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

2017–2019
• Early scoping
• Scoping
• ST Board identifies preferred alternative and other alternatives

2019–2022
• Draft and Final Environmental Impact Statement
• Conceptual Engineering, PE, and Station Planning
• Board selects project to be built
• Federal Record of Decision

Design
2022–2026*
• Final route design
• Final station designs
• Procure and commission station and public art
• Obtain land use and construction permits
• Property acquisition/relocation

Construction
2025–2035*
• Groundbreaking
• Construction updates and mitigation
• Safety education
• Testing and pre-operations

PUBLIC INVOLVEMENT
PUBLIC INVOLVEMENT / TESTING

VOTER APPROVAL
2016

START OF SERVICE
West Seattle: 2030
Ballard: 2035
Community engagement and collaboration

<table>
<thead>
<tr>
<th>LEVEL 1 Alternatives Screening</th>
<th>LEVEL 2 Alternatives Screening</th>
<th>LEVEL 3 Alternatives Screening</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>JAN</strong></td>
<td><strong>FEB</strong></td>
<td><strong>MAR</strong></td>
</tr>
<tr>
<td>Early Scoping Period</td>
<td>EIS Scoping Period</td>
<td>EIS Scoping Open Houses</td>
</tr>
<tr>
<td>Early Scoping Open Houses</td>
<td>Community Update</td>
<td>Preferred Alternative</td>
</tr>
<tr>
<td>(multiple locations)</td>
<td></td>
<td>Recommendation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Identification of Preferred</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Alternative and other</td>
</tr>
<tr>
<td></td>
<td></td>
<td>alternatives to study in the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EIS.</td>
</tr>
</tbody>
</table>

Meeting dates subject to change.
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
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
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
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.
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

- 30 community briefings
- 24 door-to-door conversations
- 9 tabling events engaging more than 770 community members
- 5 social service provider interviews
- 4 listening sessions engaging more than 125 community members
- 4 neighborhood forums, workshops and open houses
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

Improve connections
(Sounder, Amtrak, Light Rail, Buses)

Minimize Chinatown-ID construction impacts

Activate Union Station

Community Vision
Contribute to the community's long-term vision for the future
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
Cut and Cover Station Construction
Mined Station Construction
Chinatown-ID station options
ST3 Representative Project  

Cut and cover tunnel
Chinatown-ID station options
Construction ~ 6 years
Detours ~ 4 months

5th Ave S shallow station
5th Ave S deep station

Construction ~ 7 years
Detours ~ none

Cross section looking south (not to scale)
Chinatown-ID station options
4th Ave S shallow station

Construction ~ 10 years
Detours ~ 7.5 years
4th Ave S deep station

Construction ~ 9 years
Detours ~ 5 years
5th Ave S stations – Transfer times

Cross section looking south (not to scale)
4th Ave S stations – Transfer times

Cross section looking south (not to scale)
Key considerations

**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 Differentiators

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

*Compared to ST3 Representative Project
**Includes higher Downtown cost of $100M
Community Vision and Connections
JACKSON HUB
RECONNECTING NEIGHBORHOODS.
COMMUNITY GOALS & PRIORITIES

1. SAFE & COMFORTABLE
2. ENGAGING
3. CONNECTED
4. EMBEDDED
5. ICONIC
Imagining the future
Intermodal connections
Community connections
Connections to key destinations
Chinatown/ID Station – 4th Ave

Transit Integration and Non-motorized Access

- 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

Land Use and Development

- 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.
Transit Integration and Non-motorized Access

- 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

Land Use and Development

- 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

Activate streets and buildings around the new station, including Union Station, in a culturally and community-based manner.

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

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

What we have heard

Community Vision and Neighborhood Values
What we have heard

Maximizing Connections

Convenient and reliable transfers (Sounder, Amtrak, Light Rail, Buses)

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

Concerns about limited parking

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

Improve connections across 5th Avenue
What we have heard

Building the Station

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

Early, in-language notification about detours and construction impacts

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

Protect the Chinatown Gate

More interest in shallow station options for accessibility and sense of safety

Protect local businesses during construction by maintaining operations

50
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

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

**2017–2019**
- Early scoping
- Scoping
- ST Board identifies preferred alternative and other alternatives

**Environmental Review**

**2019–2022**
- Draft and Final Environmental Impact Statement
- Conceptual Engineering, PE, and Station Planning
- Board selects project to be built
- Federal Record of Decision

**Planning**

2017–2022

- Final route design
- Final station designs
- Procure and commission station and public art
- Obtain land use and construction permits
- Property acquisition/relocation

**Design**

2022–2026*

- Groundbreaking
- Construction updates and mitigation
- Safety education
- Testing and pre-operations

**Construction**

2025–2035*

- West Seattle: 2030
- Ballard: 2035

VOTER APPROVAL

2016

START OF SERVICE

WE ARE HERE
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

27 community briefings

20 door-to-door conversations

5 tabling events engaging more than 1,290 community members

7 social service provider interviews

5 neighborhood forums, workshops and open houses

23 property owner meetings
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)
Delridge Alternatives
Early scoping, level 1 and 2
West Seattle/Duwamish ST3 Representative Project
West Seattle/Duwamish Level 1 Alternatives
Mixed opinions on Junction station location

Isolated Delridge Station

Support for purple alignment

Support for shifting Delridge station south

Mixed opinions on consolidating stations

Mixed opinions on usage of open space

Support for tunnel in the Junction area

Support for north-south station orientation

Consider shifting Golf Course alignment north

Consider tunnel from Avalon to station at Fauntleroy/Alaska

Support for tunnel in the Junction area

Mixed opinions on usage of open space

Support for north-south station orientation

Consider shifting Golf Course alignment north

Support for purple alignment

Isolated Delridge Station

Mixed opinions on Junction station location

West Seattle/Duwamish Public feedback – May 2018
**West Seattle/Duwamish Level 1 Recommendations**

Do not carry forward
West Seattle Bridge/Fauntleroy

Do not carry forward
Yancy Street/West Seattle Tunnel

Modify alignment to avoid
Section 4(f) impacts to
golf course
West Seattle/Duwamish Level 2 alternatives
General support for a centrally located tunneled Junction Station at 41st/42nd

Support for a lower height guideway

General support for station that straddles Fauntleroy; tunnel desirable

Support for locating station east of Junction if elevated. Concern about close station spacing and distance from Junction

Concern about the cost of tunnels

General support for North crossing due to less environmental effects; also interest in minimizing freight effects

General support for the off-street lower height Delridge Station with more development potential

Public feedback – Sep 2018
West Seattle/Duwamish Level 2 alternatives

- Do not carry forward Oregon Street/Alaska Junction/Tunnel
- Do not carry forward Pigeon Ridge/West Seattle Tunnel
- Do not carry forward Oregon Street/Alaska Junction/Elevated
- Add a new elevated alternative with Alaska Junction station oriented north/south and Delridge Station further south
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 Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel

West Seattle/Duwamish

Junction tunnel station options
• 41st Ave
• 42nd Ave
• 44th Ave

North crossing of Duwamish

Delridge Station further south and west
Key considerations

West Seattle Stations and Guideway

**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 Station
- 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
<table>
<thead>
<tr>
<th>Key Differentiators</th>
<th>Elevated Alaska/41st</th>
<th>Elevated 41st South of Alaska</th>
<th>Tunnel 41st/Alaska</th>
<th>Tunnel 42nd/Alaska</th>
<th>Tunnel 44th/Alaska</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station location (Alaska Junction)</td>
<td>Farther away from bus routes on California Ave</td>
<td>Farther away from bus routes on California Ave</td>
<td>Farther away from bus routes on California Ave</td>
<td>Closer to bus routes on California Ave than 41st</td>
<td>Closer to bus routes on California Ave than 41st and 42nd</td>
</tr>
<tr>
<td>Property effects <em>(Residential units potentially displaced)</em></td>
<td>Avalon/Junction 60 to 90 Delridge Less than 40</td>
<td>Avalon/Junction 90 to 120 Delridge Less than 40</td>
<td>Avalon/Junction Less than 30 Delridge Less than 40</td>
<td>Avalon/Junction Less than 30 Delridge Less than 40</td>
<td>Avalon/Junction 30 to 60 Delridge Less than 40</td>
</tr>
<tr>
<td>Property effects <em>(Sq. ft. of businesses potentially displaced)</em></td>
<td>Avalon/Junction 25,000 to 35,000 Delridge 25,000 to 35,000</td>
<td>Avalon/Junction 15,000 to 25,000 Delridge 25,000 to 35,000</td>
<td>Avalon/Junction 5,000 to 15,000 Delridge 75,000 to 85,000</td>
<td>Avalon/Junction 5,000 to 15,000 Delridge 75,000 to 85,000</td>
<td>Avalon/Junction 5,000 to 15,000 Delridge 75,000 to 85,000</td>
</tr>
<tr>
<td>Guideway height in Delridge</td>
<td>Higher</td>
<td>Higher</td>
<td>Lower</td>
<td>Lower</td>
<td>Lower</td>
</tr>
<tr>
<td>Comparative Estimate (2018$)**</td>
<td>-</td>
<td>+ $700M</td>
<td>+ $700M</td>
<td>+ $700M</td>
<td>** Compared to ST3 Representative Project</td>
</tr>
</tbody>
</table>

* 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 considerations

Duwamish Waterway Crossing

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
## Key Differentiators

<table>
<thead>
<tr>
<th></th>
<th>South</th>
<th>North</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Engineering constraints</strong></td>
<td>Affects Pigeon Point steep slope</td>
<td>Avoids Pigeon Point steep slope</td>
</tr>
<tr>
<td><strong>Potential fish and wildlife effects</strong></td>
<td>Affects West Duwamish Greenbelt</td>
<td>Avoids West Duwamish Greenbelt</td>
</tr>
<tr>
<td><strong>Property effects</strong> (Sq. ft. of businesses potentially displaced)</td>
<td>Harbor Island/South SODO 500,000 to 550,000 Delridge 25,000 to 35,000</td>
<td>Harbor Island/South SODO 400,000 to 450,000 Delridge 75,000 to 85,000</td>
</tr>
<tr>
<td><strong>Potential freight movement</strong></td>
<td>Lessens freight, port terminal effects</td>
<td>Affects freight, port terminal especially during construction</td>
</tr>
<tr>
<td><strong>Potential business and commerce effects</strong></td>
<td>Could displace businesses that support trade</td>
<td>Could displace businesses that support trade; May displace some water-dependent business</td>
</tr>
<tr>
<td><strong>Comparative Estimate (2018$)</strong></td>
<td>-</td>
<td>+ $300M</td>
</tr>
</tbody>
</table>

* 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
Community Vision and Connections
Delridge corridor context
Community planning context

North Delridge Action Plan

September 2018
Delridge Station Level 3 walksheds and current zoning
Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.
Station Context – 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

Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.
Station Context – 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 smaller-scale redevelopment near station
- Less potential to translate guideway effects to neighborhood into redevelopment opportunities
Station Context – North of Genesee
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

* Illustrative concept only based on very limited design

Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.
Maintain sense of community and diversity (age, income & housing type)

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

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

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

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

Affordable, yet close to downtown

What we have heard

Community Vision and Connections
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

Considerable concern about neighborhood impacts and residential displacement

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

Some interest in blending station into hillside, minimizing visual impact with potential 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

What we have heard

Level 3 alternatives and station locations
Some interest in north crossing to reduce potential effects on Pigeon Point

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

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

Some interest in station location near the Nucor steel plant

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

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

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

**Alternatives development**
2017–2019
- Early scoping
- Scoping
- ST Board identifies preferred alternative and other alternatives

**Environmental Review**
2019–2022
- Draft and Final Environmental Impact Statement
- Conceptual Engineering, PE, and Station Planning
- Board selects project to be built
- Federal Record of Decision

**PLANNING**
2017–2022

**DESIGN**
2022–2026*
- Final route design
- Final station designs
- Procure and commission station and public art
- Obtain land use and construction permits
- Property acquisition/relocation

**CONSTRUCTION**
2025–2035*
- Groundbreaking
- Construction updates and mitigation
- Safety education
- Testing and pre-operations

**PUBLIC INVOLVEMENT**

**PUBLIC INVOLVEMENT / TESTING**

**START OF SERVICE**
West Seattle: 2030
Ballard: 2035

2016

VOTER APPROVAL

98