West Seattle and Ballard Link Extensions

West Seattle/ Duwamish Community Advisory Group
3/8/2022
Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: Duwamish/West Seattle
- City of Seattle: Draft EIS Review
- Next steps and next meeting
Why we’re here today

• Learn more about the results in the Draft EIS, informed by CAG members questions and discussion in February

• Engage on the City of Seattle’s review of the Draft EIS, including potential key trade-offs and to inform their eventual comments on the Draft EIS
Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: Interbay/Ballard
- City of Seattle: Draft EIS Review
- Next steps and next meeting
Meeting etiquette and accessibility

Upon joining the meeting, please mute your line when you are not speaking to minimize audio feedback. Unmute before talking.

Please raise your “hand” if you have a question or comment. Facilitator will call on you to speak.

One person speaks at a time. Please reference a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.
Mute/Unmute
Introductions

Please share briefly:

1) Your name and pronouns

2) Days are getting longer – how do you plan to use the extra daylight?
Agenda

• Welcome and introductions
• Community Engagement and Collaboration
• Draft EIS Results Deep Dive: Duwamish/West Seattle
• City of Seattle: Draft EIS Review
• Next steps, next meeting and online open house
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
## Community engagement and collaboration

**Draft Environmental Impact Statement (EIS)**

<table>
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<th>2022</th>
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<tr>
<td>APR</td>
<td>MAY JUN JUL</td>
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</table>

**Draft EIS Public Meetings**

- **Nov**: Process overview
- **Dec**: Community Advisory Groups
- **Jan**: Station Planning
- **Feb**: Draft EIS results overview
- **Mar**: Draft EIS results deep dive
- **Apr**: Draft EIS, cost savings & refinements
- **May**: Consolidating feedback
- **Jun**: Draft EIS and cost savings
- **Jul**: Public comment summary

- **Jun**: Confirm/modify preferred alternative
- **Jul**: Confirm/modify preferred alternative

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*Updated February 2022. Meeting dates/topics subject to change.*
External Engagement Snapshot (1/28-2/28)

409 Draft EIS comments
1 mailer Sent to more than 130,000 addresses
1 online open house engaging more than 5,246 online visitors
21 community briefings
14 property owner webinars and meetings
4 Community Advisory Group meetings

Ads featured on 15 unique radio, digital and print publications
12 posts on social media platforms, with 100K+ impressions
3 office hour sessions
2 email updates engaging more than 70,905 subscribers
800 posters delivered along the corridor
10 Community liaisons engaging more than 100 businesses
Draft EIS alternatives Duwamish

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Other alternatives

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

North Crossing Alternative
South Crossing Alternative
South Edge Crossing Alignment Option
### Draft EIS alternatives Summary

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Project cost (2019$ in billions)</th>
<th>Residential displacements</th>
<th>Business displacements</th>
<th>Maritime Business displacements</th>
<th>Park effects (permanent)</th>
<th>Other considerations</th>
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<td>Pigeon Point constructability</td>
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The above information is for illustration only. Please refer to DEIS for further detail.
Draft EIS alternatives West Seattle

- West Seattle Junction
- Delridge
- ALASKA JUNCTION

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
<table>
<thead>
<tr>
<th></th>
<th>Elevated Fauntleroy Dakota St</th>
<th>Elevated 41st /42nd Dakota St</th>
<th>Tunnel 41st Dakota St Lower Height</th>
<th>Tunnel 42nd Dakota St Lower Height</th>
<th>Short Tunnel 41st Dakota St Lower Height</th>
<th>Medium Tunnel 41st Andover St Lower Height</th>
<th>Elevated Fauntleroy Andover St</th>
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<td>Lower guideway/ Avalon Station</td>
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<td>Lower guideway/ Avalon Station</td>
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<td></td>
<td>Tunnel Avalon and Alaska Jnct. stations</td>
<td>Social service provider</td>
<td>Tunnel Alaska Jnct. station</td>
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<td>Tunnel Alaska Jnct. station</td>
<td>Guideway follows West Seattle Bridge</td>
<td>Guideway follows Avalon Way SW</td>
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<td>Delridge Station further north</td>
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The above information is for illustration only. Please refer to DEIS for further detail.
Welcome and introductions

Community Engagement and Collaboration

Draft EIS Results Deep Dive: Duwamish/West Seattle

City of Seattle: Draft EIS Review

Next steps and next meeting
Deep dive topics

• Delridge Way Station Alternatives

• Racial Equity Toolkit: Bus and rail integration; Equitable Transit Oriented Development (E-TOD); Potential Displacements

• Visual Effects
Delridge Way Station
Alternatives
Other DEIS alternatives

West Seattle

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.
Elevated Fauntleroy Way Station
Delridge Way Station

Project cost (2019$ in billions) $1.5B

Residential displacements 586 units

Business displacements 32

Park effects (permanent) 0.7 acres

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 Delridge is shown for illustration purposes.
Other DEIS alternatives

Diagram: 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.
Tunnel 41st Ave Station
Delridge Way Station
Lower Height Alternative

**Project cost**
(2019$ in billions)

$2.1B

**Residential displacements**

341 units

**Business displacements**

31

**Park effects**
(permanent)

1.3 acres

**Other considerations**

- Tunnel 41st Ave Station
- Delridge Way Station
- Lower Height Alternative
- Apartment building
- Fire Station 36
- West Seattle Golf Course
- Lower guideway and station
- Social service provider

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 Delridge is shown for illustration purposes.
### Draft EIS alternatives Summary

<table>
<thead>
<tr>
<th>Project cost (2019$ in billions)</th>
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#### Other considerations

- **Taller guideway/ Delridge Station**
  - Social service provider
- **Taller guideway/ Delridge Station**
  - Social service provider
- **Lower guideway/ Delridge Station**
  - Tunnel Avalon and Alaska Jnct. stations
  - Social service provider
- **Lower guideway/ Delridge Station**
  - Tunnel Avalon and Alaska Jnct. stations
  - Social service provider
- **Lower guideway/ Delridge Station**
  - Social service provider
  - Tunnel Avalon and Alaska Jnct. stations
  - Social service provider
- **Taller guideway/ Delridge Station**
  - Social service provider
  - Fire Station 36
- **Lower guideway/ Delridge Station**
  - Social Service Provider
  - Fire Station 36

The above information is for illustration only. Please refer to DEIS for further detail.
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

- Delridge Station RET Outcomes:
  - An excellent transfer experience including **bus and rail integration** and options for RET community-desired amenities provided at the station.
  - **Equitable transit-oriented development** serving the community.
Bus and Rail Integration, E-TOD and Potential Displacements
Transit Travel Sheds – Delridge Station

Existing

2042 – Without WSBLE

2042 – With WSBLE

15 - minutes  30 - minutes  45 - minutes  60 - minutes
Transit Travel Sheds – Alaska Junction Station

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>2042 – Without WSBLE</th>
<th>2042 – With WSBLE</th>
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<tr>
<td>Alaska Junction</td>
<td>15 - minutes</td>
<td>30 - minutes</td>
<td>45 - minutes</td>
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Transit Travel Sheds – Westwood Village

- **Existing**
  - Westwood Village

- **2042 – Without WSBLE**
  - Westwood Village

- **2042 – With WSBLE**
  - Westwood Village

- **Travel Times**
  - 15 - minutes
  - 30 - minutes
  - 45 - minutes
  - 60 - minutes
Delridge Way Station Alternatives
Travel Time

Elevated Delridge Way Station (DEL-3)

Elevated Delridge Way Station Lower Height (DEL-4)

Note: Diagrams are not to scale and are for illustration purposes only. Diagrams shown here are for northbound trip only.
Elevated Delridge Way Station (DEL-3)

Elevated Delridge Way Station Lower Height (DEL-4)

Diagrams for illustration only.

Conceptual design subject to change. All measurements are approximate.
Elevated Delridge Way Station (DEL-3)

Elevated Delridge Way Station Lower Height (DEL-4)

### Residential Displacements
- (residential units) 68

### Business Displacements
- 16

### E-TOD Potential
- (residential units) 0

### TOD Potential
- (office sqft) 0
- (retail sqft) 0

* Displacements and TOD potential within Delridge Station Area

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Andover Street Station Alternatives
Travel Time

Elevated Andover Street Station (DEL-5)

Elevated Andover Street Station Lower Height (DEL-6)

Note: Diagrams are not to scale and are for illustration purposes only. Diagrams shown here are for northbound trip only.
Elevated Andover Street Station (DEL-5)

Elevated Andover Street Station Lower Height (DEL-6)

2.5 – 3.5 minutes

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
**Elevated Andover Street Station** *(DEL-5)*

**Elevated Andover Street Station Lower Height** *(DEL-6)*

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<tr>
<th></th>
<th>Residential Displacements (residential units)</th>
<th>Business displacements</th>
<th>E-TOD Potential (residential units)</th>
<th>TOD Potential (office sqft)</th>
<th>TOD Potential (retail sqft)</th>
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<tr>
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<td>19-20</td>
<td>160</td>
<td>210,000</td>
<td>50,000</td>
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* Displacements and TOD potential within Delridge Station Area

Opportunity for equitable TOD (approx. 160 homes/260,000 SF commercial)

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Dakota Street Station
Alternatives
Elevated Dakota Street Station

Travel Time

Without Link
Total Travel time 68 mins

With Link
Total Travel time 55 mins

Note: Diagrams are not to scale and are for illustration purposes only. Diagrams shown here are for northbound trip only.
Elevated Dakota Street Station

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Dakota Street Station Lower Height

Without Link
Total Travel time
68 mins

With Link
Total Travel time
54 mins

Note: Diagrams are not to scale and are for illustration purposes only. Diagrams shown here are for northbound trip only.
Elevated Dakota Street Station Lower Height

1 – 1.5 minutes

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Elevated Dakota Street Station *(DEL-1a)*

**Elevated Dakota Street Station Lower Height *(DEL-2a)*

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<td>E-TOD Potential (residential units)</td>
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<td>TOD Potential (office sqft)</td>
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<tr>
<td>TOD Potential (retail sqft)</td>
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* Displacements and TOD potential within Delridge Station Area

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
West Seattle Junction/ Delridge Segments
<table>
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<th>Elevated Fauntleroy Dakota St</th>
<th>Elevated 41st /42nd Dakota St</th>
<th>Tunnel 41st Dakota St Lower Height</th>
<th>Tunnel 42nd Dakota St Lower Height</th>
<th>Short Tunnel 41st Dakota St Lower Height</th>
<th>Medium Tunnel 41st Andover St Lower Height</th>
<th>Elevated Fauntleroy Andover St</th>
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<tbody>
<tr>
<td>Residential displacements</td>
<td>607 units</td>
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<td>364 units</td>
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<tr>
<td>Business displacements</td>
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<td>31</td>
<td>60</td>
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<td>34</td>
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<tr>
<td>E-TOD Potential (residential units)</td>
<td>1,055 units</td>
<td>965 units</td>
<td>1,080 units</td>
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<td>TOD Potential (commercial sqft)</td>
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<td>680</td>
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Visual Effects
Visual in the Draft EIS

Chapter 4, section 4.2.5

- Duwamish: 4.2.5.3.3
- Delridge: 4.2.5.3.4
- West Seattle Junction: 4.2.5.3.5

Appendix N.2 Visual and Aesthetics Technical Report

- 2.1: Duwamish
- 2.2: Delridge
- 2.3: West Seattle Junction
Visual in the Draft EIS

Key observation points/simulations

- The locations used for each simulation are called key observation points (KOPs). KOPs are used to depict current views toward a proposed project and how the views would change with the project.

Impact Assessment

- Impact assessment is for the entire corridor, regardless of whether a simulation is prepared.
Examples:

Duwamish segment
Draft EIS alternatives Duwamish

Viewpoint: West Seattle Bridge Westbound Looking South
Existing Condition

Viewpoint: West Seattle Bridge Westbound Looking South
South Crossing Alternative

Viewpoint: West Seattle Bridge Westbound Looking South
South Edge Crossing Alignment Option

Viewpoint: West Seattle Bridge Westbound Looking South
Draft EIS alternatives  Duwamish

Viewpoint: West Seattle Bridge Westbound Looking North
Existing Condition

Viewpoint: West Seattle Bridge Westbound Looking North
Examples: Delridge segment
Draft EIS alternatives  Delridge

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

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
**Draft EIS alternatives**  
**Delridge**

Viewpoint: Looking North along Delridge Way Southwest
Existing Condition

Viewpoint: Looking North along Delridge Way Southwest
Dakota Street Station Alternative

Viewpoint: Looking North along Delridge Way Southwest
Dakota Street Station
Alternative North Alignment

Viewpoint: Looking North along Delridge Way Southwest
Dakota Street Station
Lower Height Alternative

Viewpoint: Looking North along Delridge Way Southwest
Viewpoint: Looking North along Delridge Way Southwest
Andover Street Station Alternative

Viewpoint: Looking North along Delridge Way Southwest
Andover Street Station
Lower Height Alternative

Viewpoint: Looking North along Delridge Way Southwest
Discussion: Hearing from CAG members

Reflections now that you have more information?
Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: Duwamish/West Seattle
- *City of Seattle: Draft EIS Review*
- Next steps and next meeting
West Seattle and Ballard Link Extensions
City of Seattle DEIS Review
Community Advisory Group Meetings | March 2022
February CAG Meetings: 
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?
March CAG Meetings:
Comparing the DEIS Alternatives

Key trade-offs between West Seattle segments alternatives:

- Duwamish Water Crossing: North v South
- Delridge: Andover v Delridge v Dakota
- Avalon/Alaska Junction: Tunnel v Elevated

Discussion questions:

- Are these the right considerations to compare the alternatives?
- What issues are of greatest importance?
DUWAMISH NORTH

DUW-2: North Crossing

DUWAMISH SOUTH

DUW-1a: South Crossing (Preferred)
DUW-1b: South Edge Crossing
DUWAMISH NORTH

**OPPORTUNITIES**
Avoids Pigeon Point steep slope and WS Greenbelt impacts

**CONCERNS**
Impacts to maritime businesses and transportation

DUWAMISH SOUTH

**OPPORTUNITIES**
Limits impacts to maritime businesses and transportation

**CONCERNS**
Impacts to Pigeon Point steep slope and WS Greenbelt
ANDOVER STREET

DEL-6: Andover Street (lower height, connects to tunnel)
DEL-5: Andover Street

DELRIDGE WAY

DEL-4: Delridge Way (lower height, connects to tunnel)
DEL-3: Delridge Way

DAKOTA STREET

DEL-2b: Dakota Street North (lower height, connects to tunnel)
DEL-2a: Dakota Street (lower height, connects to tunnel, Preferred)
DEL-1b: Dakota Street North
DEL-1a: Dakota Street (Pref)
ALL ALTERNATIVES

RET OUTCOMES
Optimize transit integration
Create opportunities for equitable TOD

CONCERNS
Need for additional engagement to understand community preference and advance RET outcomes
Optimize transit integration for communities further south
Minimize impacts and support restoration of Longfellow Creek
Avoid/minimize/mitigate noise and aesthetic effects of tall guideway over community

Map of ST3 Light Rail Expansion Team

- Andover Street Station (Lower Height) (DEL-6)
- Dakota Street Station, North Alignment Option (DEL-2b)
- Dakota Street Station (Lower Height) (DEL-1b)
- Dakota Street Station (Lower Height) (DEL-1a)
- Delridge Way Station (Lower Height) (DEL-4)
- Delridge Way Station (DEL-3)
- Connection to North Crossing (DUM-2)
### OPPORTUNITIES
Avoids tall guideway over Youngstown community
No additional cost for DEL-6 tunnel connection to WSJ-5 (medium tunnel) compared to elevated alternatives

### CONCERNS
Nucor access and WS bridge makes this a vehicle-heavy area—challenge to make safe pedestrian environment
Furthest north of Delridge options—underscores need for good transit integration
GOOD TRANSIT INTEGRATION

CONCERNS

Transportation impacts of structures on Delridge Way
Displacement and relocation of businesses and residences
Impacts to Community Center and Golf Course
Additional costs of DEL-4 tunnel connections to WSJ segment over elevated option
DAKOTA STREET

OPPORTUNITIES
Good agency TOD opportunity—could address some community-identified needs

CONCERNS
Displacement and relocation of businesses and residences
Transportation impacts of structures on Delridge Way
Impacts to Golf Course
Additional costs of DEL-2a and DEL-2b tunnel connection to WSJ segment over elevated option
ELEVATED ALTERNATIVES

WSJ-1: 41st/42nd Avenue Station (Preferred)
WSJ-2: Fauntleroy (Preferred)

TUNNEL ALTERNATIVES

WSJ-3a: Tunnel to 41st Avenue (Long tunnel, Preferred)
WSJ-3b: Tunnel to 42nd Avenue (Long tunnel, Preferred)
WSJ-4: Tunnel to 41st Avenue (Short tunnel)
WSJ-5: Tunnel to 41st Avenue (Medium tunnel)
ELEVATED ALTERNATIVES

OPPORTUNITIES
Cost savings over Short and Long tunnel alternatives

CONCERNS
Property acquisition and displacement of residences and businesses
Operational noise and aesthetic effects of elevated guideway
Impacts to mobility during construction
Impacts to transportation (lane reductions and sightline limitations) during operations
### TUNNEL ALTERNATIVES

**OPPORTUNITIES**

- Avoids numerous adverse impacts of elevated alternatives
- TOD opportunity with WSJ-3b long tunnel to 42nd
- No additional cost for WSJ-5 Medium tunnel over elevated alternatives

### CONCERNS

- Considerable additional cost for Long tunnel (WSJ-3a and WSJ-3b) and Short tunnel (WSJ-4) over the elevated alternatives
- Affordable WSJ-5 Medium tunnel only connects to Andover alternative at Delridge
DISCUSSION

Are these the right considerations to compare the alternatives?

What issues are of greatest importance?
Additional questions please contact
Jesseca Brand, Neighborhoods
Jesseca.Brand@Seattle.gov
Agenda

• Welcome and introductions
• Community Engagement and Collaboration
• Draft EIS Results Deep Dive: Duwamish/West Seattle
• City of Seattle: Draft EIS Review
• Next steps and next meeting
Community engagement and collaboration
Draft Environmental Impact Statement (EIS)

Updated February 2022. Meeting dates/topics subject to change.
Upcoming Community Advisory Groups

**CID/SODO Community Advisory Group**
Draft EIS Deep Dive  
Thursday, March 10, 2022 from 5pm to 7pm

**Interbay/Ballard Community Advisory Group**
Draft EIS, Potential Cost Savings, Refinements  
Tuesday, April 5, 2022, from 5pm to 7pm

**Downtown Community Advisory Group**
Draft EIS, Potential Cost Savings, Refinements  
Thursday, April 7, 2022 from 5pm to 7pm

**West Seattle/Duwamish Community Advisory Group**
Draft EIS, Potential Cost Savings, Refinements  
Tuesday, April 12, 2022 from 5pm to 7pm

Advisory group meetings are livestreamed and recorded. For more information and meeting links, visit: wsblink.participate.online
Draft EIS Meetings

**Online Public Meetings:**
- Tues, Mar 15, 5:30-7:30pm (Interbay/Ballard segments)
- Tues, Mar 22, 5:30-7:30pm (Downtown segment)
- Thurs, Mar 24, 5:30-7:30pm (CID/SODO segments)
- Weds, Mar 30, 5:30-7:30pm (West Seattle/ Duwamish segments)

**In-person drop-in event***:
- Thurs., March 17, 12pm – 7 PM, Union Station (Corridor-wide)

*The in-person event is subject to state and local guidelines regarding social distancing due to COVID-19. If the in-person event cannot be held due to COVID-19 concerns, a virtual event will be held in its place. Hours may differ if this becomes a virtual event.
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