Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Overview: Interbay/Ballard
- 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.
Mute/Unmute
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

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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

<table>
<thead>
<tr>
<th>2016</th>
<th>VOTER APPROVED</th>
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<td>WE ARE HERE</td>
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<th>2017-2023</th>
<th>PLANNING</th>
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<th>SERVICE STARTS</th>
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<tr>
<td>West Seattle: 2032</td>
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<tr>
<td>Ballard: 2037-2039*</td>
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</table>
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
- Preferred alternative(s) and other EIS alternatives
- Further evaluation
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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<th>2021</th>
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<td>Public Meetings</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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<td>Sound Transit Board</td>
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### Process overview
- Draft EIS results overview
- Station Planning

### Public comment period
- Draft EIS and cost savings
- Public comment summary
- Confirm/modify preferred alternative

### 2022
- Updated February 2022. Meeting dates/topics subject to change.
- Draft EIS, cost savings & refinements
- Consolidating feedback

#### Confirm/modify preferred alternative
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.

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.
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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Draft EIS alternatives

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel
Draft EIS alternatives
South Interbay to Ballard
PM Peak Travel Times (in 2042)

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

PM Peak Transit Reliability (in 2042)

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

DRAFT EIS ALTERNATIVES
- Preferred alternatives
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- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
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- Tunnel
Ridership (2042) - Interbay/Ballard

**All Smith Cove Alternatives**
- Ridership (in 2042) - Average Daily Boardings: 2,600
- Principal mode of access: Walk - 65%

**All Interbay Alternatives**
- Ridership (in 2042) - Average Daily Boardings: 4,200
- Principal mode of access: Bus - 67%

**All Ballard Alternatives**
- Ridership (in 2042) - Average Daily Boardings: 13,100
- Principal mode of access: Bus - 51%
Transit Integration  Interbay/Ballard

Note: Assumes MetroConnects 2040 vision network and service designations.
*Measured by number of peak hour trips serving stops on the same block not requiring street crossings and within 100 feet of a primary station entrance.
TOD Potential Interbay/Ballard

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.
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
South Interbay
Preferred alternative
Galer Street Station/ Central Interbay

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel

SMITH COVE

Tunnel Portal

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

Preferred alternative  South Interbay
### Galer Street Station/ Central Interbay

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
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<tbody>
<tr>
<td><strong>Project cost</strong></td>
<td>$1.3B</td>
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<td>(2019$ in billions)</td>
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<tr>
<td><strong>Residential displacements</strong></td>
<td>174 units</td>
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<tr>
<td><strong>Historic property effects</strong></td>
<td>7 properties</td>
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<tr>
<td><strong>Park effects</strong></td>
<td>3.1 acres</td>
</tr>
<tr>
<td>(permanent)</td>
<td></td>
</tr>
<tr>
<td><strong>Biodiversity effects</strong></td>
<td>&lt;0.1 acre</td>
</tr>
<tr>
<td>(permanent)</td>
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<tr>
<td><strong>Roadway effects</strong></td>
<td>0.4 mile</td>
</tr>
<tr>
<td>(Guideway)</td>
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<tr>
<td><strong>Other considerations</strong></td>
<td></td>
</tr>
</tbody>
</table>

- Construction closures on Elliott
- Left turn restrictions
- Multi-family buildings
- Complex utility relocations
- Interbay recreation facilities

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
Prospect Street Station/15th Avenue

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- Tunnel portal
- At-grade
- Retained cut
- Tunnel

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

Other DEIS alternatives

South Interbay
### Prospect Street Station/15th Avenue

<table>
<thead>
<tr>
<th>Project cost (2019$ in billions)</th>
<th>$1.4-1.5B</th>
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<tbody>
<tr>
<td>Residential displacements</td>
<td>123 units</td>
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<tr>
<td>Historic property effects</td>
<td>8 properties</td>
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<tr>
<td>Park effects (permanent)</td>
<td>0.7 acres</td>
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<tr>
<td>Biodiversity effects (permanent)</td>
<td>3.8 acres</td>
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<tr>
<td>Roadway effects (Guideway)</td>
<td>1.0 mile</td>
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</tbody>
</table>

#### Other considerations
- Construction closures on Elliott
- Left turn restrictions
- Steep slopes
- Complex utility relocations
- SW Queen Anne greenbelt
- Multi-family buildings
- Kinnear Park

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.
Prospect Street Station/ Central Interbay

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
### Prospect Street Station/ Central Interbay

<table>
<thead>
<tr>
<th>Project cost (2019$ in billions)</th>
<th><strong>$1.5-1.6B</strong></th>
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<tbody>
<tr>
<td>Residential displacements</td>
<td><strong>5 units</strong></td>
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<td>Historic property effects</td>
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<td>Park effects (permanent)</td>
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<td>Biodiversity effects (permanent)</td>
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<tr>
<td>Roadway effects (Guideway)</td>
<td><strong>0.1 mile</strong></td>
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</tbody>
</table>

| Other considerations             | ![Diagram](https://via.placeholder.com/150) |

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## South Interbay Summary

<table>
<thead>
<tr>
<th></th>
<th>Galer Street Station/ Central Interbay</th>
<th>Prospect Street Station/ 15th Avenue</th>
<th>Prospect Street Station/ Central Interbay</th>
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<td><strong>Project cost</strong> (2019$ in billions)</td>
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<td>$1.5-1.6B</td>
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<tr>
<td><strong>Residential displacements</strong></td>
<td>174 units</td>
<td>123 units</td>
<td>5 units</td>
</tr>
<tr>
<td><strong>Historic properties effects</strong></td>
<td>7</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td><strong>Park effects</strong> (Permanent)</td>
<td>3.1 acres</td>
<td>0.7 acres</td>
<td>4.0 acres</td>
</tr>
<tr>
<td><strong>Biodiversity effects</strong> (Permanent)</td>
<td>&lt;0.1 acre</td>
<td>3.8 acres</td>
<td>5.5 acres</td>
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<tr>
<td><strong>Roadway effects</strong> (Guideway)</td>
<td>0.4 mile</td>
<td>1.0 mile</td>
<td>0.1 mile</td>
</tr>
<tr>
<td><strong>Other considerations</strong></td>
<td></td>
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*Queen Anne hillside steep slopes*

The above information is for illustration only. Please refer to DEIS for further detail.
Interbay/Ballard
Preferred alternative
Elevated 14th Avenue

Project cost (2019$ in billions) $1.5-1.6B

Residential displacements 105 units

Historic property effects 7 properties

Employee displacements 610

In-water effects (Permanent) 1.2 acre

Other considerations

Multi-family buildings

Maritime business displacements

Navigation

Tribal fishing treaty rights

Boat ramp and stormwater outfall relocation

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail.
Preferred alternative with third-party funding
Tunnel 14th Avenue

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
Tunnel 14th Avenue

- **Project cost (2019$ in billions)**: $1.5B
- **Residential displacements**: 14 units
- **Historic property effects**: 4 properties
- **Employee displacements**: 380
- **In-water effects (Permanent)**: none
- **Other considerations**:

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Tunnel 15th Avenue Station Option

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel portal

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
Preferred alt. 3rd party funding Interbay/Ballard

Tunnel 15th Avenue Station Option

- Project cost (2019$ in billions): **$1.7B**
- Residential displacements: **21 units**
- Historic property effects: **3 properties**
- Employee displacements: **370**
- In-water effects (Permanent): **none**
- Other considerations

Construction closures on 15th

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
Elevated 14th Avenue Option (from Prospect/15th)

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
Elevated 14th Avenue Option (from Prospect/15th)

- **Project cost (2019$ in billions)**: $1.6B
- **Residential displacements**: 151 units
- **Historic property effects**: 7 properties
- **Employee displacements**: 400
- **In-water effects (Permanent)**: 1.2 acre
- **Other considerations**: Tribal fishing treaty rights, Multi-family buildings, Maritime business displacements, Boat ramp and stormwater outfall relocation

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Elevated 15th Avenue

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel portal
- Tunnel

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

Other DEIS alternatives Interbay/Ballard
Elevated 15th Avenue

Project cost (2019$ in billions) $1.5B

Residential displacements 25 units

Historic property effects 10 properties

Employee displacements 620

In-water effects (Permanent) 0.8 acre

Other considerations

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<table>
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<th>Elevated 14th Avenue</th>
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<td>151 units</td>
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<tr>
<td><strong>In-water effects</strong></td>
<td>1.2 acre</td>
<td>none</td>
<td>none</td>
<td>1.2 acre</td>
<td>0.8 acre</td>
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<tr>
<td><strong>(Permanent)</strong></td>
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<tr>
<td><strong>Other considerations</strong></td>
<td>Maritime business displacements</td>
<td>Construction closures on 15th</td>
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Discussion: Hearing from CAG members

Questions? Initial reflections?
Discussion: Hearing from CAG members

What would you like to understand better as you compare alternatives?
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- Community Engagement and Collaboration
- Draft EIS Results Overview: Interbay/Ballard
- *City of Seattle: Engaging in the Draft EIS process*
- Next steps, next meeting and online open house
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?
South Interbay Segment
Sample Issues

• **Code compliance examples:**
  Queen Anne slope stabilization; Noise regulations

• **Impacts and mitigation examples:**
  Transportation and aesthetic impacts on Elliott Ave/15th; Business displacement; Utility relocations; Kinnear Park, Queen Anne Greenway
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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<td><strong>Community Advisory Groups</strong></td>
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**PUBLIC COMMENT PERIOD**

Updated February 2022. Meeting dates/topics subject to change.
Upcoming 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
wsblink.participate.online