Agenda

• Welcome and introductions
• Community Engagement and Collaboration
• Draft EIS Results Deep Dive: Downtown
• 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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- 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.
Introductions

*Please share briefly:*

1) Your name,

2) Pronouns

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

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<thead>
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<th>2021</th>
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<tr>
<td>Draft EIS Public Meetings</td>
<td>Community Advisory Groups</td>
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<tr>
<td>Process overview</td>
<td>Station Planning</td>
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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
<table>
<thead>
<tr>
<th><strong>Other considerations</strong></th>
<th>5th/Harrison</th>
<th>6th/Mercer</th>
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<tbody>
<tr>
<td>Construction groundborne noise/vibration effects</td>
<td>• 2 sensitive uses in South Lake Union</td>
<td>• 4 sensitive uses in South Lake Union</td>
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<tr>
<td></td>
<td>• 5 sensitive uses in Seattle Center</td>
<td>• 4 sensitive uses in Seattle Center</td>
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<tr>
<td>Disruption to Streetcar operation during construction (Westlake Ave)</td>
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<td>Disruption to Streetcar operation during construction (Terry/Thomas)</td>
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<td>Connects to all CID alternatives</td>
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<td>Connects only to CID shallow alternatives</td>
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<tr>
<td>Connects to both Galer Street Station (preferred) and Prospect Street Stations in South Interbay</td>
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<td>Connects only to Prospect Street Station in South Interbay</td>
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**Project cost (2019$ in dollars)**
- **5th/Harrison**: $4.7-4.9B
- **6th/Mercer**: $4.9-5.0B

**Residential displacements**
- **5th/Harrison**: 26 units
- **6th/Mercer**: 167 units

**Business displacements**
- **5th/Harrison**: 44 to 46
- **6th/Mercer**: 47

**Historic properties effects**
- **5th/Harrison**: 3
- **6th/Mercer**: 9

**Park effects (permanent)**
- **5th/Harrison**: 1 park (0.4 acres)
- **6th/Mercer**: 2 parks (0.6 acres)

**Traffic effects (full closures)**
- **5th/Harrison**: 5 to 8 roadways
- **6th/Mercer**: 4 roadways

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

- Welcome and introductions
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- *Draft EIS Results Deep Dive: Downtown*
- City of Seattle: Draft EIS Review
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Deep dive topics

• Construction roadway closures
• Streetcar effects
• Tunnel design and construction
• Surge events (Seattle Center)
Construction Roadway Closures
Seattle Center Station
Seattle Center – 5th/Harrison
South Lake Union Station
Denny Station
Denny – 5th/Harrison

Roadway full closure
Roadway partial closure
Westlake Station
Midtown Station
Connecting to:
- CID 4th Avenue Shallow
- CID 4th Avenue Deep
- CID 5th Avenue Deep
Connecting to:
- CID 5th Avenue Shallow
- CID 5th Avenue Shallow Diagonal Configuration
Streetcar Effects
Seattle Streetcar System
Seattle Streetcar System

Potential interruptions from construction
Denny Station
5th Avenue/Harrison Street

Alternative construction concept

Single-track operations
6 years

Potential reduced frequency
Denny Station
6th Avenue/Mercer Street

Service interruption
4 years
Denny Station
6th Avenue/Mercer Street

Service interruption
4 years

Potential new track
Overlapping Construction

• Three out of five CID Segment alternatives would affect streetcar

• Potential for construction overlap for CID Segment and Denny Station

• Schedule to be determined when construction contractor on board

• Overlapping construction could affect access to streetcar maintenance facilities
Tunnel design and construction
Tunnel and station depth
5th/Harrison – station construction
6th/Mercer – station construction

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Other alternatives
- Existing link

ROUTE AND STATION PROFILES
- Elevated
- Tunnel
- Tunnel portal
5th/Harrison – Midtown & Westlake Stations

Existing terrain

CID Connection

5th Avenue Shallow & 5th Avenue Shallow Diagonal Station Configuration

4th Avenue Shallow

4th Avenue Deep

5th Avenue Deep

Columbia St

Marion St

Madison St

Westlake Station

Midtown Station

Pike St

Pine St

195’ to 205’

140’ to 145’

135’ to 140’

Existing Westlake Station

Diagrams are not to scale and all measurements are approximate for illustration purposes only.
6th/Mercer – Midtown & Westlake Stations

- **5th Avenue Shallow & 5th Avenue Shallow Diagonal Station Configuration**
- **Existing terrain**
- **CID Connection**
- **4th Avenue Shallow**
- **Existing light rail tunnel**

**Configuration**
- **Midtown Station**: 170’ to 190’
- **Westlake Station**: 125’ to 135’

*Diagrams are not to scale and all measurements are approximate for illustration purposes only.*
Cut-and-Cover Station Construction
Cut-and-Cover Station Construction

- Open excavation of station box
Cut-and-Cover Station Construction
Temporary decking

- Decking installed to maintain traffic while excavation occurs below
- Road reopens to traffic after installation of decking
Mined Station Construction
Mined Station Construction

- Station comprises interconnected shafts and tunnels, not an open box
SEM Mining (Sequential Excavation Method)

- Station heading mined in sections
Surge events
(Seattle Center)
Seattle Center | By the Numbers

The arena:
18,350 arena capacity
4,220 using Link (according to Seattle Center Arena EIS)

The station:
~1,500 typical PM peak hour boardings (WSBLE DEIS)
~4,000 potential boardings post event peak (SCA EIS)

The train:
780 passengers per four-car train
Passenger Level of Service

**Walkway**
- **A** Free walking speeds, few conflicts
- **B** Free walking speeds, some conflicts
- **C** Free speeds, minor conflicts for cross movements
- **D** Walking speed and passing is restricted
- **E** Walking speeds and passing only possible by shuffling
- **F** Walking speeds are severely restricted, unavoidable conflicts

**Queuing**
- **A** Standing and free circulation without disturbing others
- **B** Standing and partially restricted circulation to avoid disturbing others
- **C** Standing and restricted circulation with some disturbance
- **D** Standing with touching and restricted circulation
- **E** Standing with uncomfortable physical contact
- **F** All persons standing in direct physical contact
Passenger flow management
Graphics and diagrams are not to scale and are for illustration purposes only.
Discussion: Hearing from CAG members

Reflections now that you have more information?
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- *City of Seattle: Draft EIS Review*
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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 Downtown alternatives:
• Seattle Center Station and north tunnel portal
• South Lake Union and Denny Stations
• Westlake and Midtown Stations

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?
• What mix-and-match combinations might optimize benefits and minimize impacts?
North Portal: Republican to SIB-1 or SIB-2

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Seattle Center: Republican Street

South Lake Union: Harrison Street

Denny: Westlake Avenue

Westlake: 5th Avenue

Midtown: 5th Avenue

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CID: Any alternative

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North Portal: Prospect to SIB-3

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Seattle Center: Mercer Street

South Lake Union: Mercer Street

Denny: Terry Avenue

Westlake: 6th Avenue

Midtown: 6th Avenue

---

CID: Any alternative
### DT-1: SEATTLE CENTER + PORTAL

**OPPORTUNITIES**

- Entrance into heart of SC campus

**CONCERNS**

- Multi-year construction impacts to resident orgs and campus
- Impacts to multiple arts orgs, landmarked buildings
- Permanent displacement of campus space, and complexity of coordinating operations
- Tree loss and aesthetic impacts
- Portal limits SIB options

### DT-2: SEATTLE CENTER + PORTAL

**OPPORTUNITIES**

- Better access to Uptown, QA communities north of Mercer St.
- Station at edge of Seattle Center: fewer impacts to resident orgs and campus during construction and operations

**CONCERNS**

- Multi-year construction and traffic impacts on Mercer
- Compatibility with SLU station at Harrison St.
- Portal limits SIB options
**DT-1: SEATTLE CENTER + PORTAL**

**OPPORTUNITIES**
Entrance into heart of SC campus

**CONCERNS**
- Multi-year construction impacts to resident orgs and campus
- Impacts to multiple arts orgs, landmarked buildings
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**DT-2: SEATTLE CENTER + PORTAL**

**OPPORTUNITIES**
Better access to Uptown, QA communities north of Mercer St.
Station at edge of Seattle Center: fewer impacts to resident orgs and campus during construction and operations

**CONCERNS**
- Multi-year construction and traffic impacts on Mercer
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*From WSBLE DEIS Figure 4-4*
OPPORTUNITIES
Entrance into heart of SC campus

CONCERNS
Multi-year construction impacts to resident orgs and campus
Impacts to multiple arts orgs, landmarked buildings
Permanent displacement of campus space, and complexity of coordinating operations
Tree loss and aesthetic impacts
Portal limits SIB options

OPPORTUNITIES
Better access to Uptown, QA communities north of Mercer St.
Station at edge of Seattle Center: fewer impacts to resident orgs and campus during construction and operations

CONCERNS
Multi-year construction and traffic impacts on Mercer
Compatibility with SLU station at Harrison St.
Portal limits SIB options

From WSBLE DEIS Figure 4-4
OPPORTUNITIES
SLU-Harrison has excellent transit integration, consistent with City and Metro corridor plans
SLU-Harrison located closer to center of SLU

CONCERNS
Denny-Westlake construction road closures and bus and streetcar impacts
Denny-Westlake forces Denny crossing for access from north

OPPORTUNITIES
Denny-Terry better connects to Cascadia community
Denny-Terry has better street design opportunities

CONCERNS
SLU-Mercer has inferior transit integration with Aurora
SLU-Mercer further from SLU center
Denny-Terry forces Denny crossing for access from south
**OPPORTUNITIES**
Westlake-5th offers slightly better transfer from existing station
Midtown-5th avoids some of the construction and operation concerns with Midtown-6th

**CONCERNS**
Road closures impacts to 4th Avenue and access for retail workers

**DT-1: WESTLAKE + MIDTOWN**

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**OPPORTUNITIES**
Midtown-6th offers better access to First Hill employment centers
Midtown-6th has less redundancy with existing Downtown stations

**CONCERNS**
Westlake-6th provides slightly longer transfer to existing station
Midtown-6th impacts to I-5 ramps
Midtown-6th safe pedestrian flow and elevator-only access

**DT-2: WESTLAKE + MIDTOWN**
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?

What mix-and-match combinations might optimize benefits and minimize impacts?
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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<tr>
<td><strong>MAR</strong></td>
<td><strong>1 virtual hearing and 1 in-person meeting</strong></td>
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<td><strong>APR</strong></td>
<td><strong>Draft EIS, cost savings &amp; refinements</strong></td>
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<td><strong>MAY</strong></td>
<td><strong>Consolidating feedback</strong></td>
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<td><strong>JUN</strong></td>
<td><strong>Confirm/modify preferred alternative</strong></td>
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<tr>
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**PUBLIC COMMENT PERIOD**

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

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

Downtown Community Advisory Group
Draft EIS, Potential Cost Savings, Refinements
Thursday, April 7, 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.*