and SB bus stop
  - EB local bus stop
  - Paratransit stop
  - WB local bus stop

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Walking and biking to the station

- Protected bike lane on 2nd Ave
- Neighborhood greenway
- Improved sidewalk on reconstructed viaduct
- Protected bike lane on 5th Ave

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
66

CID-1a/1b Enjoying places around the station

Enjoying places around the station

Tunnel 4th Ave Station (Shallow and Deep)

Partner to improve walking and public space on Jackson

Potential to activate and restore Union Station as a regional transit hub

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 5th Ave Station
(Shallow and Deep)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 5th Ave Station (Shallow)

Cross-Section Looking North

- Station entrance
- Existing building beyond
- Escalator, stairs, and elevator
- 5th Ave S
- Existing International District/Chinatown station
- Underground connection to existing International District/Chinatown station
- Northbound station platform
- Southbound station platform
- Station depth ~90'

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Cross-Section Looking North

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)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 5th Ave Station (Deep)

Station Platform (existing)
CID - 2b
Link transfer pathway

Station Platform (new)
Station Entrance (new)

Transfer to Sounder

North

Cross-Section Looking North

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Taking transit to the station

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

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 5th Ave Station (Shallow, Deep, and Diagonal Configuration)

- Protected bike lane on 2nd Ave
- Protected bike lane on 5th Ave
- Improved plaza and sidewalk
- Neighborhood greenway

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Tunnel 5th Ave Station
(Shallow, Deep, and Diagonal Configuration)

Enjoying places around the station

Potential to activate Union Station with community-oriented uses

Opportunity for equitable TOD and potential development partnerships (approx. 360 homes/ 26,000 SF commercial)

Potential activated alley network

Improved transit plaza

Potential festival street on King, 5th

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)**

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*Updated December 2021. Meeting dates subject to change.*
## What’s next?

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<td>Draft EIS Publication</td>
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<td>Interbay/ Ballard CAG Draft EIS results overview</td>
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Questions?
Contact Leda Chahim: leda.chahim@soundtransit.org
wsblink.participate.online