

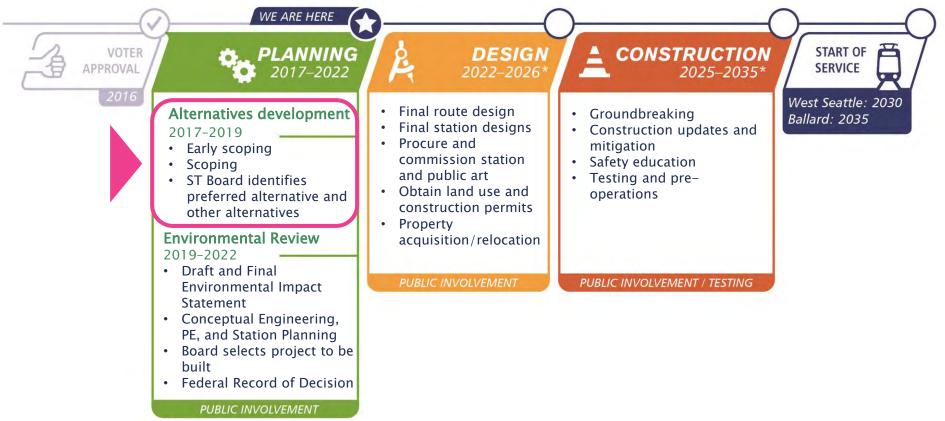
West Seattle and Ballard Link Extensions

Elected Leadership Group 3.29.19

Agenda

- > Chinatown/ID Station
 - > Public comment
 - Engagement, Alternatives, Community Vision, What we heard
- > Delridge Station
 - > Public comment
 - Engagement, Alternatives, Community Vision, What we heard

Alternatives development



Community engagement and collaboration



Equity and Inclusion

- Sound Transit & City of Seattle partnership utilizing the Racial Equity Toolkit (RET)
- Working group structure focused on engagement and data analysis
- Collaboration to elevate issues and considerations to better inform the alternatives development process
- Strive to provide information that data alone cannot provide



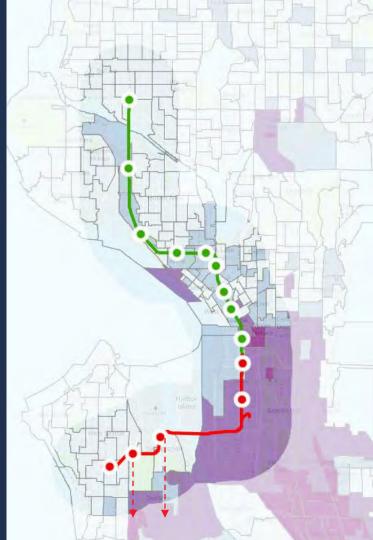
RACE & SOCIAL JUSTICE

Racial Equity Toolkit Level 1 Evaluation

Data analysis showed areas of focus; Chinatown/ID and Delridge
Determined shared outcomes
Updated screening criteria

Figure: Concentrated communities of color (non-white population)

Source: 2011-2016 American Community Survey, projected in ArcGIS Online *WSBLE Community Conditions Basemap*



Racial Equity Toolkit

Outcomes



Enhance mobility and access for communities of color and low-income populations;



Create *opportunities for equitable development* that benefit communities of color;



Avoid disproportionate impacts on communities of color and low-income populations; and



Meaningfully involve communities of color and low-income populations in the project.

Racial Equity Toolkit Level 2 Evaluation

- Measured connections, potential impacts and opportunities
- Gathered and shared community input



Level 2 RET Memo

September 2018



Racial Equity Toolkit Level 3 Scope

Chinatown / ID

- Limit harmful impacts,
- Maximize connections for all users, and
- 100-year vision for the station.

Delridge

- Bus-rail integration; and
- Equitable transit-oriented development serving the community.



HIGH DATILER:

Chinatown/ID Station Public Comment

Chinatown/ID Station Engagement Overview

Types of engagement Forums

- Briefings/Meetings/Events
- Listening Sessions
- Door-to-door outreach with community liaisons
- Community workshops
- Open houses & neighborhood forums
- Social service provider and community organization interviews



External Engagement Report: C-ID January 2018 – March 29, 2019



C-ID & Pioneer Square briefings

- ✓ C-ID Business Improvement Association (4/12/18, 6/7/18)
- ✓ SCIDpda (4/20/18)
- ✓ InterIm CDA (5/2/18)
- International Community Health Services (5/8/18)
- ✓ Friends of Little Saigon (5/9/18)
- ✓ CID Forum (5/23/18, 7/25/18, 9/19/18)
- ✓ CID Framework Capital Projects Coordination Work Group (5/25/18, 6/22/18, 9/30/18)
- ✓ Union Station Tour (5/25/18)
- South Downtown Stakeholders (6/12/18, 6/22/18, 7/12/18, 9/10/18, 1/8/19, 3/4/19)

- ✓ Uwajimaya (9/17/18, 1/10/19)
- ✓ SCIDpda Residential Property Managers (12/18/18)
- ✓ Alliance for Pioneer Square, Board of Directors (1/24/19)
- ✓ Seniors in Action Foundation (1/24/19, 3/19/19)
- ✓ Pacific Café (3/19/19)
- ✓ SCIDpda, Board of Directors (3/19/19)
- Pioneer Square Residents' Council (3/19/19)
- ✓ International House Senior Living (3/20/19)
- ✓ Washington Federal (3/22/19)

C-ID listening sessions

- ✓ Eastern Hotel Apartments (1/29/19)
- ✓ Domingo Viernes, New Central and Jackson Apartments (2/15/19)
- ✓ Nihonmachi Terrace Apartments (2/20/19)
- ✓ NP Hotel Apartments (3/11/19)



C-ID & Pioneer Square social service provider interviews

- Chinese Information & Service Center (CISC) (7/30/18)
- ✓ Seniors in Action Foundation (8/1/18)
- ✓ Wing Luke Museum (8/21/18)
- ✓ Real Change (9/14/19)
- ✓ Helping Link (12/5/18)

C-ID tabling events

- ✓ 2018 SCIDpda C-ID Kick-off Open House (2/28/18)
- ✓ Dragon Fest (7/14/18 7/15/18)
- ✓ Celebrate Little Saigon (8/26/18)
- ✓ Night Market (9/8/18)
- ✓ Real Change Vendor Meeting (12/12/18)
- ✓ Tet in Seattle (1/26/19 1/27/19)
- ✓ 2019 SCIDpda C-ID Kick-off Open House (2/7/19)
- ✓ Lunar New Year Celebration (3/2/19)
- ✓ The Publix Building (3/8/19)





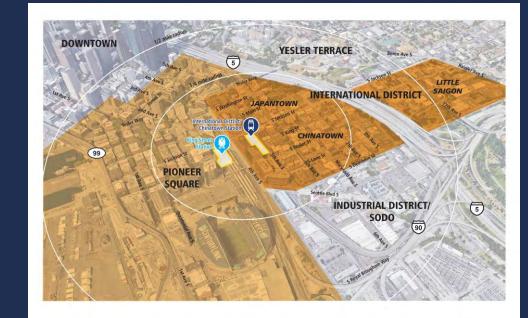
What we have heard

Chinatown-International District Station Community Workshop

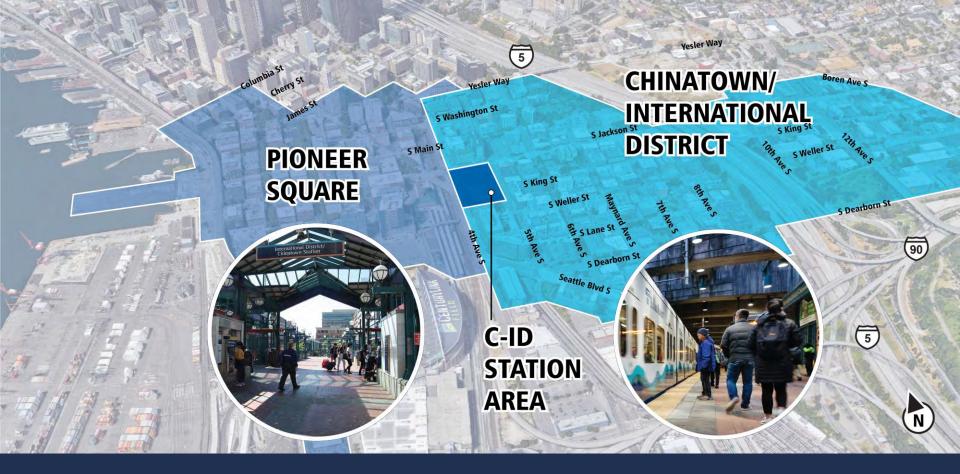
Wednesday, Mar. 13

5 – 8:00 p.m. Union Station (401 S. Jackson St., Seattle)

➤ 133 attendees



Chinatown/ID Station Alternatives



Chinatown-ID station area

Summary of Level 3 alternatives

- > ST3 Representative Project
- West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated
 - C-ID station options: 5th Ave Cut-and-Cover and 5th Ave Mined
- West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel
 - Junction station options: 41st Ave, 42nd Ave and 44th Ave
 - C-ID station options: 4th Ave Cut-and-Cover and 4th Ave Mined
 - Ballard station options: 14th Ave and 15th Ave

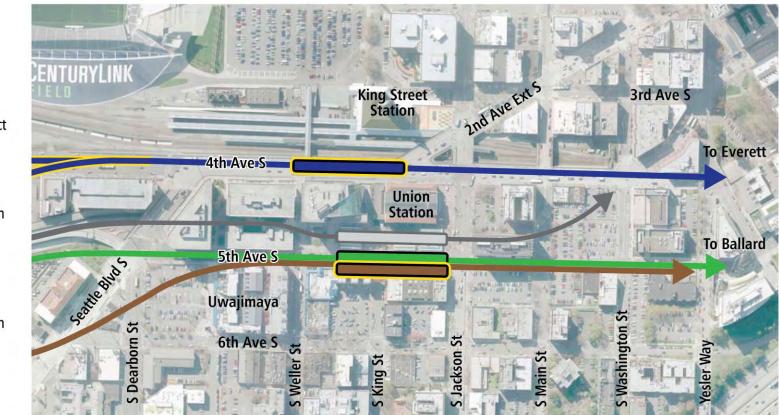


ST3 Representative Project

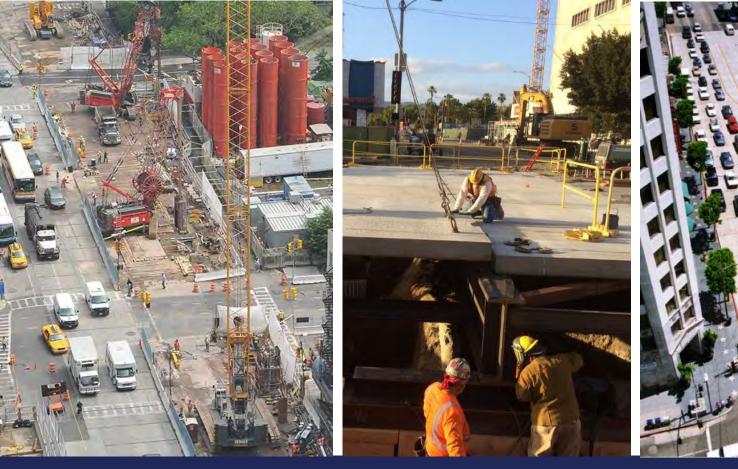
5th Ave. S shallow station or deep station

4th Ave. S shallow station or deep station





Chinatown-ID station options

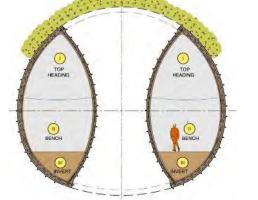


Cut and Cover Station Construction

5-

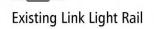








Mined Station Construction



ST3 Representative Project

5th Ave. S shallow station or deep station

4th Ave. S shallow station or deep station

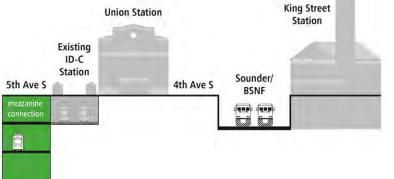




Chinatown-ID station options



Construction ~ 7 years Detours ~ 1.5 years



Cross section looking south (not to scale)

ST3 Representative Project Cut and cover tunnel



ST3 Representative Project

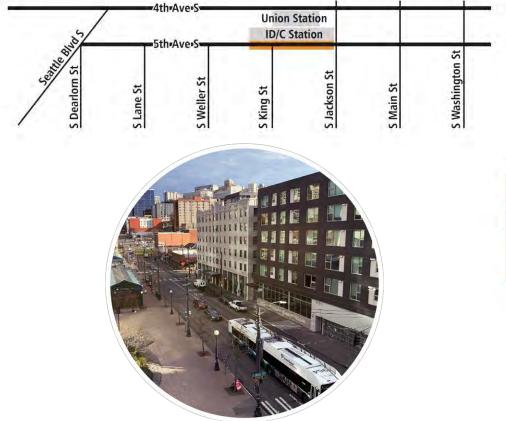
5th Ave. S shallow station or deep station

4th Ave. 5 shallow station or deep station

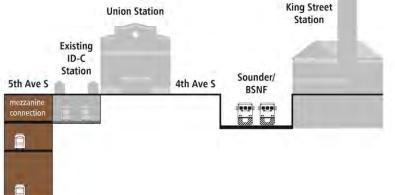




Chinatown-ID station options

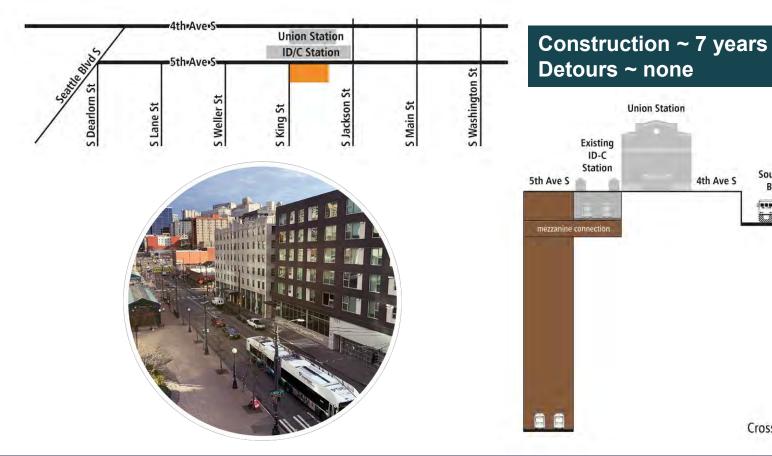


Construction ~ 6 years Detours ~ 4 months



Cross section looking south (not to scale)

5th Ave S shallow station



Cross section looking south (not to scale)

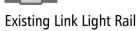
King Street

Station

Sounder/

BSNF

5th Ave S deep station



ST3 Representative Project

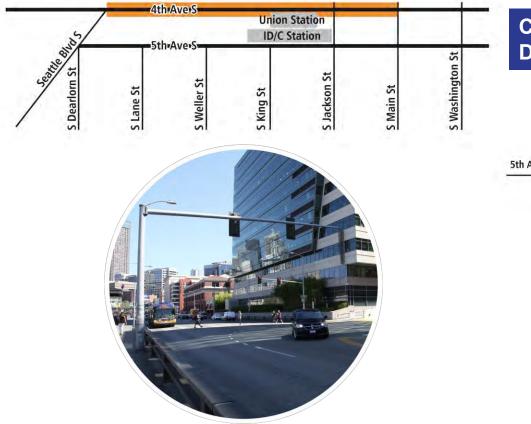
5th Ave. S shallow station or deep station

4th Ave. S shallow station or deep station

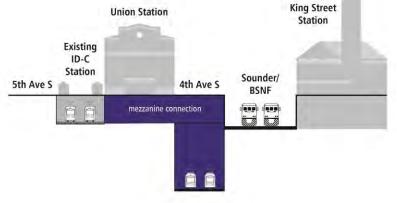




Chinatown-ID station options

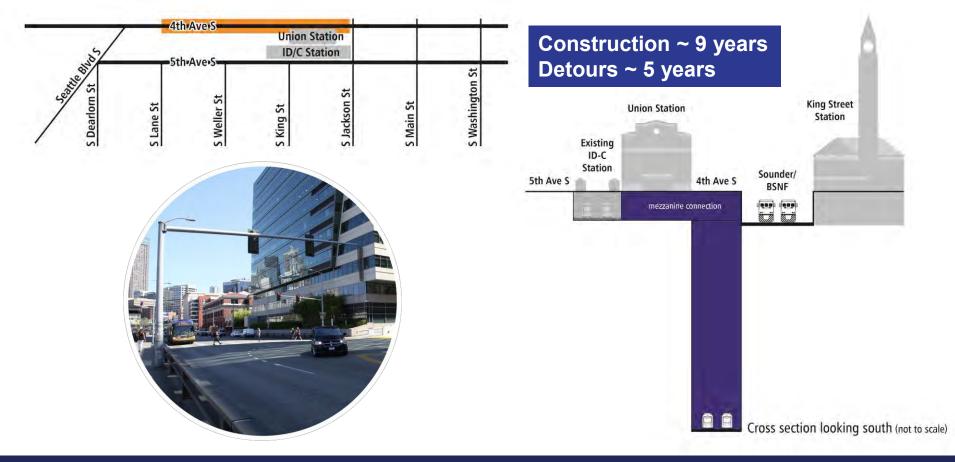


Construction ~ 10 years Detours ~ 7.5 years

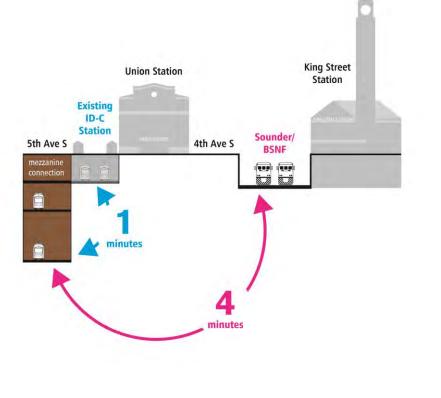


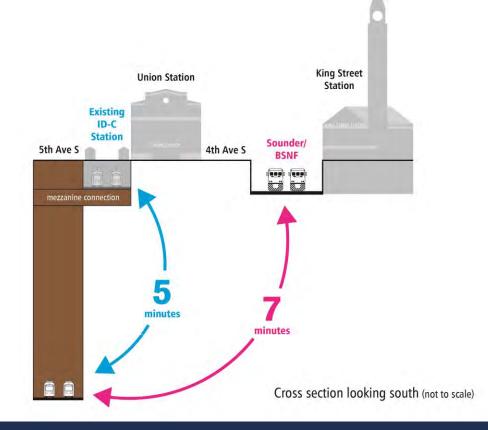
Cross section looking south (not to scale)

4th Ave S shallow station

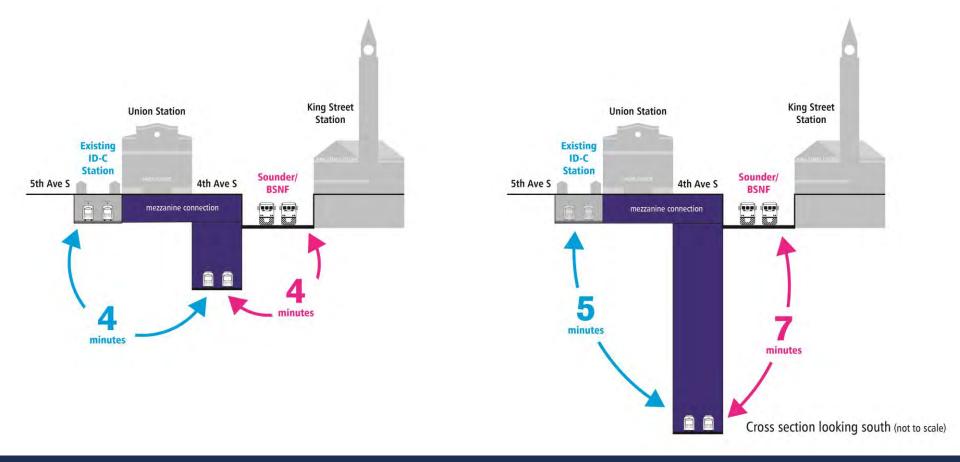


4th Ave S deep station





5th Ave S stations – Transfer times



4th Ave S stations – Transfer times

Chinatown/International District



ST3 Representative Project

- Cut-and-cover tunnel and station on 5th Ave S results in construction effects in C-ID
- Affects WSDOT ramps/foundations
- Impacts Ryerson bus base

C-ID 5th Avenue

- Cut-and-cover station on 5th Ave S results in construction effects in C-ID but bored tunnel limits effects
- Mined station has less convenient access, transfers, potential to extend schedule
- Affects future Central base expansion
- Mined station limits train acceleration and track crossovers

C-ID 4th Avenue

- Viaduct rebuild results in more construction complexity, traffic diversions, schedule delays; requires 3rd Party funding
- Mined station option increases traffic effects and has less convenient access, transfers and impacts Ryerson bus base
- Deep mined station does not allow for a pocket track so reduces operability

Key considerations

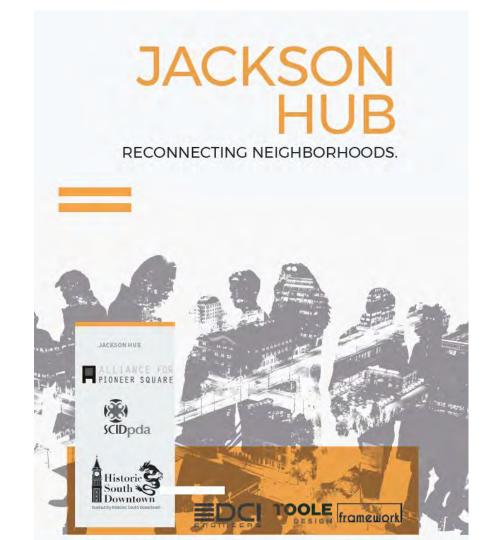
Chinatown-ID

| Key Differentiators | ST3 Representative Project | 5th Shallow | 5th Deep | 4th Shallow | 4th Deep |
|--------------------------------------|--|--|--|---|--|
| Ease of station access/transfers | Higher performing | Higher performing | Lower performing | Higher performing | Lower performing |
| Construction effects in C-ID | Most construction effects | More construction effects | Least construction effects | More construction traffic effects | Most construction traffic effects |
| Property effects | Property effects along 5 th Ave in C-ID, affects Ryerson Base | Property effects in SODO at tunnel portal and 5 th Ave in C-ID; affects future Central Base expansion | Property effects in SODO at tunnel portal and 5 th Ave in C-ID; affects future Central Base expansion | Property effects on 4th Ave; affects Ryerson Base | Property effects on 4 th Ave; displaces Ryerson Base |
| Construction schedule | Does not facilitate track interconnections | Meets ST3 schedule | Higher schedule risk | Potential schedule delay | Potential schedule delay |
| Comparative estimate (2018\$)* | - | - \$200M | - | + \$300M | + \$500M** |

*Compared to ST3 Representative Project **Includes higher Downtown cost of \$100M

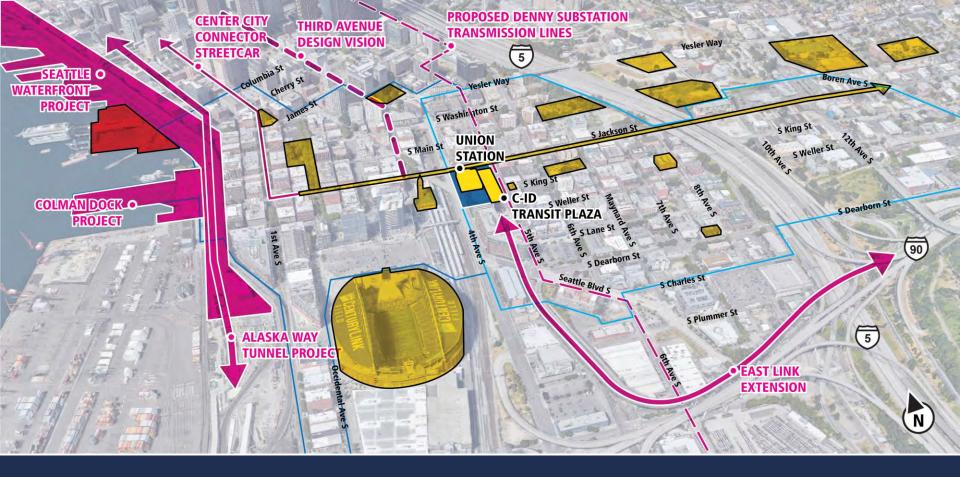
Key differentiators

Community Vision and Connections



COMMUNITY GOALS & PRIORITIES





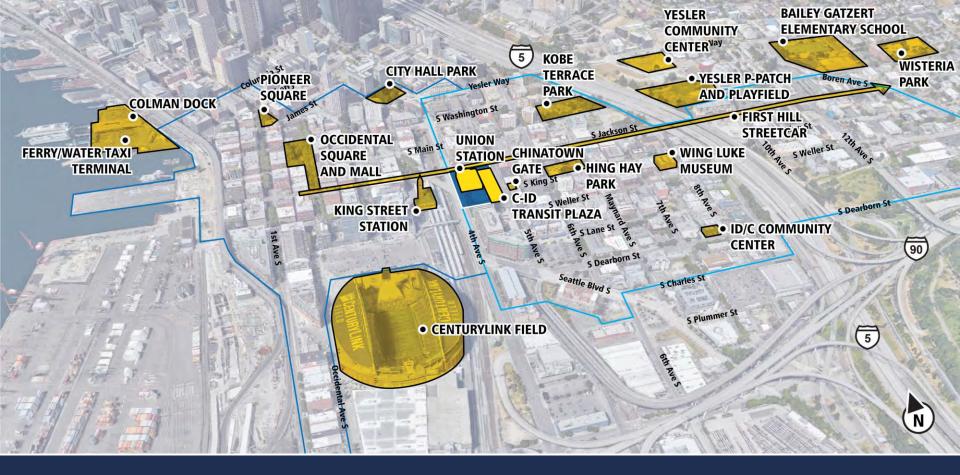
Imagining the future



Intermodal connections



Community connections



Connections to key destinations

Chinatown/ID Station – 4th Ave



Transit Integration andLand Use andNon-motorized AccessDevelopment

- Potential station entry on west side of 4th could tie in to Weller St overpass, connecting more closely to Sounder/Amtrak and Pioneer Square
- Longer transfer between light rail stations
- Longer walk to bus zones, streetcar stop on Jackson Street but closer to 4th Ave S bus zones

- Potential to integrate transfer flows and station entries to support activating Union Station
- Less potential for equitable Agency TOD, plaza improvements associated with project delivery

Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

Chinatown/ID Station – 5th Ave



Transit Integration andLand Use andNon-motorized AccessDevelopment

- Potential station entry on east side of 5th could tie into King Street corridor and Chinatown/ID
- Longer walk to King Street Station, Pioneer Square, bus zones on 4th Ave S
- Shorter transfers between light rail stations and closer to Jackson St bus zones and streetcar stop

- Potential to integrate transfer flows and station entries to support activating Union Station
- Higher potential for equitable TOD, plaza improvements associated with project delivery

Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

What we heard

Interest in Chinatown-International District station name Improve connections along Jackson Street, connecting neighborhoods from Little Saigon to the Waterfront

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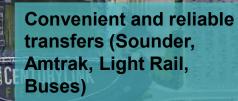
Maintain the connected, diverse and historic place supported by an intergenerational, multilingual business and residential community

Station can bring more foot traffic to CID businesses Activate streets and buildings around the new station, including Union Station, in a culturally and community-based manner.

More green, open spaces, culturally reflective art, public restrooms, local markets/vendors

What we have heard Community Vision and Neighborhood Values

Concerns about limited parking



Improve connections across 5th Avenue

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Excited about new opportunities to get to more places faster and easier with Sound Transit's system expansion

A 1 . 14

Enjoy connections to family and destinations in Beacon Hill, UW, Eastside and Airport

Improve connections across 4th Avenue

> Multi-lingual signs, announcements and improved wayfinding could address barriers to using Link

Need good street lighting, security and safe pedestrian experiences

What we have heard Maximizing Connections Mixed opinions on station location

Some prefer 4th Avenue station locations to reconnect the Pioneer Square and C-ID neighborhoods, King Street and Union Stations, and limit potential impacts in the C-ID neighborhood

Some prefer 5th Avenue station locations for easier access from residences and businesses in C-ID and due to shorter construction duration

Protect the Chinatown Gate

Early, in-language notification about detours and construction impacts

What we have heard Building the <u>Station</u>

Provide fair compensation and continued operations in C-ID after construction



Protect local businesses during construction by maintaining operations

Next Steps

- Share public feedback with SAG/ELG and Board
- Report back to community on outcomes of alternatives development and RET
- Continue engagement with communities near station on opportunities to inform the EIS and future station planning
- Further study urban design concepts in Phase 2 of the project

ELG discussion

Schedule and Next Steps

Next steps

| EIS Scoping | Feb 15 – April 2 | Scoping Input | |
|---|------------------|---|--|
| SAG Meeting #13 | March 21 | Station planning discussions (optional) | |
| ELG Meeting #7 | March 29 | CID and Delridge station focus | |
| Summary of key themes from scoping and Level 3 RET memo | April 15 | For SAG/ELG consideration | |
| SAG Meeting #14 | April 17 | Level 3 recommendations | |
| Scoping report finalized | April 24 | For ELG consideration | |
| ELG Meeting #8 | April 26 | Level 3 recommendations | |
| Sound Transit Board System Expansion Committee | May 9 | Identify preferred alternative (and other EIS alternatives) | |
| Sound Transit Board Full Board | May 23 | Identify preferred alternative (and other EIS alternatives) | |

Alternatives development



NUMBER DESCRIPTION OF

Delridge Station Public Comment

Delridge Station Engagement Overview

Types of engagement Forums

- Briefings/Meetings/Events
- Community workshops
- Door to door outreach
- Open houses & neighborhood forums
- Social service provider and community organization interviews



External Engagement Report: West Seattle January 2018 – March 29, 2019



West Seattle briefings

- ✓ West Seattle Junction Association (1/24/18, 10/24/18)
- ✓ Nucor Steel (3/7/18)
- ✓ West Seattle JuNO (4/2/18, 4/26/18, 7/26/18, 9/18/18, 11/19/19, 3/25/19)
- ✓ Southwest District Council (4/4/18, 11/7/18)
- ✓ West Seattle Transportation Coalition (4/26/18, 9/27/18)
- ✓ Fauntleroy Business Association (5/24/18)
- ✓ Pigeon Point Neighborhood Council (6/11/18)
- ✓ Drink and Link at Ounces (8/8/18)
- ✓ Delridge Neighborhoods Development Association (10/9/18, 10/24/18, 2/6/19)
- ✓ Feet First West Seattle Light Rail Walk & Talk (10/15/18)

- Tiburon Condominium, Board of Directors (11/15/18)
- ✓ Youngstown Neighborhood (1/16/19)
- ✓ DNDA Tour (2/6/19)
- ✓ Chelan Café (2/19/19)
- ✓ West Seattle Democratic Women (2/28/19)
- ✓ Pete Spalding (3/1/19)
- ✓ Michael Taylor Judd (3/7/19)
- Pigeon Ridge Neighborhood Council (3/11/19)

West Seattle social service provider interviews

- ✓ West Seattle Food Bank (6/28/18)
- ✓ Southwest Youth and Family Services (6/29/18)
- ✓ Neighborhood House at High Point (7/26/18)
- ✓ Downtown Emergency Service Center, Cottage Grove Commons (8/28/18)
- ✓ WestSide Baby (12/6/18)
- ✓ Delridge Community Center (1/9/19)
- ✓ White Center Community Development Association (1/16/2019)

West Seattle tabling events

- ✓ Morgan Junction Festival (6/16/18)
- ✓ West Seattle Summer Fest (7/13/18 7/15/18)
- ✓ Delridge Day (8/11/18)
- ✓ SDOT/Metro RapidRide H Open House (10/10/18)
- ✓ Delridge Community Center (3/9/19)



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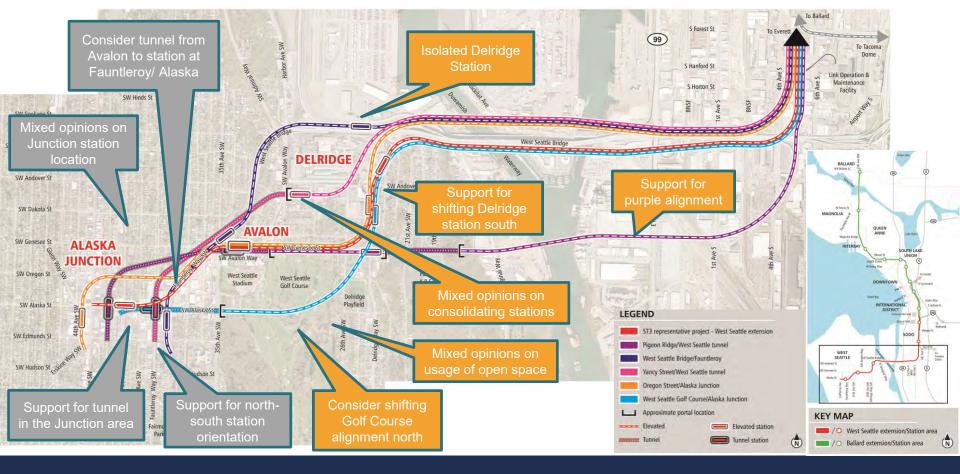
Delridge Alternatives Early scoping, level 1 and 2



West Seattle/Duwamish ST3 Representative Project



West Seattle/Duwamish Level 1 Alternatives



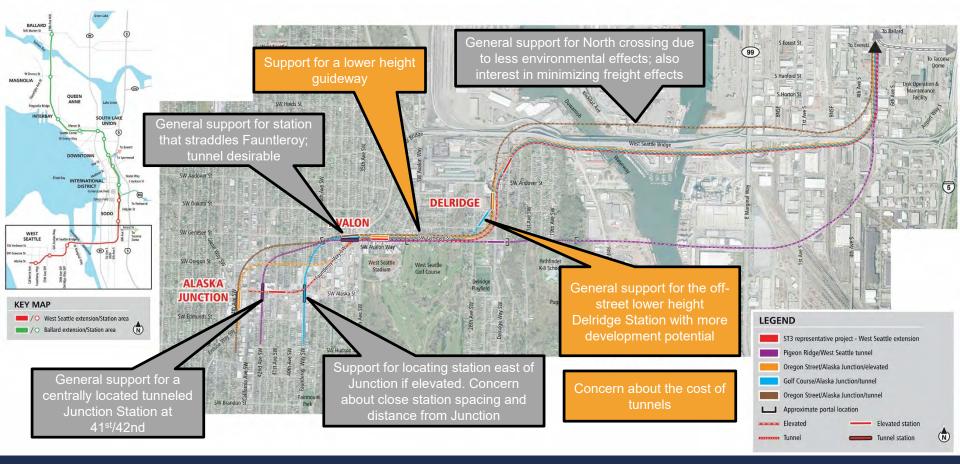
West Seattle/Duwamish Public feedback – May 2018



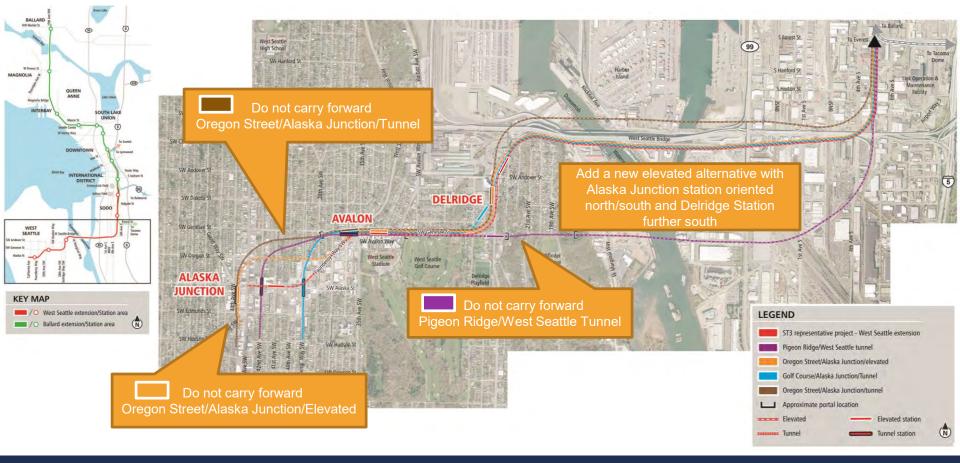
West Seattle/Duwamish Level 1 Recommendations



West Seattle/Duwamish Level 2 alternatives



West Seattle/Duwamish Public feedback – Sep 2018



West Seattle/Duwamish Level 2 alternatives

HIGH DONTILEAT

Level 3 alternatives

Summary of Level 3 alternatives

- > ST3 Representative Project
- West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated
 - C-ID station options: 5th Ave Cut-and-Cover and 5th Ave Mined
- West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel
 - Junction station options: 41st Ave, 42nd Ave and 44th Ave
 - C-ID station options: 4th Ave Cut-and-Cover and 4th Ave Mined
 - Ballard station options: 14th Ave and 15th Ave



ST3 Representative Project West Seattle/Duwamish



West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated West Seattle/Duwamish



West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel West Seattle/Duwamish

ST3 Representative Project

- East-west oriented elevated Alaska Junction Station complicates future LRT extension; constrained terminal station on SW Alaska Street
- High guideway on SW Genesee Street
- Park effects may require 4(f) avoidance alternative
- Delridge Station problematic proximity to freeway/Nucor

West Seattle Elevated

- More displacements between Alaska Junction and Avalon stations; similar number of displacements in Delridge
- Greatest disruption to neighborhood around Alaska Junction Statior
- High guideway on SW Genesee Street
- Park effects may require 4(f) avoidance alternative

West Seattle Tunnel

- Fewer displacements w/ tunnel Alaska Junction Station; similar number of displacements in Delridge; Lower Delridge Station in neighborhood
- Tunnel facilitates lower guideway on SW Genesee St, but could increase implementation schedule and require 3rd Party funding
- Park effects may require 4(f) avoidance alternative

Key considerations West Seattle Stations and Guideway

West Seattle Stations



| Key Differentiators | Elevated Alaska/41st | Elevated 41 st South of Alaska | Tunnel 41 st /Alaska | Tunnel 42 nd /Alaska | Tunnel 44 th /Alaska | ALLASKA JUNCTION | |
|--|---|---|--|---|---|---|--|
| Station location (Alaska Junction) | Farther away from bus routes on California Ave | Farther away from bus routes on California Ave | Farther away from bus routes on California Ave | Closer to bus routes on California Ave than 41 st | Closer to bus routes on California Ave than 41 st and 42 nd | Alst Ave SW Alth Ave SW Fauntierry Park 35th Ave SW West Seartle Stadium West | |
| Property effects * (Residential units potentially displaced) | Avalon/Junction 60 to 90 Delridge Less than 40 | Avalon/Junction 90 to 120 Delridge Less than 40 | Avalon/Junction Less than 30 Delridge Less than 40 | Avalon/Junction Less than 30 Delridge Less than 40 | Avalon/Junction 30 to 60 Delridge Less than 40 | West Seattle Golf Course Z6th Ave SW Debridge Playfield | |
| Property effects * (Sq. ft. of businesses potentially displaced) | Avalon/Junction 25,000 to 35,000 Delridge 25,000 to 35,000 | Avalon/Junction 15,000 to 25,000 Delridge 25,000 to 35,000 | Avalon/Junction 5,000 to 15,000 Delridge 75,000 to 85,000 | Avalon/Junction 5,000 to 15,000 Delridge 75,000 to 85,000 | Avalon/Junction 5,000 to 15,000 Delridge 75,000 to 85,000 | * Potential displacement numbers are for alternative comparison only and is based on limited engineering and existing conditions. The assessment does not include potential permanent or temporary easements or area for construction staging, traction power | |
| Guideway height in Delridge | Higher | Higher | Lower | Lower | Lower | | |
| Comparative Estimate (2018\$)** | | - | + \$700M | + \$700M | + \$700M | substations (TPSS) or underground station entrances. ** Compared to ST3 Representative Project | |

Key differentiators West Seattle Stations and Guideway

ST3 Representative Project

- Engineering constraints with Pigeon Point steep slopes
- Some effects to Duwamish Greenbelt

West Seattle Elevated

- Engineering constraints with Pigeon Point steep slopes
- Some effects to Duwamish Greenbelt

West Seattle Tunnel

- North bridge crossing avoids Pigeon Point steep slope and effects to Duwamish Greenbelt
- Affects freight, port terminal facilities especially during construction

Duwamish Waterway Crossing



Key considerations Duwamish Waterway Crossing

| Key Differentiators | South | North | |
|---|--|--|-----|
| Engineering constraints | Affects Pigeon Point steep slope | Avoids Pigeon Point steep slope | 8. |
| Potential fish and wildlife effects | Affects West Duwamish Greenbelt | Avoids West Duwamish Greenbelt | N W |
| Property effects* (Sq. ft. of businesses potentially displaced) | Harbor Island/South SODO 500,000 to 550,000 Delridge 25,000 to 35,000 | Harbor Island/South SODO 400,000 to 450,000 Delridge 75,000 to 85,000 | Duw |
| Potential freight movement | Lessens freight, port terminal effects | Affects freight, port terminal especially during construction | |
| Potential business and commerce effects | Could displace businesses that support trade | Could displace businesses that support trade; May displace some water- dependent business | |
| Comparative Estimate (2018\$)** | - | + \$300M | 4.5 |



21st Ave SW

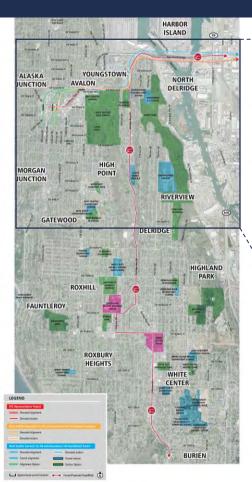
* Potential displacement numbers are for alternative comparison only and is based on limited engineering and existing conditions. The assessment does not include potential permanent or temporary easements or area for construction staging, traction power substations (TPSS) or underground station entrances.

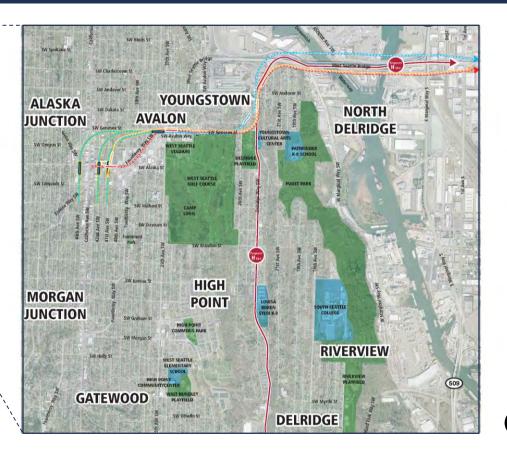
**Compared to ST3 Representative Project

Key differentiators Duwamish Waterway Crossing

Community Vision and Connections

Delridge corridor context



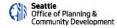


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Community planning context

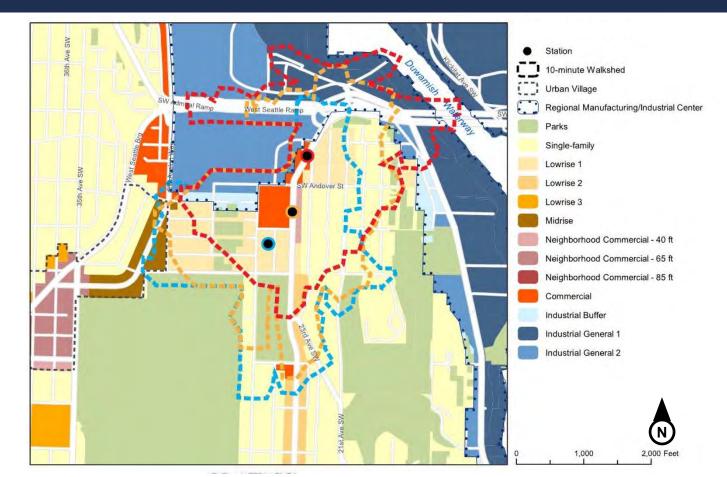
North Delridge Action Plan

September 2018

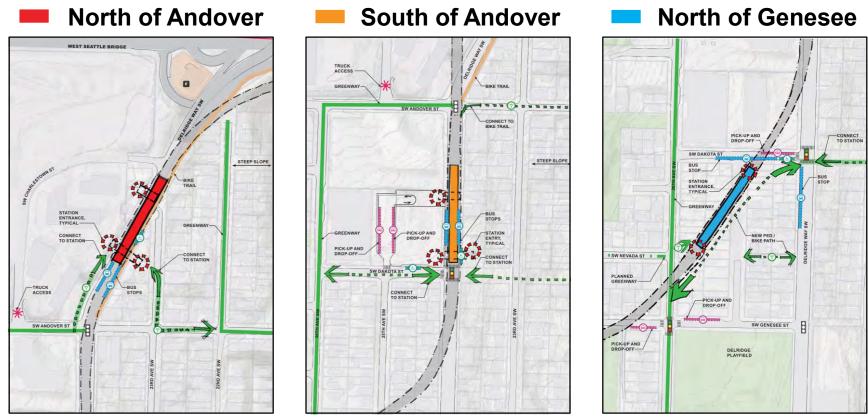




Delridge Station Level 3 walksheds and current zoning



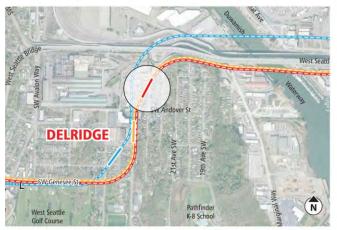
Delridge Station Level 3 Alternative Concepts



Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

Station Context – North of Andover













Station Assessment – North of Andover



Transit Integration and Non-motorized Access

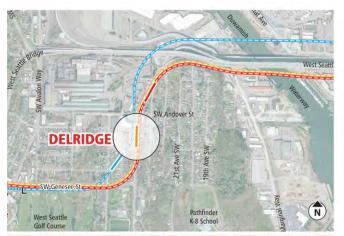
- Direct bus access to station from both sides of street
- Challenging pedestrian and bike environment due to proximity to West Seattle Bridge ramps
- Challenging location for passenger pick-up/drop-off

Land Use and Development

- Limited redevelopment opportunities due to proximity to Nucor Steel, West Seattle Bridge ramps, and steep slopes to east
- Challenging site conditions for affordable housing as part of potential future development

Station Context – South of Andover











Station Assessment – South of Andover



Transit Integration and Non-motorized Access

- Direct bus access to station from both sides of street
- Closer to neighborhood destination
- Potential for ped/bike connections to a possible hill climb at SW Dakota St from 26th Ave SW Neighborhood Greenway via station

Land Use and Development

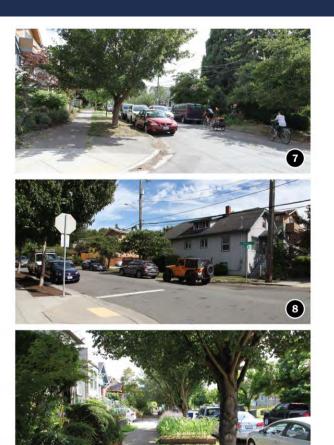
- Opportunity for smallerscale redevelopment near station
- Less potential to translate guideway effects to neighborhood into redevelopment opportunities

Station Context – North of Genesee









Station Assessment – North of Genesee



* Illustrative concept only based on very limited design

Transit Integration and Non-motorized Access

- Longer connection to station for bus transfers unless buses divert
- Potential to vacate or reprogram 25th Ave SW
- Opportunity to bring 26th Ave SW Neighborhood Greenway into station
- Potential opportunity to span Delridge Wy SW with pedestrian bridge and tie into a hill climb on SW Dakota

Land Use and Development

- Largest effect to existing residential neighborhood scale and fabric
- Largest opportunity for redevelopment that could accommodate amenities such as grocery store and new affordable housing

Maintain sense of community and diversity (age, income & housing type)

Value neighborhood parks, greenspaces, diverse topography, birds, views and Longfellow Creek

valon Wa

Future light rail station should fit with current scale and character of the neighborhood

AVALON

SW Avalon Way

Improve integration of all modes: walking, biking, buses and light rail

West Seattle Bridge

Some support for more small businesses, restaurants, a grocery store, and family friendly amenities

Nel I

Affordable, yet close to downtown

SW Andover St

What we have heard Community Vision and Connections

DELRIDGE

Concerns about height, visual aesthetics and size of future station.

Concerns that station is far from neighborhood center and more challenging to access (smaller walkshed, congested area) Concern with visual effects along Pigeon Point and slope stability

Some interest in a station location close to the existing bike path near the West Seattle Bridge

Considerable concern about neighborhood impacts and residential displacement

AVALON

SW Avalon Way

pedestrian connections to Pigeon Point

Some preference for a station location south of SW Andover St to avoid traffic and congestion closer to the West Seattle Bridge

> Interest in minimizing residential and business displacement and encouraging development that fits with current character of the community

Some interest in blending station into hillside,

minimizing visual impact with potential

What we have heard Level 3 alternatives and station locations

DELRIDGE

SW Genesee St

Some interest in station location near the Nucor steel plant

Interest in using street right of way along Andover/Yancy/Avalon to minimize displacement, avoid greenspace impacts

AVALON

SW Avalon Way

sidge

crimby WS

DELRIDGE

SW Genesee St

Some interest in north crossing to reduce potential effects on Pigeon Point

Some interest in station locations farther east minimize residential displacements in Delridge

SW Andove Interest in purple alternative from level 2 to minimize residential displacement, improve bus connectivity and serve the central part of the neighborhood.

Interest in pursuing an alternative through a portion of the golf course to minimize residential displacement

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What we have heard Refinements to Level 3 alternatives and station locations

Next Steps

- Share public feedback with SAG/ELG and Board
- Report back to community on outcomes of alternatives development and RET
- Continue engagement with communities near station on opportunities to inform the EIS and future station planning
- Further study urban design concepts in Phase 2 of the project

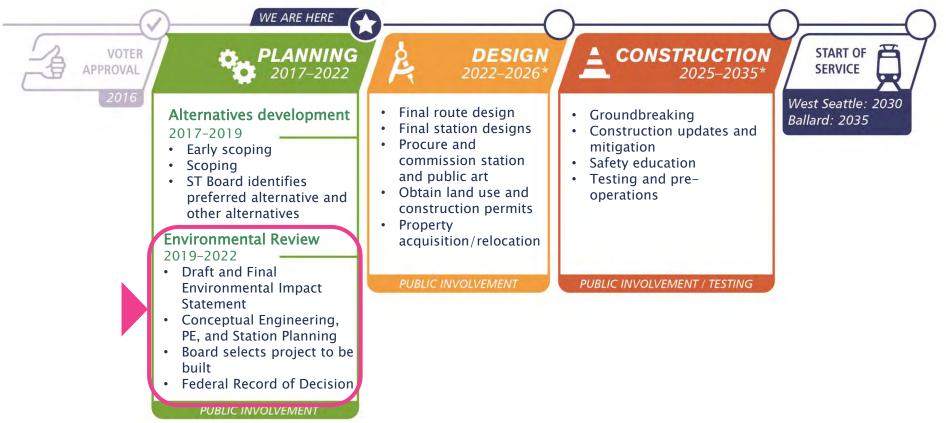
ELG discussion

Schedule and Next Steps

Next steps

| EIS Scoping | Feb 15 – April 2 | Scoping Input | |
|---|------------------|---|--|
| SAG Meeting #13 | March 21 | Station planning discussions (optional) | |
| ELG Meeting #7 | March 29 | CID and Delridge station focus | |
| Summary of key themes from scoping and Level 3 RET memo | April 15 | For SAG/ELG consideration | |
| SAG Meeting #14 | April 17 | Level 3 recommendations | |
| Scoping report finalized | April 24 | For ELG consideration | |
| ELG Meeting #8 | April 26 | Level 3 recommendations | |
| Sound Transit Board System Expansion Committee | May 9 | Identify preferred alternative (and other EIS alternativ | |
| Sound Transit Board Full Board | May 23 | Identify preferred alternative (and other EIS alternatives) | |

Alternatives development



soundtransit.org/wsblink >>

