Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Overview: CID/SODO
- City of Seattle: Engaging in the Draft EIS process
- Next steps, next meeting and online open house
Why we’re here today

• Learn about community engagement and collaboration
• Learn about the Draft EIS results for this segment
• Hear from CAG members – questions, initial reflections and what you would like to understand better as you compare alternatives
Agenda

• Welcome and introductions
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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 reference a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.
Raise Hand
Introductions

Please share briefly:

1) Your name,

2) Pronouns

3) Briefly share, what do you do when you are not at a CAG meeting?
Agenda

- Welcome and introductions
- *Community Engagement and Collaboration*
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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

PUBLIC INVOLVEMENT
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

*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.*
Draft EIS Comment Period

Published Draft EIS
Jan. 28, 2022

Review and comment by April 28, 2022!
**Community engagement and collaboration**

**Draft Environmental Impact Statement (EIS)**

<table>
<thead>
<tr>
<th>2021</th>
<th>2022</th>
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</thead>
<tbody>
<tr>
<td>NOV</td>
<td>DEC</td>
</tr>
<tr>
<td>Draft EIS Public Meetings</td>
<td>Process overview</td>
</tr>
</tbody>
</table>

*Updated February 2022. Meeting dates/topics subject to change.*
Draft EIS Community Engagement

Online open house  wsblink.participate.online

Community Advisory Groups: 4 meetings/month through May

Draft EIS meetings: 4 virtual, one in-person in March

Draft EIS mailer: delivered to 130,000 addresses

Other activities including community briefings/events; fairs, festivals and tabling events; property owner webinars; office hours; community liaison outreach
How can you provide a comment?

- Online
- Phone
- Mail / email
- Meetings
  - In-person and/or virtual*

Comment in any language!

*In-person activities are contingent upon state and federal guidelines.
What does a comment look like?

✔ Focus your comments on the information provided in the Draft EIS.

✔ The clearer and more concise your comments are, the more effective they will be.

✔ Whenever possible, identify the section of the Draft EIS on which you are commenting (chapter, section and page number).

✔ Including additional explanation and relevant facts and references to support your comment is also helpful.
Roles

- Evaluate potential alignment and station locations.
- Conduct planning, environmental review, and design of the light rail system.
- Build and operate new light rail system.

Center racial equity for better outcomes
+ Co-planning stations with communities

- Elected officials from the City of Seattle on the ST Board that will make final decisions.
- Plan streets, housing, businesses, & open spaces to make great neighborhoods around stations.
- Issue permits to Sound Transit to build stations and track.
Snapshot: Current City Work to Support Communities

- Engaging community in imagining the potential for different station locations and alternatives
- Preparing to make formal comments on the DEIS based on racial equity outcomes, neighborhood planning goals, research, and community feedback
- Listening to communities to guide decision-making toward a City position on a preferred alternative
### 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.
RET Report: Environmental Review Phase

- Released as a Draft
- Will be updated based on comments received on the Draft EIS

Racial Equity Toolkit Report:
Environmental Review Phase

February 2022 | DRAFT
Agenda

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What is typically studied in an EIS?

**Transportation**
- Regional transportation
- Transit services
- Arterial and local street systems
- Parking
- Non-motorized facilities
- Navigation
- Freight

**Natural environment**
- Air quality and greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils

**Built environment**
- Acquisitions, displacements and relocations
- Noise and vibration
- Economic effect
- Visual resources
- Parks and recreation
- Land use
- Energy
- Hazardous materials
- Public services
- Historic and archaeological resources
- Social resources, community facilities and neighborhoods
- Electromagnetic fields
- Utilities
Draft EIS alternatives
Travel Times and Reliability (2042)

At-Grade

PM Peak Travel Times (in 2042)
Westlake to Alaska Junction
Without Link: 30 mins
With Link: 16 mins

At-Grade Staggered

At-Grade South Station Option

PM Peak Transit Reliability (in 2042)
West Seattle Link Project Corridor
Without Link: D/E/F rating
With Link: A rating

Mixed Profile
Ridership (2042) SODO

All SODO Alternatives

Average Daily Boardings: 14,600
Principal mode of access: Transit transfers - 79%
(Ridership includes existing & new platforms)
At-Grade

At-Grade and At-Grade Staggered
- Bus routes serving station: 4
- Bus stop zones at station: 3
  *Closer to routes serving Georgetown, South Park

At-Grade Staggered

Mixed Profile
- Bus routes serving station: 4
- Bus stop zones at station: 4
  *Closest to stops serving all routes

At-Grade South Station Option
- Bus routes serving station: 4
- Bus stop zones at station: 5
  *Closer to routes serving West Seattle, SODO, Mt Baker

Note: Assumes MetroConnects 2040 vision network and service designations.
*Key transit integration consideration.
Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.
Preferred alternative
At-Grade

DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

- At-grade
- Retained cut
- Elevated
- Street overpass

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
At-Grade

Project cost (2019$ in billions) $0.6-0.7B

Business displacements 20 to 32

Transportation effects See map

Construction effects See map

Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.
At-Grade Staggered Station Configuration

Preferred alternative SODO

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
At-Grade Staggered Station Configuration

- **Project cost (2019$ in billions)**: $0.5-0.6B
- **Business displacements**: 19 to 31
- **Transportation effects**: See map
- **Construction effects**: See map
- **Other considerations**: Avoids USPS relocation
  - S. Lander Street closure (2 years)
  - Two new grade separated crossings

See map for transportation and construction effects. Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.
Other Draft EIS alternatives
Other DEIS alternatives

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
At-Grade South Station Option

- **Project cost (2019$ in billions)**: $0.6-0.7B
- **Business displacements**: 17 to 29
- **Transportation effects**: See map
- **Construction effects**: See map
- **Other considerations**: See map

The above information is for illustration only. Please refer to DEIS for further detail.
Diagrams are not to scale and all measurements are approximate for illustration purposes only.
Mixed Profile

- **Project cost**: $0.8B (2019$ in billions)
- **Business displacements**: 23
- **Transportation effects**: See map
- **Construction effects**: See map
- **Other considerations**: See map

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.
<table>
<thead>
<tr>
<th>Project cost (2019$ in billions)</th>
<th>At-Grade</th>
<th>At-Grade Staggered Station Configuration</th>
<th>At-Grade South Station Option</th>
<th>Mixed Profile</th>
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</thead>
<tbody>
<tr>
<td>$0.6-0.7B</td>
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</tr>
<tr>
<td>Business displacements</td>
<td>20 to 32</td>
<td>19 to 31</td>
<td>17 to 29</td>
<td>23</td>
</tr>
<tr>
<td>Transportation effects</td>
<td>SODO Busway (permanent closure)</td>
<td>SODO Busway (permanent closure)</td>
<td>SODO Busway (permanent closure)</td>
<td>SODO Busway (temporary closure 10 years)</td>
</tr>
<tr>
<td>Construction effects</td>
<td>S. Lander Street closure (2 years)</td>
<td>S. Lander Street closure (2 years)</td>
<td>S. Lander Street closure (3 years)</td>
<td>S. Lander Street closure (nights/weekends)</td>
</tr>
<tr>
<td>Other considerations</td>
<td>Two new grade separated crossings, Connects to CID 4th Shallow, 5th Shallow Diagonal and 5th Deep</td>
<td>Two new grade separated crossings, Connects to CID 4th Shallow, 5th Shallow Diagonal and 5th Deep</td>
<td>Two new grade separated crossings, Connects to all CID alternatives</td>
<td>One new grade separated crossing, Connects to CID 4th Shallow, 5th Shallow and 5th Shallow Diagonal</td>
</tr>
</tbody>
</table>

*The above information is for illustration only. Please refer to DEIS for further detail.*
Draft EIS alternatives
Travel Times and Reliability (2042)

PM Peak Travel Times (in 2042)
- NW Market St/15th Ave NW to Westlake
  - Without Link: 38 mins
  - With Link: 11 mins
- Westlake to Alaska Junction
  - Without Link: 30 mins
  - With Link: 16 mins

PM Peak Transit Reliability (in 2042)
- Ballard Link Project Corridor
  - Without Link: E/F rating
  - With Link: A rating
- West Seattle Link Project Corridor
  - Without Link: D/E/F rating
  - With Link: A rating

Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.
**Ridership (2042) CID**

Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.
Note: Assumes MetroConnects 2040 vision network and service designations.
* Key transit integration consideration.

International District/Chinatown

Tunnel 4th Ave (Shallow and Deep)
- Bus routes serving station: 7
- Bus stop zones at station: 4
  * Closer to bus service to Georgetown and South Park, Closer to Sounder

Tunnel 5th Ave (Shallow, Diagonal, and Deep)
- Bus routes serving station: 7
- Bus stop zones at station: 4
  * Closer to bus service to Little Saigon, Beacon Hill, and Central District, Closer to Seattle Streetcar

Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.
Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.

Note: The International District/Chinatown Station 4th Avenue Shallow Alternative would necessitate reconstruction of the existing Stadium Station.
4th Shallow
The 4th Avenue Shallow alternative would necessitate reconstruction of the existing Stadium Station. 
Diagrams are not to scale and all measurements are approximate for illustration purposes only.
The 4th Avenue Shallow alternative would necessitate reconstruction of the existing Stadium Station.

Diagrams are not to scale and all measurements are approximate.

The above information is for illustration only. Please refer to DEIS for further detail.

- **Project cost** (2019$ in billions): $1.8B (+100M)*
- **Residential displacements**: 120 units
- **Business displacements**: 5 to 8 units
- **Construction effects**: See map
- **Other considerations**:
  - Affects Ryerson Bus Base
  - Link light rail closure ** (6 to 7 weeks)
  - Closes Stadium Station (up to 2 years)
  - Detours 15,000 vehicles per day (6 years)
  - Disrupts streetcar operations (2 years)
  - Relocates major utilities
  - Station construction duration (9 to 11 years)
  - Disrupts 4th Shallow (6 to 7 weeks)
  - Closes Stadium Station (up to 2 years)

*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection)

** Between SODO and International District/Chinatown stations
4th Deep
4th Deep Station Option

DRAFT EIS ALTERNATIVES
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES
- − / − At-grade
- − / − Cut
- − / − Tunnel
- − / − Tunnel portal

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
4th Deep Station Option

- **Project cost** ($2019$ in billions): $1.7B (+200M) *
- **Residential displacements**: none
- **Business displacements**: 5
- **Platform access**: Elevator only
- **Construction effects**: See map
- **Other considerations**: Draft EIS alternatives

- **Displaces Ryerson Bus Base**
- **Detours 30,000 vehicles per day** (6.5 years)
- **Disrupts streetcar operations** (2 years)
- **Relocates major utilities**

*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection)*

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5th Shallow
5th Shallow

<table>
<thead>
<tr>
<th><strong>Project cost</strong></th>
<th>$1.2-1.3B</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential displacements</strong></td>
<td>none</td>
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<tr>
<td><strong>Business displacements</strong></td>
<td>19</td>
</tr>
<tr>
<td><strong>Construction effects</strong></td>
<td>See map</td>
</tr>
<tr>
<td><strong>Other considerations</strong></td>
<td>🕵️‍♂️</td>
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</table>

**Re-routes trolley bus (to 7th or 8th Ave S)**

**Detours 5,000 vehicles per day (9 months)**

**Relocates major utilities and utility corridor**

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.
5th Shallow Diagonal
5th Shallow Diagonal Station Configuration

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
### 5th Shallow Diagonal Station Configuration

<table>
<thead>
<tr>
<th><strong>Project cost</strong></th>
<th>$1.2-1.3B (2019$ in billions)</th>
</tr>
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<tbody>
<tr>
<td><strong>Residential displacements</strong></td>
<td>none</td>
</tr>
<tr>
<td><strong>Business displacements</strong></td>
<td>19</td>
</tr>
<tr>
<td><strong>Construction effects</strong></td>
<td>See map</td>
</tr>
</tbody>
</table>

#### Other considerations
- Station construction duration (5 to 6 years)
- Avoids major utility relocations
- Temporary closure: 8 businesses (< 1 year)

---

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.
5th Deep
5th Deep Station Option

DRAFT EIS ALTERNATIVES

- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

- At-grade
- Tunnel
- Retained cut
- Tunnel portal

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
5th Deep Station Option

- **Project cost**: $1.3B (+200M)*
- **Residential displacements**: none
- **Business displacements**: 18
- **Platform access**: Elevator only
- **Construction effects**: See map
- **Other considerations**: Diagnos are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.

*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection*
### Draft EIS alternatives Summary

<table>
<thead>
<tr>
<th>4th Shallow</th>
<th>4th Deep</th>
<th>5th Shallow</th>
<th>5th Shallow Diagonal Station Configuration</th>
<th>5th Deep</th>
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<td>Residential displacements</td>
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<td>none</td>
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<tr>
<td>Business displacements</td>
<td>5 to 8</td>
<td>5</td>
<td>19</td>
<td>19</td>
</tr>
<tr>
<td>Platform access</td>
<td>Elevator only</td>
<td>Elevator only</td>
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</tr>
<tr>
<td>Station construction duration</td>
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<tr>
<td>Detours 15,000 vehicles per day</td>
<td>(6 years)</td>
<td>Detours 30,000 vehicles per day</td>
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<tr>
<td>Disrupts streetcar operations (2 years)</td>
<td></td>
<td>Disrupts streetcar operations (6 months)</td>
<td></td>
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<tr>
<td>Relocates major utilities</td>
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<td>Relocates major utilities and utility corridor</td>
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<tr>
<td>Connects to all Downtown alternatives</td>
<td>Connects only to Downtown 5th Ave/ Harrison St.</td>
<td>Connects to all Downtown alternatives</td>
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<td>Connects only to Downtown 5th Ave/ Harrison St.</td>
</tr>
<tr>
<td>Connects to all SODO Alternatives</td>
<td>Connects only to SODO At-Grade South Station Option</td>
<td>Connects to all SODO alternatives</td>
<td>Connects to all SODO alternatives</td>
<td>Connects to SODO At-Grade, SODO At-Grade Staggered Station Configuration and SODO At-Grade South Station Option</td>
</tr>
<tr>
<td>Affects Ryerson Bus Base</td>
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*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection
** Between SODO and International District/Chinatown stations

The above information is for illustration only. Please refer to DEIS for further detail.
Discussion: Hearing from CAG members

Questions? Initial reflections?

What would you like to understand better as you compare alternatives?
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• *City of Seattle: Engaging in the Draft EIS process*
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City’s Regulatory Roles in DEIS Review

The City is both a regulator and reviewer for WSBLE.

The City of Seattle is a Cooperating Agency under the National Environmental Policy Act, and a Consulted Agency and an Agency of Jurisdiction under the State Environmental Policy Act.

Under these roles, the City will provide comments on whether the information and analysis are adequate or if additional information is needed to permit the project.
City Scope of WSBLE DEIS Review

Review for compliance and adequacy:
1. Does the DEIS demonstrate compliance with City Codes/Director’s Rules?
2. Does the DEIS identify and evaluate project impacts and include adequate mitigation?
3. Does the DEIS meaningfully compare alternatives?

Review for additional strategic questions for the City:
4. Does the DEIS adequately analyze impacts to BIPOC communities, propose mitigation, and further the joint Racial Equity Toolkit outcomes?
5. How does new DEIS information shape City position on alternatives?
CID Segment Sample Issues

- **Code compliance examples:**
  Landmarks, historic and cultural resources; Fire, building, and ADA codes

- **Impacts and mitigation examples:**
  Roadways and transit closures; Business displacements, relocations; Surge events; Impacts to City facilities and structures

- **RET Outcomes examples:**
  Limit harmful impacts; Maximize connections for all users
Additional questions please contact Jesseca Brand, *Neighborhoods*
Jesseca.Brand@Seattle.gov
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# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)

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<tr>
<td>Draft EIS Public Meetings</td>
<td>Community Advisory Groups</td>
</tr>
</tbody>
</table>

- **Process overview**
- **Station Planning**
- **Draft EIS results overview**
- **Draft EIS results deep dive**
- **Draft EIS, cost savings & refinements**
- **Consolidating feedback**
- **Draft EIS and cost savings**
- **Public comment summary**
- **Confirm/modify preferred alternative**

### PUBLIC COMMENT PERIOD

- 1 virtual hearing and 1 in-person meeting
- 3 virtual hearings

Updated February 2022. Meeting dates/topics subject to change.
Upcoming Community Advisory Groups

Draft EIS results overview

Interbay/Ballard Community Advisory Group
Tuesday, March 1, 2022 from 5pm to 7pm

Downtown Community Advisory Group
Thursday, March 3, 2022 from 5pm to 7pm

West Seattle/Duwamish Community Advisory Group
Tuesday, March 8, 2022 from 5pm to 7pm

CID/SODO Community Advisory Group
Thursday, March 10, 2022 from 5pm to 7pm

Advisory group meetings are livestreamed and recorded.
For more information and meeting links, visit: wsblink.participate.online
Community Liaisons

Capacity building and reaching more people

• Encourage broad awareness & participation in comment period
• Door-to-Door business outreach
• Ethnic media and social media
• Tabling at stations, community spaces, fairs and festivals
• Interpretation at community meetings and briefings
Online Open House

The wsblink.participate.online features:

- **Project Overview** featuring latest on the project
- **Draft EIS** including an overview and links to the document, where and how to review the document and comment
- **Comment Now** form for comments to be submitted, with tips for writing a helpful comment
- **Stations** overview including the station planning progress report and concepts for each station
- **Advisory Groups** schedule, agendas, link to livestream and all Community Advisory Group related materials
- **Property Owners** resources including an overview of the process and FAQ’s for potentially affected property owners
- **Get Involved** featuring all the ways to connect with the project team and engage on the project and comment