

West Seattle and Ballard Link Extensions

*West Seattle/Duwamish
Community Advisory Group
2/8/2022*



Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Overview
- 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 these segments
- 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

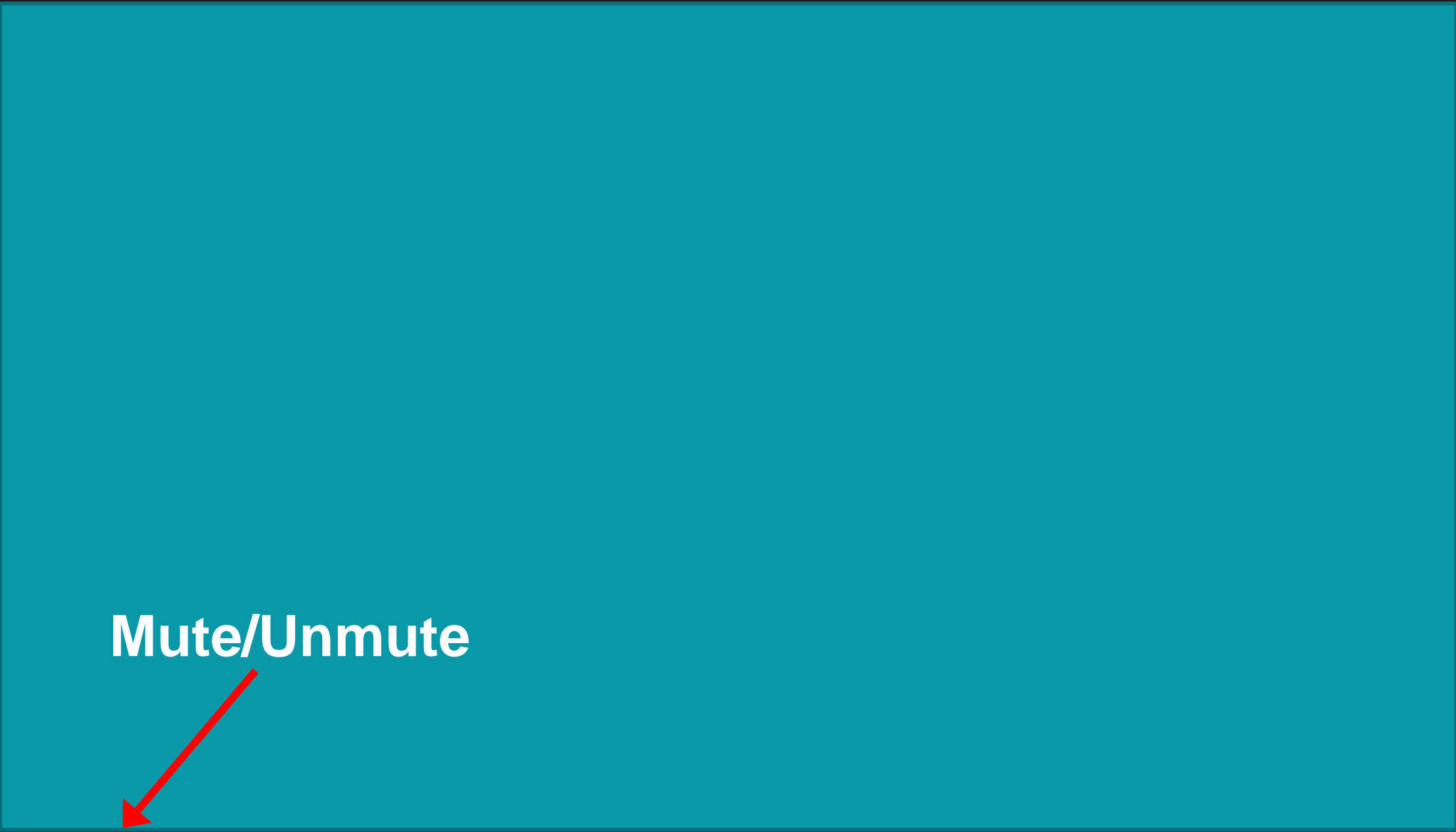
View Options ▾

View



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

Leave

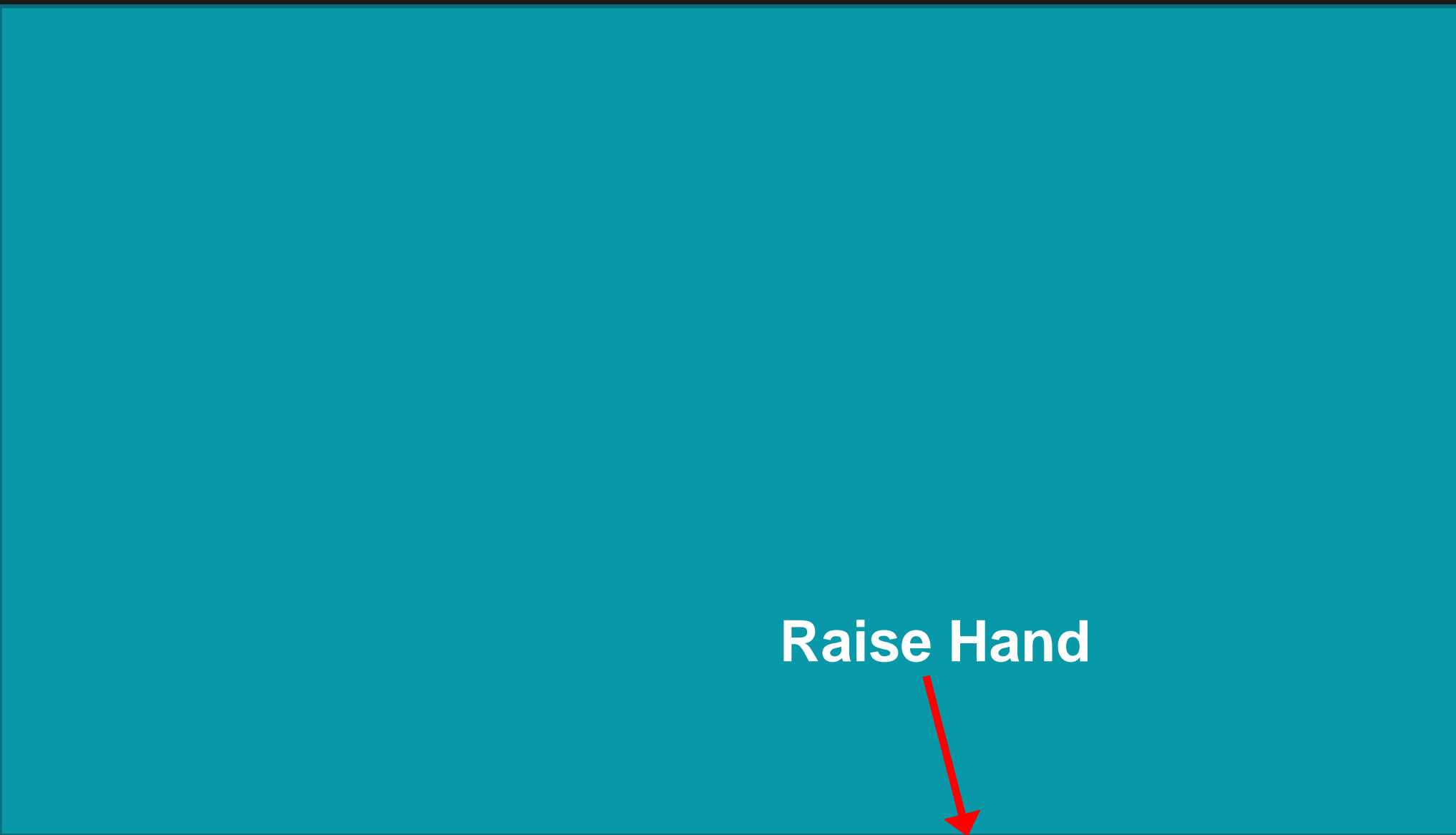


Mute/Unmute



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

Leave

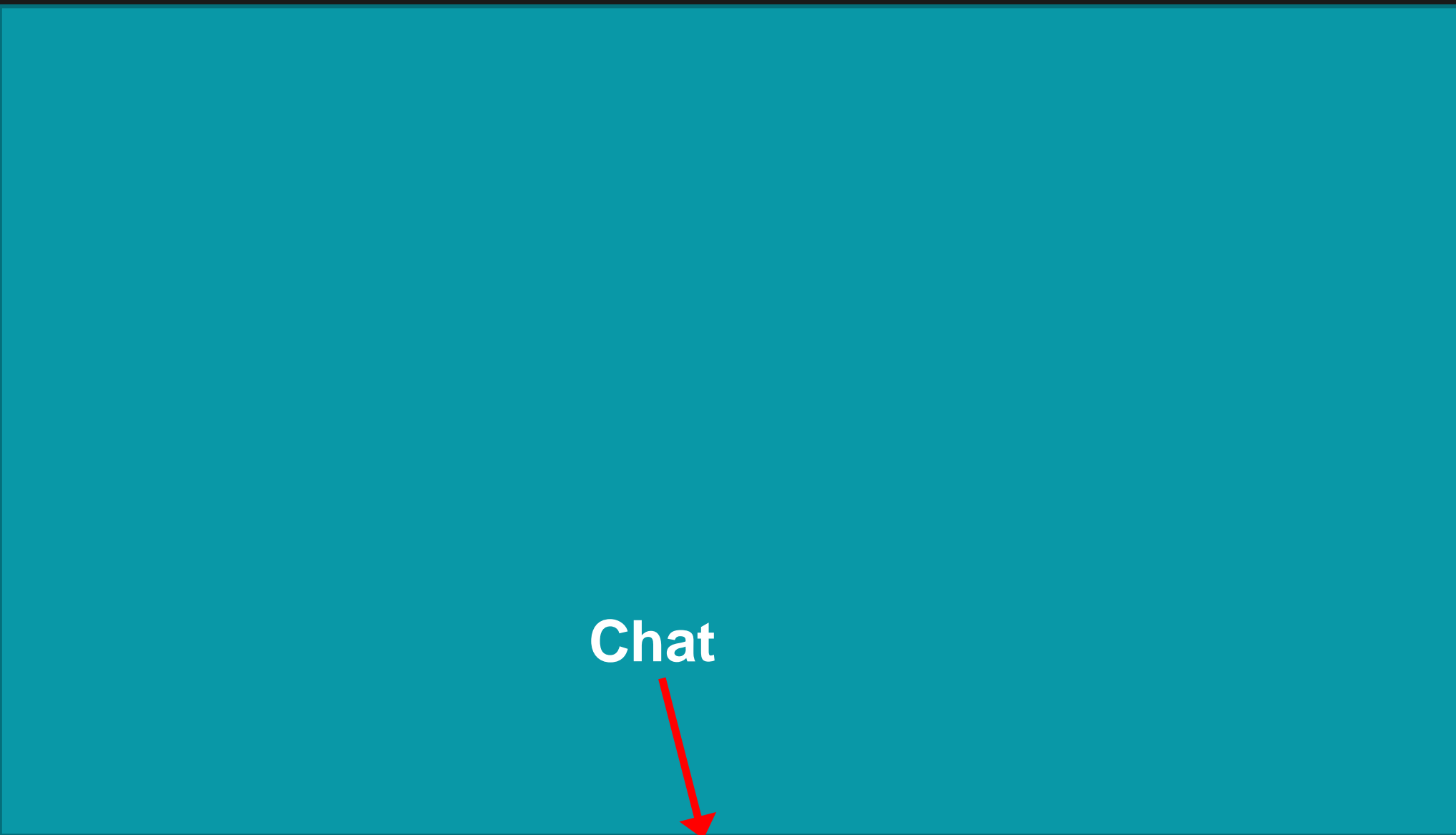


Raise Hand



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

Leave

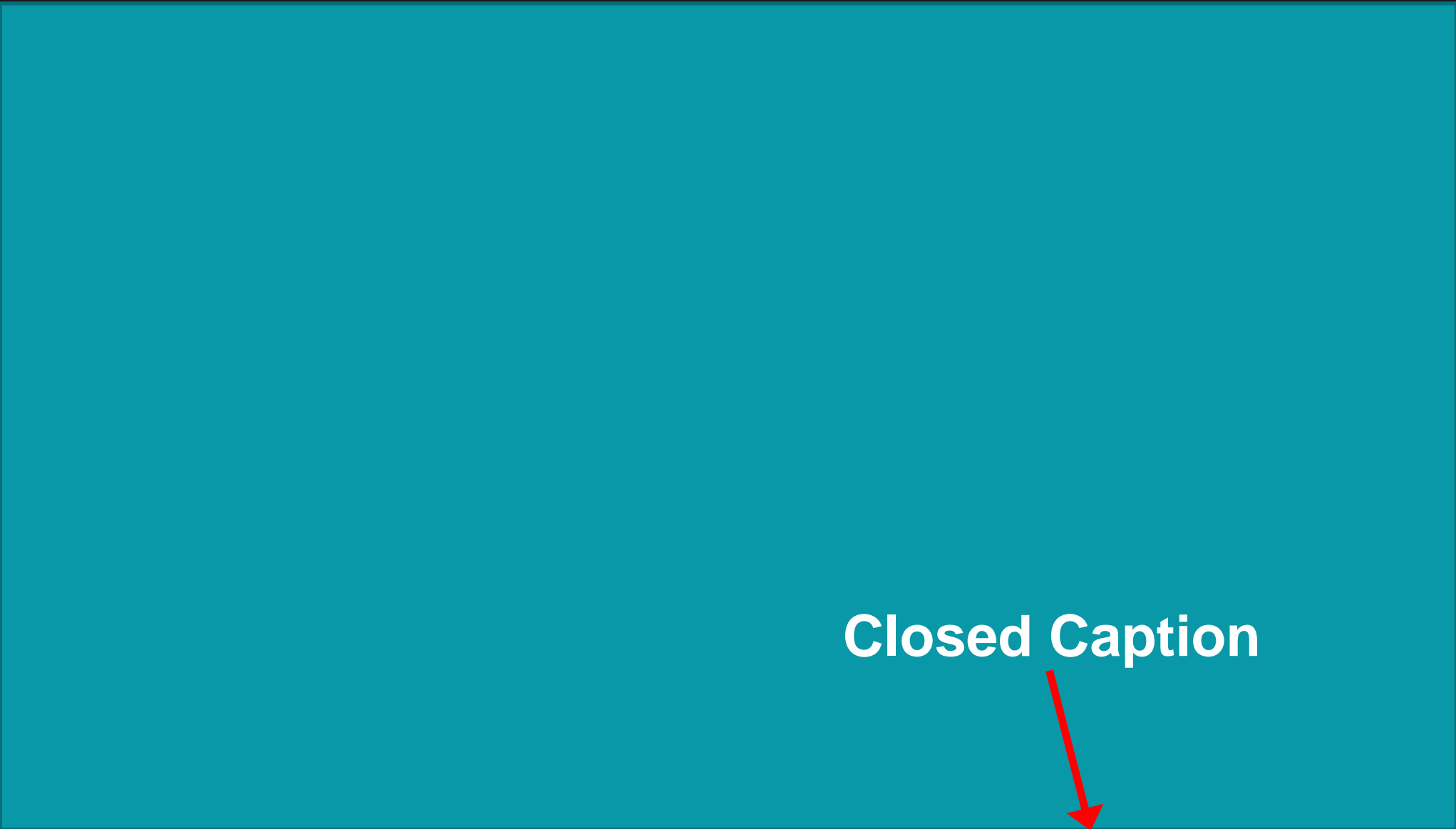


Chat



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

Introductions

Please share briefly:

- 1) Your name,
- 2) Pronouns
- 3) Briefly share, what do you do when you are not at a CAG meeting?

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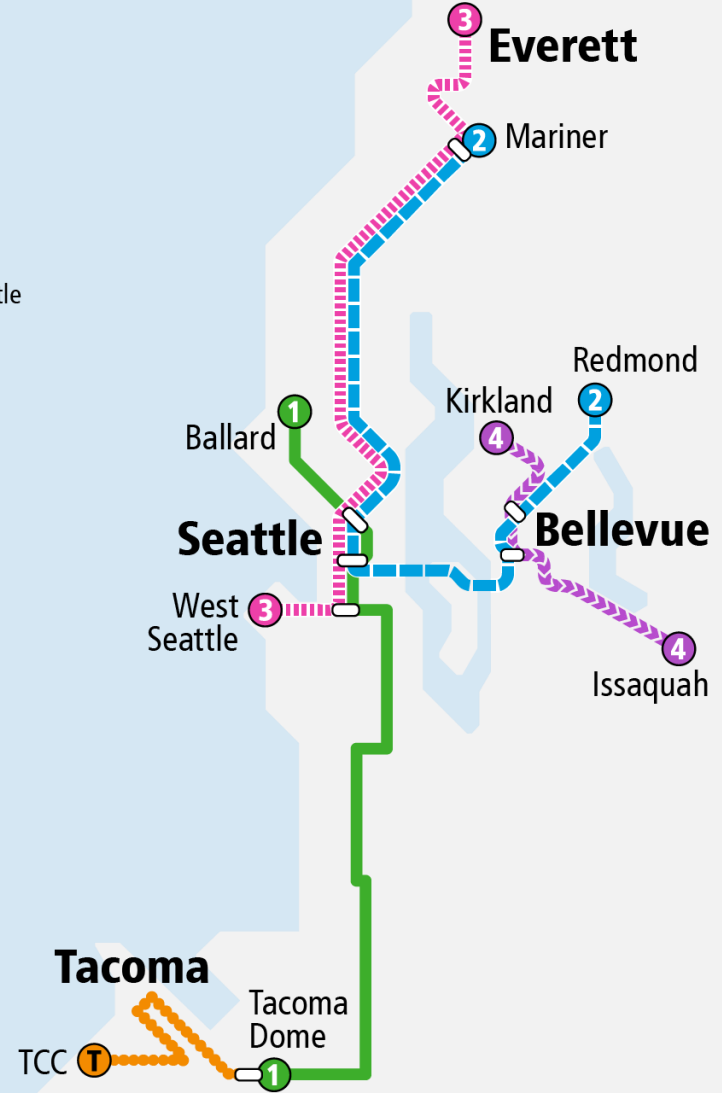
Operating plan: 2032

-  1
Lynnwood–Tacoma
-  2
Lynnwood–Redmond
-  3
West Seattle–SODO
-  T
Tacoma Dome–Hilltop
-  Transfer



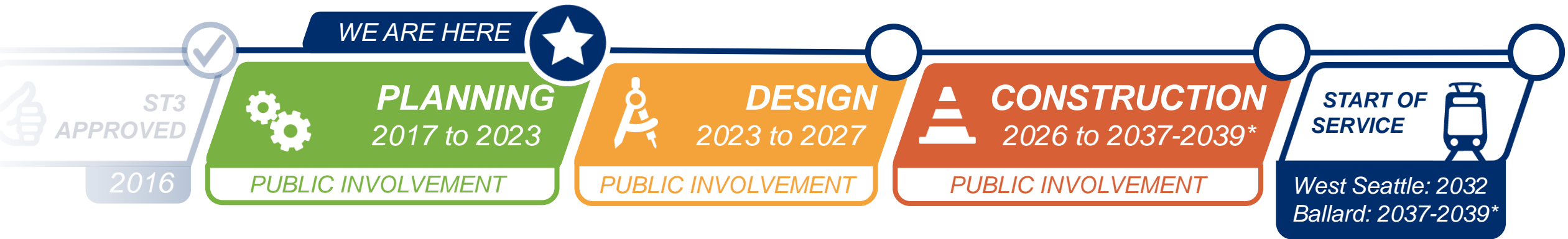
Operating plan: 2042

-  1
Ballard–Tacoma
-  2
Mariner–Redmond
-  3
Everett–West Seattle
-  4
Kirkland–Issaquah
-  T
Tacoma Dome–Tacoma Community College
-  Transfer



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

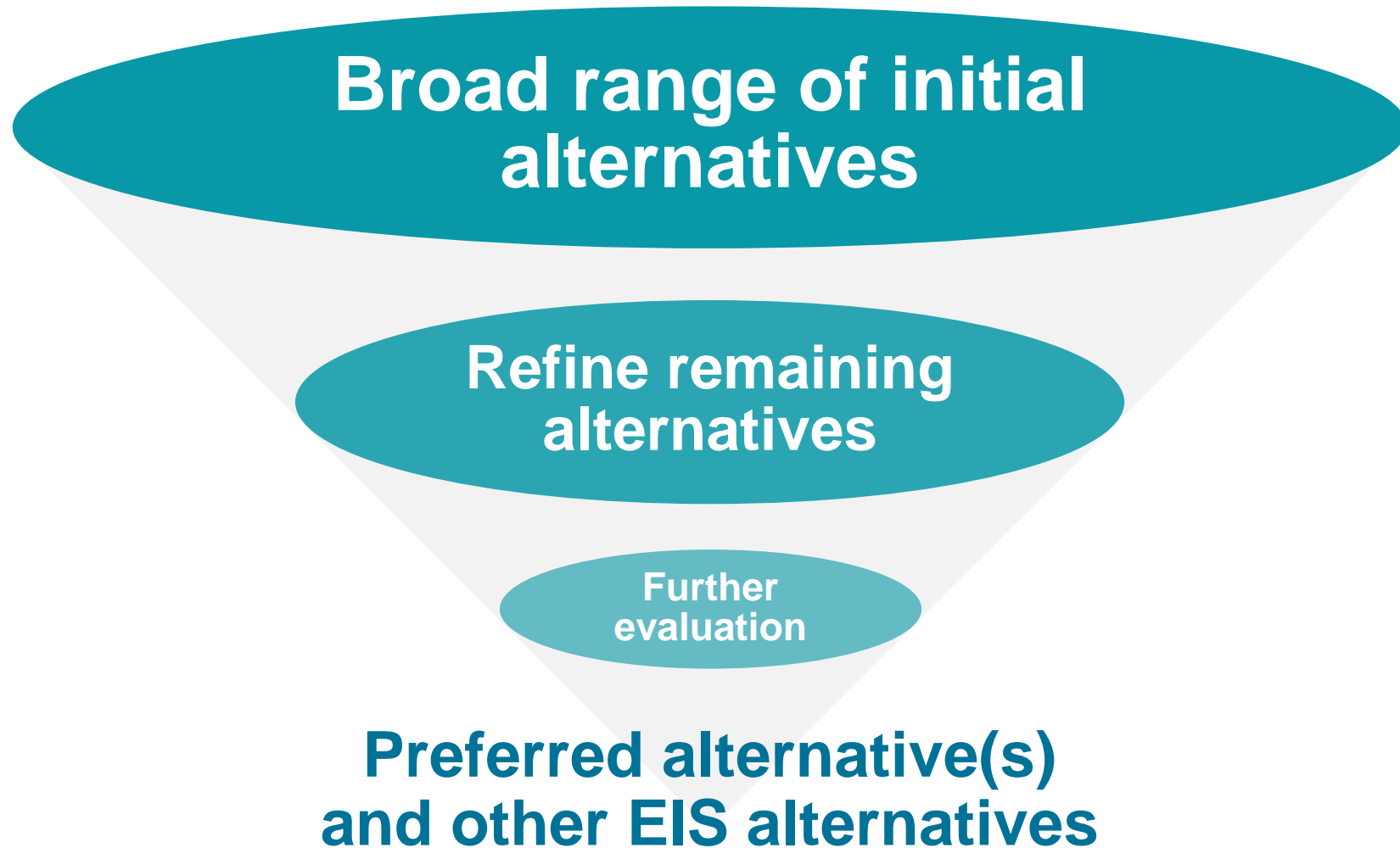
2023: Publish Final EIS

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



***Published Draft EIS
Jan. 28, 2022***

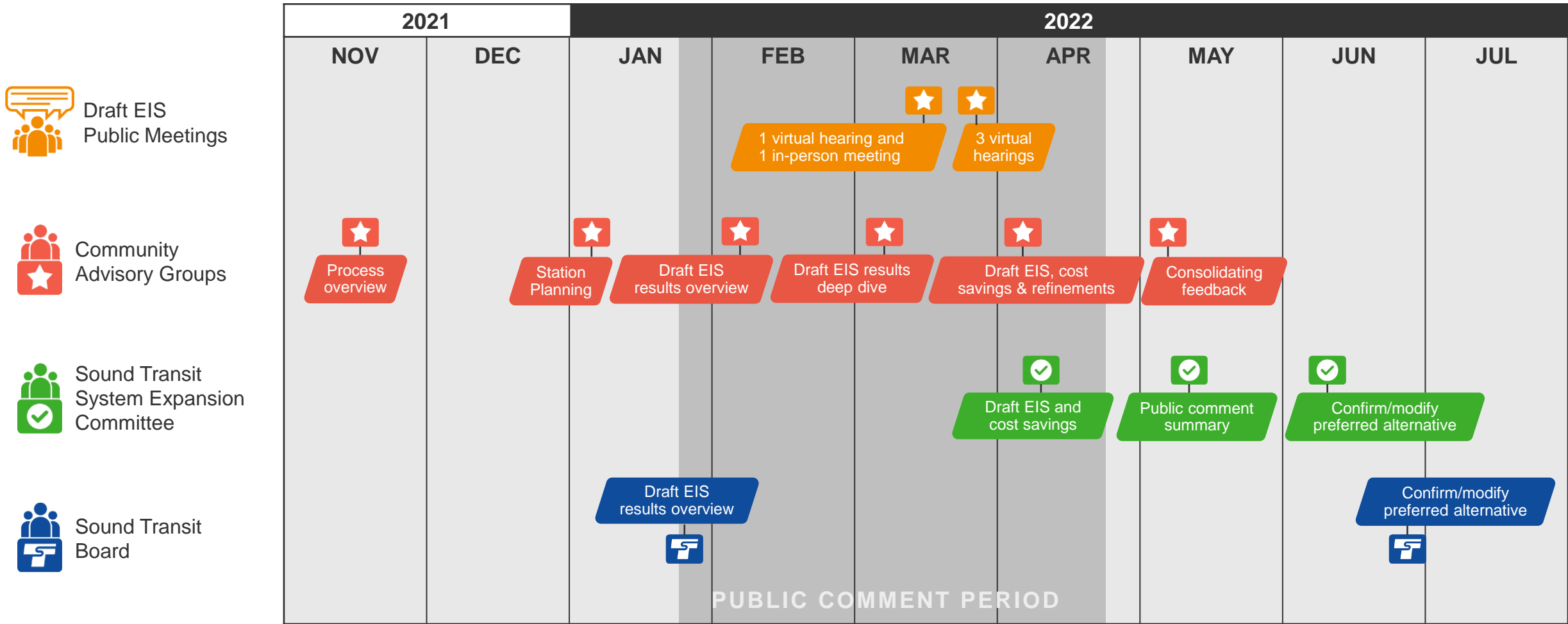


***Review and comment
by April 28, 2022!***



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

How can you provide a comment?



Online



Phone



Mail / email



Meetings

In-person and/or virtual*



Comment in
any language!

What does a comment look like?

- ✓ Focus your comments on the information provided in the Draft EIS.
- ✓ The clearer and more concise your comments are, the more effective they will be.
- ✓ Whenever possible, identify the section of the Draft EIS on which you are commenting (chapter, section and page number).
- ✓ Including additional explanation and relevant facts and references to support your comment is also helpful.



Roles



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

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



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.

RET Report: Environmental Review Phase

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



Racial Equity Toolkit Report:
Environmental Review Phase



February 2022 | DRAFT

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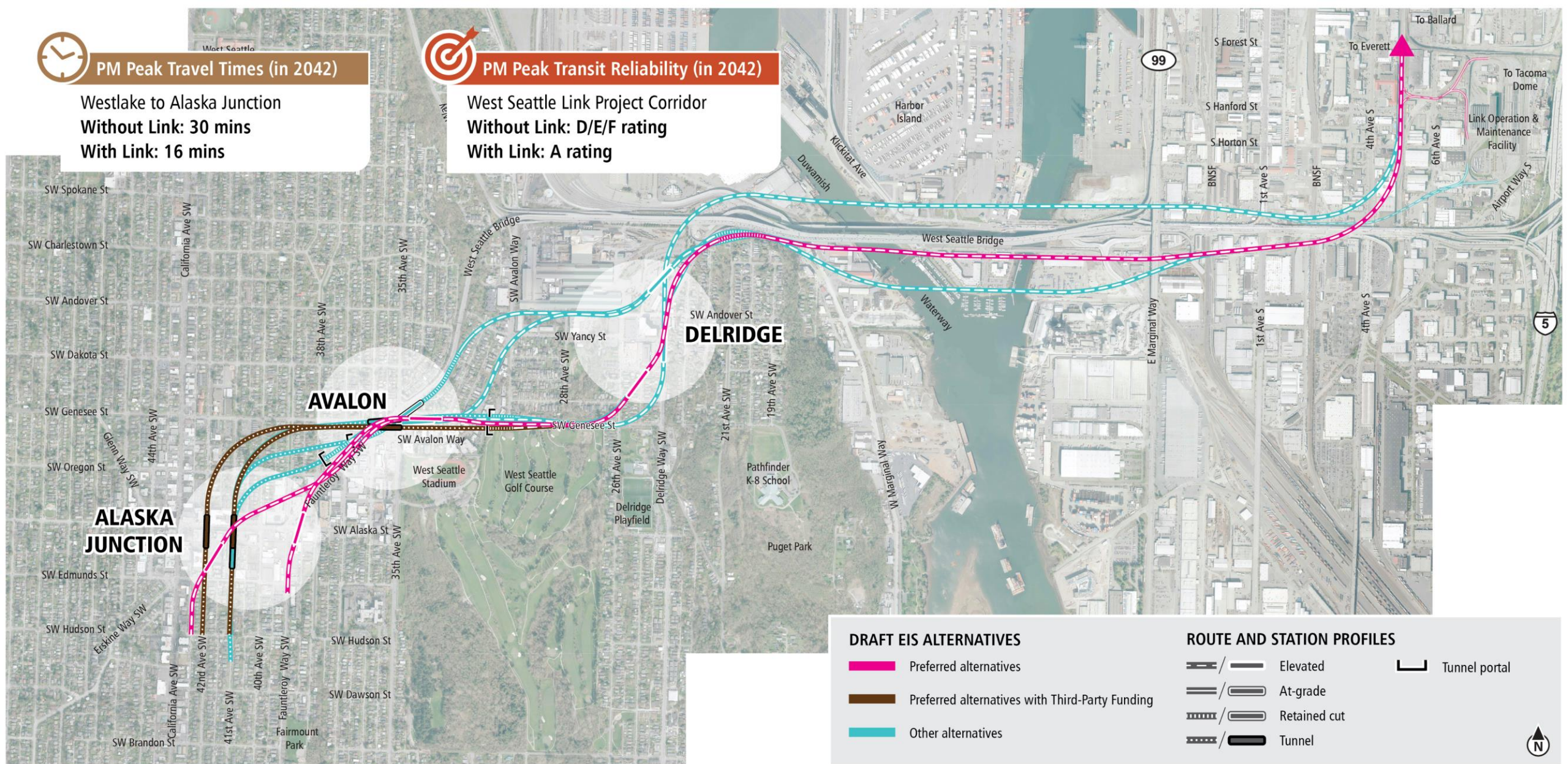
PM Peak Travel Times (in 2022)

Westlake to Alaska Junction
Without Link: 30 mins
With Link: 16 mins



PM Peak Transit Reliability (in 2022)

West Seattle Link Project Corridor
Without Link: D/E/F rating
With Link: A rating



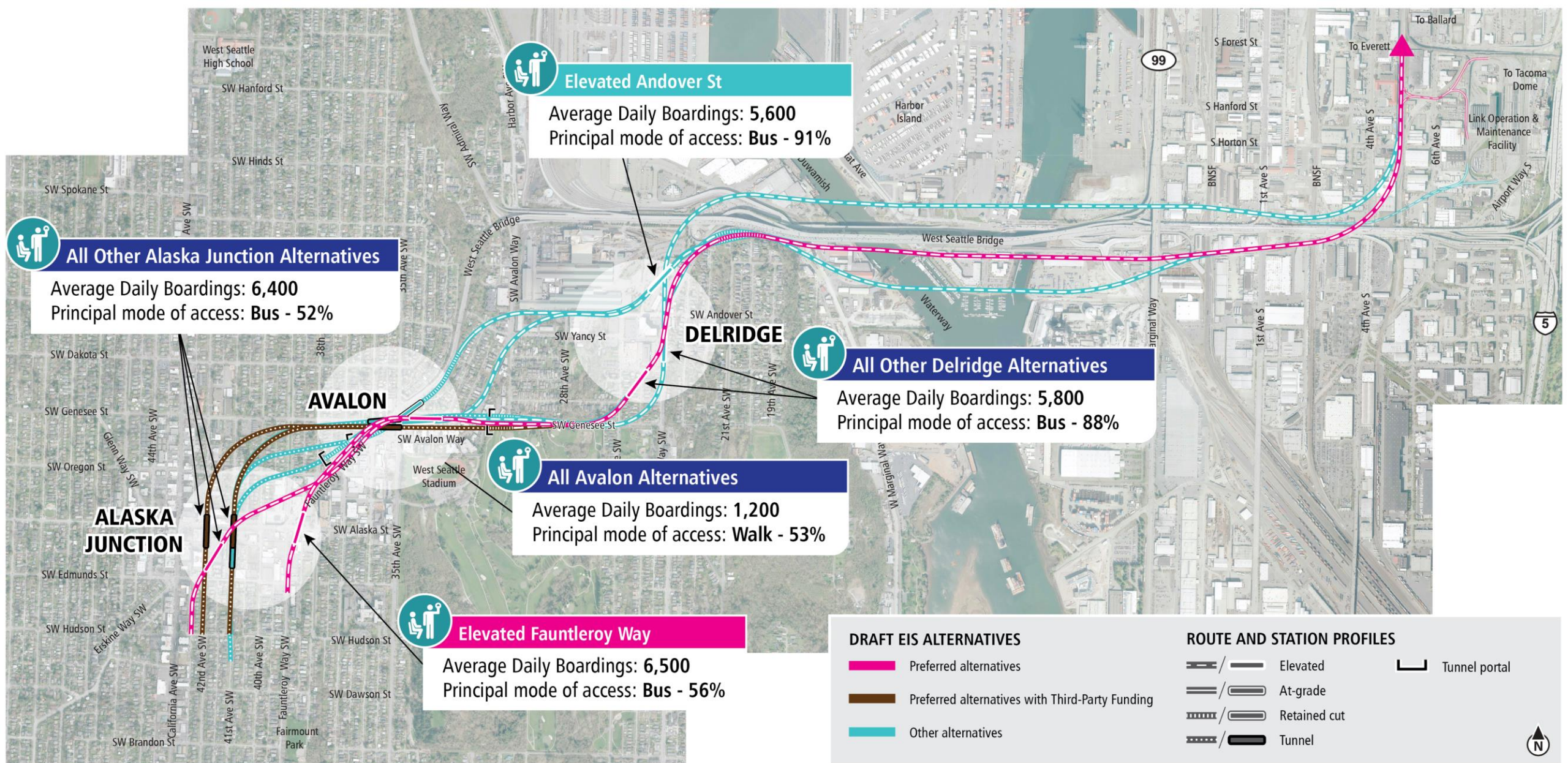
DRAFT EIS ALTERNATIVES

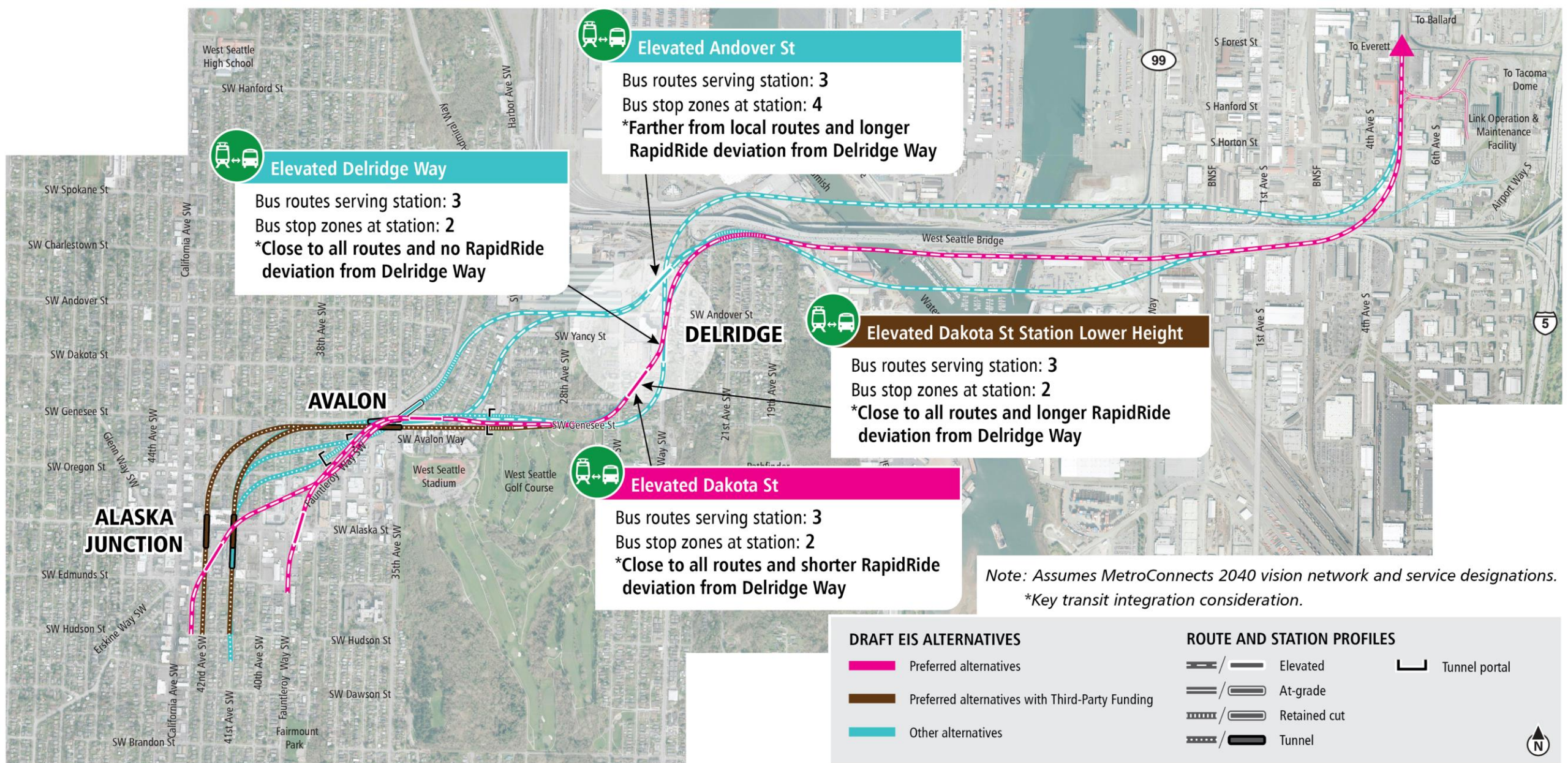
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

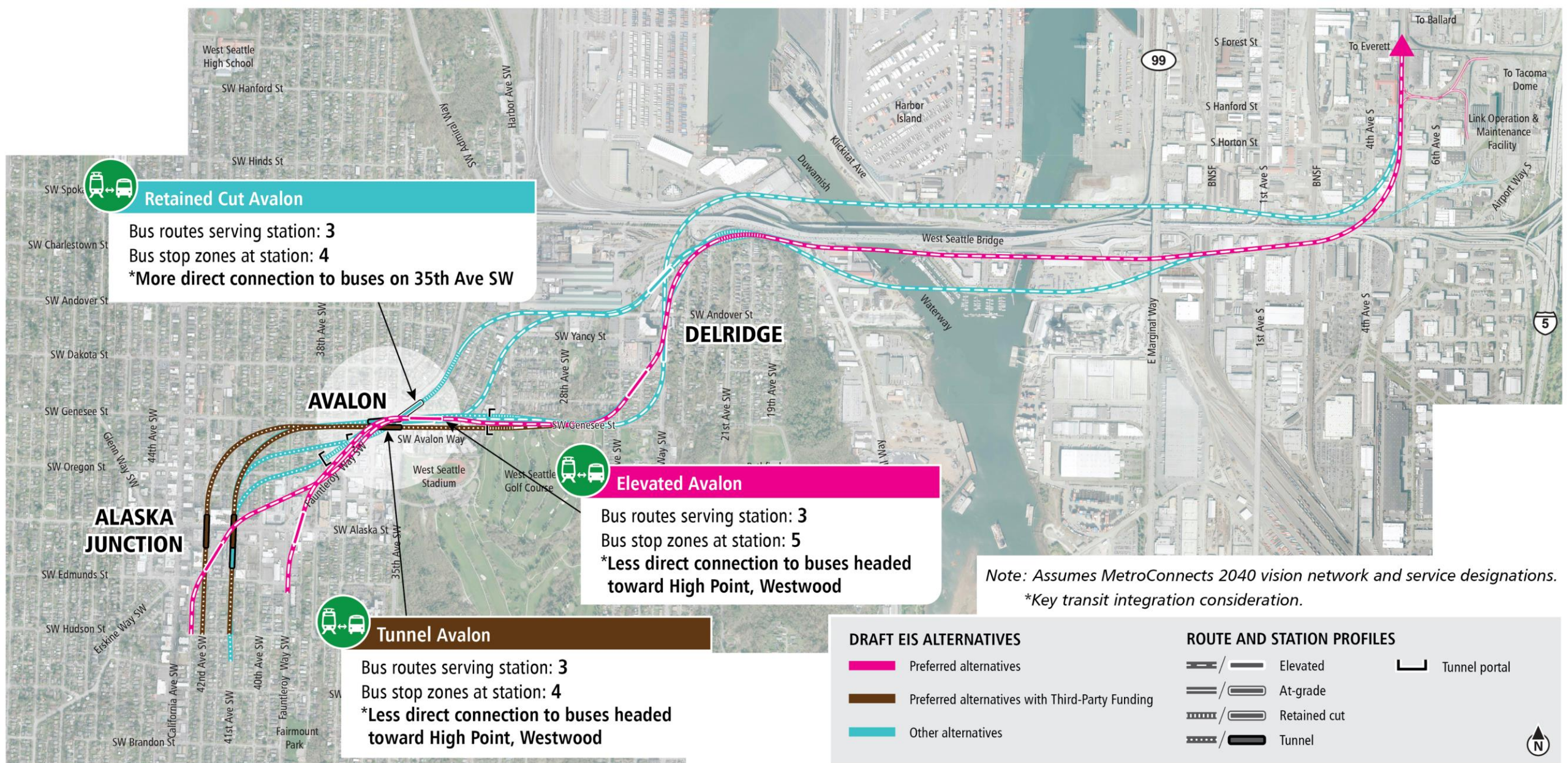
ROUTE AND STATION PROFILES

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











Tunnel 42nd Ave

Bus routes serving station: 4
 Bus stop zones at station: 2
 *Less direct connection to routes coming from High Point, Westwood and heading toward Admiral



Tunnel 41st Ave and Short Tunnel 41st Ave and Medium Tunnel 41st Ave

Bus routes serving station: 4
 Bus stop zones at station: 2
 *Most direct connection to all buses



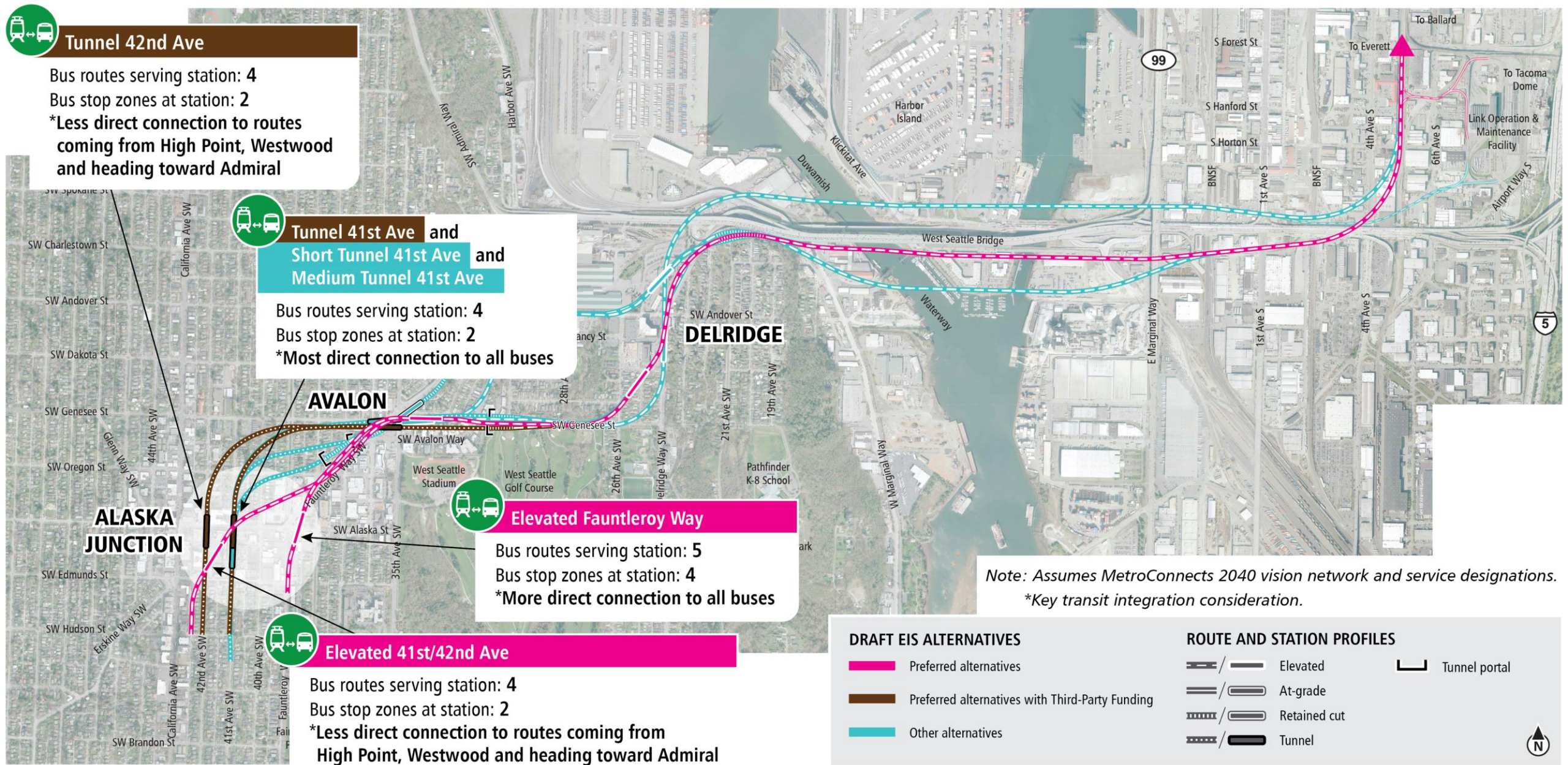
Elevated Fauntleroy Way

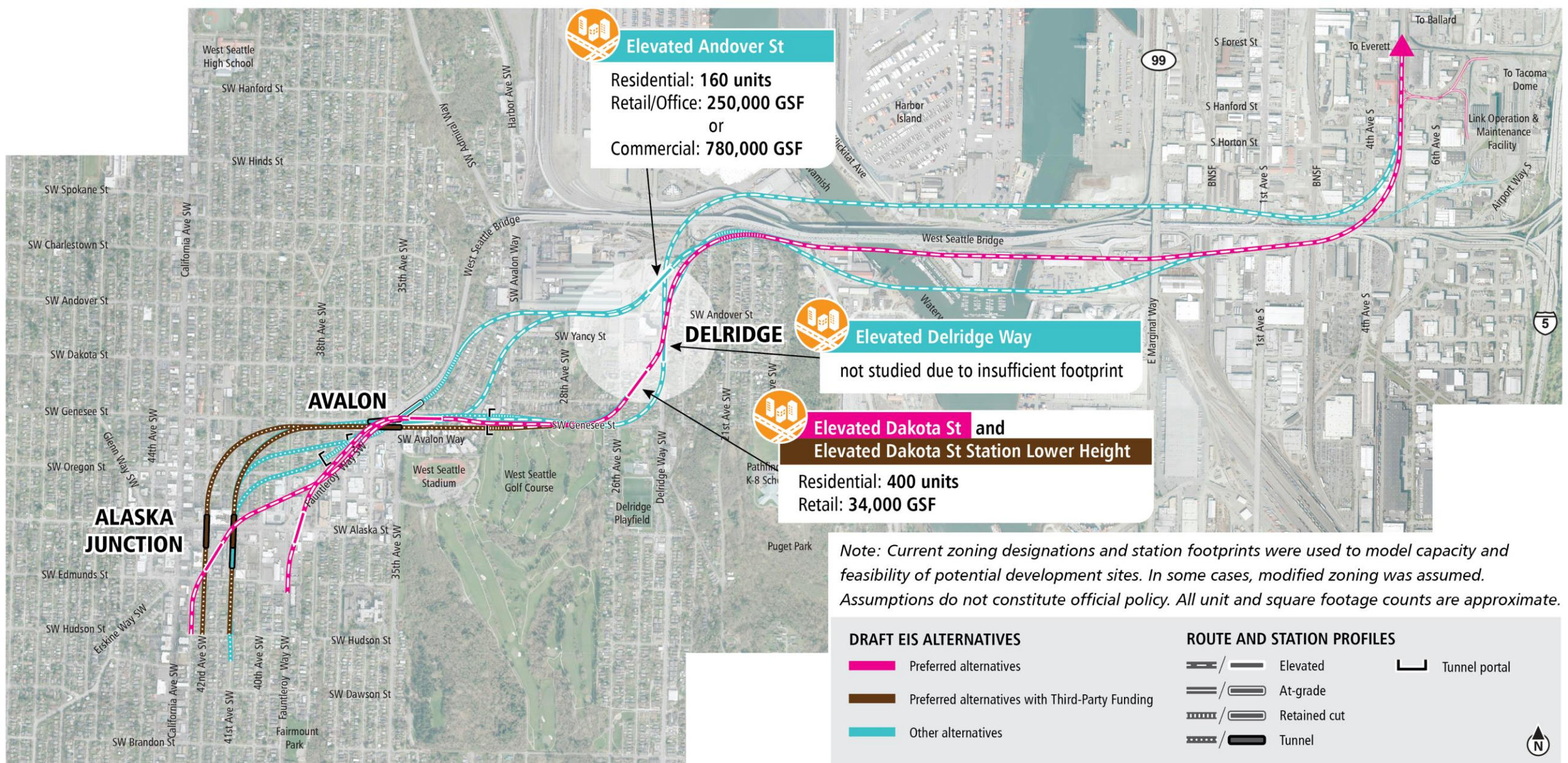
Bus routes serving station: 5
 Bus stop zones at station: 4
 *More direct connection to all buses



Elevated 41st/42nd Ave

Bus routes serving station: 4
 Bus stop zones at station: 2
 *Less direct connection to routes coming from High Point, Westwood and heading toward Admiral





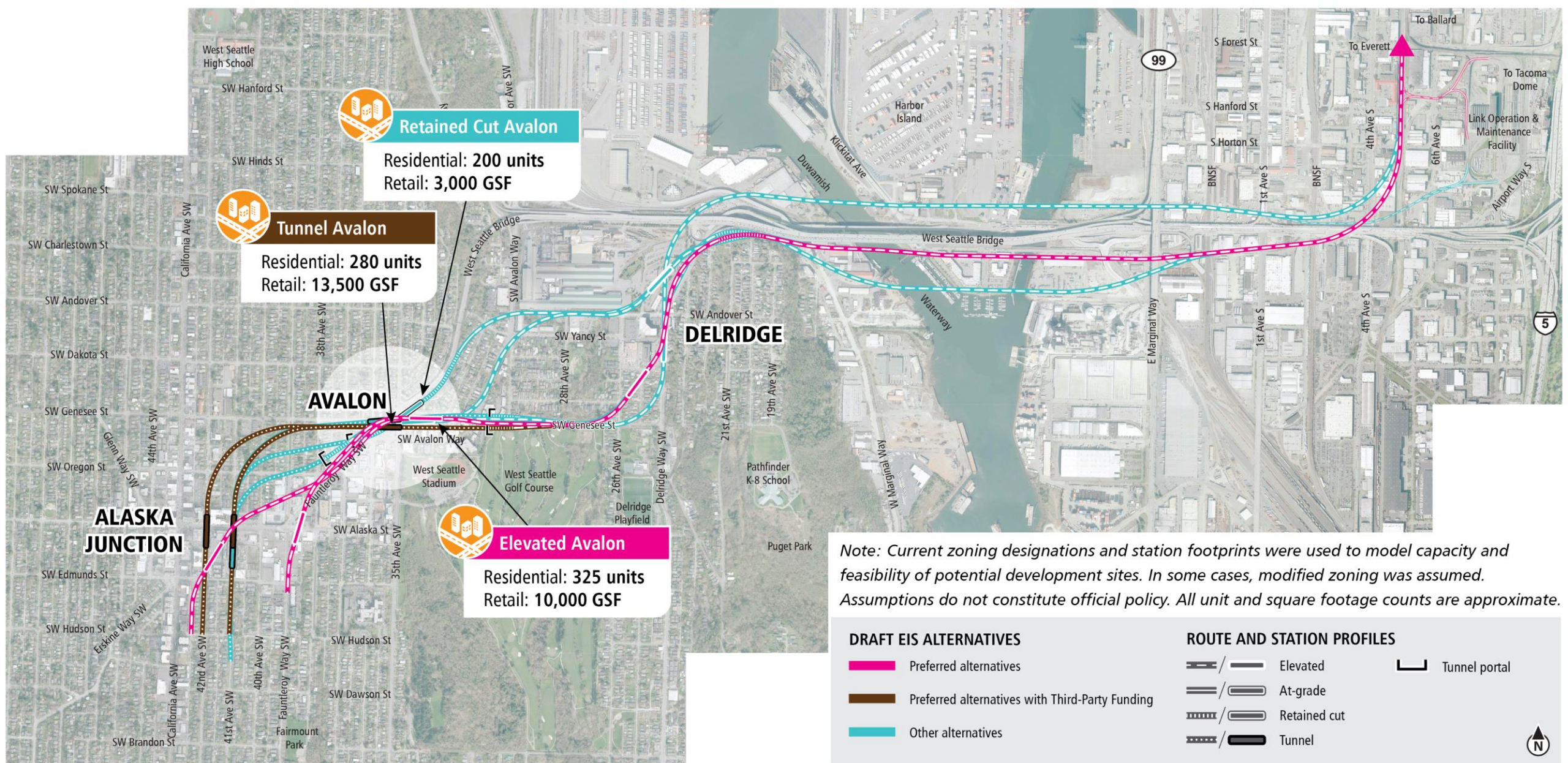
Elevated Andover St
 Residential: 160 units
 Retail/Office: 250,000 GSF
 or
 Commercial: 780,000 GSF

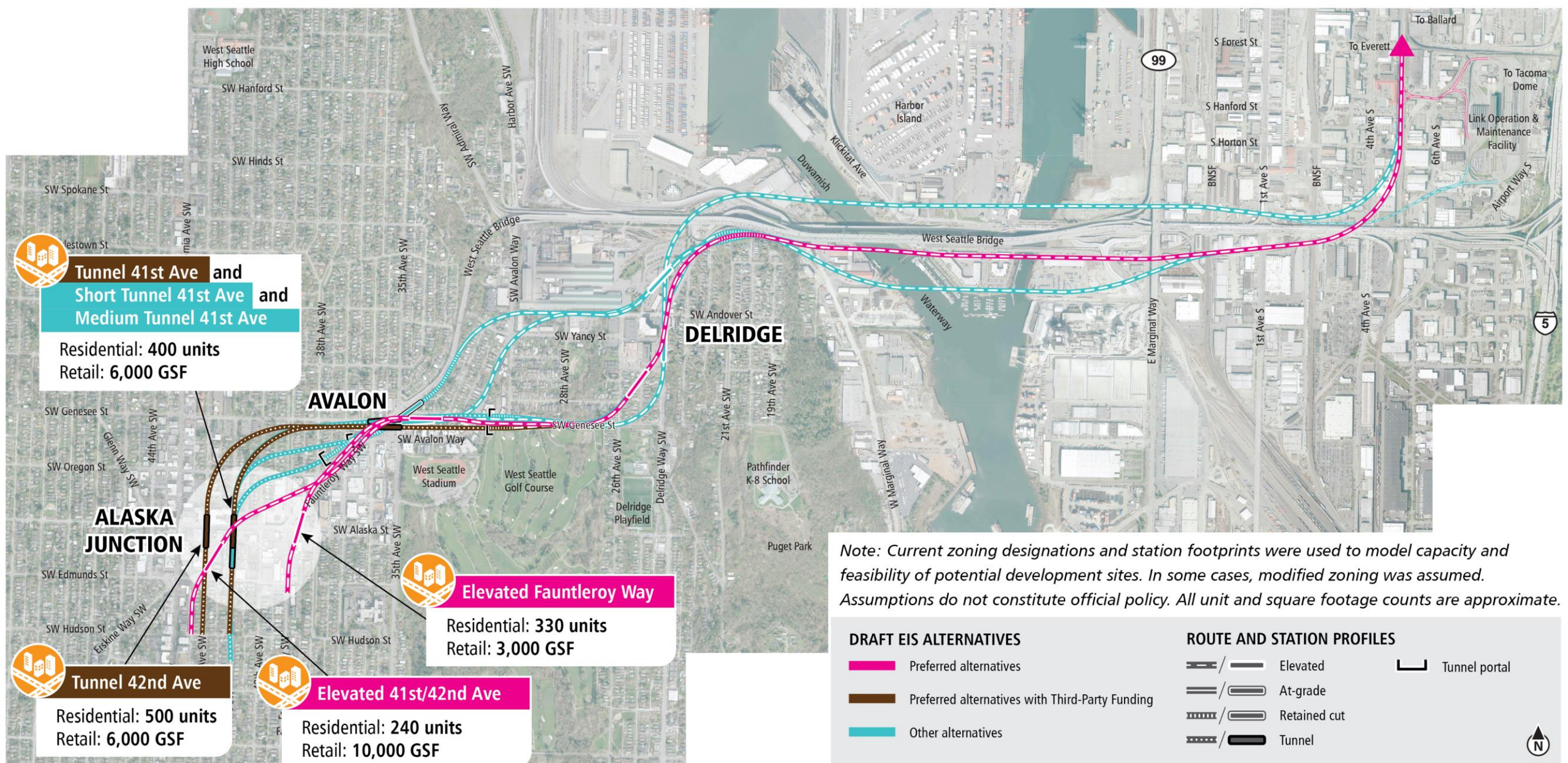
Elevated Delridge Way
 not studied due to insufficient footprint

Elevated Dakota St and Elevated Dakota St Station Lower Height
 Residential: 400 units
 Retail: 34,000 GSF

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.

DRAFT EIS ALTERNATIVES		ROUTE AND STATION PROFILES	
	Preferred alternatives		Elevated
	Preferred alternatives with Third-Party Funding		At-grade
	Other alternatives		Retained cut
			Tunnel
			Tunnel portal





What is typically studied in an EIS?

Transportation

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

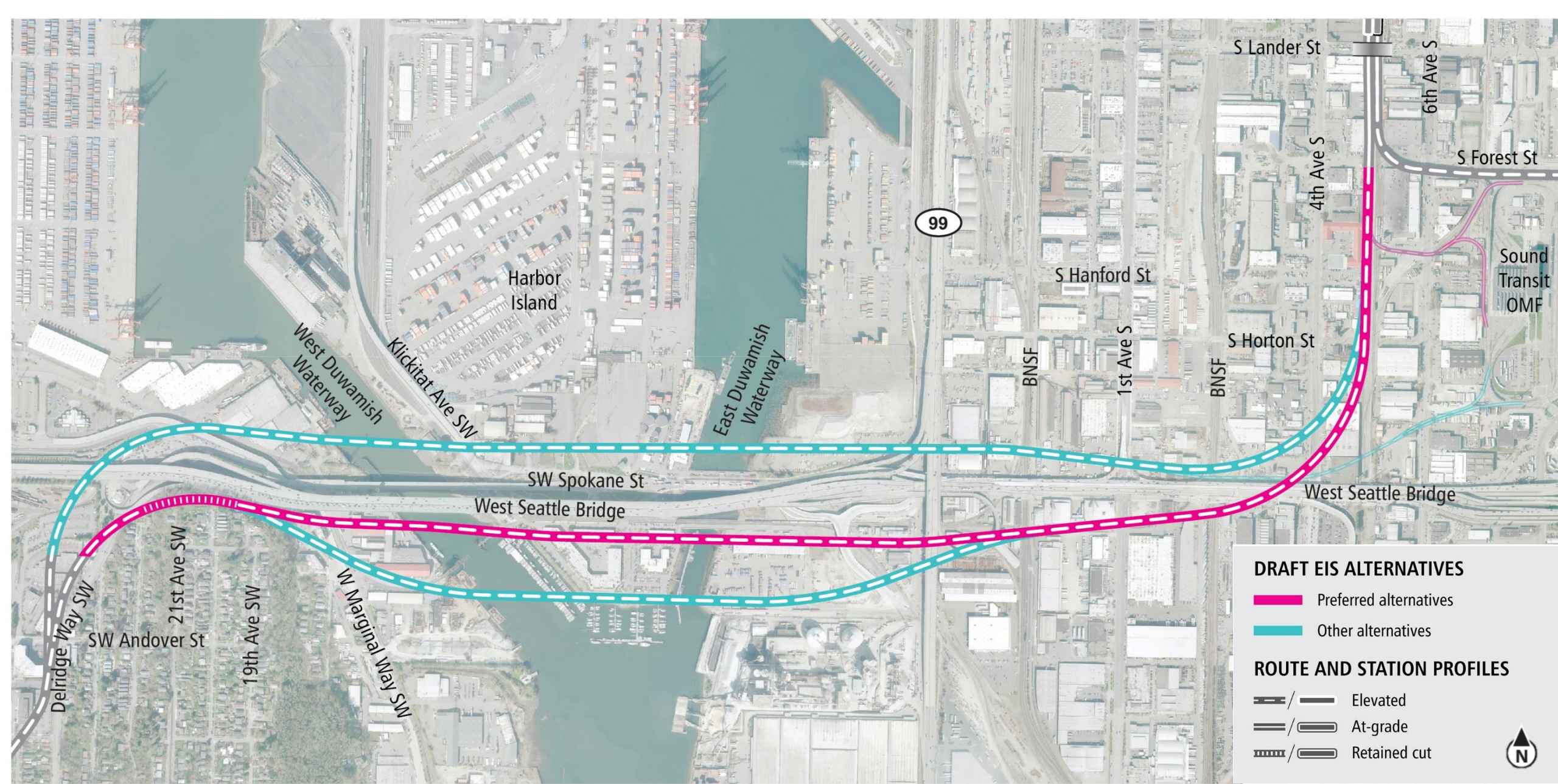
Natural environment

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

Built environment

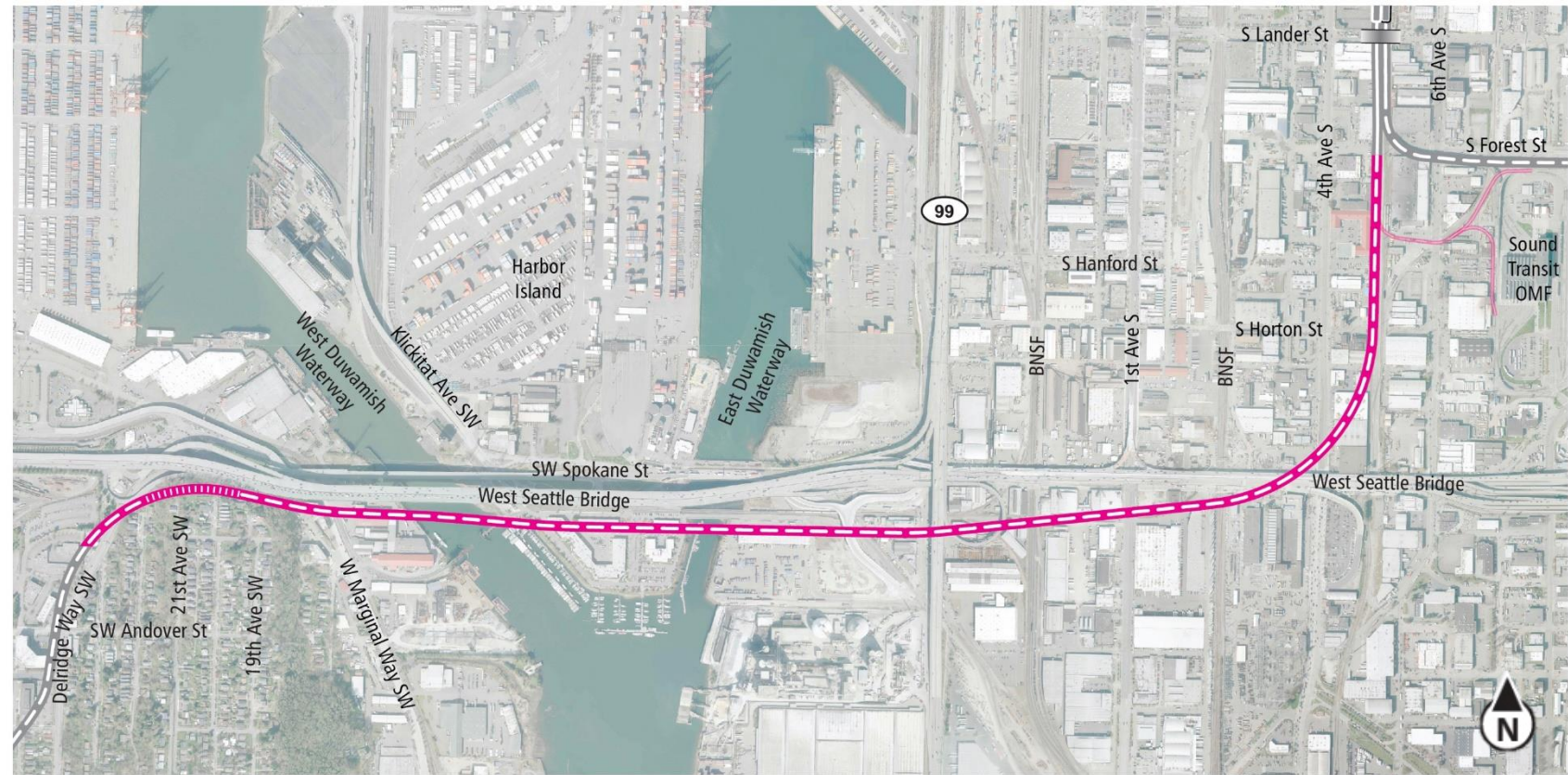
- Acquisitions, displacements and relocations
- Noise and vibration
- Economic effect
- Visual resources
- Parks and recreation
- Land use
- Energy
- Hazardous materials
- Public services
- Historic and archaeological resources
- Social resources, community facilities and neighborhoods
- Electromagnetic fields
- Utilities

Duwamish



Preferred alternative




South Crossing Alternative

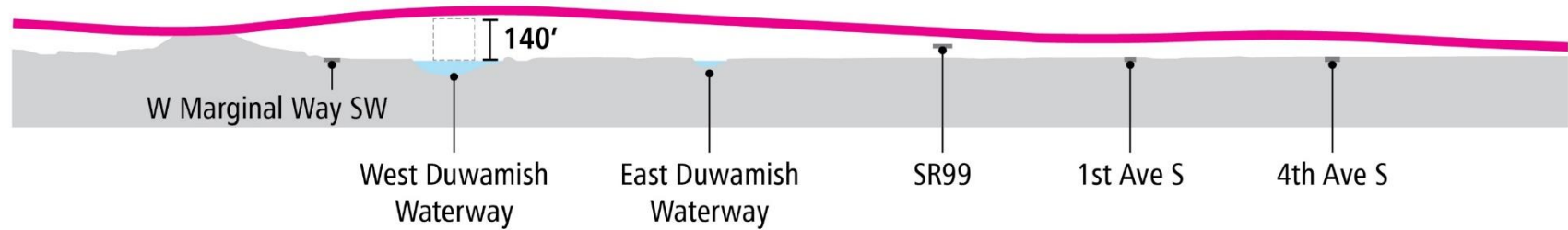


DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Other alternatives

ROUTE AND STATION PROFILES

-  Elevated
-  At-grade
-  Retained cut



Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Delridge is shown for illustration purposes.

South Crossing Alternative

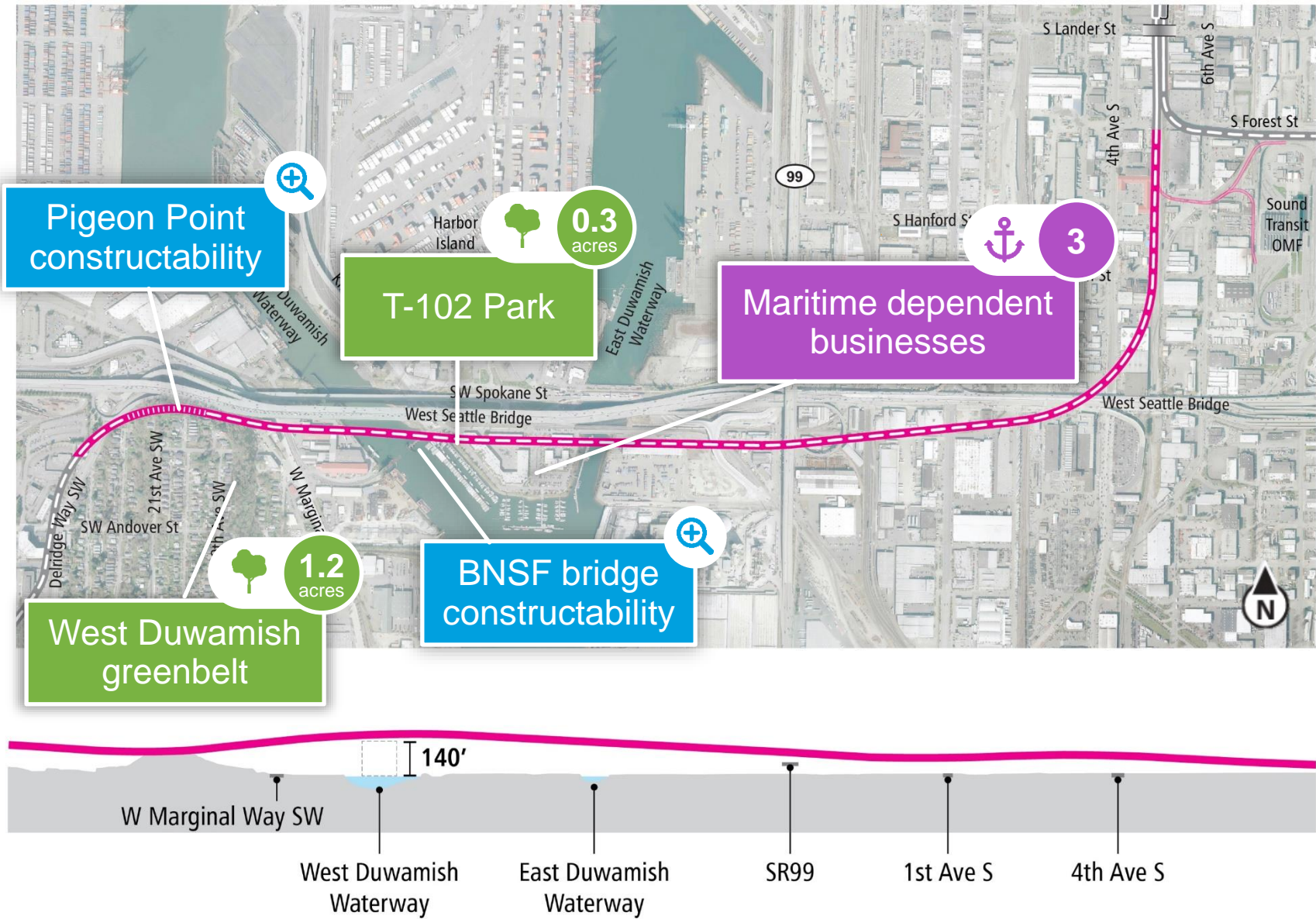
Project cost
(2019\$ in billions) **\$1.2B**

Residential displacements **26 units**

Business displacements **36**

Park effects (permanent) **1.5 acres**

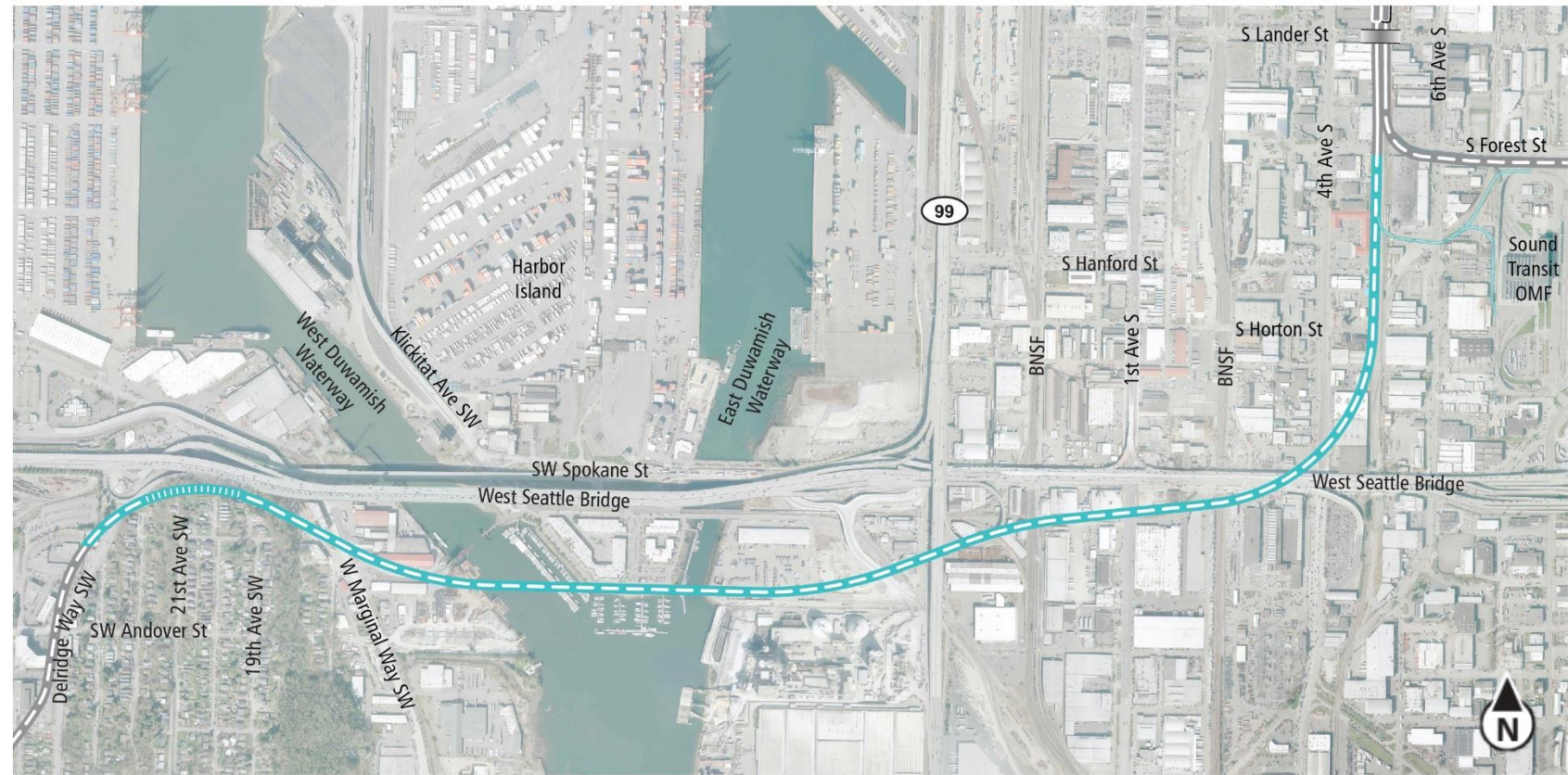
Other considerations



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***Other Draft EIS
alternatives***




South Edge Crossing Alignment Option

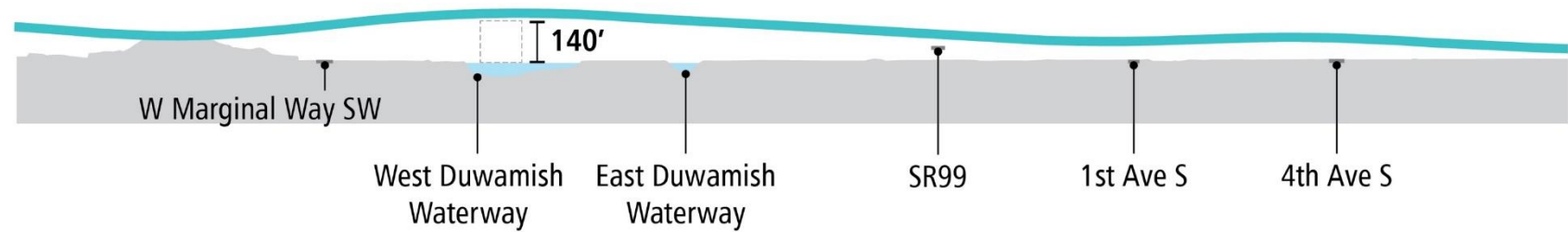


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ROUTE AND STATION PROFILES

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South Edge Crossing Alignment Option

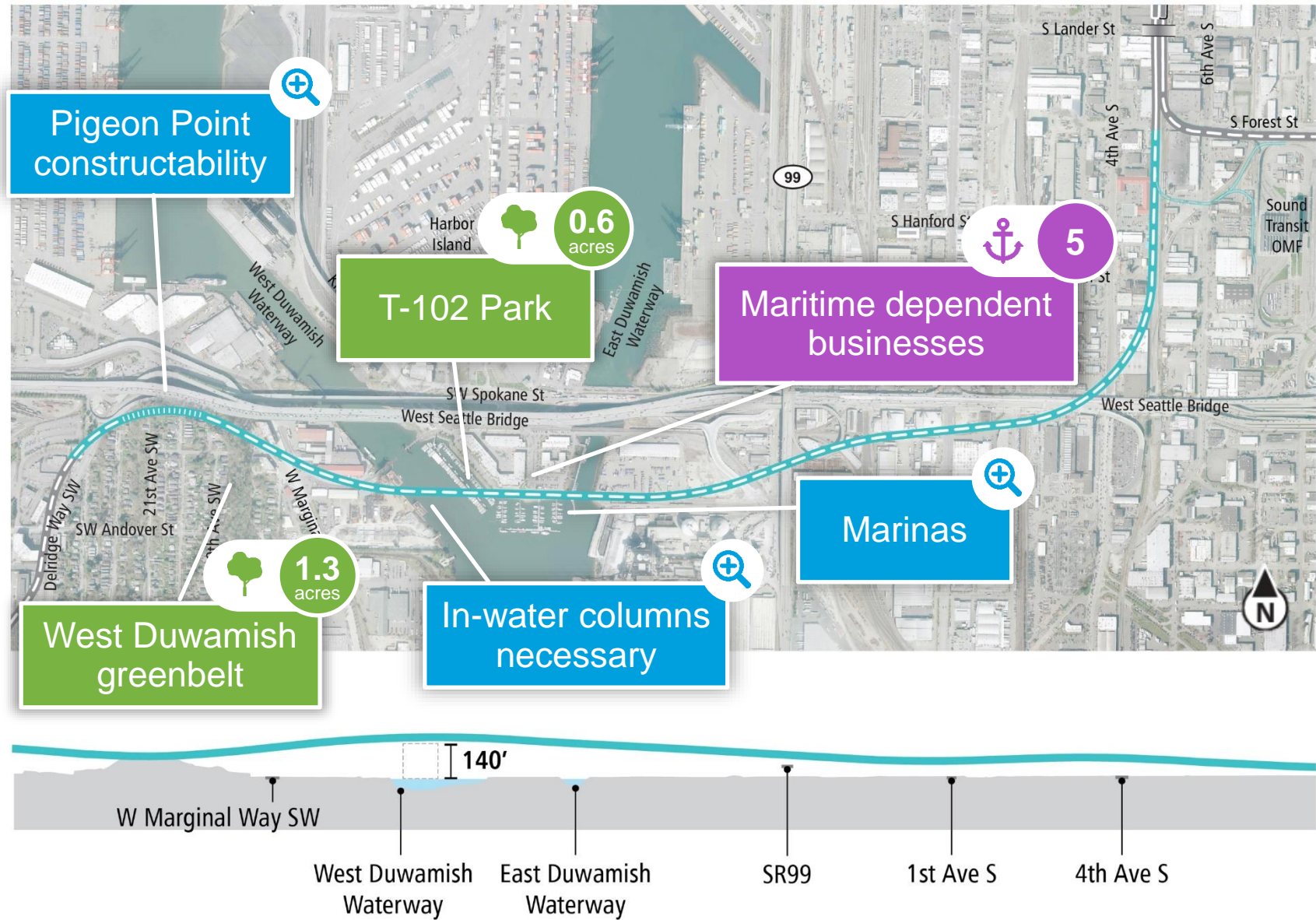
Project cost
(2019\$ in billions) **\$1.3B**

Residential displacements **26 units**

Business displacements **29**

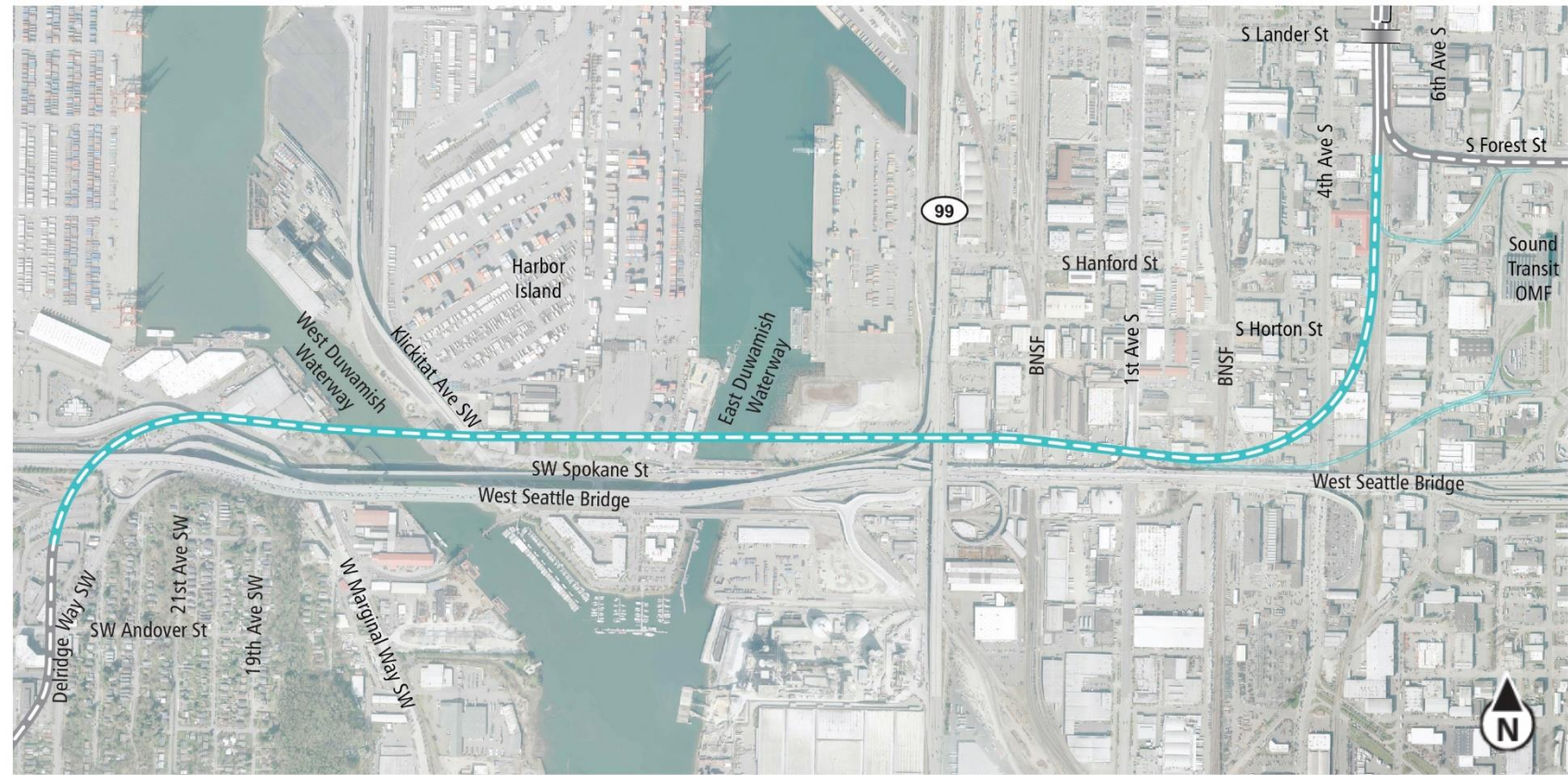
Park effects (permanent) **1.9 acres**

Other considerations



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North Crossing Alternative

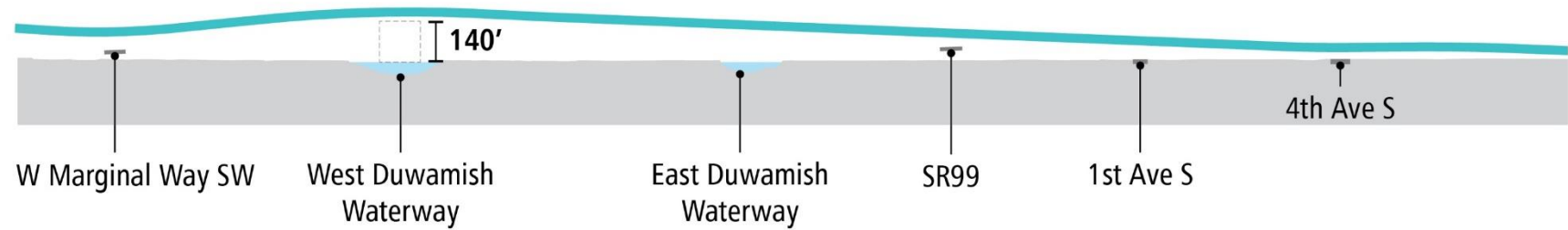


DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives

ROUTE AND STATION PROFILES

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-  Retained cut



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North Crossing Alternative

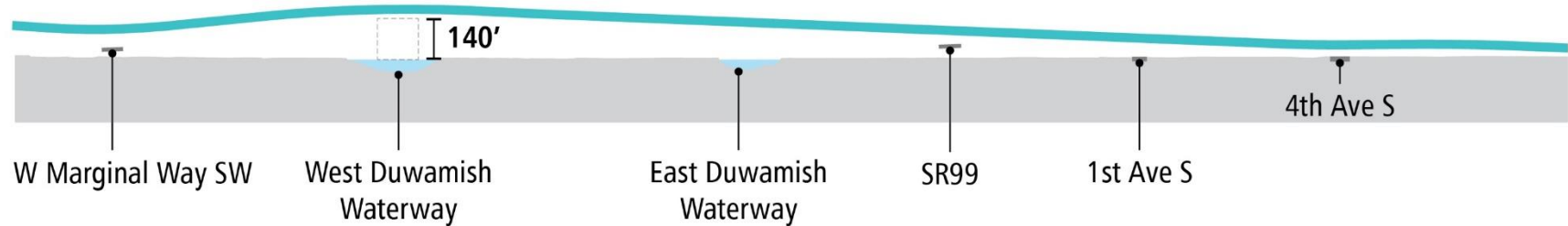
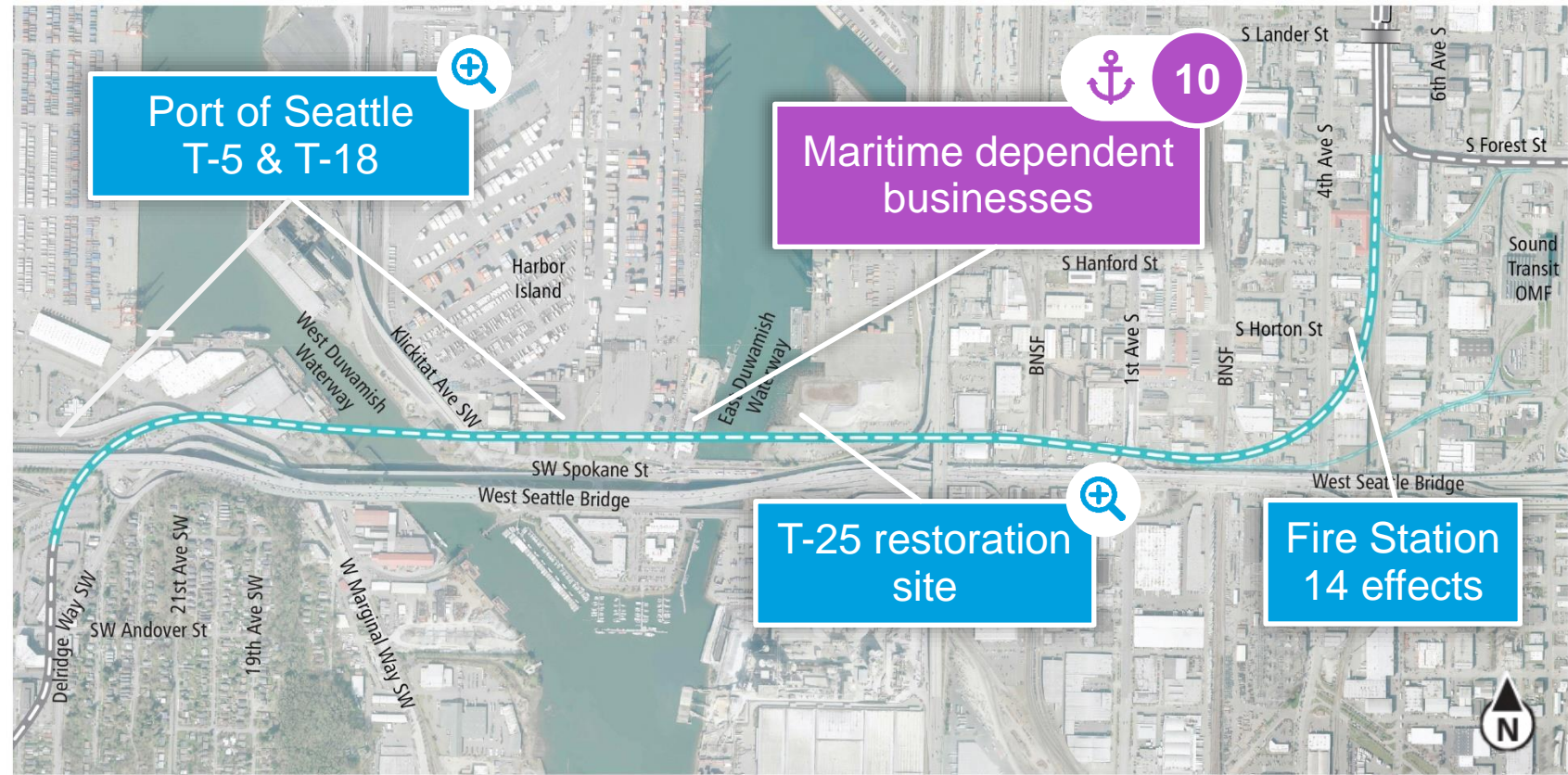
Project cost
(2019\$ in billions) **\$1.5B**

Residential displacements **none**


Business displacements **38**

Park effects (permanent) **none**

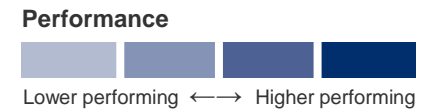
Other considerations



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	South Crossing Alternative	South Edge Crossing Alignment Option	North Crossing Alternative
Project cost (2019\$ in billions) 	\$1.2B	\$1.3B	\$1.5B
Residential displacements 	26 units	26 units	none
Business displacements 	36	29	38
Maritime Business displacements 	3	5	10
Park effects (permanent) 	1.5 acres	1.9 acres	none
Other considerations 	Pigeon Point constructability BNSF bridge constructability	Pigeon Point constructability In-water columns necessary Marinas	Port of Seattle T-5 & T-18 T-25 restoration site Fire Station 14 effects

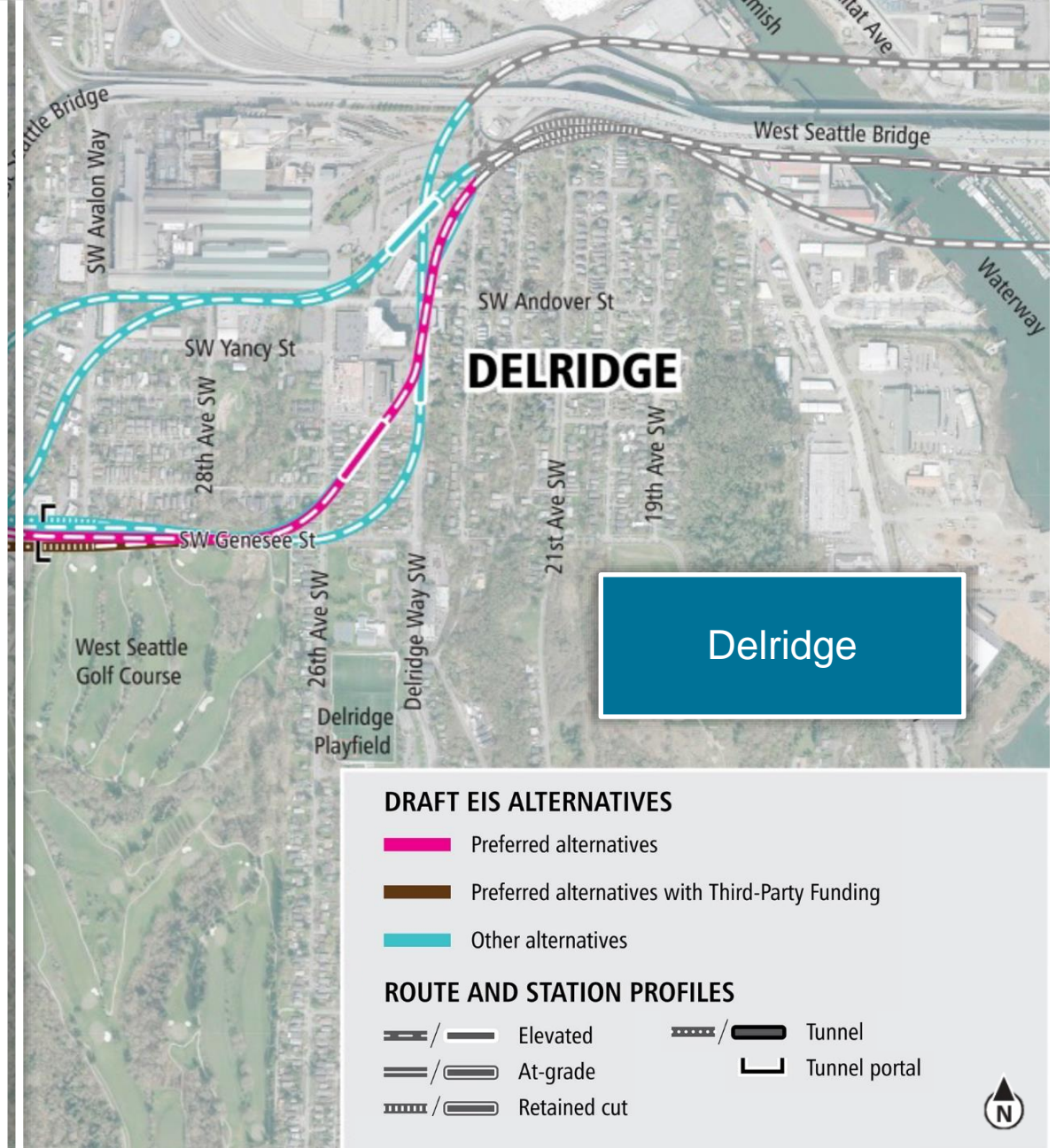
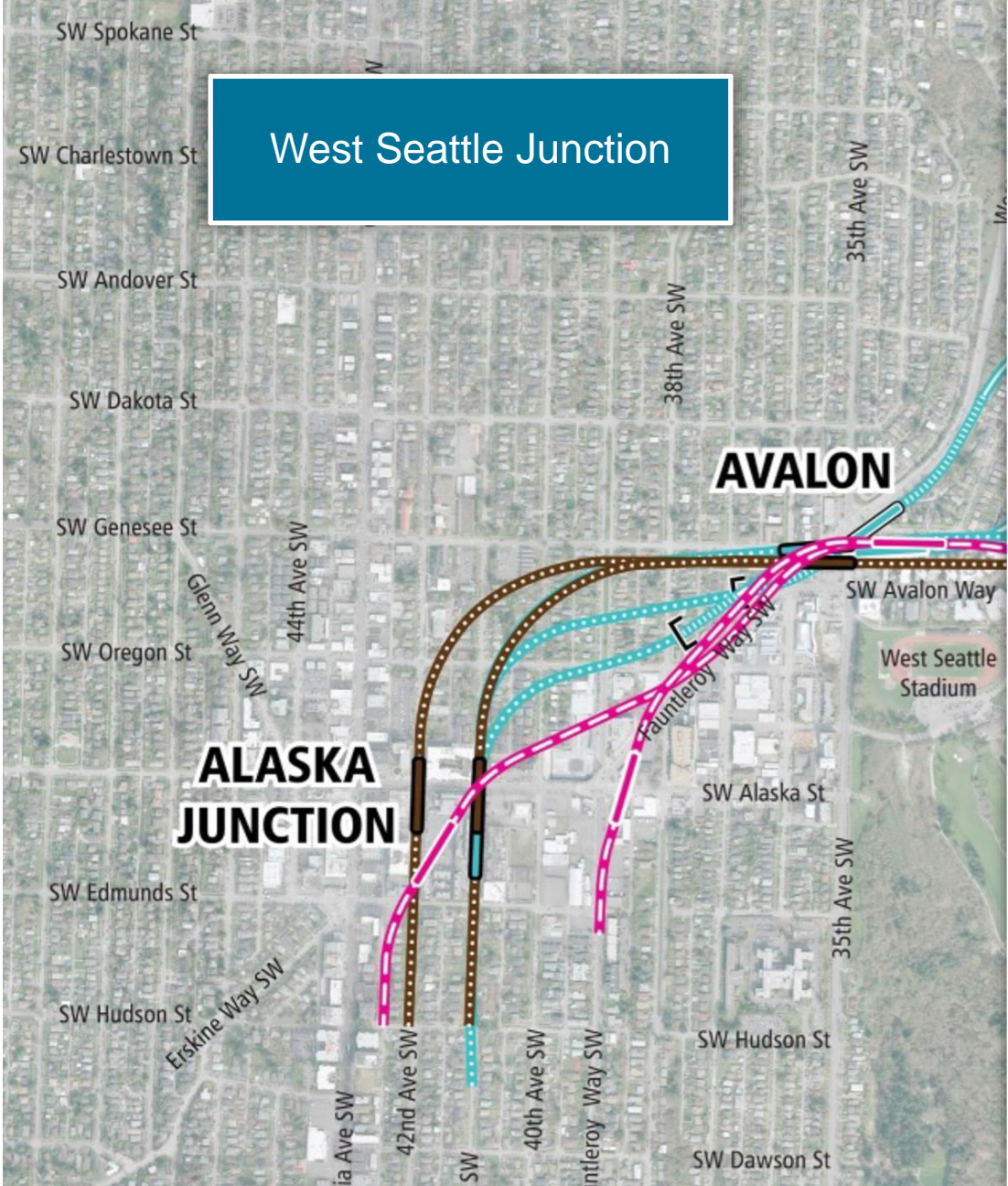
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***West Seattle Junction /
Delridge***

Draft EIS alternatives





- DRAFT EIS ALTERNATIVES**
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 - Preferred alternatives with Third-Party Funding
 - Other alternatives
- ROUTE AND STATION PROFILES**
- Elevated
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 - Retained cut
 - Tunnel
 - Tunnel portal



Preferred alternative






Elevated Fauntleroy Way Station

Dakota Street Station

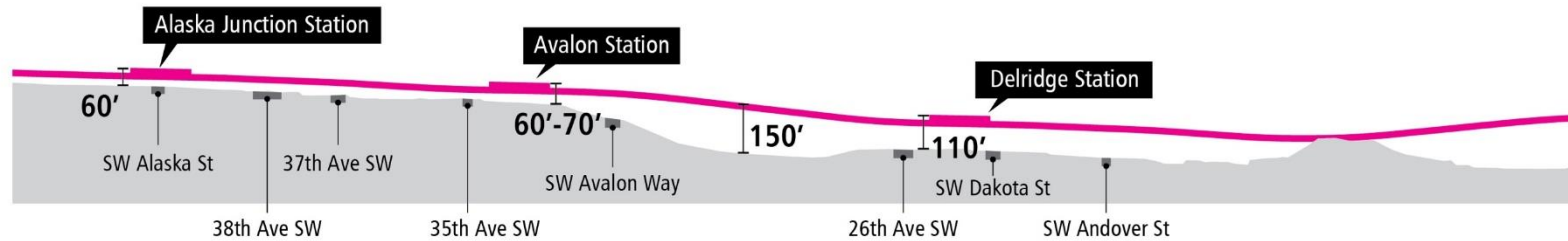
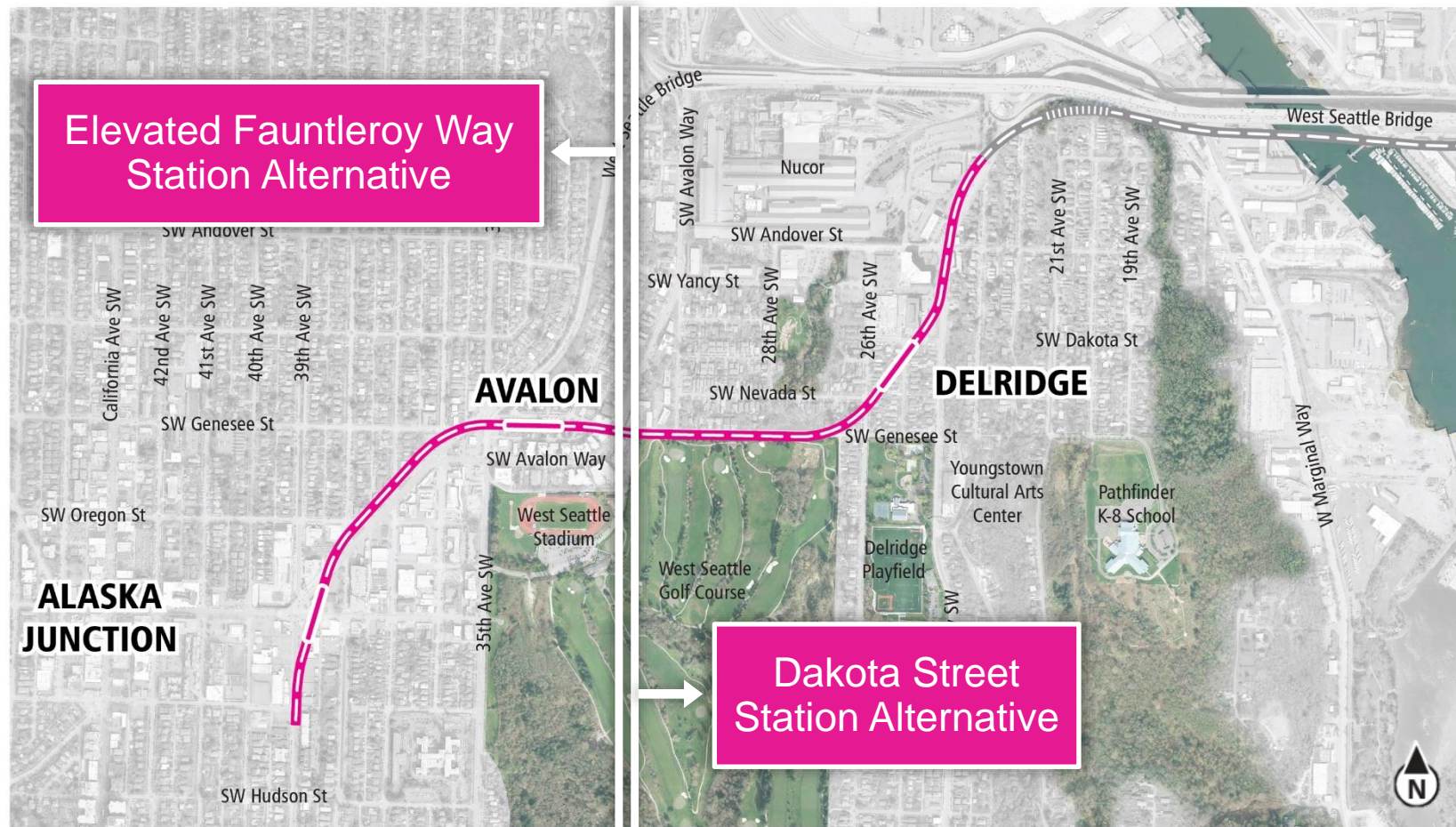
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- █ Other alternatives

ROUTE AND STATION PROFILES

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Elevated 41st/42nd Ave Station

Dakota Street Station

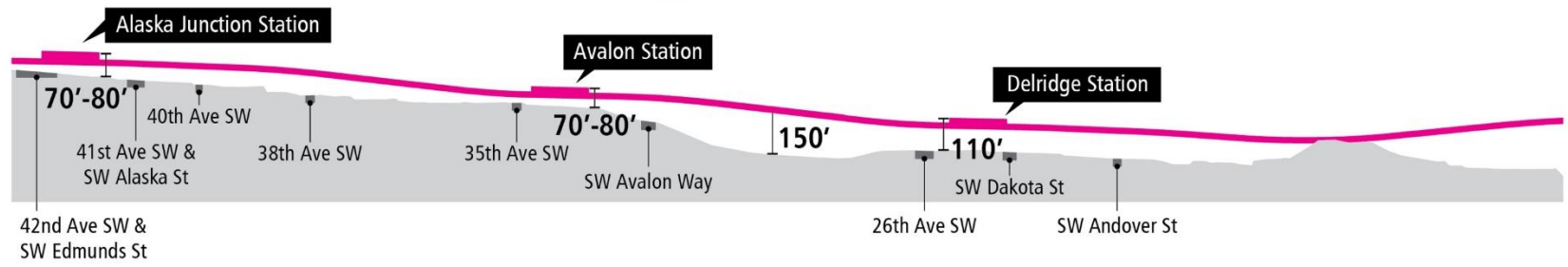
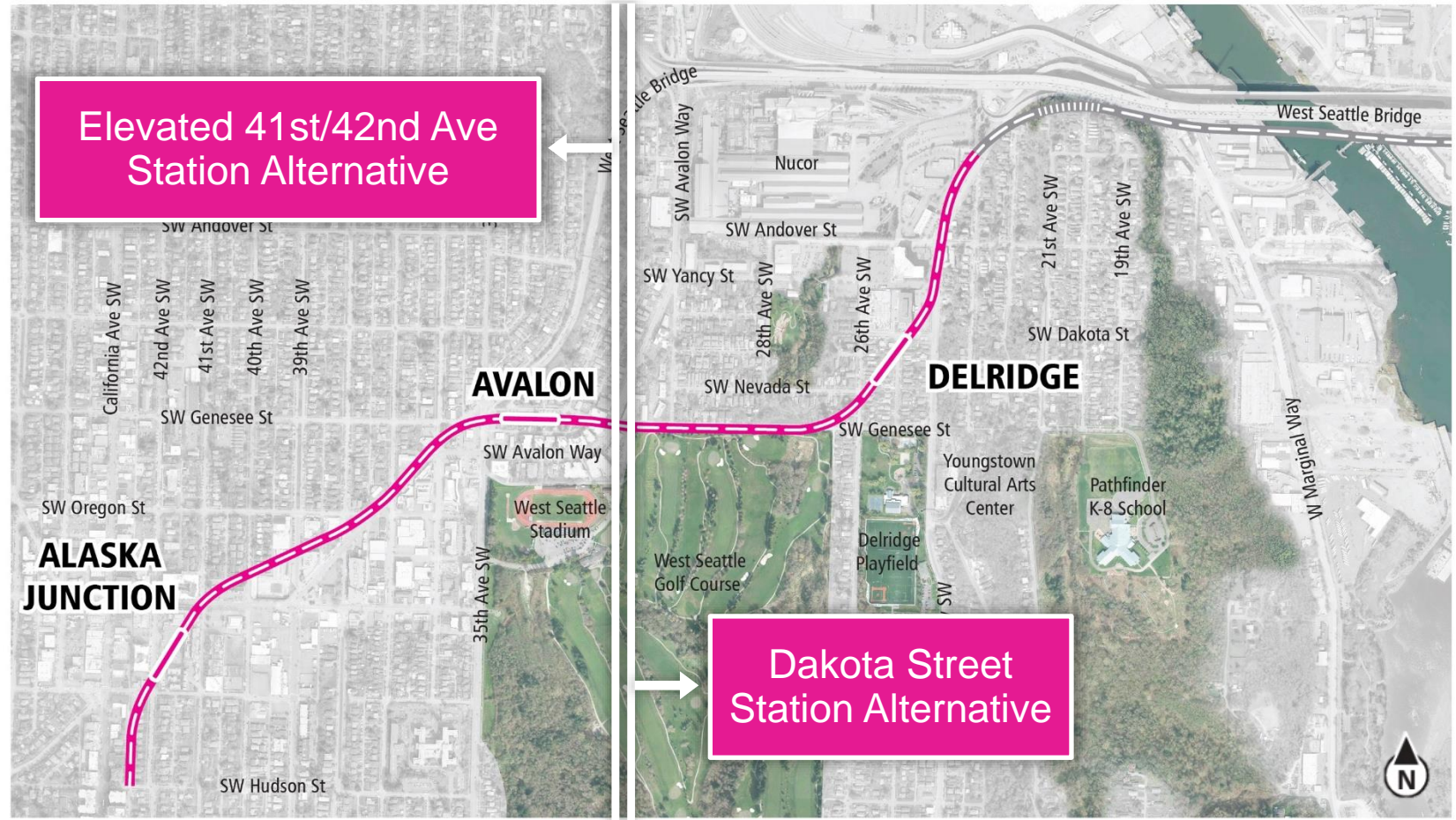
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ROUTE AND STATION PROFILES

- / Elevated
- / Tunnel
- / At-grade
- / Tunnel portal
- / Retained cut

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Elevated 41st/42nd Ave Station

Dakota Street Station

Project cost
(2019\$ in billions) **\$2.0B**

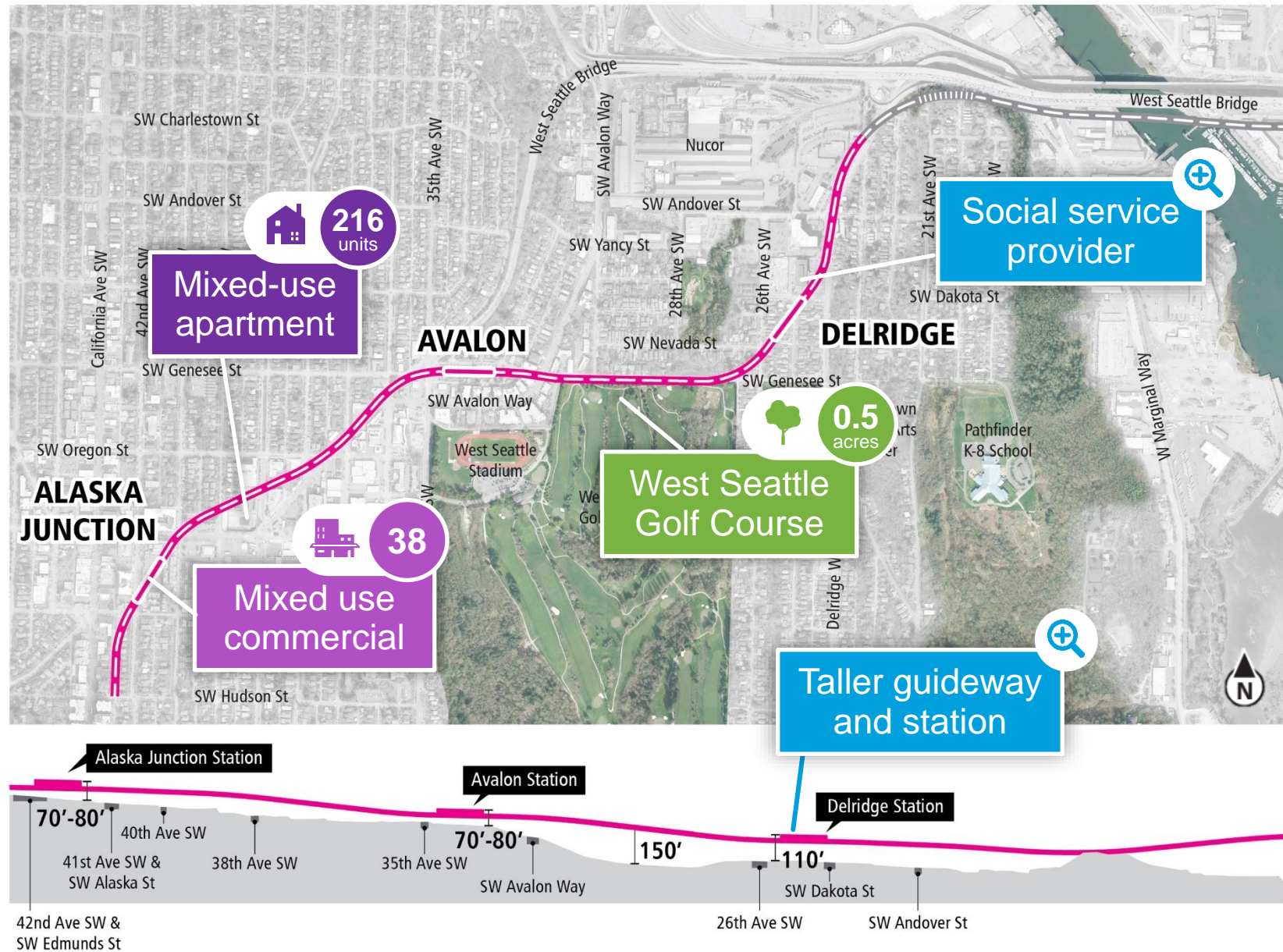
Residential displacements **551 units**

Business displacements **77**

Park effects (permanent) **0.6 acres**

Other considerations

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

Tunnel 41st Ave Station





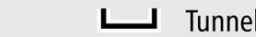
Dakota Street Station

Lower Height

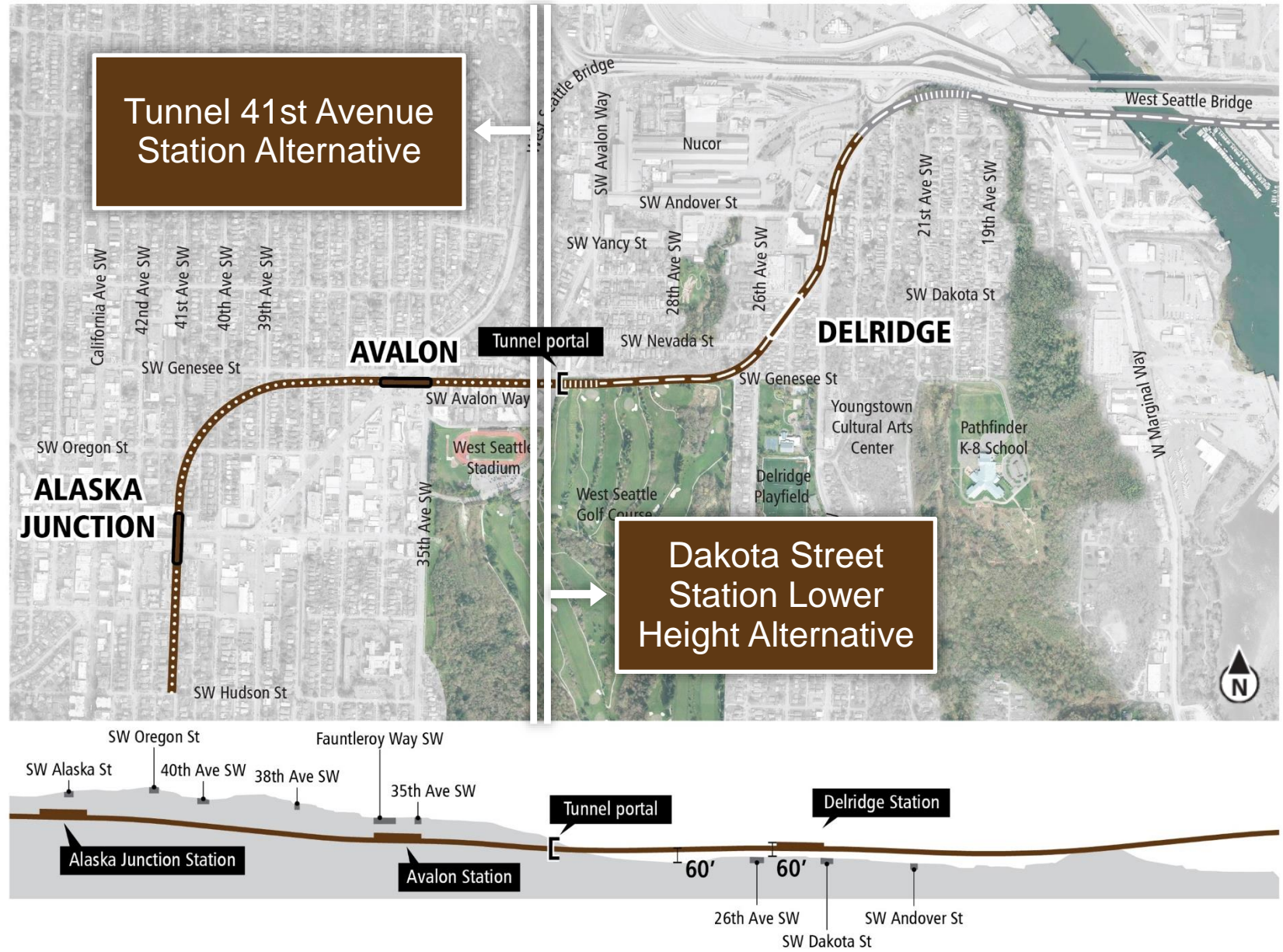
DRAFT EIS ALTERNATIVES

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ROUTE AND STATION PROFILES

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-  At-grade
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-  Tunnel portal

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Tunnel 41st Ave Station

Dakota Street Station Lower Height

Project cost (2019\$ in billions) **\$2.1B**

Residential displacements **364 units**

Business displacements **31**

Park effects (permanent) **1.4 acres**

Other considerations

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Tunnel 42nd Ave Station






Dakota Street Station

Lower Height

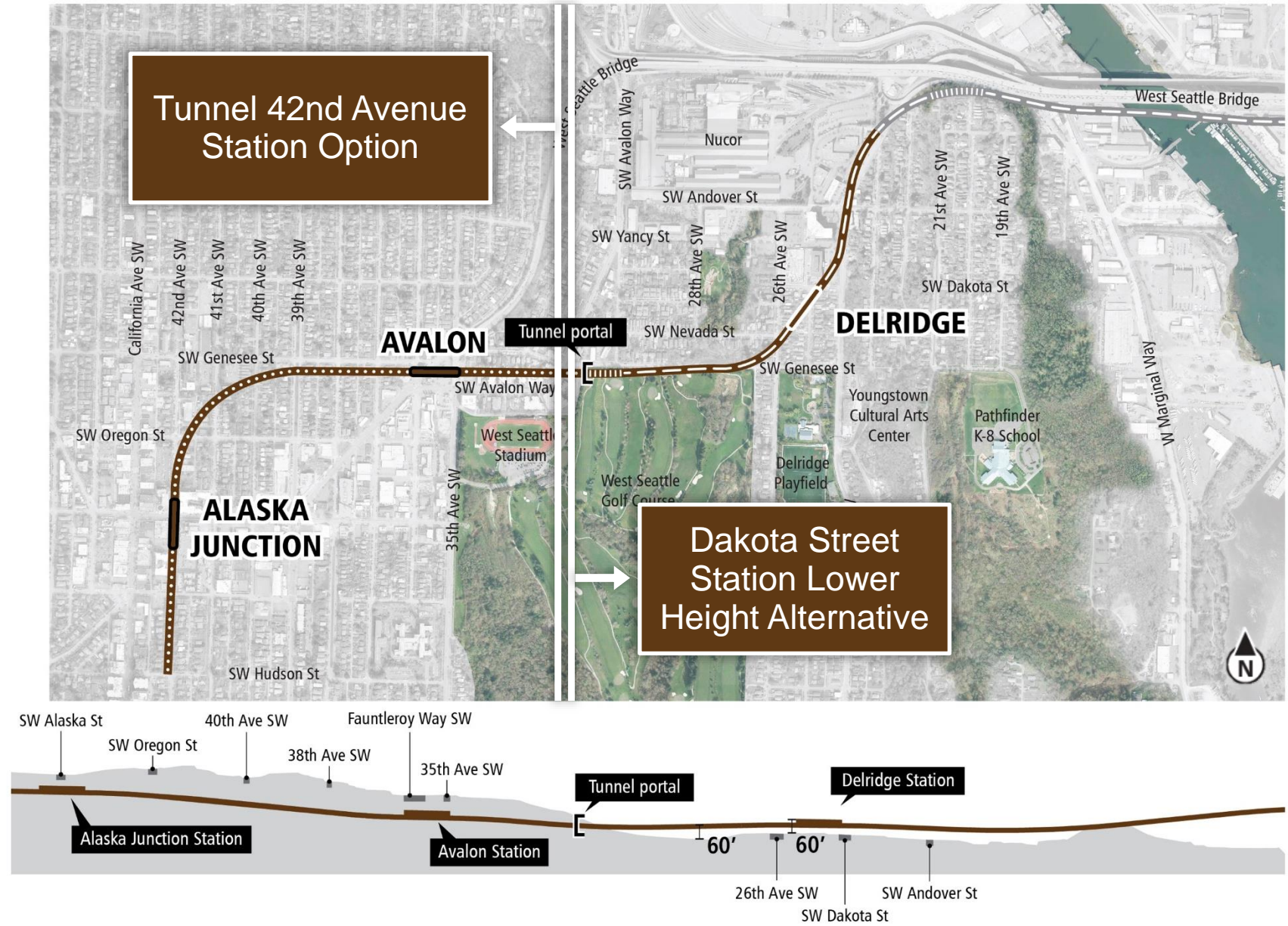
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Tunnel 42nd Ave Station

Dakota Street Station Lower Height

Project cost (2019\$ in billions) **\$2.2B**

Residential displacements **321 units**

Business displacements **60**

Park effects (permanent) **1.6 acres**

Other considerations

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***Other Draft EIS
alternatives***

Short Tunnel 41st Avenue Station Dakota Street Station

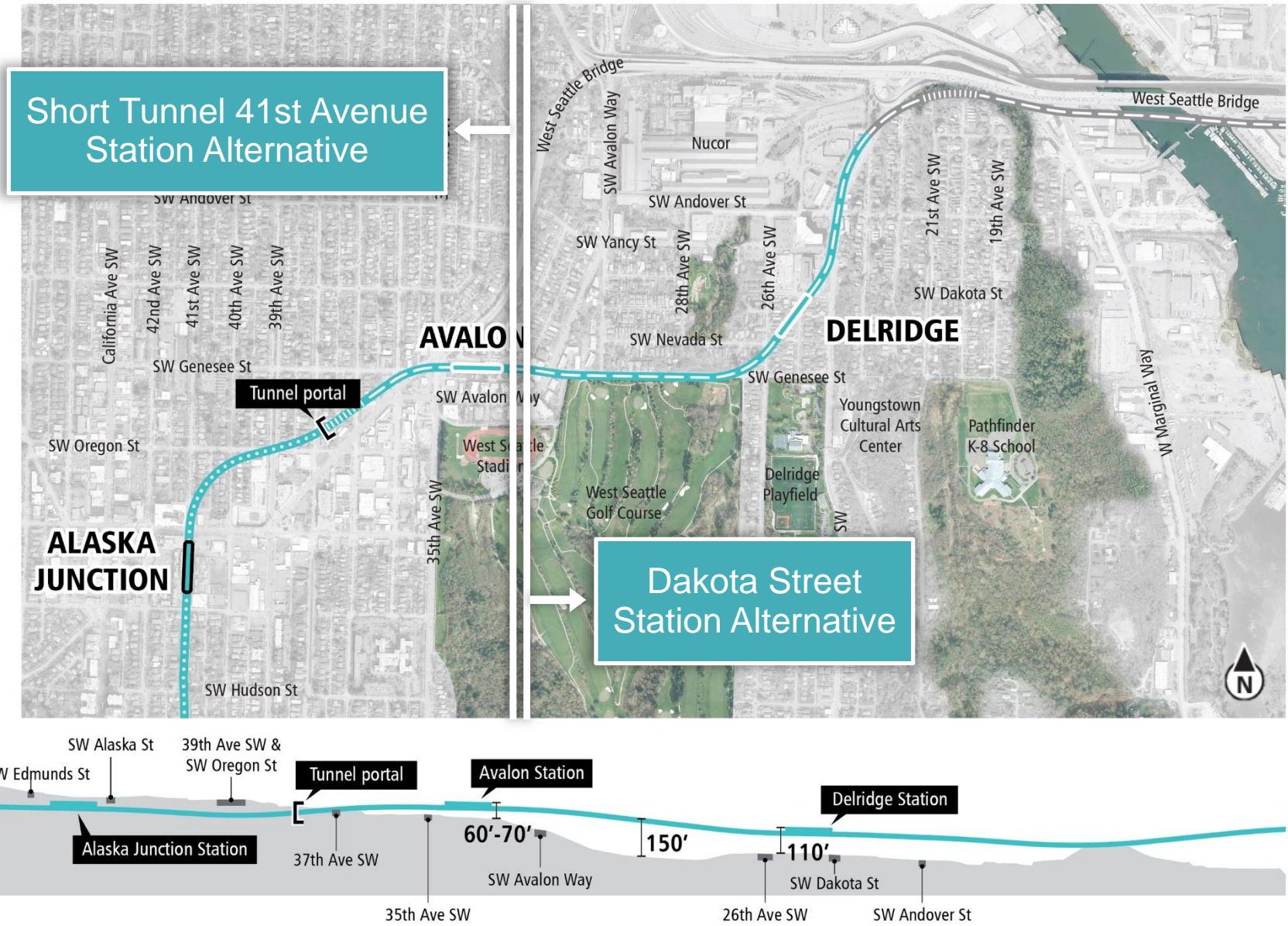
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ROUTE AND STATION PROFILES

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Short Tunnel 41st Avenue Station Dakota Street Station

Project cost
(2019\$ in billions) **\$1.9B**

Residential displacements **410 units**

Business displacements **34**

Park effects (permanent) **0.5 acres**

Other considerations

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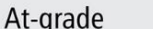

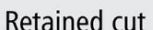

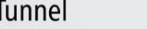

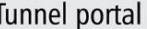
Medium Tunnel 41st Avenue Station

Andover Street Station Lower Height

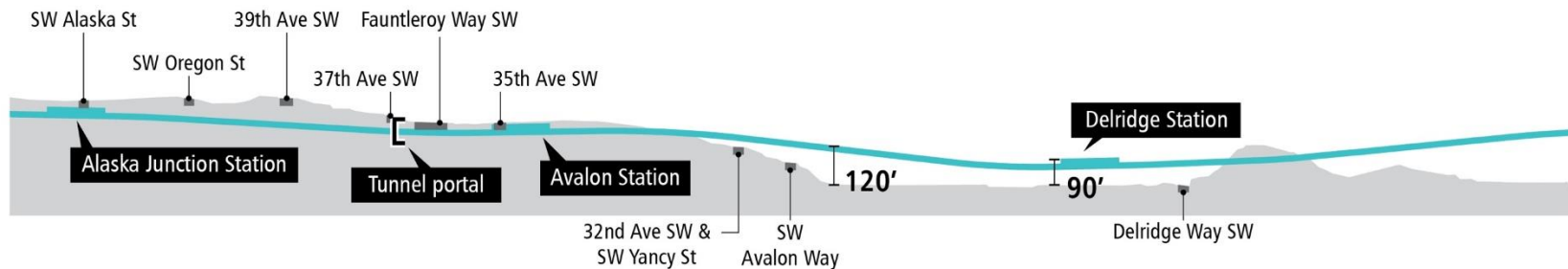
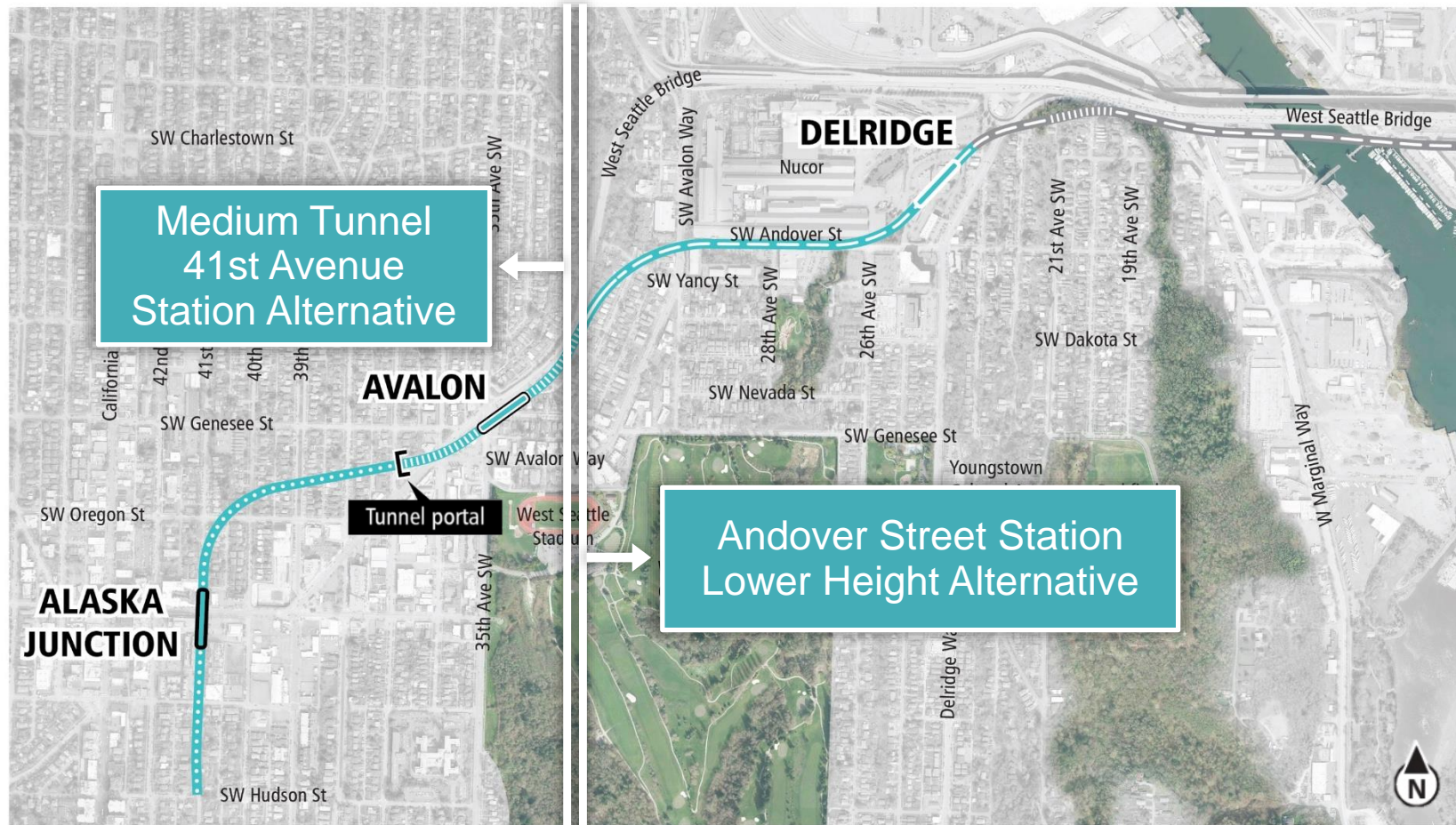
DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

ROUTE AND STATION PROFILES

-  /  Elevated
-  /  At-grade
-  /  Retained cut
-  /  Tunnel
-  /  Tunnel portal

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.



Medium Tunnel 41st Avenue Station

Andover Street Station Lower Height

Project cost (2019\$ in billions) **\$1.6B**

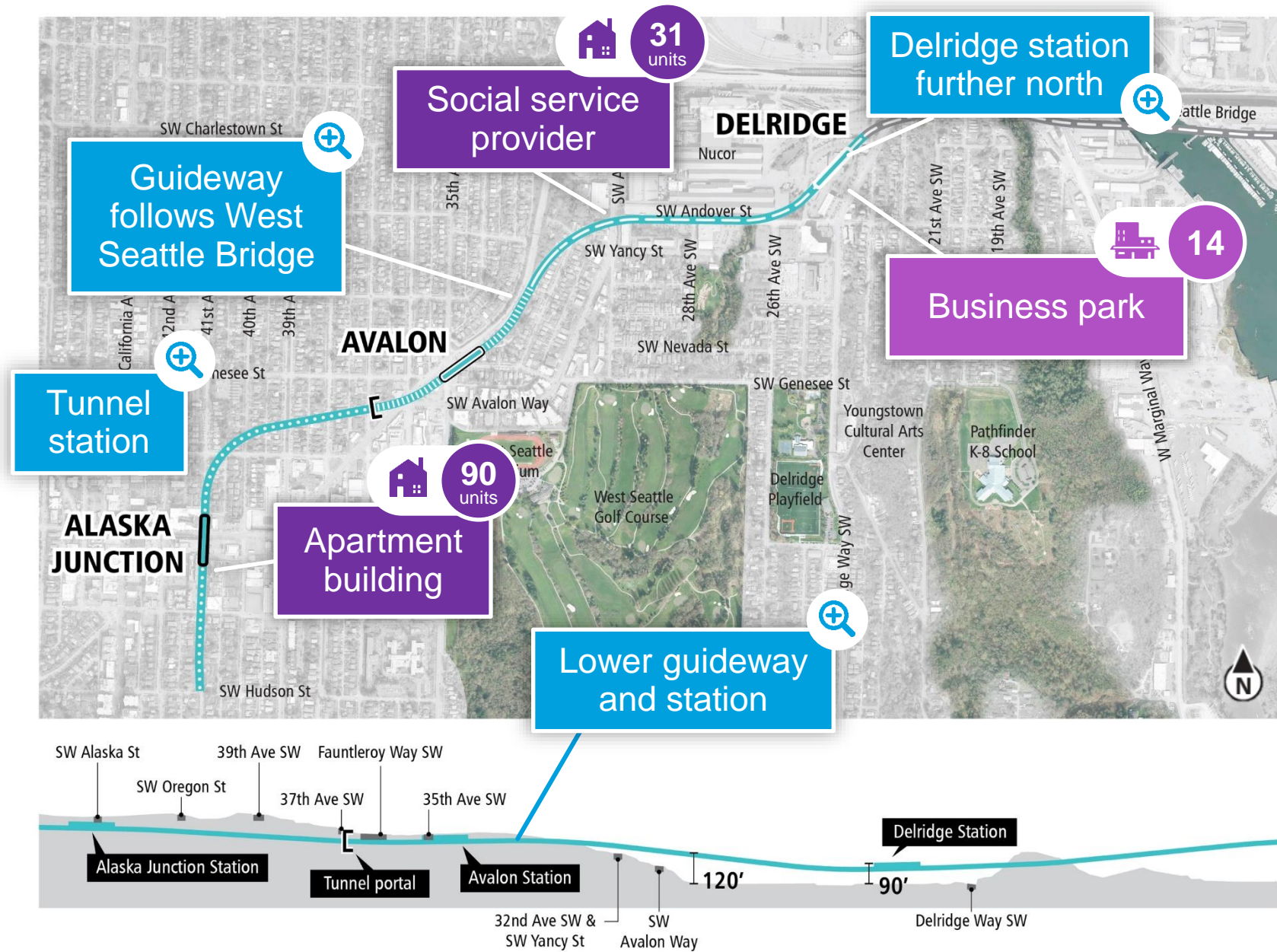
Residential displacements **201 units**

Business displacements **35**

Park effects (permanent) **none**

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. Connection to preferred alternative in Duwamish is shown for illustration purposes.








Elevated Fauntleroy Way Station

Andover Street Station

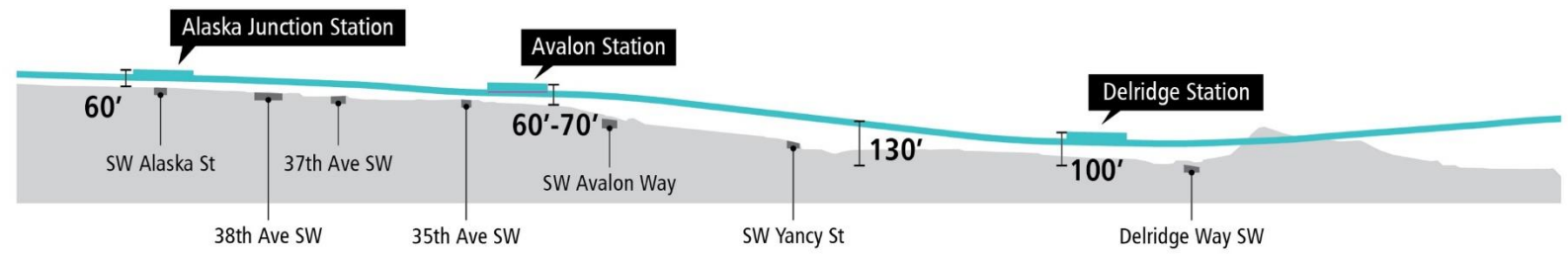
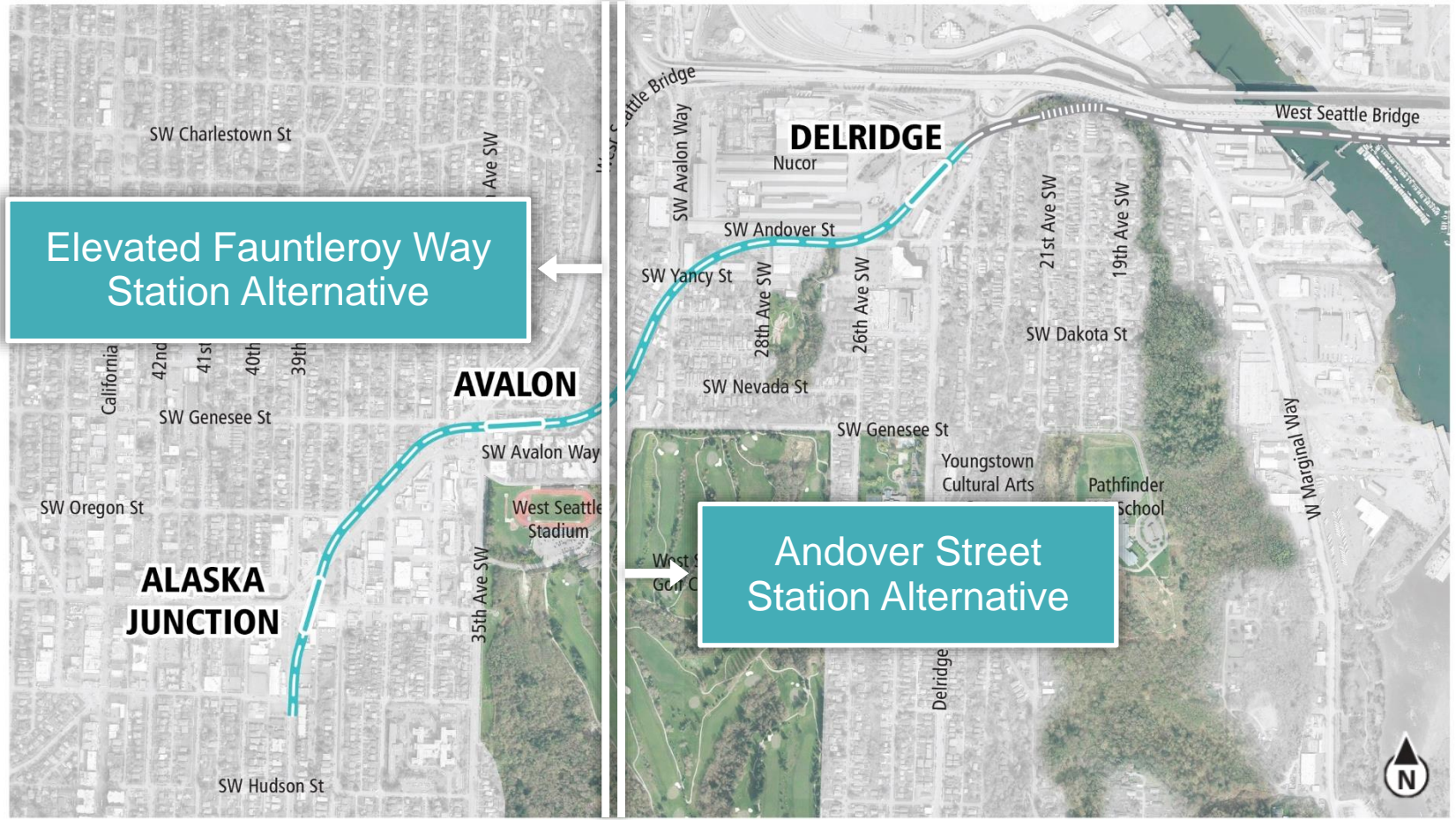
DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

ROUTE AND STATION PROFILES

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

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Elevated Fauntleroy Way Station

Andover Street Station

Project cost
(2019\$ in billions) **\$1.5B**

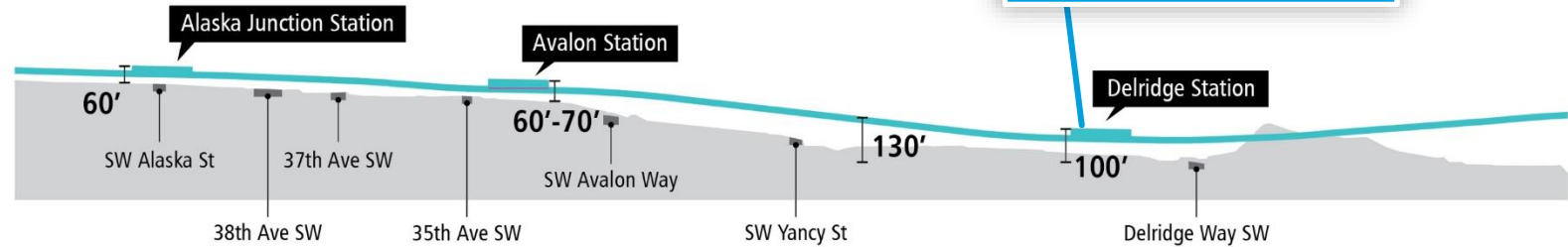
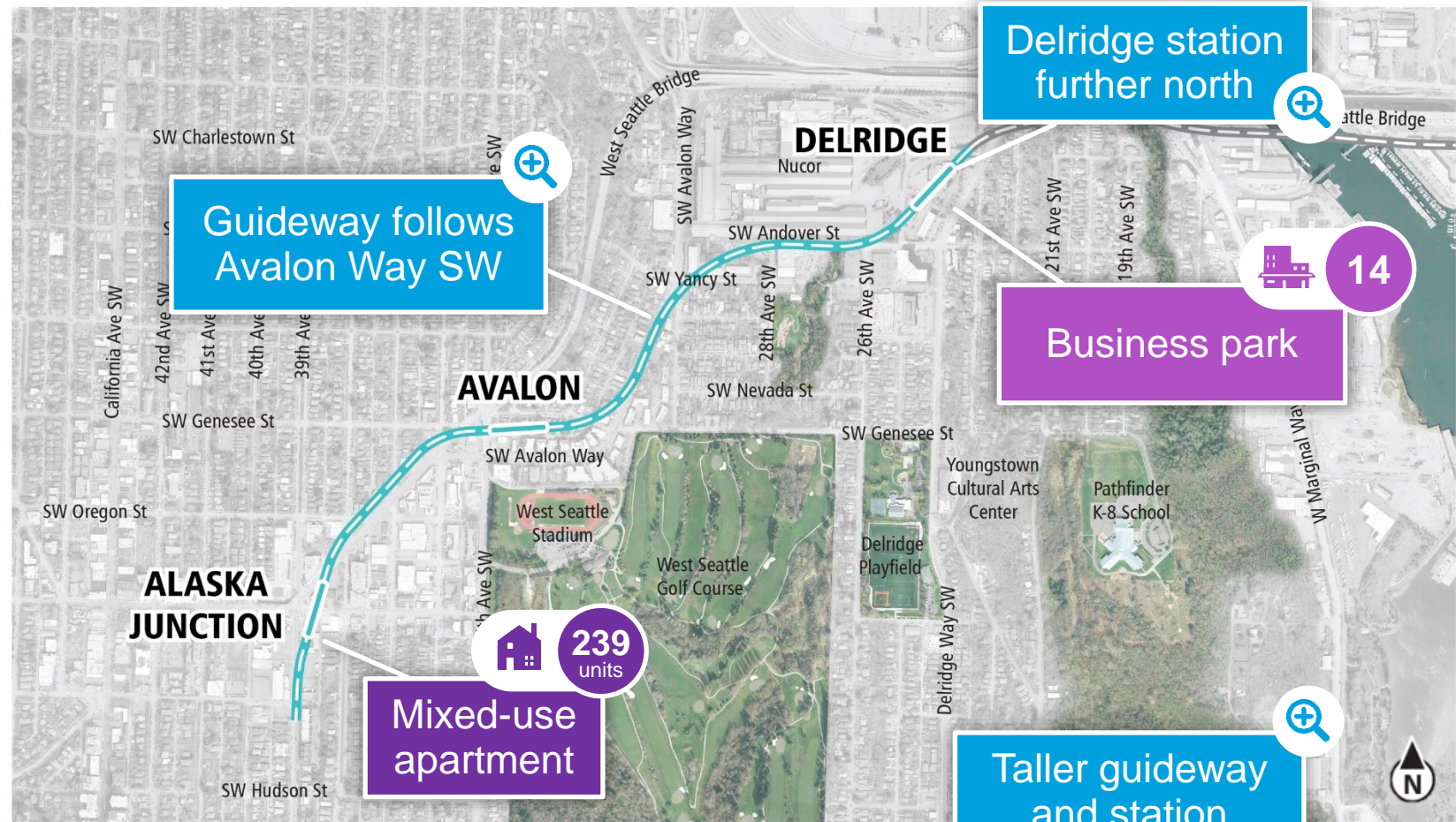
Residential displacements **487 units**






Business displacements **34**

Park effects (permanent) **none**

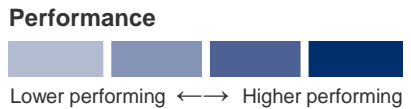
Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Duwamish is shown for illustration purposes.



	Elevated Fauntleroy Dakota St	Elevated 41st /42nd Dakota St	Tunnel 41st Dakota St Lower Height	Tunnel 42nd Dakota St Lower Height	Short Tunnel 41st Dakota St	Medium Tunnel 41st Andover St Lower Height	Elevated Fauntleroy Andover St
Project cost (2019\$ in billions) 	\$1.6B	\$2.0B	\$2.1B	\$2.2B	\$1.9B	\$1.6B	\$1.5B
Residential displacements 	607 units	551 units	364 units	321 units	410 units	201 units	487 units
Business displacements 	32	77	31	60	34	35	34
Park effects (permanent) 	0.6 acres	0.6 acres	1.4 acres	1.6 acres	0.5 acres	none	none
Other considerations 	Taller guideway/ Delridge Station Social service provider	Taller guideway/ Delridge Station Social service provider	Lower guideway/ Delridge Station Tunnel Avalon and Alaska Jct. stations Social service provider	Lower guideway/ Delridge Station Tunnel Avalon and Alaska Jct. stations Social service provider	Taller guideway/ Delridge Station Tunnel Alaska Jct. station Social service provider	Lower guideway/ Avalon Station Guideway follows West Seattle Bridge Delridge Station further north Tunnel Alaska Jct. Station	Taller guideway/ Delridge Station Guideway follows Avalon Way SW Delridge Station further north

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?

Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Overview
- ***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:

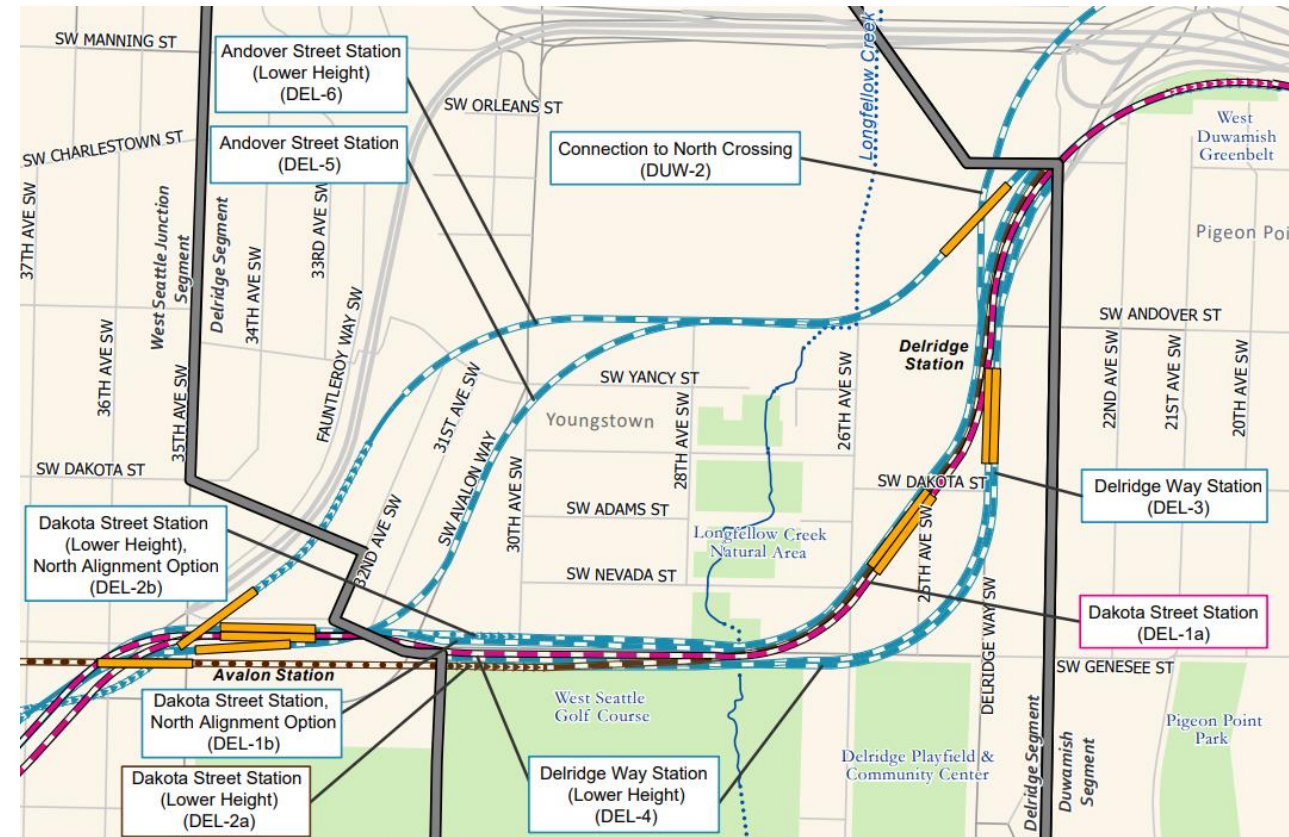
1. Does the DEIS demonstrate compliance with City Codes/Director's Rules?
2. Does the DEIS identify and evaluate project impacts and include adequate mitigation?
3. Does the DEIS meaningfully compare alternatives?

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?

Delridge Segment Sample Issues

- **Code compliance examples:**
Disturbances to Longfellow Creek;
Stormwater and floodplain; Noise
regulations
- **Impacts and mitigation examples:**
Residential and business
displacement; Noise and aesthetics
- **RET Outcomes examples:**
Bus-rail integration; Opportunities
for equitable TOD





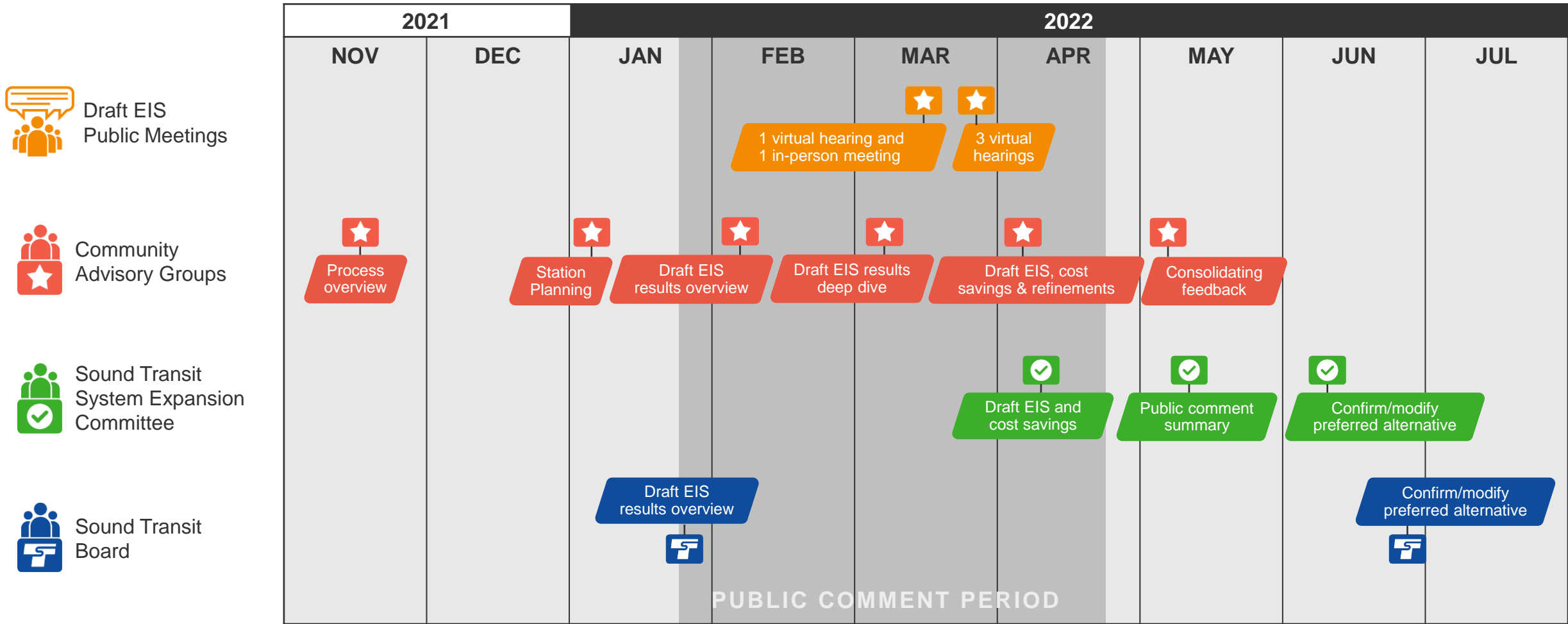
Additional questions please contact
Jesseca Brand, *Neighborhoods*
Jesseca.Brand@Seattle.gov

Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Overview
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- ***Next steps, next meeting and online open house***

Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



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

Community Liaisons

Capacity building and reaching more people

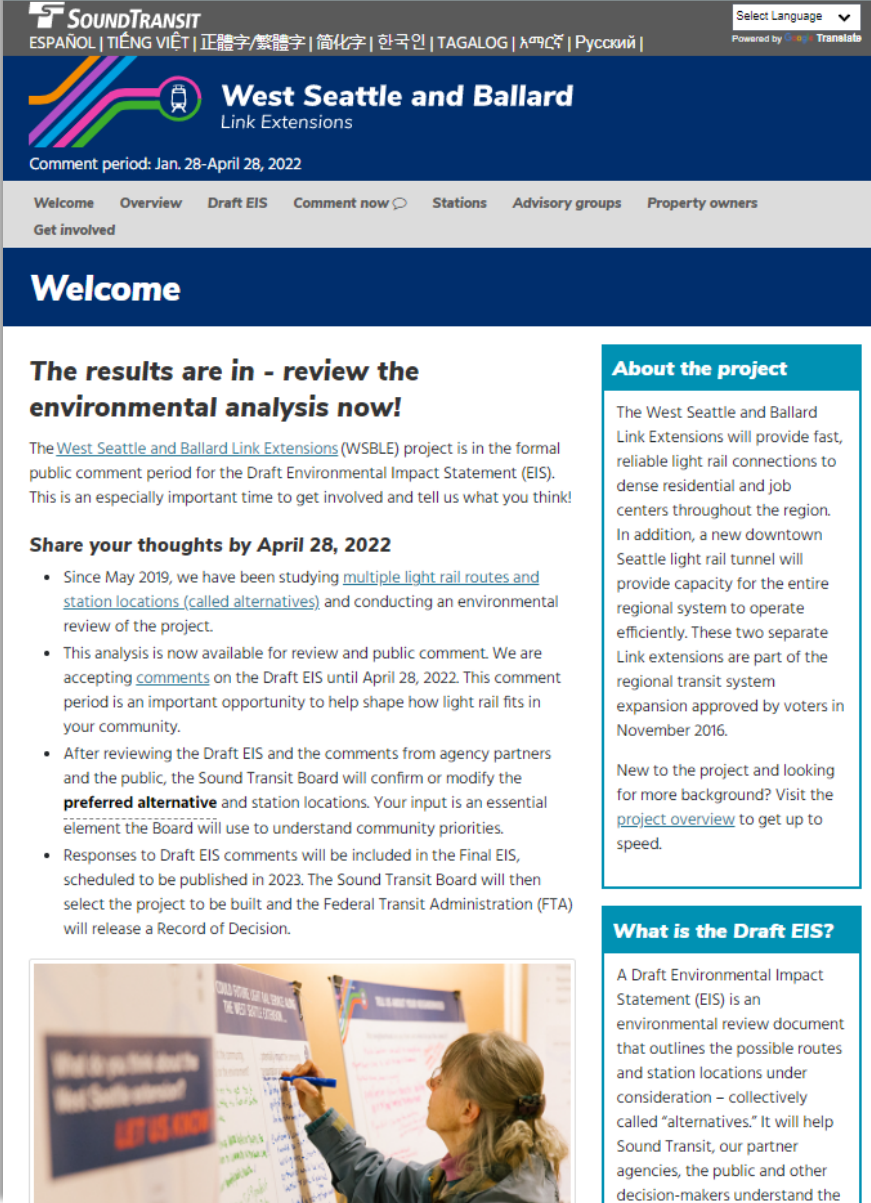
- Encourage broad awareness & participation in comment period
- Door-to-Door business outreach
- Ethnic media and social media
- Tabling at stations, community spaces, fairs and festivals
- Interpretation at community meetings and briefings




Online Open House


The wsblink.participate.online features:

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



SOUNDTRANSIT
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West Seattle and Ballard
Link Extensions
Comment period: Jan. 28-April 28, 2022

Welcome Overview Draft EIS Comment now  Stations Advisory groups Property owners
Get involved

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**

