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.
Closed Caption
Introductions

Please share briefly:

1) Your name and pronouns

2) What do you do when you are not at a community advisory group meeting?
Welcome and introductions

Community Engagement and Collaboration

Follow up from January meeting

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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

Publish Draft EIS
Friday, January 28th

Collect public feedback
Comment period ends April 28th
Community engagement and collaboration

Draft Environmental Impact Statement (EIS)

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<td>NOV</td>
<td>Draft EIS Public Meetings</td>
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<td>DEC</td>
<td>Process overview</td>
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<td>JAN</td>
<td>Station Planning</td>
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<td>FEB</td>
<td>Draft EIS results overview</td>
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<td>1 virtual hearing and 1 in-person meeting</td>
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<td>MAR</td>
<td>Draft EIS results deep dive</td>
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<td>3 virtual hearings</td>
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<td>APR</td>
<td>Draft EIS, cost savings &amp; refinements</td>
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<td>MAY</td>
<td>Consolidating feedback</td>
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<td>JUN</td>
<td>Draft EIS and cost savings</td>
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<tr>
<td>JUL</td>
<td>Public comment summary</td>
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<td></td>
<td>Confirm/modify preferred alternative</td>
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PUBLIC COMMENT PERIOD

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

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

Online open house: wsblink.participate.online
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.

Sound Transit

- 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.
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Westlake Station Transfer
Tunnel 5th Ave Station

Cross-Section Looking North

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

Westlake DT-1 Key features and cross-section
Cross-Section Looking North

Transfer pathway to/from Tacoma

Transfer pathway to/from Ballard

West Seattle, Redmond

Everett, Northgate

Tacoma

Ballard

Transfer pathway to/from West Seattle, Redmond

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

- Existing Westlake station
- North entrance
- South entrance
- West entrance

Transfer pathway to/from
- West Seattle, Redmond: 4 min
- Everett, Northgate: 3 min
- Ballard
- Underground tunnel
- New concourse beyond
- New platform beyond

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.

Westlake DT-2 Key features and cross-section
Tunnel 6th Ave Station

Cross-Section Looking North

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

Westlake DT-2 Link transfer pathway
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.
Welcome and introductions
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City of Seattle: Engaging in the Draft EIS process
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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
DRAFT EIS ALTERNATIVES

Preferred alternatives
Other alternatives
Existing Link

ROUTE AND STATION PROFILES

/ \ Elevated
| | Tunnel
\ / Tunnel portal

DRAFT EIS alternatives Downtown
Ridership (2042) - Downtown

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

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

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%

Ridership (in 2042) - Principal mode of access: Walk - 68%
Ridership (2042) - Downtown

- **Tunnel 5th Ave**
  - Ridership (2042) - Average Daily Boardings: 74,000
  - Principal mode of access: Walk - 67%

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

- **Tunnel 6th Ave**
  - Ridership (2042) - Average Daily Boardings: 77,600
  - Principal mode of access: Walk - 67%

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

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

- **Tunnel Terry Ave N**
  - Ridership (2042) - Average Daily Boardings: 12,000
  - Principal mode of access: Walk - 78%
Transit Integration Downtown

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

*Direct connection to E Line and east-west routes on Harrison St

*Less direct bus connections
Transit Integration: Downtown

- 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 Republican St
  - Bus routes serving station: 9
  - Bus stop zones at station: 6
  - "Closer to SB routes on Queen Anne Ave N"

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

- 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"

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
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

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
6th/Mercer

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES
- Elevated
- Tunnel
- Tunnel portal

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Other DEIS alternative Downtown

SoundTransit
6th/Mercer

- **Project cost**: $(4.9-5.0B)
- **Temporary residential displacements**: 126 units
- **Residential displacements**: 167 units
- **Business displacements**: 47 units
- **Historic property effects**: 9 properties
- **Park effects**: 0.6 acre
- **Traffic effects**: 4 roadways

**Disruption to streetcar operation**

**Naramore Fountain Park, Freeway Park**

**Groundborne noise/vibration 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 DEIS alternative Downtown
<table>
<thead>
<tr>
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<th>5th/Harrison</th>
<th>6th/Mercer</th>
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<tr>
<td><strong>Project cost</strong></td>
<td>$4.7-4.9B</td>
<td>$4.9-5.0B</td>
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<tr>
<td><strong>Residential displacements</strong></td>
<td>26 units</td>
<td>167 units</td>
</tr>
<tr>
<td><strong>Business displacements</strong></td>
<td>44 to 46</td>
<td>47</td>
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<tr>
<td><strong>Historic properties effects</strong></td>
<td>3</td>
<td>9</td>
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<tr>
<td><strong>Park effects</strong></td>
<td>1 park (0.4 acres)</td>
<td>2 parks (0.6 acres)</td>
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<tr>
<td><strong>Traffic effects</strong></td>
<td>5 to 8 roadways</td>
<td>4 roadways</td>
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<td><strong>Other considerations</strong></td>
<td>Construction groundborne noise/vibration effects • 2 sensitive uses in South Lake Union • 5 sensitive uses in Seattle Center</td>
<td>Construction groundborne noise/vibration effects • 4 sensitive uses in South Lake Union • 4 sensitive uses in Seattle Center</td>
</tr>
<tr>
<td></td>
<td>Disruption to Streetcar operation during construction (Westlake Ave)</td>
<td>Disruption to Streetcar operation during construction (Terry/Thomas)</td>
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<td>Connects to all CID alternatives</td>
<td>Connects only to CID shallow alternatives</td>
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<td>Connects to both Galer Street Station (preferred) and Prospect Street Stations in South Interbay</td>
<td>Connects only to Prospect Street Station in South Interbay</td>
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**Summary Downtown**
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 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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Draft Environmental Impact Statement (EIS)

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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