

West Seattle and Ballard Link Extensions

*Downtown
Community Advisory Group
2/3/2022*



Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Follow up from January meeting
- Draft EIS Results Overview: Downtown
- 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

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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.



You are viewing Chris Johnstone's screen

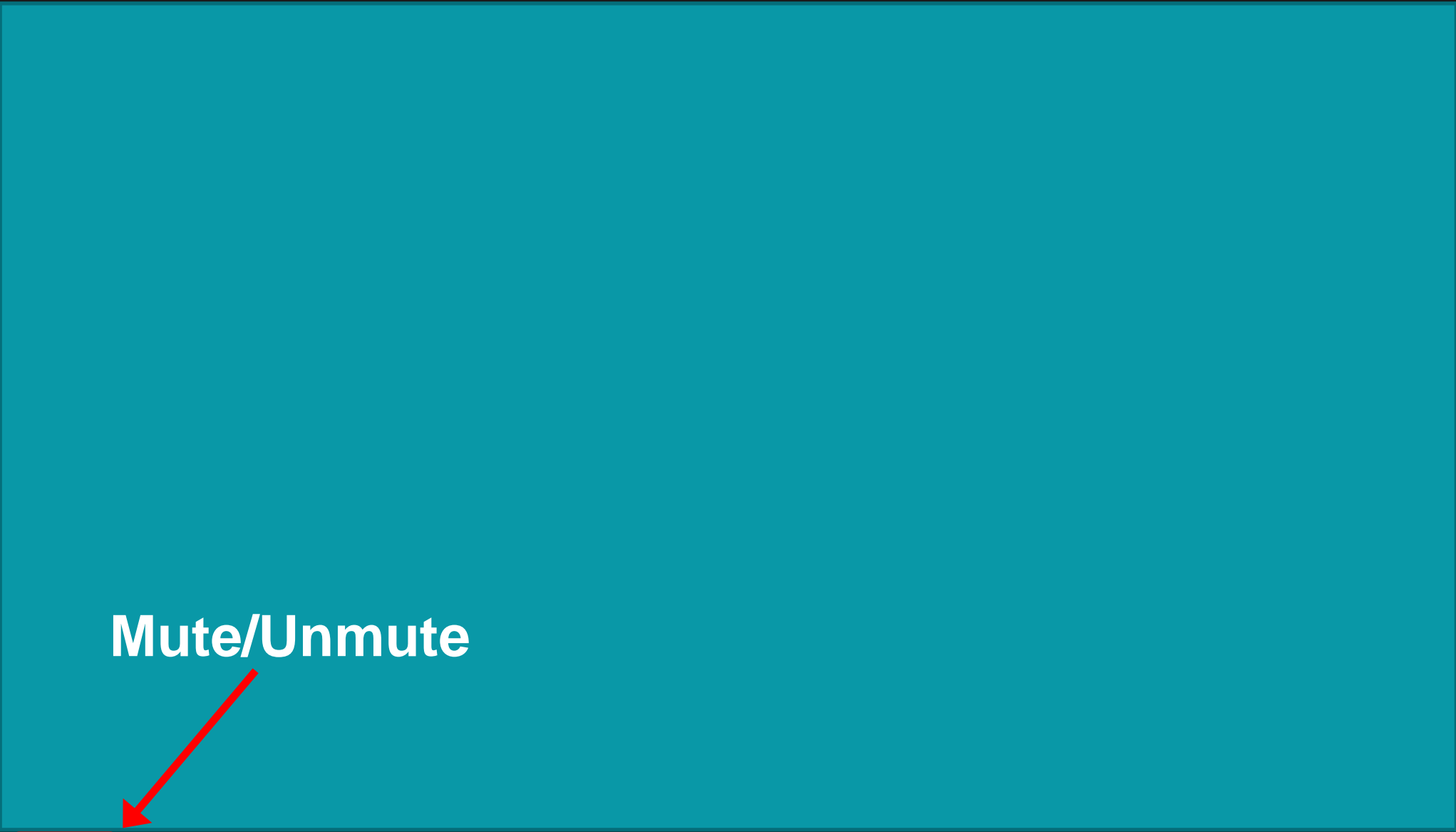
View Options ▾

View



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

Leave

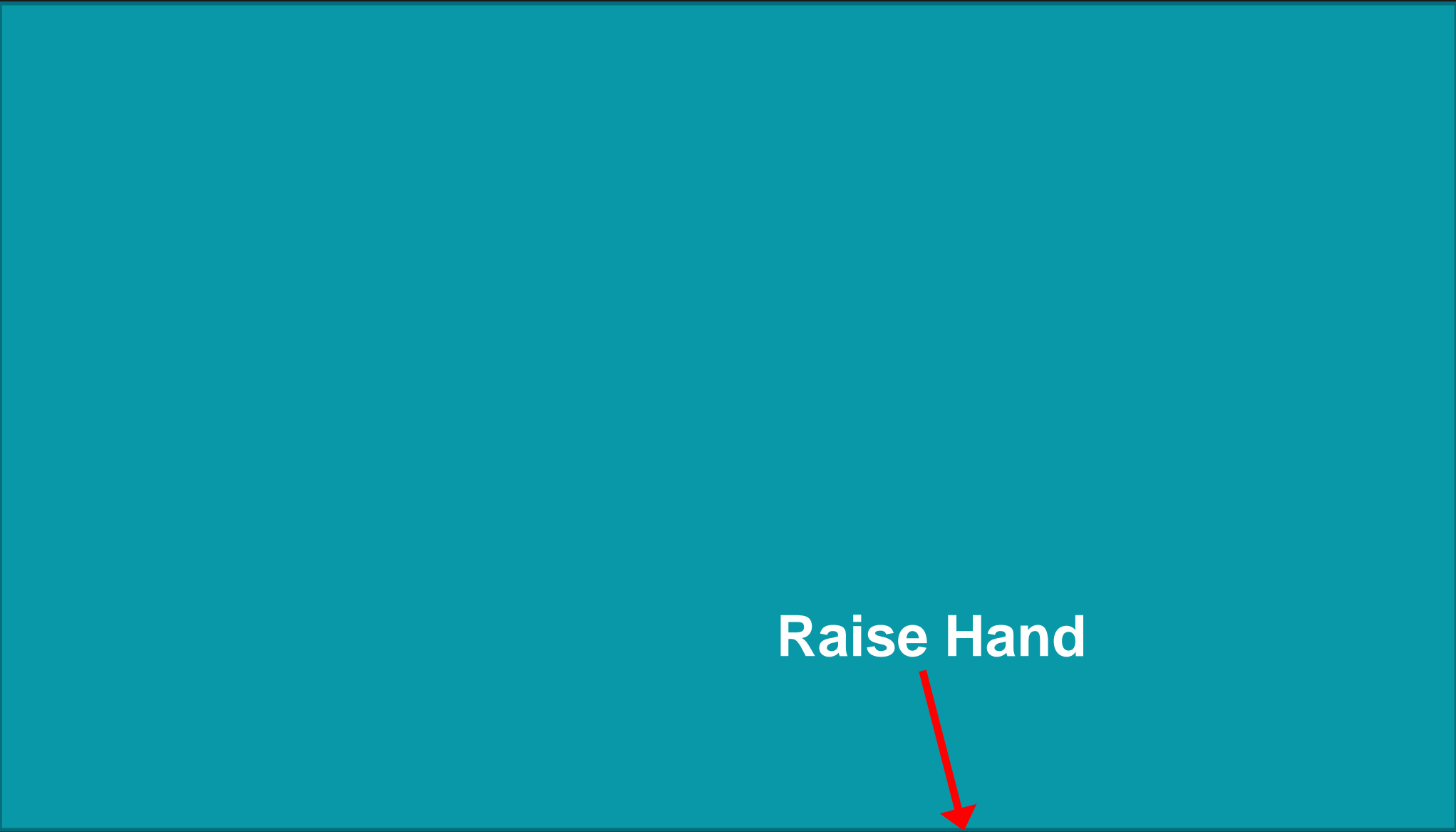


Mute/Unmute



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

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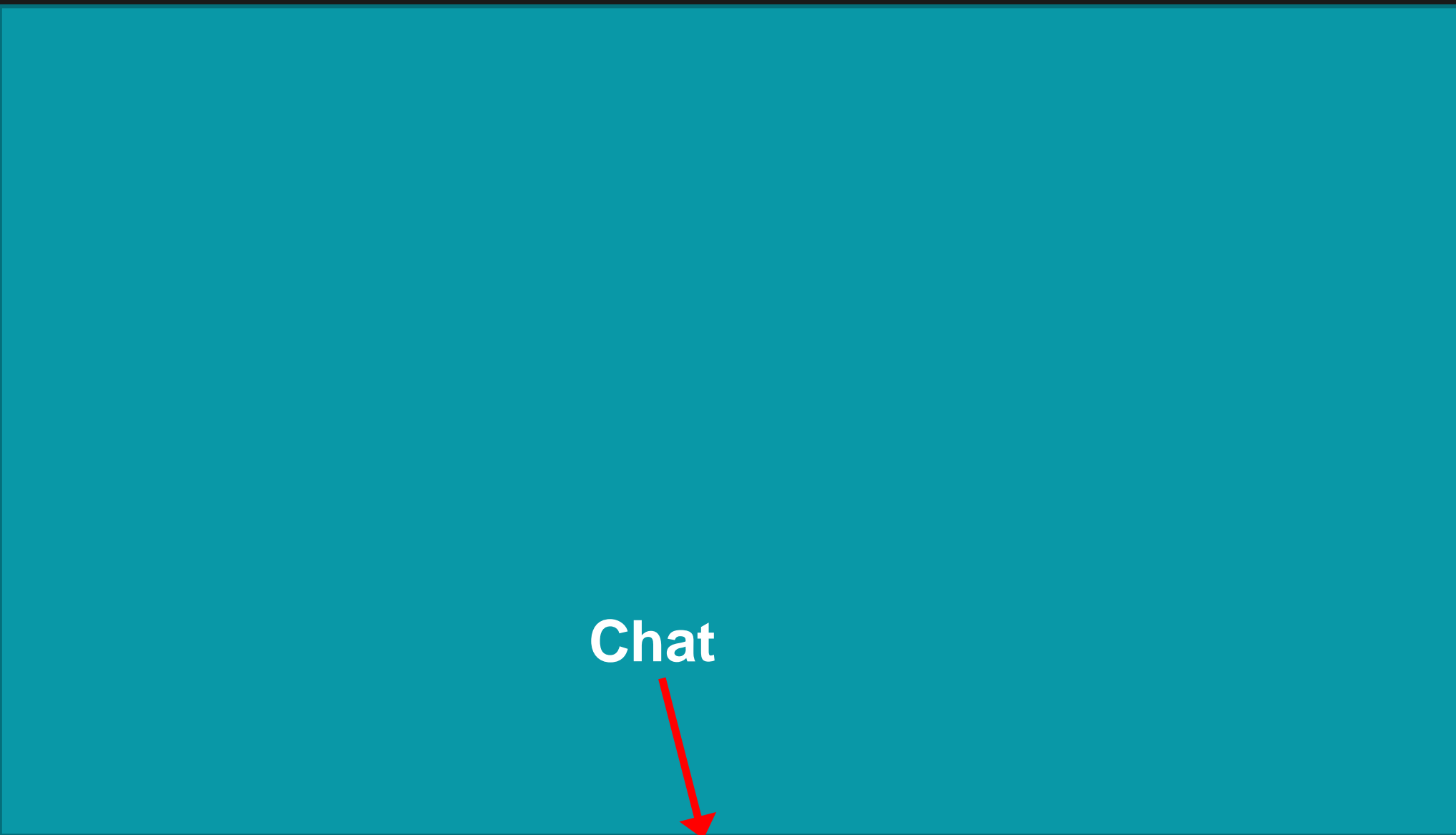


Raise Hand



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

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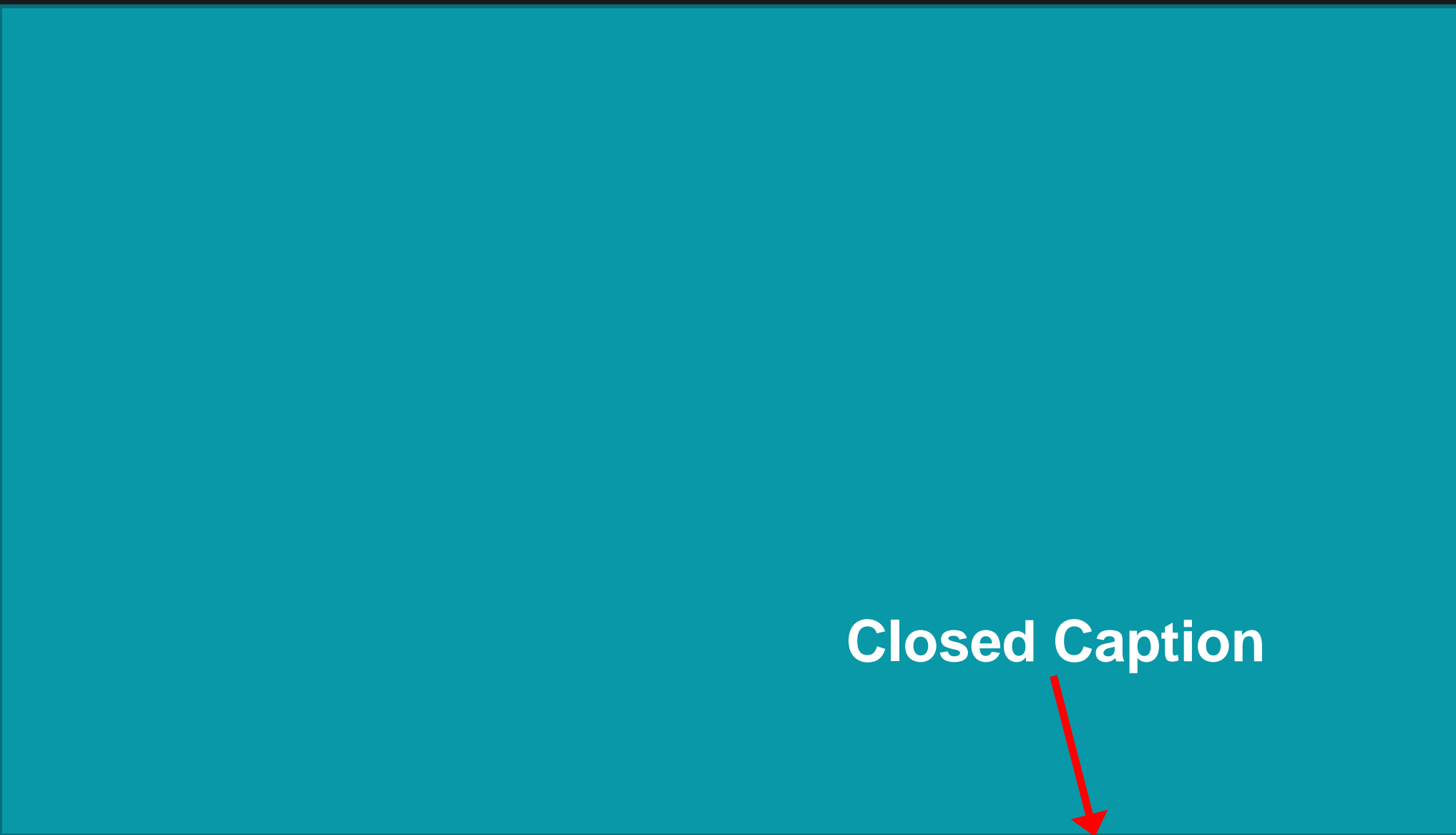


Chat



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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Introductions

Please share briefly:

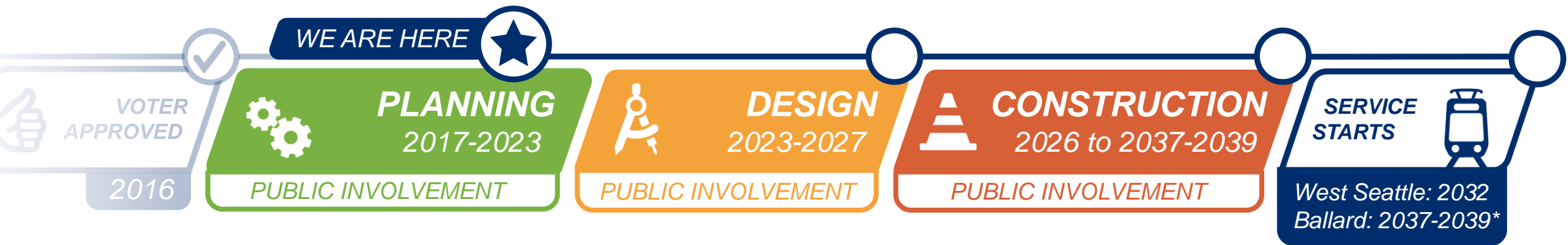
- 1) Your name and pronouns
- 2) What do you do when you are not at a community advisory group meeting?

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West Seattle and Ballard Link Extensions

Project timeline





ST3
APPROVED

2016



PLANNING



DES

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

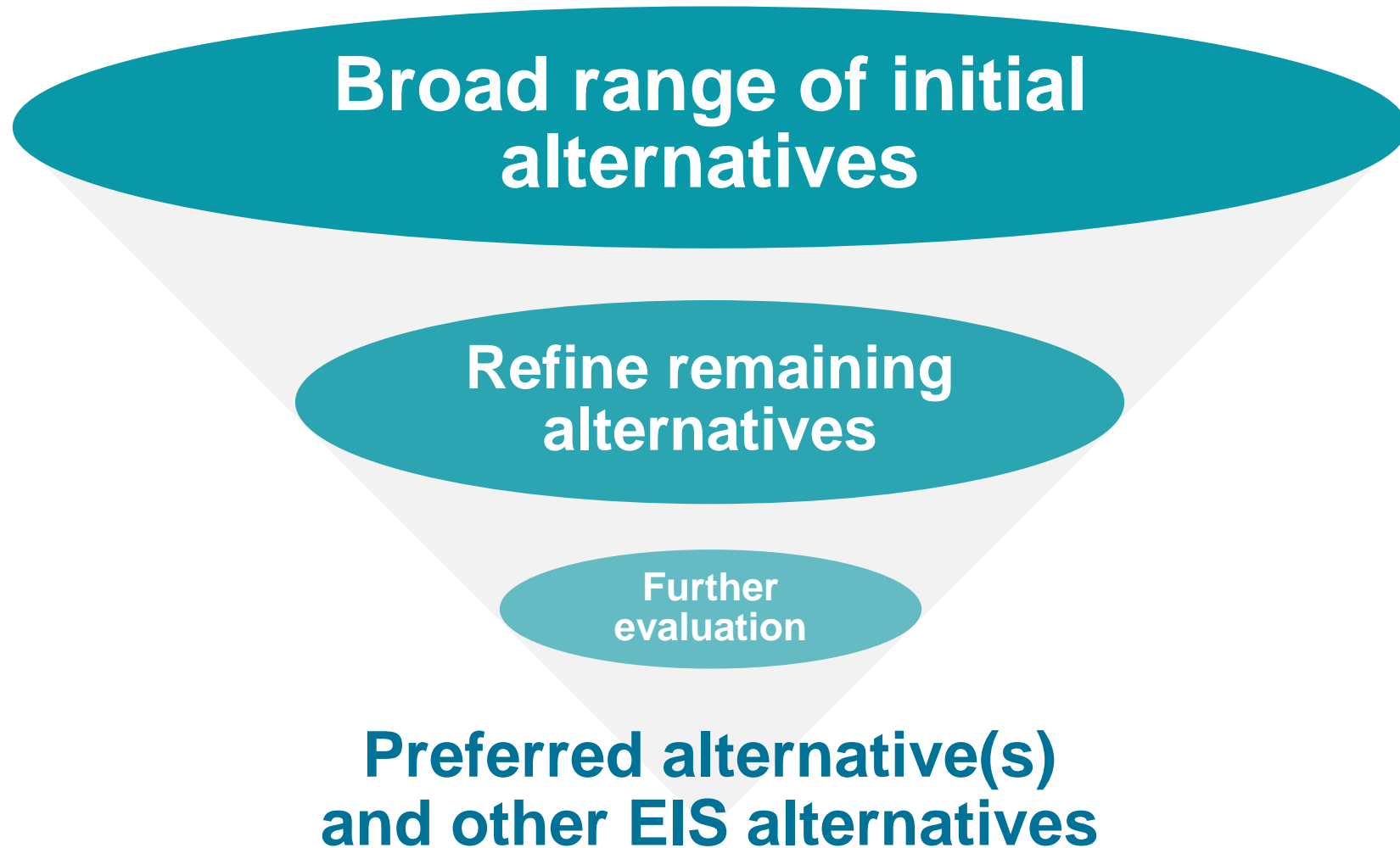
2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

PUBLIC INVOLVEMENT

Alternatives development screening process

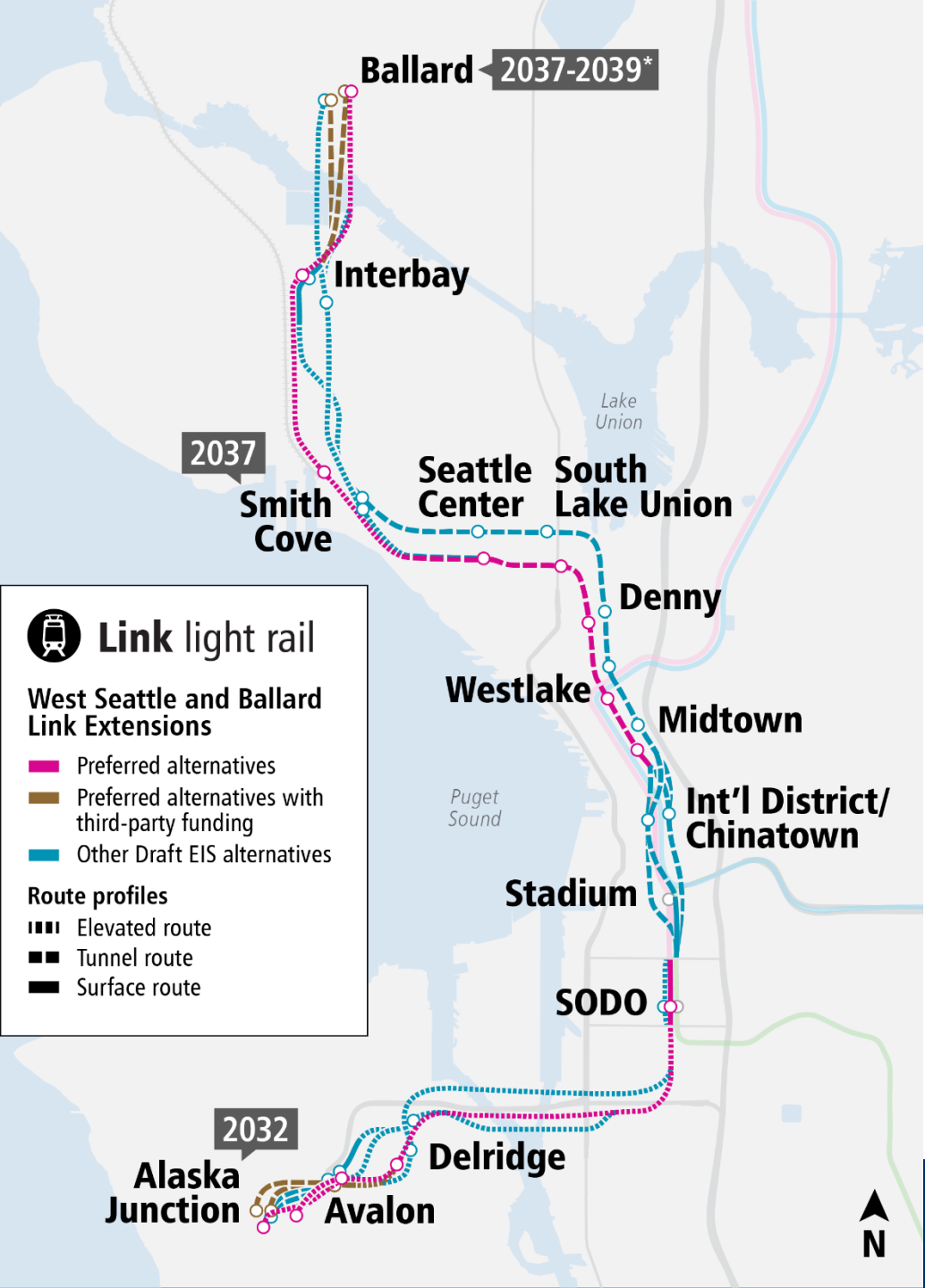


Draft EIS alternatives

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.



Draft EIS Comment Period



Publish Draft EIS

Friday, January 28th

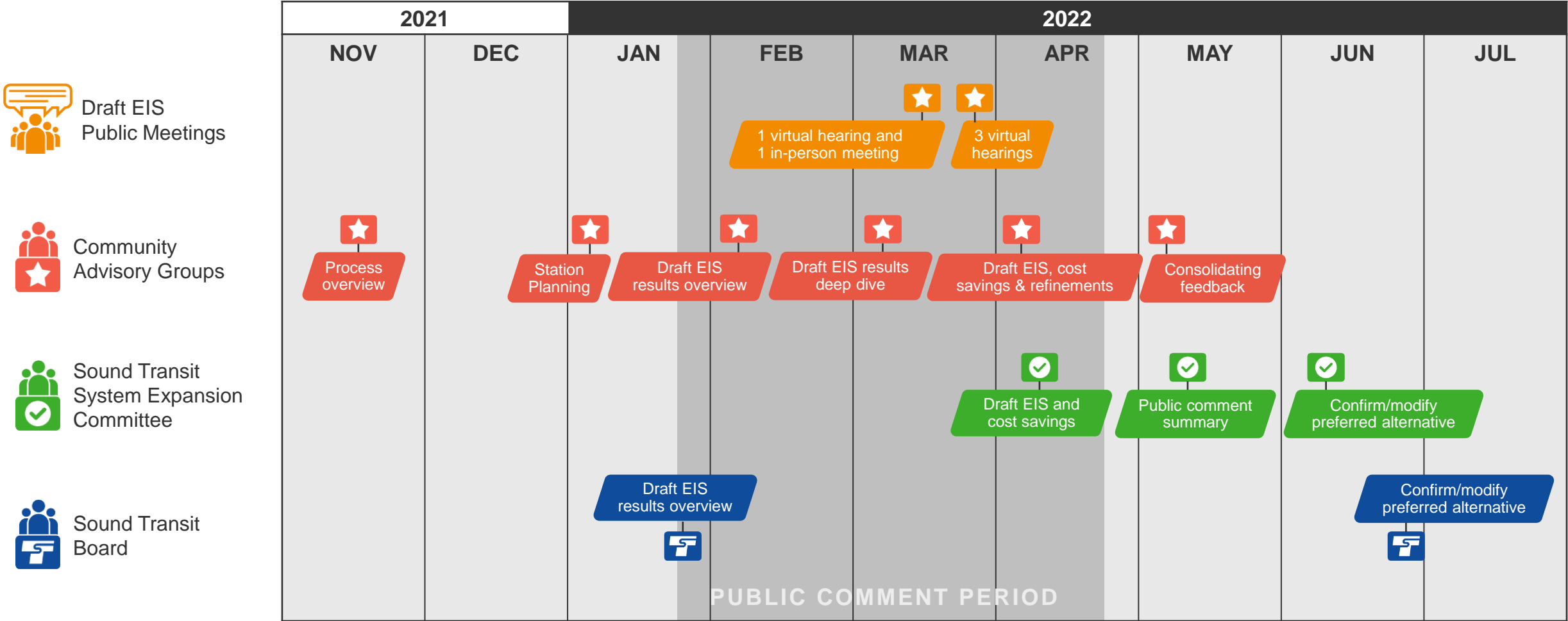


Collect public feedback

Comment period ends April 28th

Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



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

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



Seattle

- 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

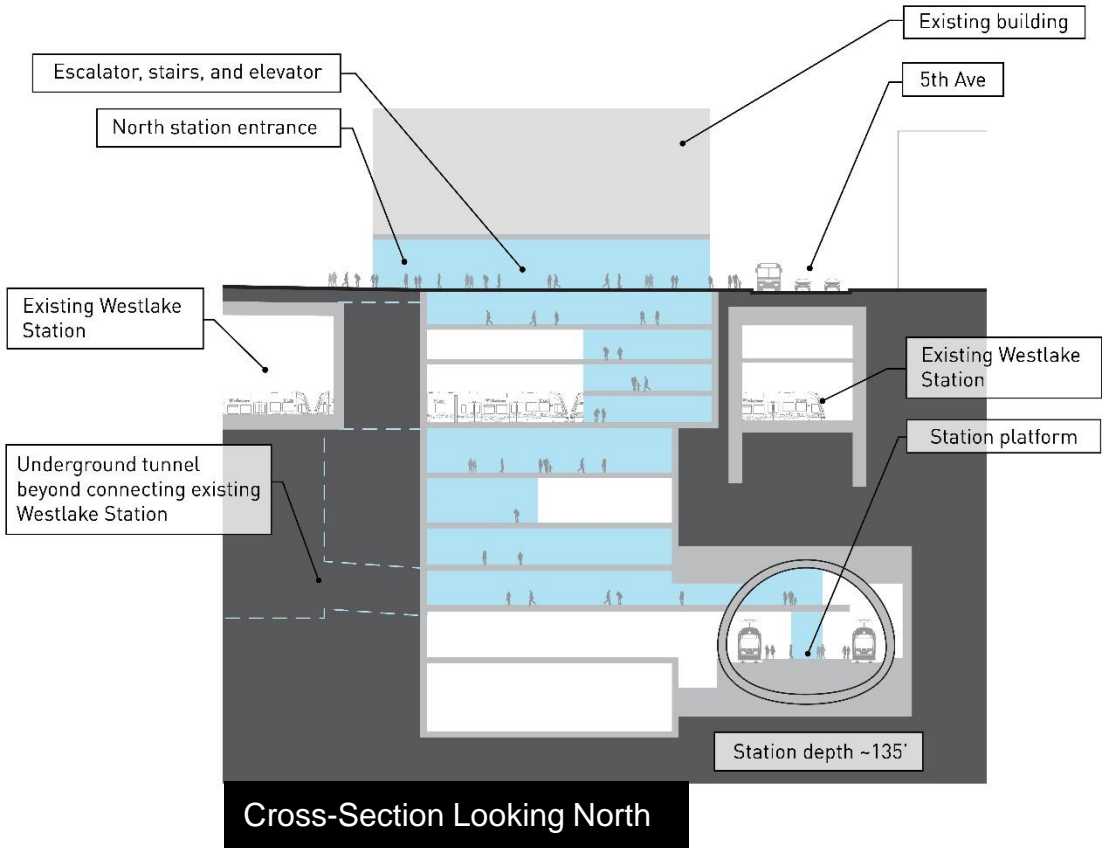
- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- Enhance mobility and access for communities of color and low-income populations;
- Create opportunities for equitable development that include expanding housing and community assets for communities 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.

Agenda

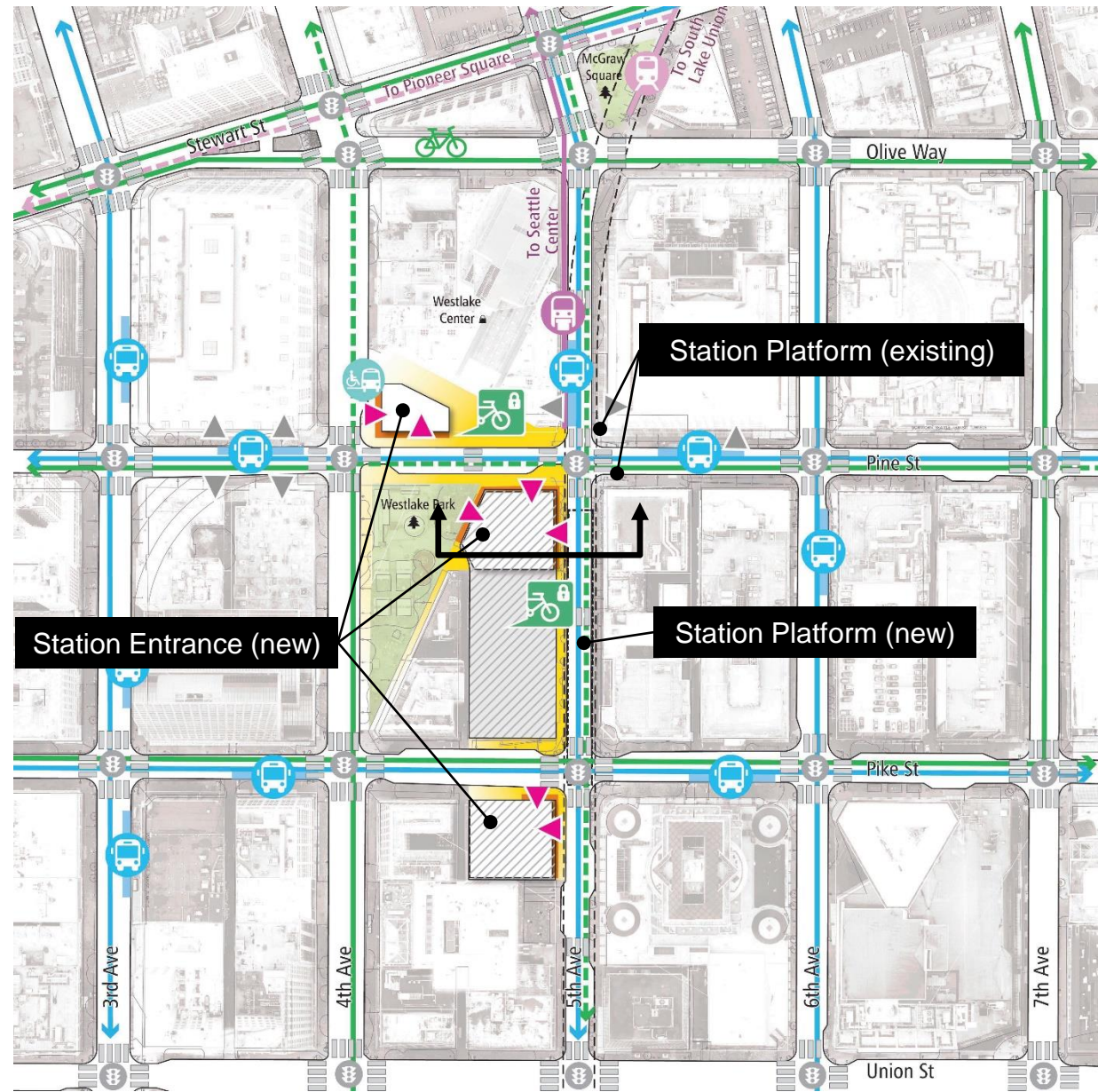
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Westlake Station Transfer

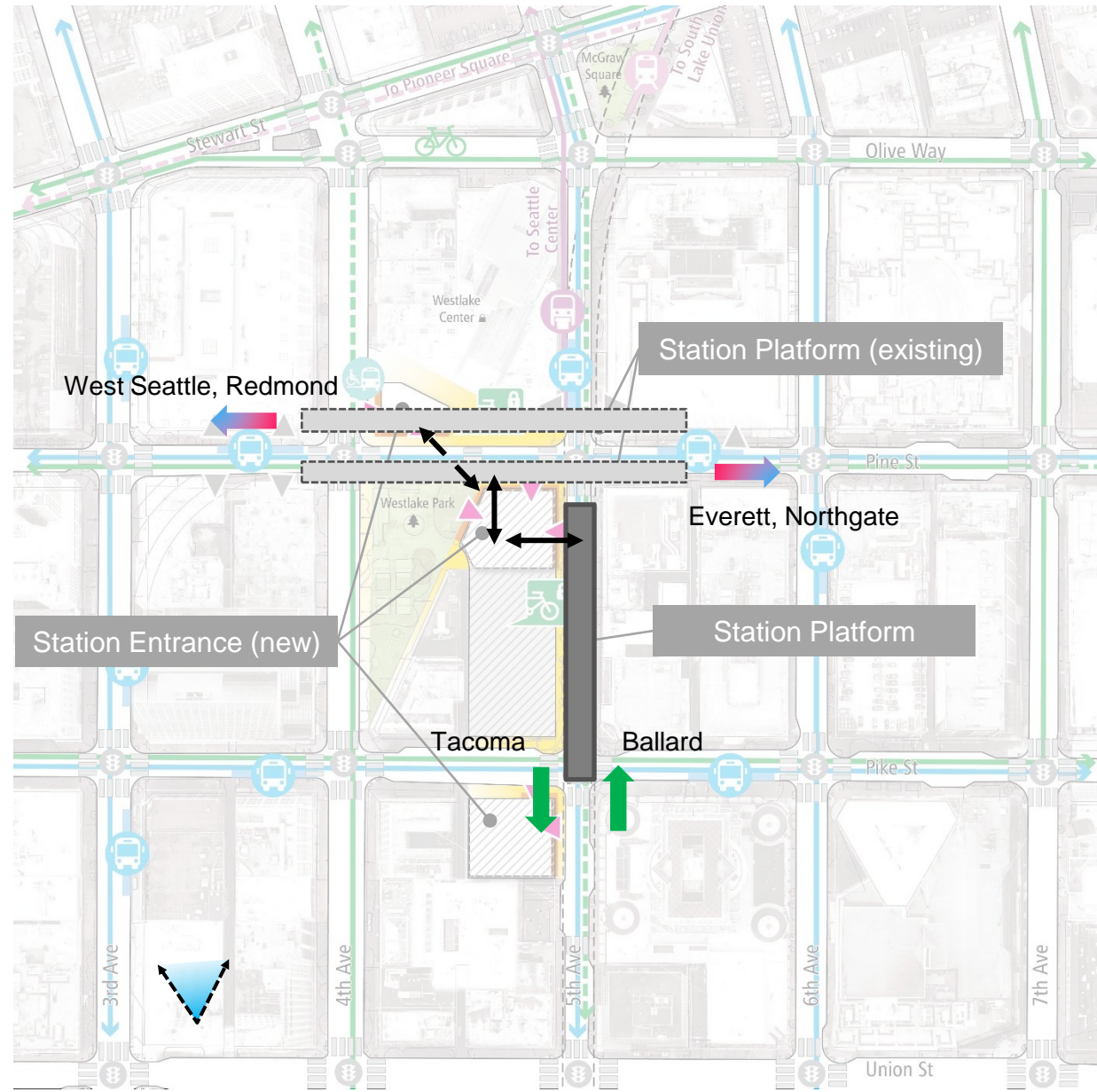
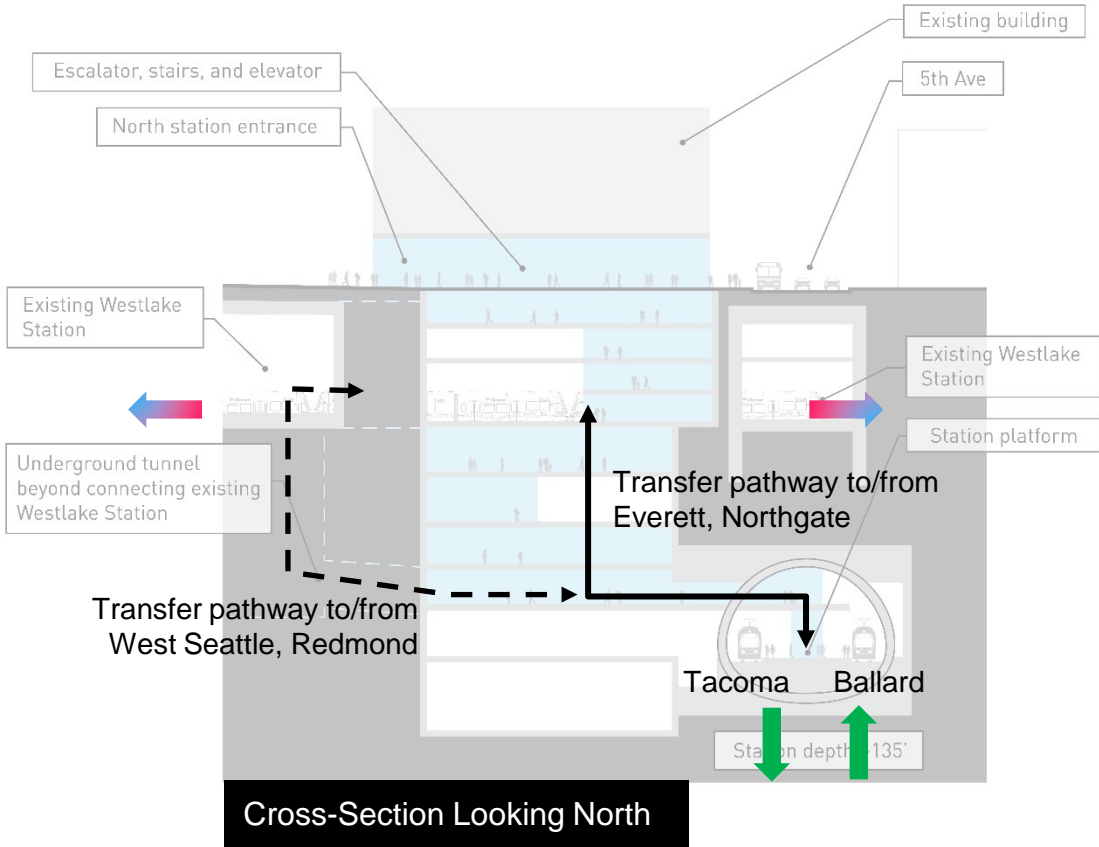
Tunnel 5th Ave Station



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



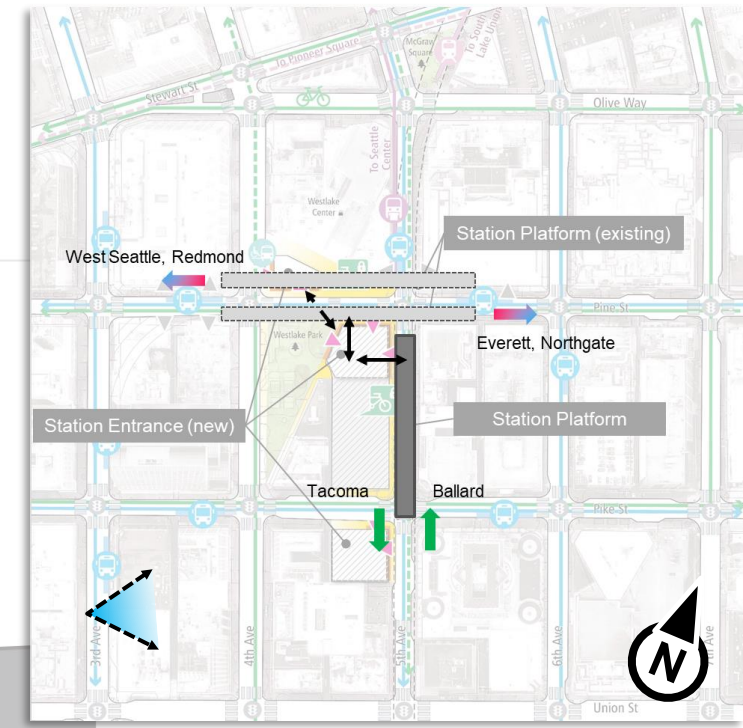
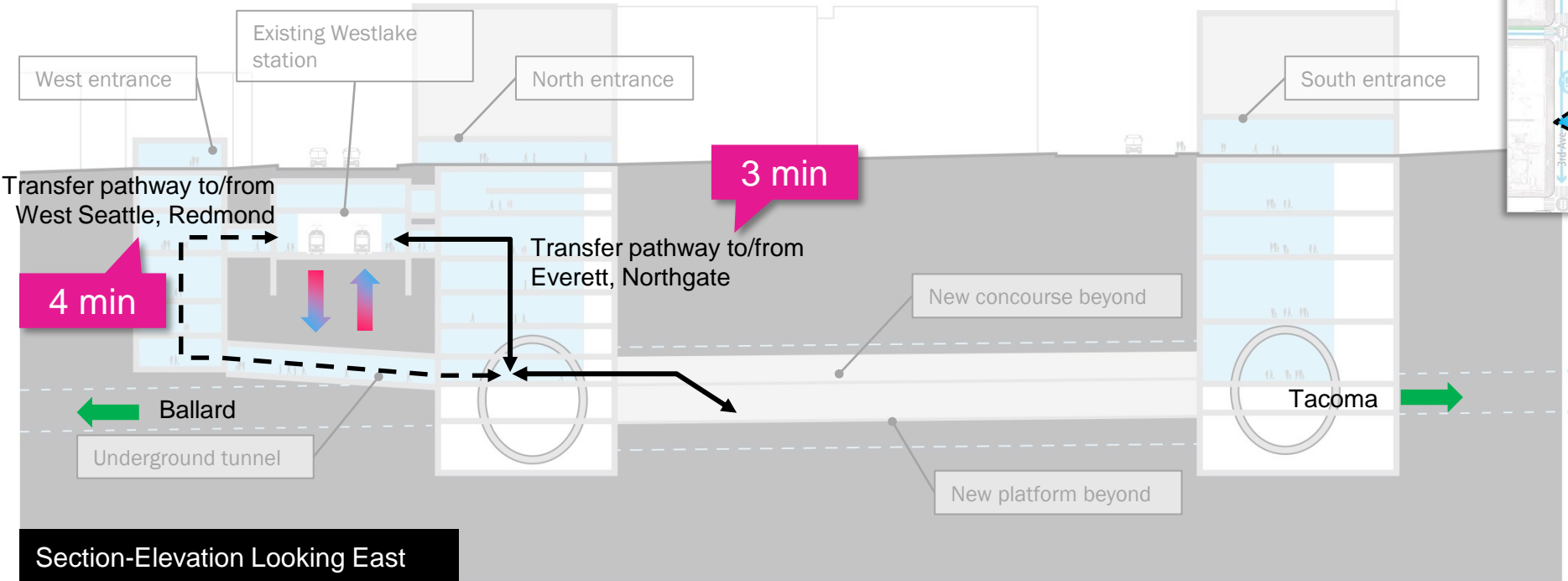
Tunnel 5th Ave Station



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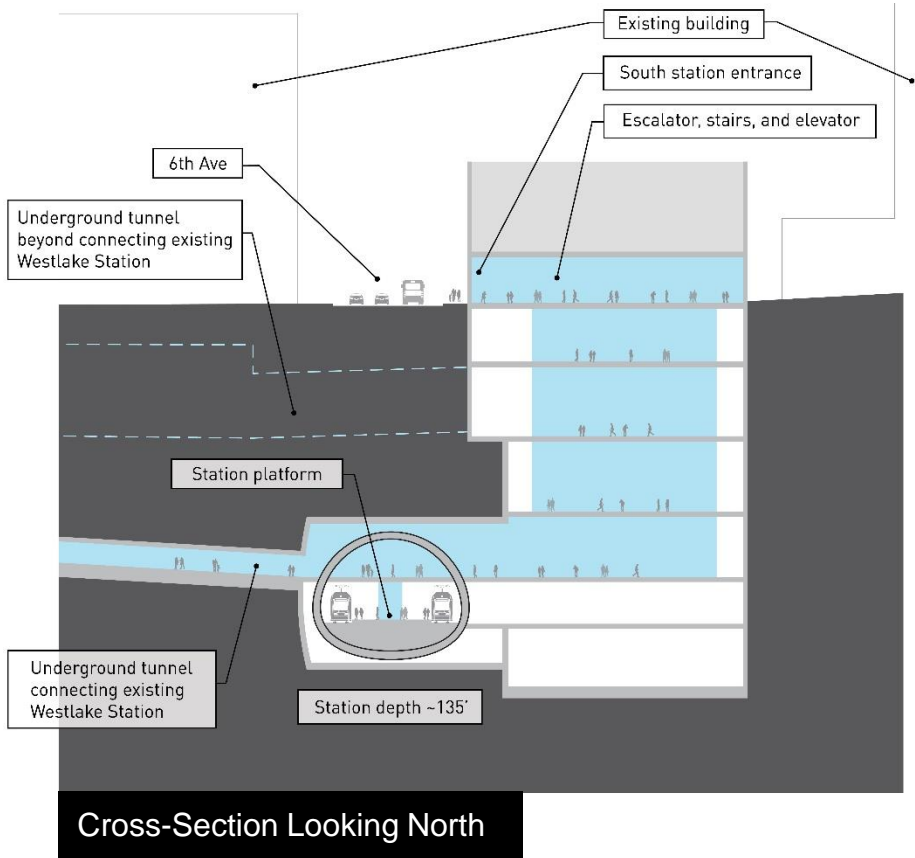


Tunnel 5th Ave Station

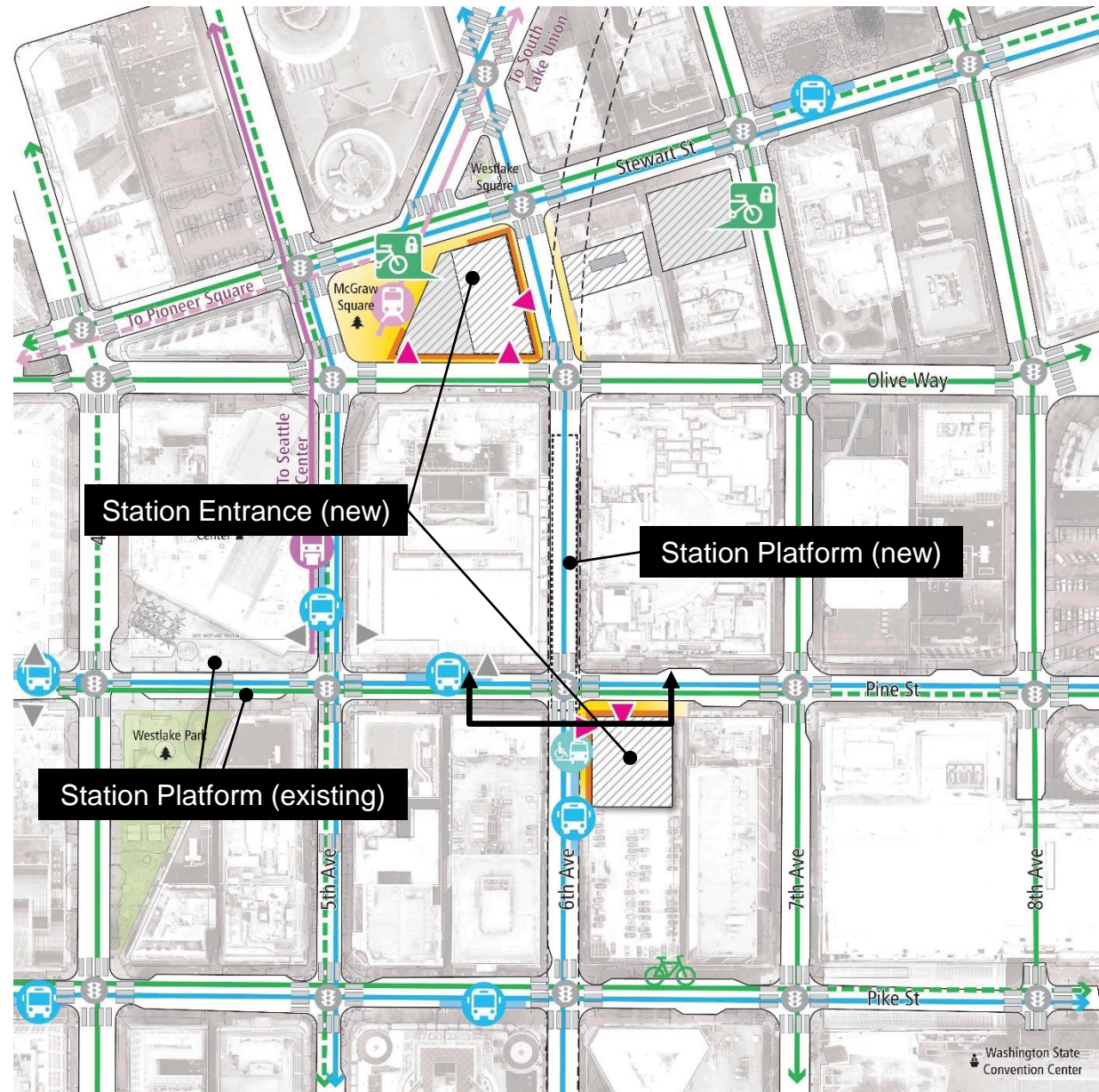


Conceptual design subject to change. All measurements are approximate. Transfer time assumes escalator use. Diagrams for illustration only.

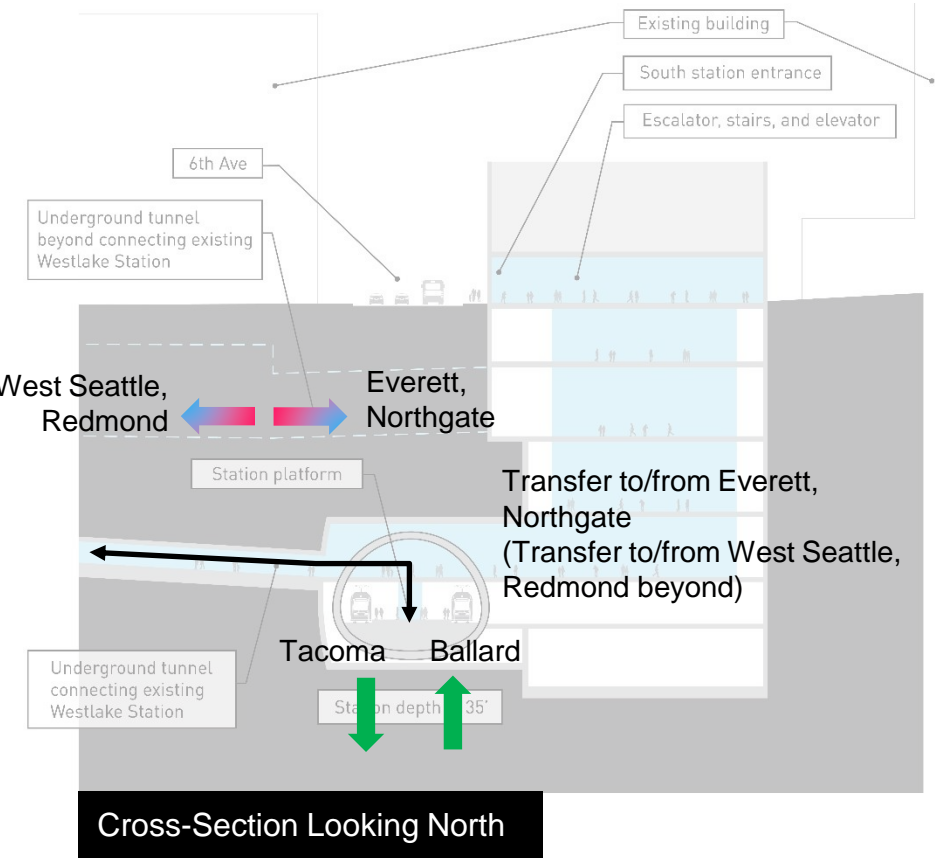
Tunnel 6th Ave Station



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

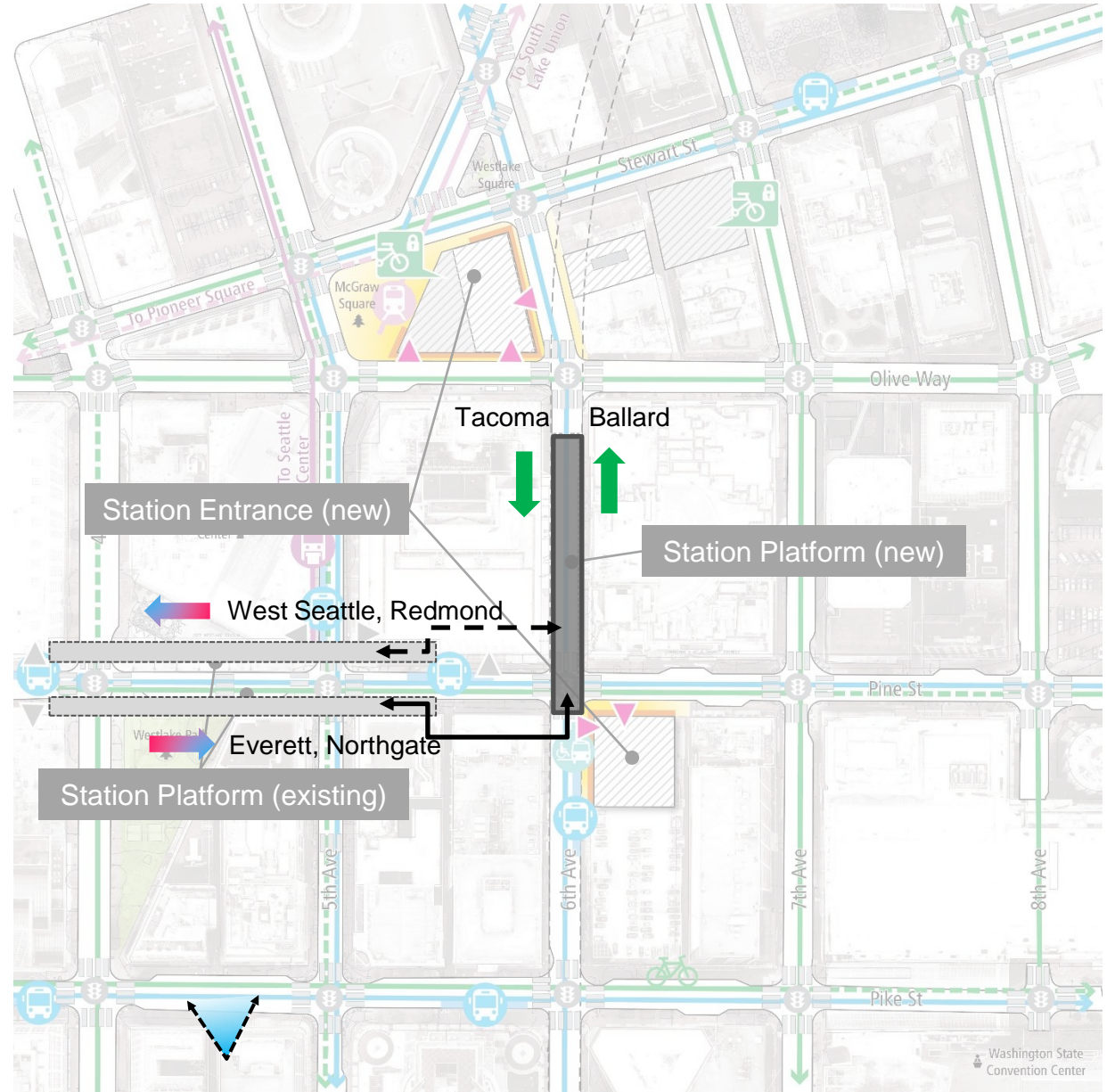


Tunnel 6th Ave Station

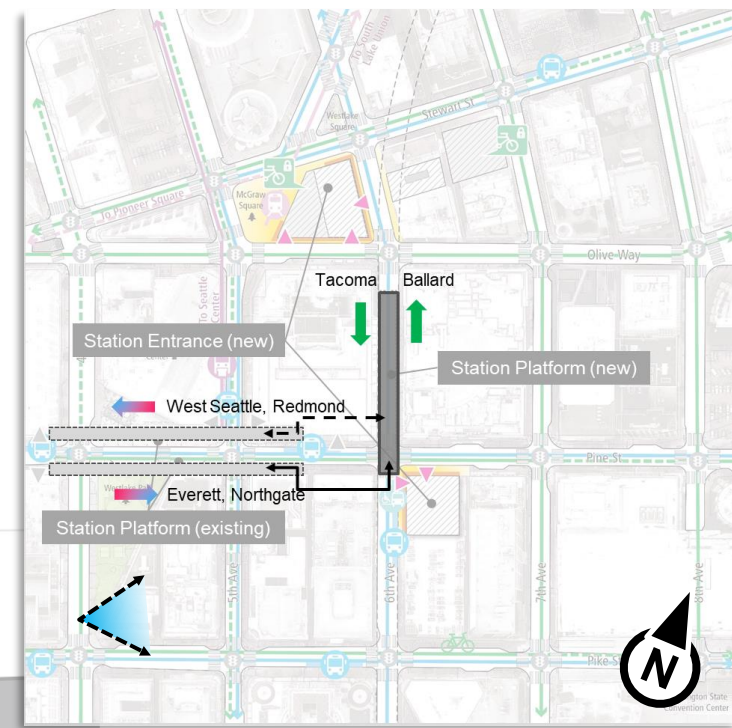
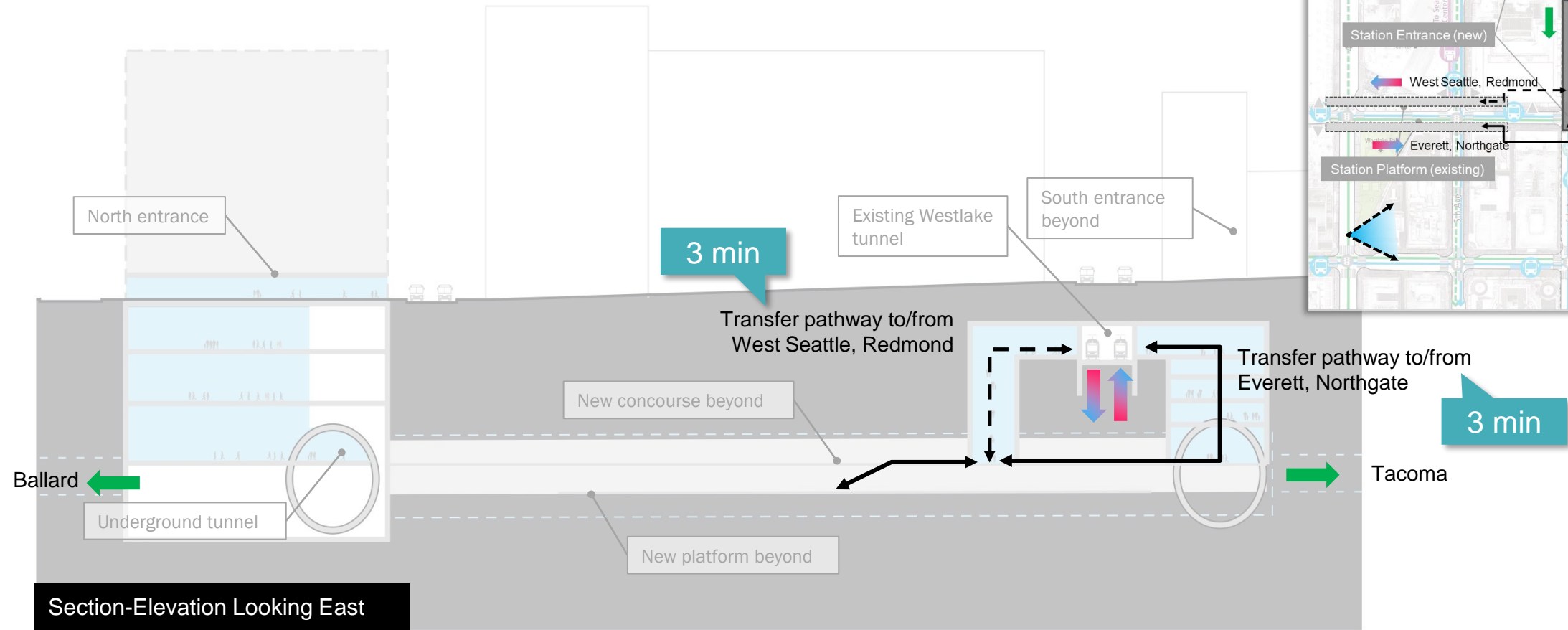


Cross-Section Looking North

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



Tunnel 6th Ave Station



Section-Elevation Looking East

Conceptual design subject to change. All measurements are approximate. Transfer time assumes escalator use. Diagrams for illustration only.

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Draft EIS results overview

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







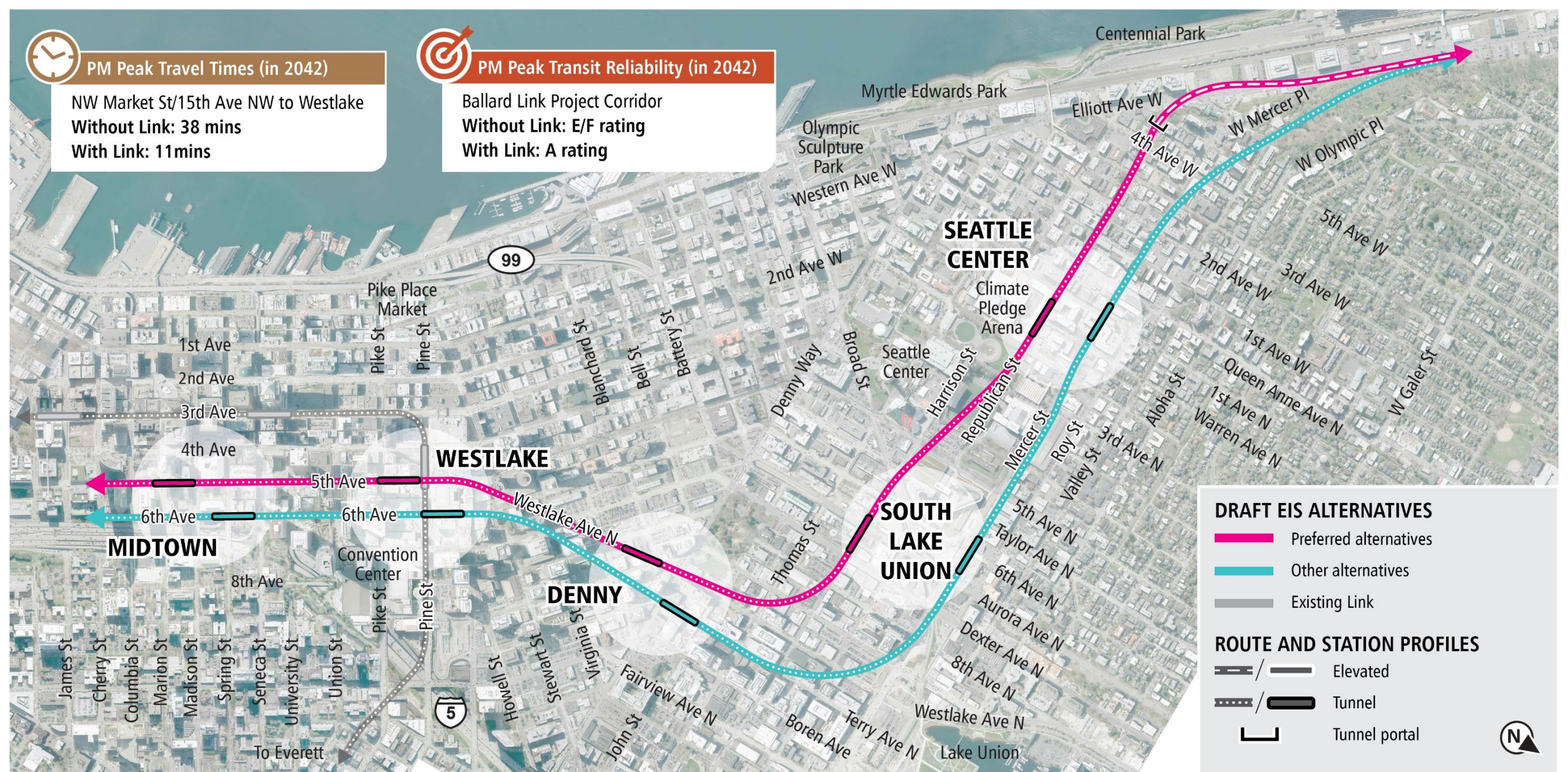
PM Peak Travel Times (in 2042)

NW Market St/15th Ave NW to Westlake
Without Link: 38 mins
With Link: 11mins



PM Peak Transit Reliability (in 2042)

Ballard Link Project Corridor
Without Link: E/F rating
With Link: A rating



DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

- Elevated
- Tunnel
- Tunnel portal

N



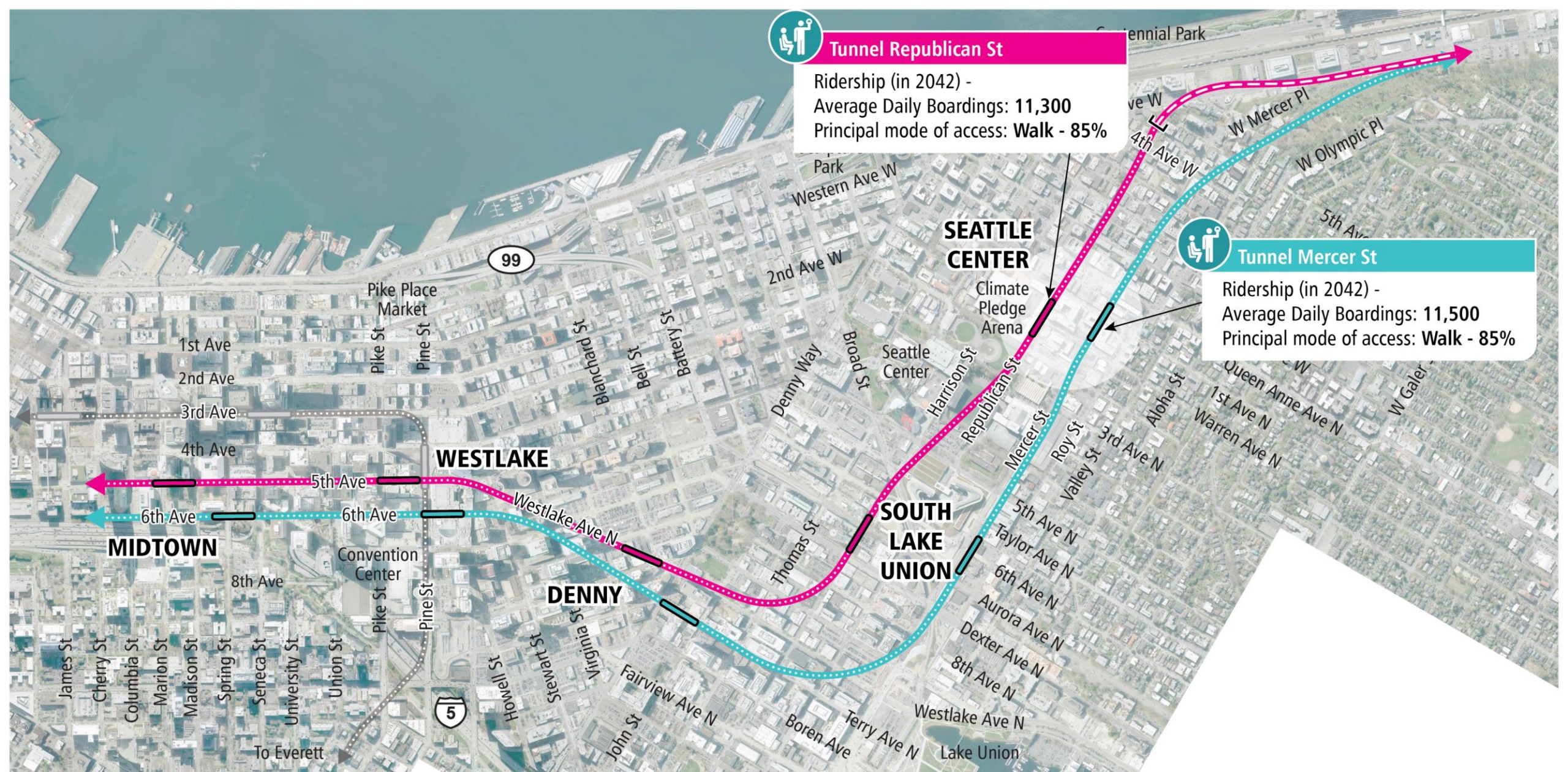
Tunnel Republican St

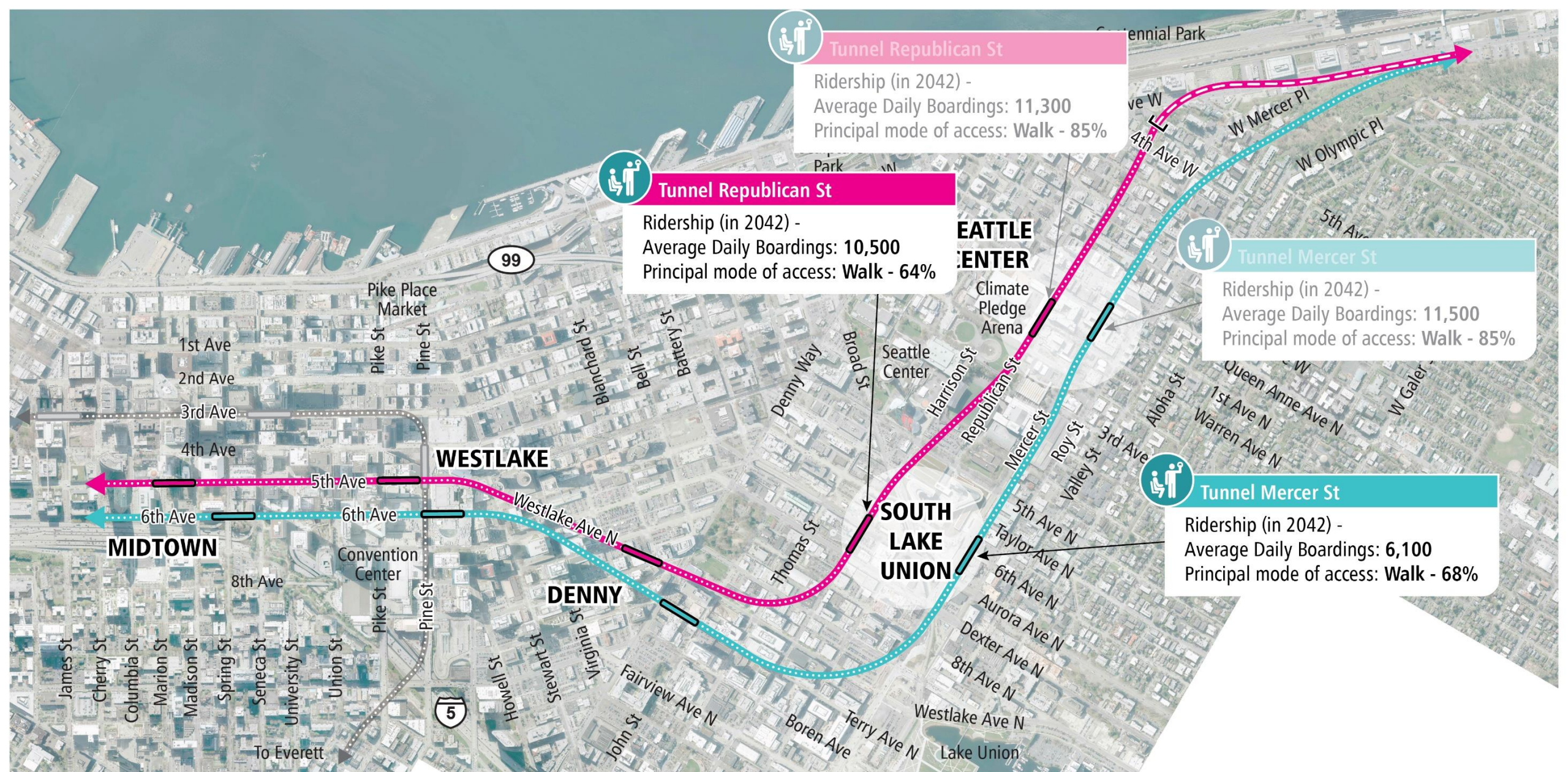
Ridership (in 2042) -
Average Daily Boardings: 11,300
Principal mode of access: Walk - 85%

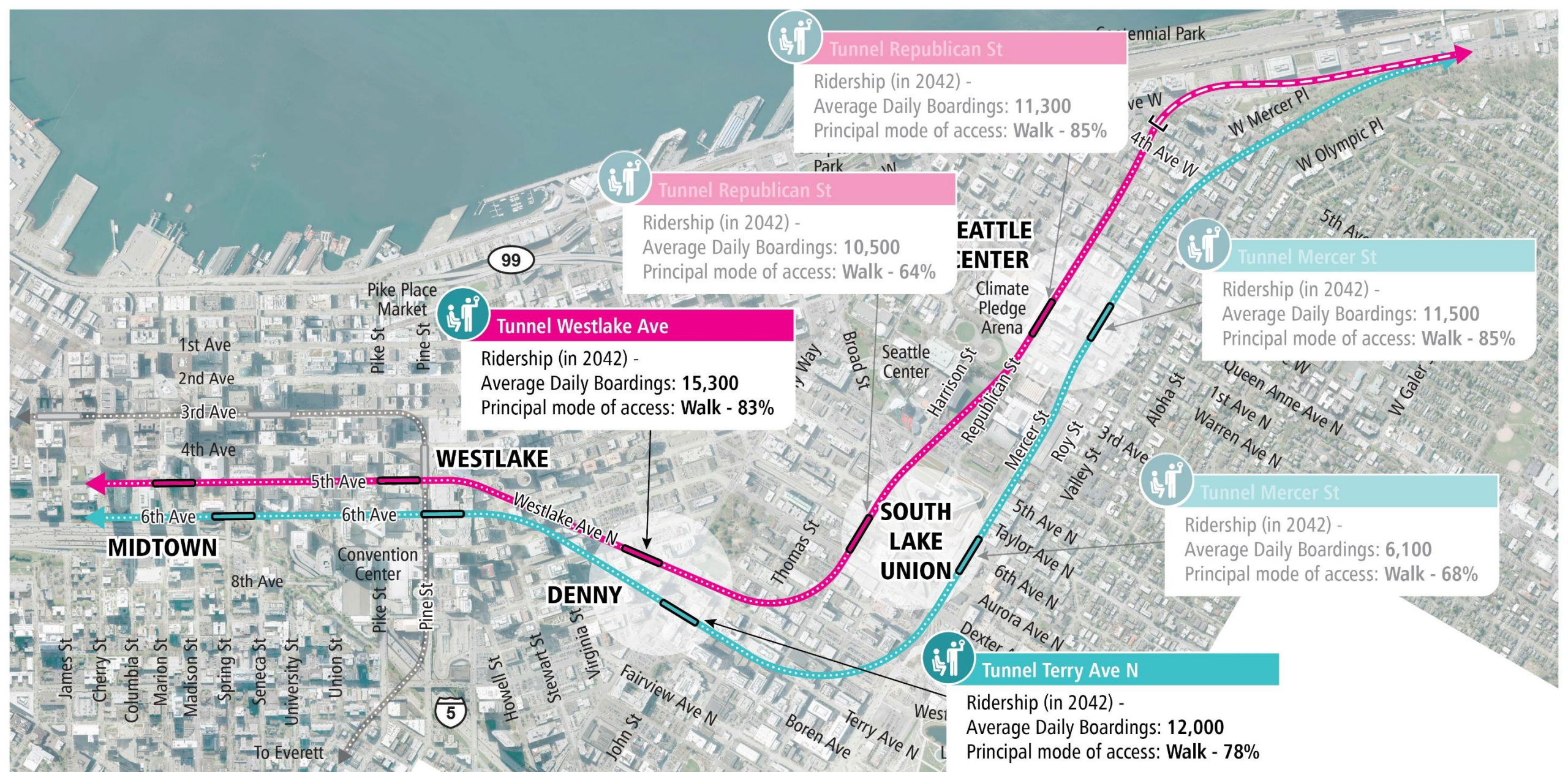


Tunnel Mercer St

Ridership (in 2042) -
Average Daily Boardings: 11,500
Principal mode of access: Walk - 85%









Tunnel 5th Ave

Ridership (in 2042) -
Average Daily Boardings: **74,000**
Principal mode of access: **Walk - 67%**



Tunnel Republican St

Ridership (in 2042) -
Average Daily Boardings: **11,300**
Principal mode of access: **Walk - 85%**



Tunnel Republican St

Ridership (in 2042) -
Average Daily Boardings: **10,500**
Principal mode of access: **Walk - 64%**



Tunnel Westlake Ave

Ridership (in 2042) -
Average Daily Boardings: **15,300**
Principal mode of access: **Walk - 83%**



Tunnel Mercer St

Ridership (in 2042) -
Average Daily Boardings: **11,500**
Principal mode of access: **Walk - 85%**



Tunnel Mercer St

Ridership (in 2042) -
Average Daily Boardings: **6,100**
Principal mode of access: **Walk - 68%**



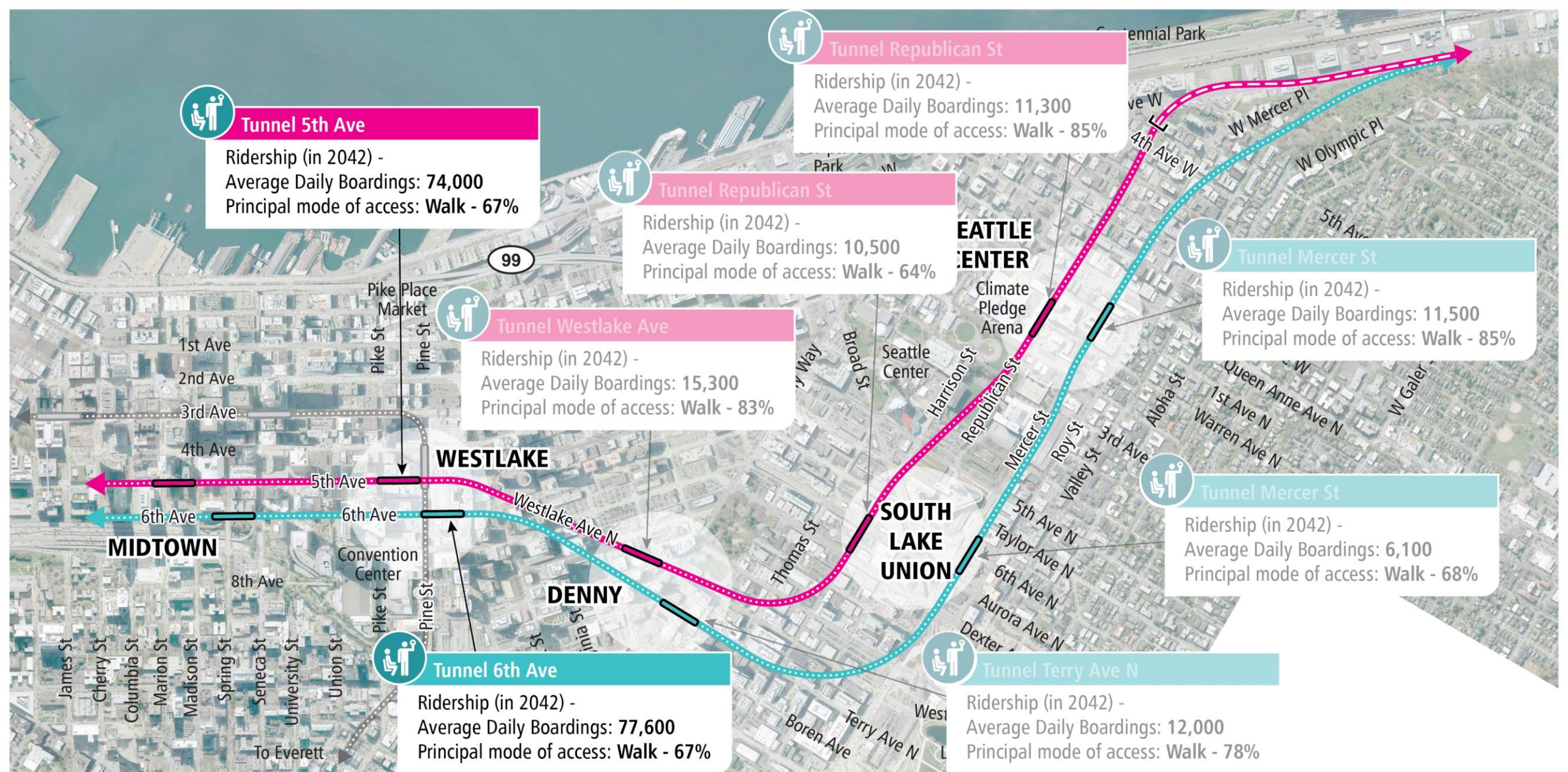
Tunnel 6th Ave

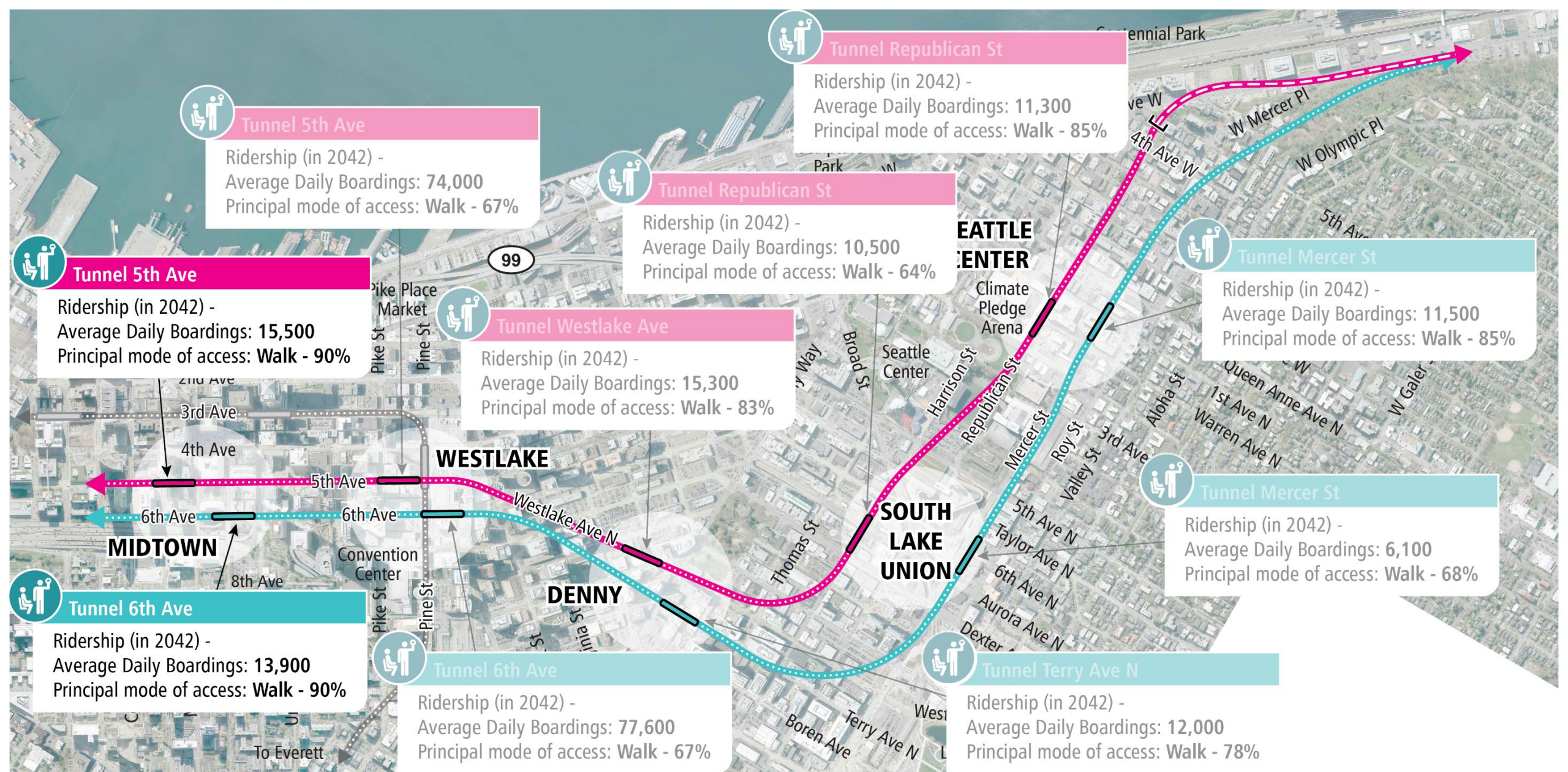
Ridership (in 2042) -
Average Daily Boardings: **77,600**
Principal mode of access: **Walk - 67%**



Tunnel Terry Ave N

Ridership (in 2042) -
Average Daily Boardings: **12,000**
Principal mode of access: **Walk - 78%**





Note: Assumes MetroConnects 2040 vision network and service designations.

*Key transit integration consideration.



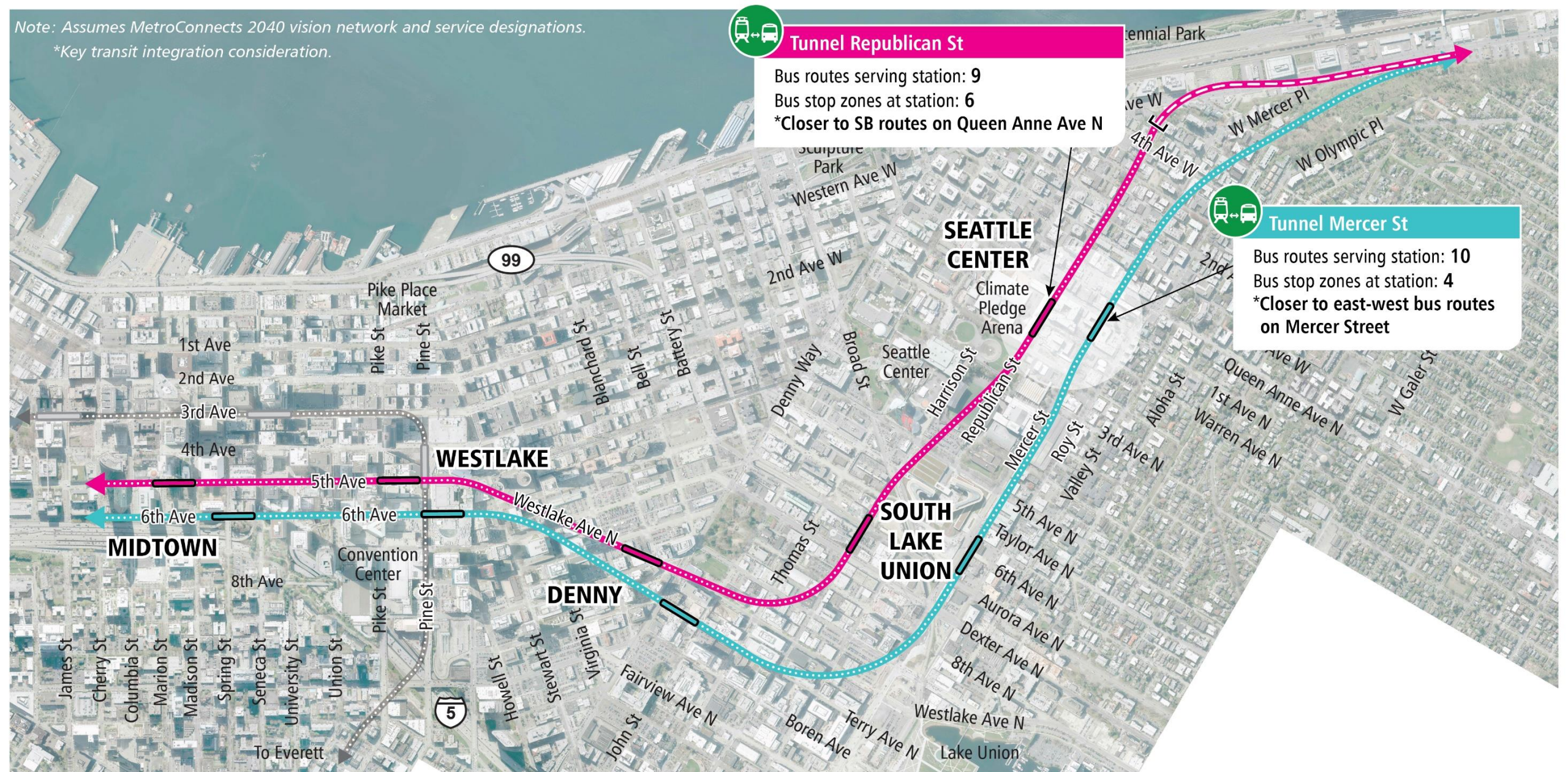
Tunnel Republican St

Bus routes serving station: 9
Bus stop zones at station: 6
*Closer to SB routes on Queen Anne Ave N



Tunnel Mercer St

Bus routes serving station: 10
Bus stop zones at station: 4
*Closer to east-west bus routes on Mercer Street



Note: Assumes MetroConnects 2040 vision network and service designations.

*Key transit integration consideration.



Tunnel Republican St

Bus routes serving station: 9
Bus stop zones at station: 6
*Closer to SB routes on Queen Anne Ave N



Tunnel Republican St

Bus routes serving station: 9
Bus stop zones at station: 6
*Direct connection to E Line and east-west routes on Harrison St



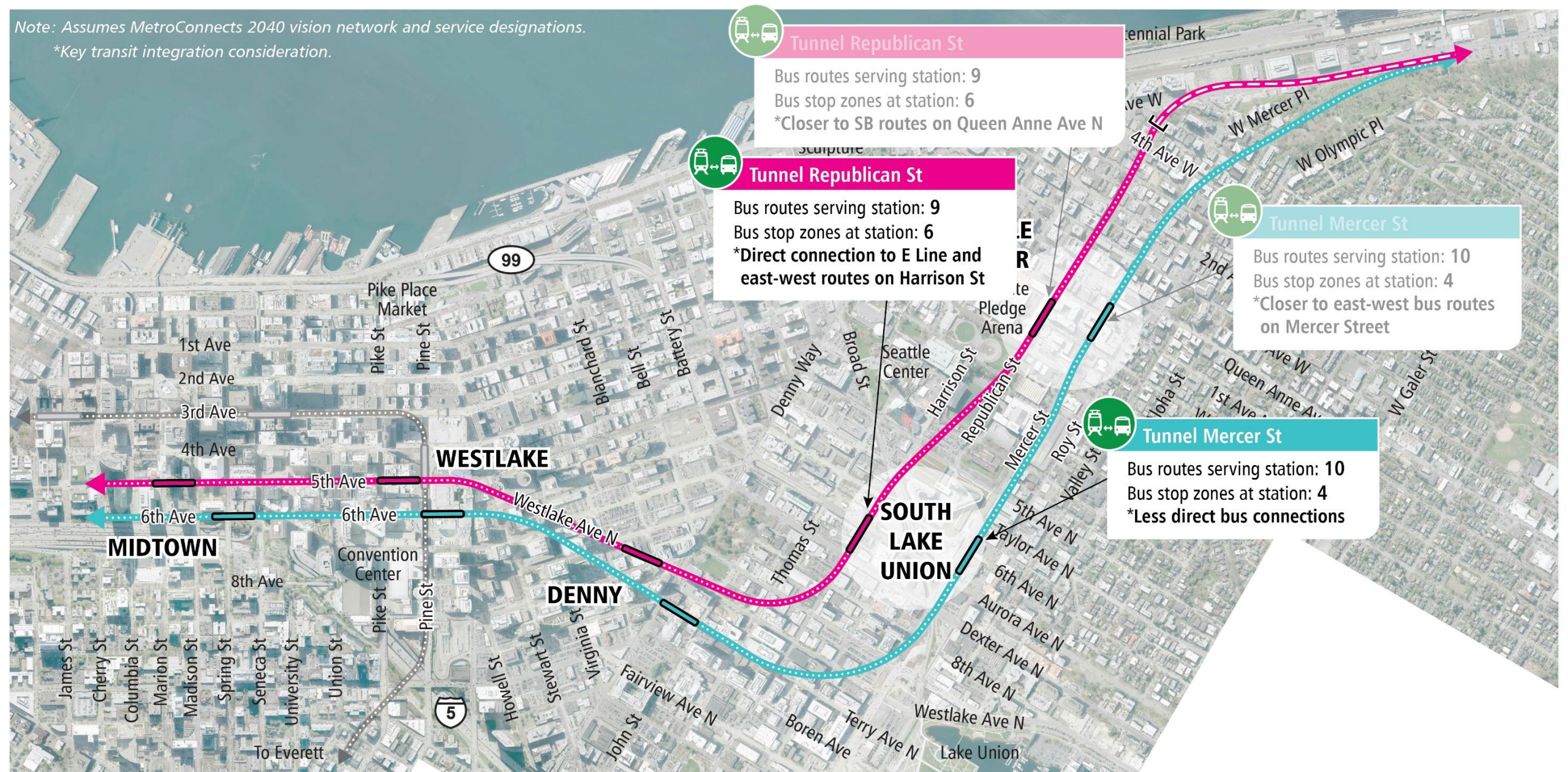
Tunnel Mercer St

Bus routes serving station: 10
Bus stop zones at station: 4
*Closer to east-west bus routes on Mercer Street



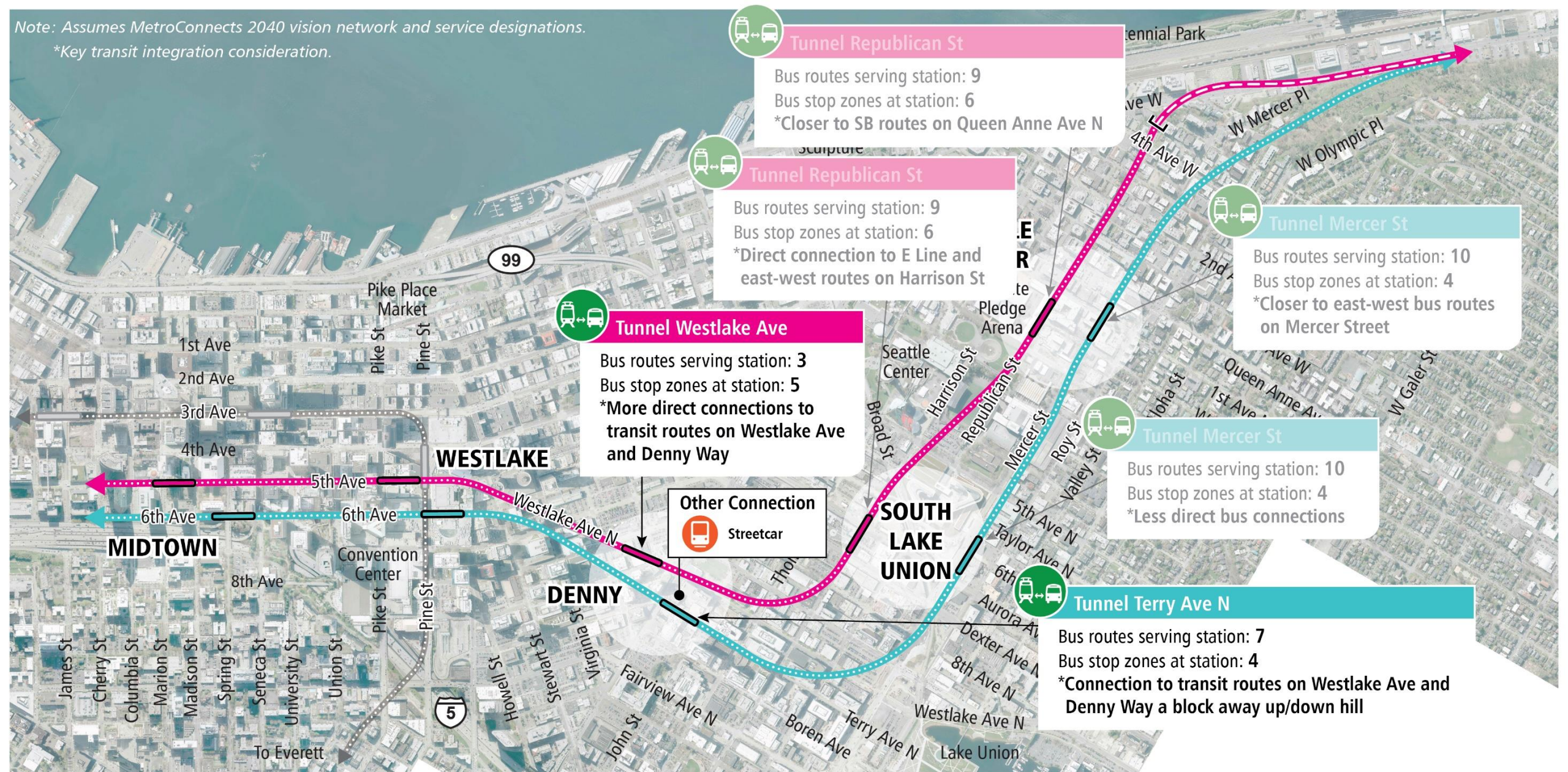
Tunnel Mercer St

Bus routes serving station: 10
Bus stop zones at station: 4
*Less direct bus connections



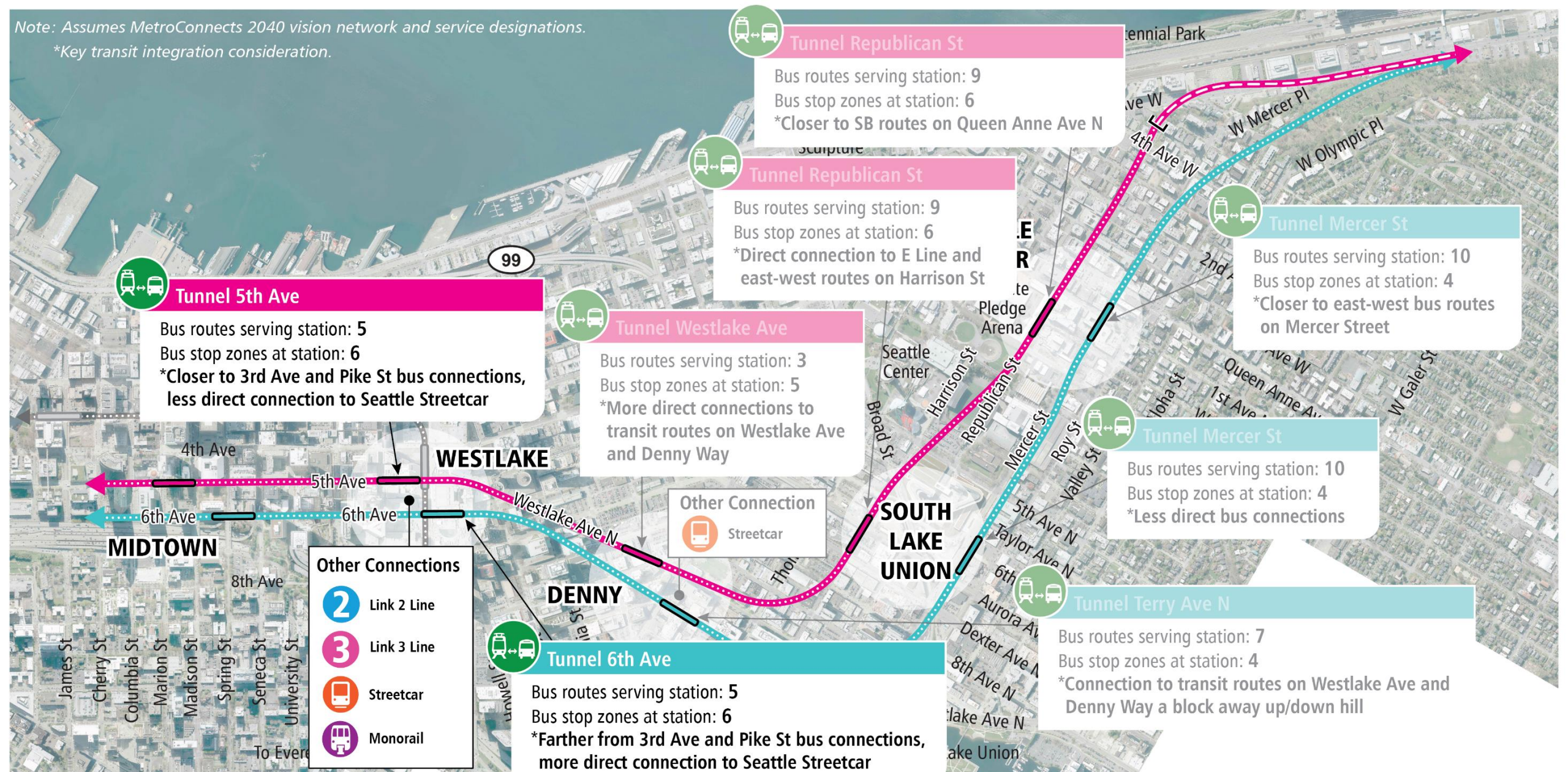
Note: Assumes MetroConnects 2040 vision network and service designations.

*Key transit integration consideration.



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*Key transit integration consideration.



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*Key transit integration consideration.

Tunnel 5th Ave

Bus routes serving station: 2
 Bus stop zones at station: 2
 *More direct connection to RapidRide G Line, closer to 3rd Ave bus corridor

Tunnel 5th Ave

Bus routes serving station: 5
 Bus stop zones at station: 6
 *Closer to 3rd Ave and Pike St bus connections, less direct connection to Seattle Streetcar

Tunnel 6th Ave

Bus routes serving station: 2
 Bus stop zones at station: 2
 *Less direct connection to RapidRide G Line, farther from 3rd Ave bus corridor

Other Connections

- 2 Link 2 Line
- 3 Link 3 Line
- S Streetcar
- M Monorail

Tunnel Westlake Ave

Bus routes serving station: 3
 Bus stop zones at station: 5
 *More direct connections to transit routes on Westlake Ave and Denny Way

Tunnel 6th Ave

Bus routes serving station: 5
 Bus stop zones at station: 6
 *Farther from 3rd Ave and Pike St bus connections, more direct connection to Seattle Streetcar

Tunnel Republican St

Bus routes serving station: 9
 Bus stop zones at station: 6
 *Closer to SB routes on Queen Anne Ave N

Tunnel Republican St

Bus routes serving station: 9
 Bus stop zones at station: 6
 *Direct connection to E Line and east-west routes on Harrison St

Tunnel Mercer St

Bus routes serving station: 10
 Bus stop zones at station: 4
 *Closer to east-west bus routes on Mercer Street

Tunnel Mercer St

Bus routes serving station: 10
 Bus stop zones at station: 4
 *Less direct bus connections

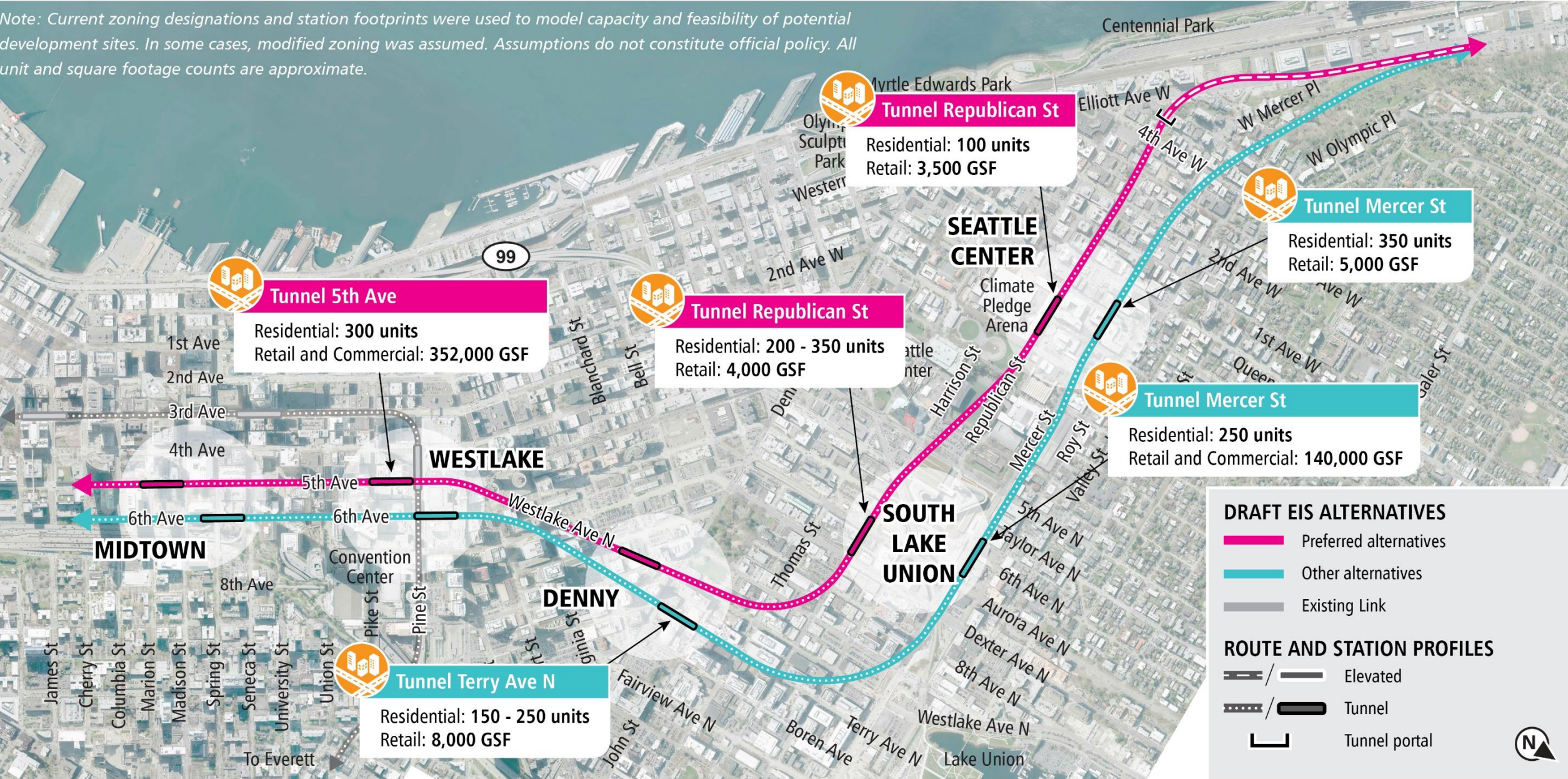
Tunnel Terry Ave N

Bus routes serving station: 7
 Bus stop zones at station: 4
 *Connection to transit routes on Westlake Ave and Denny Way a block away up/down hill

Other Connection

- S Streetcar

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

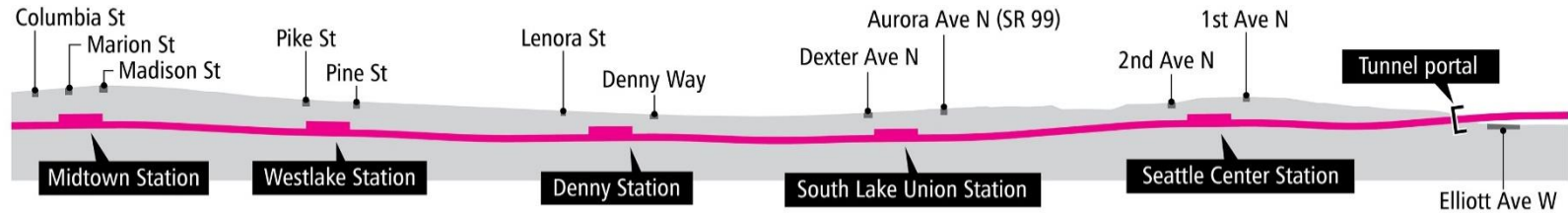
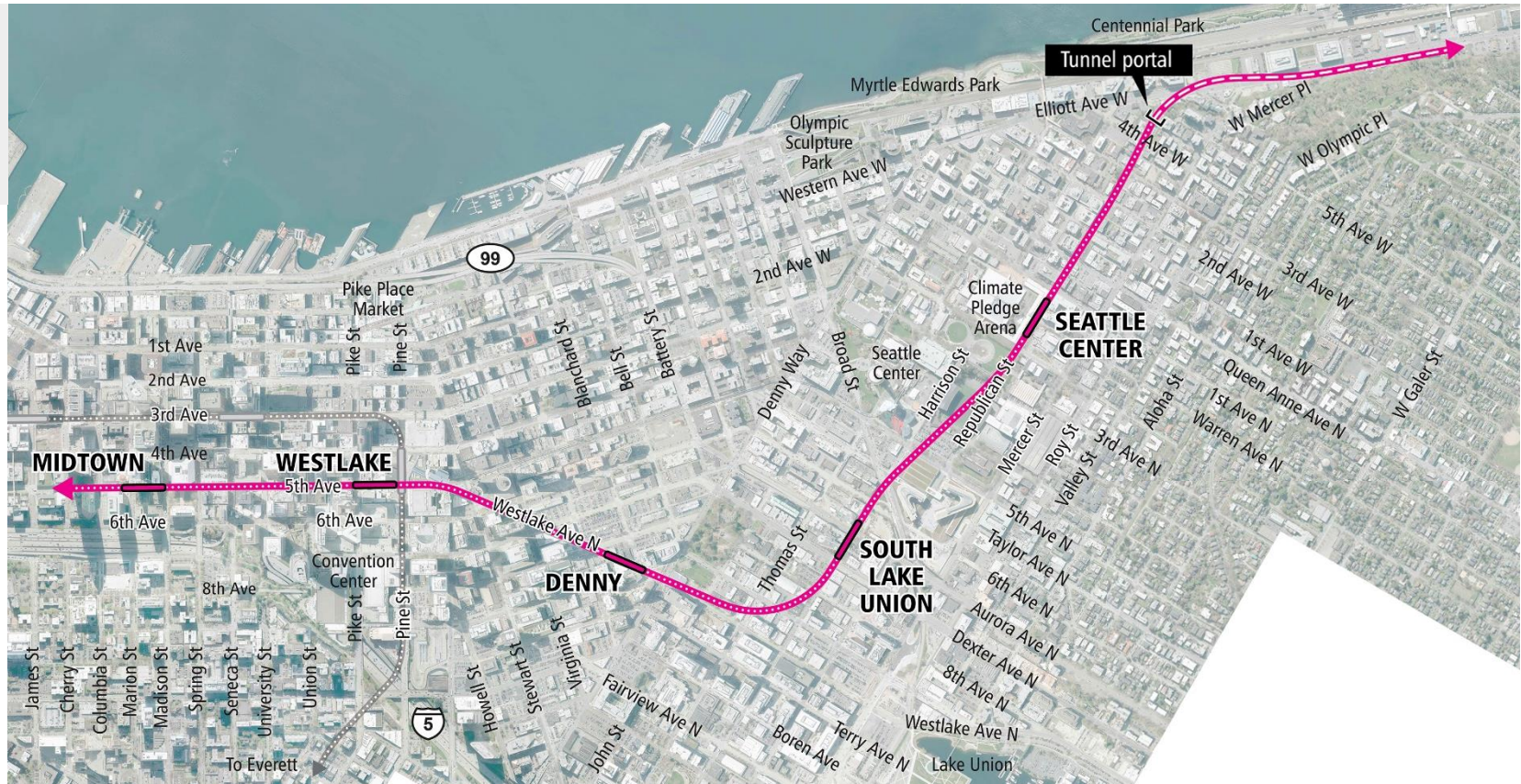
5th/Harrison

DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Other alternatives
- █ Existing Link

ROUTE AND STATION PROFILES

- / Elevated
- / Tunnel
- Tunnel portal



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

5th/Harrison

Project cost
(2019\$ in billions) **\$4.7-4.9B**

Residential displacements **26 units**

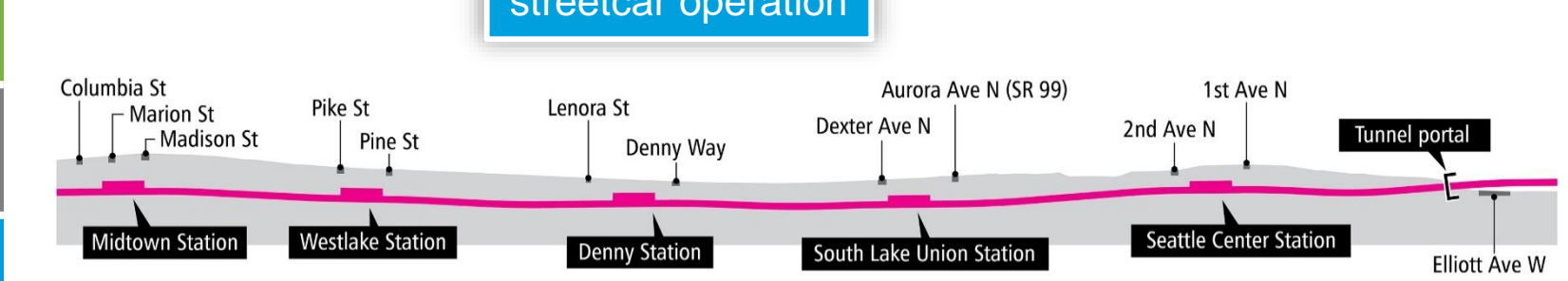
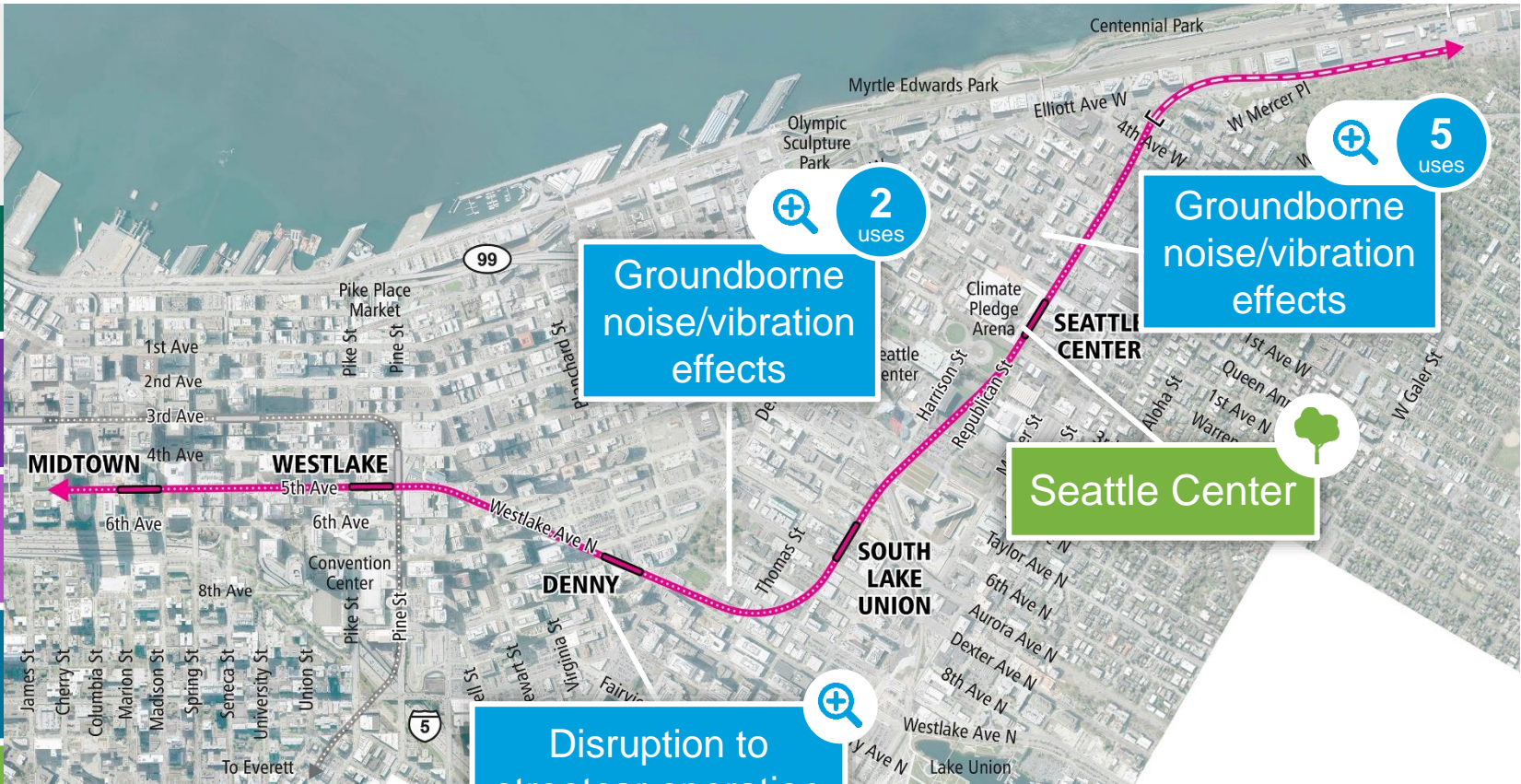
Business displacements **44 to 46**

Historic property effects **3 properties**

Park effects (permanent) **0.4 acre**

Traffic effects (full closures) **5 to 8 roadways**

Other considerations



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***Other Draft EIS
alternatives***

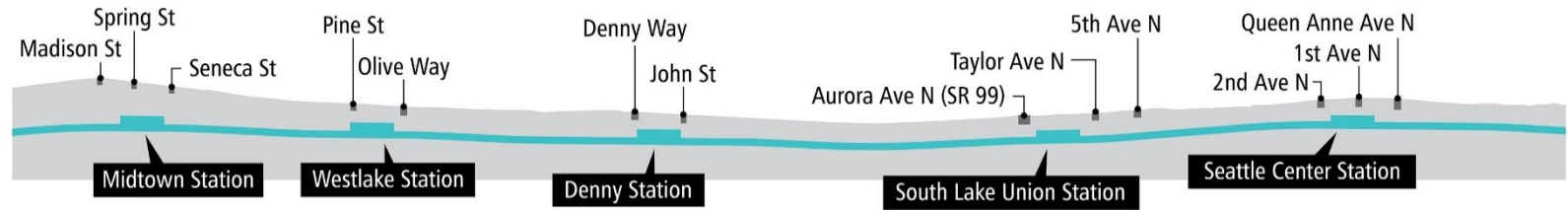
6th/Mercer

DRAFT EIS ALTERNATIVES

- Preferred alternatives
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ROUTE AND STATION PROFILES

- / Elevated
- / Tunnel
- Tunnel portal



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6th/Mercer

Project cost
(2019\$ in billions) **\$4.9-5.0B**

Residential displacements **167 units**

Business displacements **47**

Historic property effects **9 properties**

Park effects (permanent) **0.6 acre**







Traffic effects (full closures) **4 roadways**

Other considerations

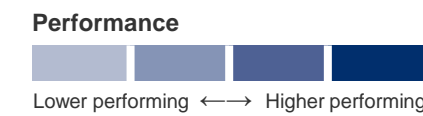


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Summary

	5th/Harrison	6th/Mercer
Project cost  (2019\$ in dollars)	\$4.7-4.9B	\$4.9-5.0B
Residential displacements 	26 units	167 units
Business displacements 	44 to 46	47
Historic properties effects 	3	9
Park effects  (permanent)	1 park (0.4 acres)	2 parks (0.6 acres)
Traffic effects  (full closures)	5 to 8 roadways	4 roadways
Other considerations 	<p>Construction groundborne noise/vibration effects</p> <ul style="list-style-type: none"> • 2 sensitive uses in South Lake Union • 5 sensitive uses in Seattle Center <p>Disruption to Streetcar operation during construction (Westlake Ave)</p> <p>Connects to all CID alternatives</p> <p>Connects to both Galer Street Station (preferred) and Prospect Street Stations in South Interbay</p>	<p>Construction groundborne noise/vibration effects</p> <ul style="list-style-type: none"> • 4 sensitive uses in South Lake Union • 4 sensitive uses in Seattle Center <p>Disruption to Streetcar operation during construction (Terry/Thomas)</p> <p>Connects only to CID shallow alternatives</p> <p>Connects only to Prospect Street Station in South Interbay</p>

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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West Seattle and Ballard Link Extensions City of Seattle DEIS Review

Community Advisory Group Meetings | February 2022

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:

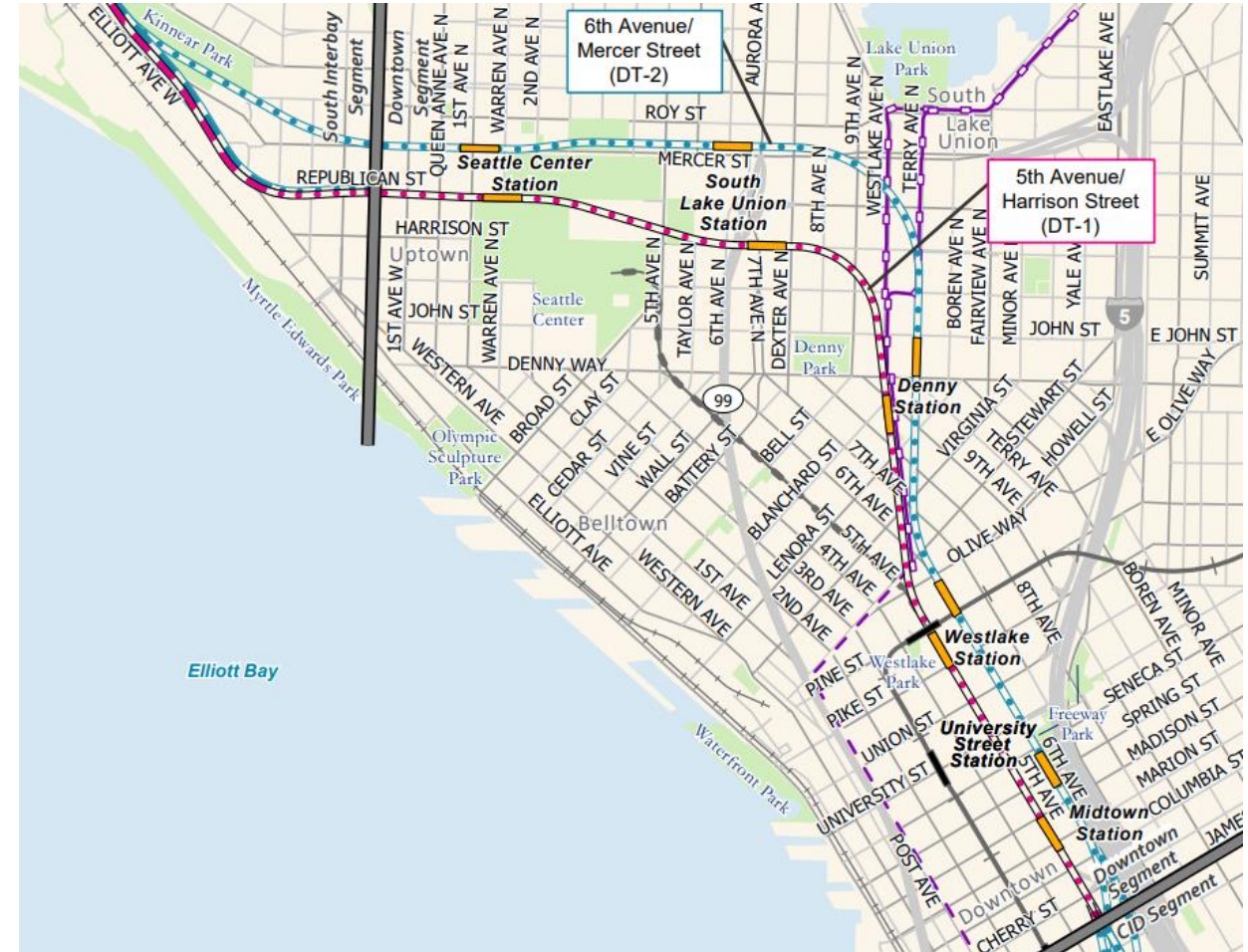
1. Does the DEIS demonstrate compliance with City Codes/Director's Rules?
2. Does the DEIS identify and evaluate project impacts and include adequate mitigation?
3. Does the DEIS meaningfully compare alternatives?

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?

Downtown Segment Sample Issues

- **Code compliance examples:**
Landmarks; Noise regulations; Fire, building, and ADA codes
- **Impacts and mitigation examples:**
Construction impacts to roadways and transit; Business displacements and relocations; Utility relocations; Impacts to City facilities and structures





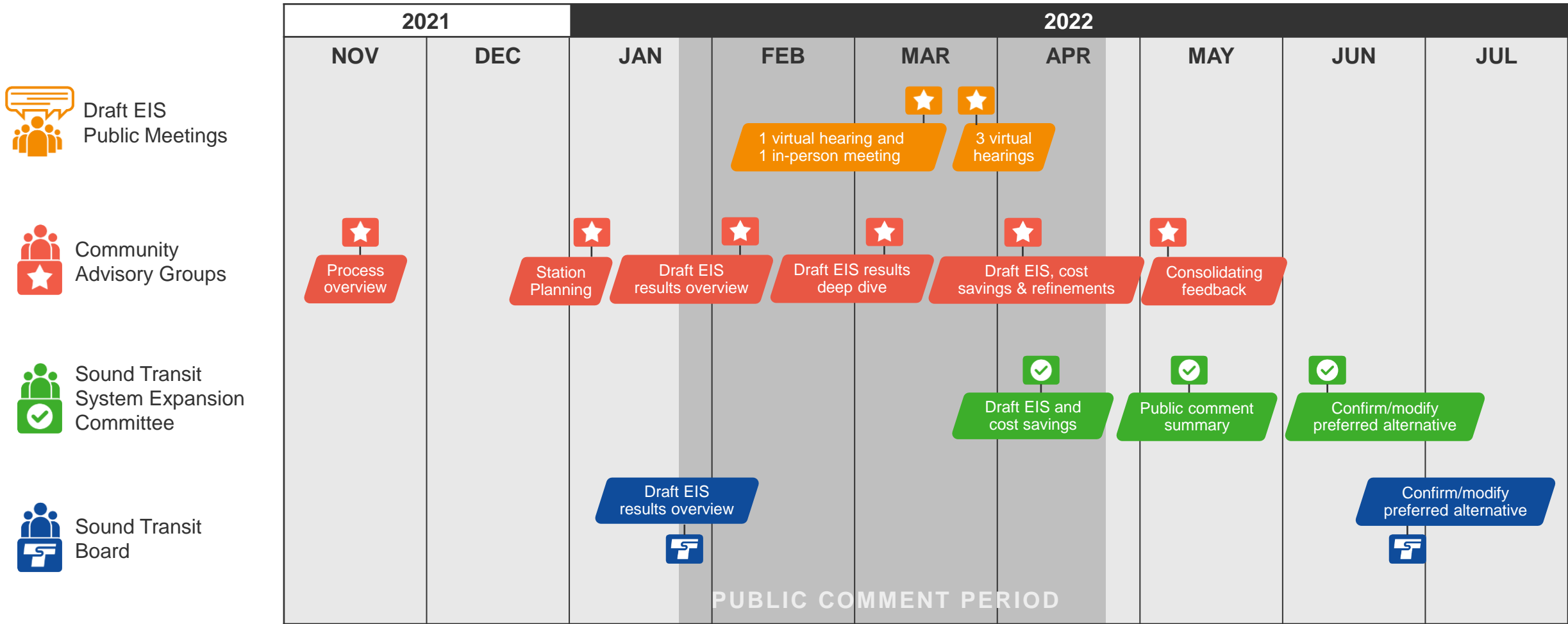
Additional questions please contact
Jesseca Brand, *Neighborhoods*
Jesseca.Brand@Seattle.gov

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Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



Community Advisory Groups

Draft EIS results overview



Interbay/Ballard Community Advisory Group

Wednesday, February 2, 2022 from 5pm to 7pm

Downtown Community Advisory Group

Thursday, February 3, 2022 from 5pm to 7pm

West Seattle/Duwamish Community Advisory Group

Tuesday, February 8, 2022 from 5pm to 7pm

CID/SODO Community Advisory Group

Wednesday, February 9, 2022 from 5pm to 7pm


Advisory group meetings are livestreamed and recorded.

For more information and meeting links, visit: wsblink.participate.online

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



The screenshot shows the top portion of the Sound Transit website. At the top, there is a navigation bar with the Sound Transit logo and a language selection dropdown menu. Below this, the main header features the project name "West Seattle and Ballard Link Extensions" and the comment period "Jan. 28-April 28, 2022". A secondary navigation bar includes links for "Welcome", "Overview", "Draft EIS", "Comment now", "Stations", "Advisory groups", and "Property owners". The main content area is titled "Welcome" and contains a headline: "The results are in - review the environmental analysis now!". Below the headline, there is a paragraph of text and a list of bullet points. To the right of the main text is a sidebar titled "About the project" with a paragraph of text. At the bottom of the screenshot, there is a photograph of a woman writing on a whiteboard.

WELCOME

The results are in - review the environmental analysis now!

The [West Seattle and Ballard Link Extensions \(WSBLE\)](#) project is in the formal public comment period for the Draft Environmental Impact Statement (EIS). This is an especially important time to get involved and tell us what you think!

Share your thoughts by April 28, 2022

- Since May 2019, we have been studying [multiple light rail routes and station locations \(called alternatives\)](#) and conducting an environmental review of the project.
- This analysis is now available for review and public comment. We are accepting [comments](#) on the Draft EIS until April 28, 2022. This comment period is an important opportunity to help shape how light rail fits in your community.
- After reviewing the Draft EIS and the comments from agency partners and the public, the Sound Transit Board will confirm or modify the **preferred alternative** and station locations. Your input is an essential element the Board will use to understand community priorities.
- Responses to Draft EIS comments will be included in the Final EIS, scheduled to be published in 2023. The Sound Transit Board will then select the project to be built and the Federal Transit Administration (FTA) will release a Record of Decision.


About the project

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region. In addition, a new downtown Seattle light rail tunnel will provide capacity for the entire regional system to operate efficiently. These two separate Link extensions are part of the regional transit system expansion approved by voters in November 2016.

New to the project and looking for more background? Visit the [project overview](#) to get up to speed.

What is the Draft EIS?

A Draft Environmental Impact Statement (EIS) is an environmental review document that outlines the possible routes and station locations under consideration – collectively called “alternatives.” It will help Sound Transit, our partner agencies, the public and other decision-makers understand the



 *wsblink.participate.online*

 **SOUNDTRANSIT**

