

West Seattle and Ballard Link Extensions

*Interbay/Ballard
Community Advisory Group*

January 5, 2022



Agenda

- Welcome and introductions
- Station Planning: Background
- Smith Cove Station
- Interbay Station
- Ballard 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 turn your camera on, 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.



You are viewing Chris Johnstone's screen

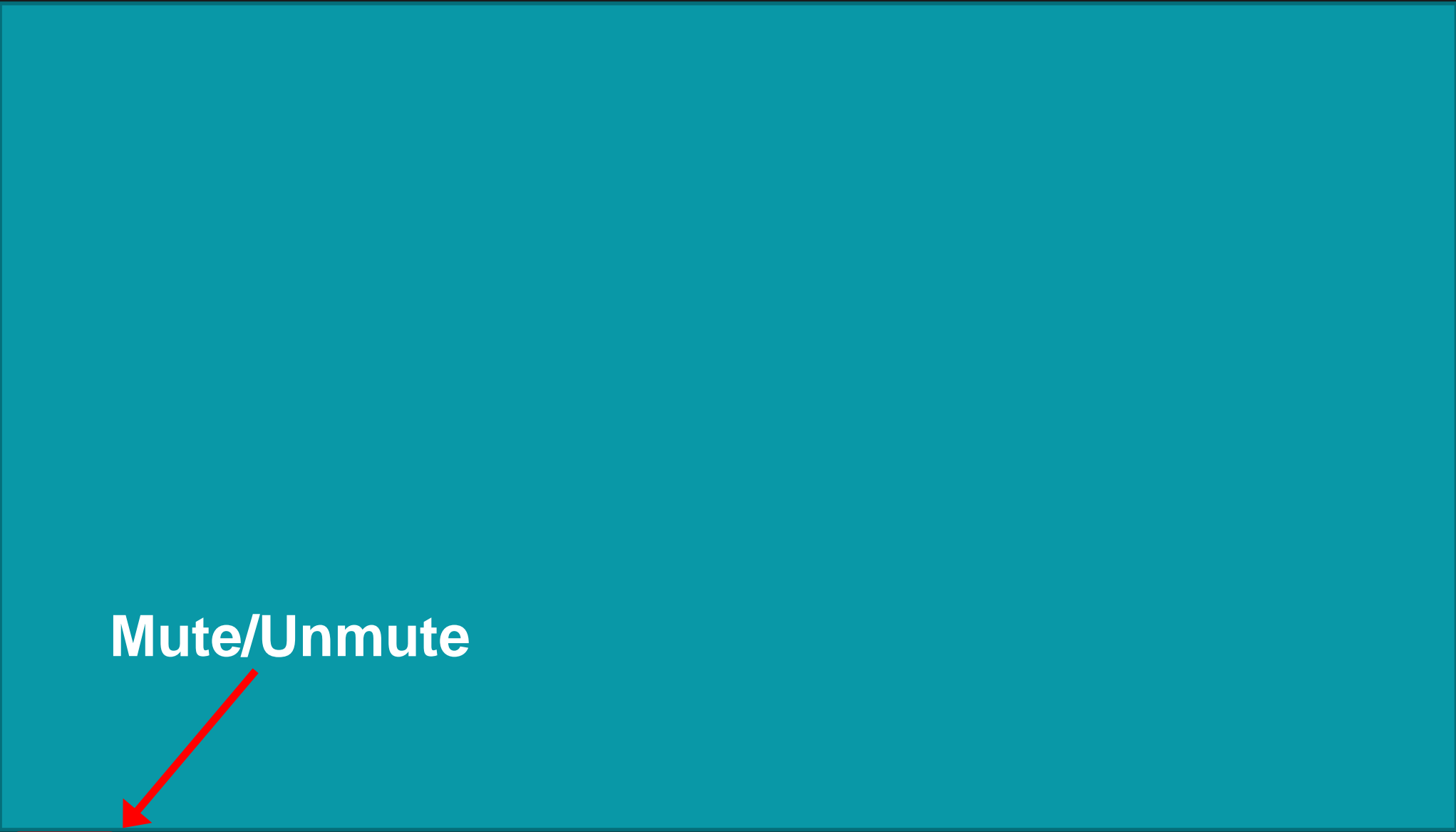
View Options ▾

View



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

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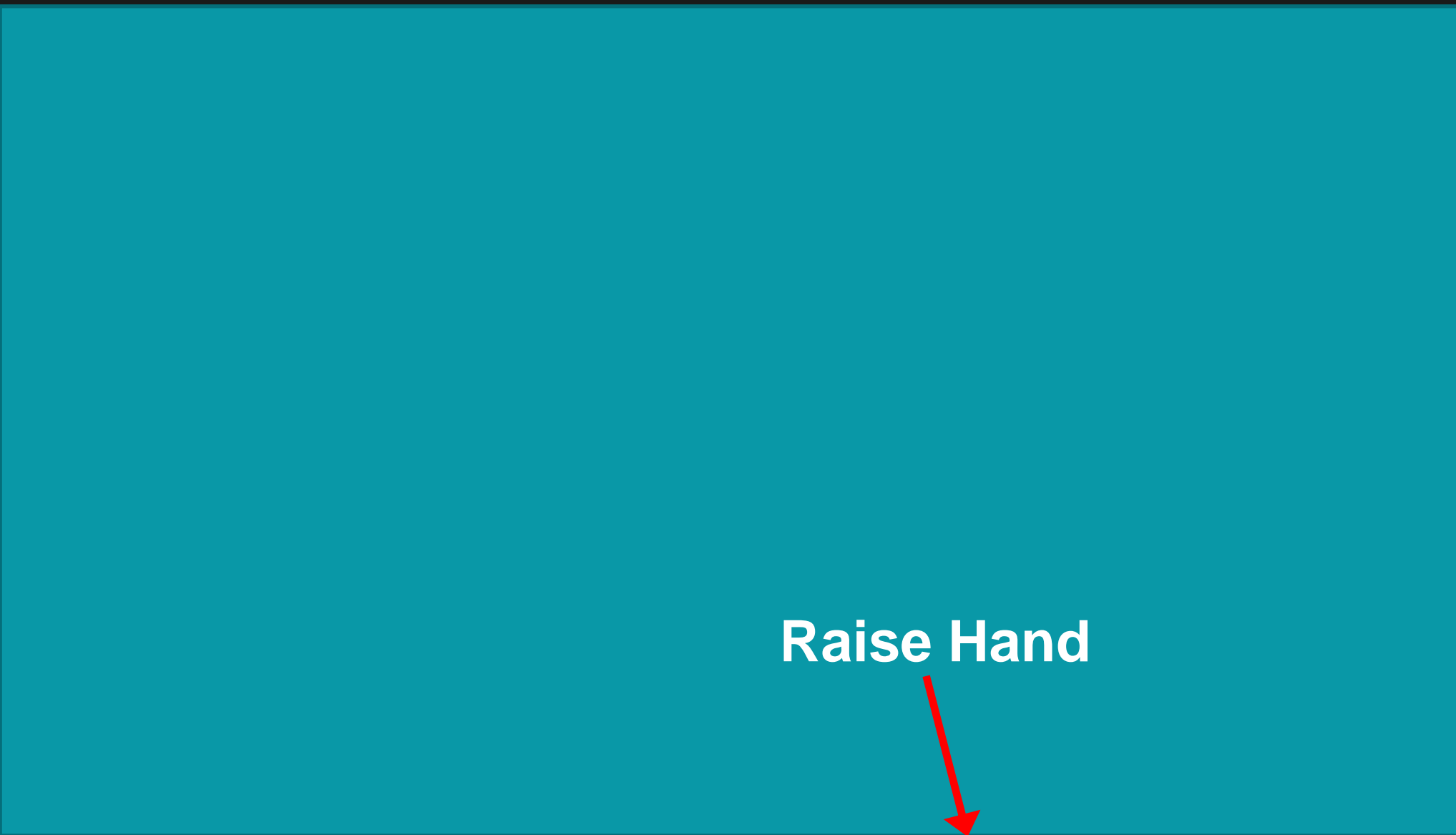


Mute/Unmute



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

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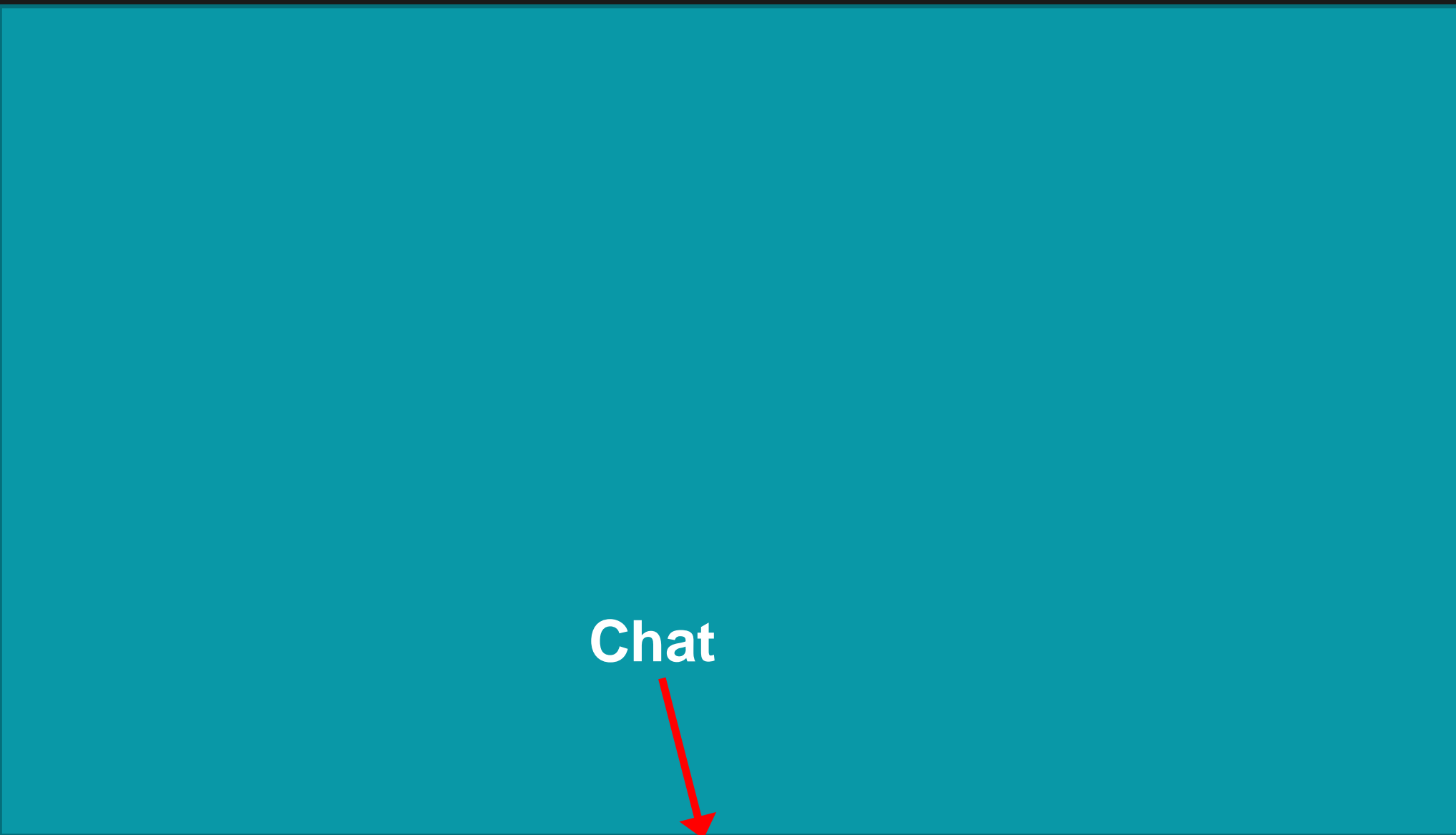


Raise Hand



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

Leave

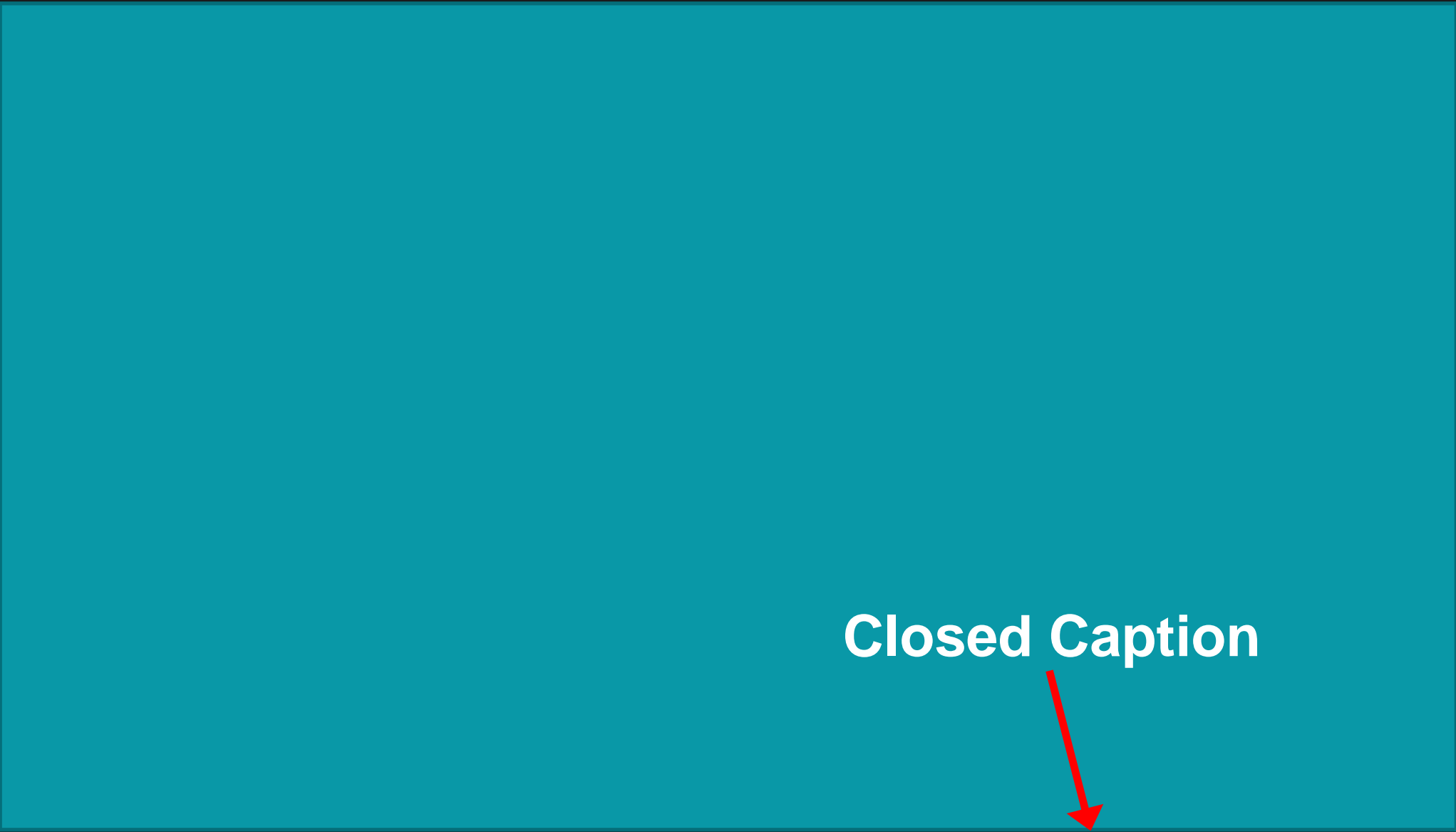


Chat



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

Leave



Closed Caption



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

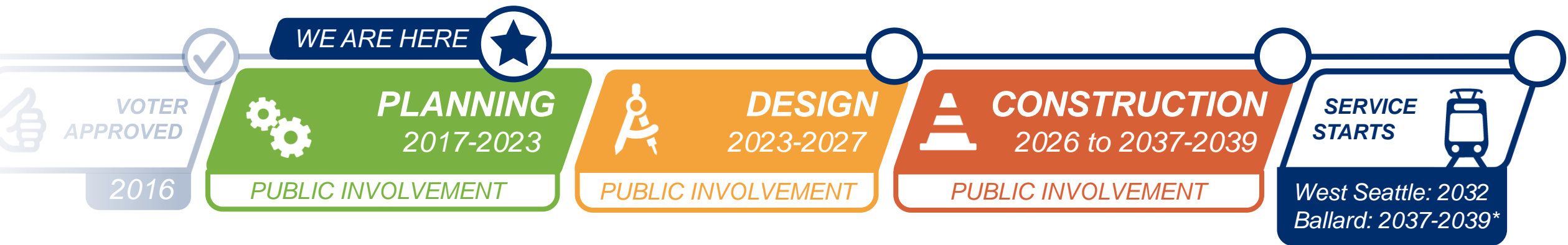
Leave

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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

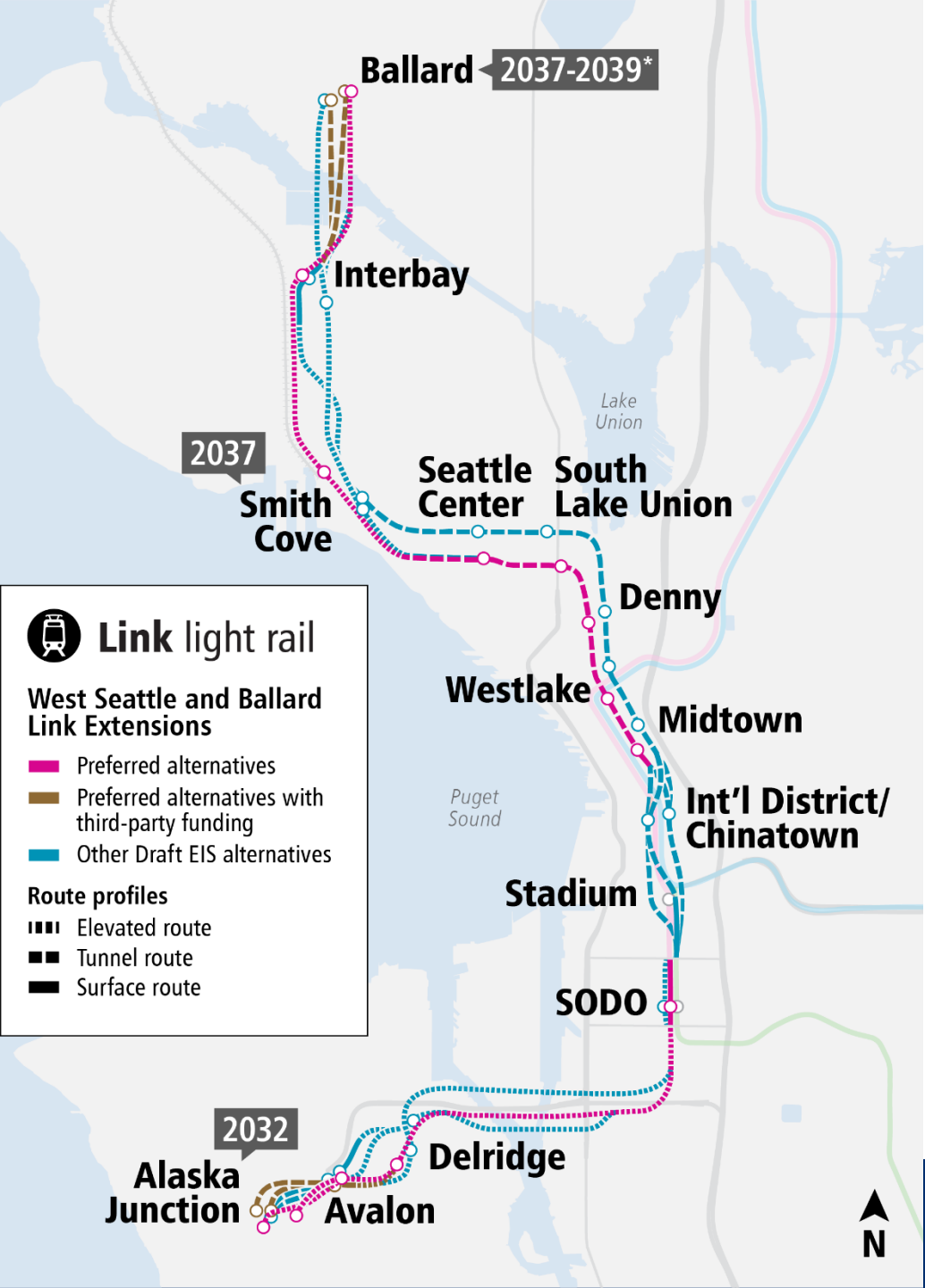
PUBLIC INVOLVEMENT

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.



Community Advisory Groups

Build understanding and common ground around key project decisions.

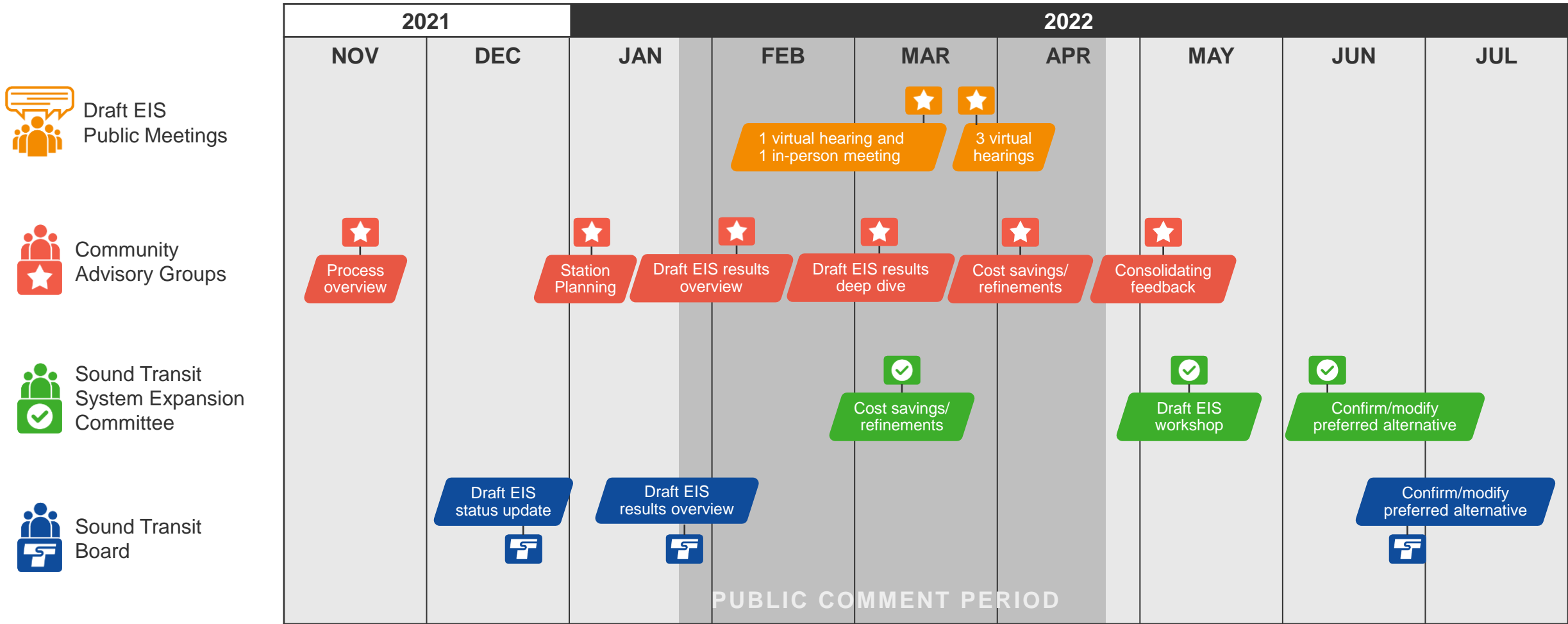
Highlight specific issues and trade-offs as Sound Transit works to deliver a project on the target schedule and within scope.

Share feedback with the Sound Transit Board before they confirm or modify the preferred alternative.



Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



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.

Interbay/Ballard CAG members

Chelsea Reinschmidt

Erick Cruz

G.H. "Hobie" Stebbins

Haley Keller

Hannah Tang

Janis Traven

Jason Bennett

Jennifer Chen

Jerry Wong

Larry Yok

Lorenzo Canales

Mike Stewart

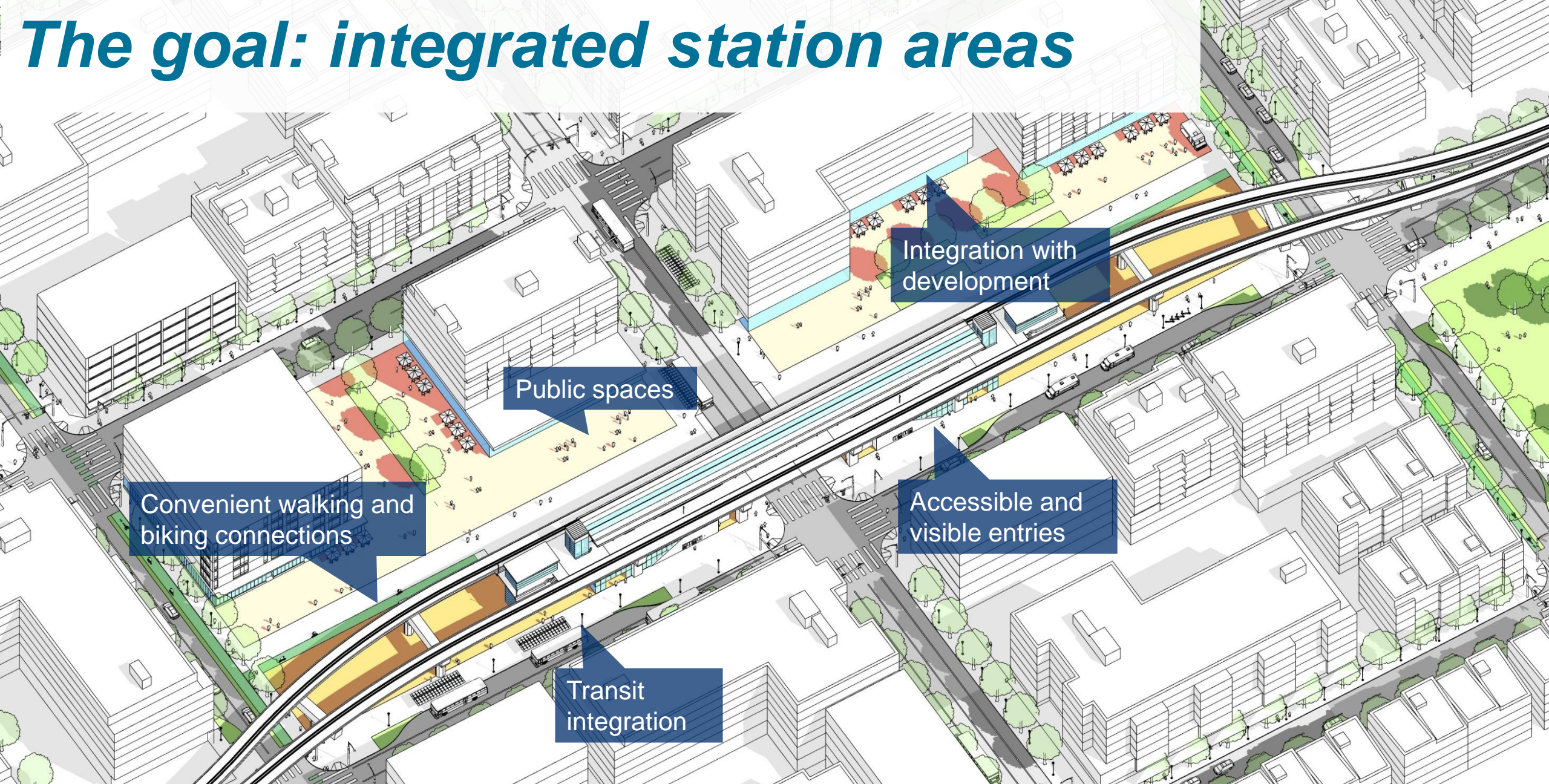
Nathan Dickey

Warren Aakervik

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The goal: integrated station areas



Integration with development

Public spaces

Convenient walking and biking connections

Accessible and visible entries

Transit integration

Co-planning partnership



SOUNDTRANSIT

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

Centering racial equity

&

Co-planning stations with communities



City of Seattle

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

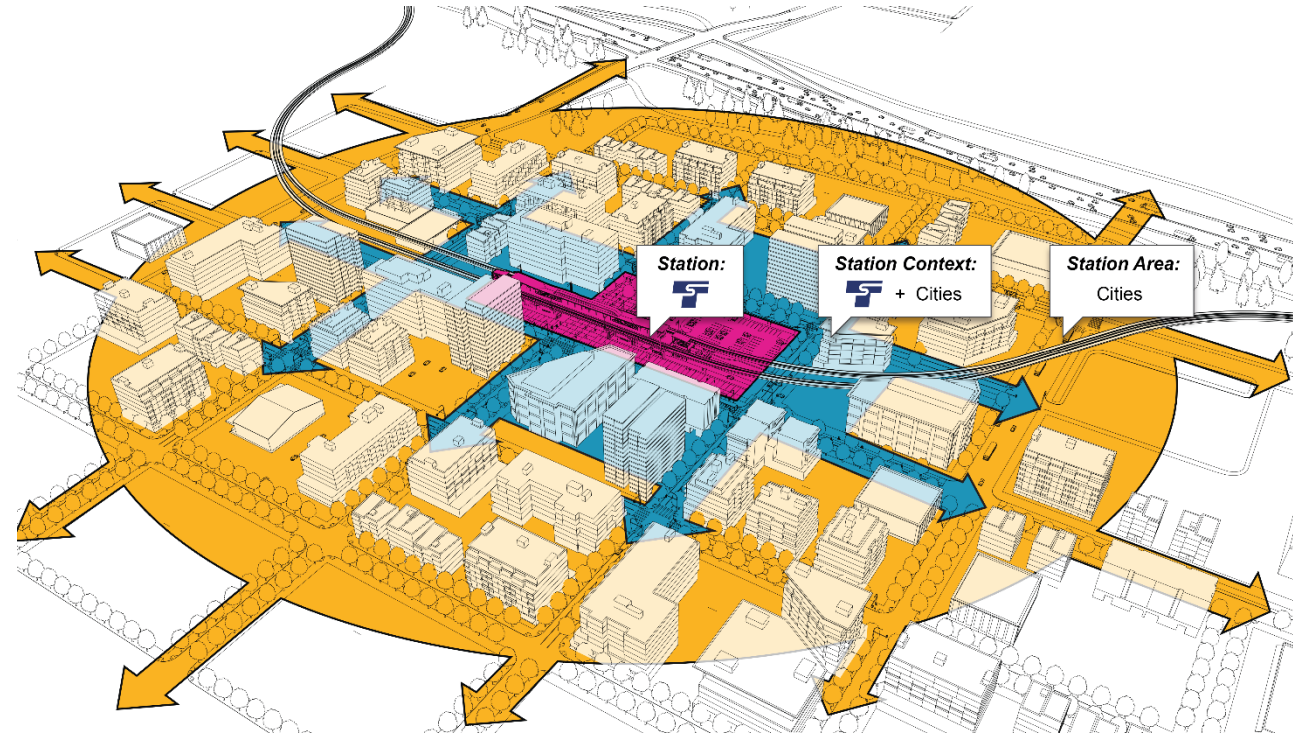


Racial Equity Toolkit (RET): Outcomes

- 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.

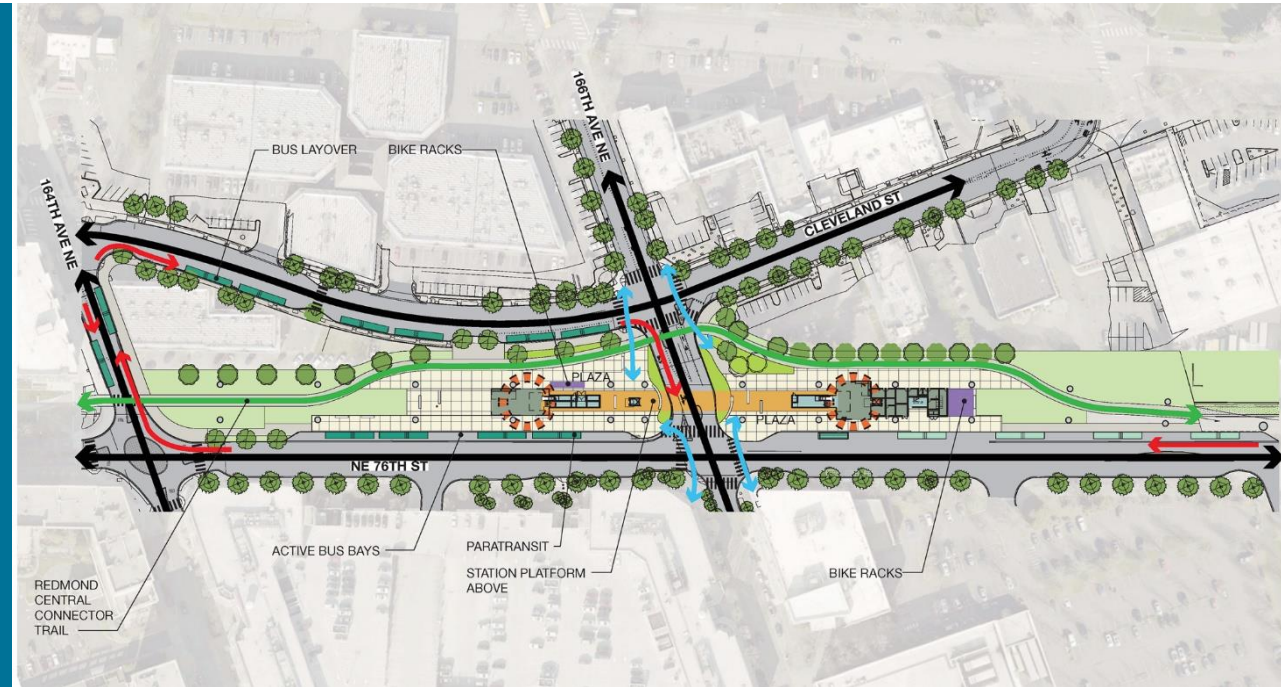
Co-planning focus: the “Station Context”

- 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

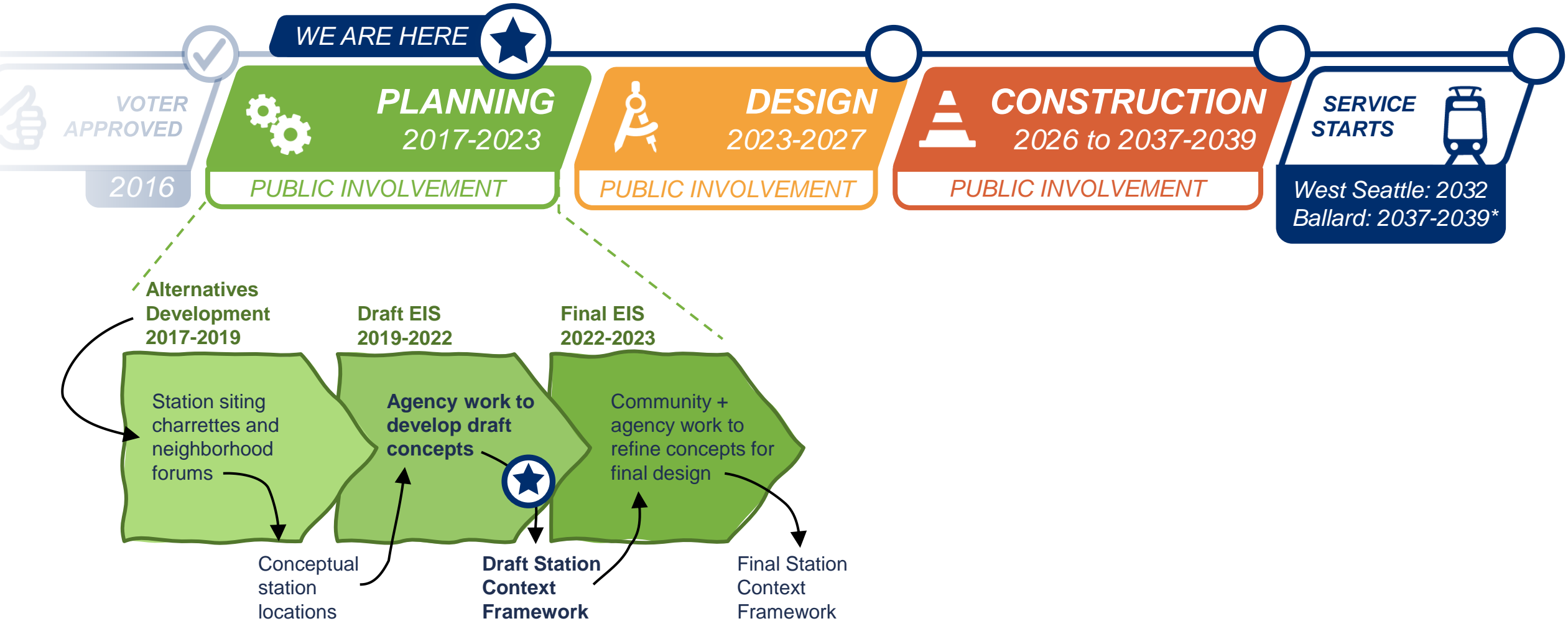


Station Context Framework

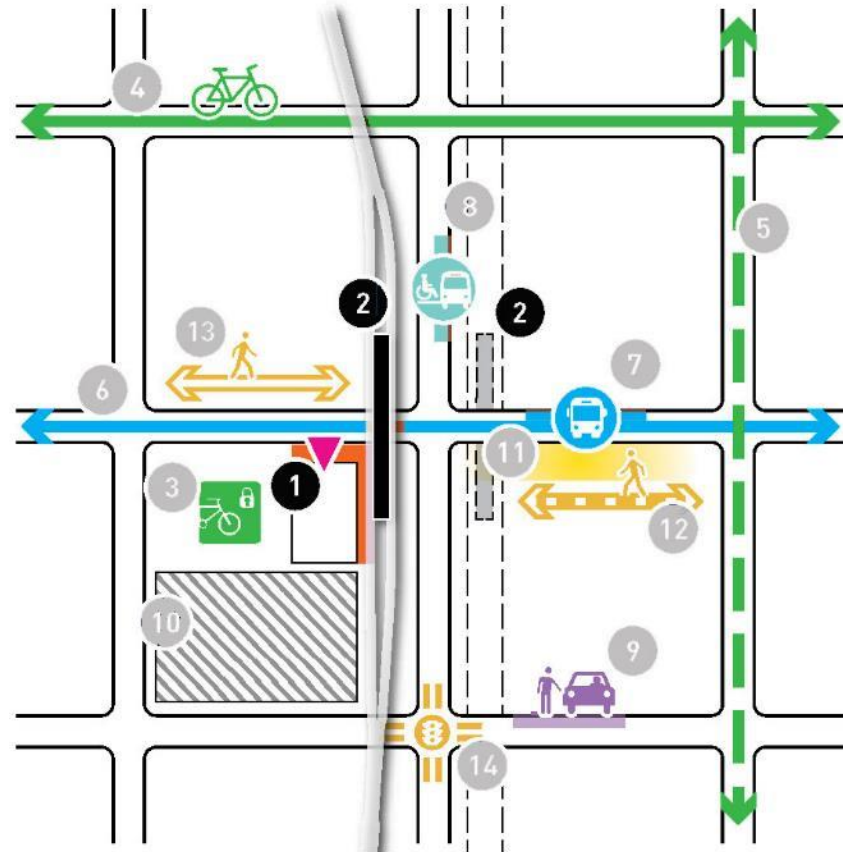
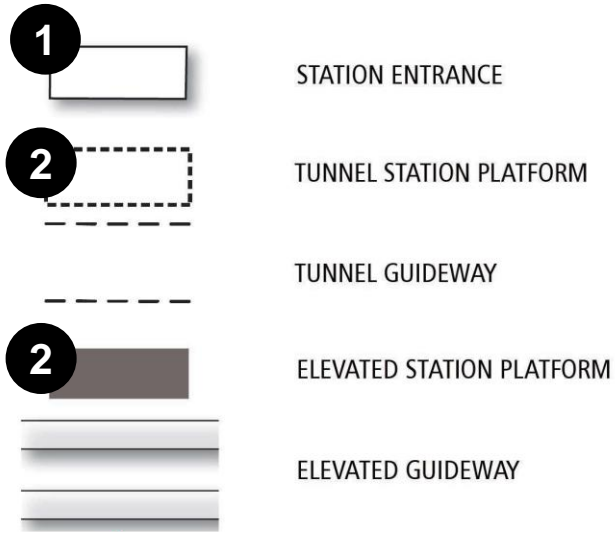
- Presents a concept for urban design of the station and station context
- Shows how access, circulation, and public spaces work together, and highlights opportunities for adjacent or joint development
- Raises up issues for community to weigh, along with potential refinements to carry into final design



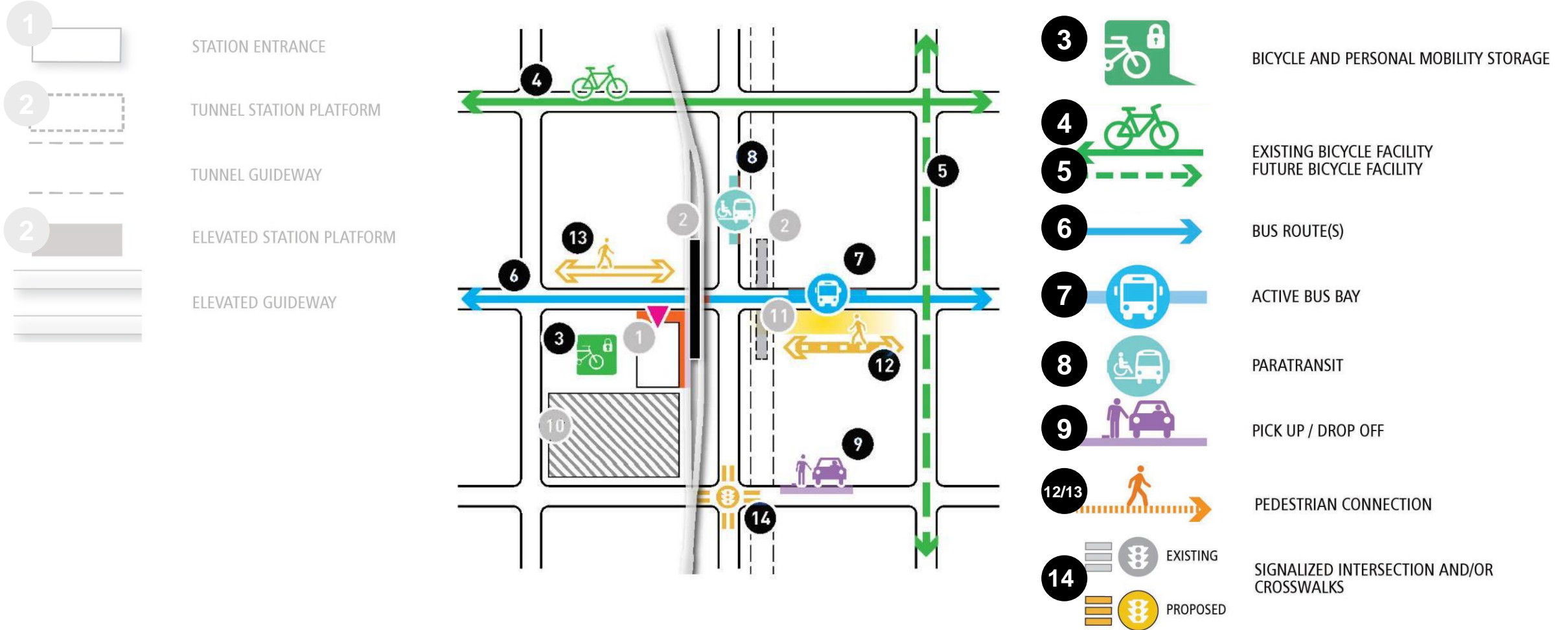
How we got here (and what's next)



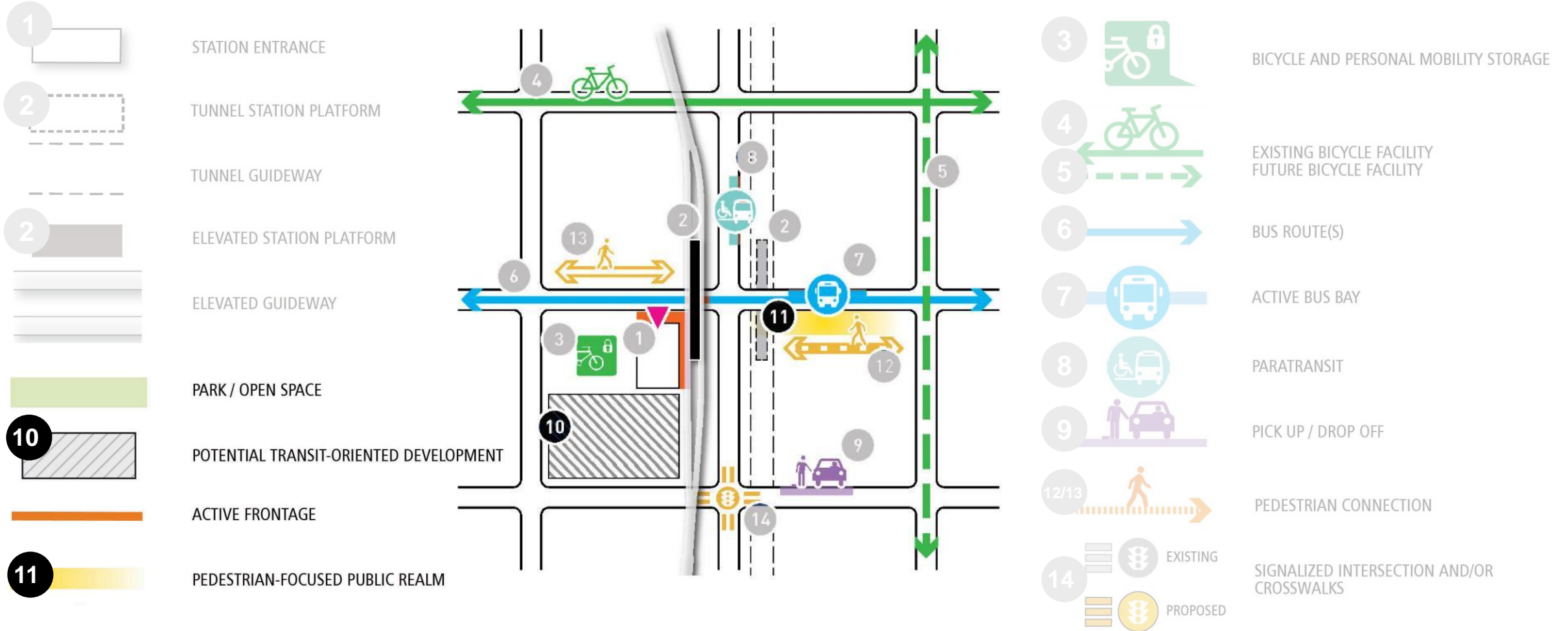
Orientation to the station context plans



Orientation to the station context plans



Orientation to the station context plans



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DRAFT EIS ALTERNATIVES

- █ Preferred alternative
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives and design options

ROUTE AND STATION PROFILES

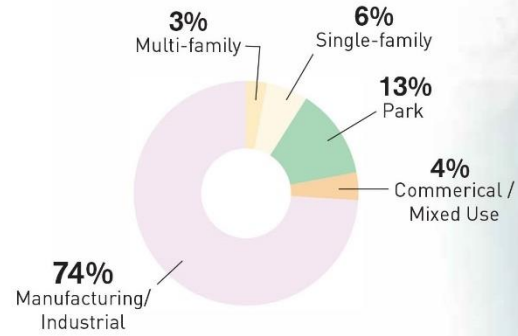
- Elevated
- At-grade
- Tunnel
- Tunnel portal



- ***Enhance mobility and access for communities of color and low-income populations***
- ***Create opportunities for equitable development that includes expanding housing and community assets for communities of color***
- ***Create a sense of belonging for communities of color at all stations***



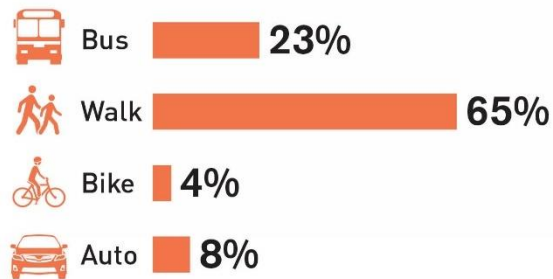
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾
10-minute bikeshed



Living and working in ^(1,4)
the station area 2040



What we heard so far

NEIGHBORHOOD FEEDBACK

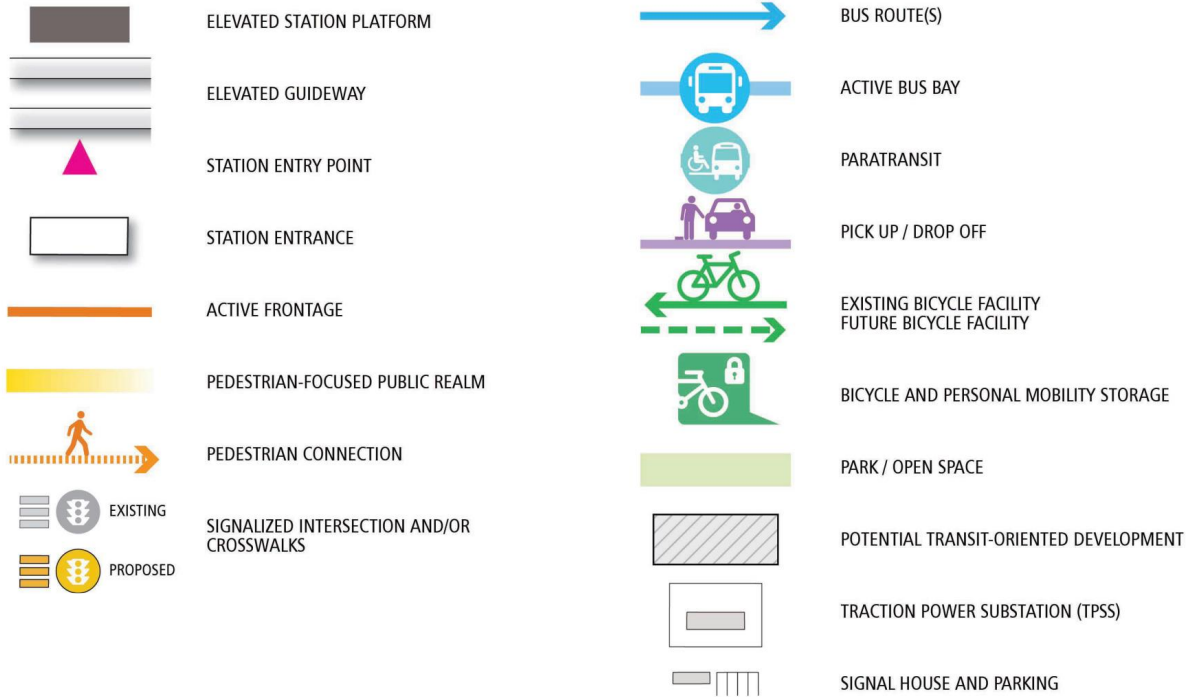
- 1 Integrate station with the surrounding neighborhood and with multiple modes of transportation
- 2 Interest in additional development/attractions in the neighborhood
- 3 Improve connections to and between public spaces and to the waterfront
- 4 Improve and enhance Elliott Bay Trail connection
- 5 Enhance connection to/from Queen Anne neighborhood
- 6 Design new Magnolia Bridge to support connectivity and development
- 7 Provide safe and convenient connection across Elliott Ave and BNSF tracks
- 8 Capitalize on publicly-owned land to draw more jobs and people to the area



Note: Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Preferred alternative

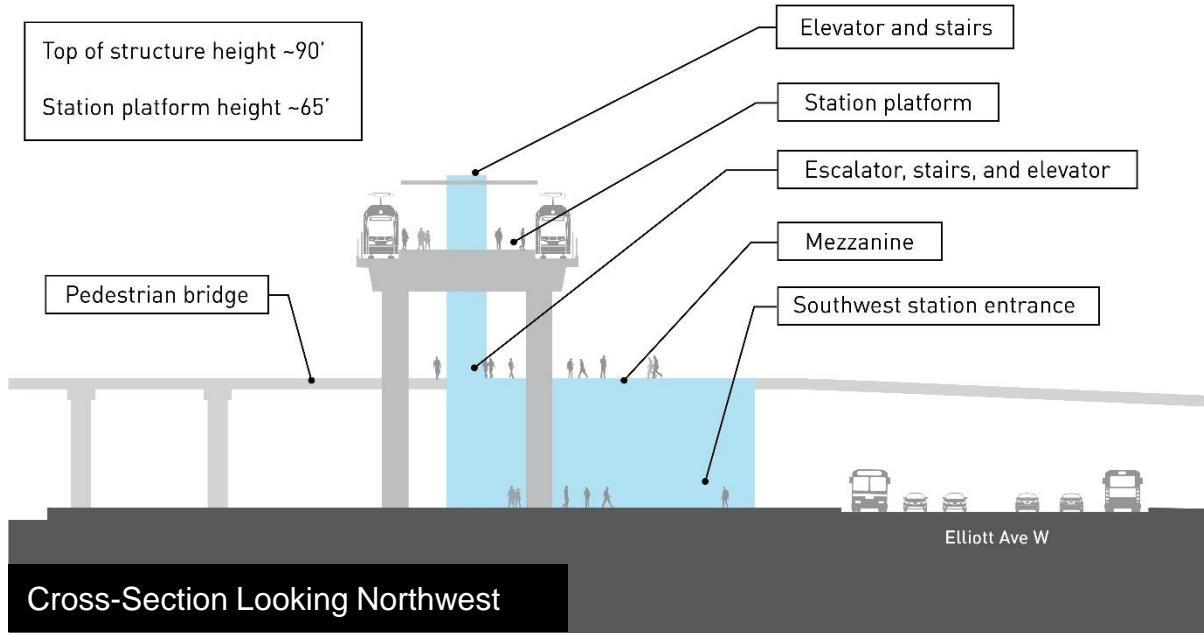
Elevated Galer St Station



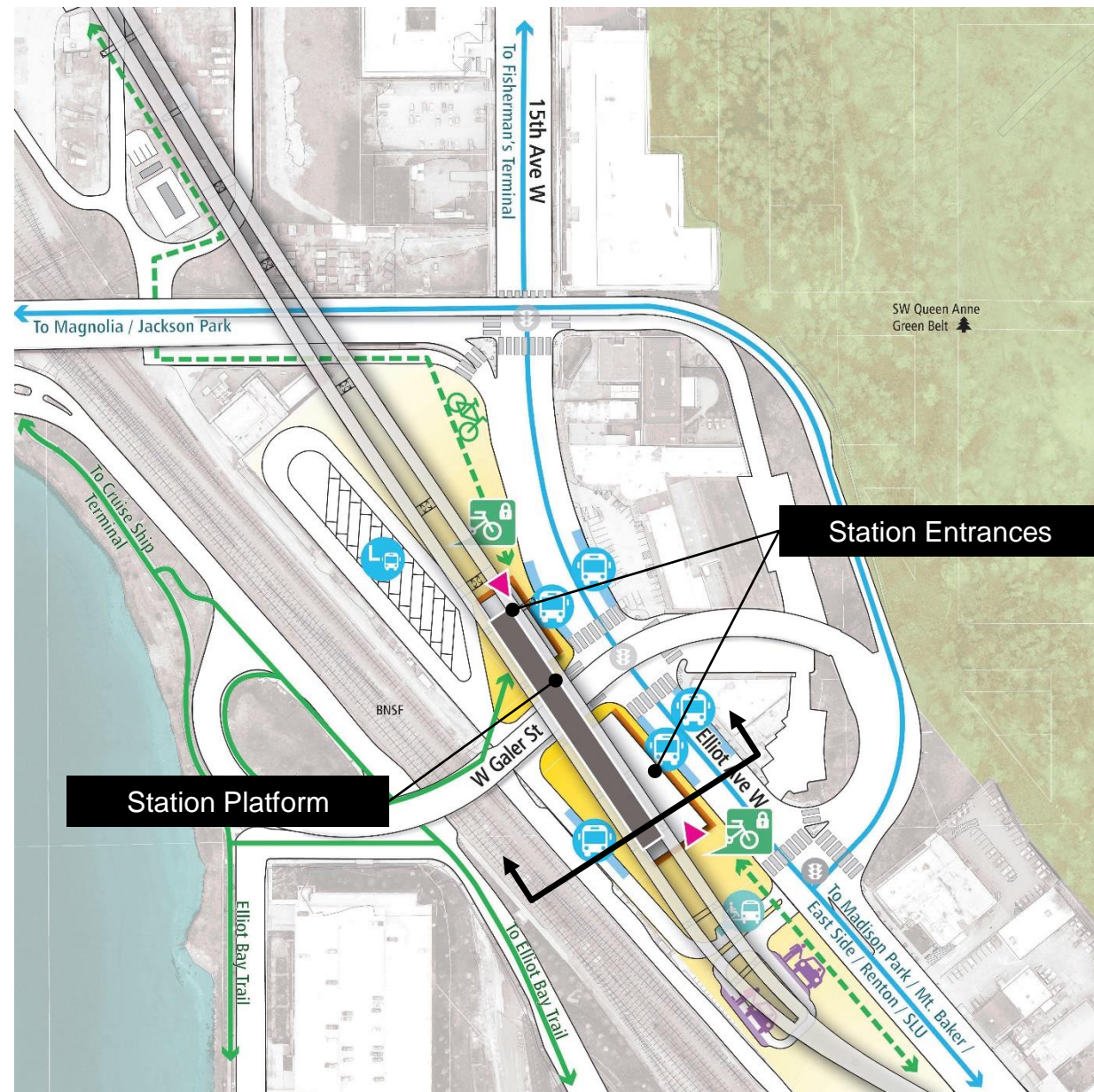
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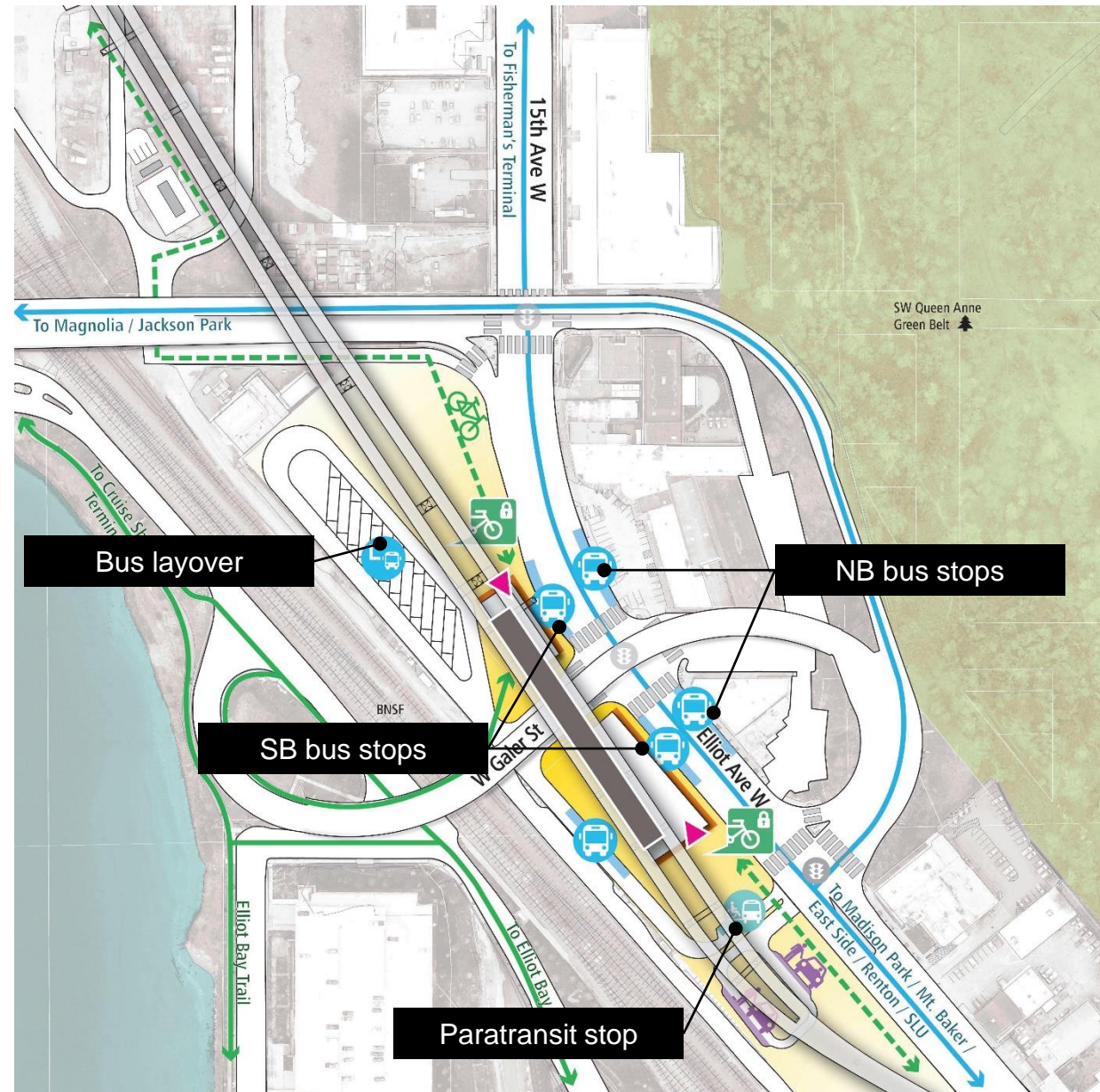
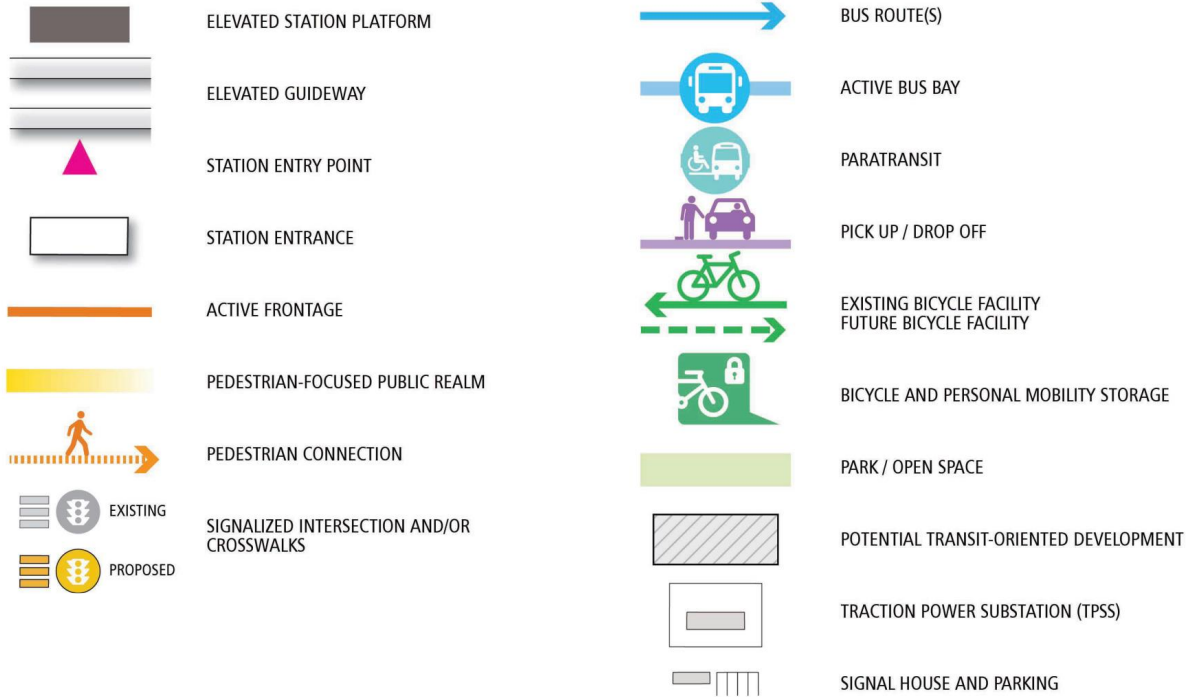
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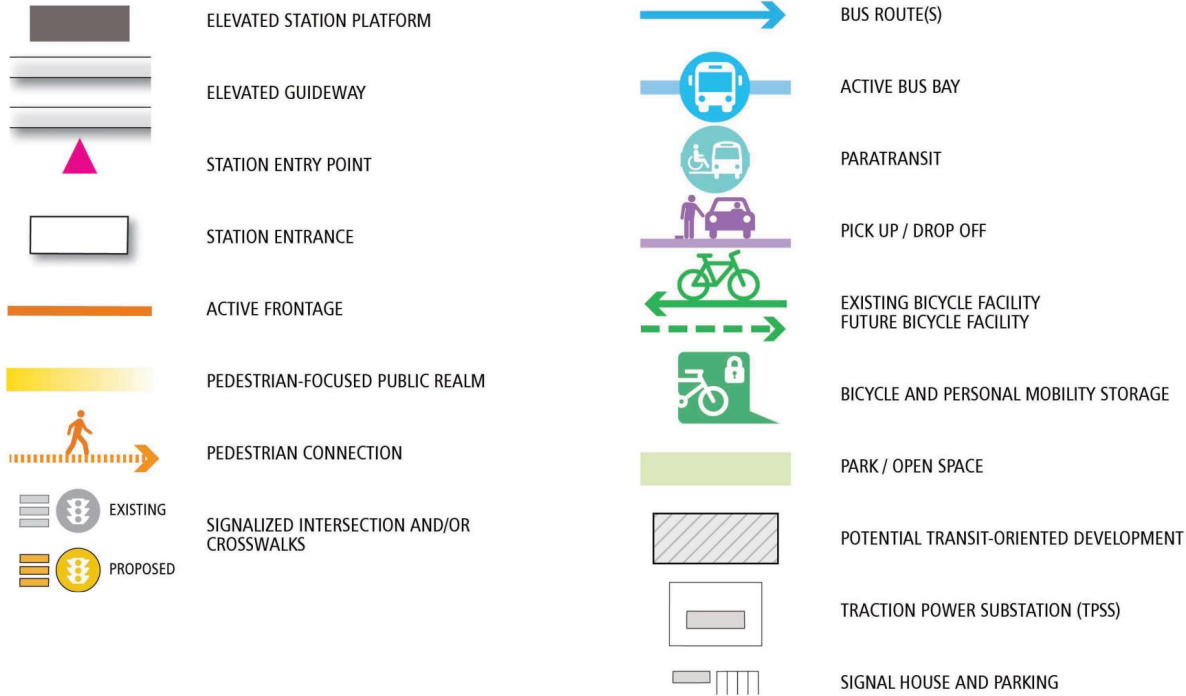
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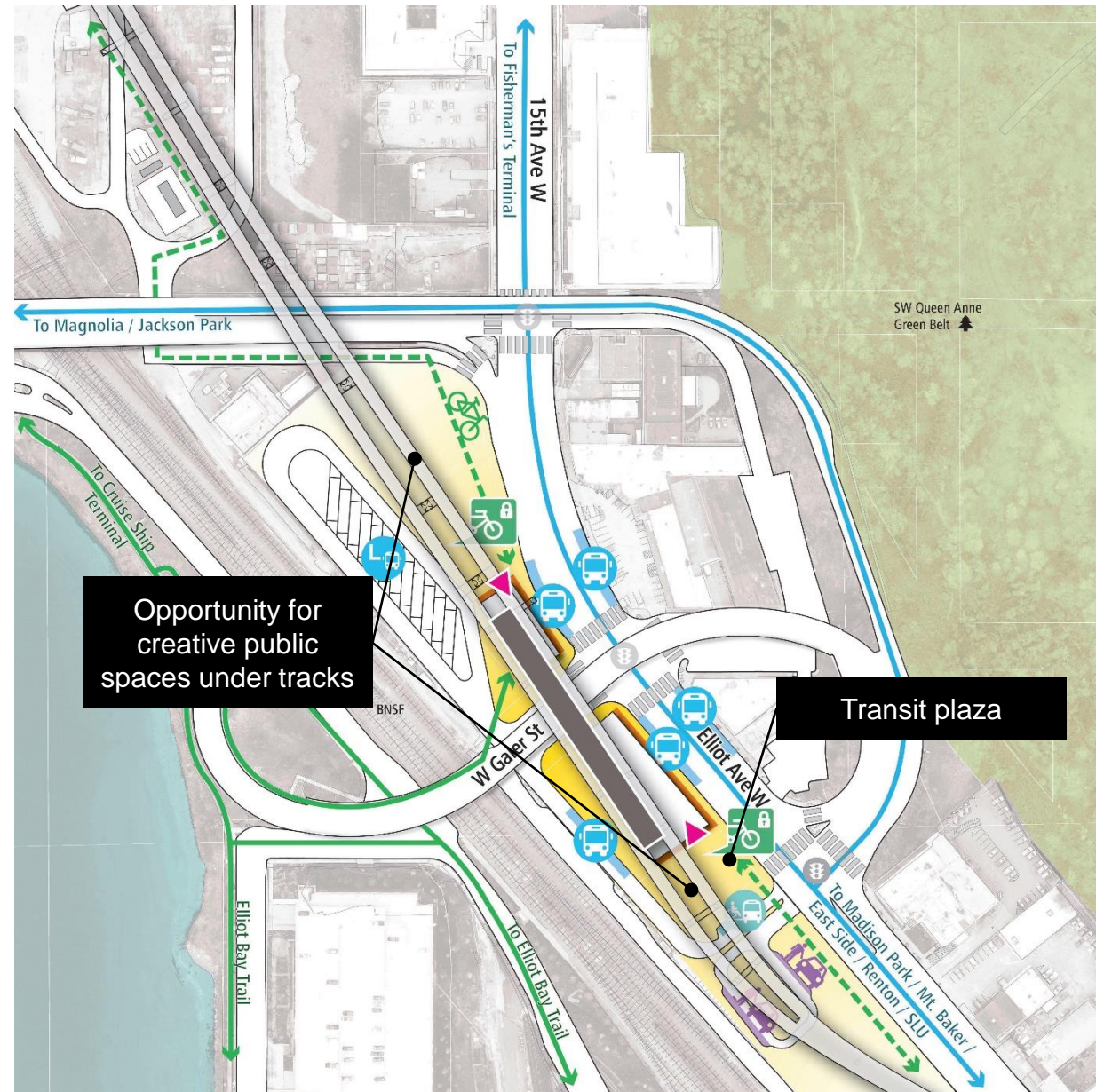
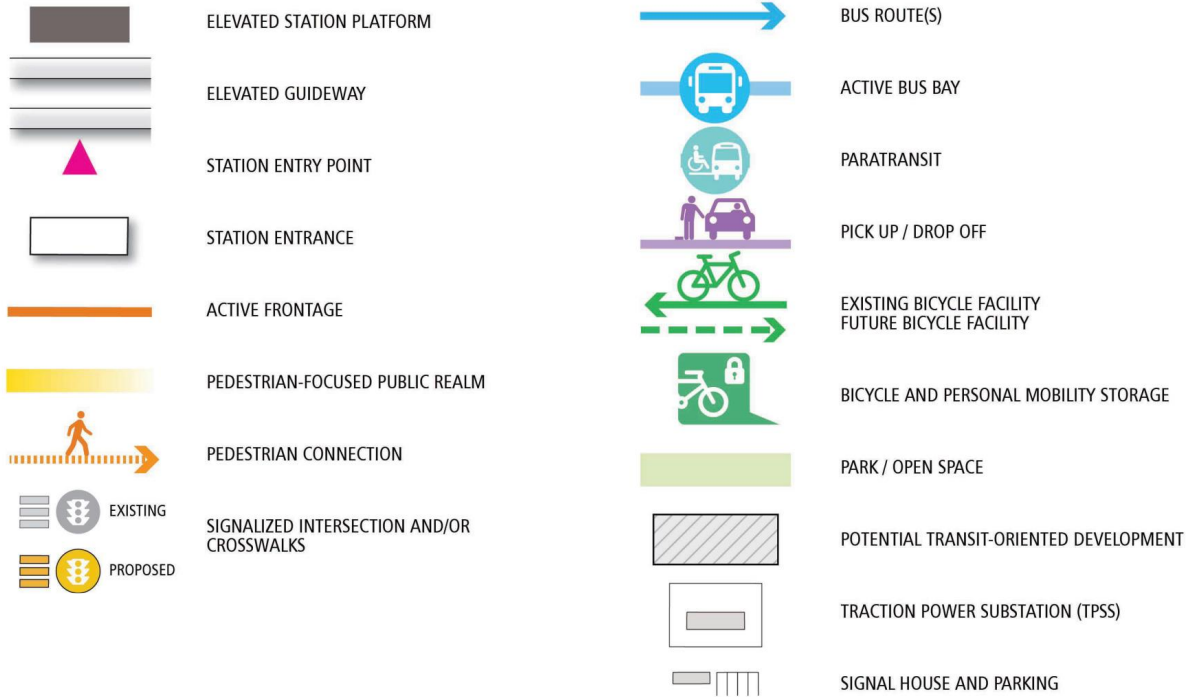
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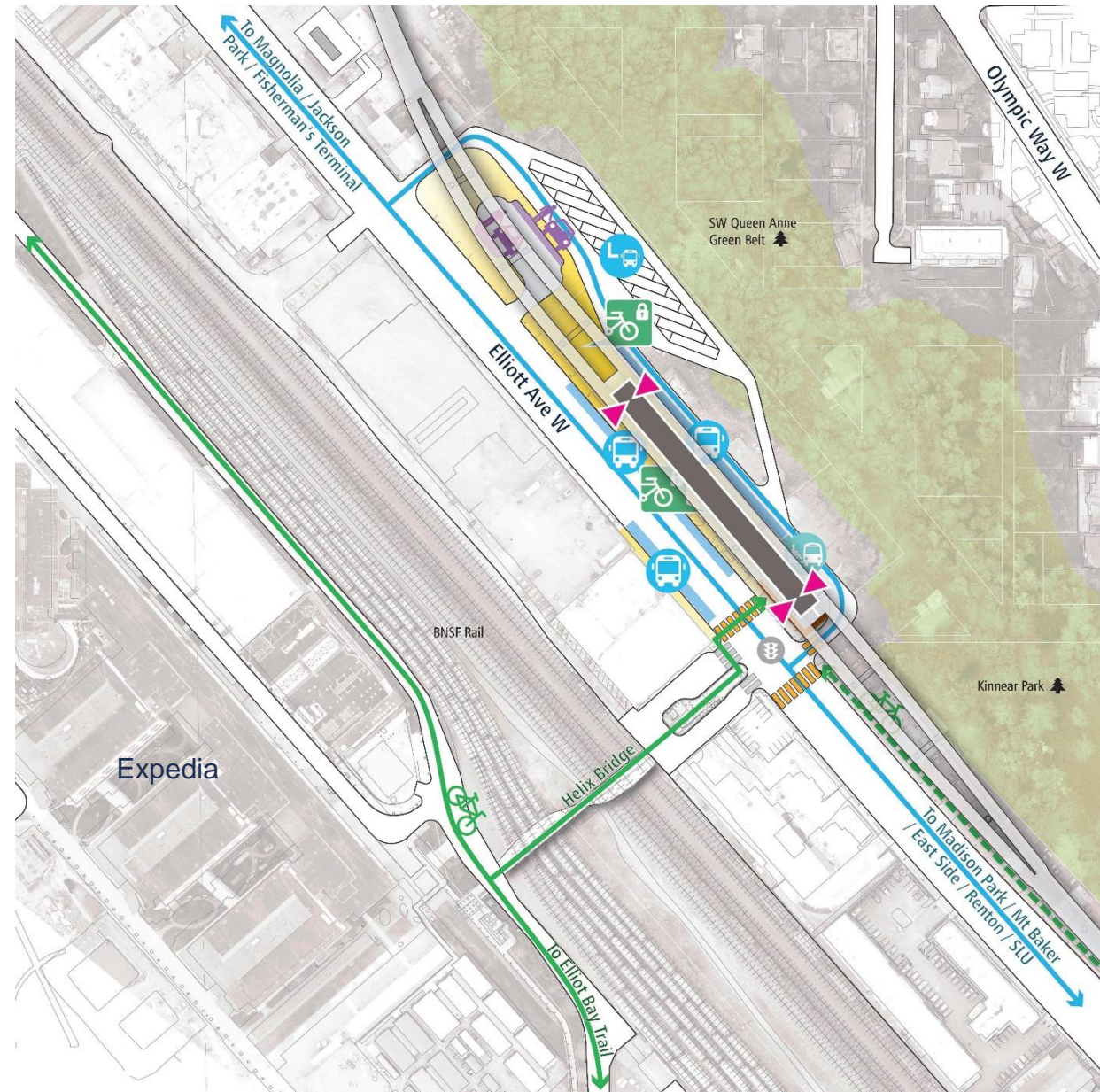
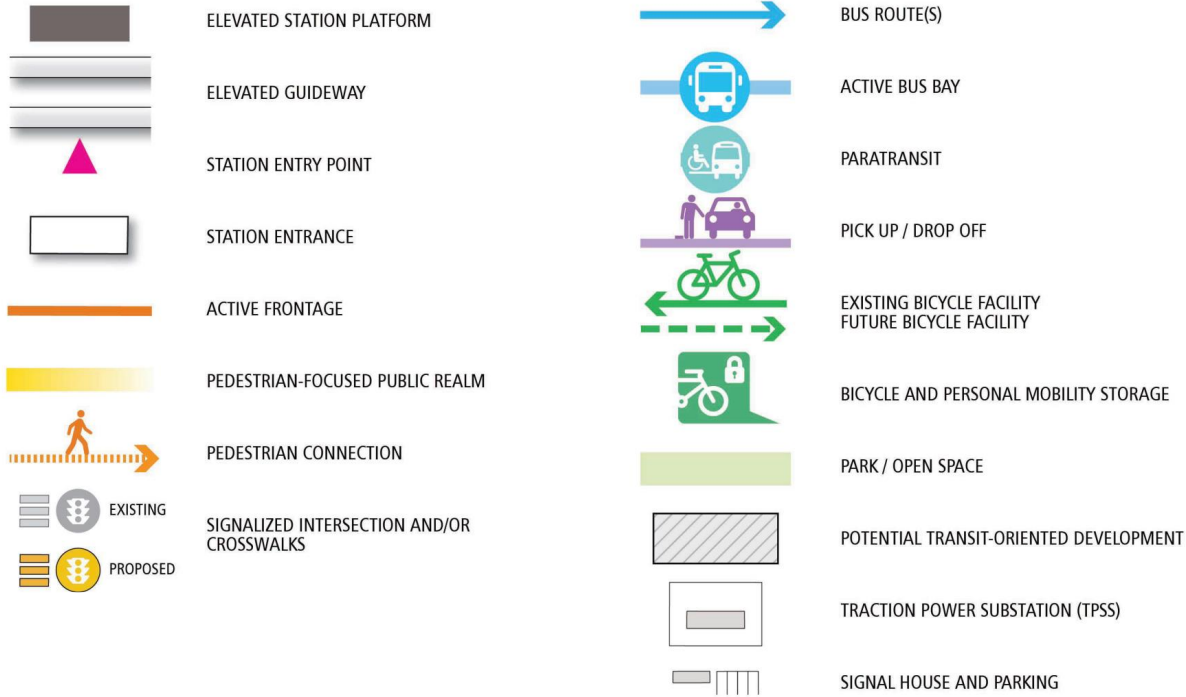


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Other Draft EIS alternatives

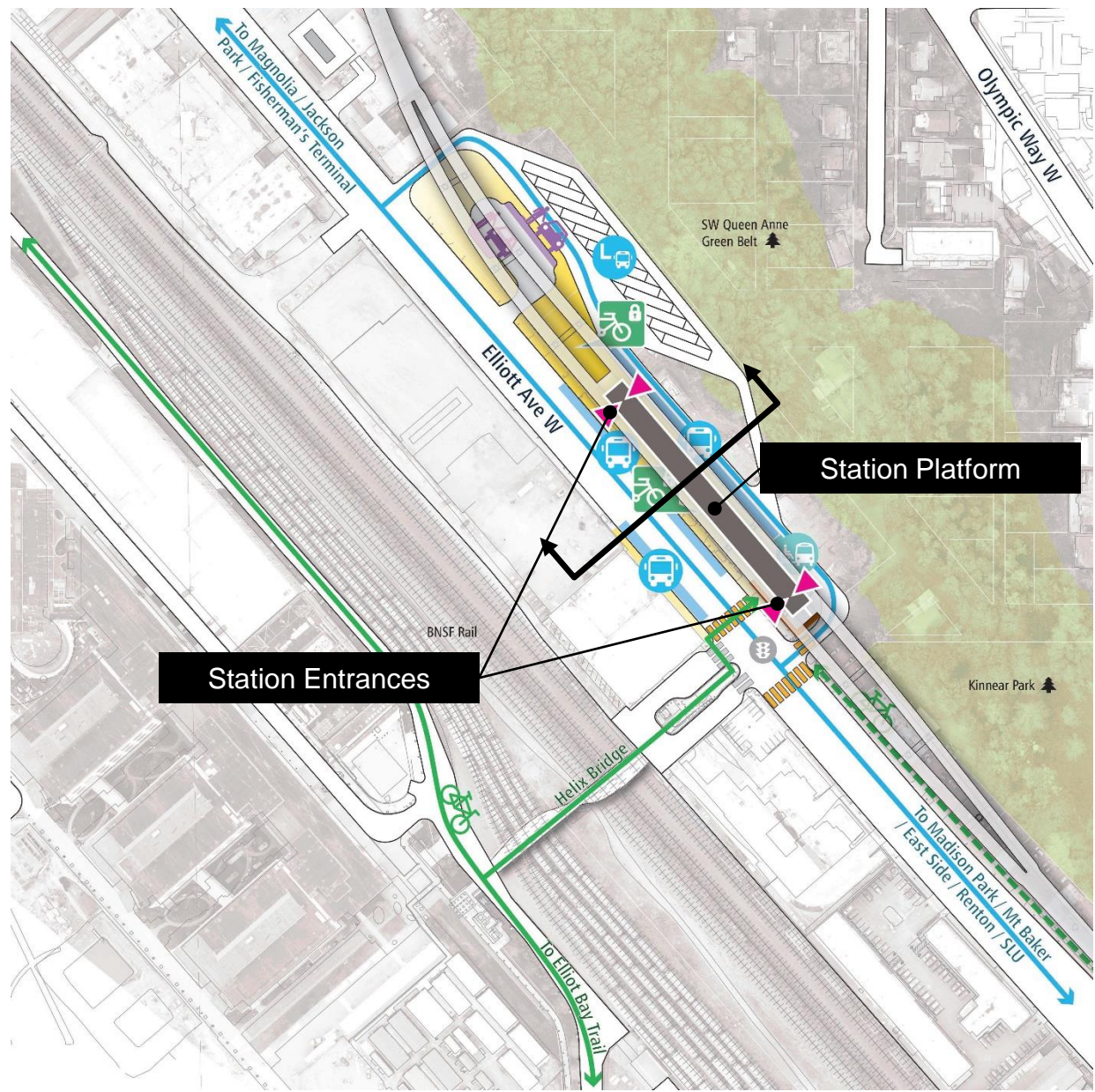
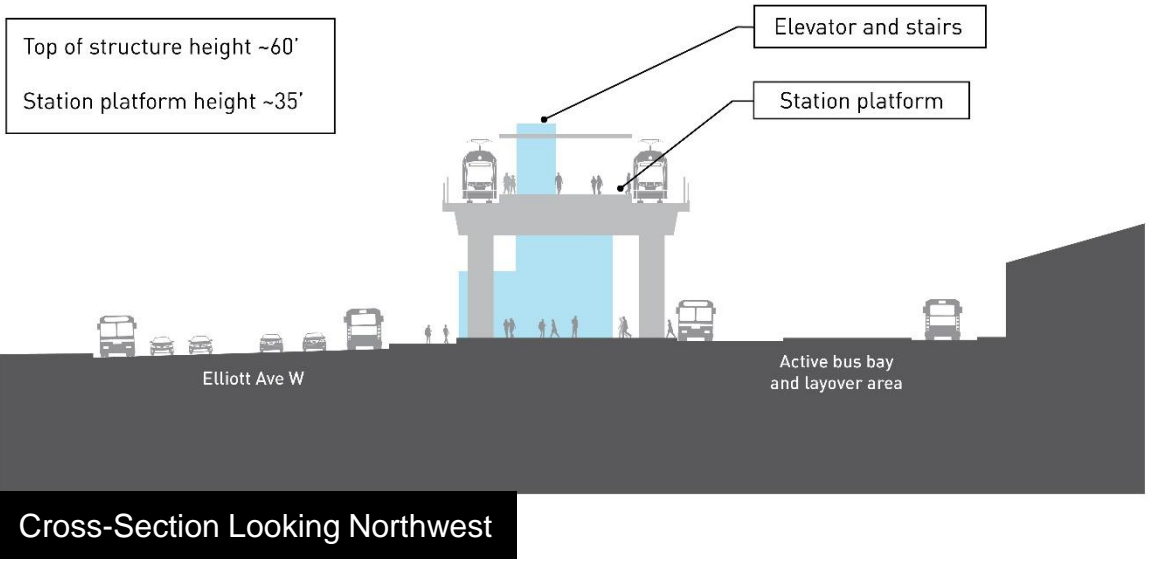
Elevated Prospect St Station



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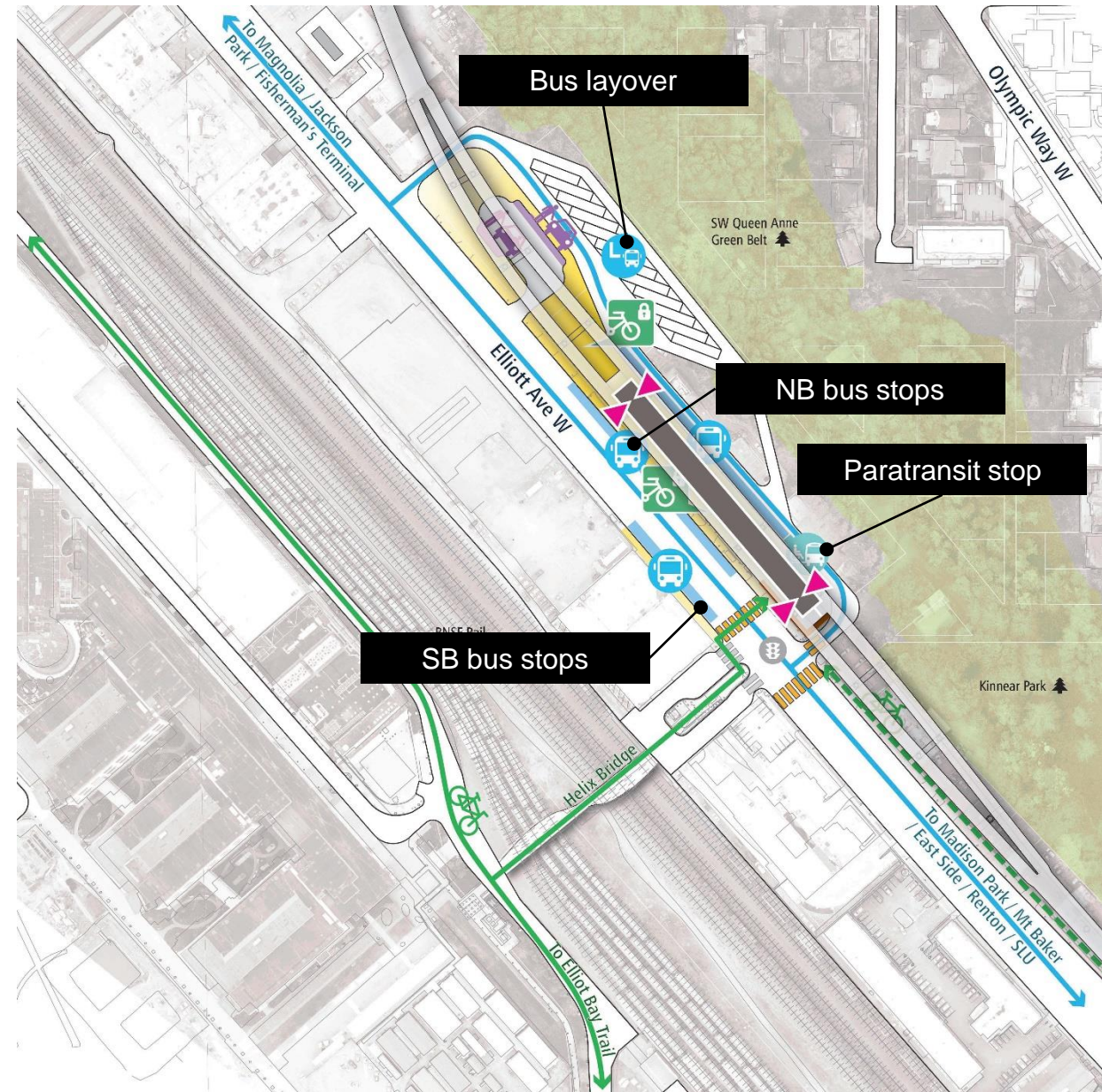
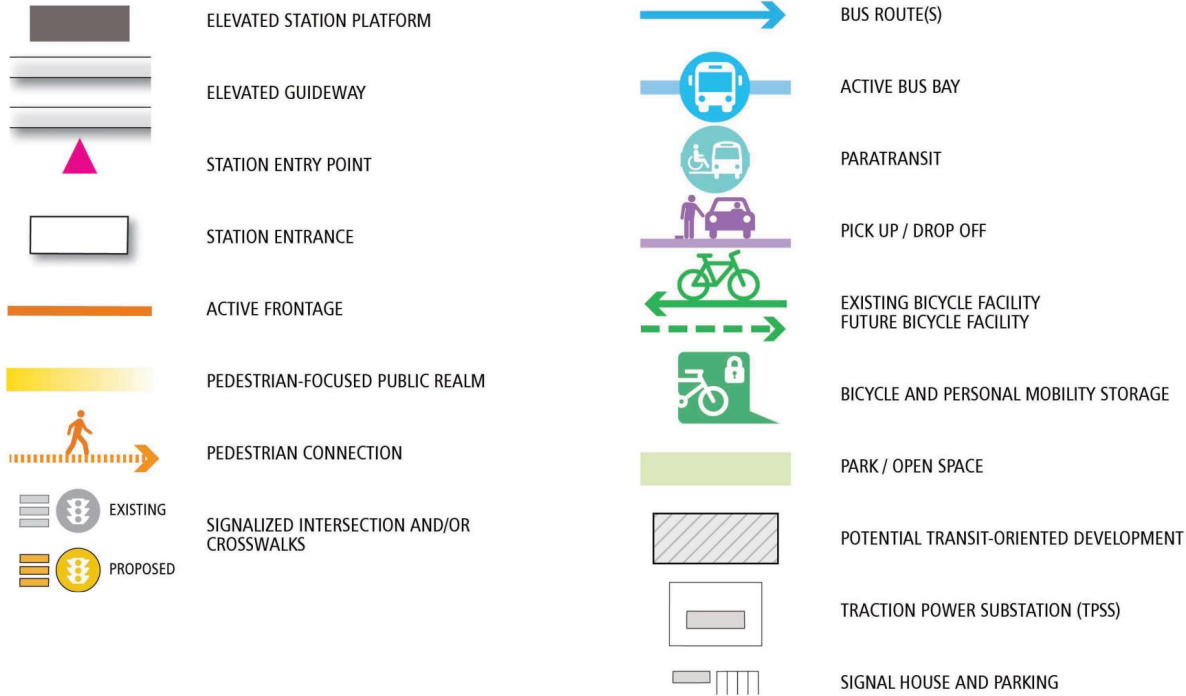
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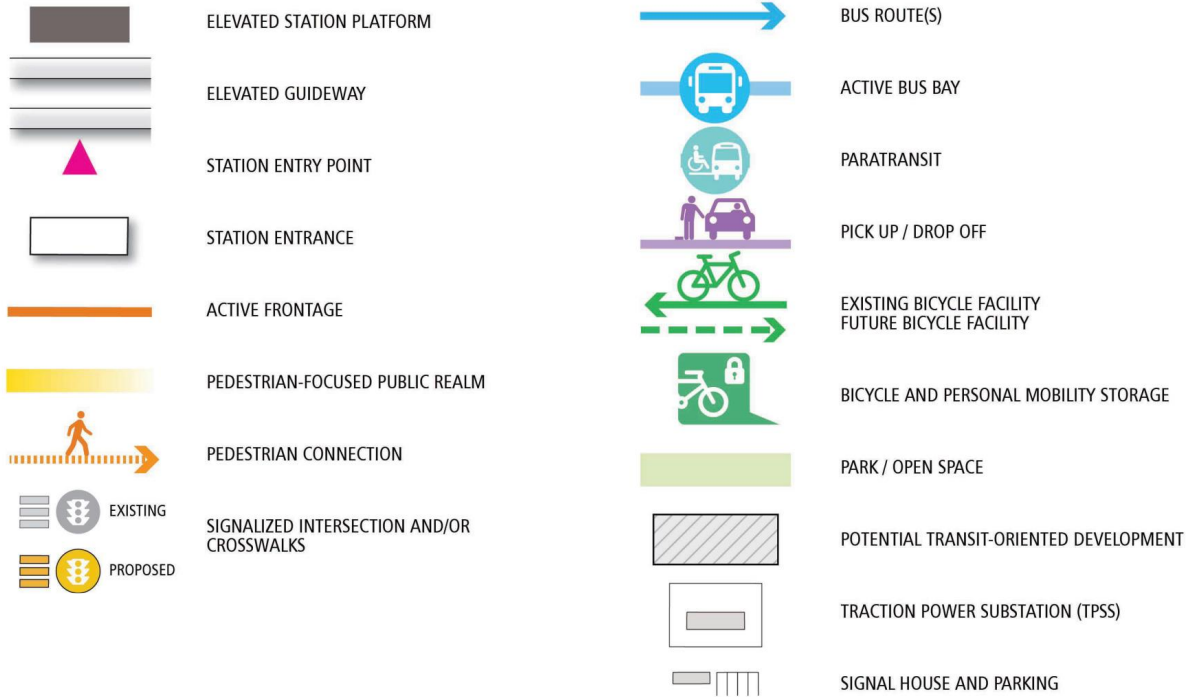
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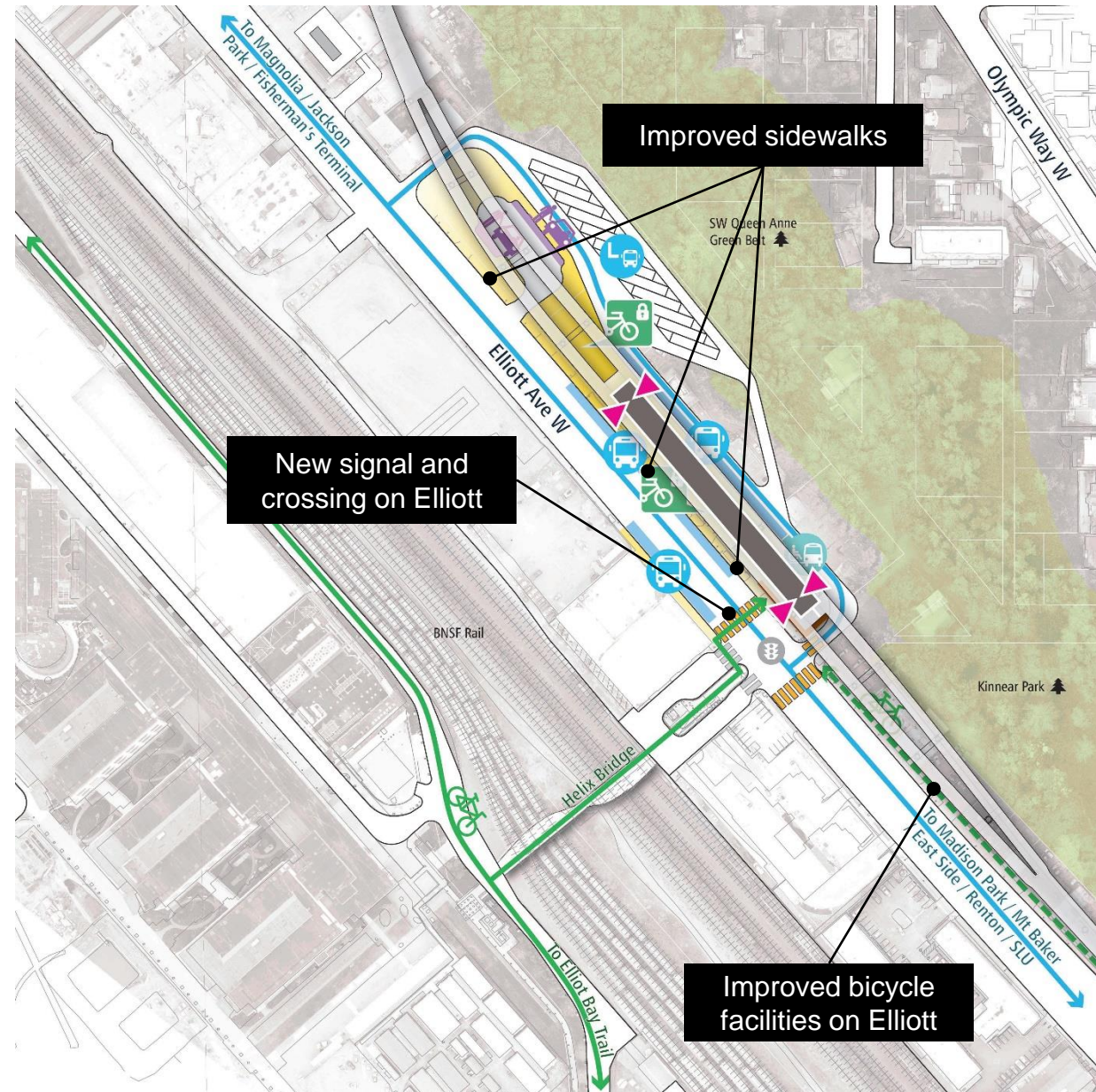
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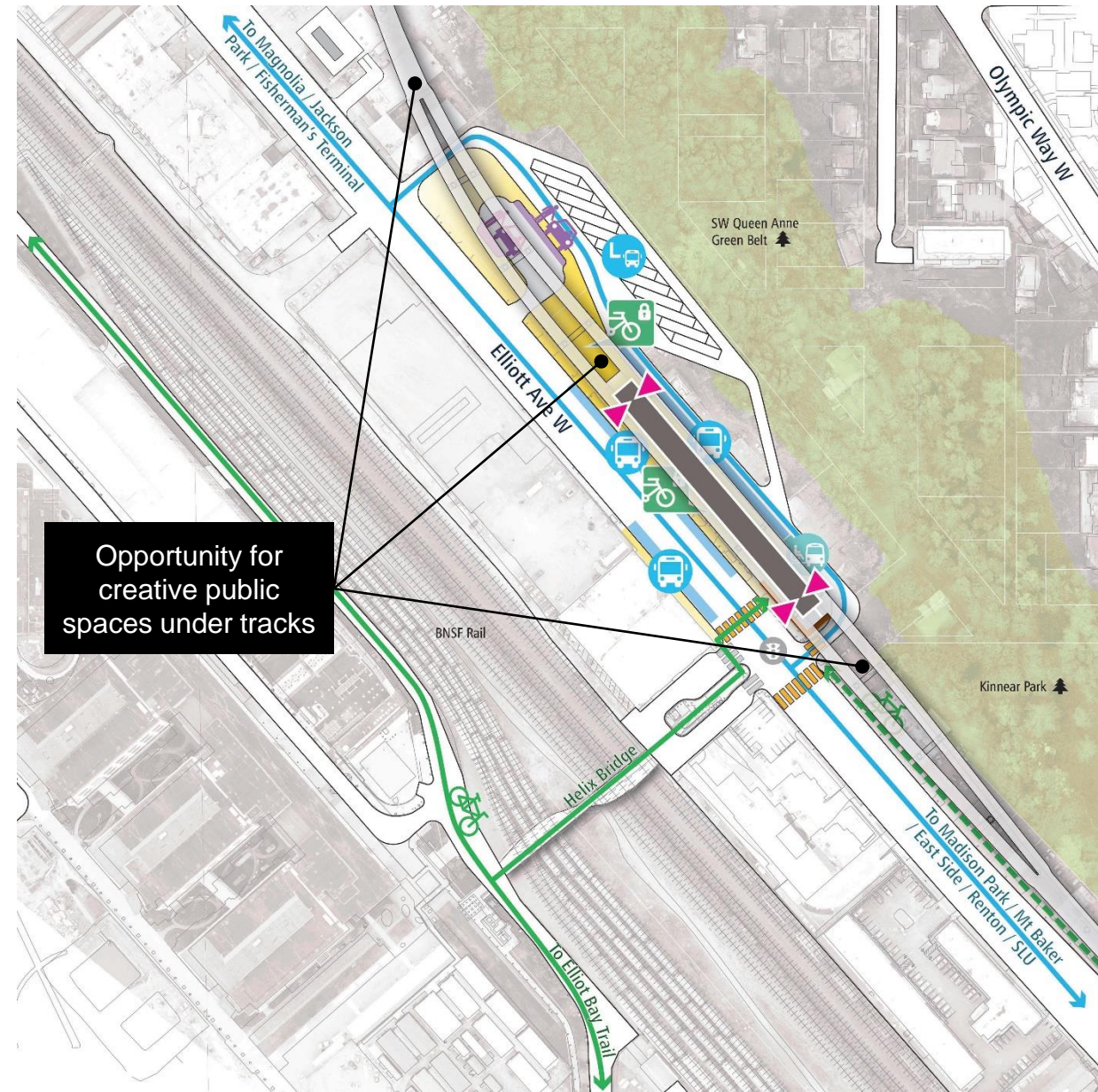
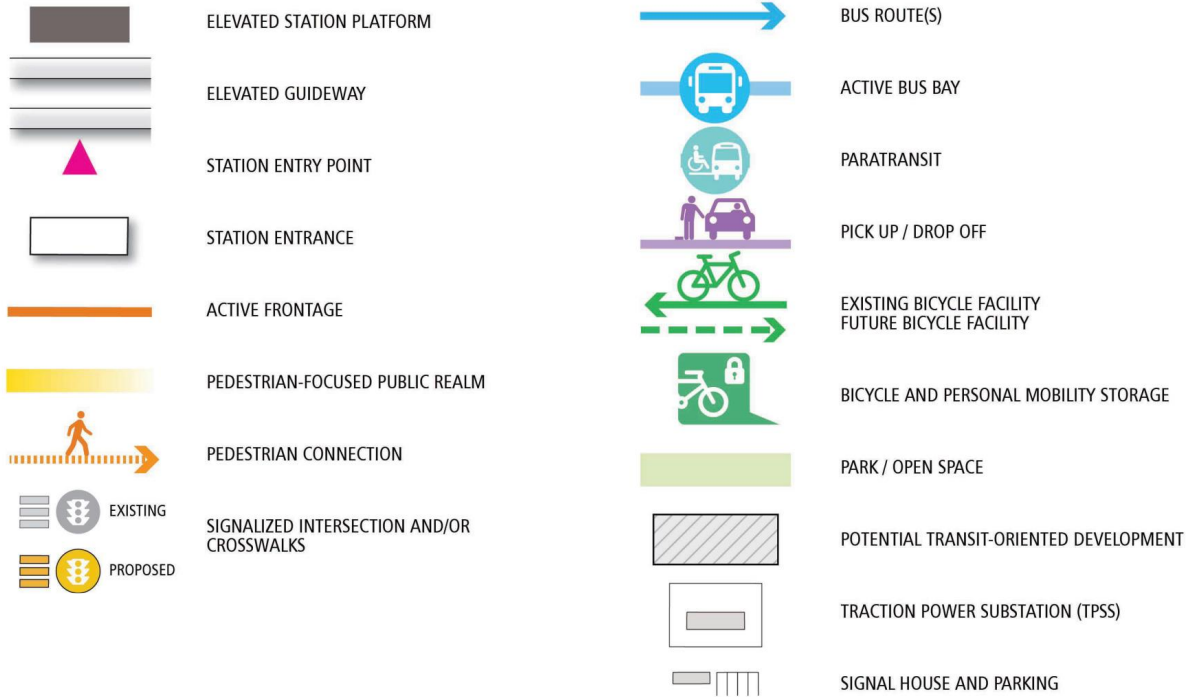
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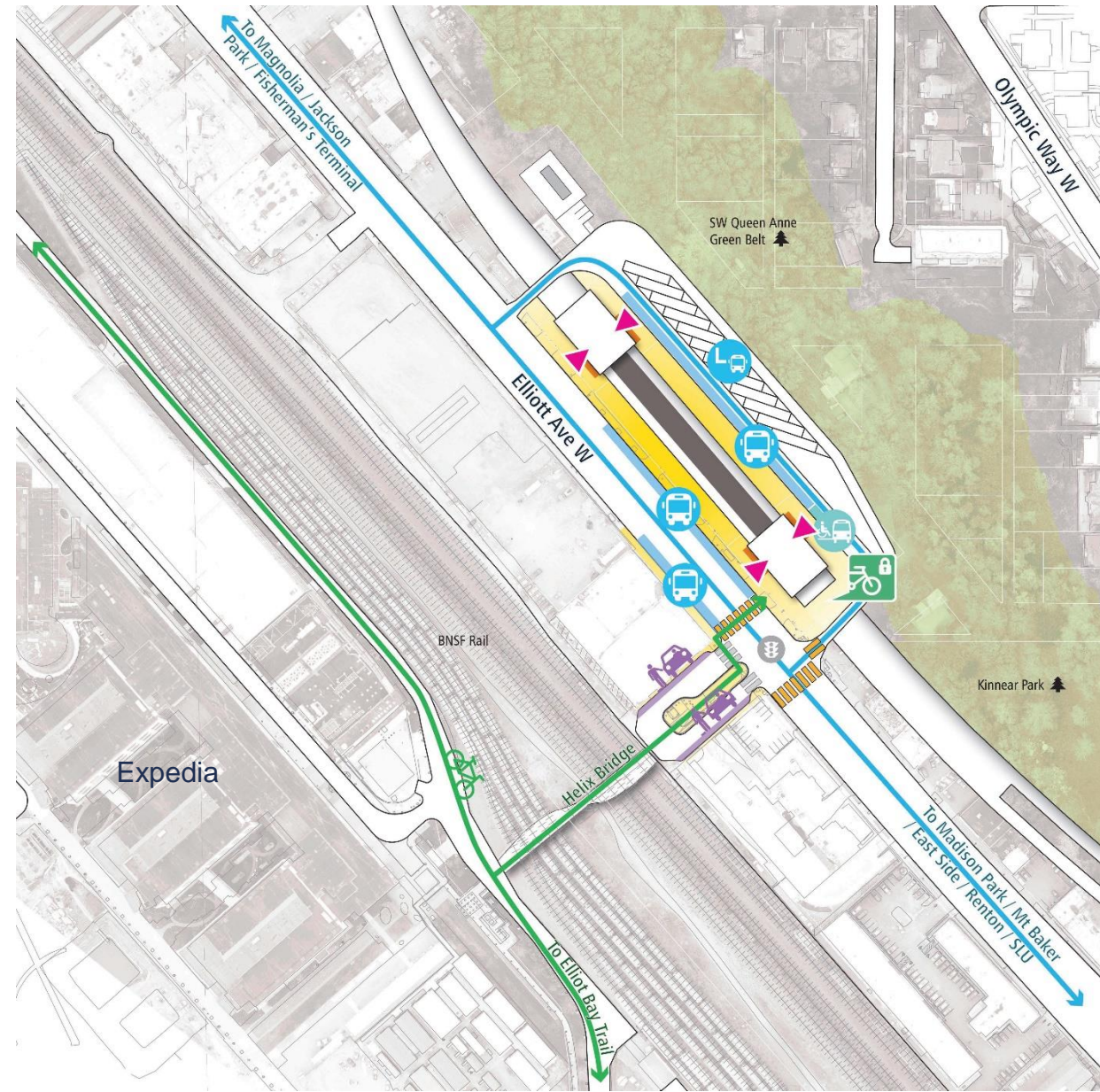
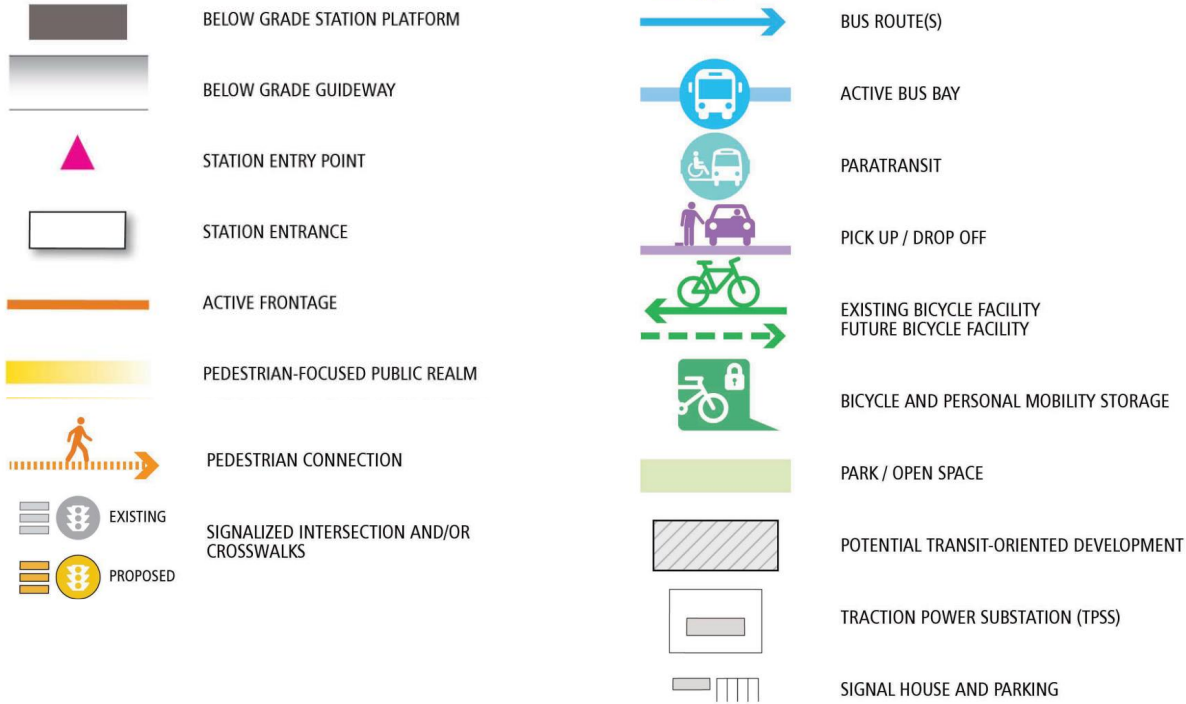


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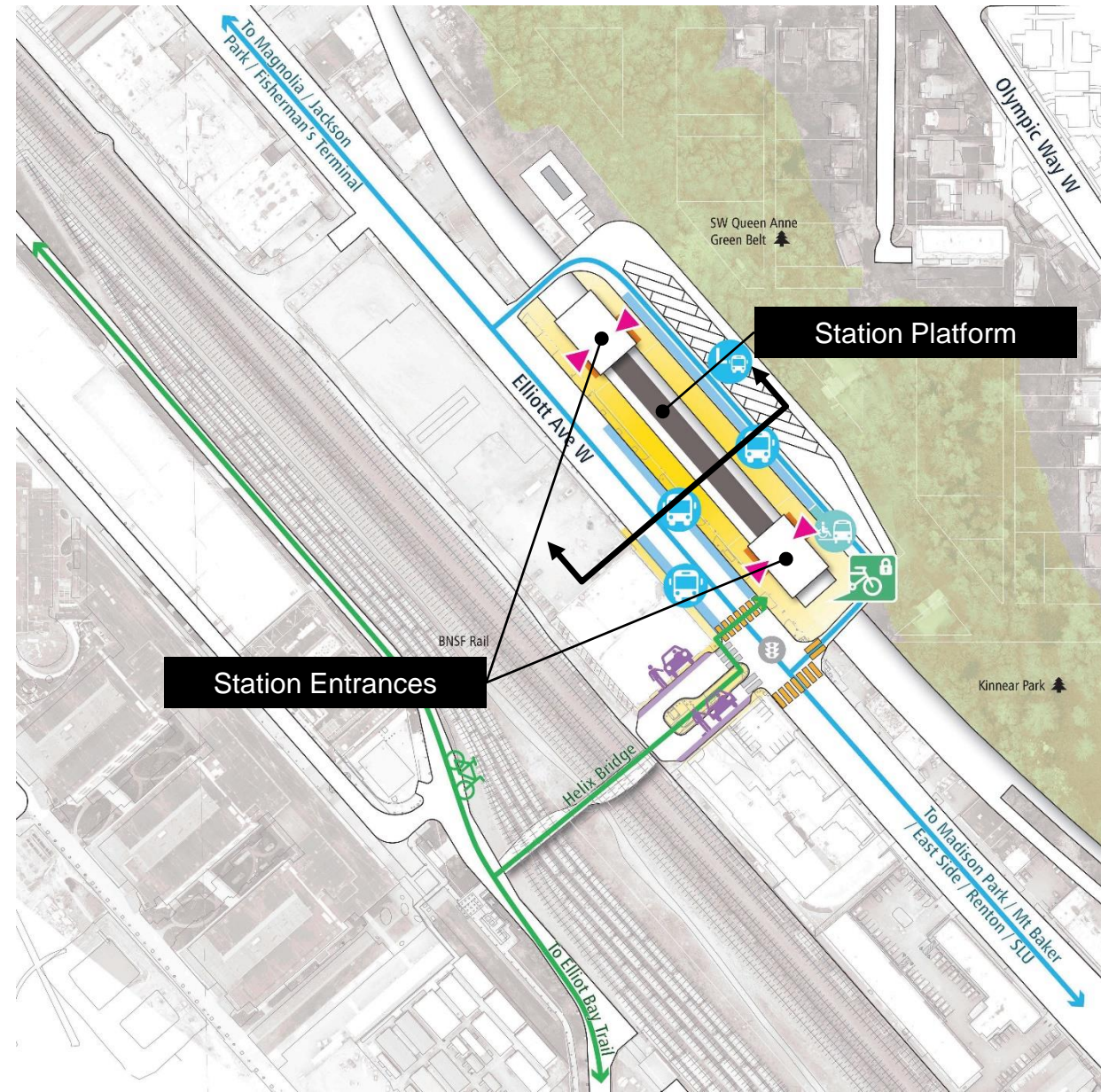
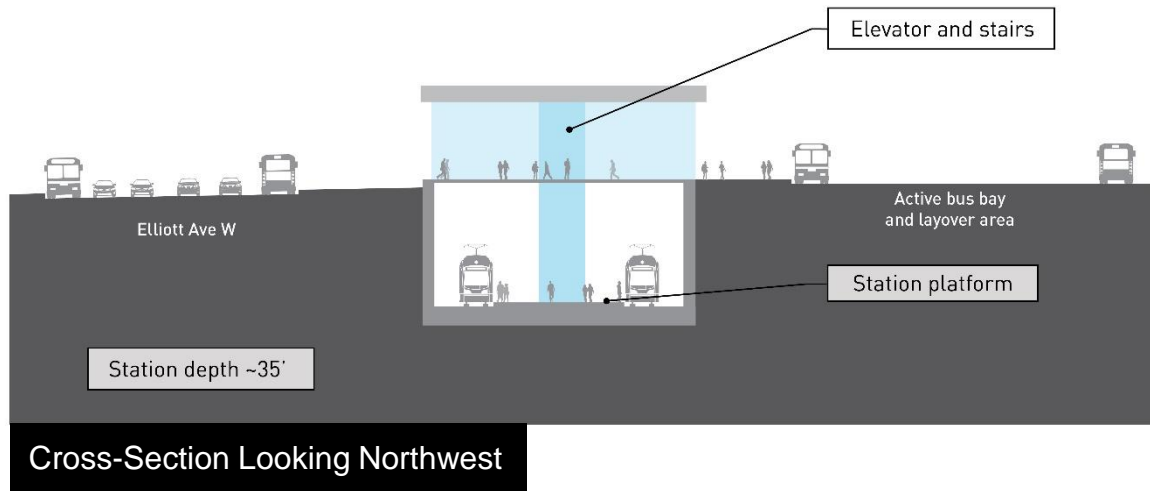
Retained Cut Prospect St Station



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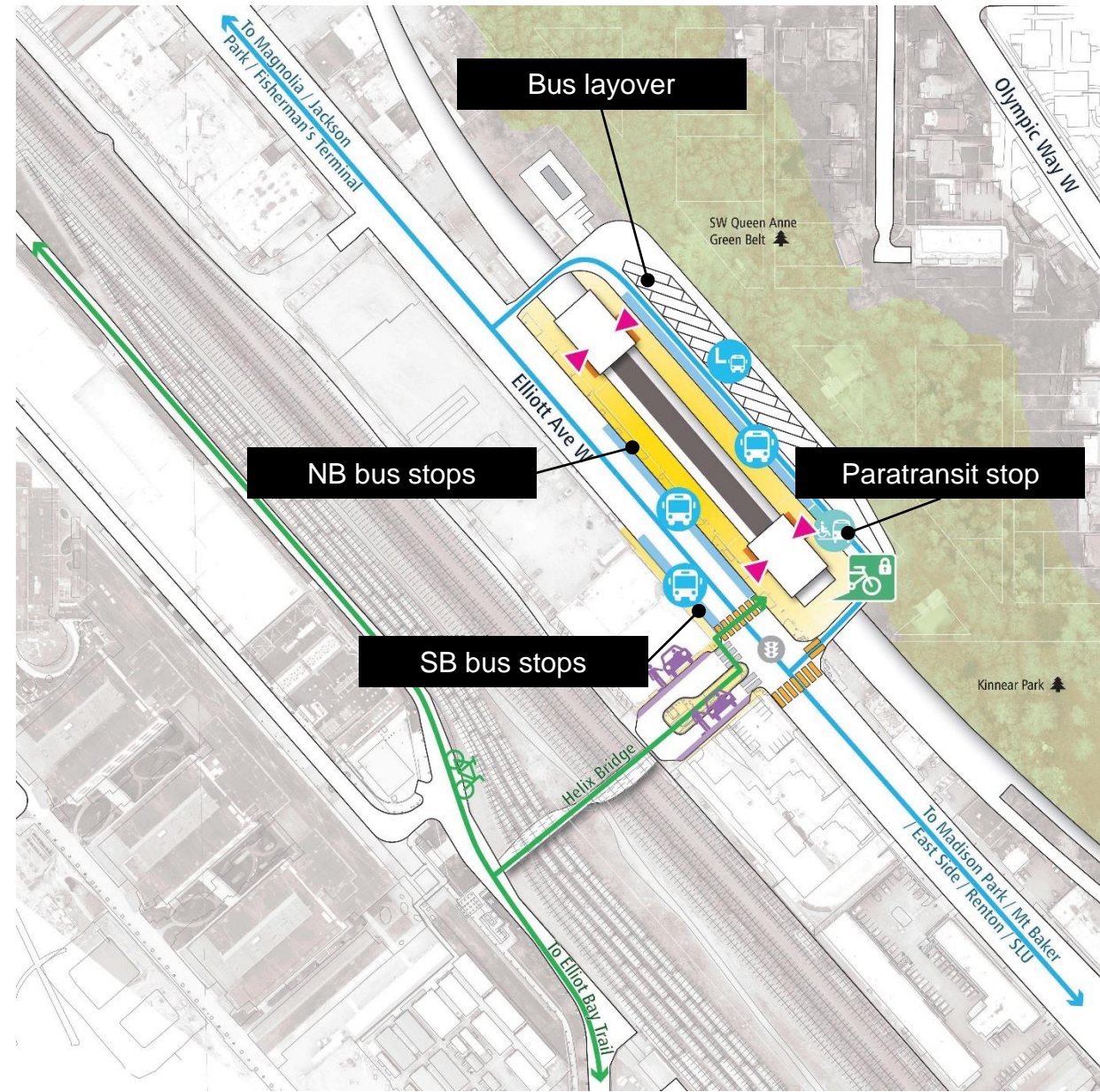
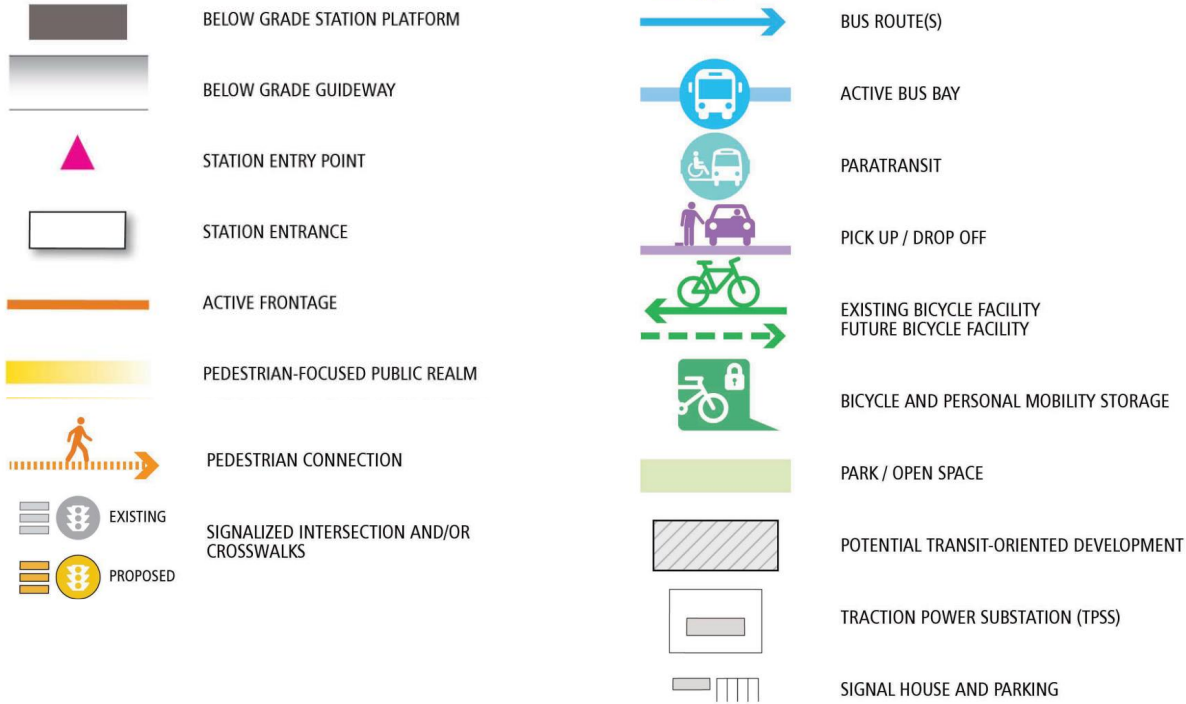
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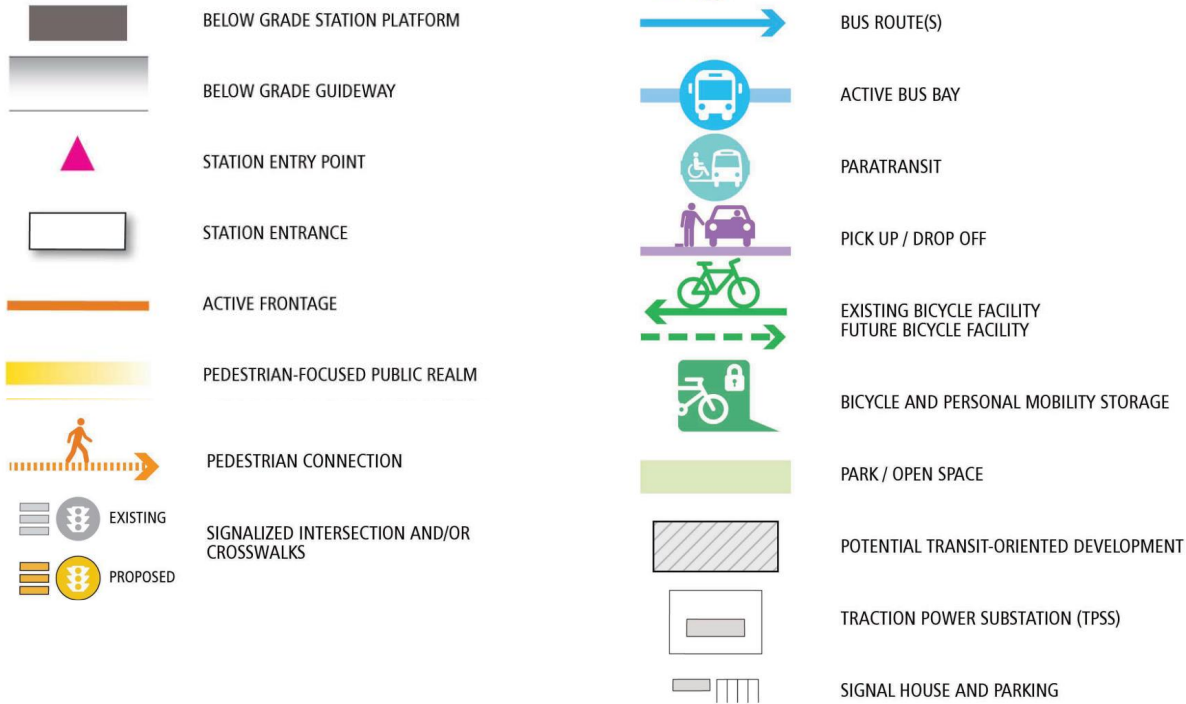
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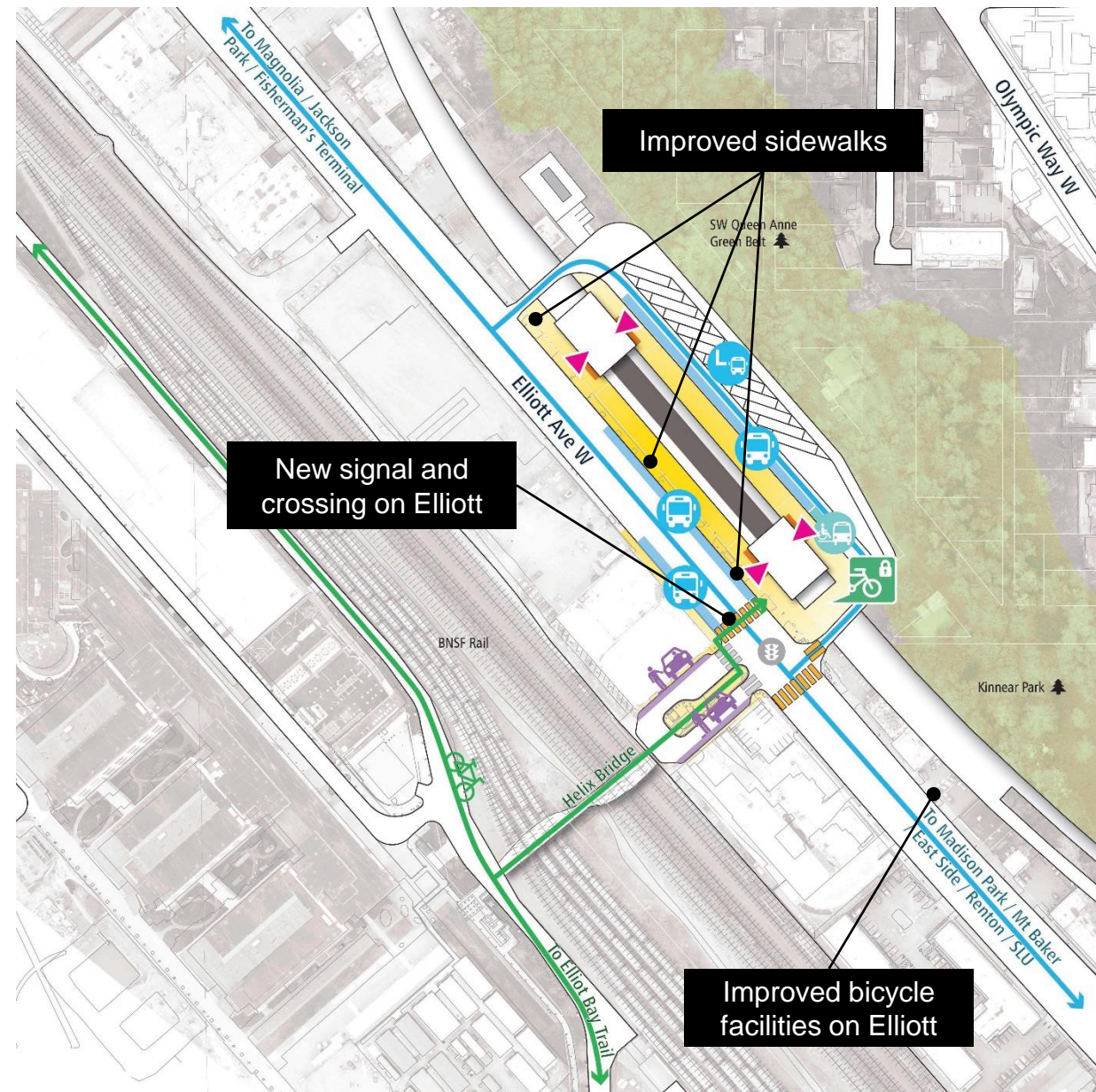
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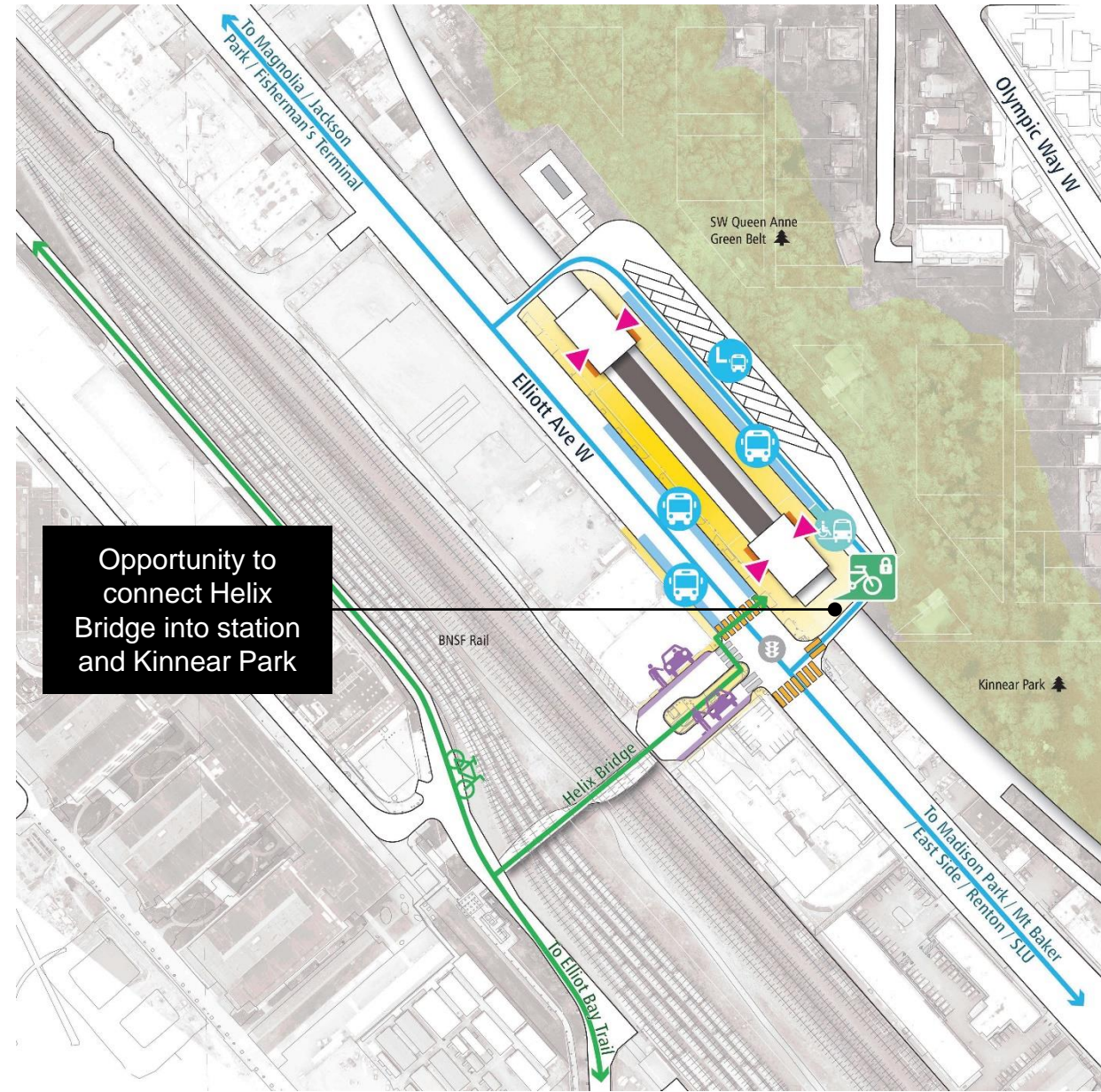
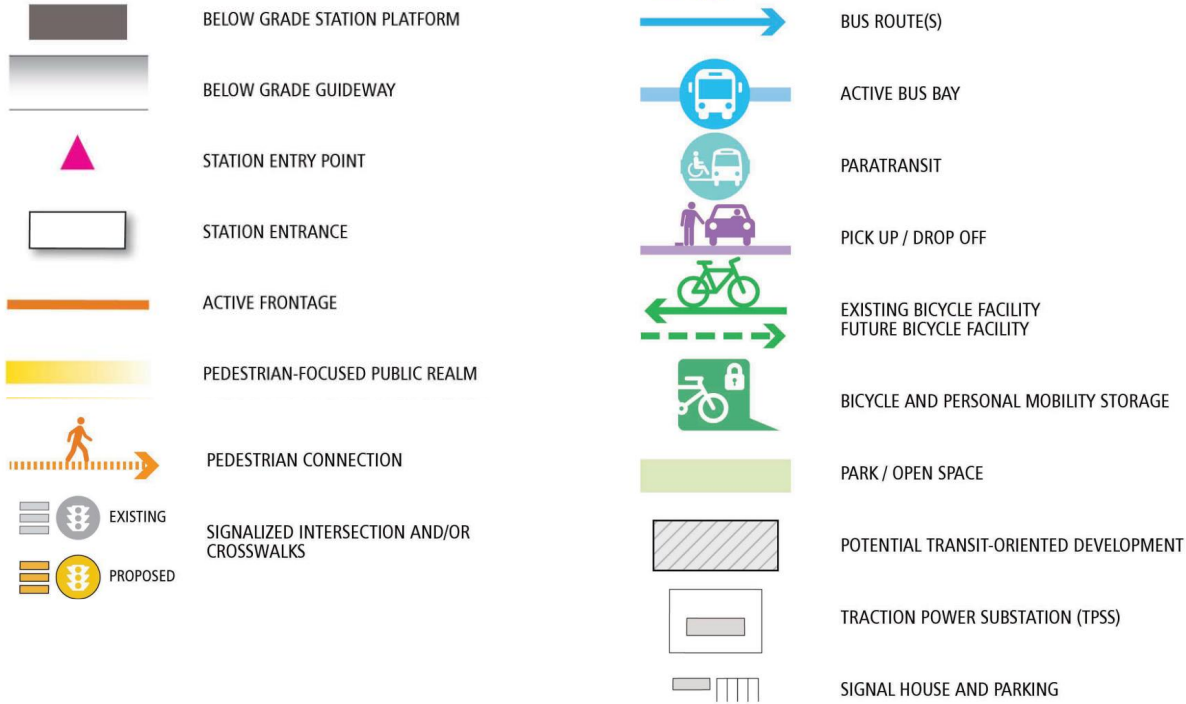
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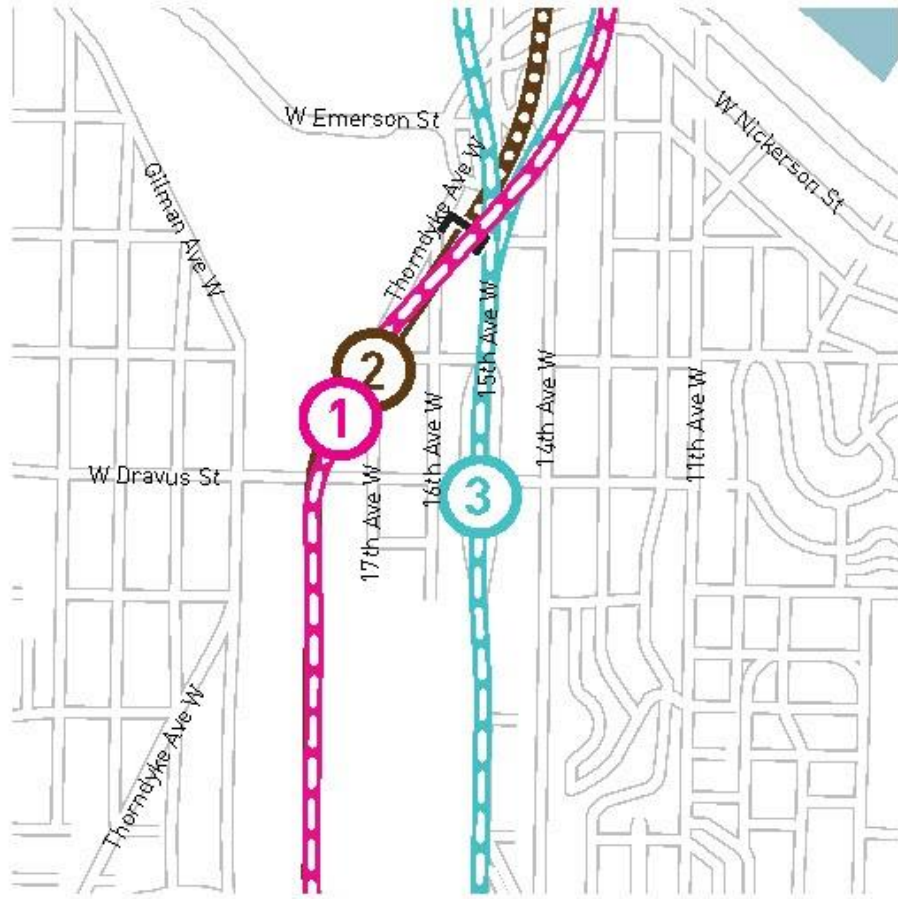
Questions for Discussion

- *What nearby uses and amenities would best serve a broad and diverse workforce arriving at the station?*
- *What does excellent transit integration look like or feel like?*
- *How do we create safe and welcoming connections to nearby destinations?*



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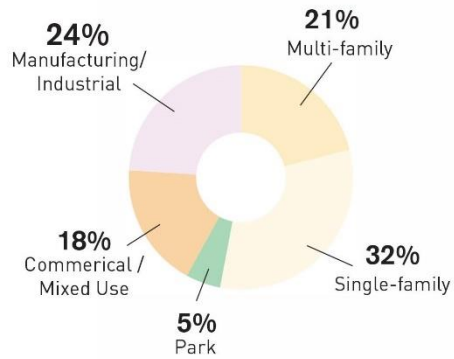
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- ***Create a sense of belonging for communities of color at all stations***



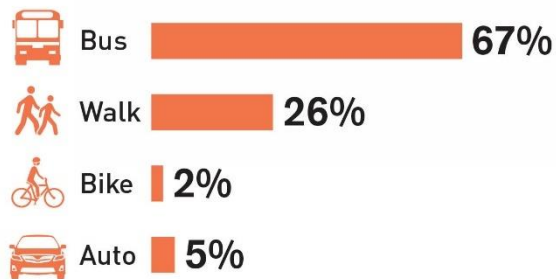
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾
10-minute bikeshed



Living and working in ^(1,4)
the station area 2040



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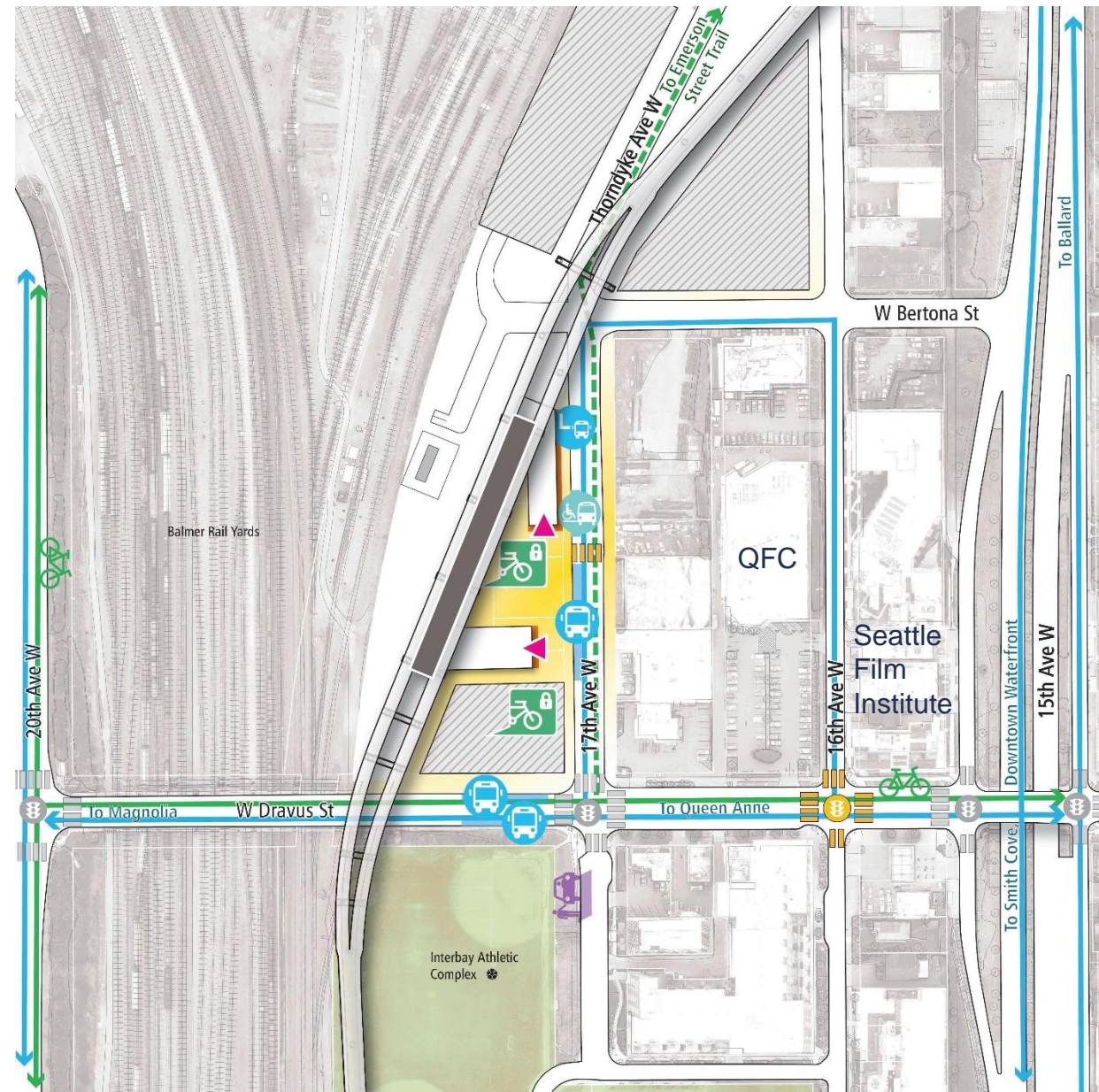
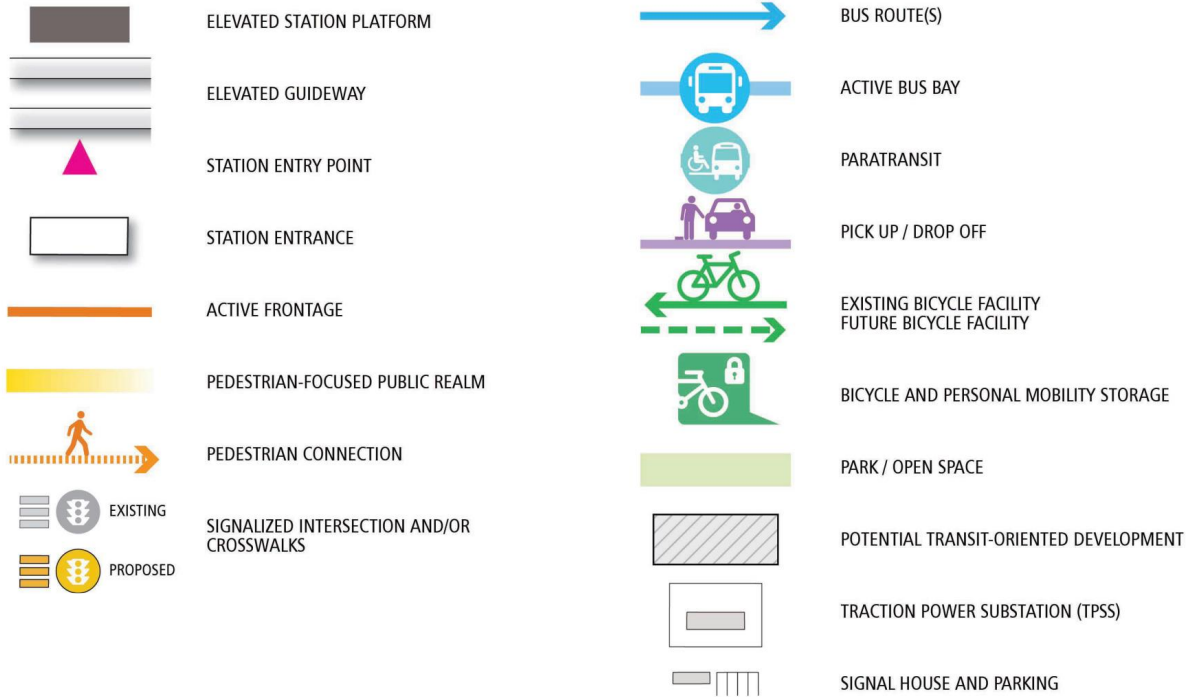
- 1 Desire to widen the Dravus Street Bridge to create better pedestrian and bike amenities
- 2 Concerns about potential impacts to industrial uses and businesses
- 3 Desire to have station connect the Magnolia, Interbay and Queen Anne neighborhoods
- 4 Would like station area to include restaurant, retail/commerce, apartments and open space
- 5 Complete bike and pedestrian connection from station to Ship Canal Trail



Note: Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Preferred alternative

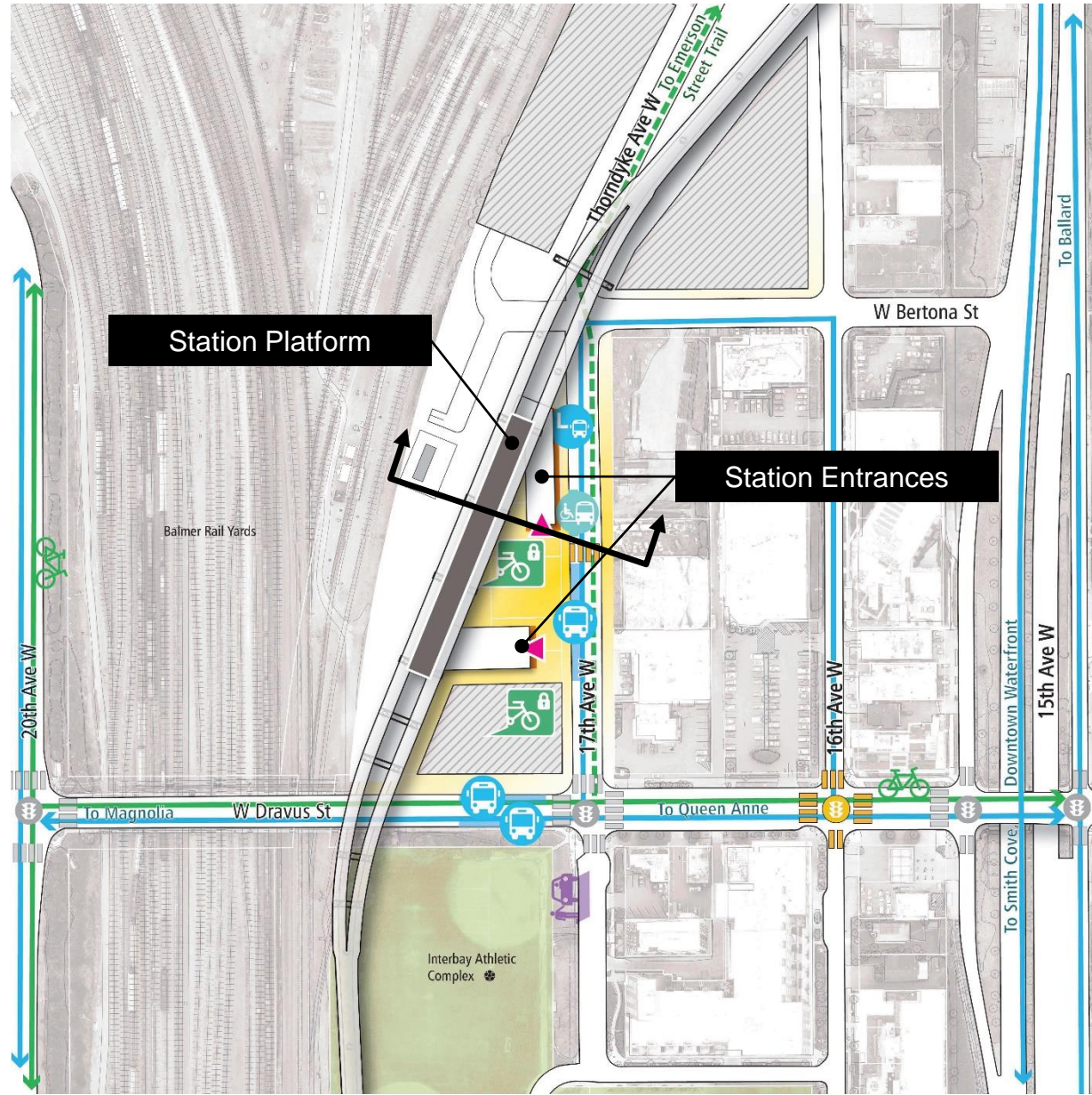
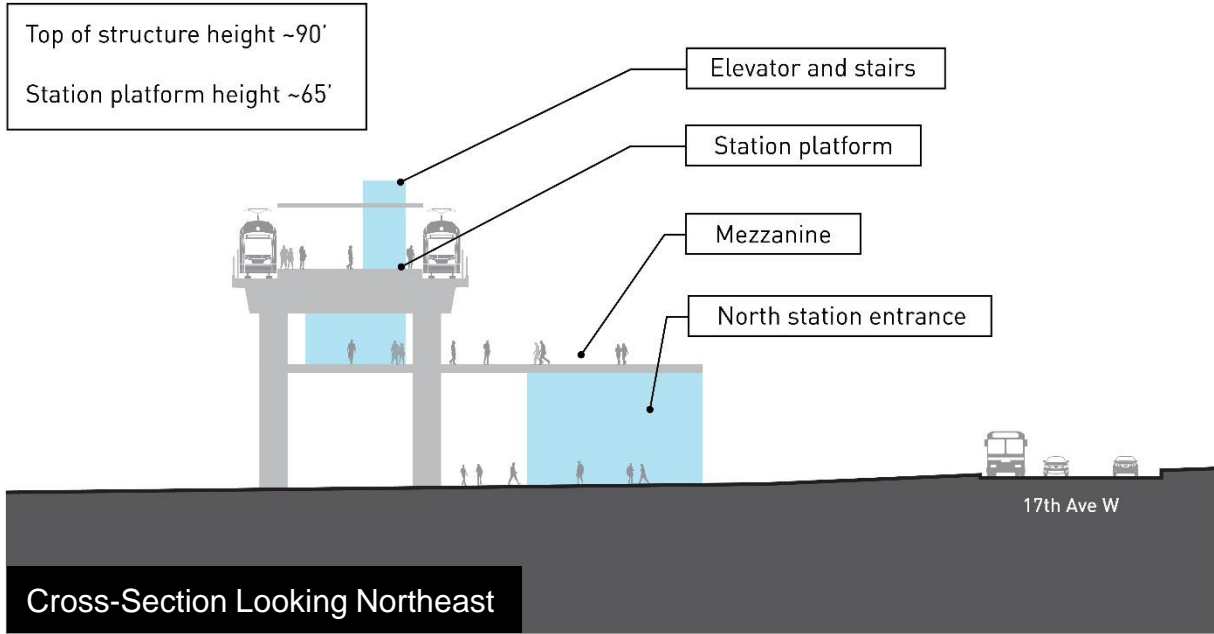
Elevated 17th Ave Station



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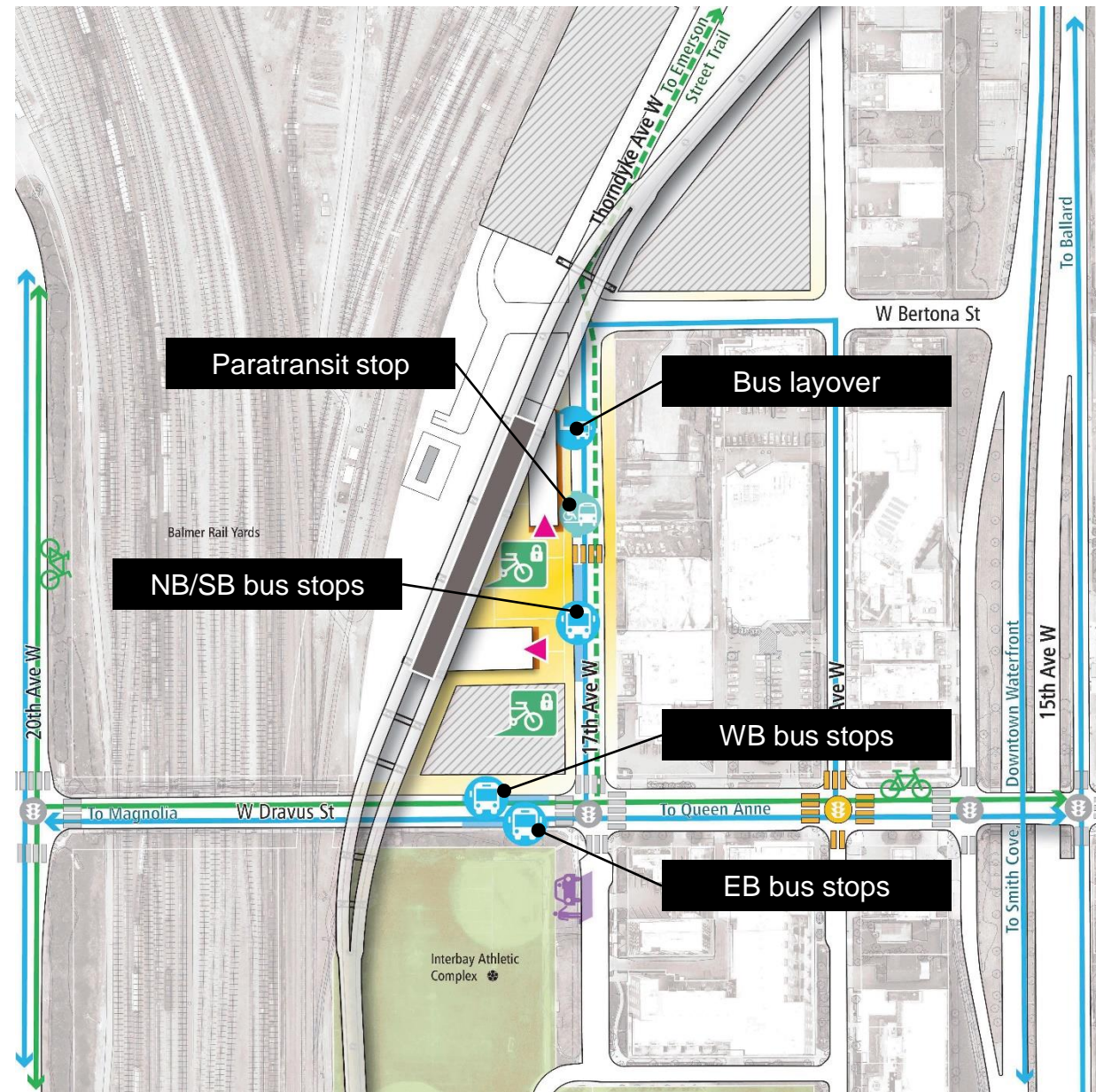
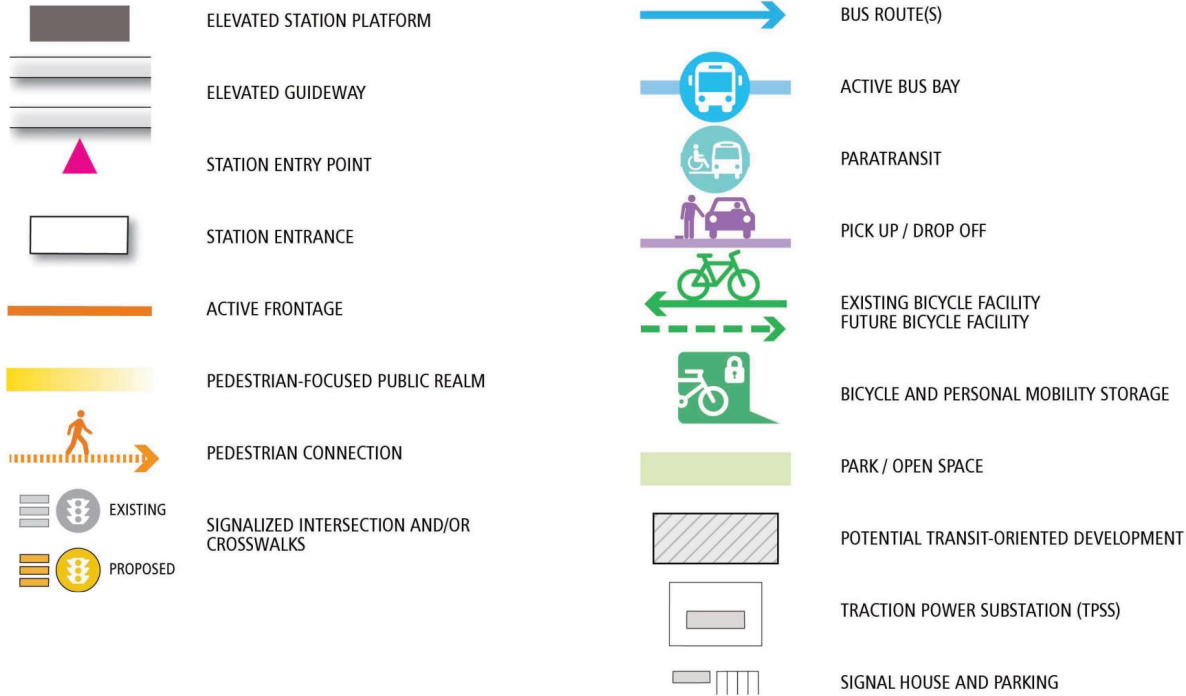
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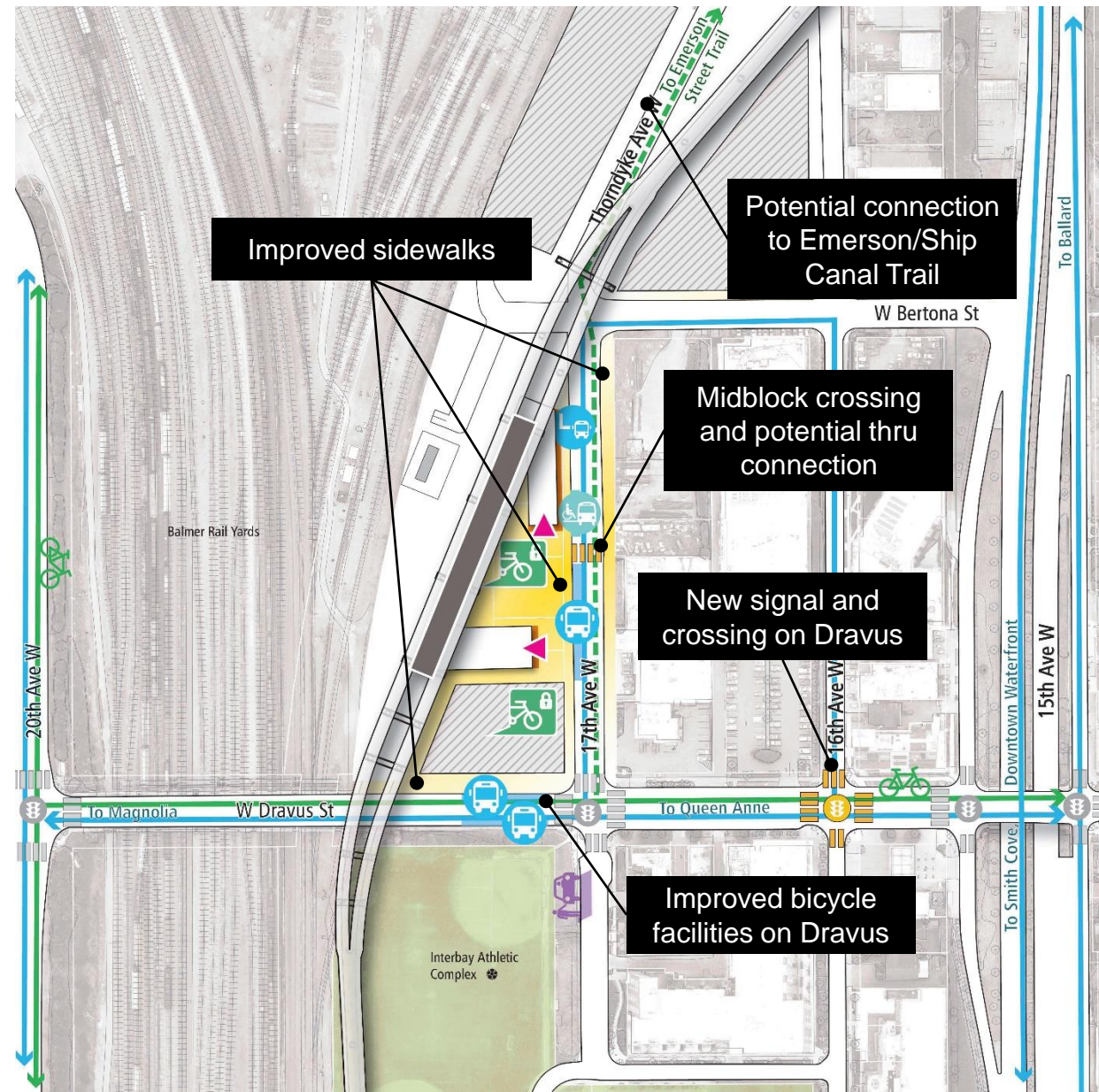
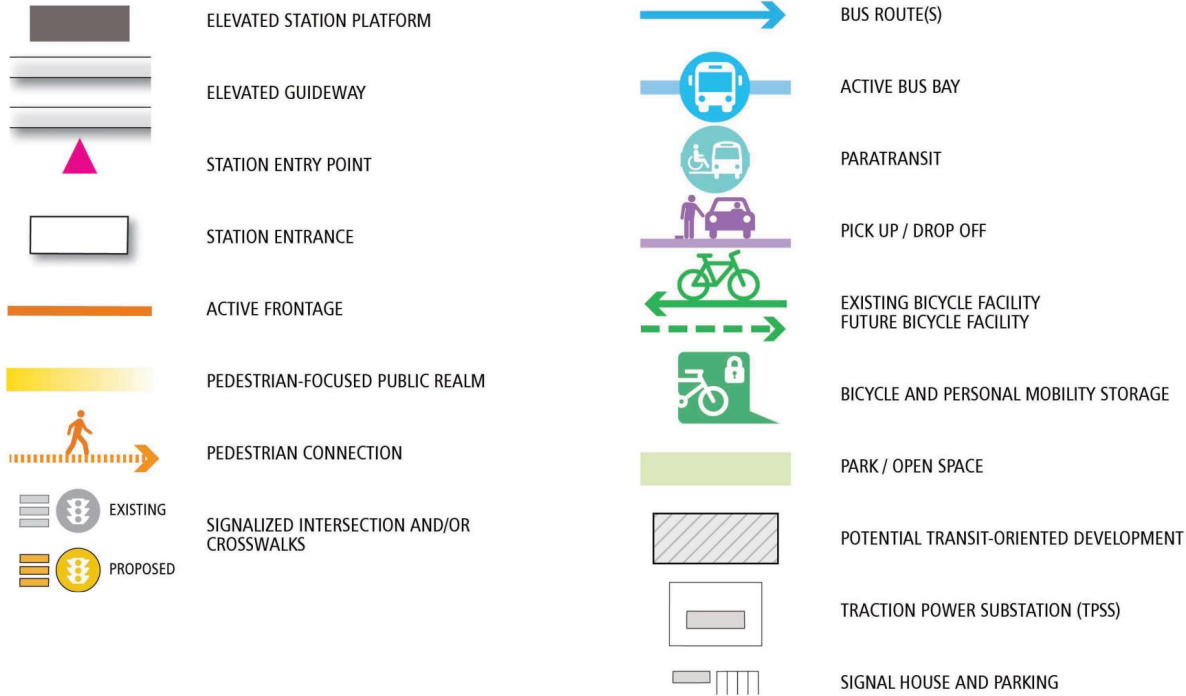
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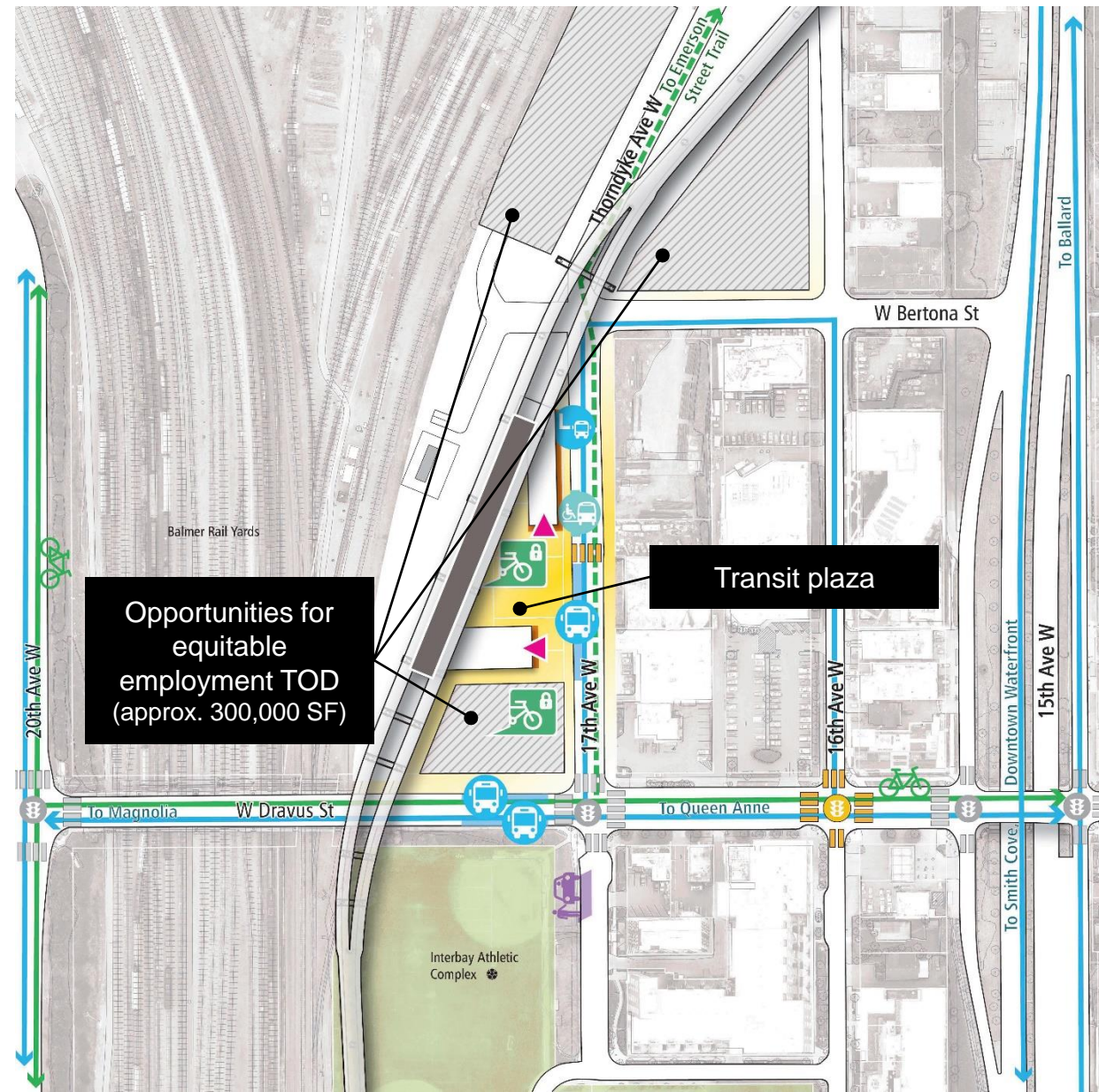
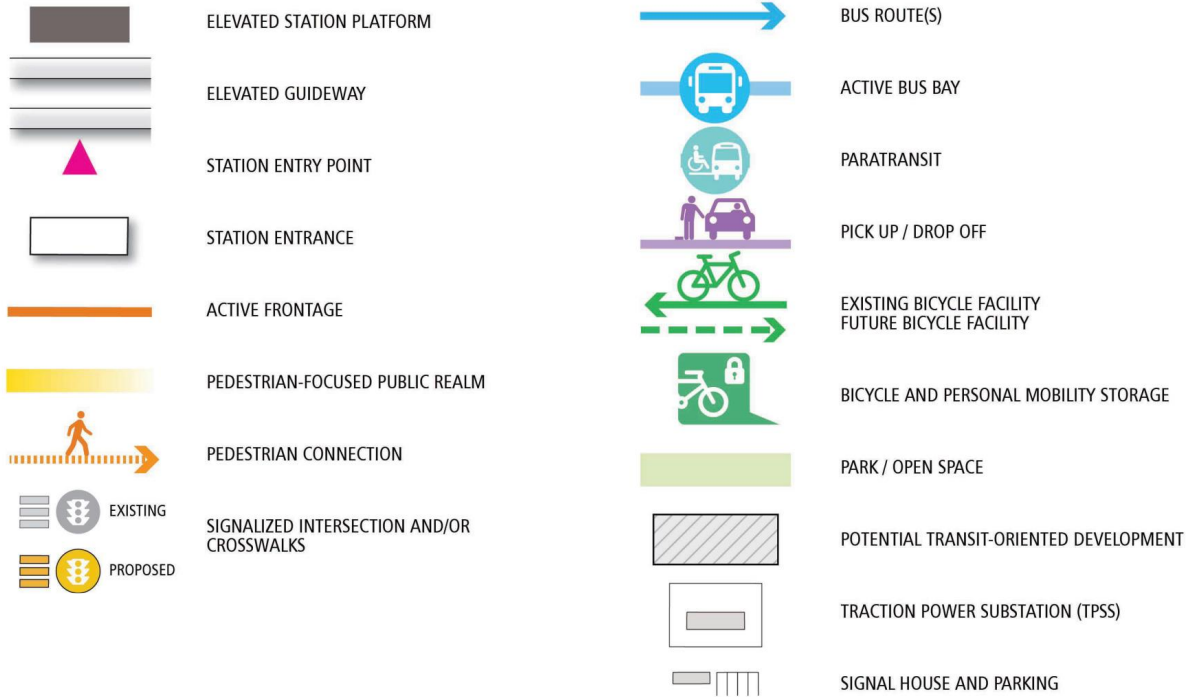
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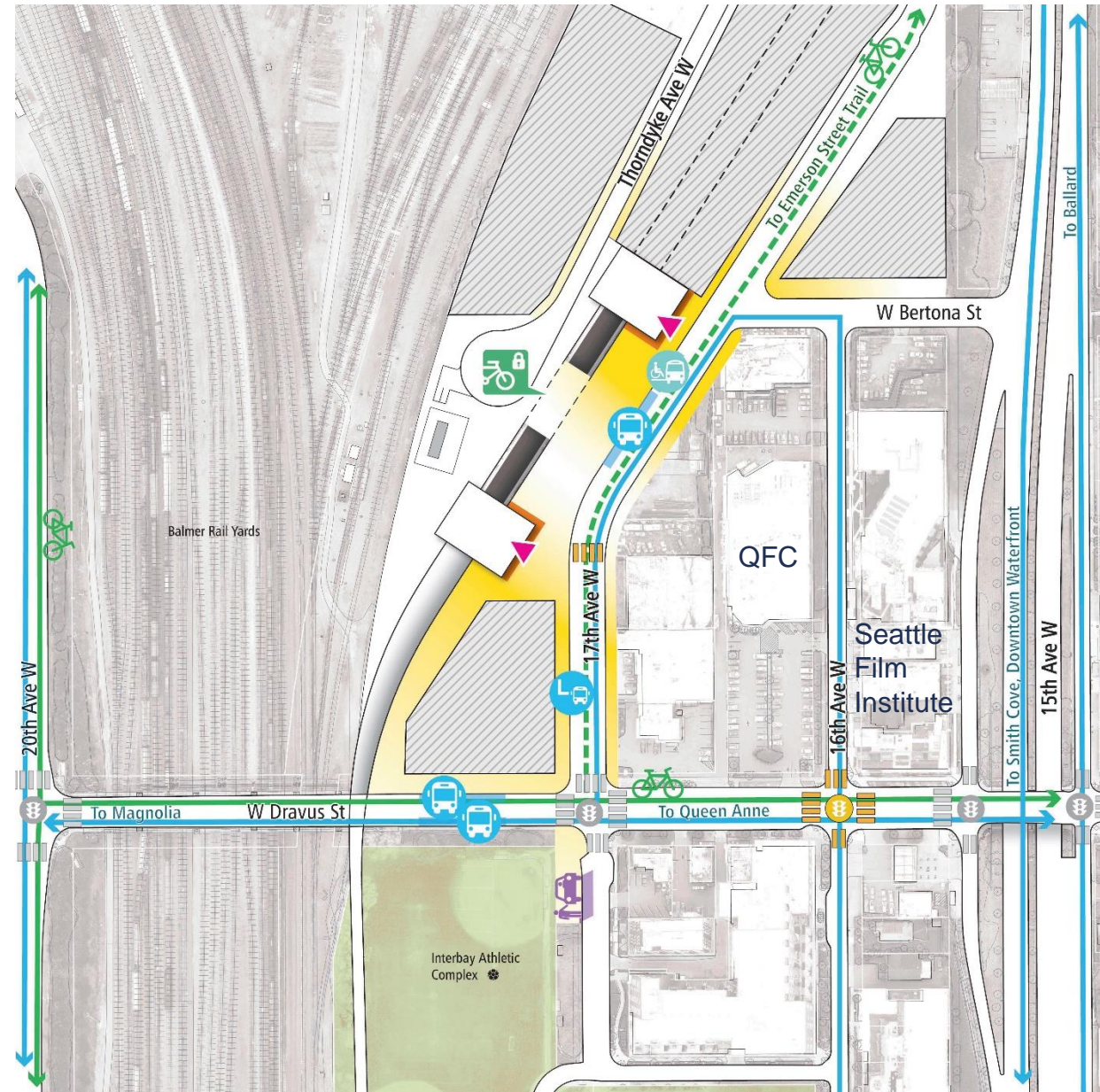
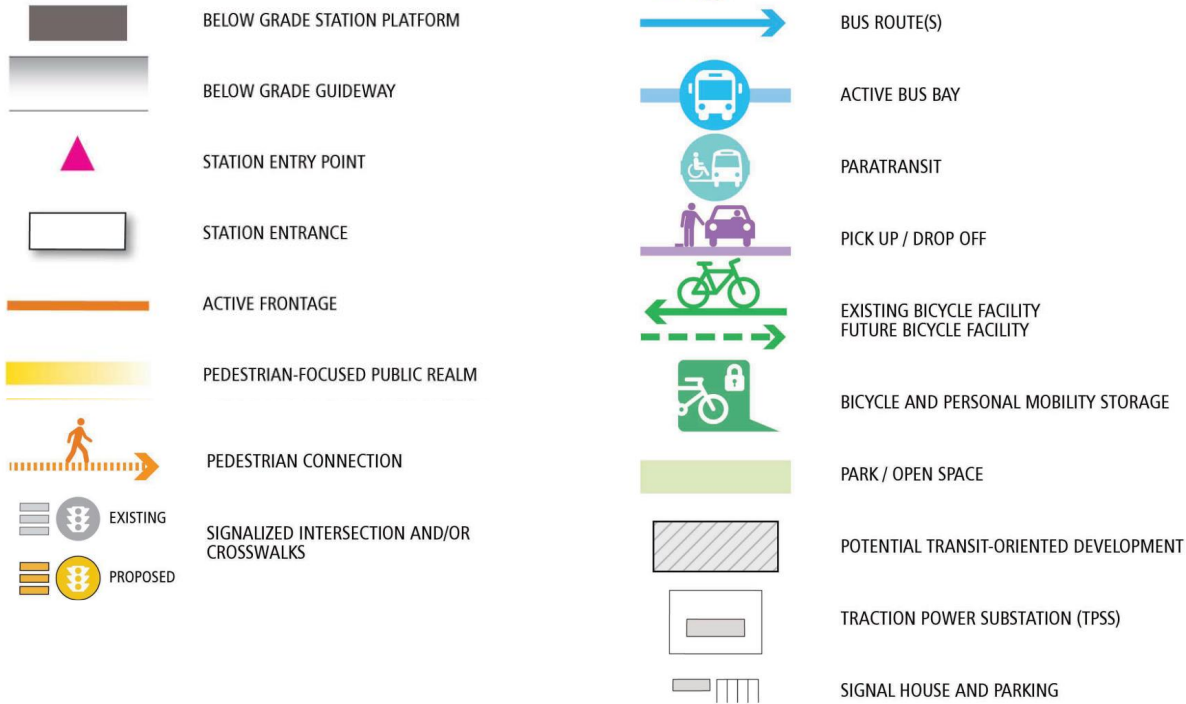
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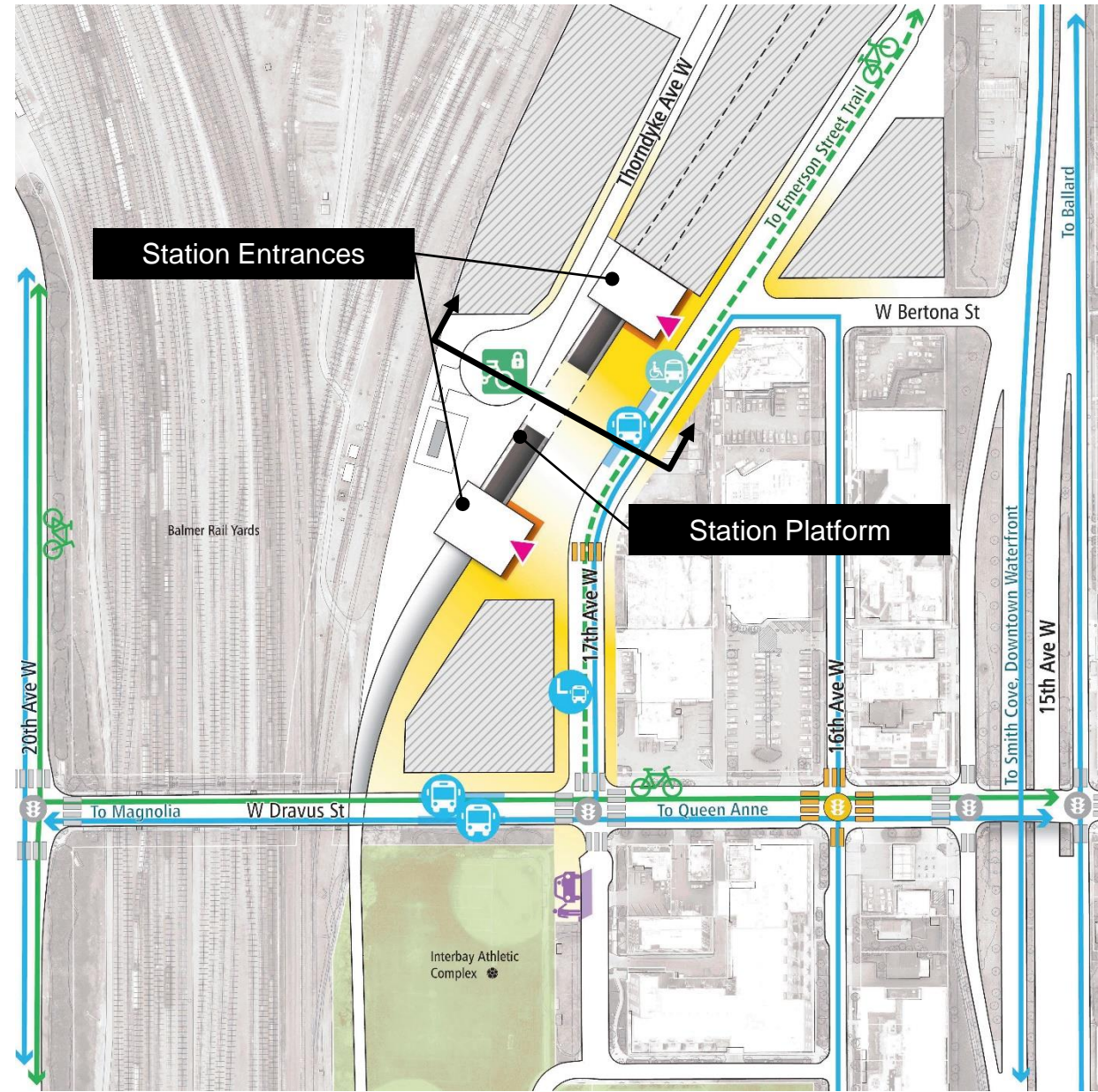
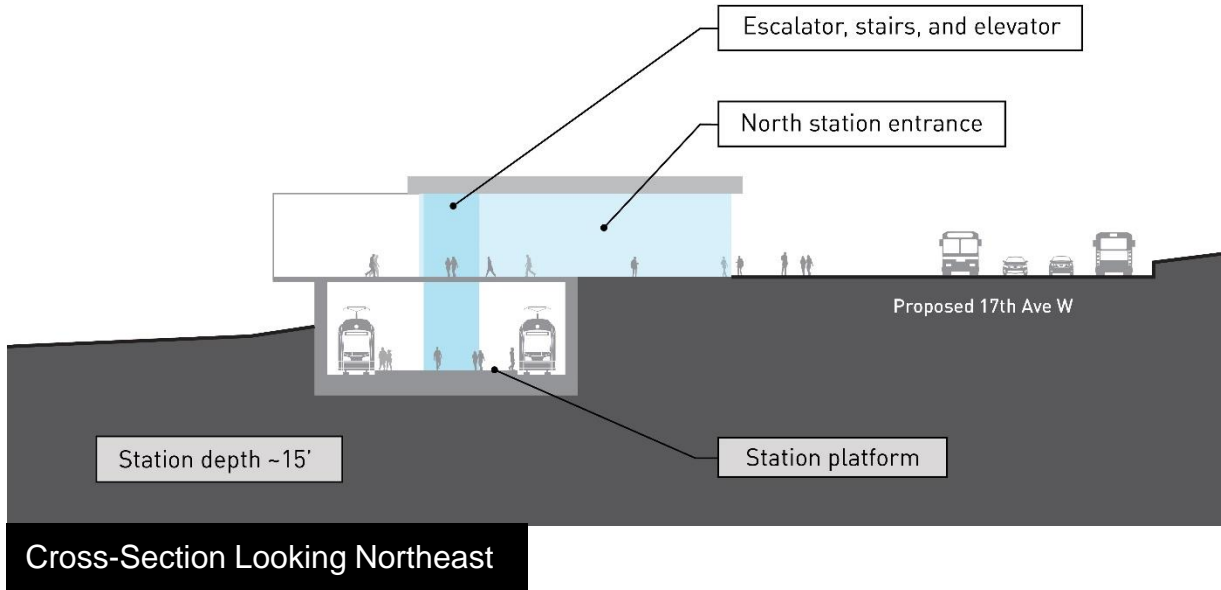
***Preferred alternative with
third party funding***

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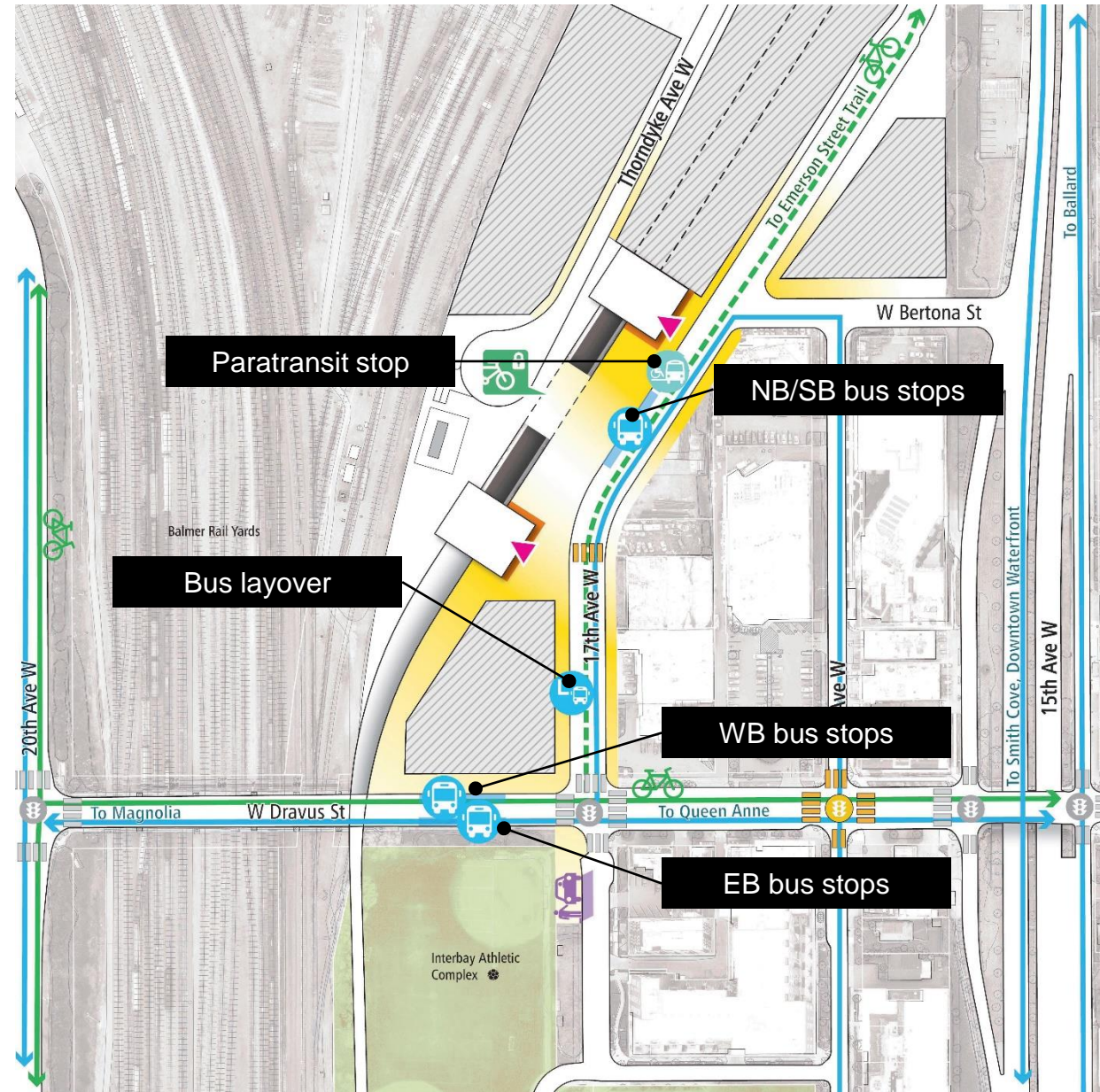
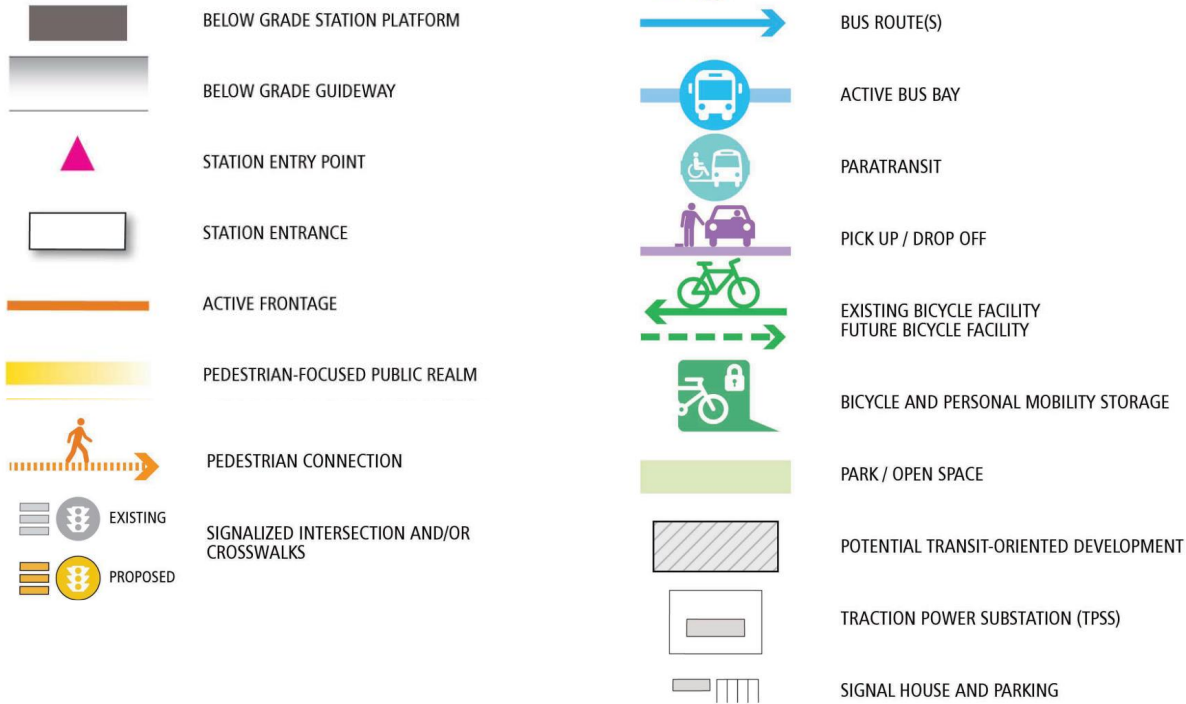
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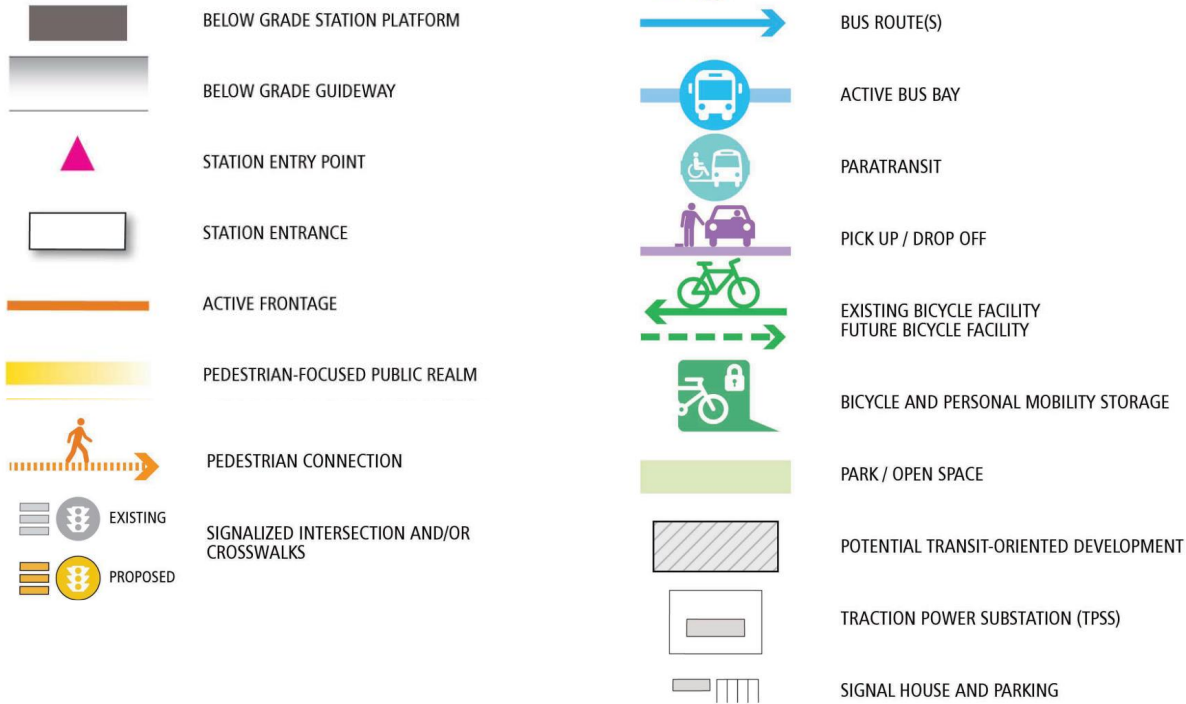
Retained Cut 17th Ave Station



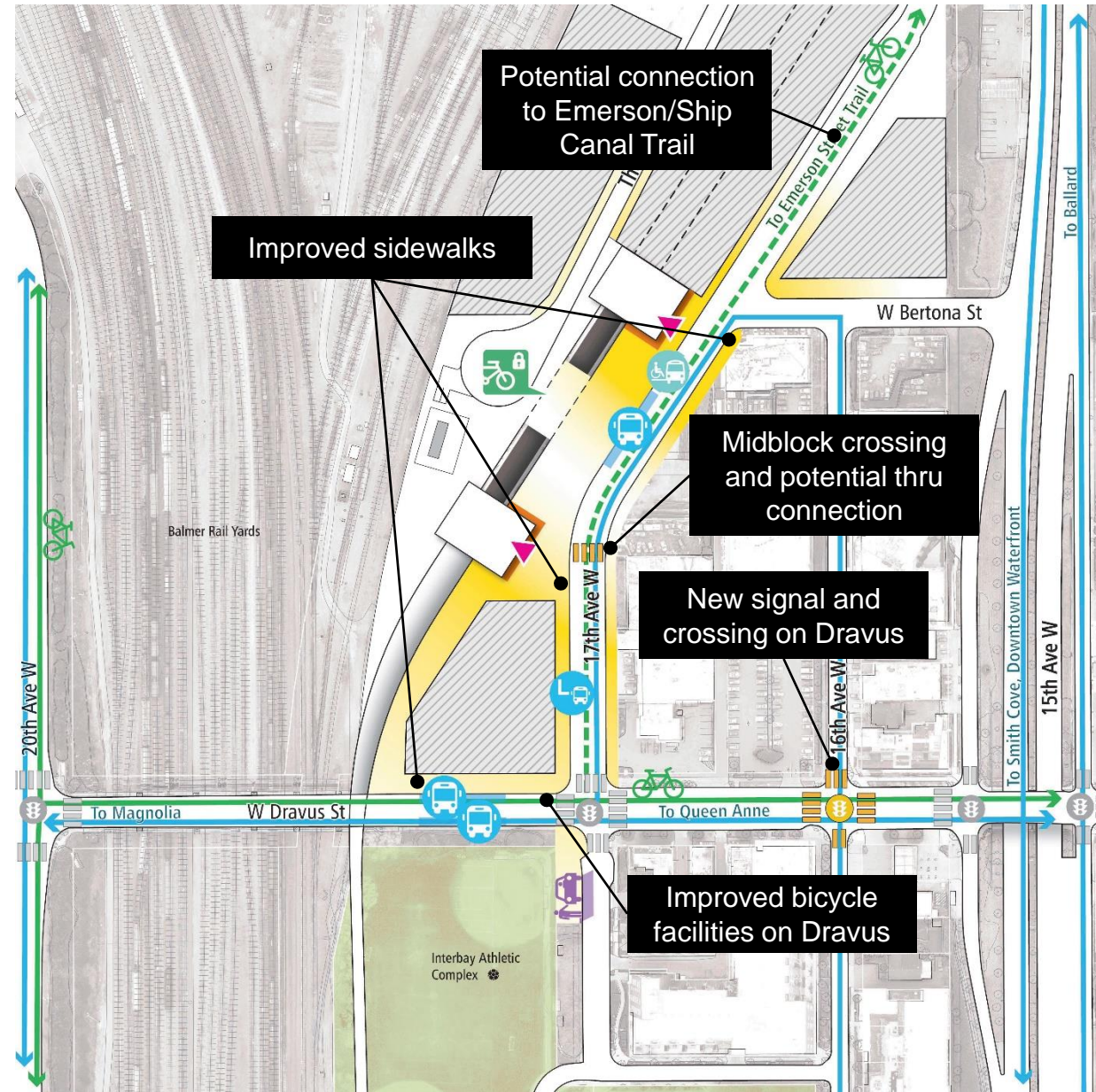
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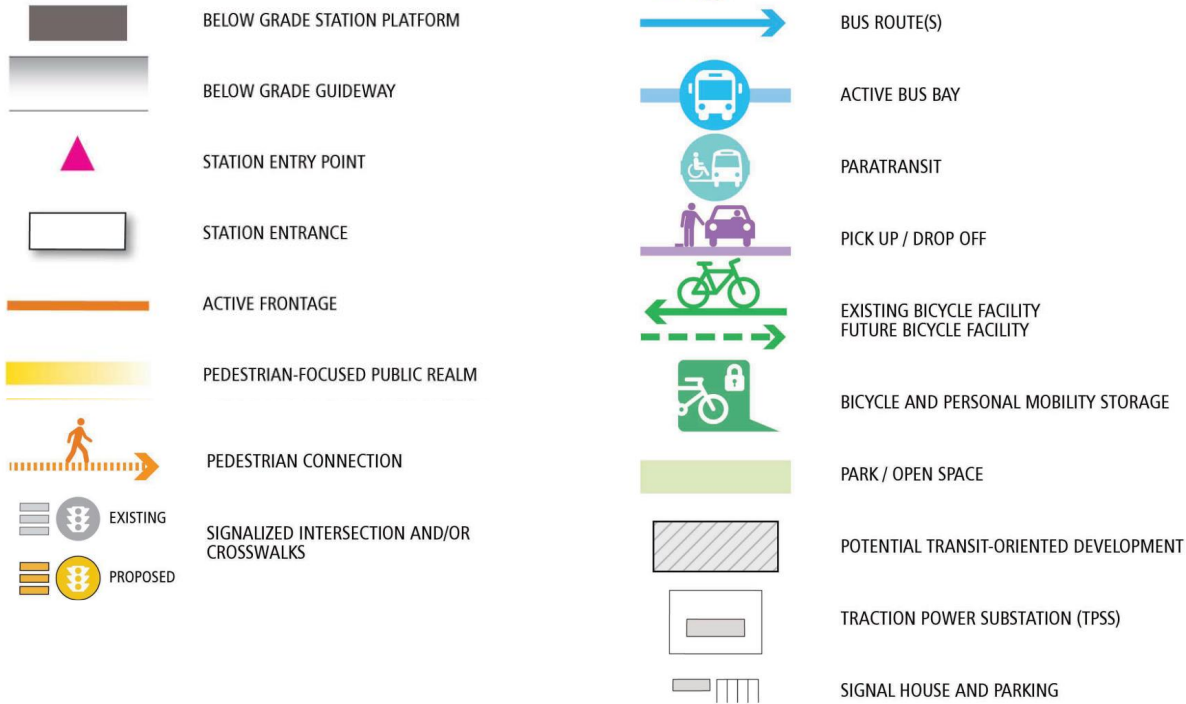
Retained Cut 17th Ave Station



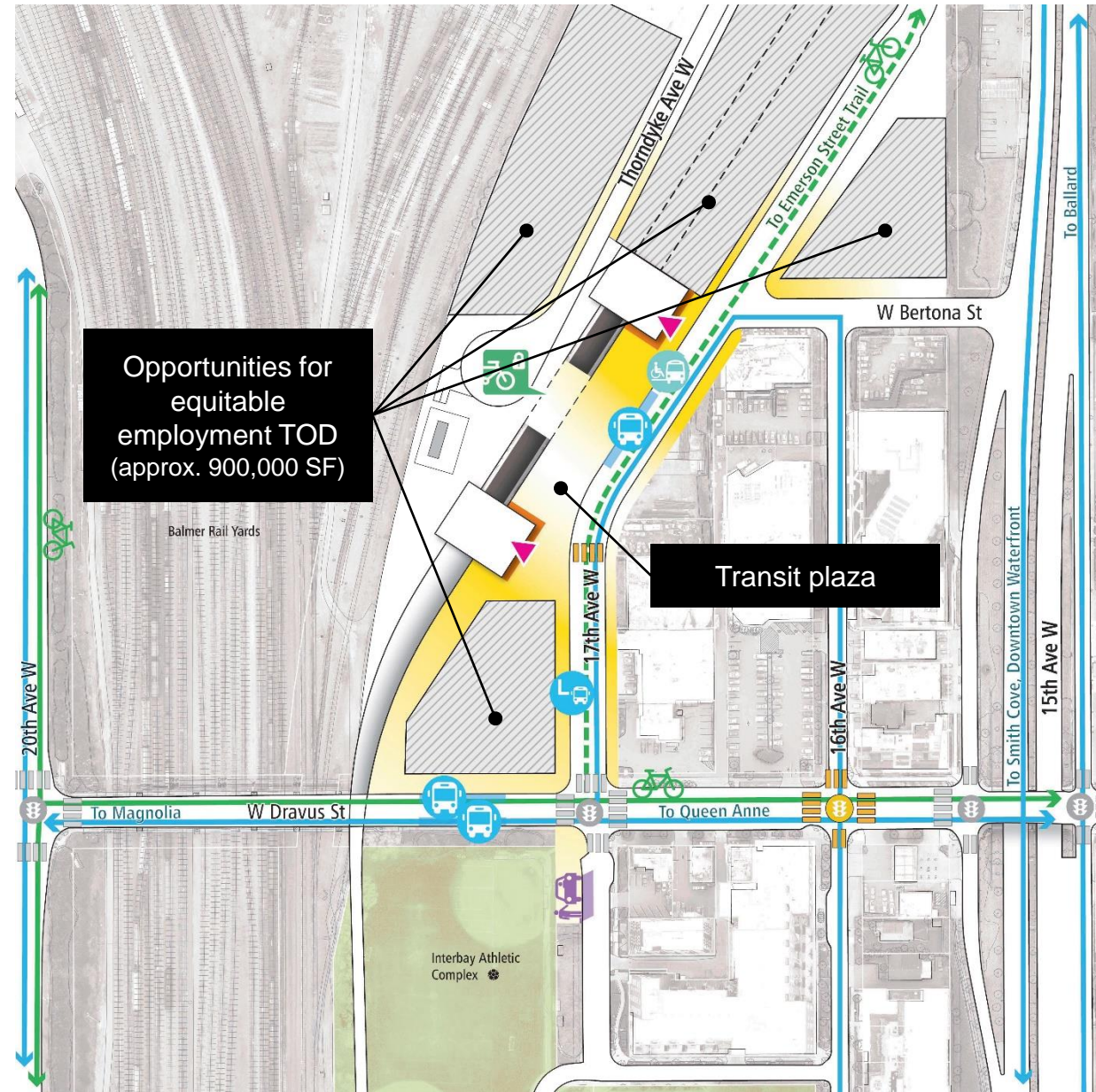
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Retained Cut 17th Ave Station

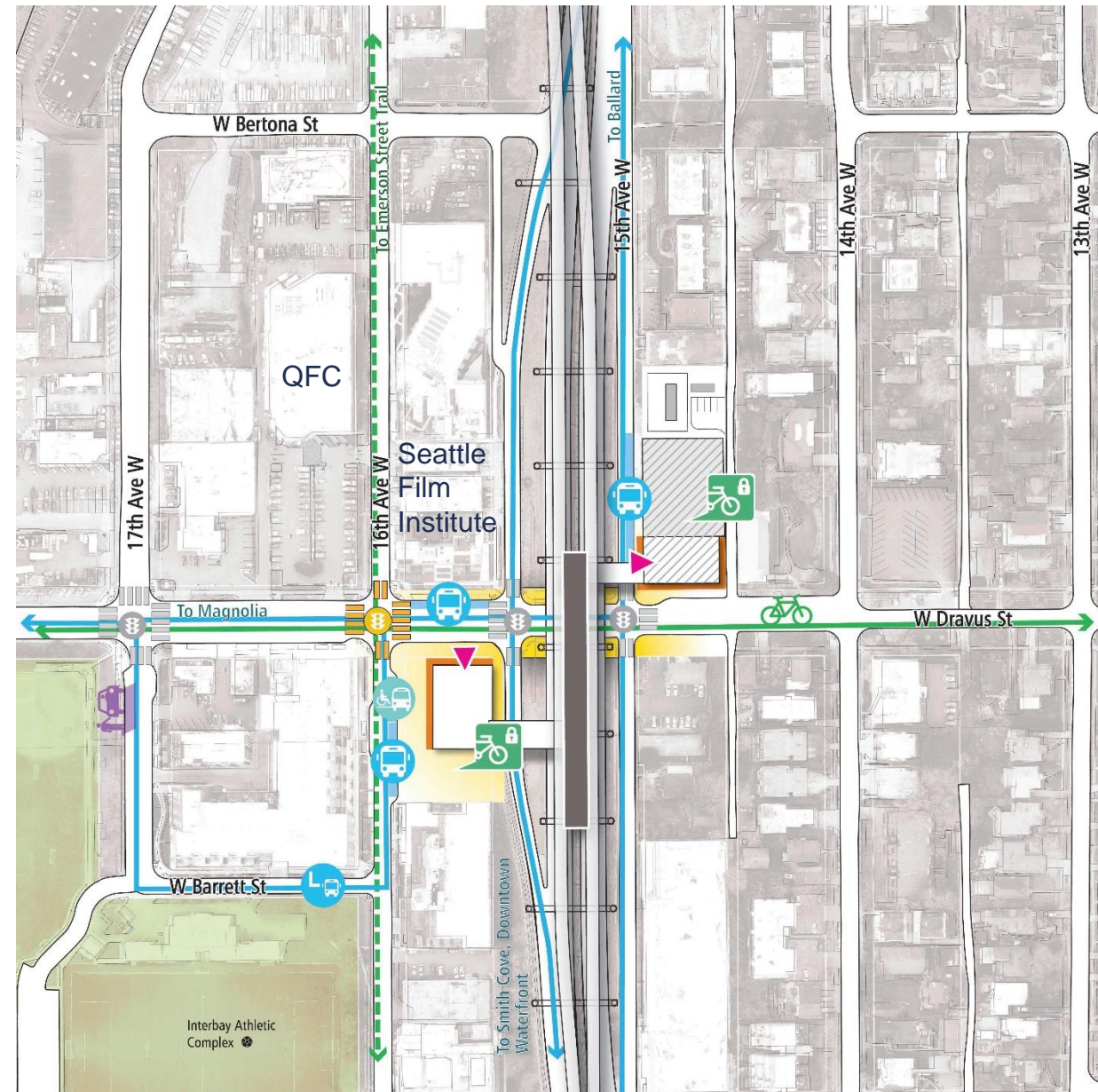
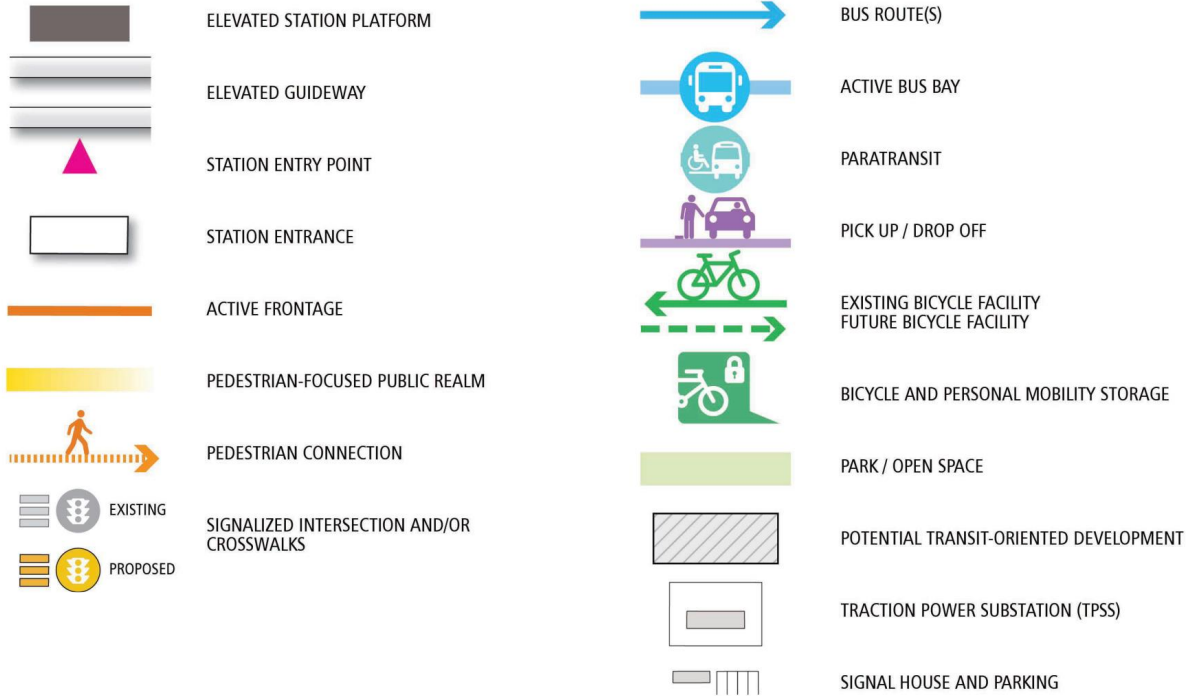


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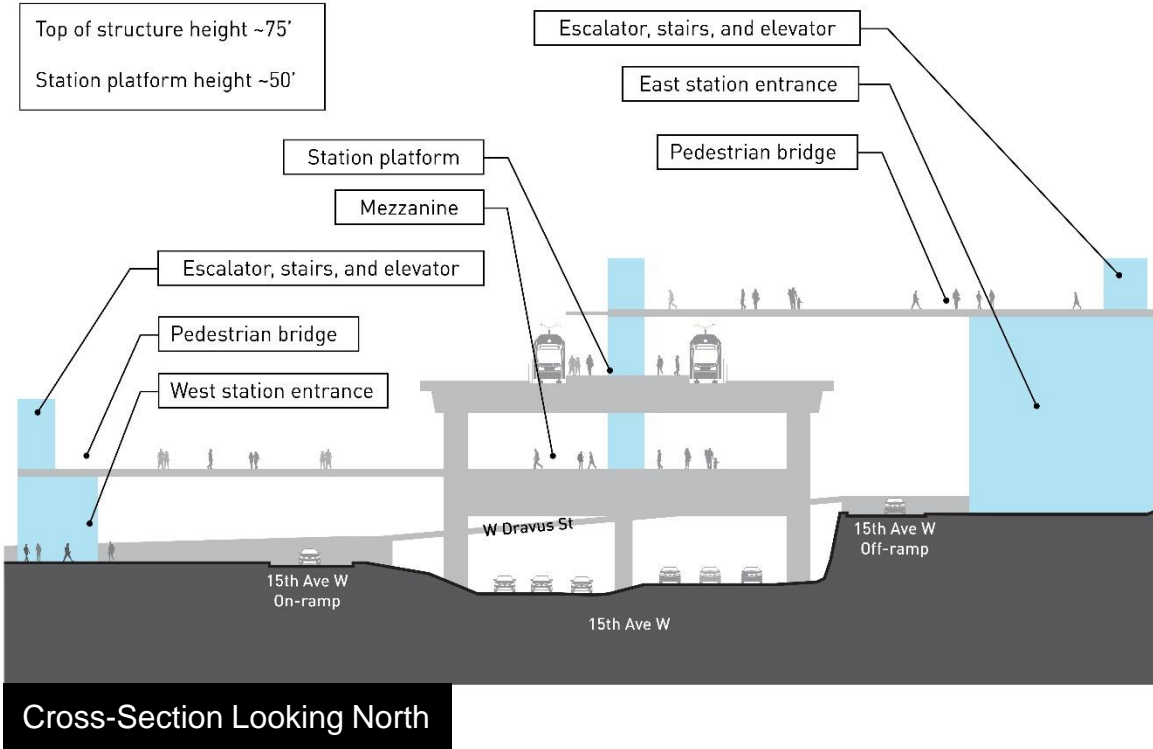
Other Draft EIS alternatives

Elevated 15th Ave Station

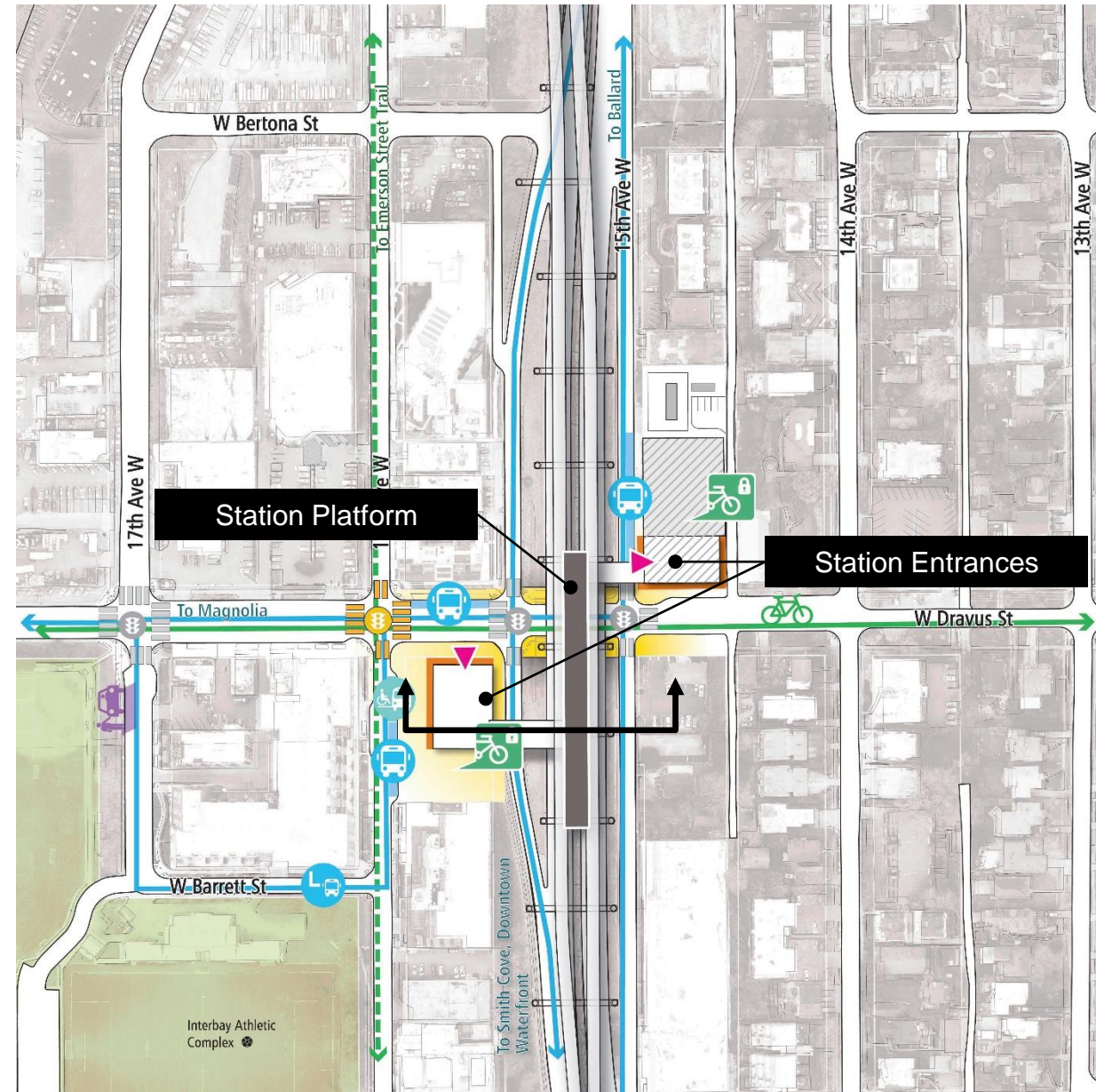


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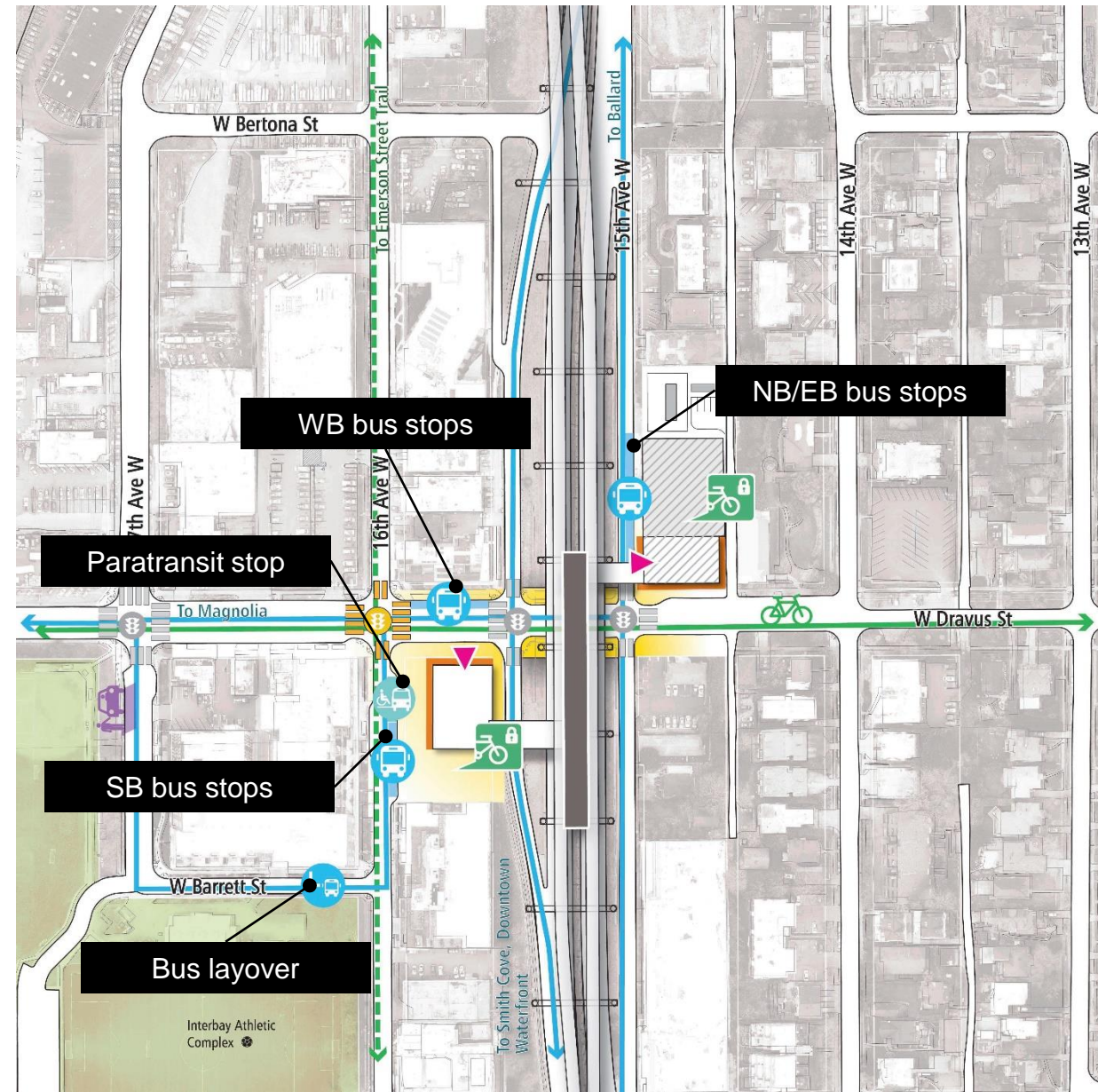
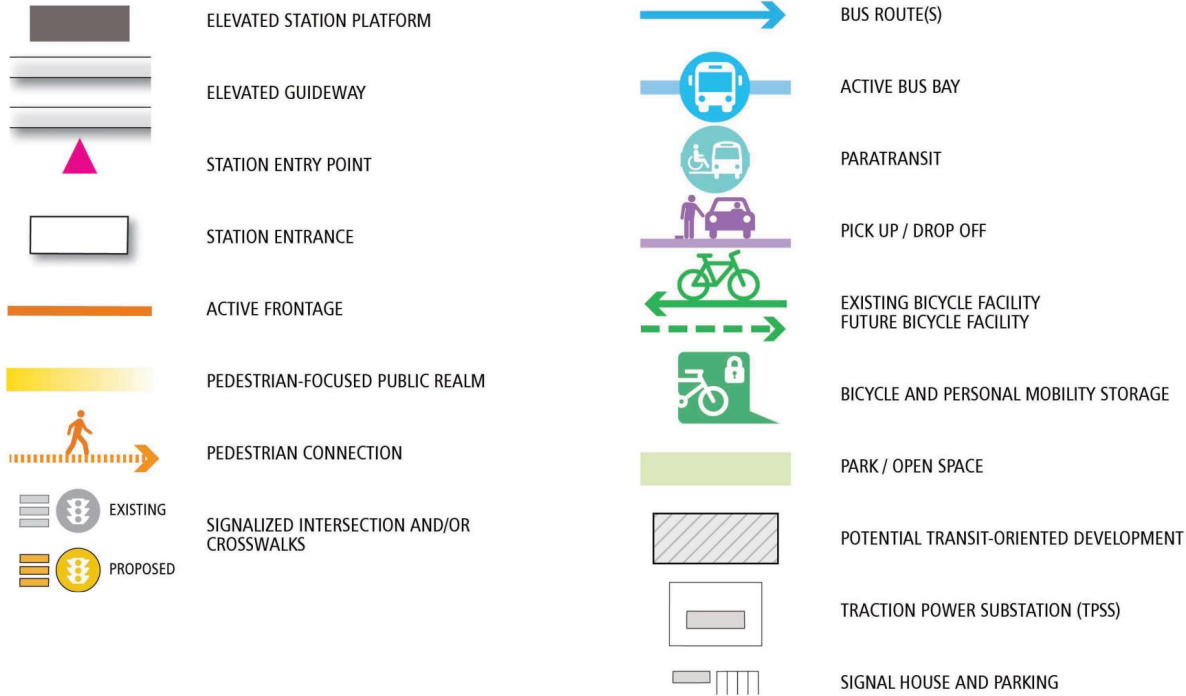
Elevated 15th Ave Station



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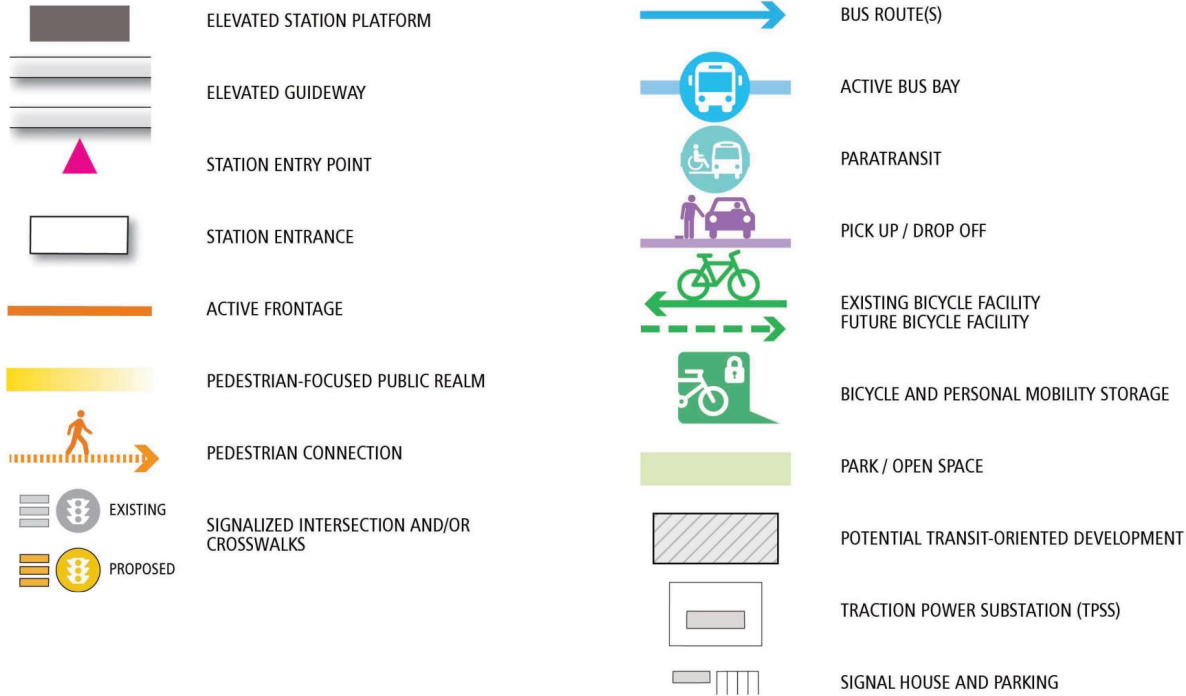
Elevated 15th Ave Station



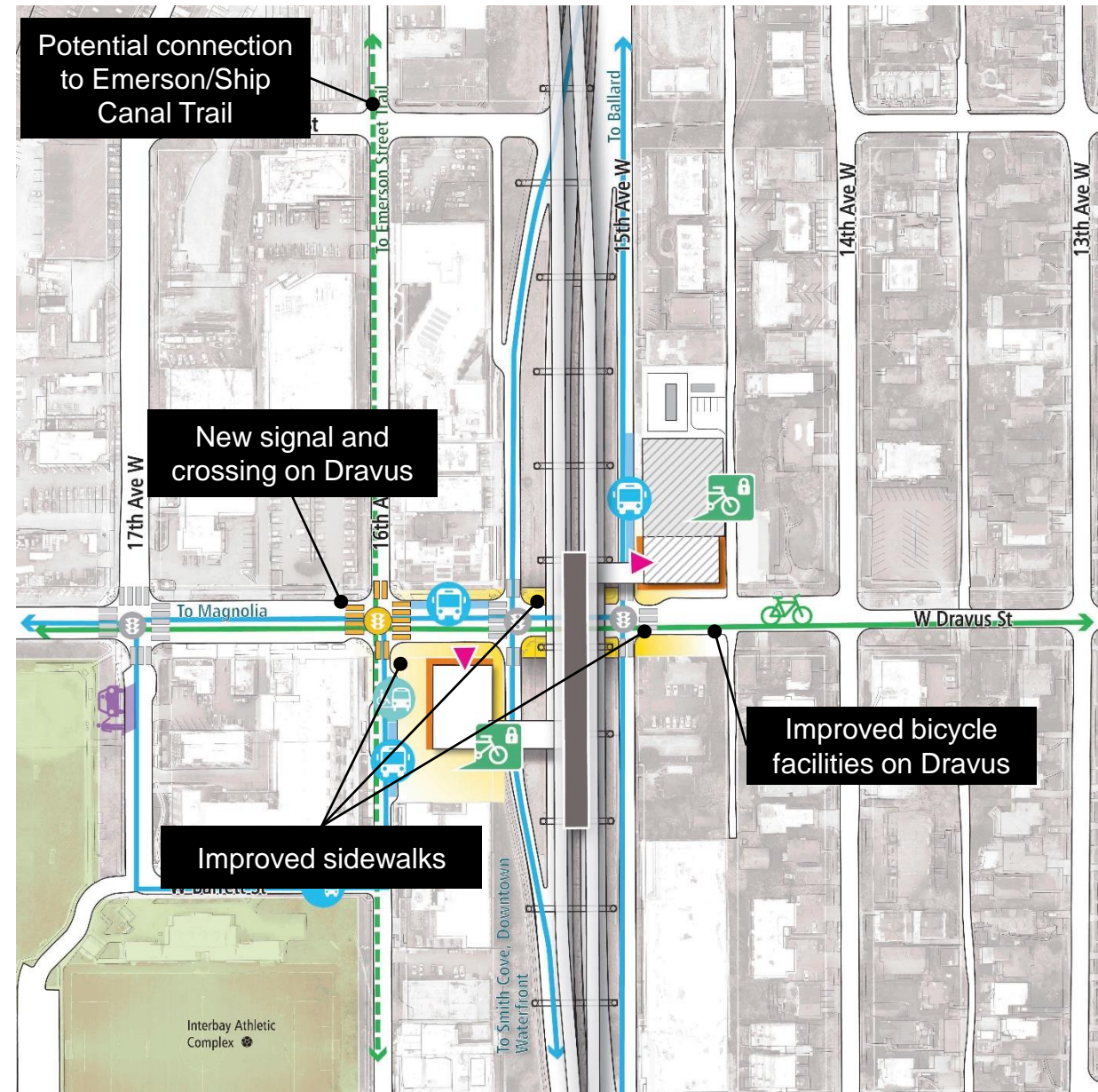
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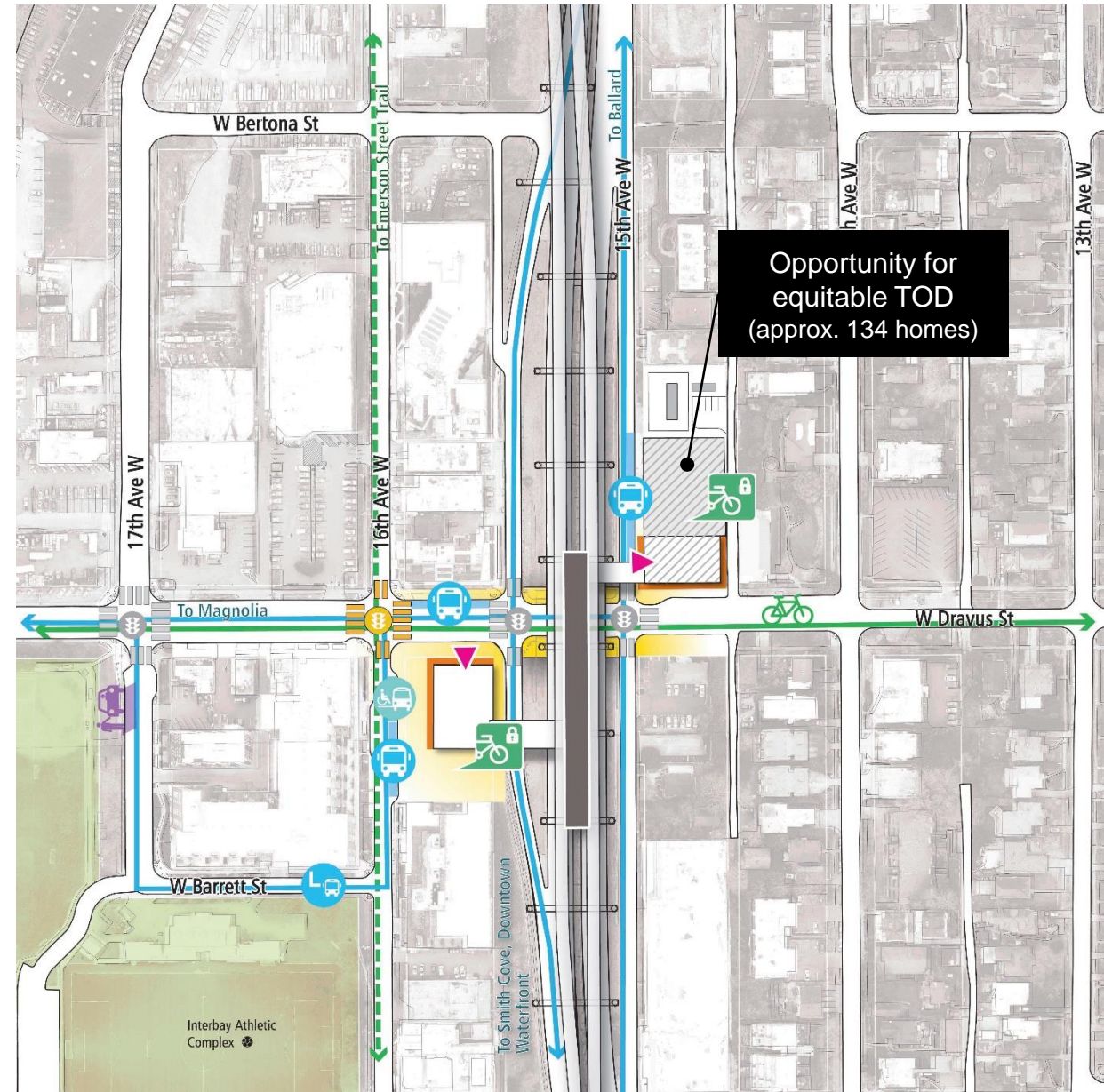
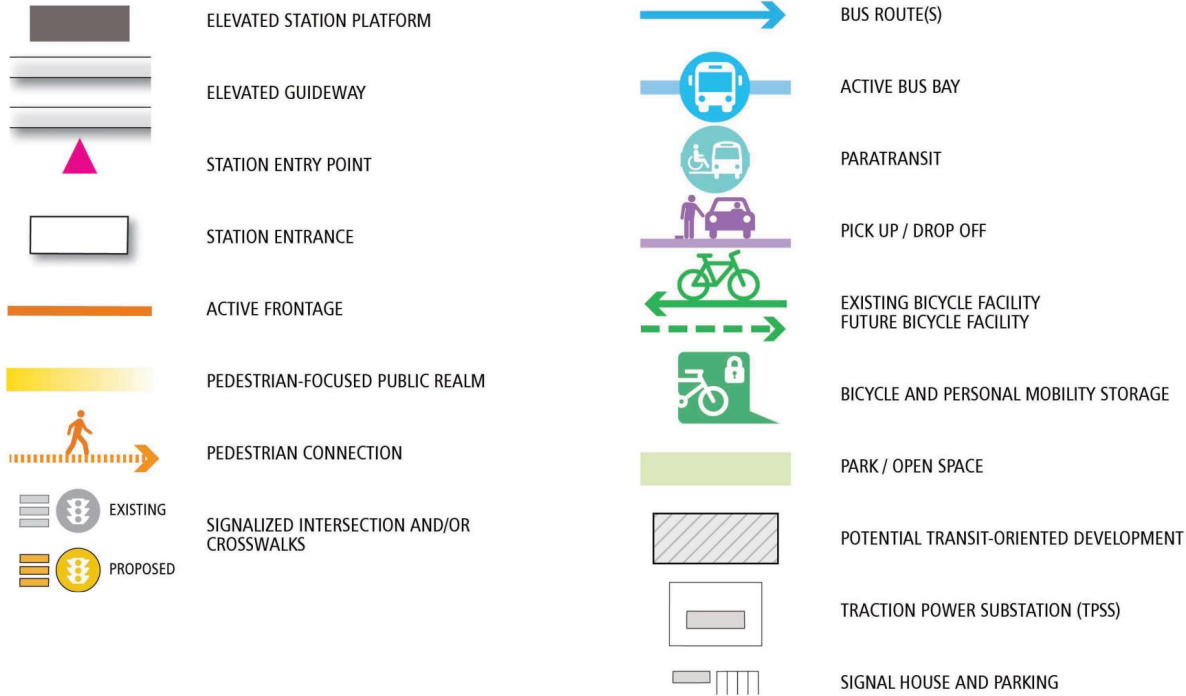
Elevated 15th Ave Station



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Elevated 15th Ave Station



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Questions for Discussion

- *What are community needs and aspirations to account for in planning for the station and equitable TOD around it?*
- *What types of multi-modal access should be prioritized here? How might the use of streets be modified to support that?*



Agenda

- Welcome and introductions
- Station Planning: Background
- Smith Cove Station
- Interbay Station
- ***Ballard Station***
- Next steps and next meeting



DRAFT EIS ALTERNATIVES

- █ Preferred alternative
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives and design options

ROUTE AND STATION PROFILES

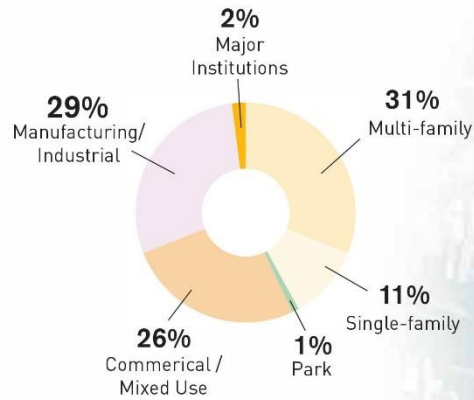
- Elevated
- At-grade
- Tunnel
- Tunnel portal



- *Enhance mobility and access for communities of color and low-income populations*
- *Create opportunities for equitable development that includes expanding housing and community assets for communities of color*
- *Create a sense of belonging for communities of color at all stations*



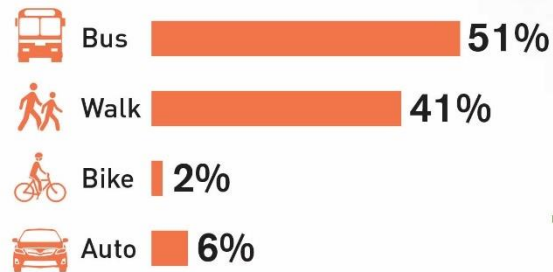
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



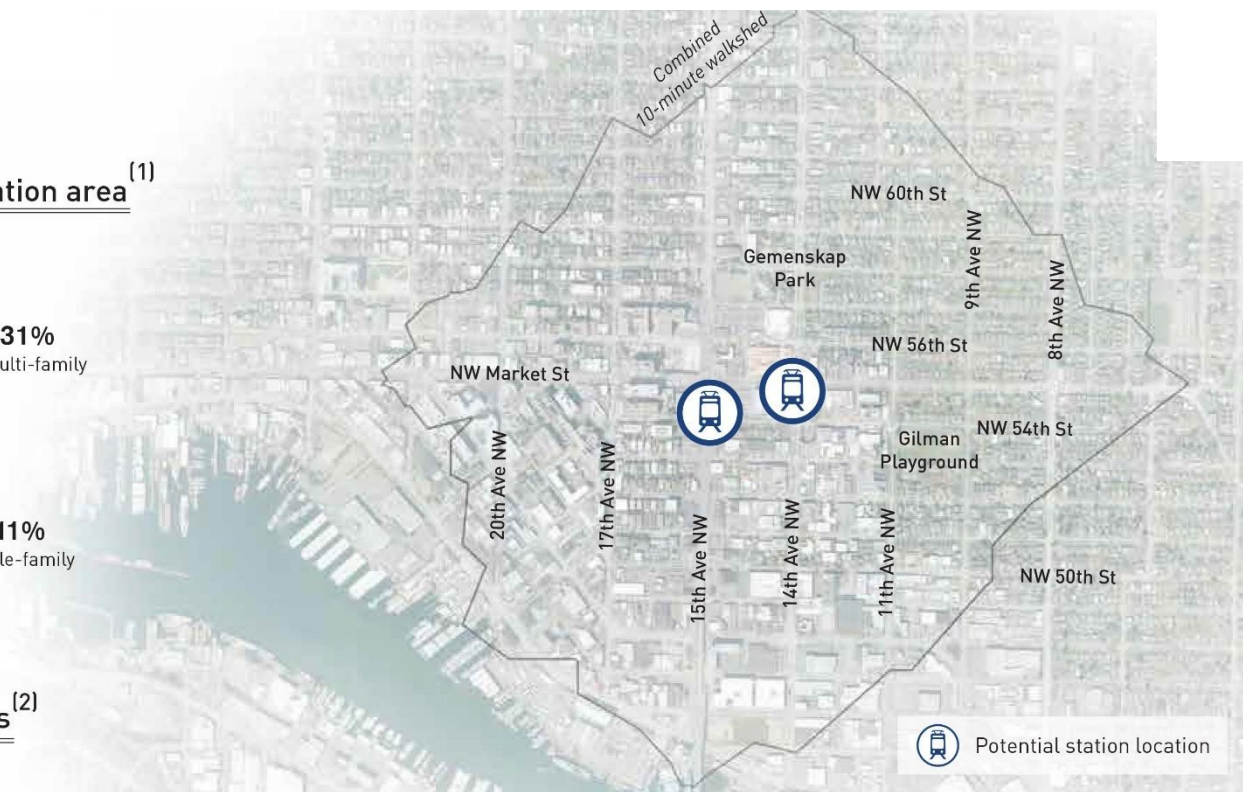
How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area 2040 ^(1,4)



What we heard so far

NEIGHBORHOOD FEEDBACK

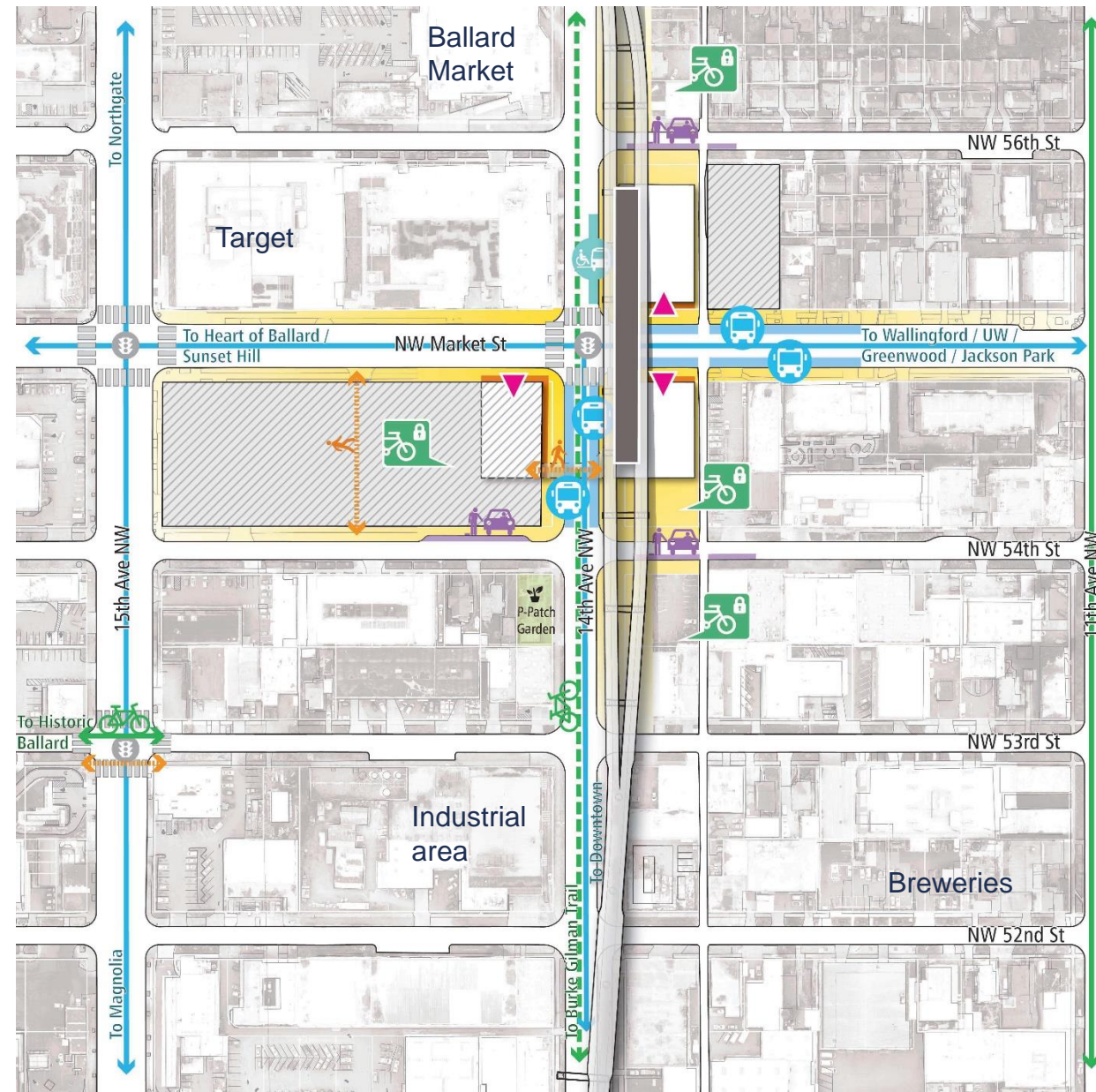
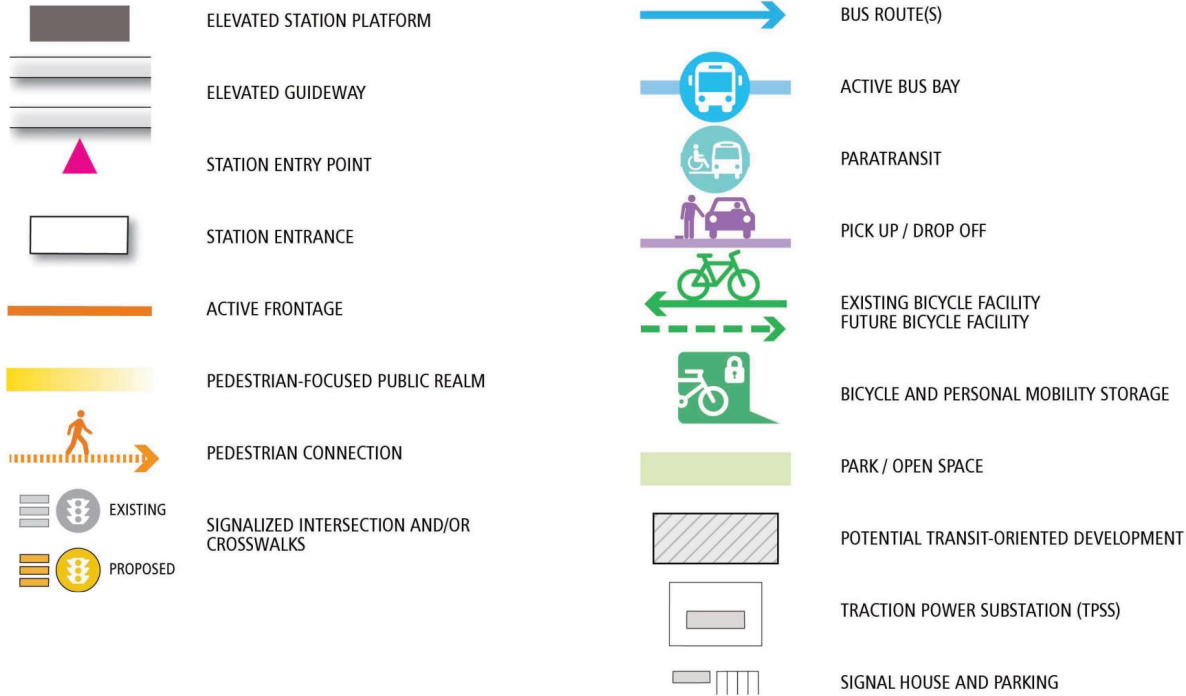
- 1 Intersection of 15th Ave NW and NW Market St is a difficult environment for pedestrians
- 2 Concerned with how light rail will be extended north in the future
- 3 Extending Gemenskap Park south along on 14th Ave NW is important
- 4 14th Ave NW is a planned pedestrian route
- 5 New development is bringing more foot traffic to industrial area, but area is not safe for pedestrians
- 6 Desire to maintain and support current and future industrial uses
- 7 Opportunity to mix light industry with housing



Note: Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Preferred alternative

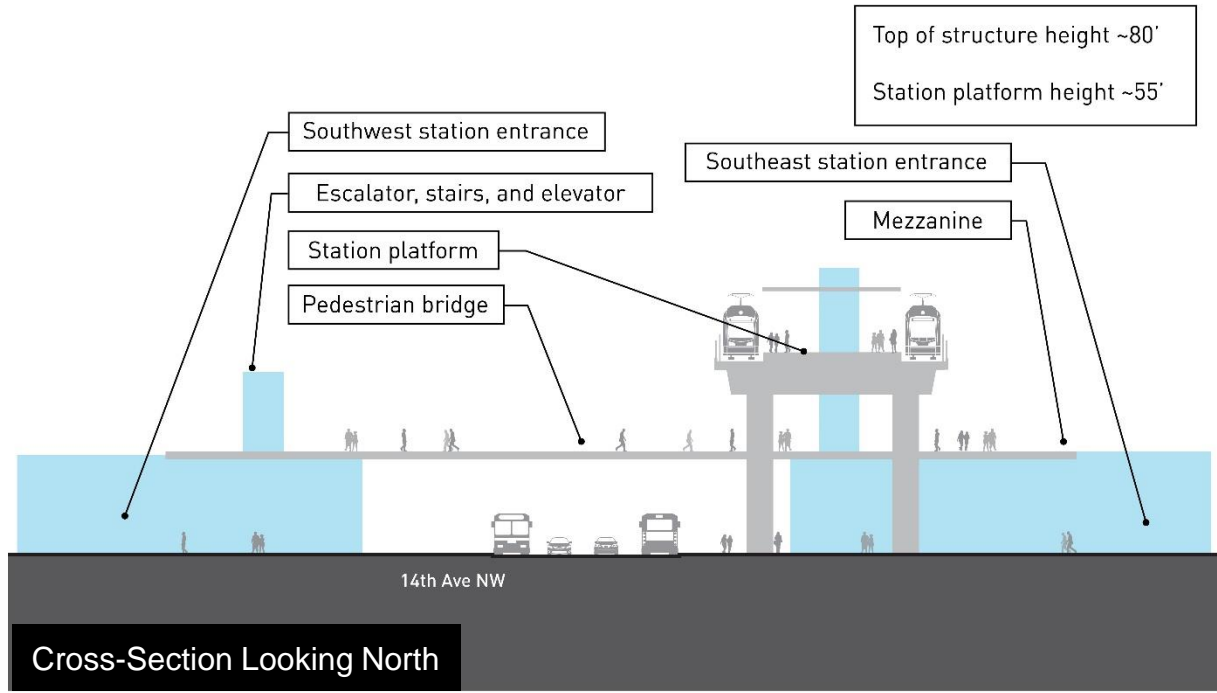
Elevated 14th Ave Station



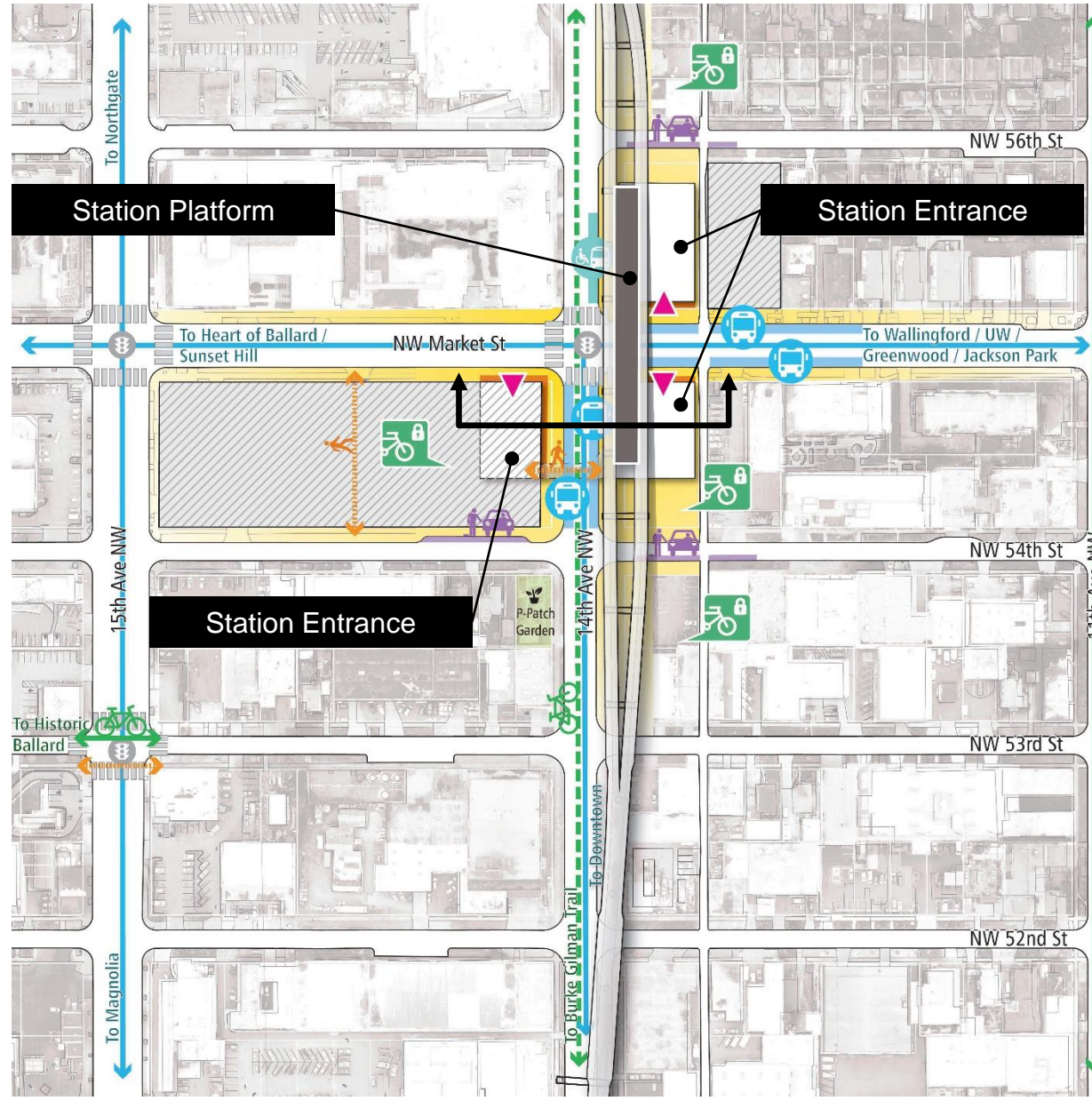
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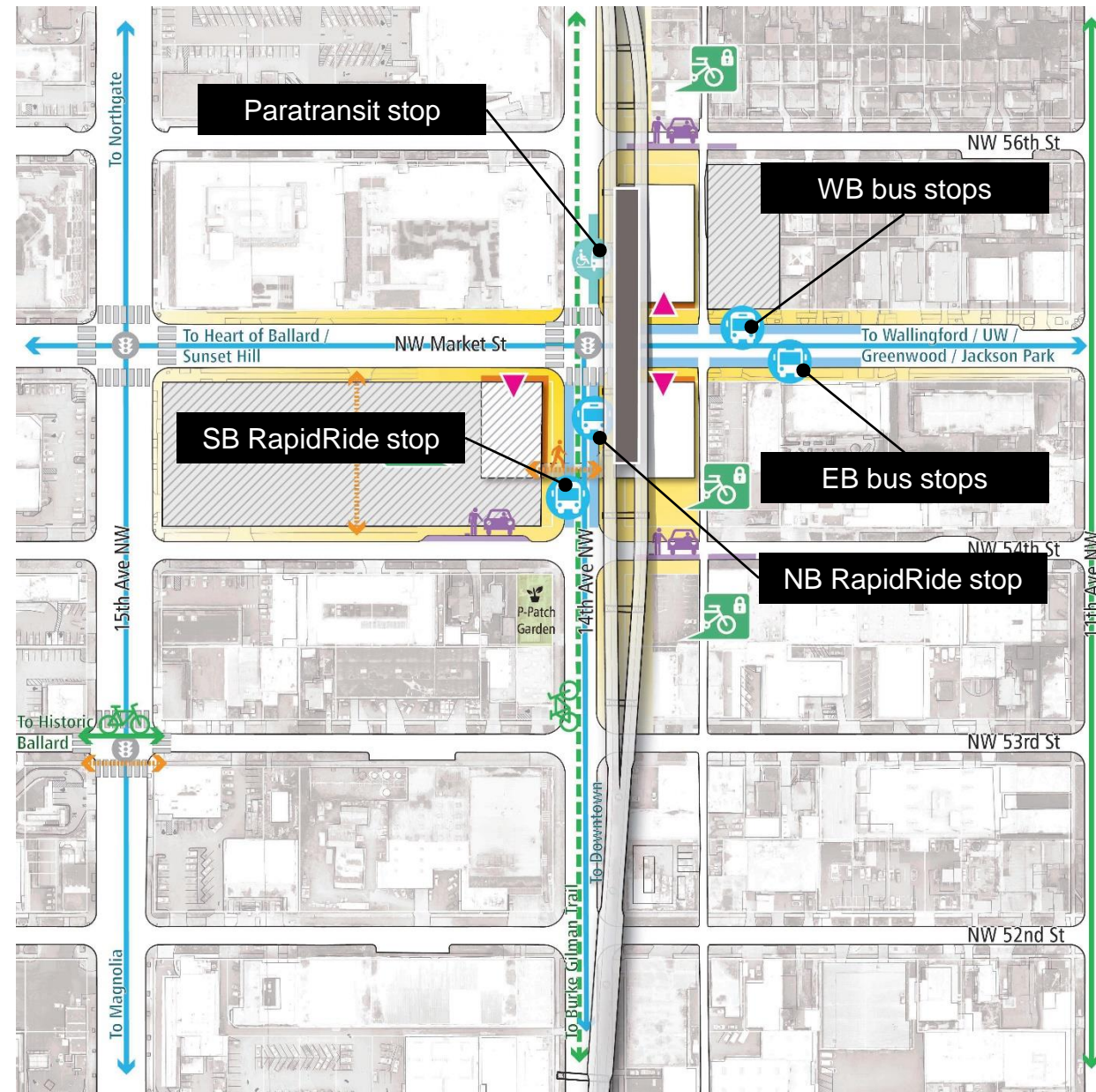
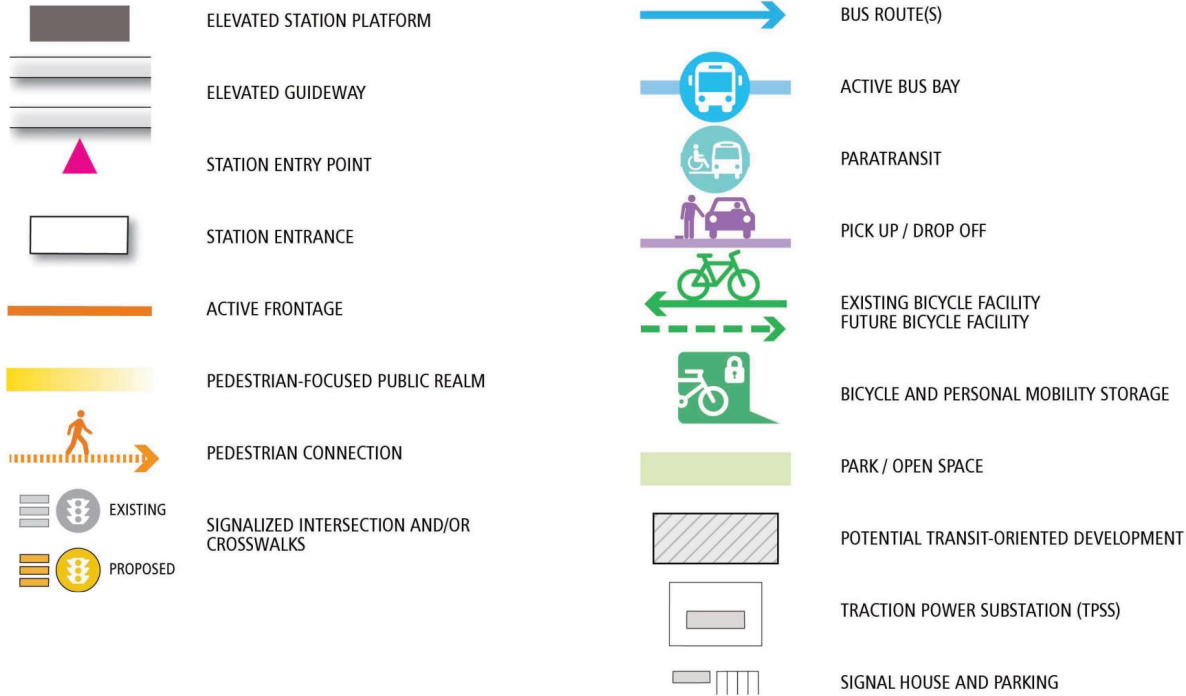
Elevated 14th Ave Station



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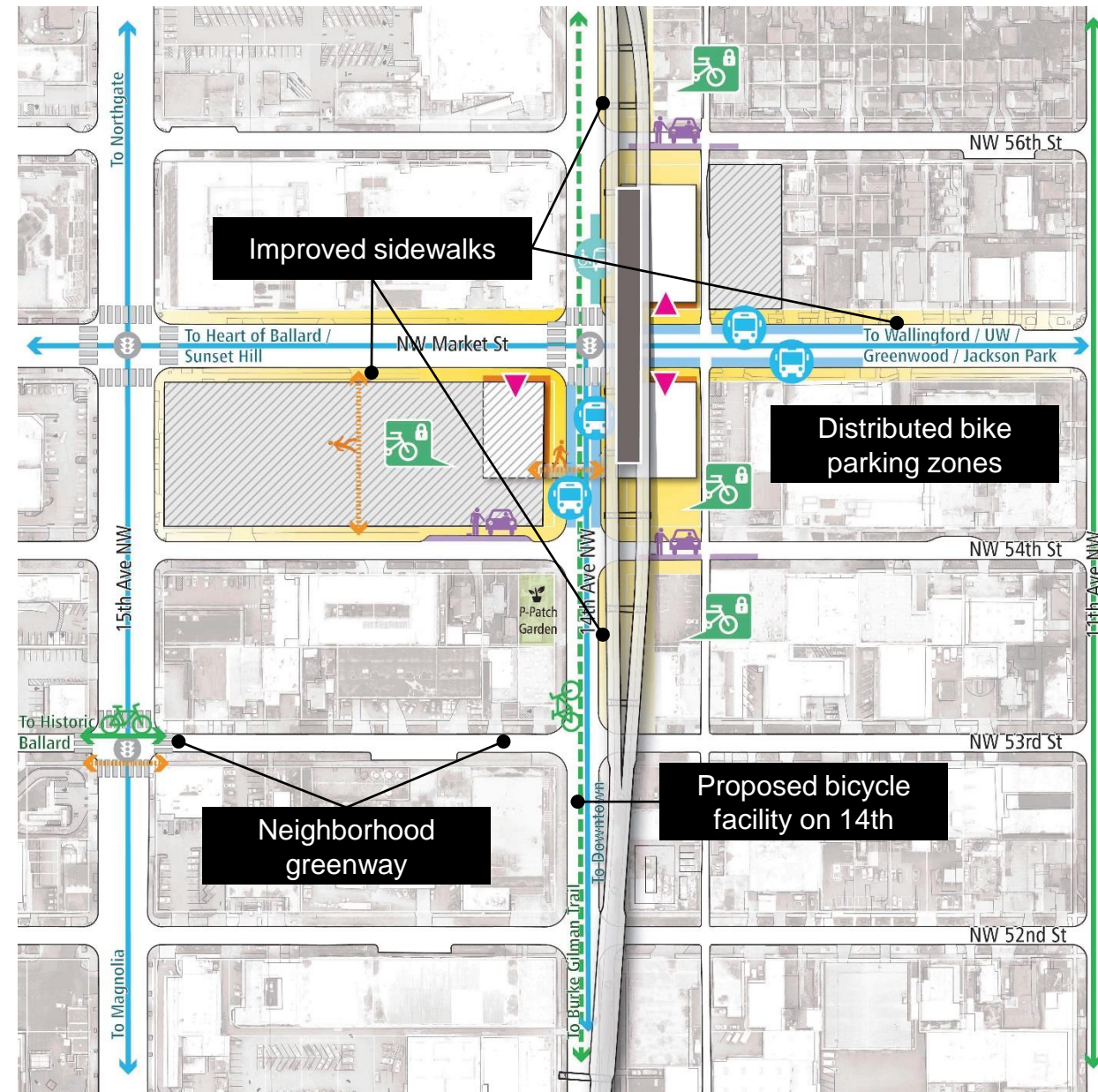
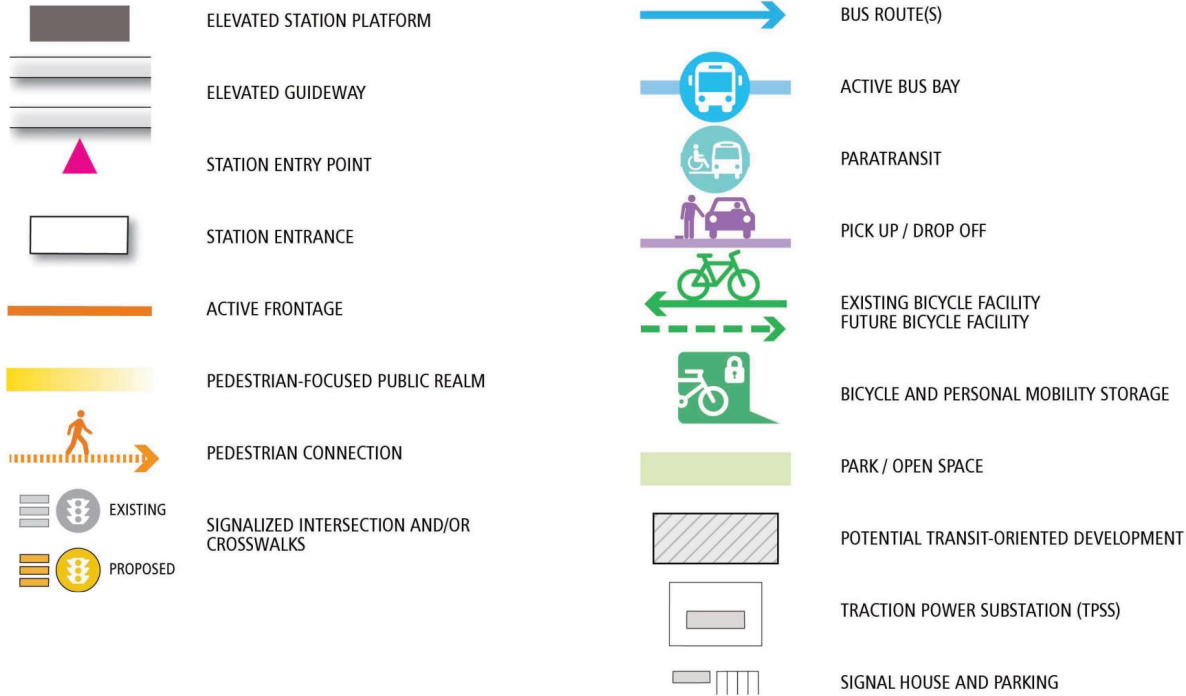
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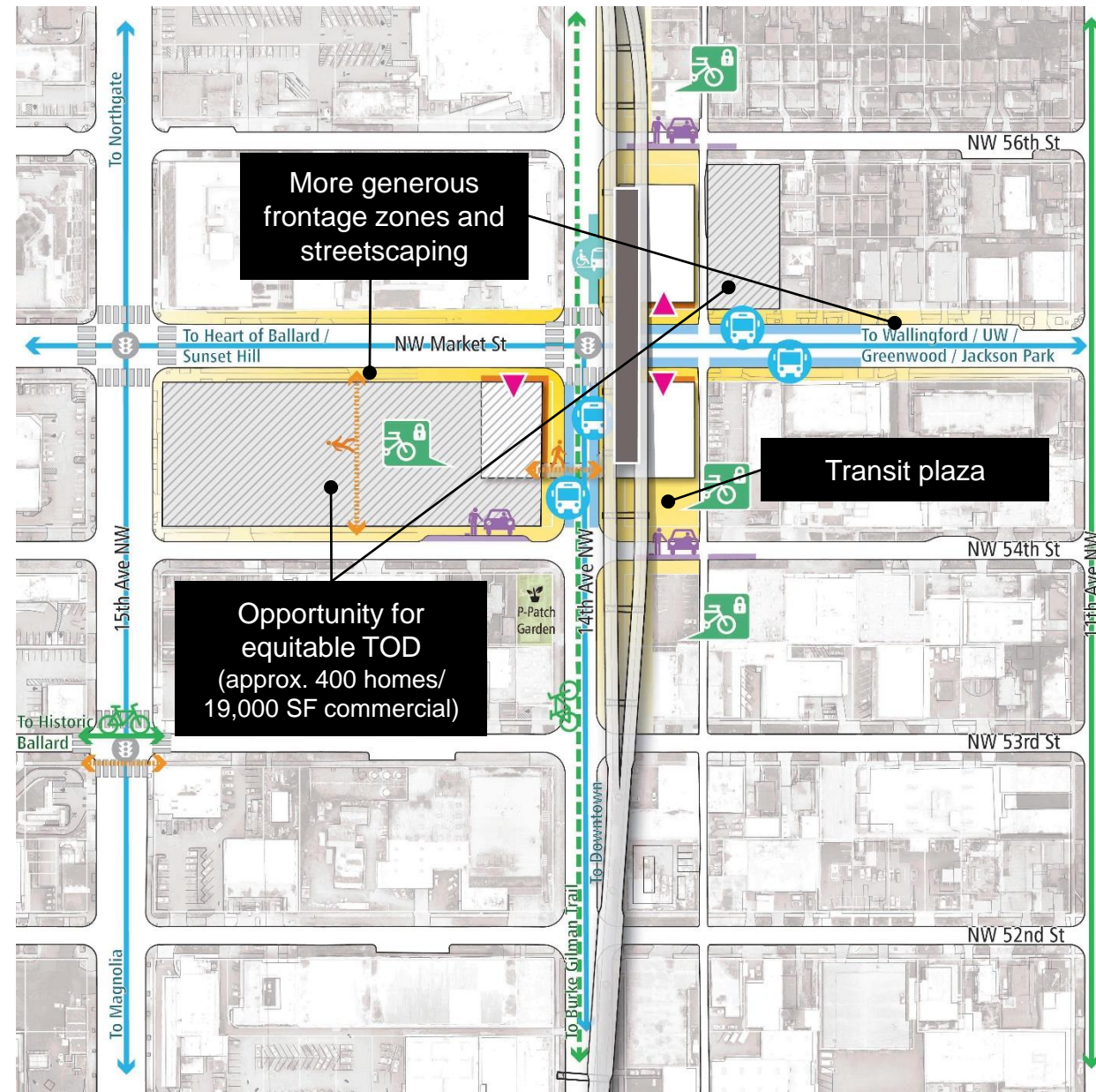
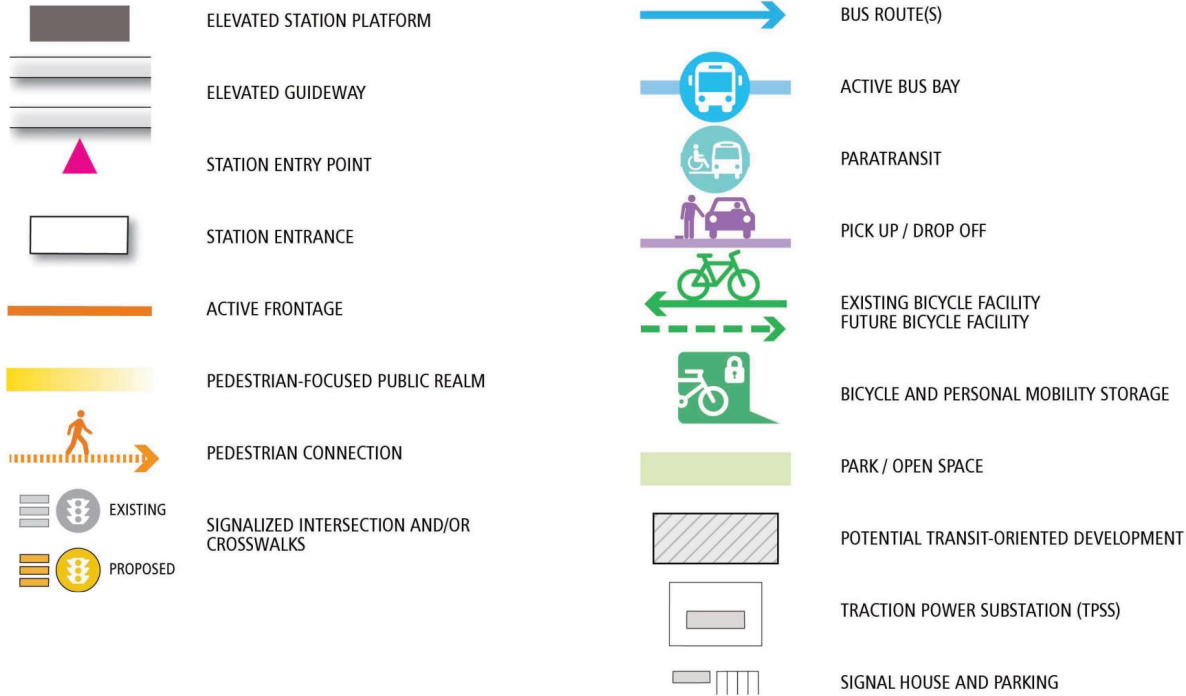
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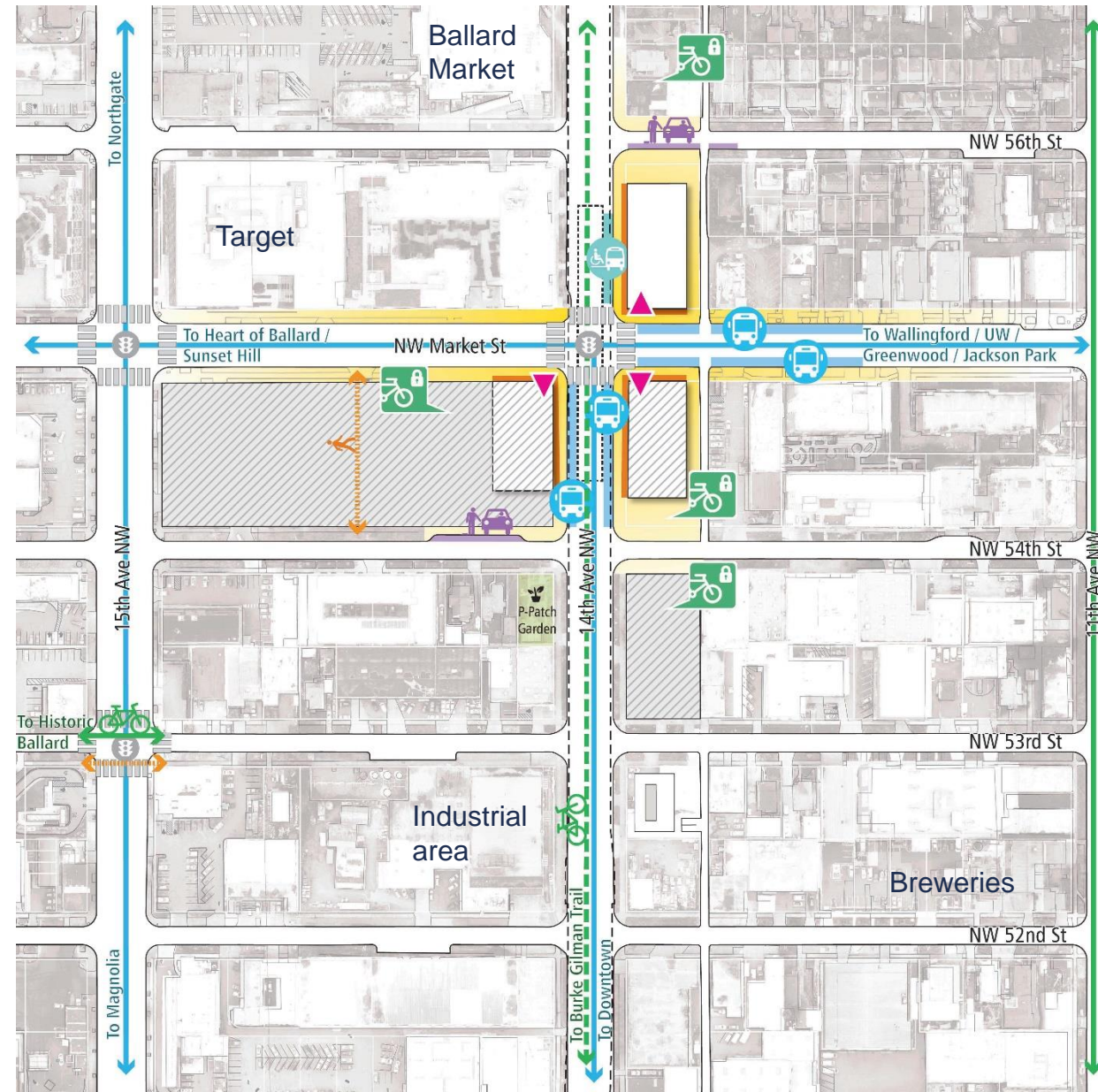
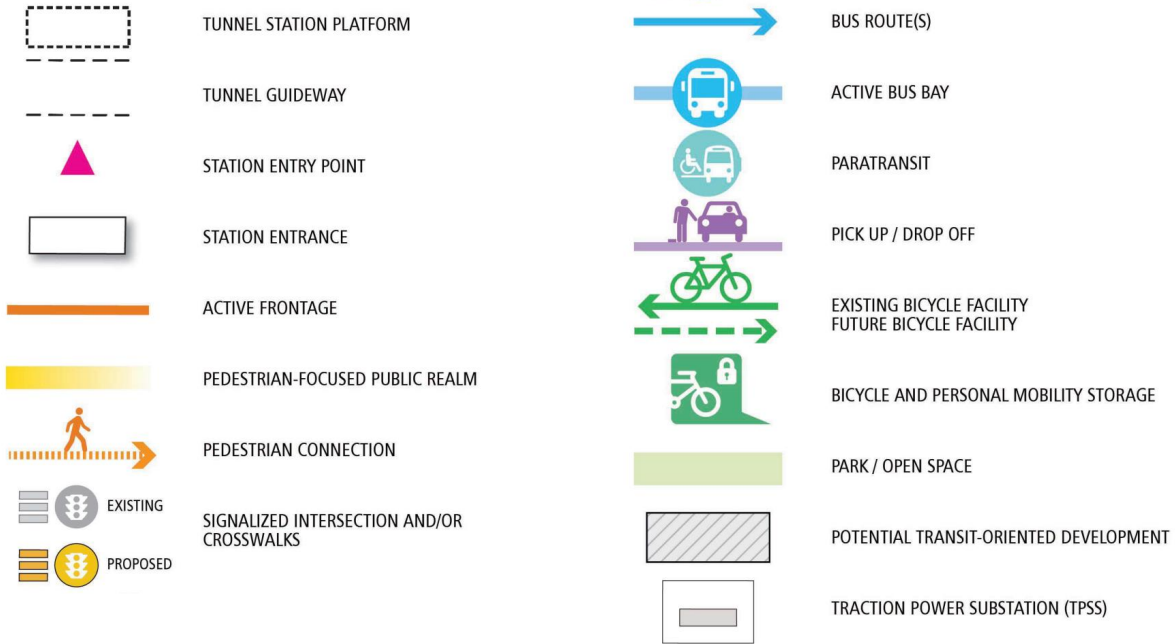
Elevated 14th Ave Station



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***Preferred alternatives with
third party funding***

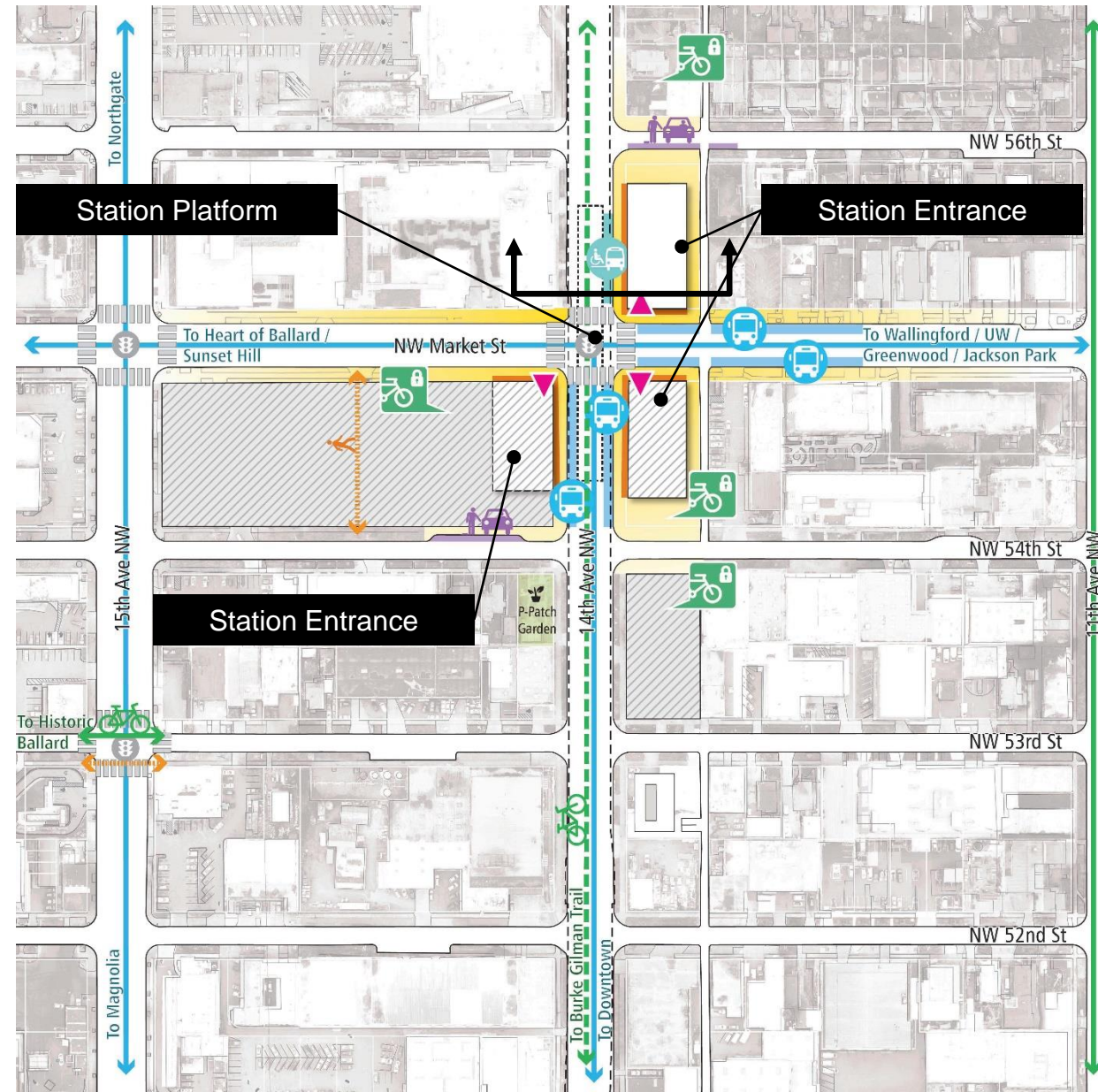
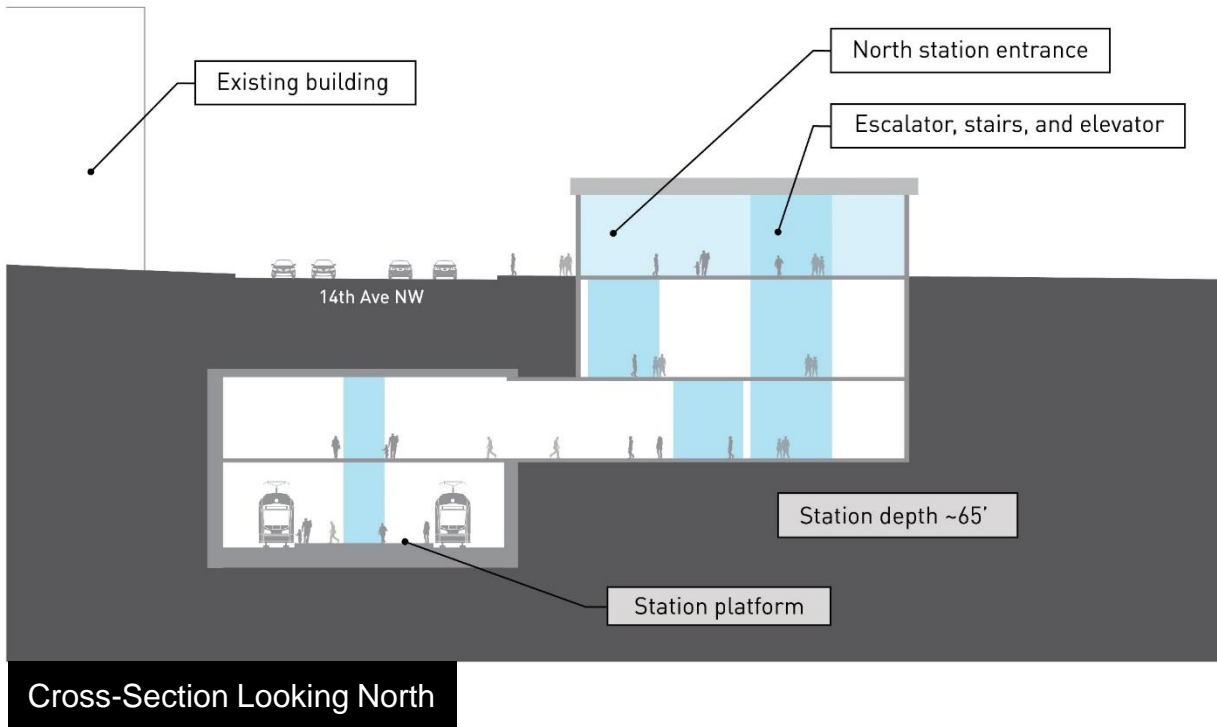
Tunnel 14th Ave Station



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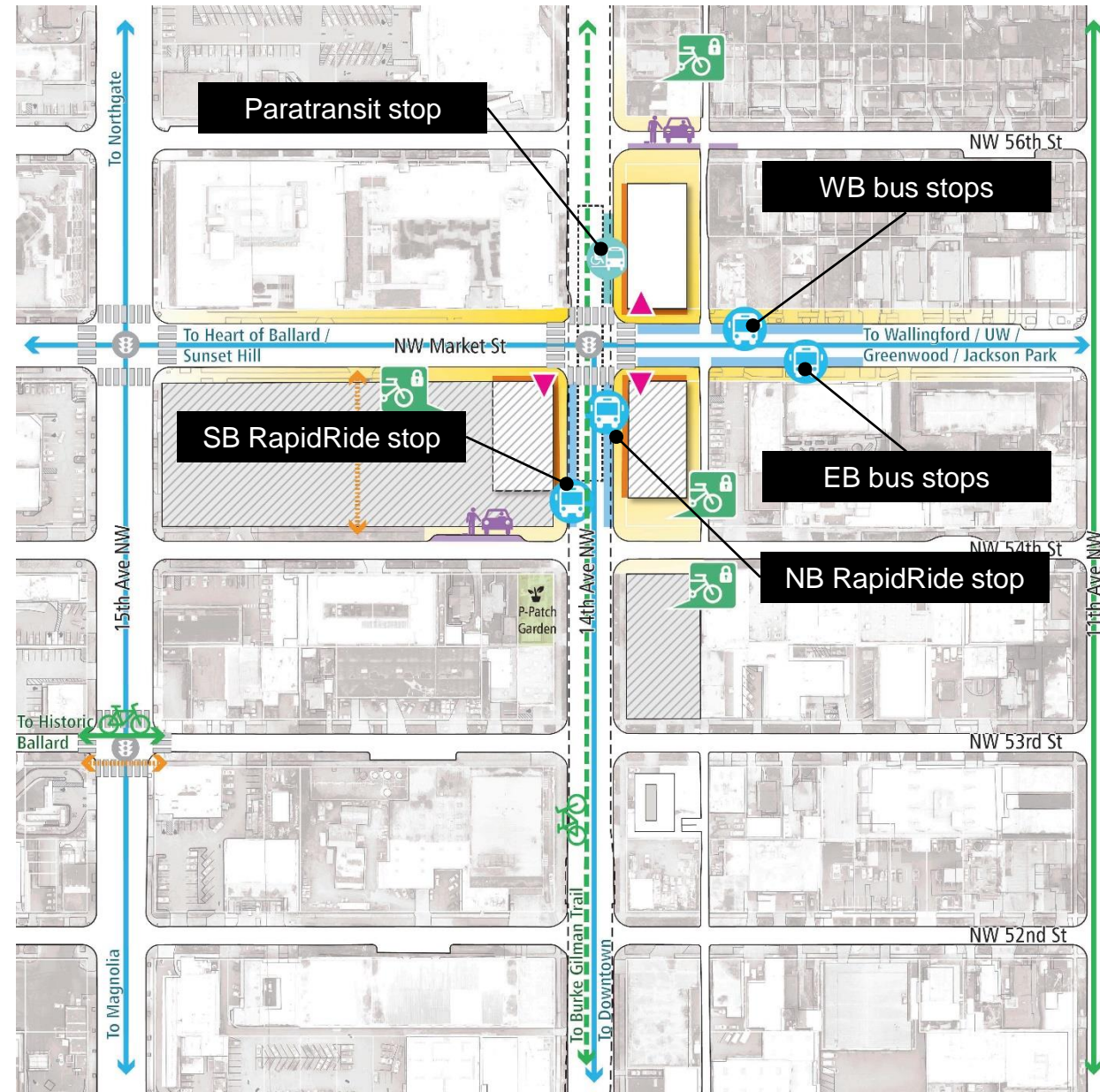
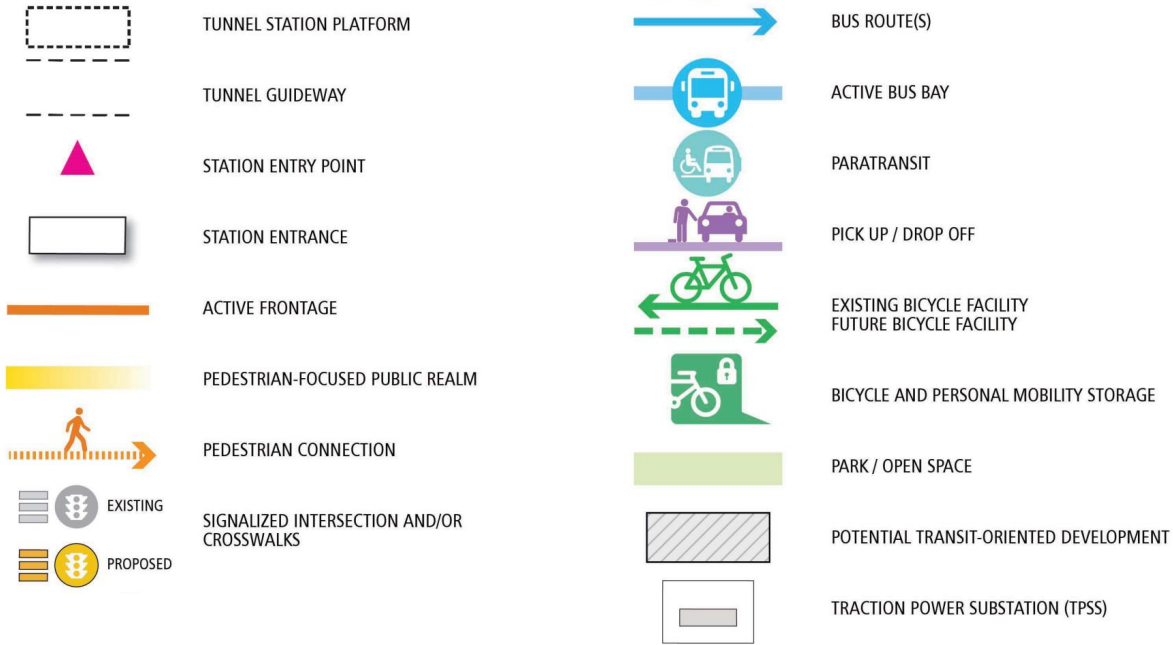
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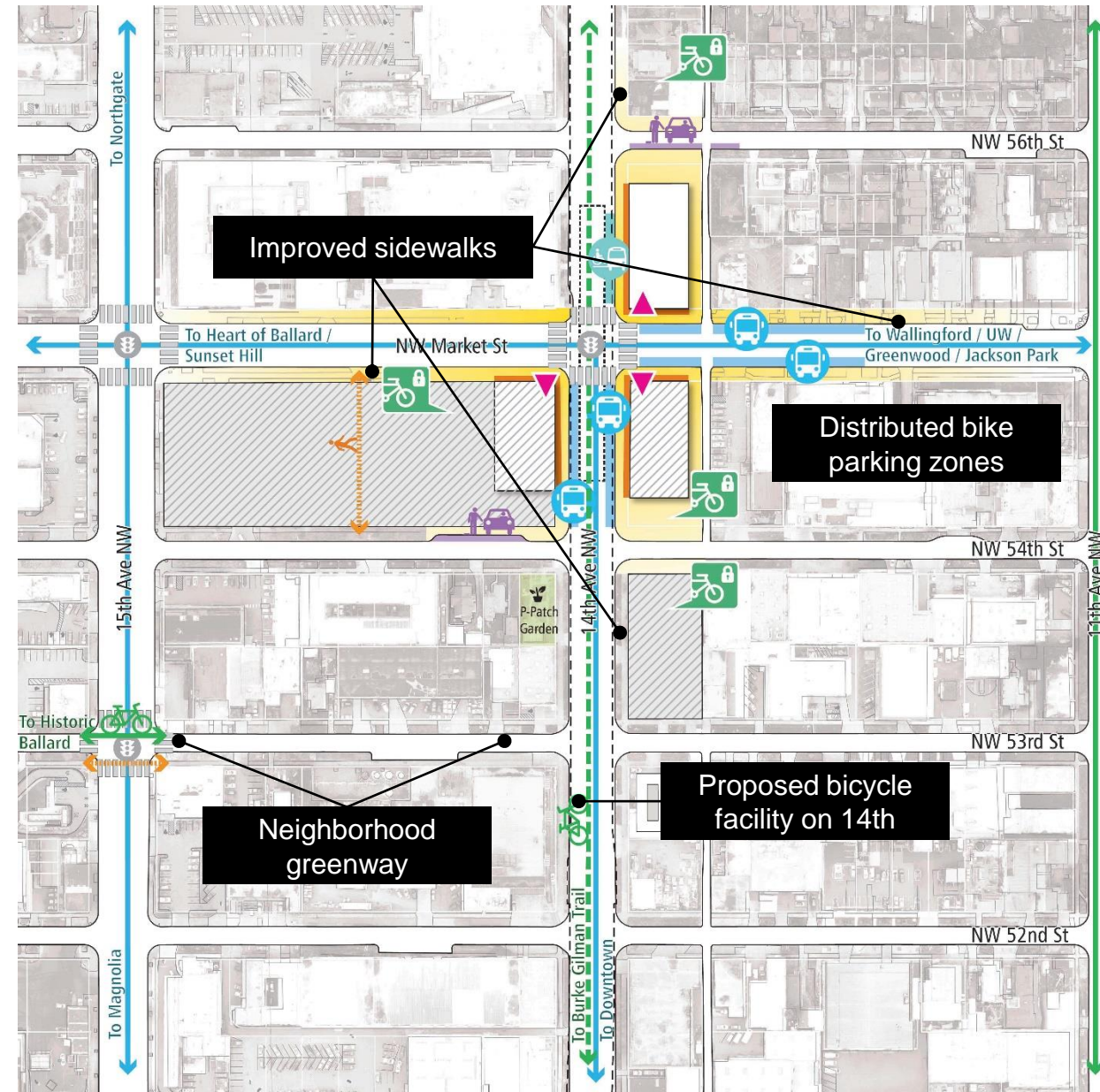
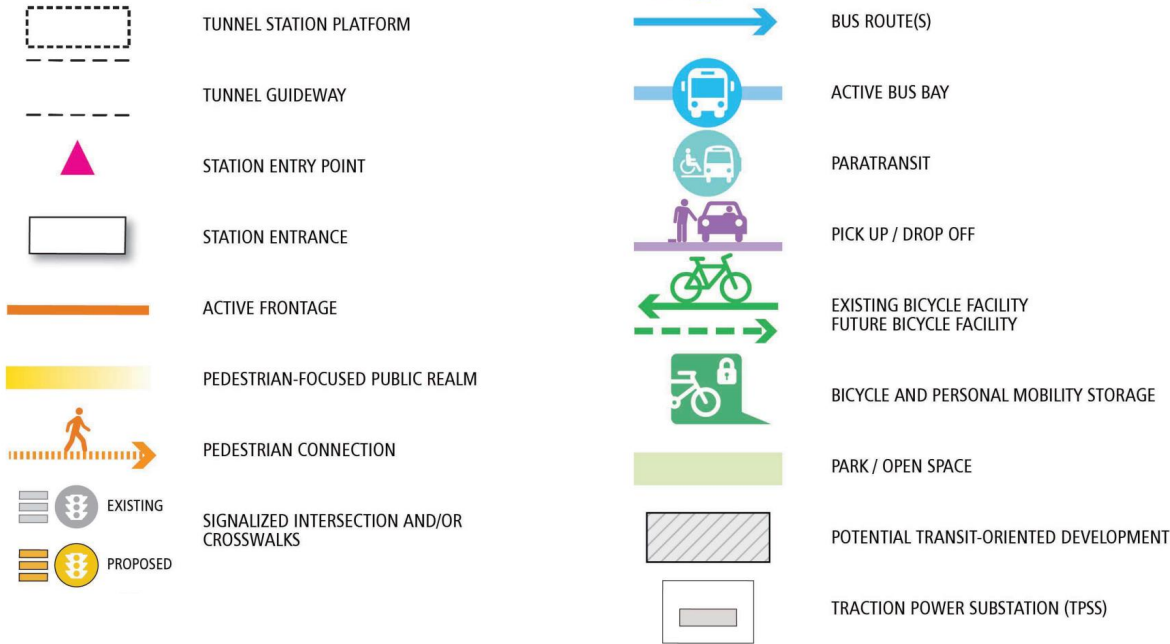


Tunnel 14th Ave Station



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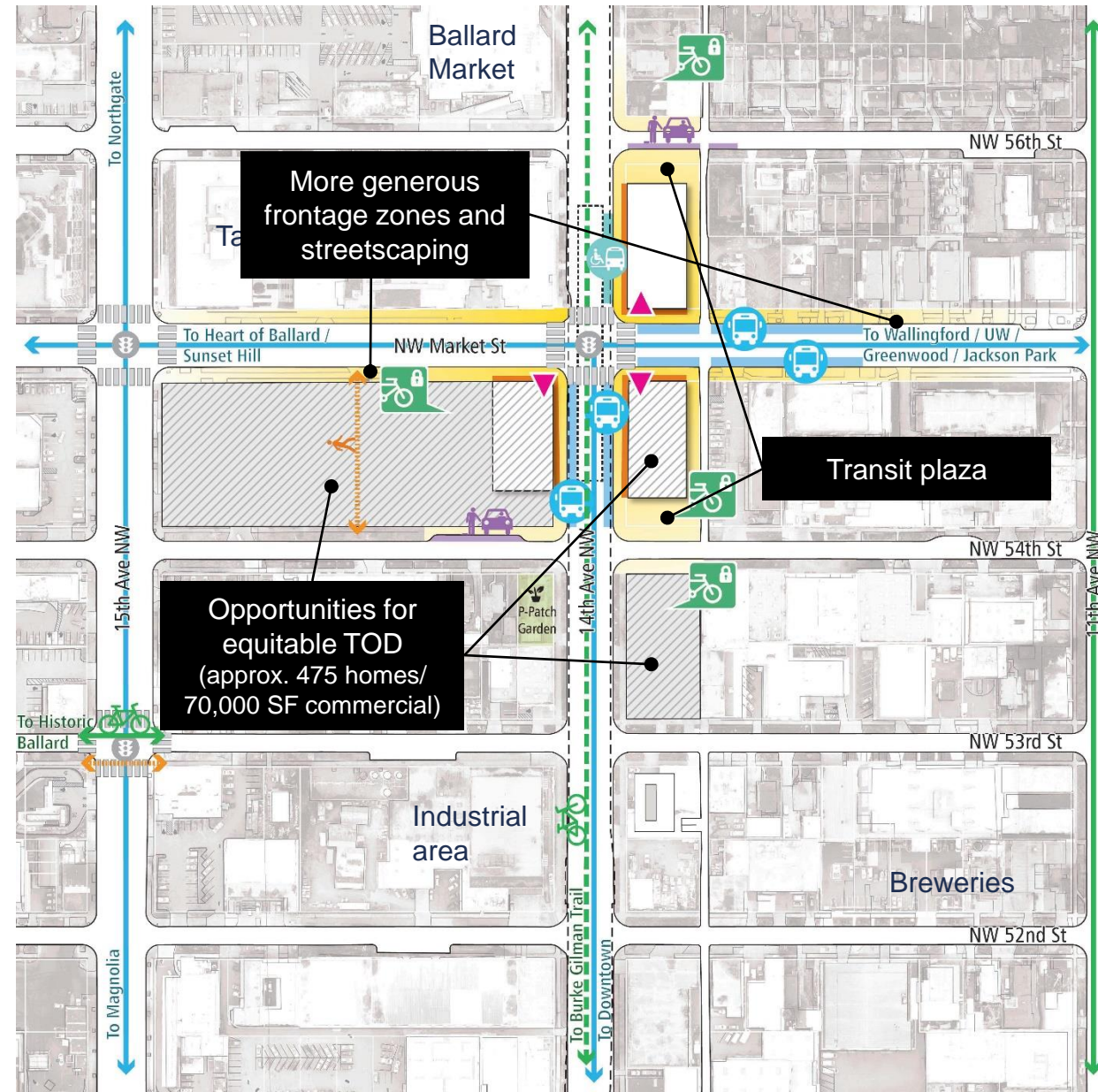
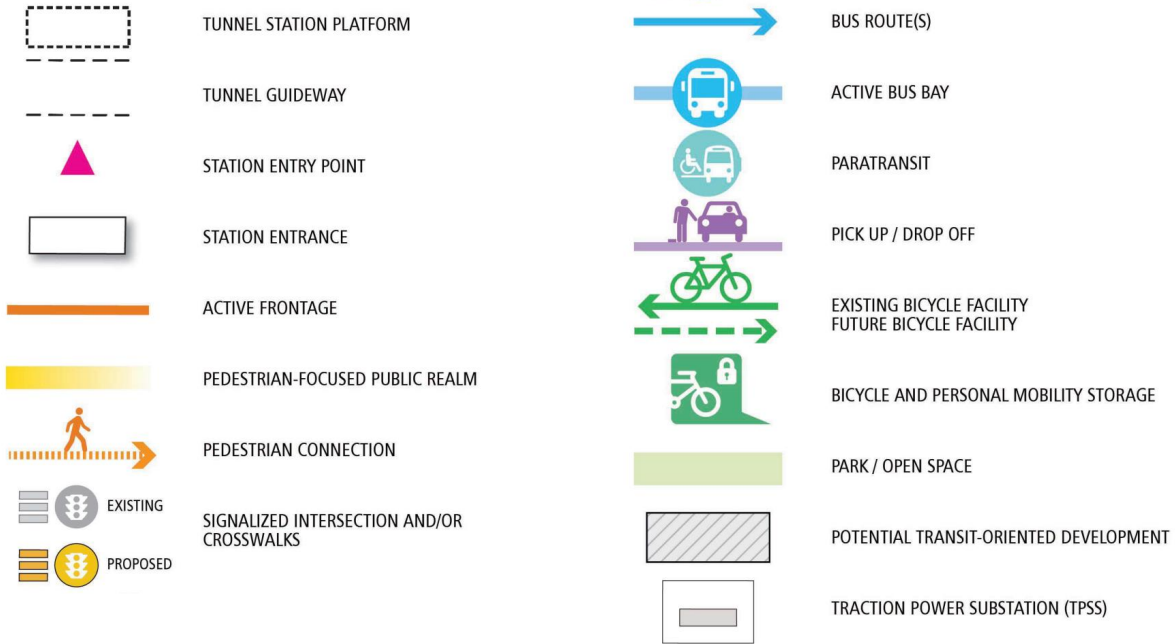
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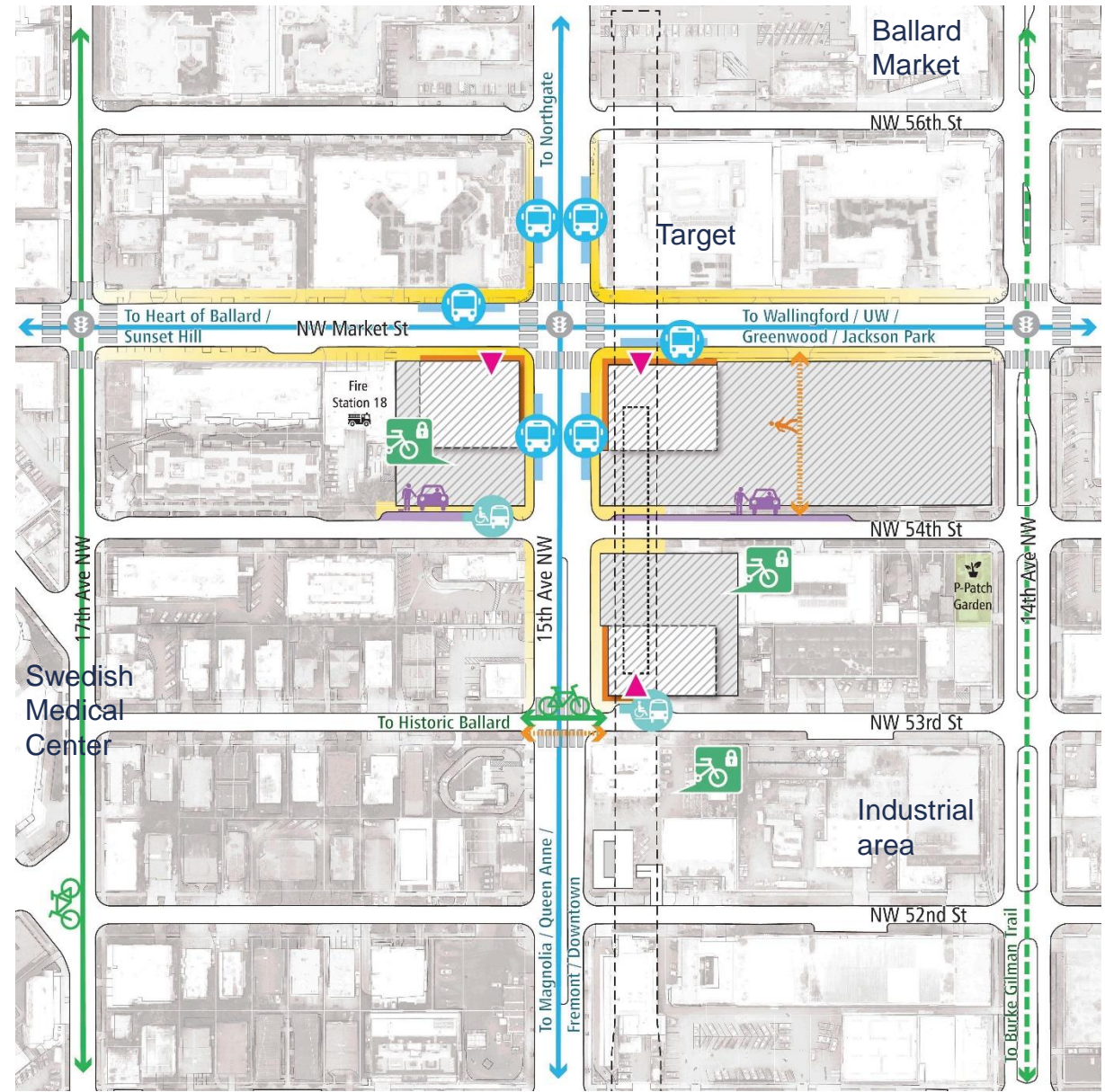
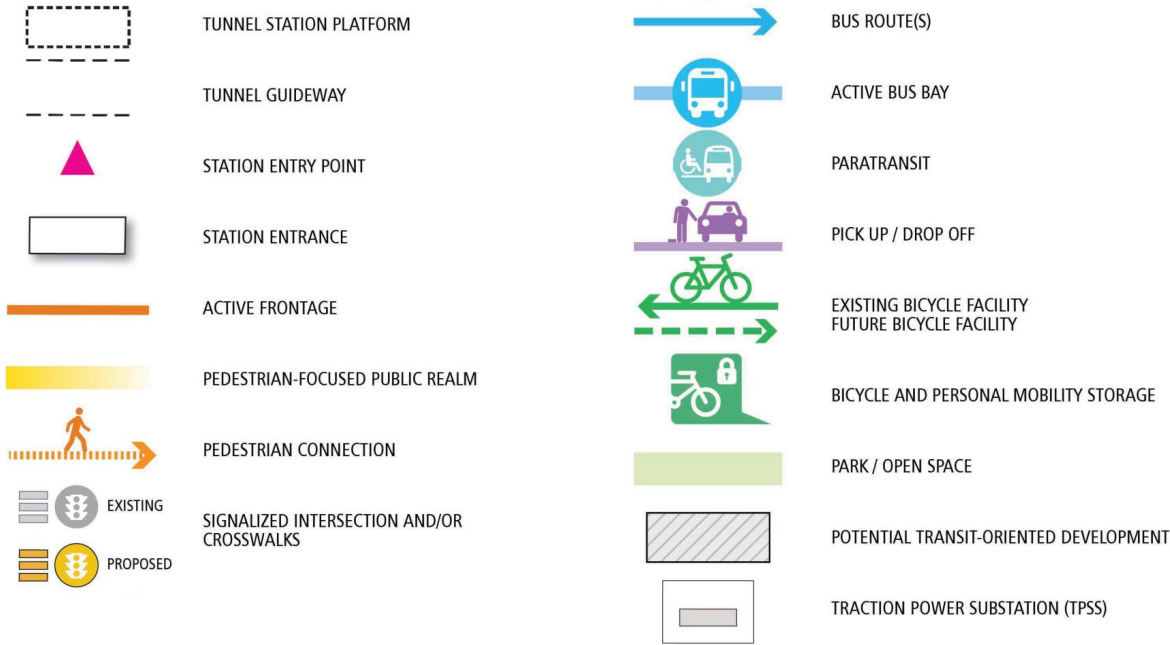
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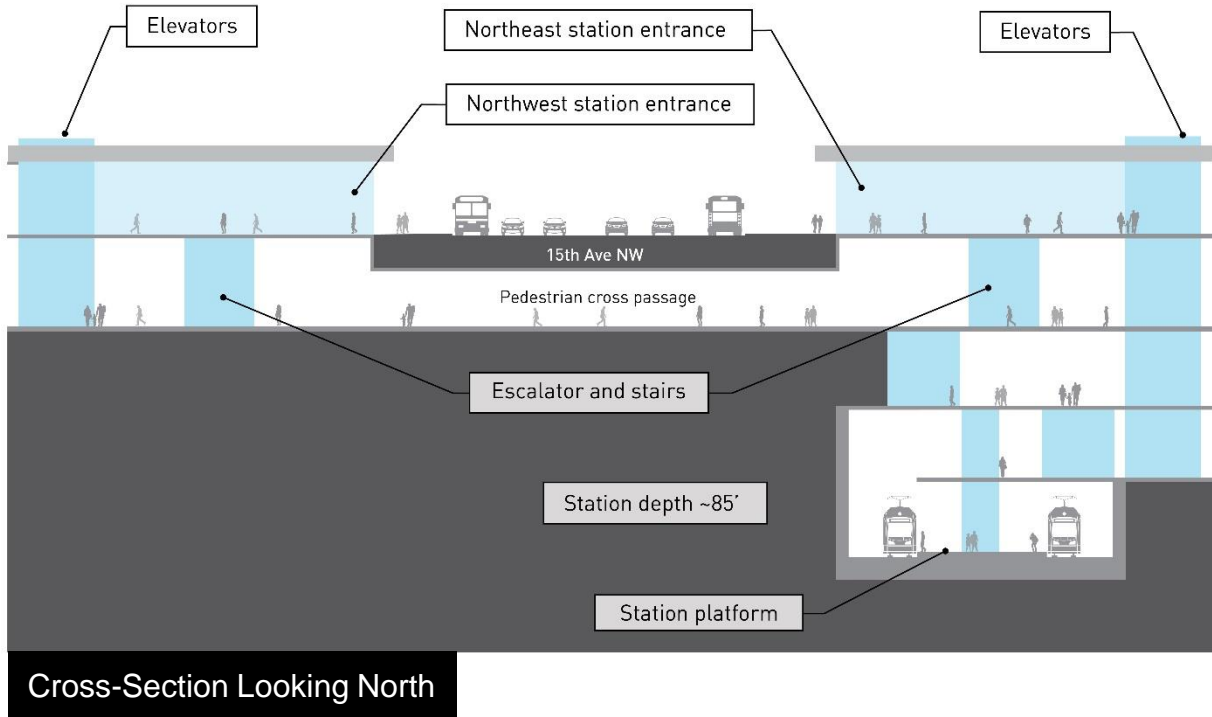


Tunnel 15th Ave Station

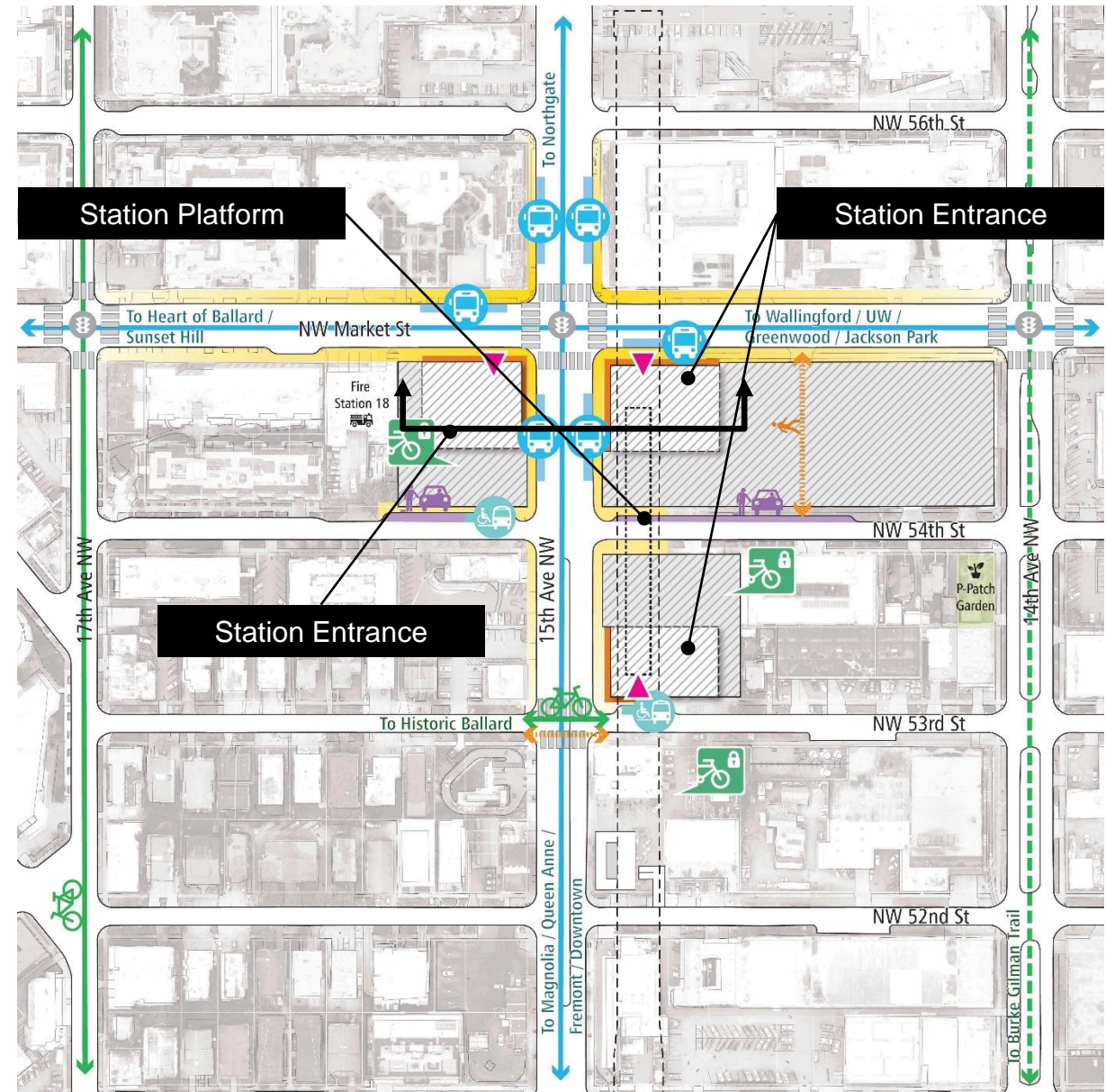


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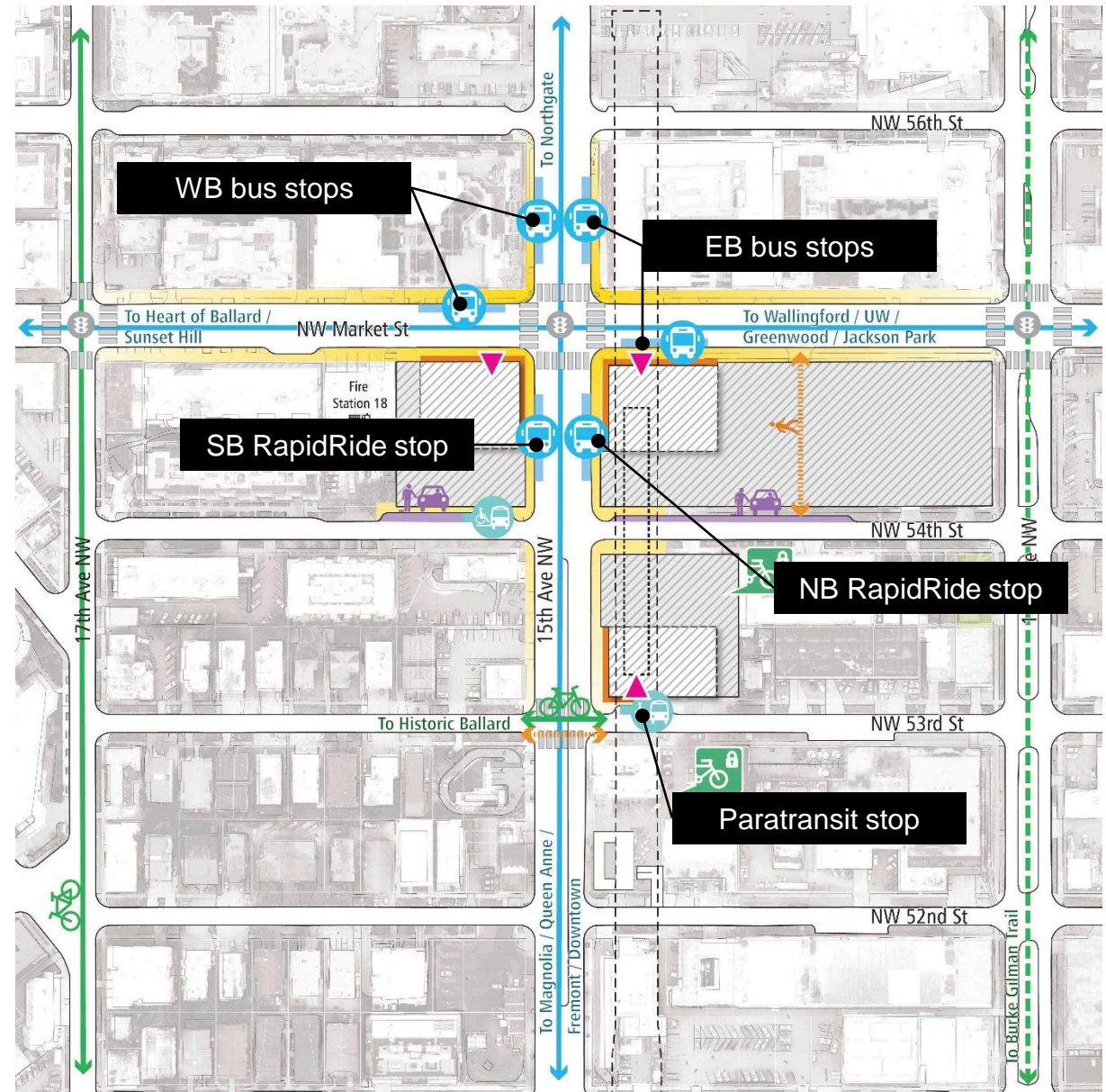
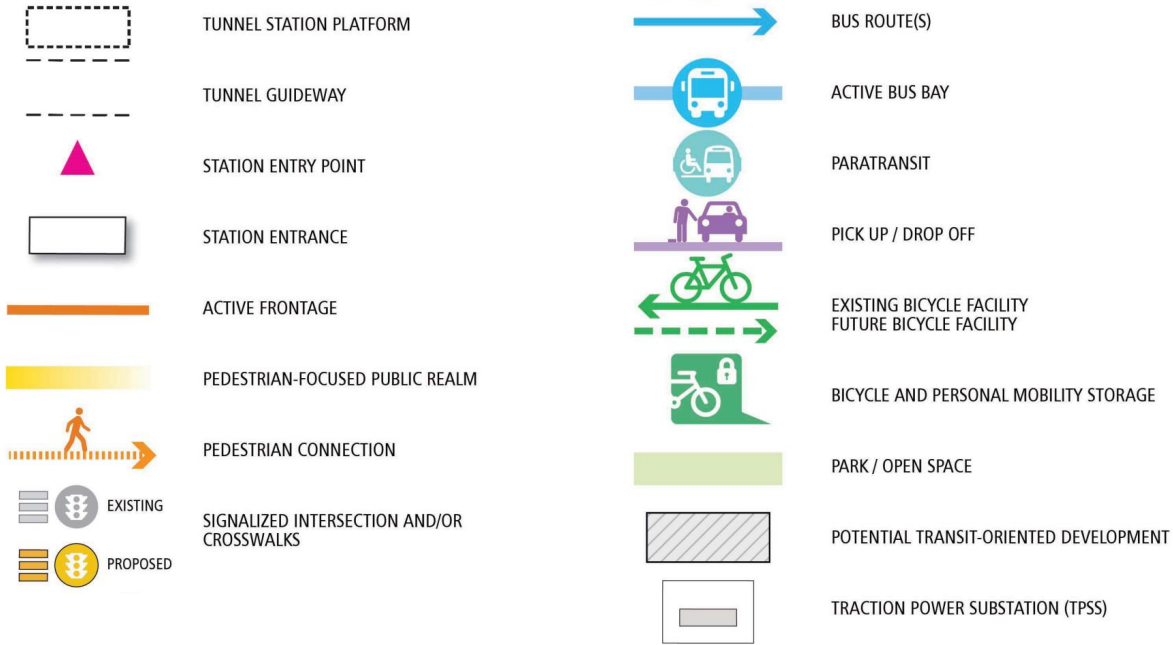
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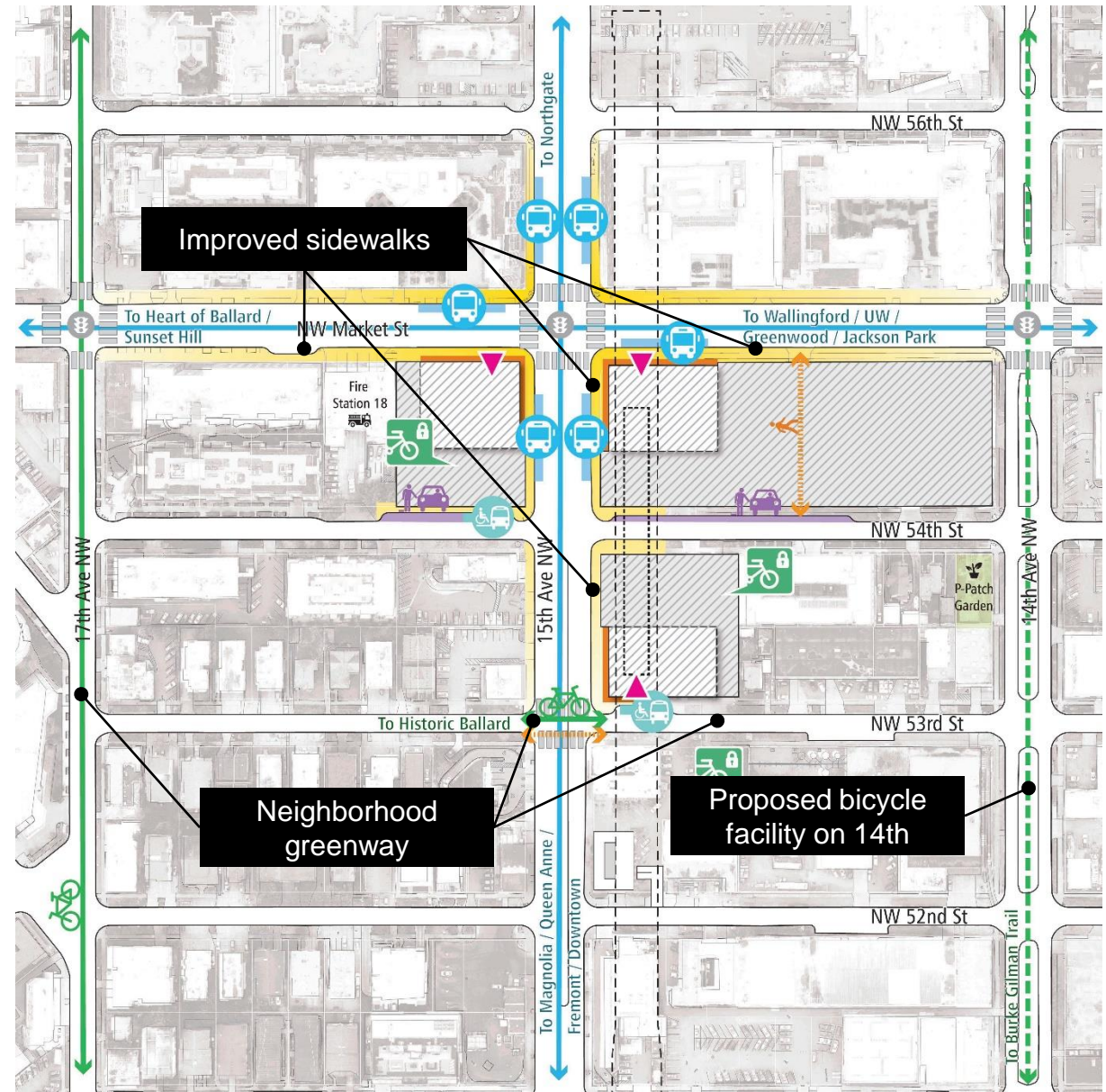
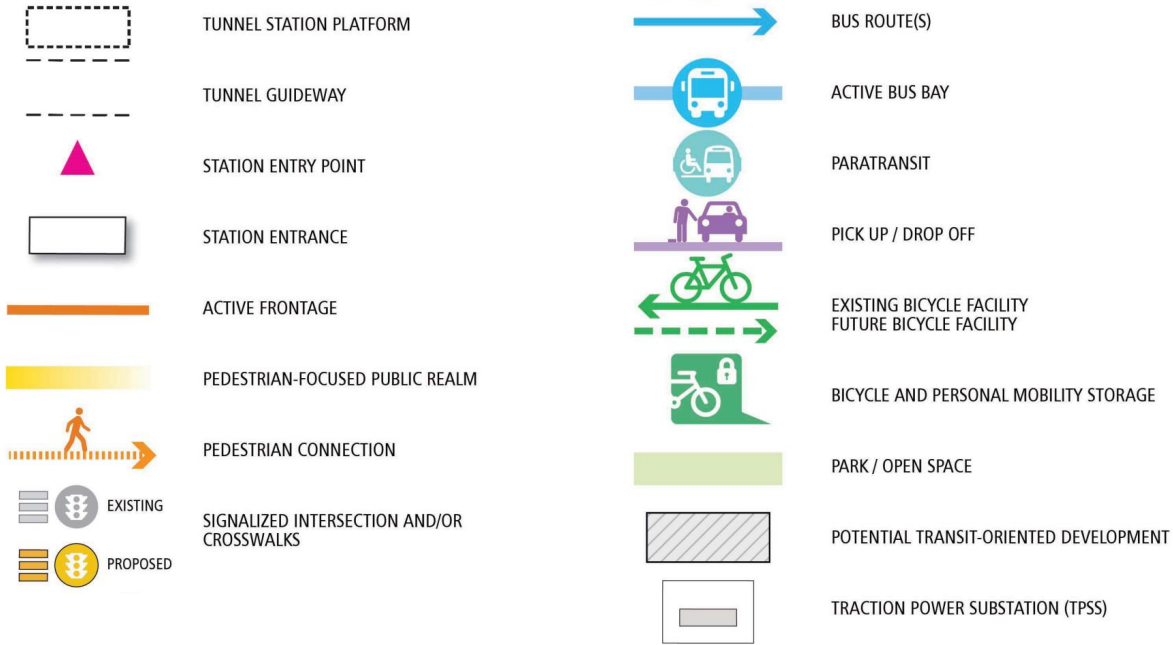


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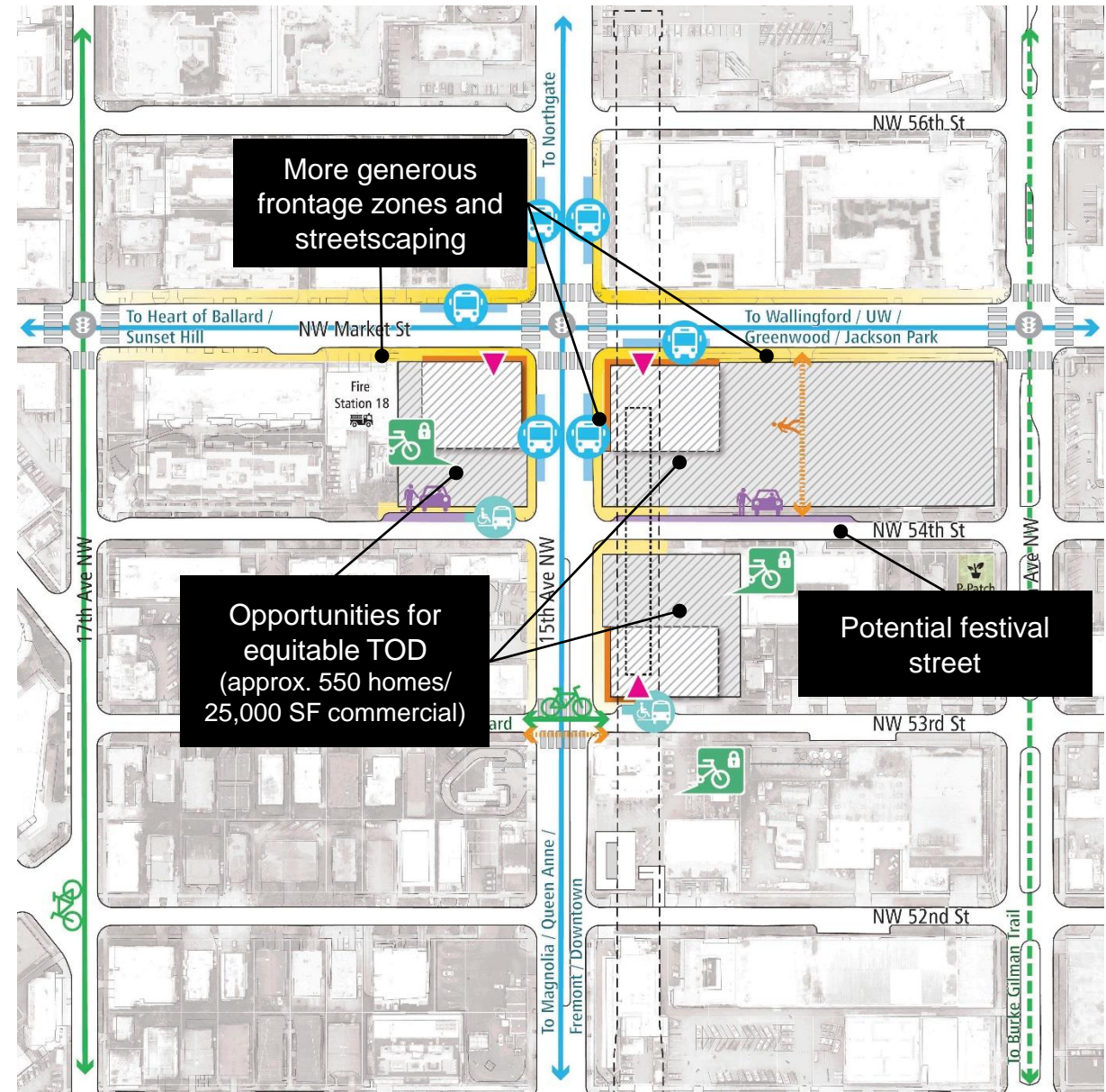
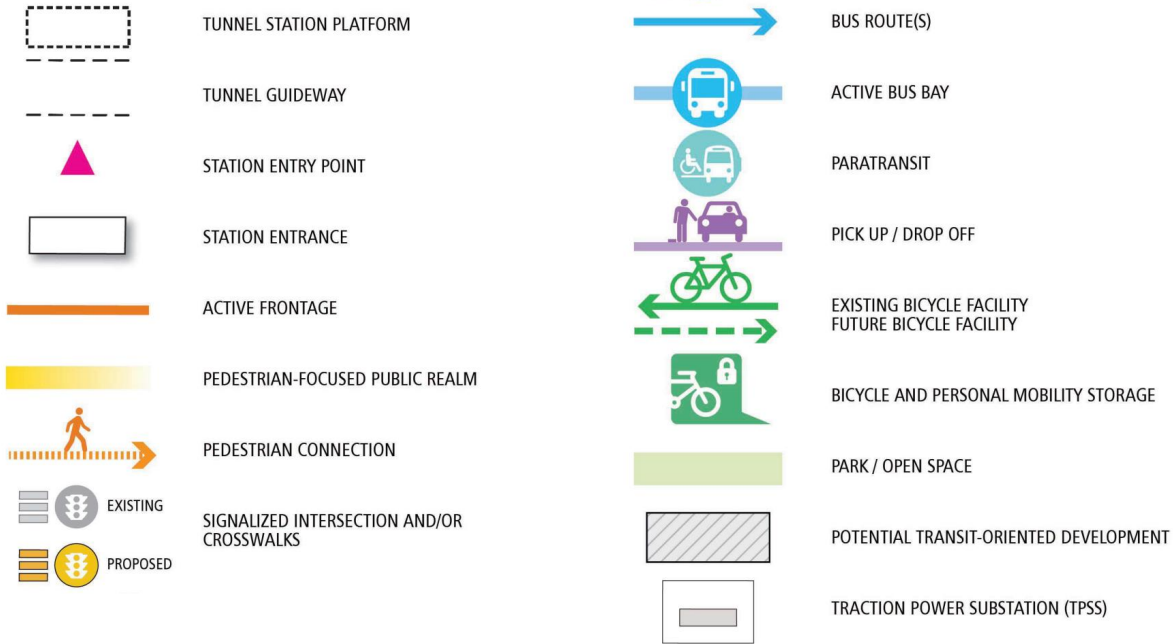
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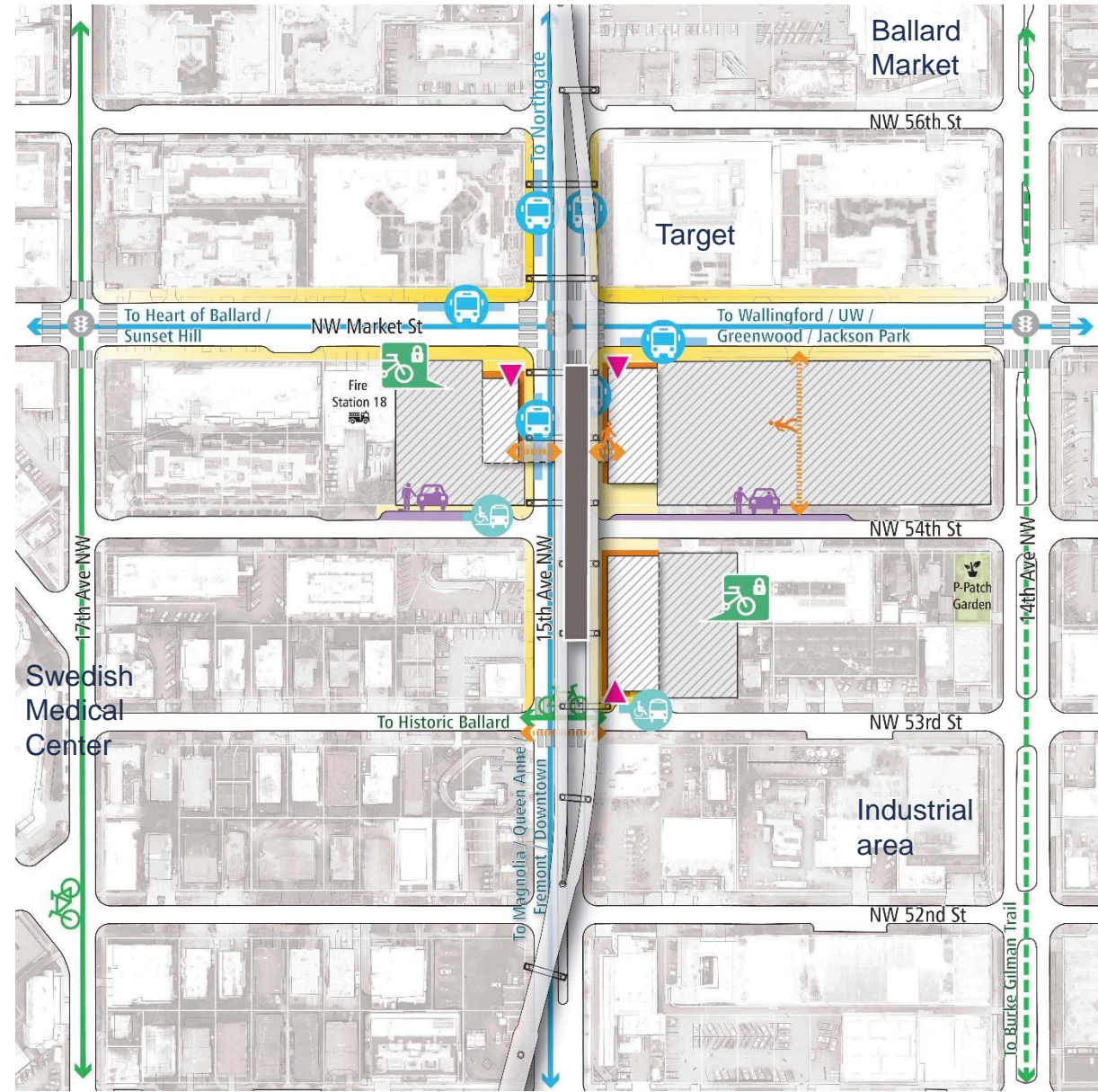
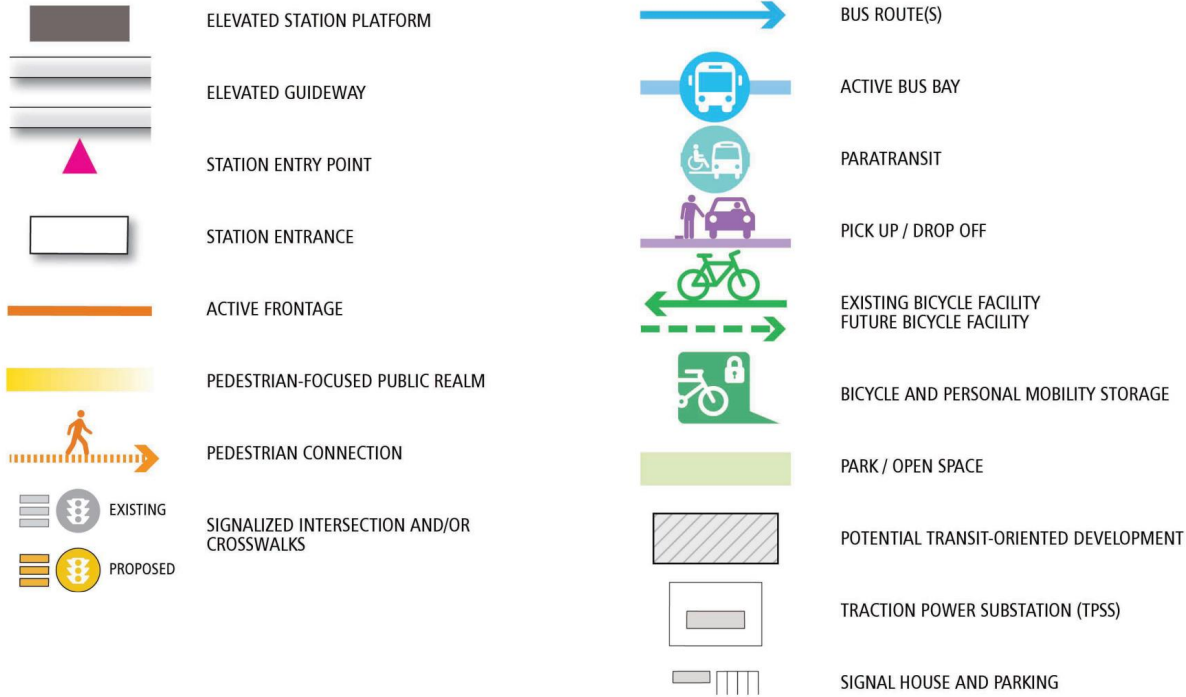


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Other Draft EIS alternatives

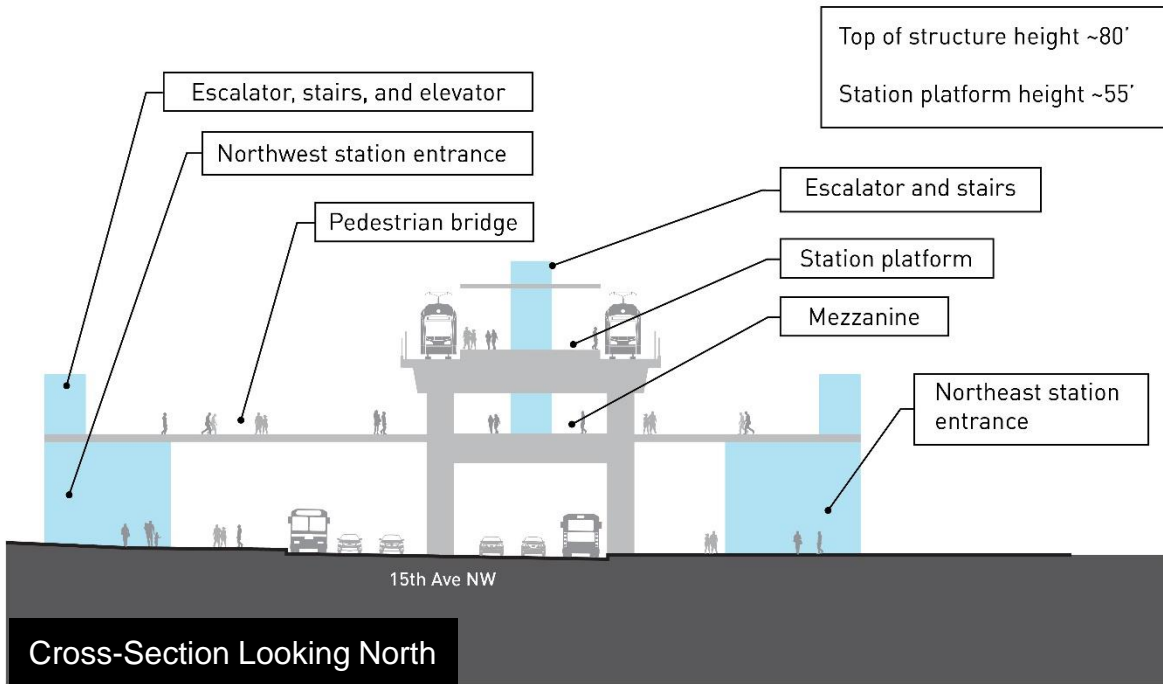
Elevated 15th Ave Station



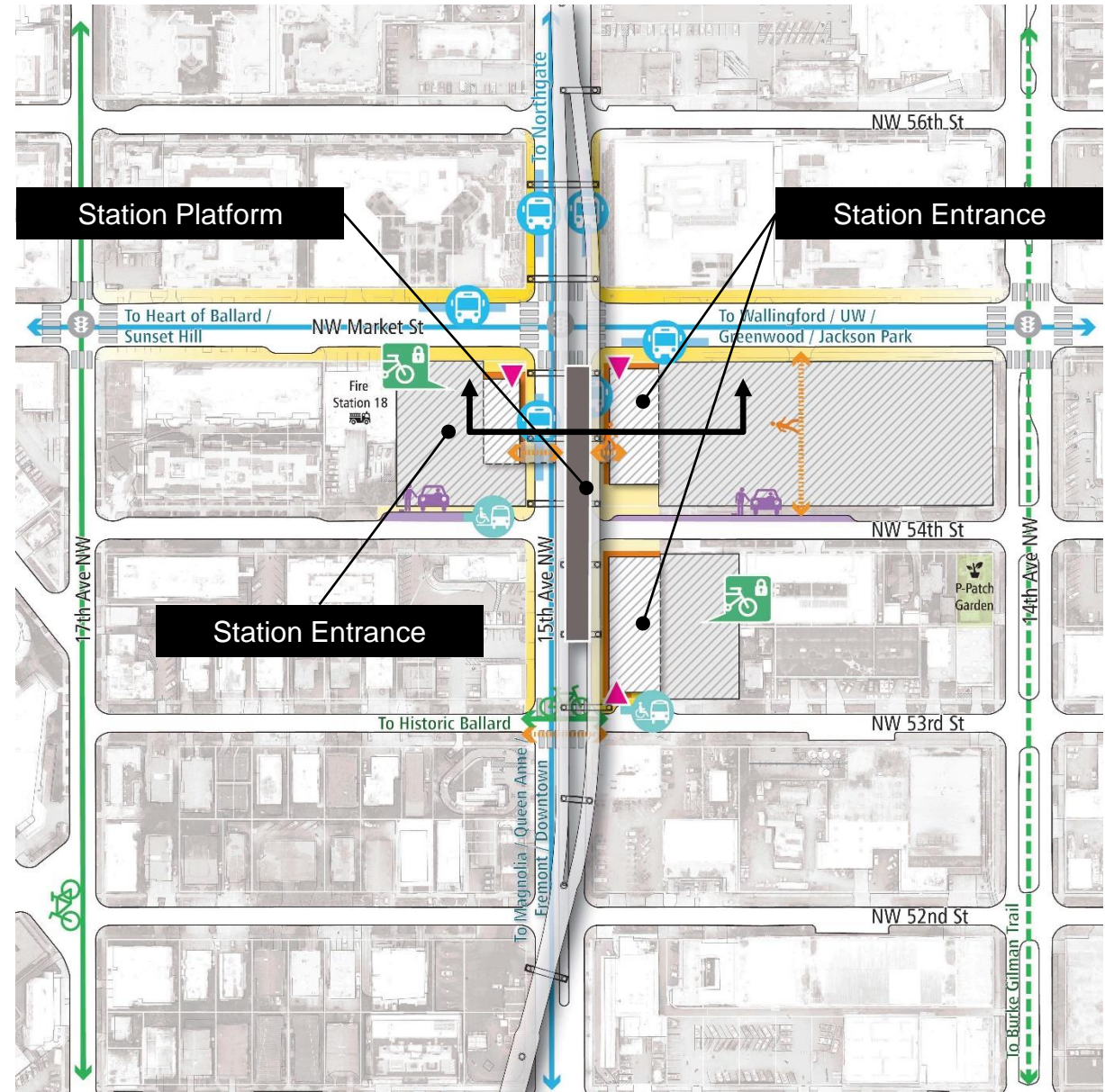
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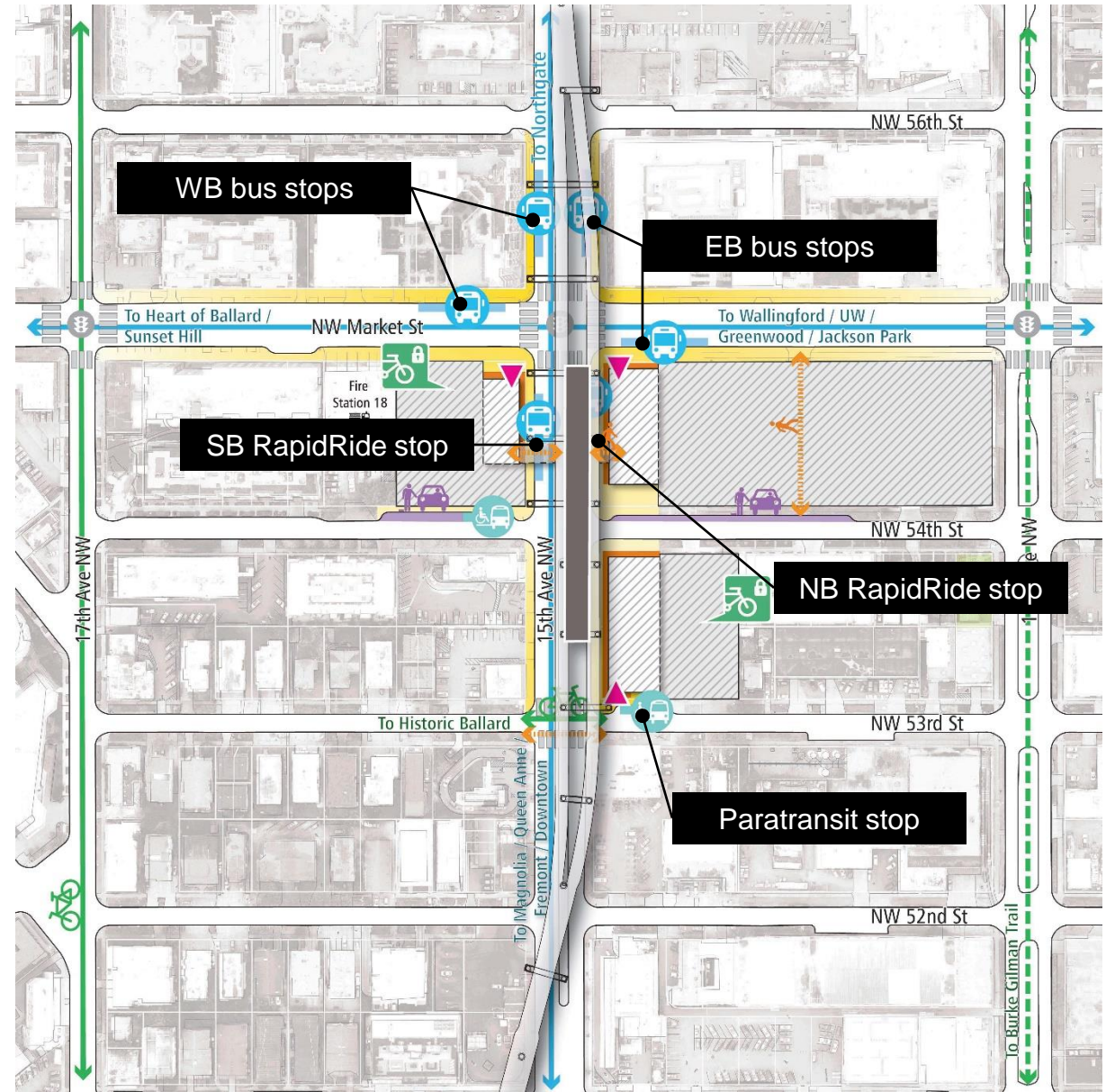
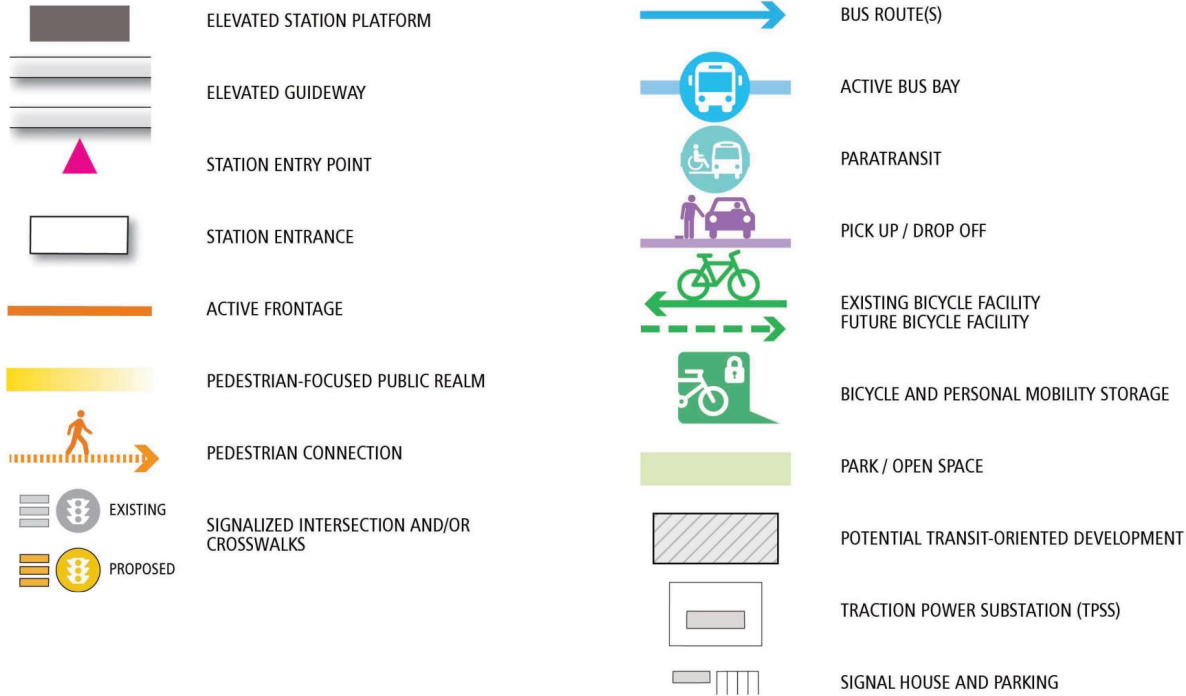
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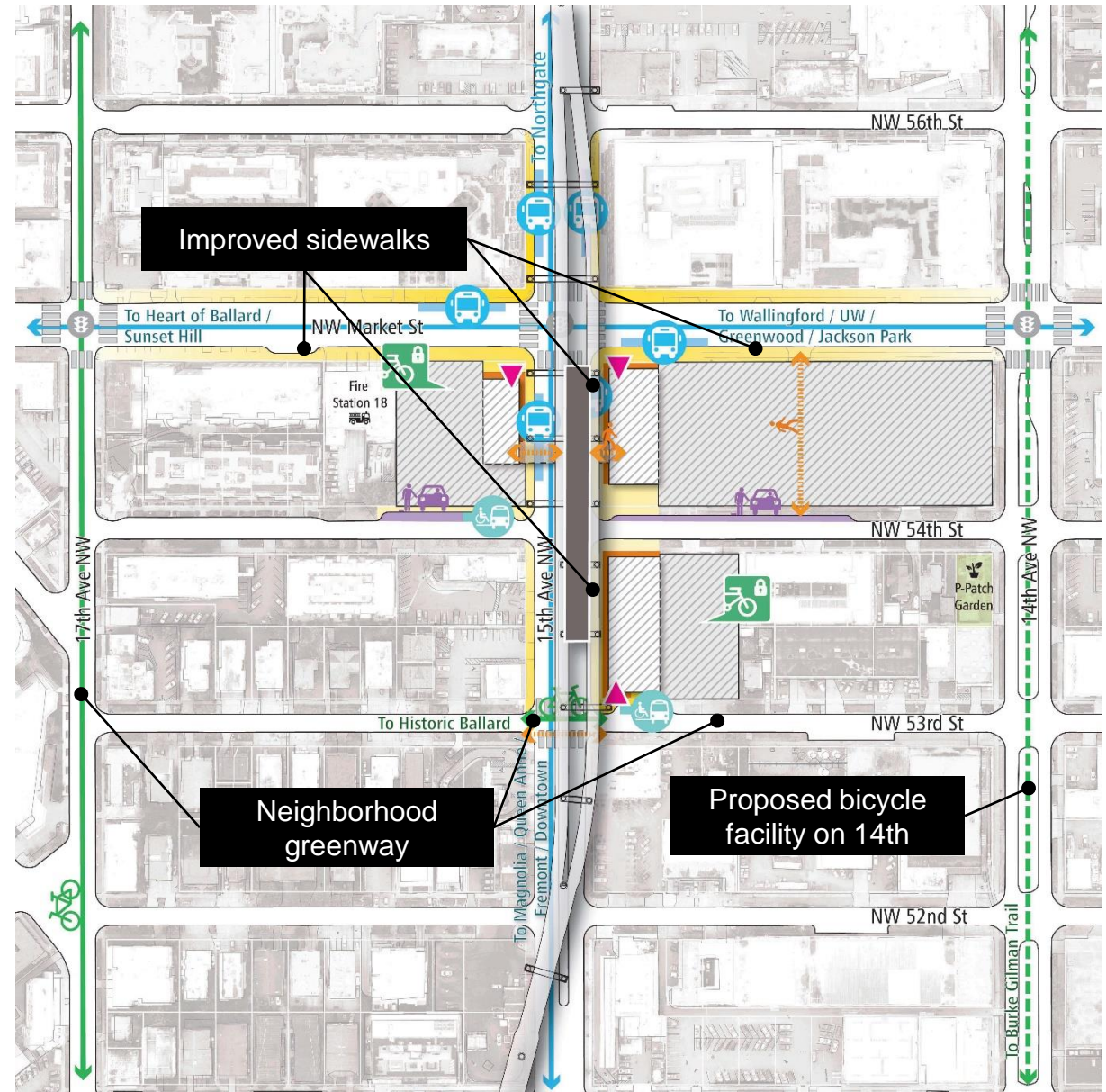
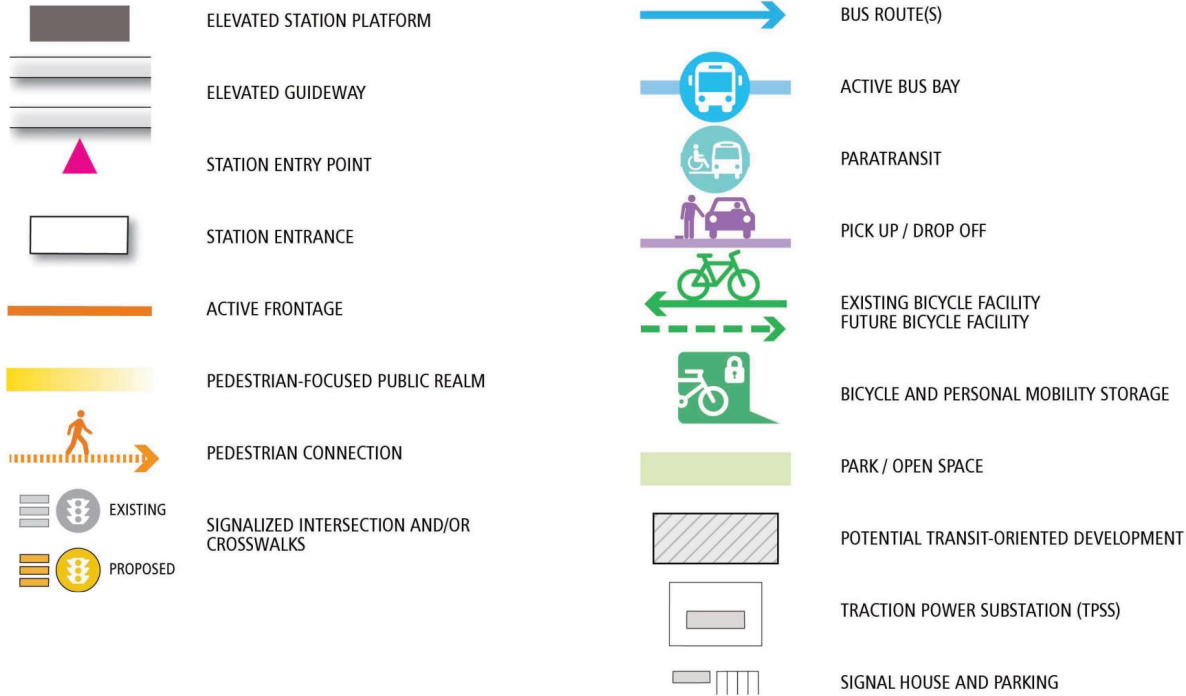
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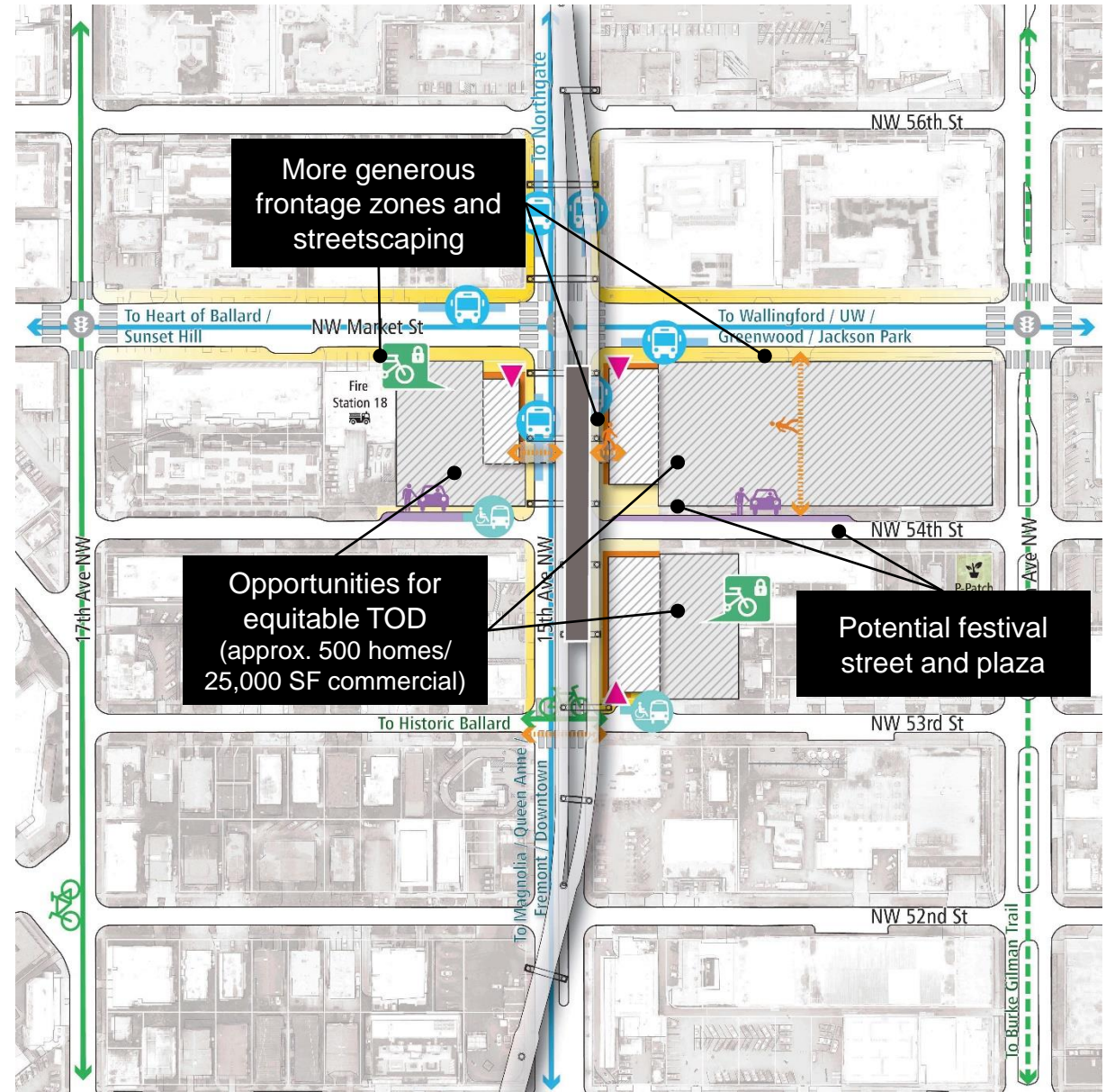
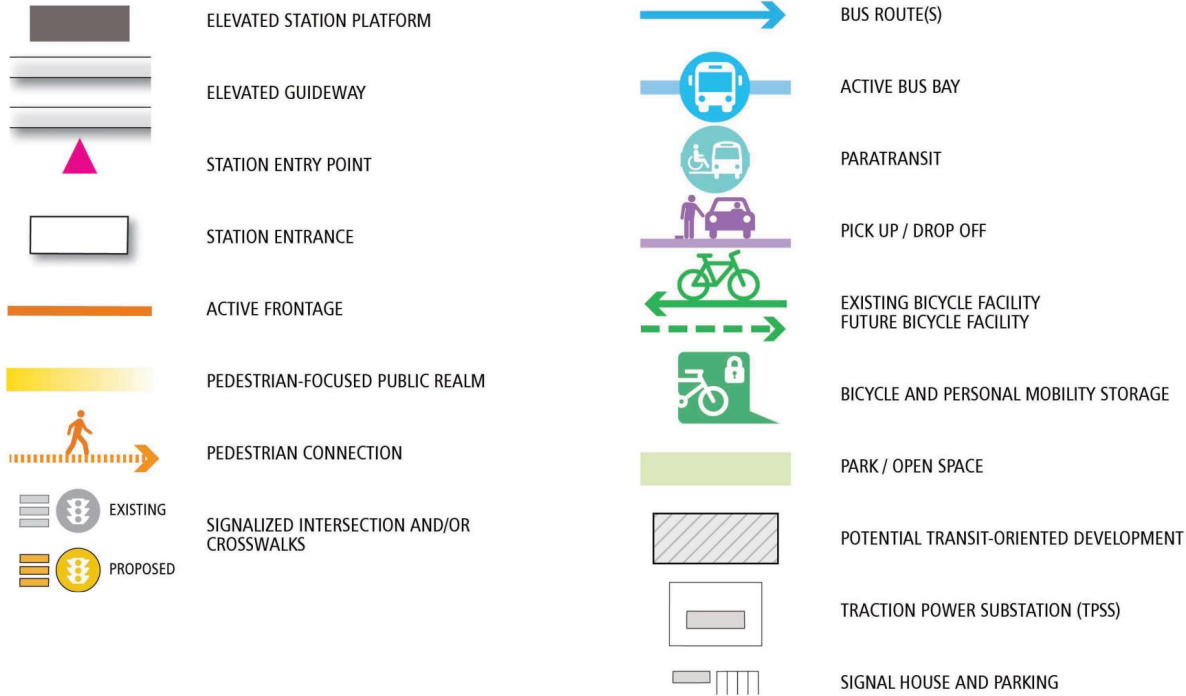


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Elevated 15th Ave Station



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Questions for Discussion

- *What station design components would make each station feel the most connected to the Ballard community?*
- *What types of multi-modal access should be prioritized here? How might the use of streets be modified to support that?*
- *What does community-led equitable TOD look like at this station?*

Agenda

- Welcome and introductions
- Station Planning: Background
- Smith Cove Station
- Interbay Station
- Ballard Station
- ***Next steps and next meeting***

Upcoming engagement



Publish Draft EIS

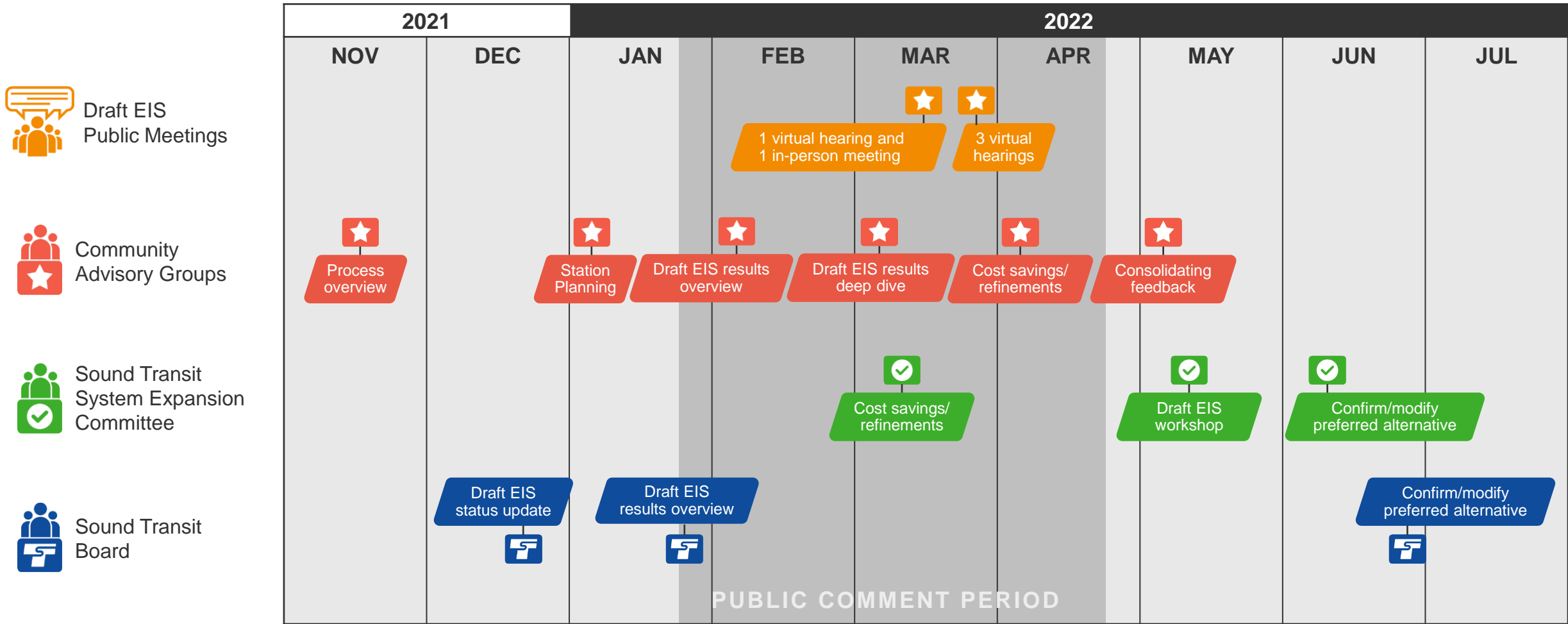
➤ *Friday, January 28th*



Collect public feedback

Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



What's next?

| Date | Meeting | Time |
|---------------------|--|-----------|
| Thurs. Jan. 6 | Downtown CAG <i>Station Planning</i> | 5pm – 7pm |
| Tues. Jan. 11 | West Seattle/ Duwamish CAG <i>Station Planning</i> | 5pm – 7pm |
| Thurs. Jan. 13 | CID/ SODO CAG <i>Station Planning</i> | 5pm – 7pm |
| Fri. Jan. 28 | Draft EIS Publication | |
| Wed. Feb 2 | Interbay/ Ballard CAG <i>Draft EIS results overview</i> | 5pm – 7pm |

Questions?

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 ***wsblink.participate.online***

 *wsblink@soundtransit.org*
(206) 903-7229



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