

West Seattle and Ballard Link Extensions

*Downtown
Community Advisory Group
4/7/2022*



Agenda

- Welcome and review CAG progress
- Begin to identify issues, tradeoffs of Draft EIS alternatives
- City of Seattle: Draft EIS Review
- Potential cost savings and refinements ideas
- Next steps and next meeting

Why we're here today

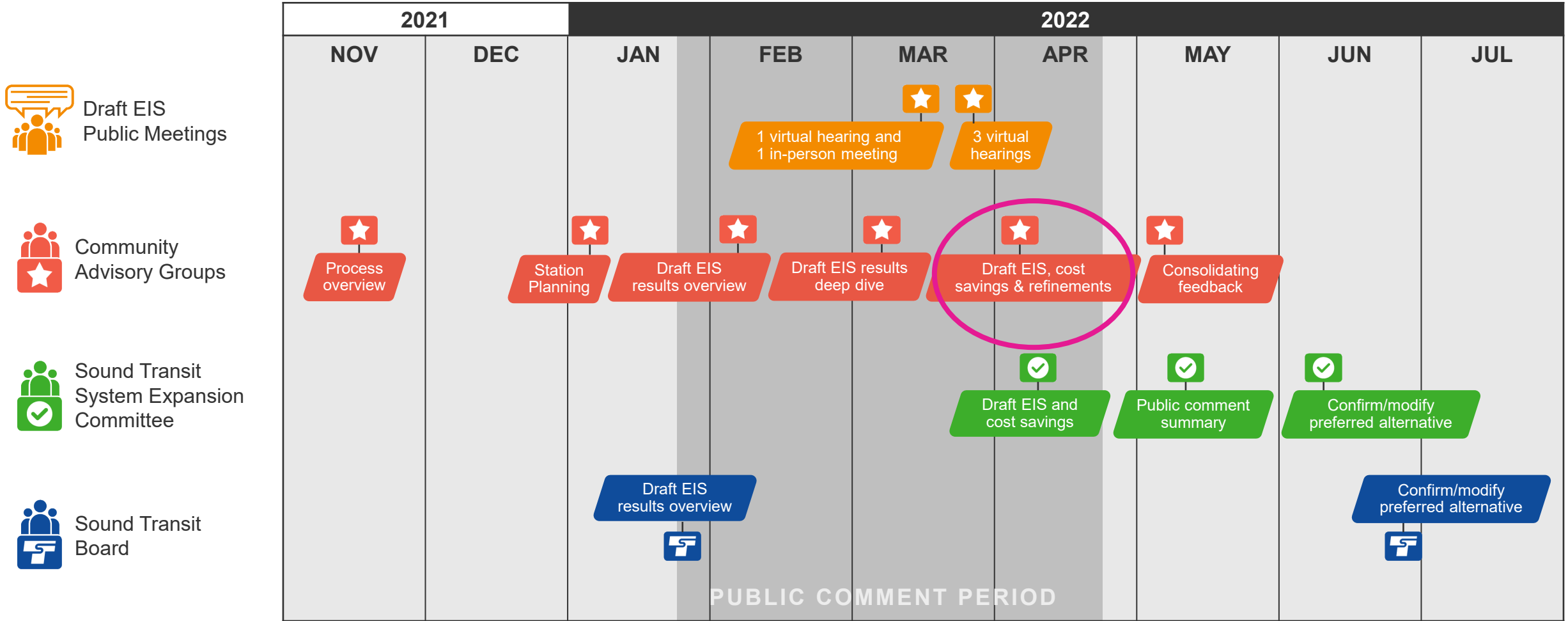
- Engage with fellow CAG members in small groups to begin to identify issues and tradeoffs of Draft EIS alternatives
- Preview draft City of Seattle comments on the Draft EIS
- Learn about the potential cost savings and refinement concepts that Sound Transit has been exploring

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Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



November CAG

Process Overview

- Introduction to **project timeline, environmental review, and alternatives**
- Overview of **CAG timeline and expectations**

January CAG

Station Planning

- Presentation of **co-planning partnership and roles** between Sound Transit and City of Seattle and **Racial Equity Toolkit (RET) outcomes**
- Presentation and discussion on **station planning** for the Downtown segment

February CAG

Draft EIS results overview

- Presentation and discussion of **Draft EIS findings** for the Downtown segment
- Introduction to the **City's role in engaging in the Draft EIS process**

March CAG

Draft EIS results deep dive

- Presentation and discussion of **Draft EIS deep dive topics** based on CAG feedback in February
- Presentation and discussion of **City review of the Draft EIS and potential tradeoffs**

April CAG

Draft EIS, cost savings and refinements

- Breakout group discussions to identify and discuss **key tradeoffs** between alternatives
- Preview of draft City comments on the Draft EIS
- Staff presentation on potential **cost saving and refinement ideas**

May CAG

Consolidating feedback

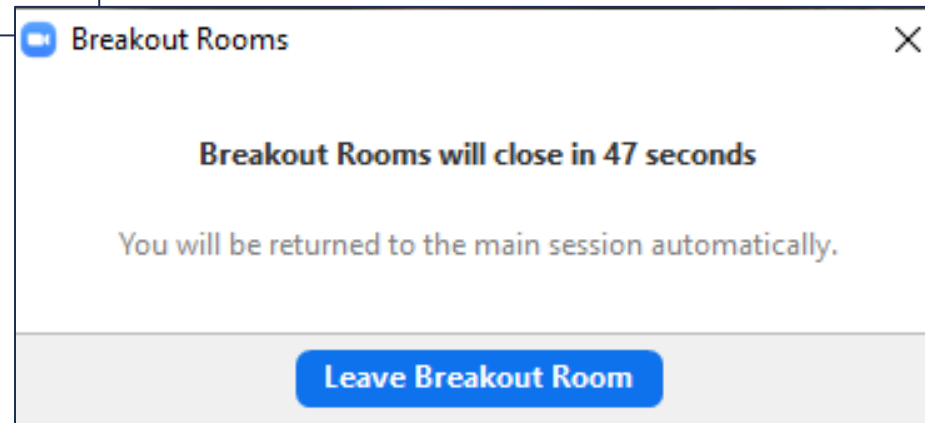
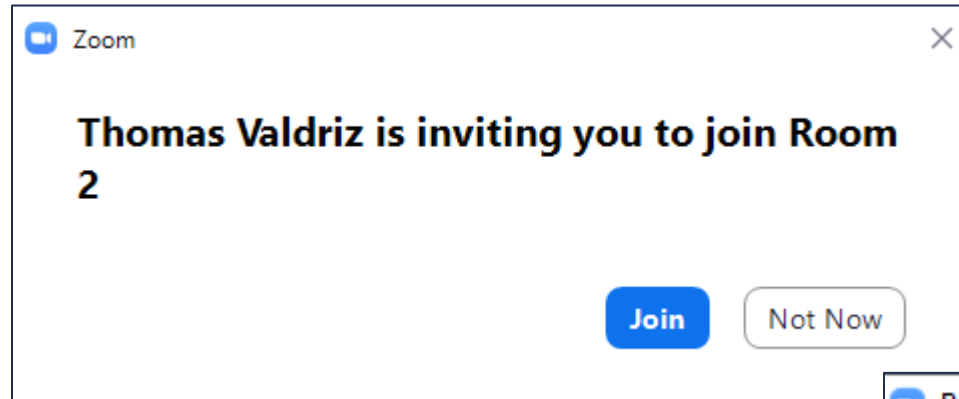
We will invite you to answer the following:

- What are your thoughts on **issues** and **tradeoffs** between the alternatives?
- What are your thoughts on a **preferred alternative**?
- What are your thoughts on the **cost saving and refinement ideas**?

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Small Group Discussions



Small Group Discussions

CAG members are currently participating in breakout groups and will return at 5:45pm to report out on their discussions.

Please stay tuned!

Report Back to Full Group

What issues and tradeoffs did your group begin to identify as you compare the Draft EIS alternatives?

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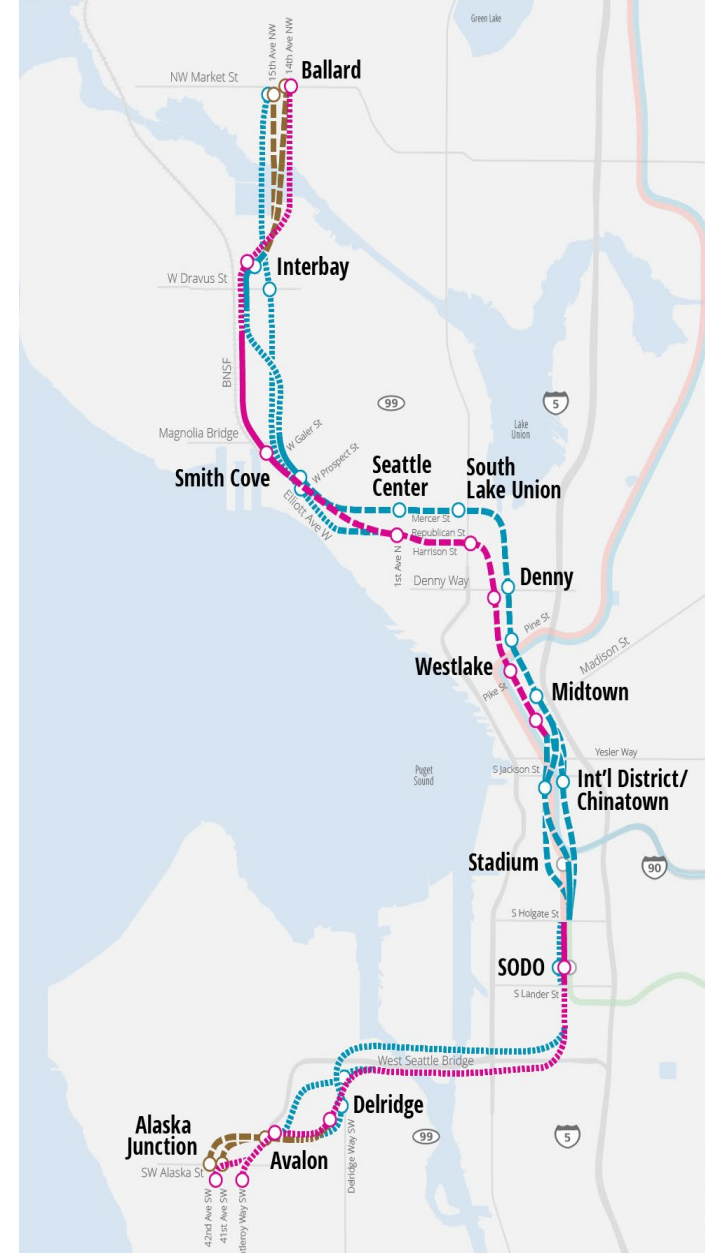
West Seattle and Ballard Link Extensions City of Seattle DEIS Review

Downtown Community Advisory Group Meeting | April 7, 2022

WSBLE DEIS + City Partnership

WSBLE is the **biggest infrastructure project** in our City's history—bringing both **transformative opportunity** and **significant impacts**.

The DEIS is a **critical early juncture** for the City to uphold our Partnering Agreement with Sound Transit “...to ensure that **environmental impacts and appropriate mitigation measures** are identified during the environmental review process...[and]...to work together to ensure that there are **no surprises later** in project permitting...”



Context for City Comments

The City is both a **reviewer** and **regulator**. Our aim is to:

- Help advance the best project to meet community and City interests.
- Facilitate the streamlined permitting and construction of the eventual project. ***Critiquing the DEIS now is normal and necessary to facilitate permitting and construction later.***

In April, the City is sharing **draft** comments with community members and stakeholders—we want your feedback to help shape the City DEIS comments and eventual position on a preferred alternative.

The City is a **committed partner** to Sound Transit to support WSBLE and will work collaboratively to resolve outstanding DEIS issues in the coming months.



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 adequately identify and evaluate project impacts and include appropriate 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?



1. Does the DEIS demonstrate compliance with City Codes/Director's Rules?

More analysis is needed to ensure compliance with:

- Visual and aesthetic impact analysis: revised headhouses, emergency escape access points, ventilation shafts
- No information on noise impacts in Downtown core
- Sidewalk widths as regulated downtown need further analysis
- Landmarks: missing identification of actions that will require a landmark nomination
- Analysis of impacts to areaways is missing. Previous studies are not referenced in the DEIS.

2. Does the DEIS adequately identify and evaluate project impacts and include appropriate mitigation?

More analysis is needed to fully assess impacts and propose mitigation for:

- Street Closures in Downtown Core
 - Bus Transit reroutes
 - Diversion Traffic
 - Streetcar impacts
 - Transit at Westlake Ave
 - Garbage, recycling and emergency services
- Seattle Center operations, access and tenant viability
- Impacts to regional facilities (I-5, SR-99)
- Access to deep stations

3. Does the DEIS meaningfully compare alternatives?

The DEIS does provide sufficient information to meaningfully compare alternatives in Downtown segments, however...

Based on the DEIS analysis, the City is interested in study of mix-and-match refinements between DT-1 and DT-2 to avoid/minimize impacts and maximize access across the two alternatives:

- Westlake DT-1 (5th) to Denny DT-2 (Terry)
- Denny DT-2 (Terry) to SLU DT-1 (Harrison)
- SLU DT-1 (Harrison) to Seattle Center DT-2 (Mercer)
- Seattle Center DT-2 (Mercer) to SIB-1 (Galer)



In addition to **regulator** and **reviewer**, the City of Seattle is also the primary **property owner** at Seattle Center station.

- The Seattle Center campus is a public recreational space containing historic public assets and is therefore subject to protection under Section 4(f). The City does not concur with the determination of *de minimis* impacts to its protected features from either alternative, particularly DT-1 Seattle Center.
- Additional analysis and mitigation are needed for temporary and permanent noise and vibration impacts to sensitive venues including Seattle Rep, KEXP, SIFF, The Vera Project, Cornish Playhouse, and Climate Pledge Arena.
- Additional analysis and mitigation are needed for displacement impacts affecting resident organizations and the long-term performance of the Seattle Center campus.
- Additional analysis and mitigation for impacts to historic buildings including the Northwest Rooms, International Plaza, and Cornish Playhouse.

What do these comments mean?

The City is a **strong supporter of the WSBLE project** and intends to support eventual project permitting and construction. Between the Draft EIS and Final EIS, the City is committed to work with Sound Transit to ensure that the project:

- Complies with codes and regulations through additional analysis or modifications.
- Avoids/minimizes/mitigates impacts through modifications or a Mitigation Plan.

We look forward to working with Sound Transit on the additional analysis and mitigation flagged here and in our detailed comments.

The City Team will **continue our work with community** throughout this time. We aim to ensure that City decisions on WSBLE are centered in racial equity and co-created and truth-checked with community. City staff listen through a range of engagement opportunities: briefings, one-on-one conversations, letters, and workshops.



Next Steps

City DEIS Review Comments

- Continue internal staff review of DEIS.
- Share staff review comments at 4/19 City Council T+SPU Committee meeting and community meetings through April.
- Transmit comments to Sound Transit by 4/28.

City position on a Preferred Alternative

- Joint Council Resolution on WSBLE alternatives in May/June.
- Mayor Harrell and CP Juarez engage in Sound Transit Board discussions in June.





Additional questions please contact
Nicole Kistler, *Neighborhoods*
Nicole.Kistler@Seattle.gov

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- Welcome and review CAG progress
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- ***Potential cost savings and refinements ideas***
- Next steps and next meeting

Context for looking at cost savings

- In response to steep rise in **real estate** and **construction** costs, Board adopted a realignment plan in August 2021

Realignment plan

- Board identified affordable program schedule, as well as **affordability gaps** to **target schedules**
 - WSBLE has an estimated project-level affordability gap of \$1.8B, based on current financial projections and cost estimates
 - Smith Cove to Ballard: Target delivery 2037; affordable delivery 2039
- Includes Board direction to intensively pursue additional financial capacity and identify **opportunities to reduce cost**

Work purpose and limitations

- Initial assessment of **feasibility** and **potential cost savings**
- Based on limited engineering design
- Would require **further study** of environmental, passenger experience and other implications

Concepts we'll discuss today

Cost savings

- Potentially help address **affordability gap**

Other refinements

- Potentially address **other risks or opportunities**

Desired feedback

- Seeking Board direction on **whether to study any of these ideas further**
- Not seeking Board direction to adopt these ideas now

Cost savings concepts

Concepts we'll discuss today

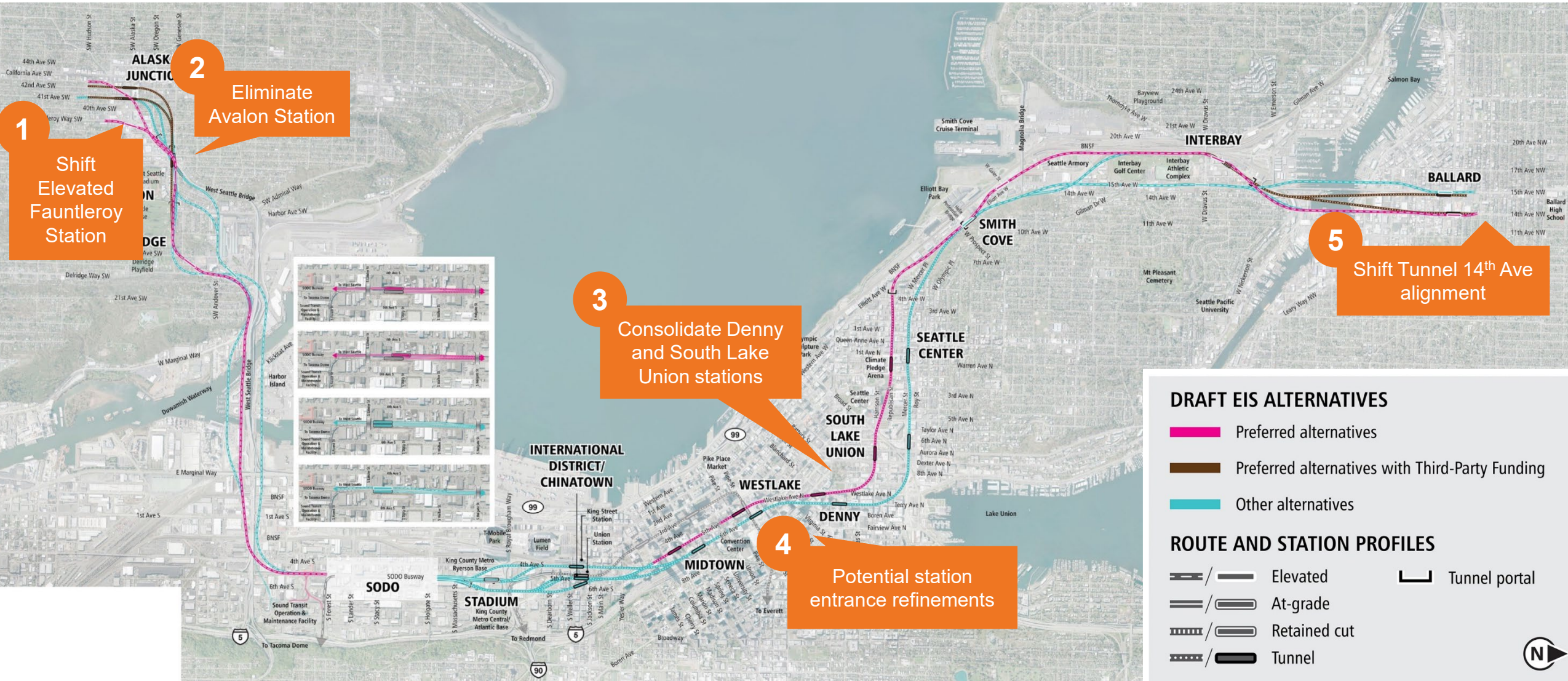
Cost savings

- Potentially help address **affordability gap**

Other refinements

- Potentially address **other risks or opportunities**

Cost savings concepts summary



Downtown segment

3 Consolidate Denny and South Lake Union stations

WESTLAKE

SOUTH LAKE UNION

DENNY

SEATTLE CENTER

MIDTOWN

DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

- Elevated
- Tunnel
- Tunnel portal

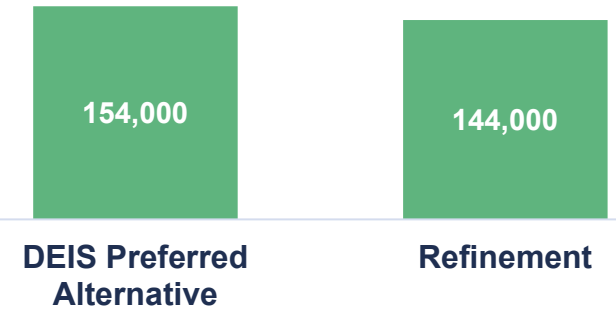
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Consolidate Denny and South Lake Union stations



Cost savings: - \$575M

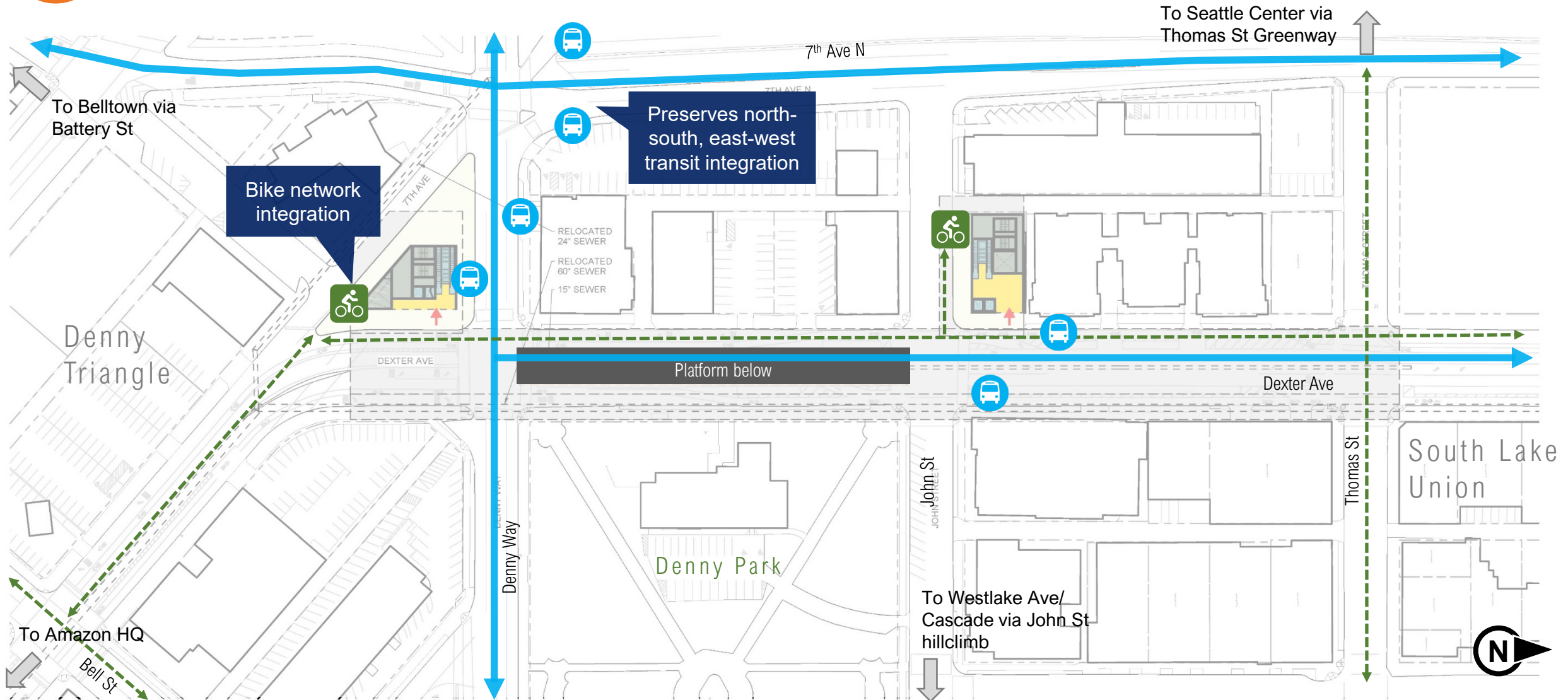
Daily Trips on Project



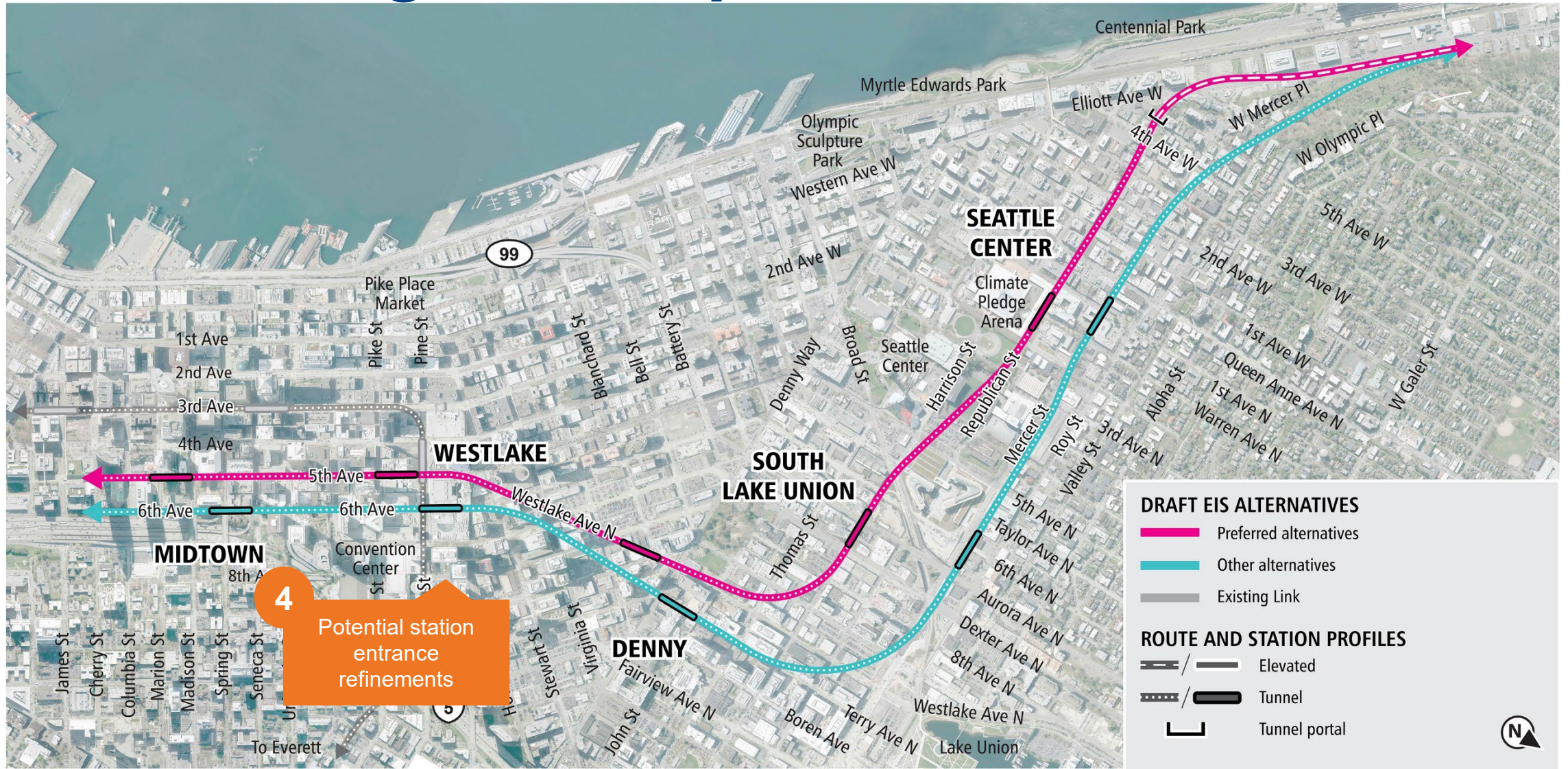
Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

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Consolidate Denny and South Lake Union stations



Cost savings concepts Downtown

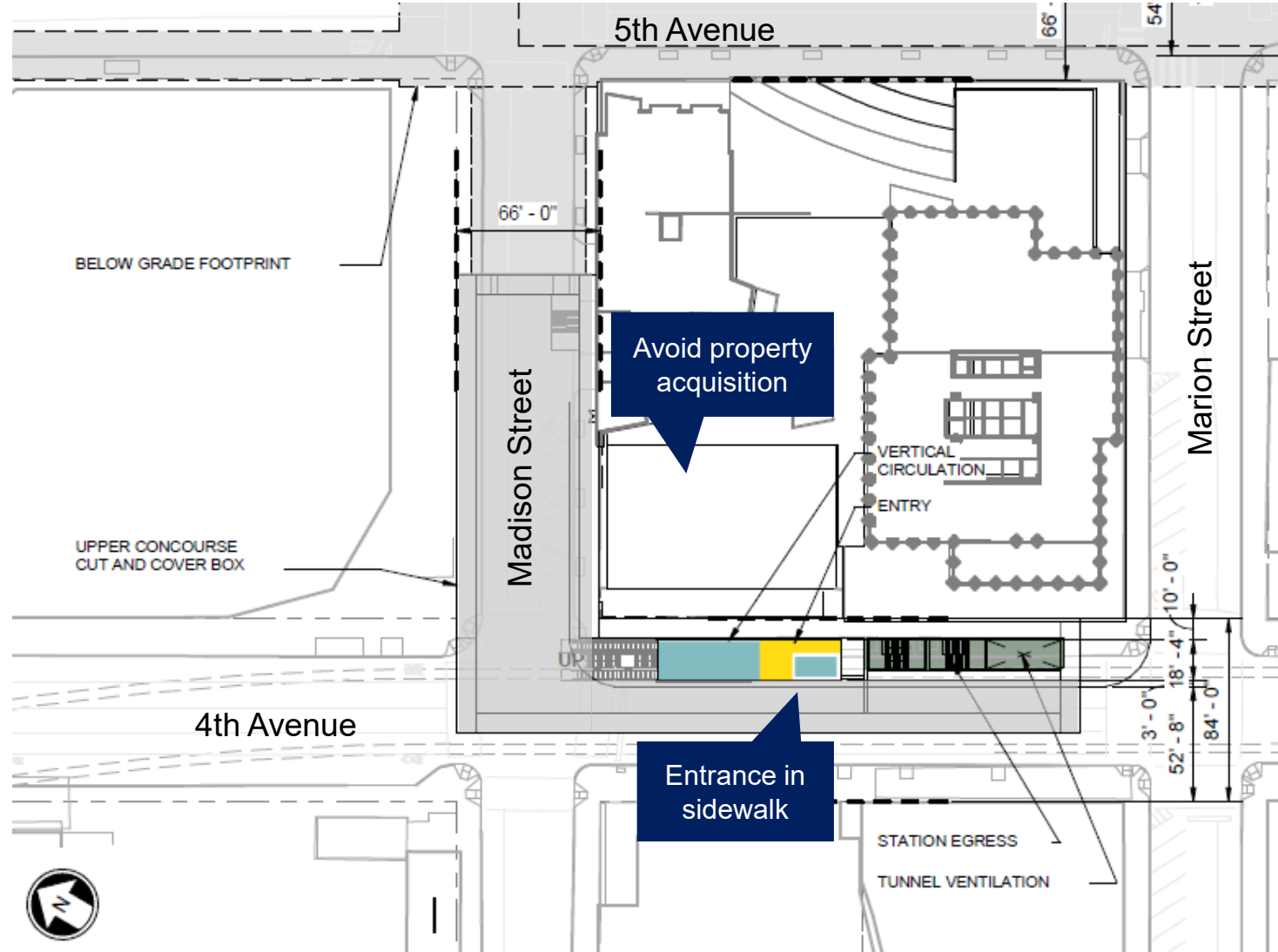


Diagrams are not to scale and all measurements are approximate for illustration purposes only.

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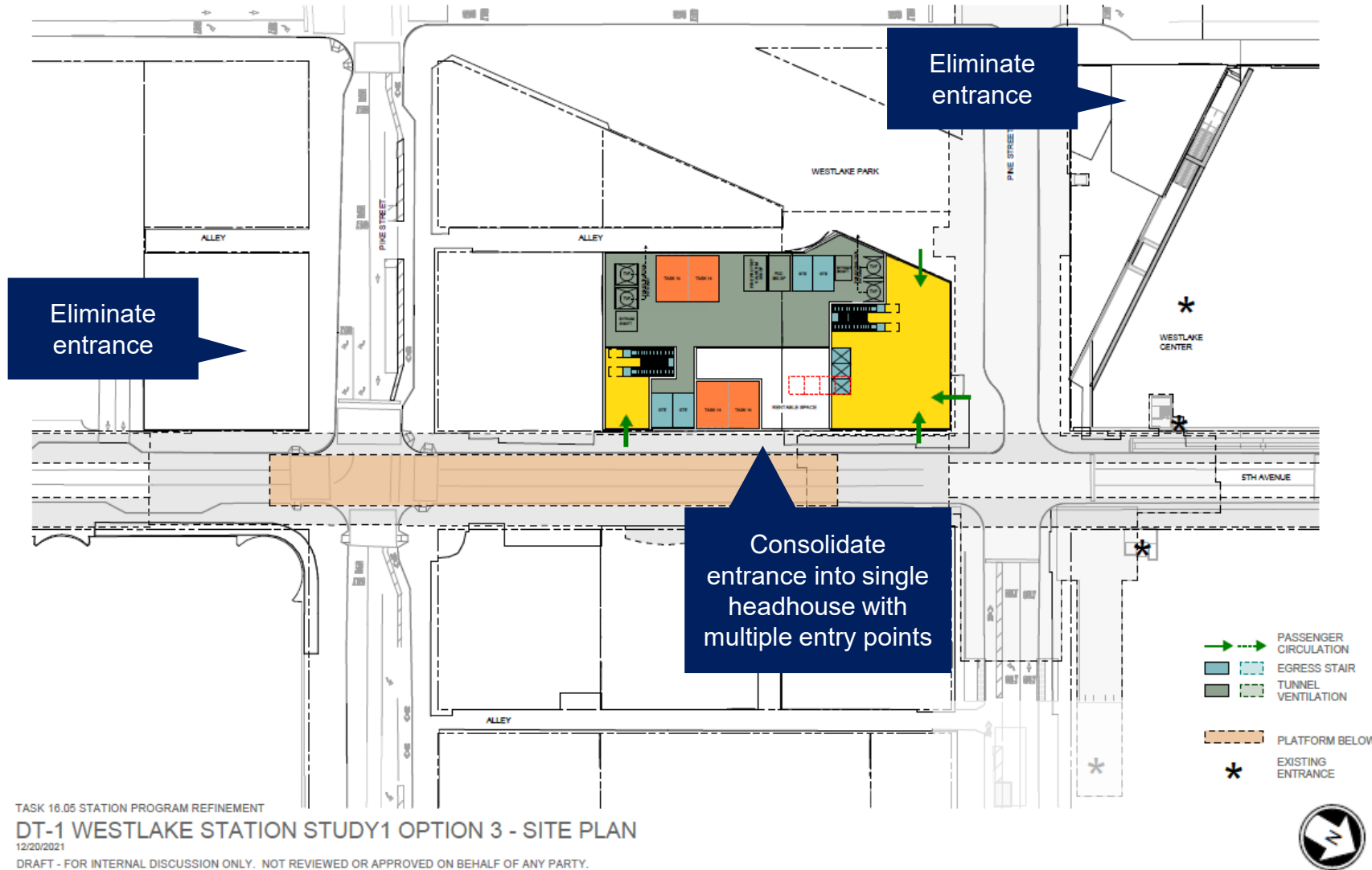
Midtown Station entrance refinement

Cost savings: **-\$20M**



Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

Westlake Station entrance refinement

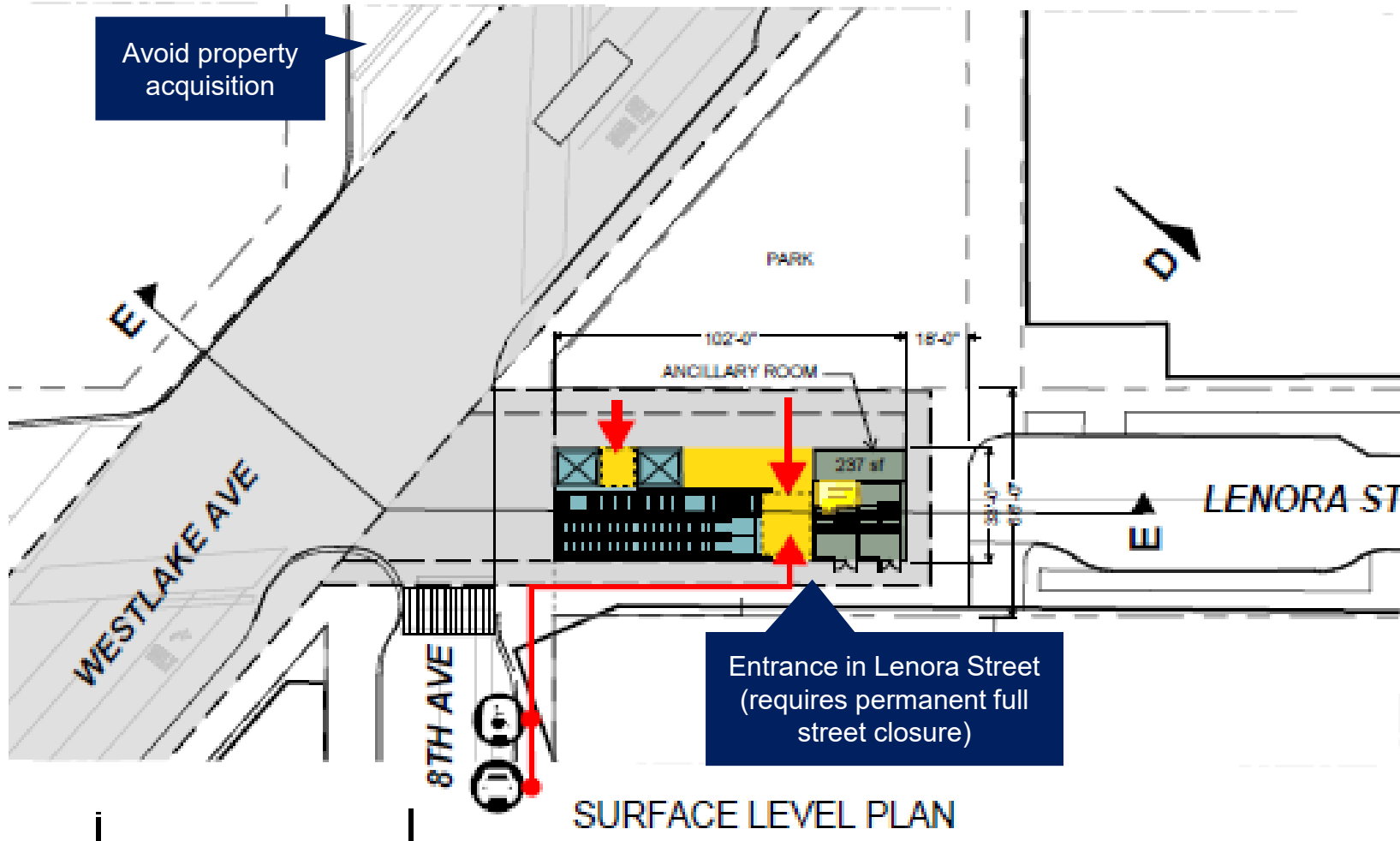


Cost savings: - \$190M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.



Denny Station entrance refinement



Cost savings: - \$55M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

Other refinement concepts

Concepts we'll discuss today

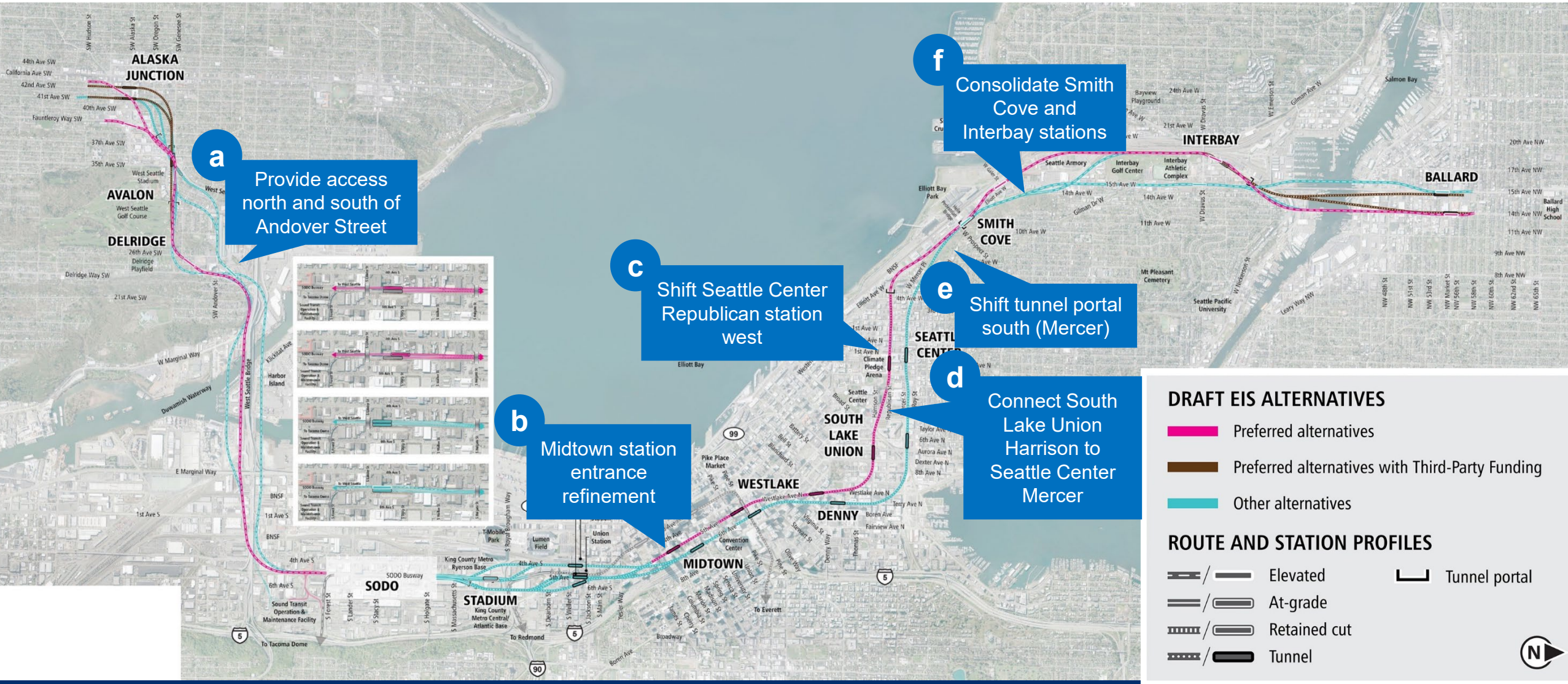
Cost savings

- Potentially help address **affordability gap**

Other refinements

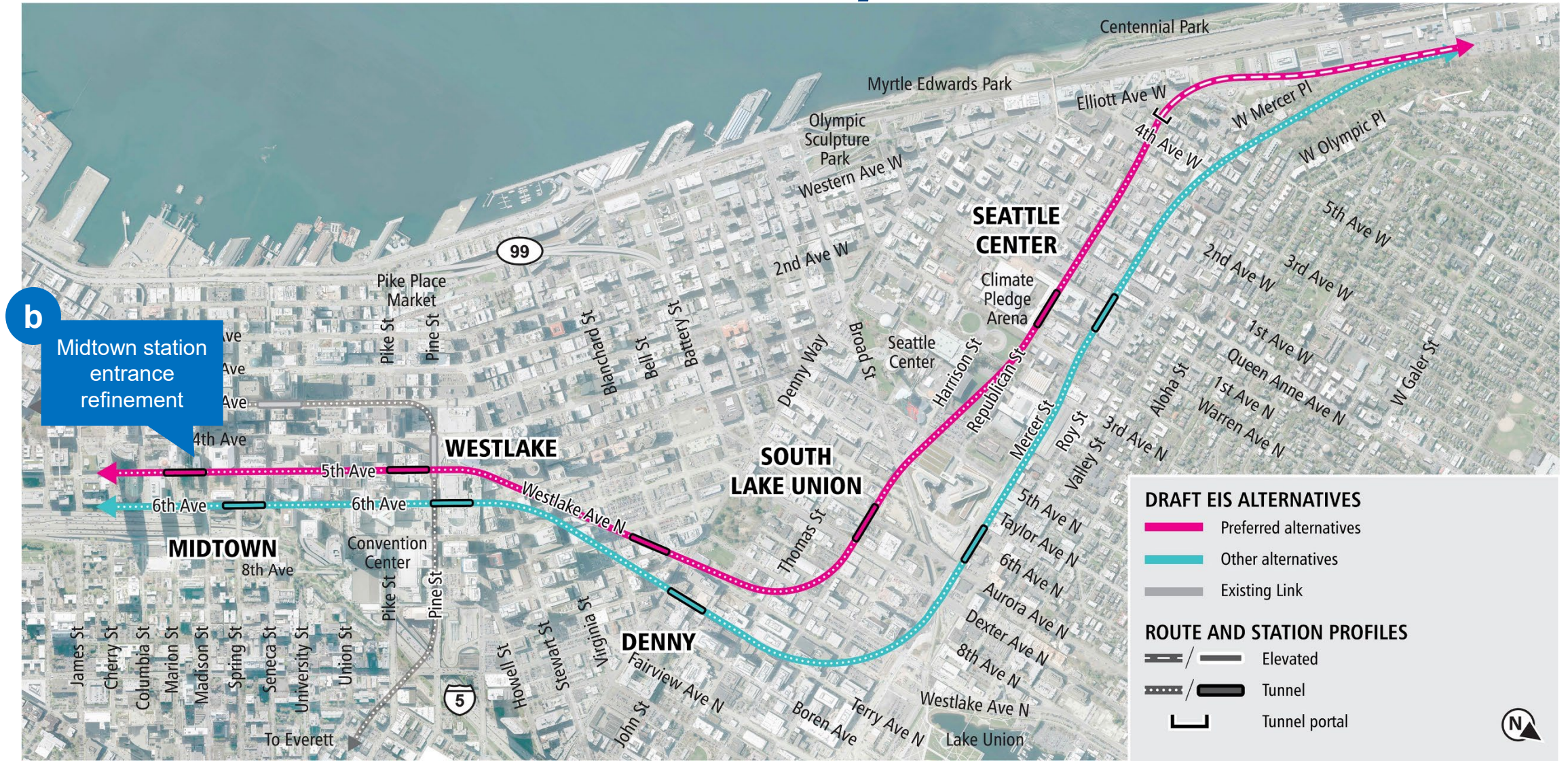
- Potentially address **other risks or opportunities**

Other refinement concepts summary



Downtown segment

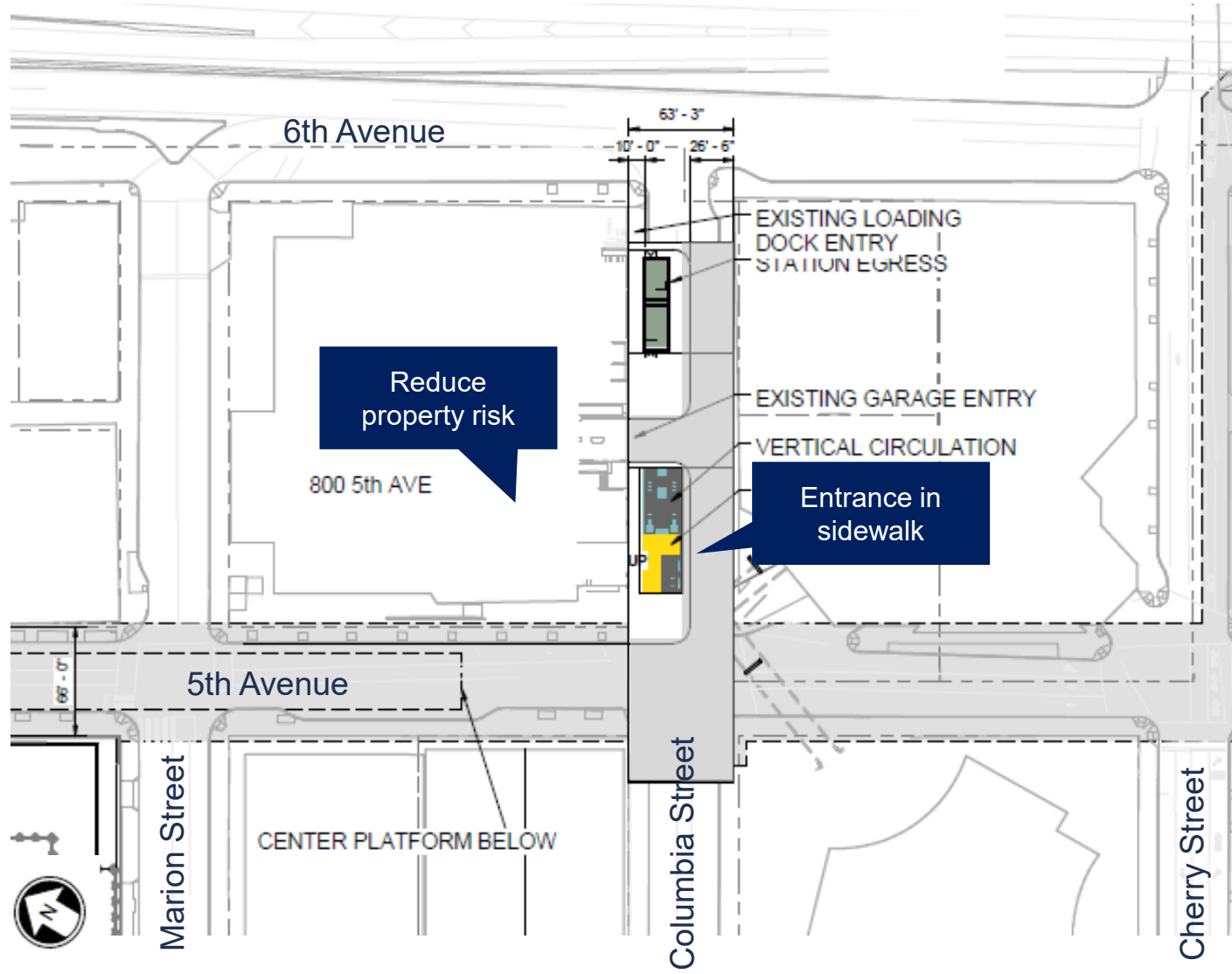
Other refinement concepts Downtown



Diagrams are not to scale and all measurements are approximate for illustration purposes only.

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Midtown station entrance refinement



Shift Seattle Center Republican station to the west

DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
- Existing Link

ROUTE AND STATION PROFILES

- Elevated
- Tunnel
- Tunnel portal

53

c *Shift Seattle Center Republican station west*



SEATTLE CENTER

SOUTH LAKE UNION

WESTLAKE

MIDTOWN

DENNY

Connect South Lake Union Harrison to Seattle Center Mercer

DRAFT EIS ALTERNATIVES

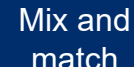
- Preferred alternatives
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ROUTE AND STATION PROFILES

- Elevated
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55

Connect South Lake Union Harrison station to Seattle Center Mercer station



Discussion: Hearing from CAG members





Questions or reflections on the potential cost savings and refinement concepts?

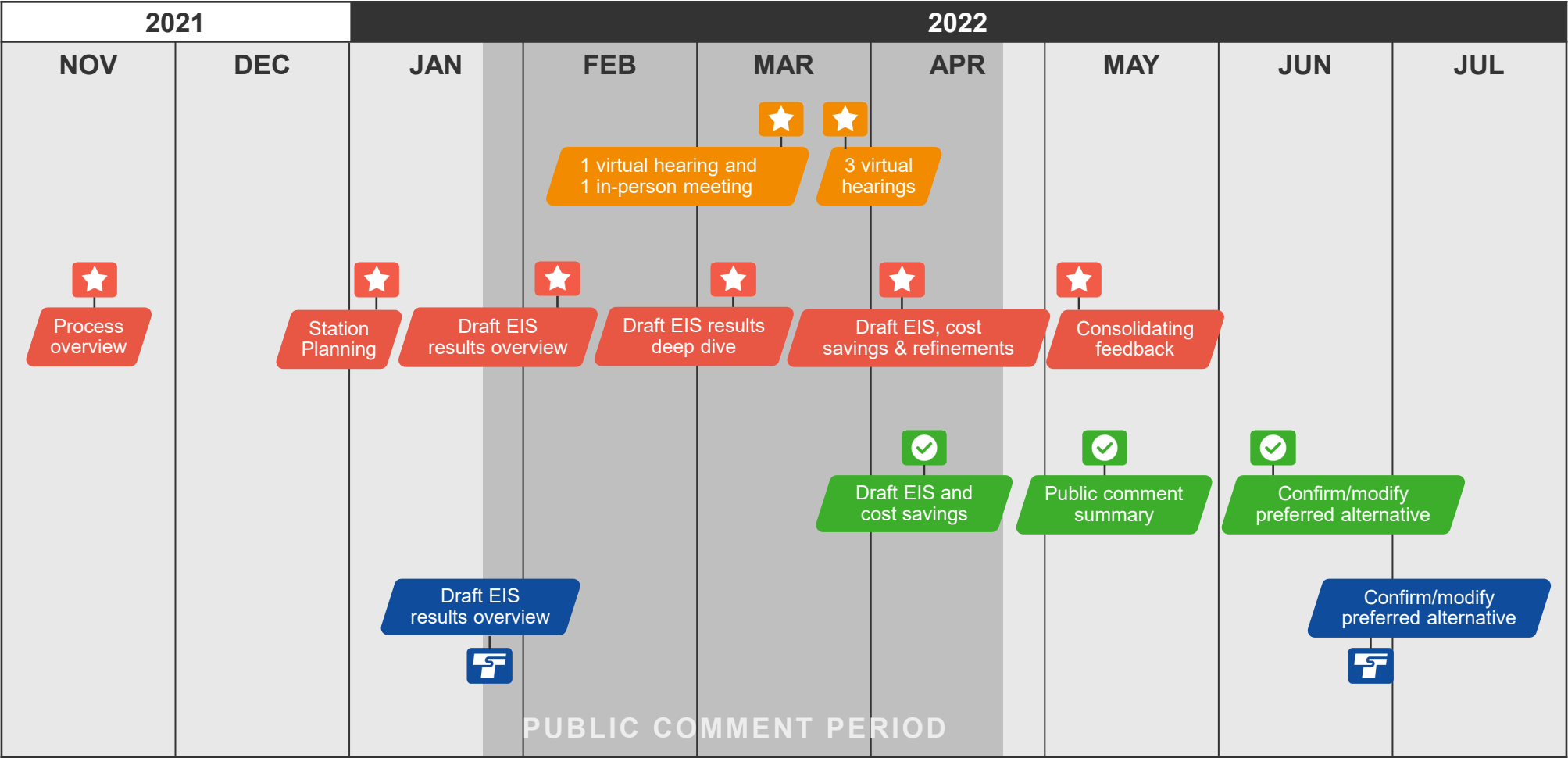
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Community engagement and collaboration

Draft Environmental Impact Statement (EIS)

-  Draft EIS Public Meetings
-  Community Advisory Groups
-  Sound Transit System Expansion Committee
-  Sound Transit Board



Upcoming Community Advisory Groups

Cost Savings and Refinements



West Seattle/Duwamish Community Advisory Group

Tuesday, April 12, 2022 from 5pm to 7pm

CID/SODO Community Advisory Group

Wednesday, April 13, 2022 from 5pm to 7pm

Interbay/Ballard Community Advisory Group

Wednesday, May 4, 2022 from 5pm to 7pm

Downtown Community Advisory Group

Thursday, May 5, 2022 from 5pm to 7pm

Advisory group meetings are livestreamed and recorded.

For more information and meeting links, visit: wsblink.participate.online

Looking ahead to our final meeting

Please consider these questions:

- What are your thoughts on *issues and tradeoffs* between the alternatives?
- What are your thoughts on a *preferred alternative*?
- What are your thoughts on the *cost saving and refinement ideas*?

 *wsblink.participate.online*

