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
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
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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.
Mute/Unmute
Raise Hand
Introductions

Please share briefly:

1) Your name,

2) Pronouns

3) 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: Interbay/Ballard
- 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>
<thead>
<tr>
<th>2021</th>
<th>2022</th>
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<tbody>
<tr>
<td>NOV</td>
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| Draft EIS Public Meetings | Community Advisory Groups | Sound Transit System Expansion Committee | Sound Transit Board | Process overview | Station Planning | Draft EIS results overview | Draft EIS results deep dive | Draft EIS, cost savings & refinements | Consolidating feedback | Draft EIS and cost savings | Public comment summary | Confirm/modify preferred alternative | Confirm/modify preferred alternative |}

**PUBLIC COMMENT PERIOD**

*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
- **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
- **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
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<th>Project cost (2019$ in billions)</th>
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<th>$1.4-1.5B</th>
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<tr>
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<td>123 units</td>
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<td>Historic properties effects</td>
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<td>8</td>
<td>2</td>
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<td>Park effects (Permanent)</td>
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<td>4.0 acres</td>
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<tr>
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<td>Roadway effects (Guideway)</td>
<td>0.4 mile</td>
<td>1.0 mile</td>
<td>0.1 mile</td>
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- **Other considerations**
  - Queen Anne hillside steep slopes

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

Interbay/Ballard
<table>
<thead>
<tr>
<th></th>
<th>Elevated 14th Avenue</th>
<th>Tunnel 14th Avenue</th>
<th>Tunnel 15th Avenue Option</th>
<th>Elevated 14th Avenue Option (from Prospect/15th)</th>
<th>Elevated 15th Avenue</th>
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<td><strong>Project cost</strong></td>
<td>$1.5-1.6B</td>
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<td>$1.7B</td>
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<td>21 units</td>
<td>151 units</td>
<td>25 units</td>
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<td>3</td>
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<td>10</td>
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<td><strong>effects</strong></td>
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<td>380</td>
<td>370</td>
<td>400</td>
<td>620</td>
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<td><strong>displacements</strong></td>
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<td></td>
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<tr>
<td><strong>In-water effects</strong></td>
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<td>none</td>
<td>1.2 acre</td>
<td>0.8 acre</td>
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<tr>
<td>(Permanent)</td>
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<td>Construction closures on 15th</td>
<td>Maritime business displacements</td>
<td>Maritime business displacements</td>
<td>Delays from bridge opening</td>
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<td></td>
<td>Boat ramp and stormwater outfall relocation</td>
<td></td>
<td>Boat ramp and stormwater outfall relocation</td>
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</tbody>
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*The above information is for illustration only. Please refer to DEIS for further detail.*
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
Deep dive topics

- Ballard station: Comparing access to 14th and 15th station locations
- Interbay and Smith Cove: Transit integration
- Potential Displacements
- Freight impacts
- Navigation impacts
Ballard station
Comparing access to 14th and 15th station locations
Ballard Station – Transit Travel Sheds

Existing

2042 – Without WSBLE

2042 – With WSBLE

Ballard

15 - minutes  30 - minutes  45 - minutes  60 - minutes
Notes:
1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes and neighborhood greenways with combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.
1/2-mile & 1-mile station buffers
Walk access

Busy arterial crossing

Potential E-TOD with ground floor retail

10 min walk to Market/Leary

4 min walk to Gilman Playground

15th Avenue NW

14th Avenue NW

500 feet or 2-minute walk

Ballard – Elevated 14th Avenue
Walk access

Busy arterial crossing

Potential E-TOD with ground floor retail

10 min walk to Market/Leary

500 feet or 2-minute walk

4 min walk to Gilman Playground

Ballard – Tunnel 14th Avenue
Walk access

Potential E-TOD with ground floor retail

10 min walk to Market/Leary

15th Avenue NW

500 feet or 2-minute walk

14th Avenue NW

4 min walk to Gilman Playground

Ballard – Elevated 15th Avenue
Ballard – Tunnel 15th Avenue

Walk access

10 min walk to Market/Leary

Potential E-TOD with ground floor retail

500 feet or 2-minute walk

15th Avenue NW

14th Avenue NW

4 min walk to Gilman Playground
Bus access

Source: Draft EIS Attachment N.1C Transit Service Integration Technical Memorandum
Interbay and Smith Cove
Transit integration
Transit integration process

Coordination happens during:

• Development of Sound Transit and Metro long-range plans

• WSBLE project development
  - Transit connections at stations
  - Capital needs (bus stops, layover)

• Metro & ST service implementation

Source: http://www.kcmetrovision.org
Interbay Station
Transit integration

Example trip: SPU to Interbay Station

To Sand Point via Fremont, UW

Interbay – Elevated 17th Avenue
Transit integration

Example trip: Fort Lawton to Interbay Station

Interbay – Retained Cut 17th Avenue
Bus stop to light rail connection

Elevated 17th Avenue (connects to 14th fixed bridge)

Retained-Cut 17th Avenue (connects to tunnel)

Interbay – 17th Avenue
Transit integration

Example trip: SPU to Interbay Station

To Sand Point via Fremont, UW

Interbay – Elevated 15th Avenue
Transit integration

Example trip: Fort Lawton to Interbay Station

Ballard
To NE 130th via Crown Hill, Greenwood

Magnolia

Queen Anne

Interbay – Elevated 15th Avenue
Bus stop to light rail connection

Interbay – Elevated 15th Avenue

Elevated 15th Avenue (connects to 14th fixed bridge or 15th moveable bridge)
Smith Cove Station
Transit integration

Example trip: Magnolia Center to Smith Cove Station

Magnolia

To Discovery Park

Queen Anne

To Madison Valley via Uptown, SLU

Uptown

To Discovery Park

Smith Cove – Elevated Galer Street
Bus stop to light rail connection

Elevated Galer Street

Regional Buses

W Galer St beyond

Magnolia Center
Trip alights here

Buses to Downtown/from Magnolia

Elliott Ave W

Buses from Downtown/to Magnolia

Smith Cove – Elevated Galer Street
Transit integration

Example trip: Magnolia Center to Smith Cove Station

Magnolia

Queen Anne

To Discovery Park

A

To Madison Valley via Uptown, SLU

3104

B

Upown

Smith Cove – Elevated Prospect Street
Bus stop to light rail connection

Magnolia Center
Trip alights here

Elevated Prospect St

Smith Cove – Prospect Street
Potential Displacements
## Potential Displacements

<table>
<thead>
<tr>
<th>Displacement type</th>
<th>South Interbay segment</th>
<th>Interbay/Ballard segment</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Galer St Station/ Central Interbay</td>
<td>Prospect Street Station/ 15th Avenue</td>
</tr>
<tr>
<td>Residential (units)</td>
<td>174</td>
<td>123</td>
</tr>
<tr>
<td>Businesses</td>
<td>33</td>
<td>35</td>
</tr>
<tr>
<td>Employees</td>
<td>280</td>
<td>290-300</td>
</tr>
</tbody>
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## Potential Displacements

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</tr>
<tr>
<td>Employees</td>
<td>280</td>
<td>290-300</td>
</tr>
</tbody>
</table>

### Compared to other segments of WSBL-E project:

<table>
<thead>
<tr>
<th>Displacement type</th>
<th>Downtown</th>
<th>Chinatown-ID</th>
<th>SODO</th>
<th>Duwamish</th>
<th>Delridge</th>
<th>West Seattle Junction</th>
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<tbody>
<tr>
<td>Residential (units)</td>
<td>26-167</td>
<td>0-120</td>
<td>0</td>
<td>0-26</td>
<td>48-197</td>
<td>124-435</td>
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<tr>
<td>Businesses</td>
<td>44-47</td>
<td>5-19</td>
<td>17-32</td>
<td>28-38</td>
<td>13-21</td>
<td>13-61</td>
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<tr>
<td>Employees</td>
<td>440-490</td>
<td>120-200</td>
<td>150-280</td>
<td>400-690</td>
<td>140-170</td>
<td>80-280</td>
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</tbody>
</table>
Freight Impacts
Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative.
Prospect Street Station/15th Avenue (SIB-2)

Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative.
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Focus areas for freight impacts
Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative.
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Tunnel 15th Avenue (IBB-2b)

Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative.
Elevated 15th Avenue (IBB-3)

Note: The physical limits of street closures, as well as durations, are approximate and subject to change based on final design and construction planning. Roadways listed typically include designated arterials with closures of 1 year or longer for at least one alternative.
Navigation impacts
Navigation: context

- U.S. Coast Guard has primary permitting authority related to navigation
- U.S. Army Corps of Engineers maintains Ship Canal navigation channel
- Mix of industrial, commercial and residential shorelines
- Variety of waterway users: recreational, commercial, fishing, institutional
Elevated 14th Avenue Alternative

All measurements and graphics are approximate and are for discussion and illustration purposes only.
Diagrams are not to scale and all measurements are approximate for illustration purposes only. This height could be adjusted through coordination with the United States Coast Guard.

Elevated 14th Avenue Alternative (IBB-1a)

Elevated 14th Avenue (IBB-1a)
Elevated 15th Avenue Alternative
Elevated 15th Avenue Alternative (IBB-3)

Diagrams are not to scale and all measurements are approximate for illustration purposes only. This height could be adjusted through coordination with the United States Coast Guard.
Discussion: Hearing from CAG members

Reflections now that you have more information?
Agenda

• Welcome and introductions
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• Draft EIS Results Deep Dive: Interbay/Ballard
• 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 Interbay/Ballard alternatives:
• Ballard Station: 15th versus 14th Avenues NW
• Ship Canal Crossing and Ballard Station: Elevated versus tunnel alignments
• South Interbay: Elliott guideway impacts versus steep slope impacts

Discussion questions:
• Are these the right considerations to compare the alternatives? Are we missing any major considerations?
• What issues are of greatest importance? What other information do you need to compare the alternatives?
**ALTERNATIVES**

- **IBB-2b:** Tunnel 15th Ave NW
- **IBB-3:** Elevated 15th Ave NW (movable bridge)

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**IBB-1a:** Elevated 14th Ave NW (fixed-span bridge)
**IBB-1b:** Elevated 14th Ave NW (fixed-span bridge)
**IBB-2a:** Tunnel 14th Ave NW
**OPPORTUNITIES**
Closer to downtown Ballard, further from existing maritime/industrial area in southeast Ballard
Entrances on both sides of 15th Ave NW for safer pedestrian access and bus integration from west and east Ballard

**CONCERNS**
Requires crossing NW Market St for access from north Ballard

**OPPORTUNITIES**
Entrances on both sides of NW Market St for safer pedestrian access and bus integration from north and south

**CONCERNS**
Further from downtown Ballard, closer to existing maritime/industrial area in Southeast Ballard
Requires crossing 15th Ave NW for access from west Ballard
TUNNEL

ALTERNATIVES

IBB-2b: Tunnel 15th Ave NW
IBB-2a: Tunnel 14th Ave NW

ELEVATED

ALTERNATIVES

IBB-1a: Elevated 14th Ave NW (fixed-span bridge)
IBB-1b: Elevated 14th Ave NW (fixed-span bridge)
IBB-3: Elevated 15th Ave NW (moveable bridge)
**OPPORTUNITIES**

- Seamless integration into growing hub urban village
- Avoids numerous impacts of elevated guideway
- Nominal to no cost difference for tunnel

**CONCERNS**

- Impacts to Interbay properties near proposed tunnel portal

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**TUNNEL**

**CONCERNS**

- Property acquisition and displacement impacts
- In-water impacts to Tribal usage and general navigation
- Impacts to 14th Ave NW Boat Ramp
- Noise and aesthetic concerns from elevated guideway

**ELEVATED**

**OPPORTUNITIES**

- Cost savings for elevated to 14th Ave NW over tunnel to 15th Ave NW
ST3 Light Rail Expansion Team

ALTERNATIVES

SIB-1: Republican tunnel portal to Galer Street Station/Central Interbay Alternative

SIB-2: Republican tunnel portal to Prospect Street Station/15th Avenue Alternative

SIB-3: Prospect tunnel portal to Prospect Street Station/Central Interbay Alternative
**OPPORTUNITIES**

SIB-1/Galer station better access to Armory, Cruise terminal, Expedia

**CONCERNS**

Mobility concerns during construction and operations from guideway
Aesthetic concerns of guideway in view corridor
SIB-2/Prospect does not connect to IBB tunnel alts

**OPPORTUNITIES**

SIB-3 Prospect portal would avoid Elliott guideway impacts

**CONCERNS**

Steep slope impacts of SIB-3 Prospect portal and both SIB-2 and SIB-3 stations
Impacts to Queen Anne Greenbelt
TRAD-OFFS

Ballard Station: 15th versus 14th Avenues NW
Ship Canal Crossing and Ballard Station: Elevated versus tunnel alignments
South Interbay: Elliott guideway impacts versus steep slope impacts

DISCUSSION

Are these the right considerations to compare the alternatives?
Are we missing any major considerations?
What issues are of greatest importance?
What other information do you need to compare the alternatives?
Additional questions please contact
Jesseca Brand, Neighborhoods
Jesseca.Brand@Seattle.gov
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Community engagement and collaboration
Draft Environmental Impact Statement (EIS)

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<td>System Expansion Committee</td>
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**Process Overview**
- Draft EIS results overview
- 1 virtual hearing and 1 in-person meeting
- 3 virtual hearings
- Draft EIS results deep dive
- Draft EIS, cost savings & refinements
- Consolidating feedback
- Draft EIS and cost savings
- Public comment summary
- Confirm/modify preferred alternative
- Confirm/modify preferred alternative

PUBLIC COMMENT PERIOD

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

Downtown Community Advisory Group
Draft EIS Deep Dive
Thursday, March 3, 2022 from 5pm to 7pm

West Seattle/Duwamish Community Advisory Group
Draft EIS Deep Dive
Tuesday, March 8, 2022 from 5pm to 7pm

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

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.*
wsblink.participate.online