

# *West Seattle and Ballard Link Extensions*

*Interbay/Ballard  
Community Advisory Group  
2/2/2022*



# *Agenda*

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Overview: Interbay/Ballard
- City of Seattle: Engaging in the Draft EIS process
- Next steps, next meeting and online open house

# *Why we're here today*

- Learn about community engagement and collaboration
- Learn about the Draft EIS results for this segment
- Hear from CAG members – questions, initial reflections and what you would like to understand better as you compare alternatives

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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.





You are viewing Chris Johnstone's screen


View Options ▾


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Mute


  
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
 1  
Participants


  
Polls

  
Chat

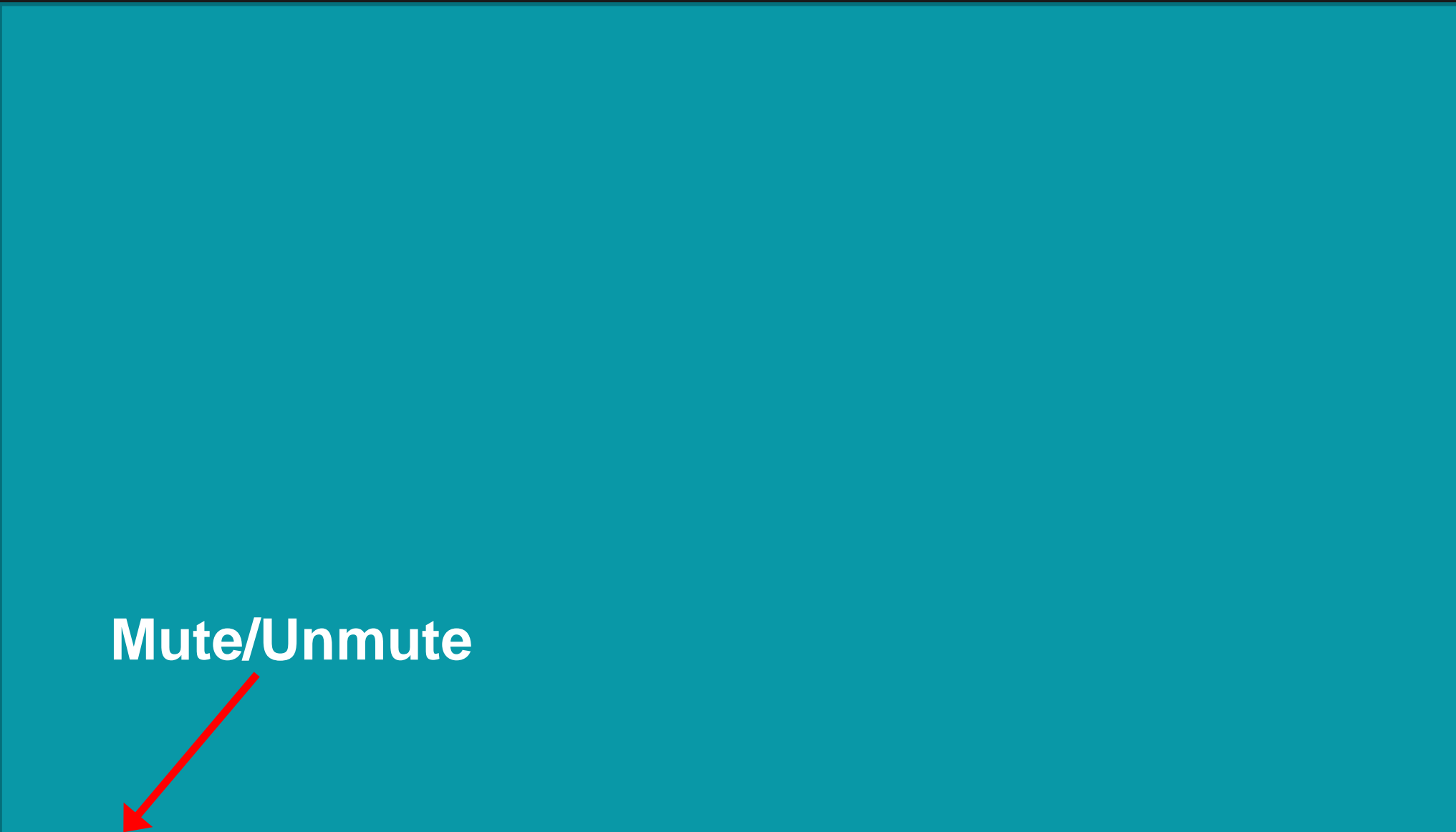
   
Share Screen

  
Raise Hand

  
Live Transcript


  
More


Leave





Mute/Unmute





  
Unmute


  
Stop Video


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Polls

  
Chat

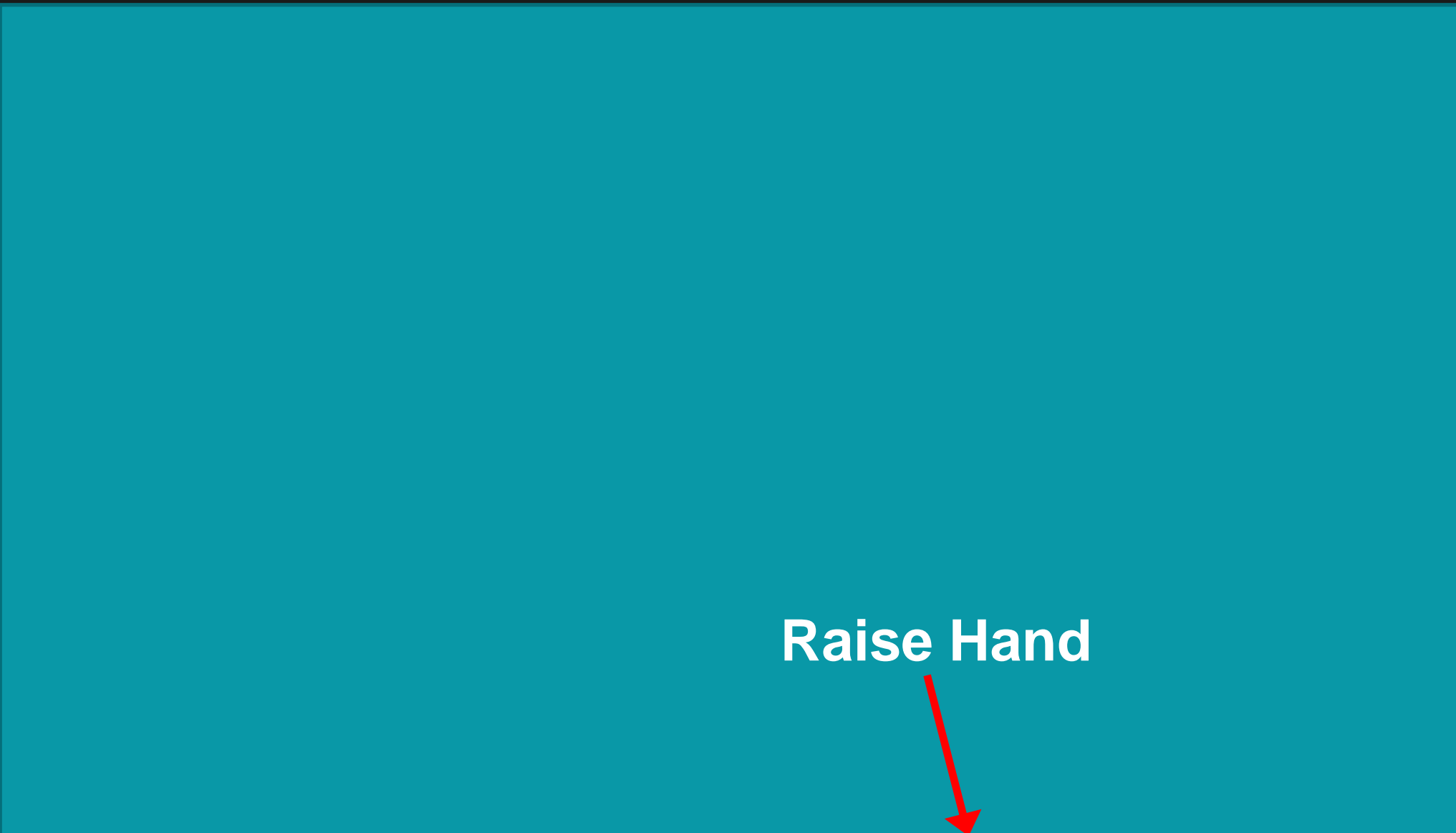
  
Share Screen

  
Raise Hand

  
Live Transcript

  
More

Leave



Raise Hand



Mute



Stop Video



Participants



Polls



Chat



Share Screen



Raise Hand



Live Transcript



More

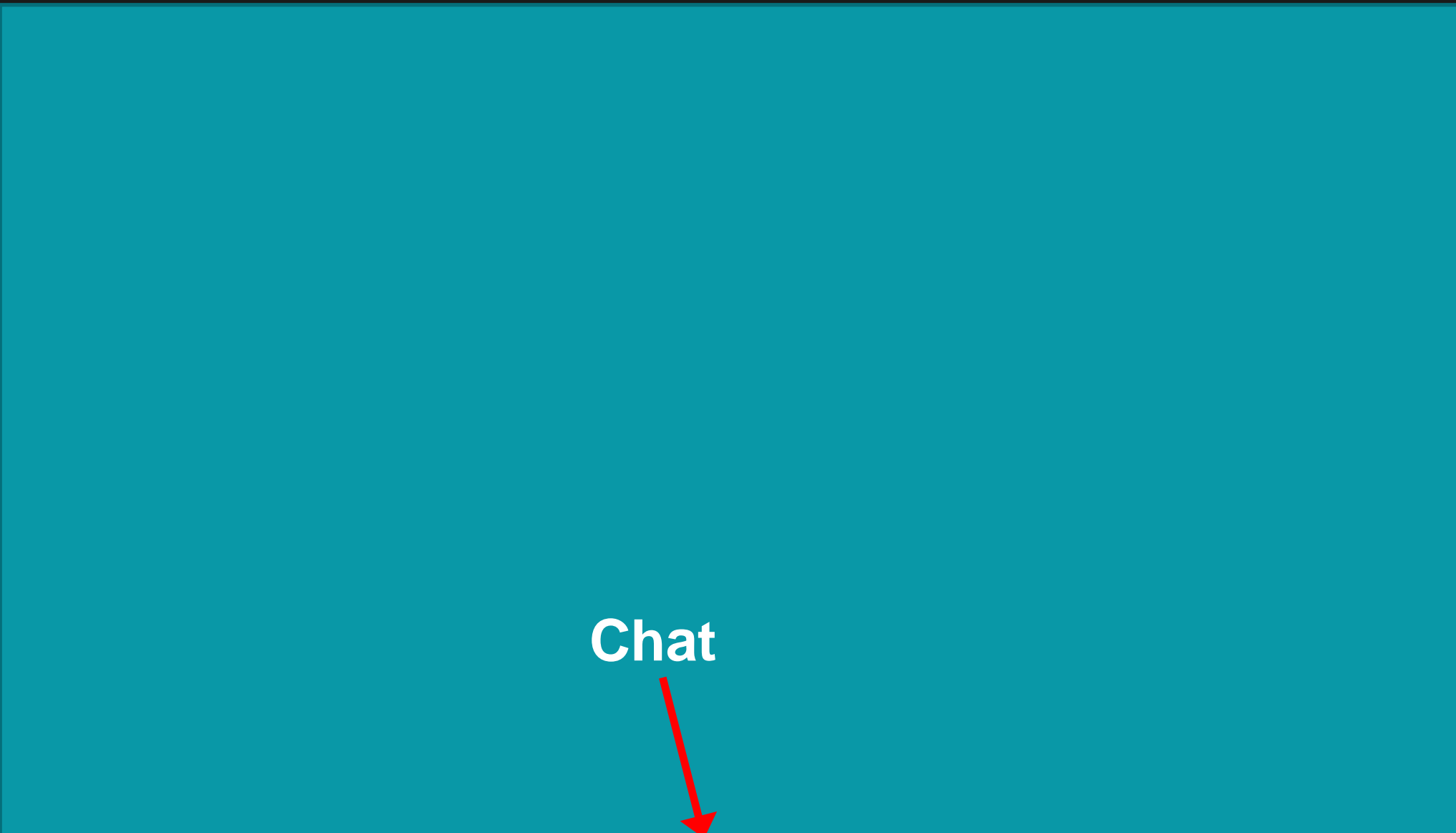
Leave



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View



Chat



Mute

Stop Video

1  
Participants

Polls

Chat

Share Screen

Raise Hand

Live Transcript

More

Leave



Closed Caption



Mute Stop Video

Participants 1

Polls

Chat

Share Screen

Raise Hand

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Live Transcript

More

Leave



# ***Introductions***

***Please share briefly:***

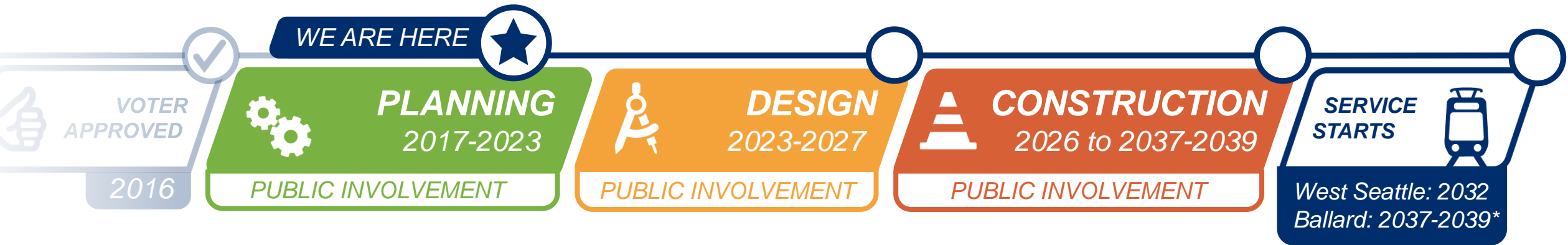
- 1) Your name,
- 2) Pronouns
- 3) Briefly share, what do you do when you are not at a CAG meeting?

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# West Seattle and Ballard Link Extensions

## Project timeline





ST3  
APPROVED

2016



# PLANNING



DES

**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

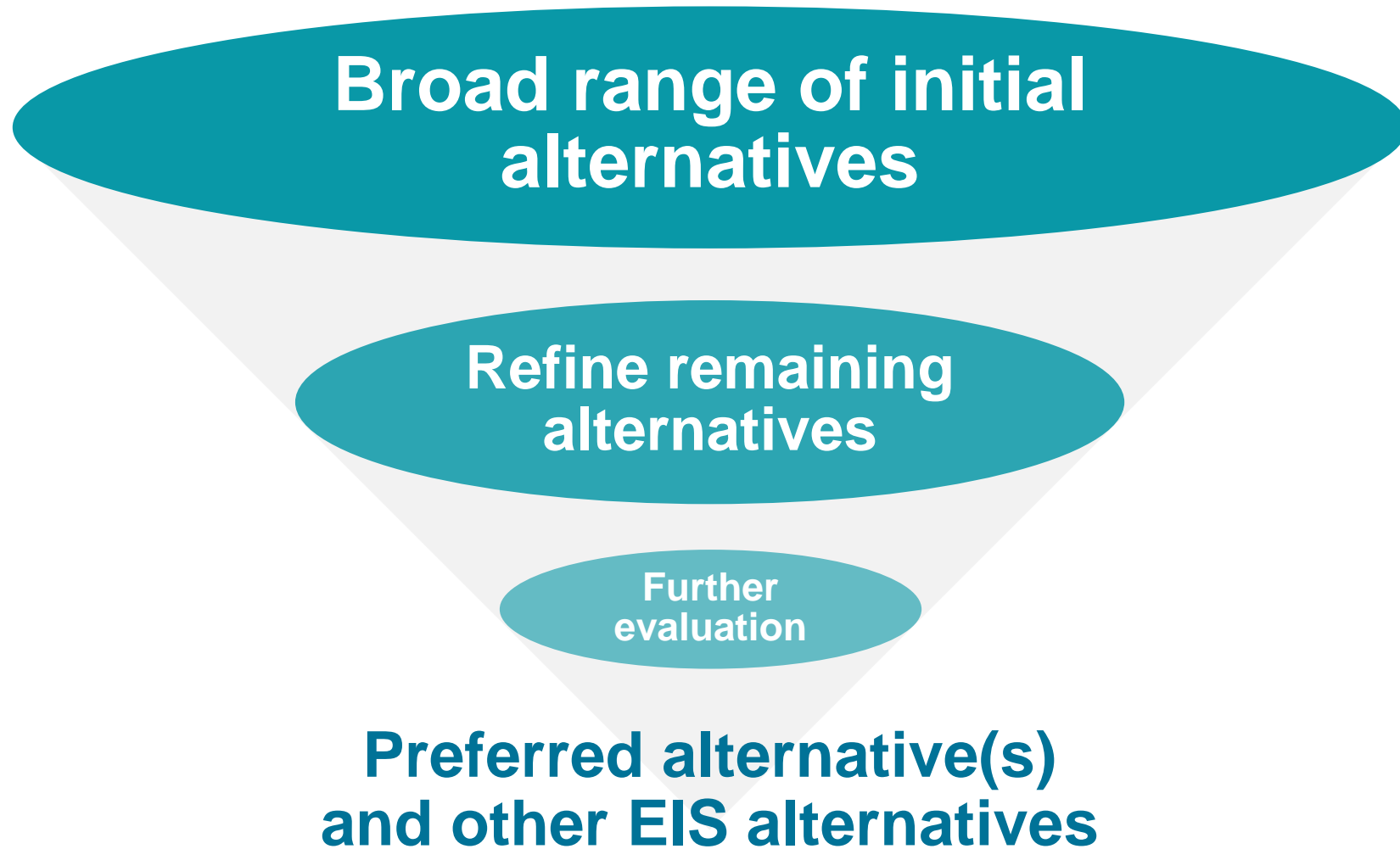
### 2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

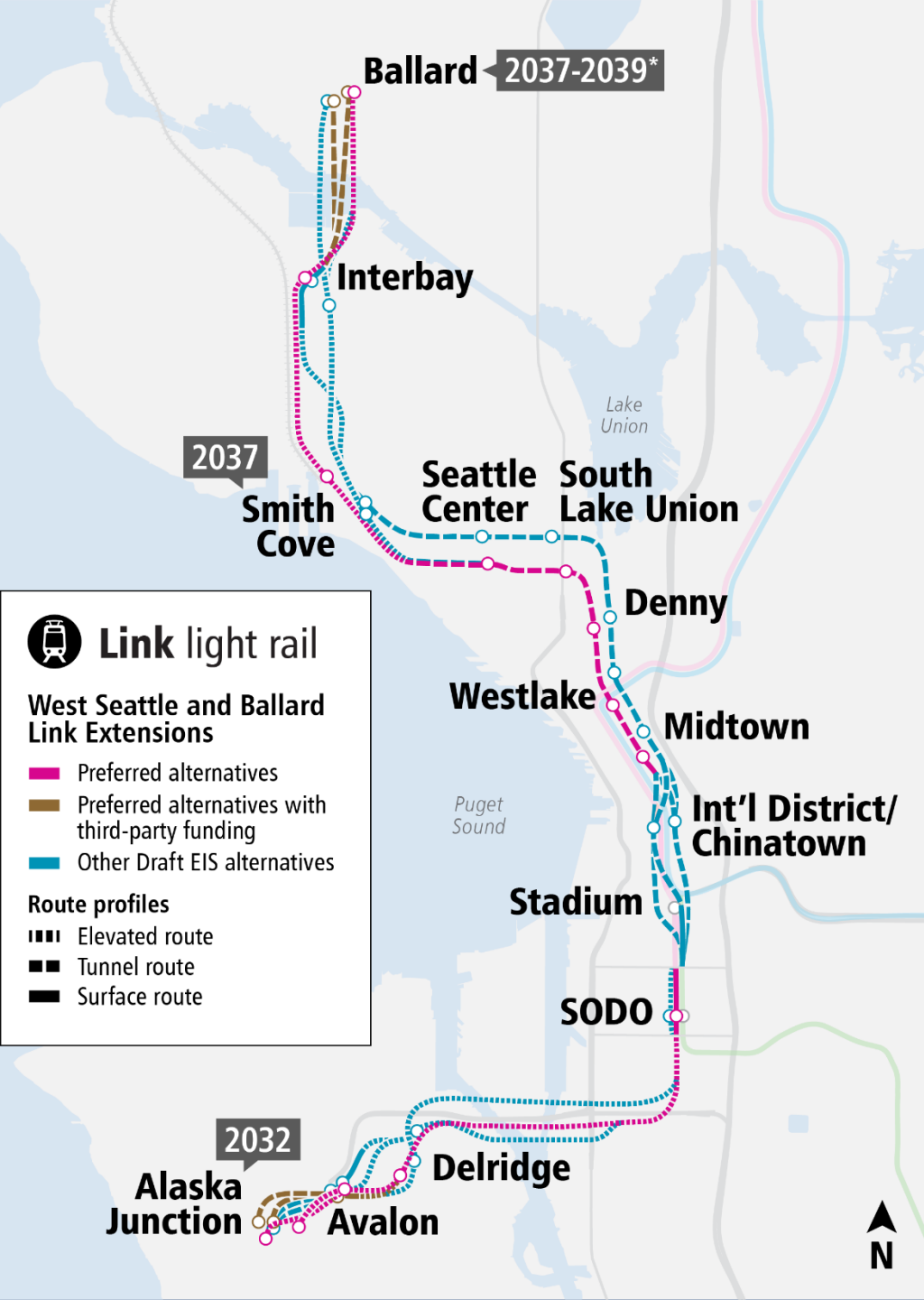
*PUBLIC INVOLVEMENT*

# ***Alternatives development screening process***



# Draft EIS alternatives

## What we're studying in this phase



- Preferred Alternatives
- Preferred Alternatives with Third-Party Funding
- Other Draft EIS alternatives

\*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.



# ***Draft EIS Comment Period***



***Publish Draft EIS***

***Friday, January 28th***







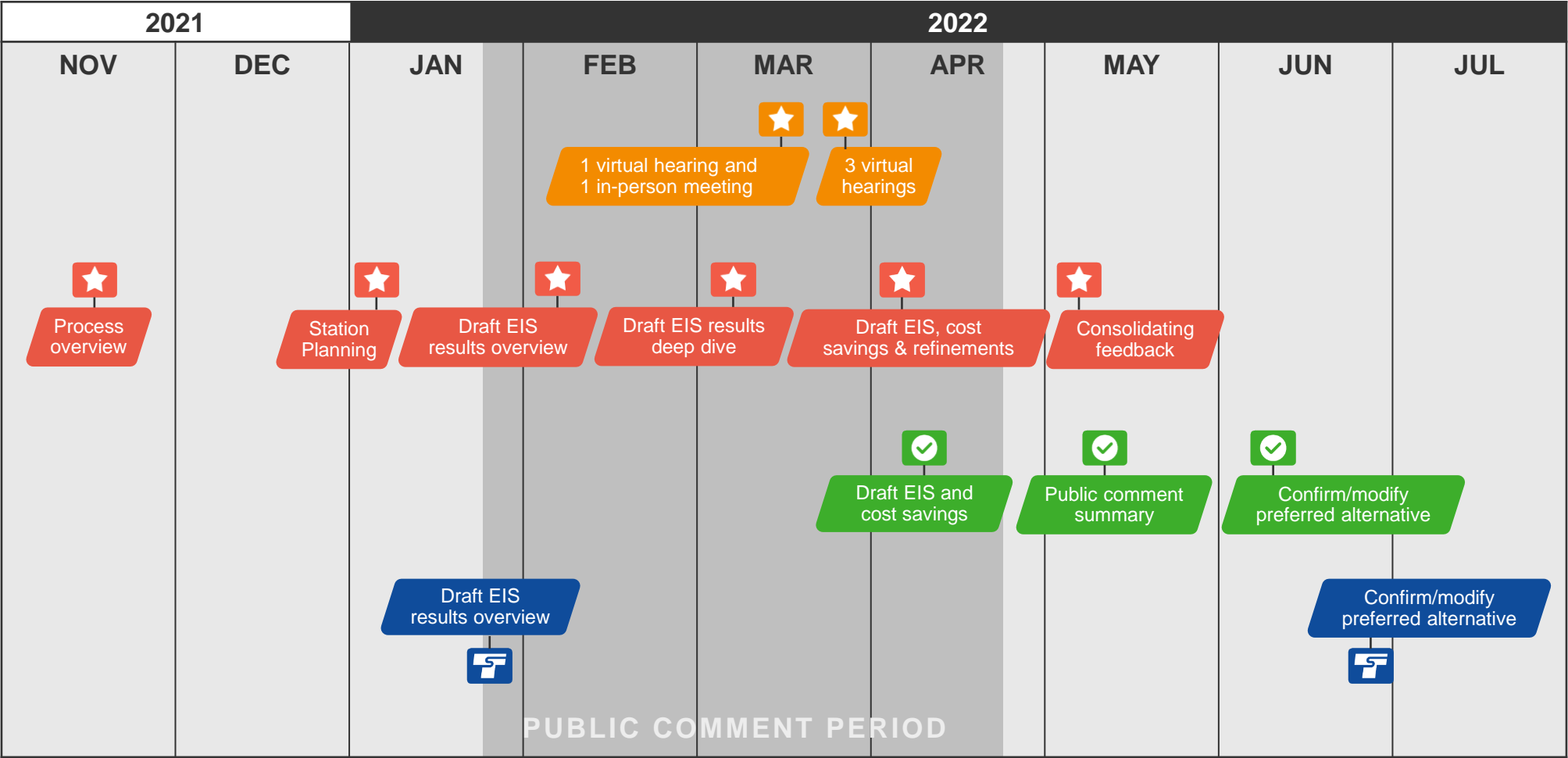
***Collect public feedback***

***Comment period ends April 28th***

# Community engagement and collaboration

## Draft Environmental Impact Statement (EIS)

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



# ***Draft EIS Community Engagement***

***Online open house***  [wsblink.participate.online](https://wsblink.participate.online)

***Community Advisory Groups:*** 4 meetings/month through May

***Draft EIS meetings:*** 4 virtual, one in-person in March

***Draft EIS mailer:*** delivered to 130,000 addresses

Other activities including community briefings/events; fairs, festivals and tabling events; property owner webinars; office hours; community liaison outreach

# Roles



- Evaluate potential alignment and station locations.
- Conduct planning, environmental review, and design of the light rail system.
- Build and operate new light rail system.

**Center racial  
equity for better  
outcomes  
+  
Co-planning  
stations with  
communities**



**Seattle**

- Elected officials from the City of Seattle on the ST Board that will make final decisions.
- Plan streets, housing, businesses, & open spaces to make great neighborhoods around stations.
- Issue permits to Sound Transit to build stations and track.

# Snapshot: Current City Work to Support Communities

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- Engaging community in imagining the potential for different station locations and alternatives
- Preparing to make formal comments on the DEIS based on racial equity outcomes, neighborhood planning goals, research, and community feedback
- Listening to communities to guide decision-making toward a City position on a preferred alternative



# ***Racial Equity Toolkit (RET): Outcomes***

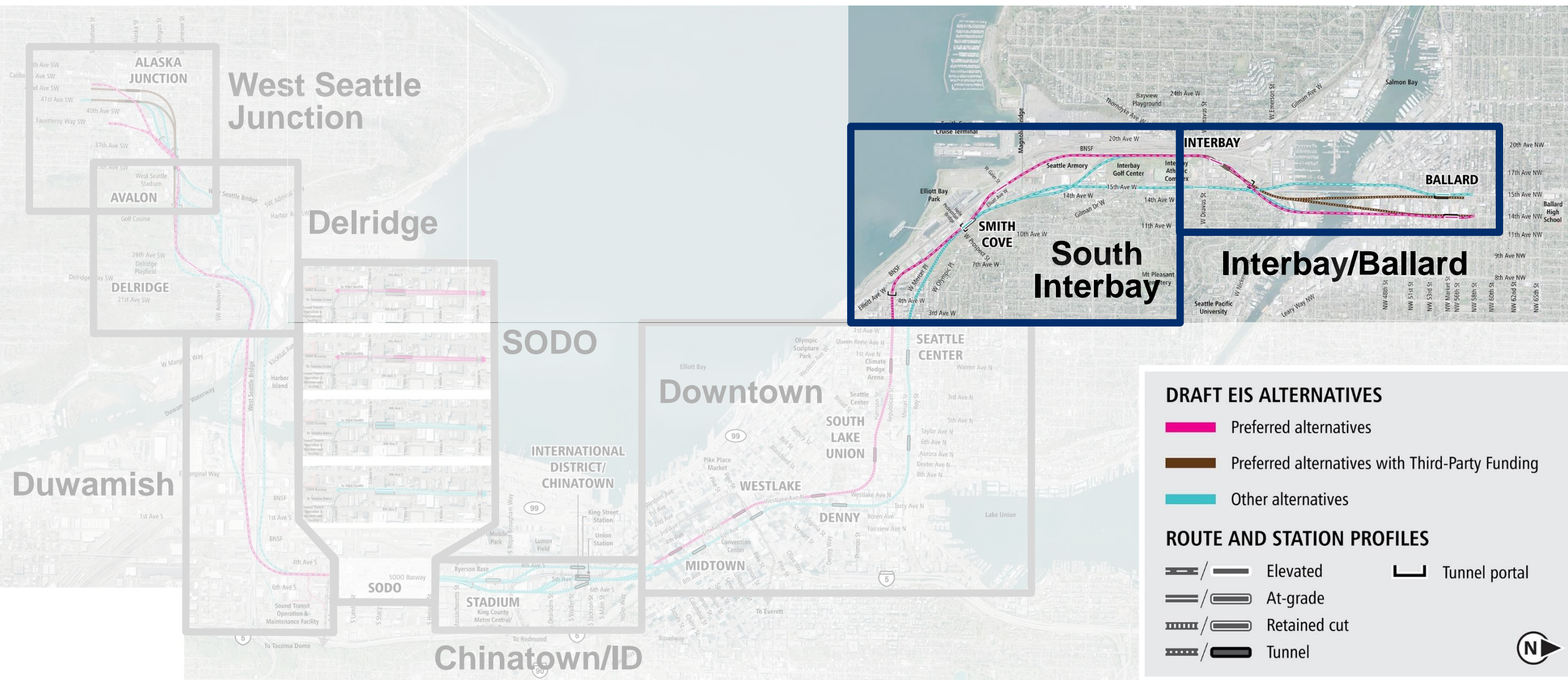
- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- Enhance mobility and access for communities of color and low-income populations;
- Create opportunities for equitable development that include expanding housing and community assets for communities 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.



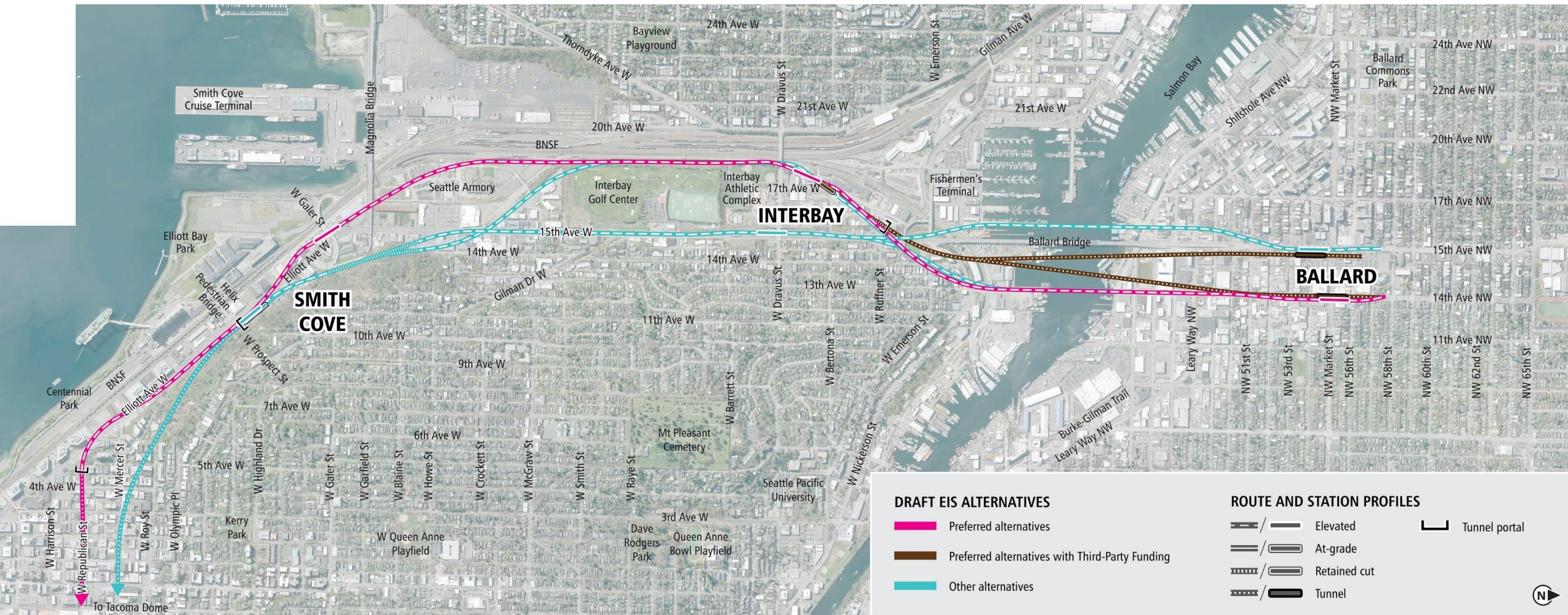
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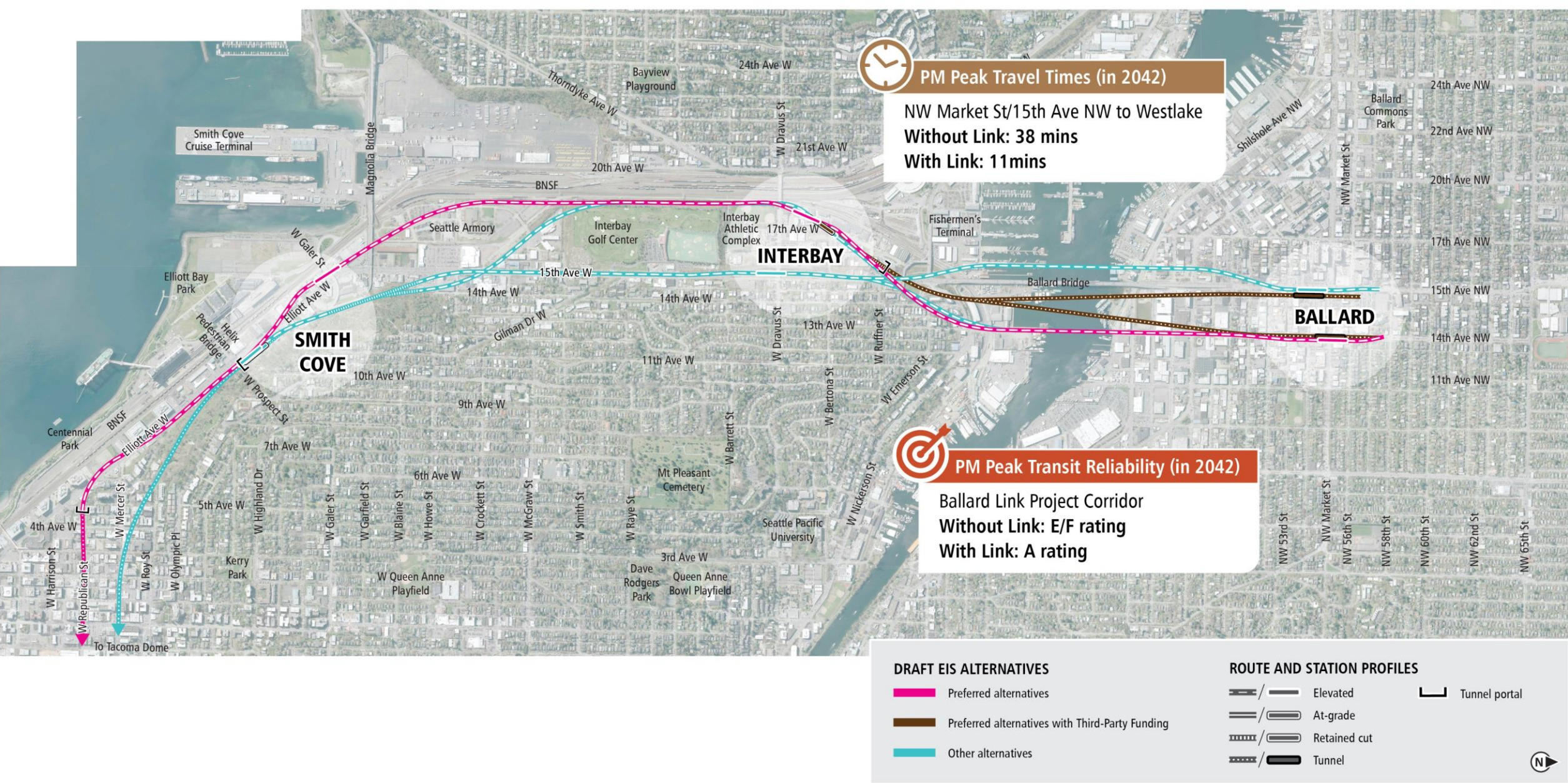
# Draft EIS alternatives















## All Smith Cove Alternatives

Ridership (in 2042) -  
Average Daily Boardings: 2,600  
Principal mode of access: Walk - 65%



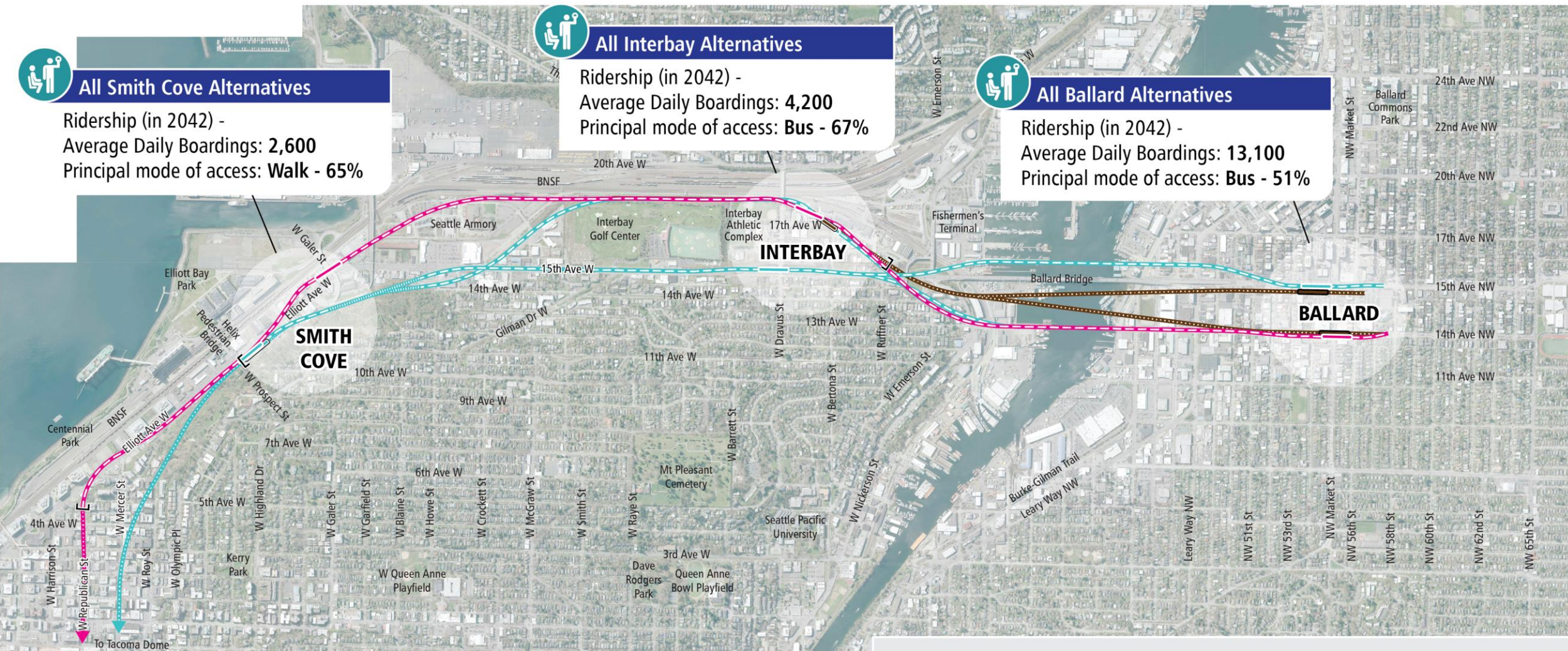
## All Interbay Alternatives

Ridership (in 2042) -  
Average Daily Boardings: 4,200  
Principal mode of access: Bus - 67%



## All Ballard Alternatives

Ridership (in 2042) -  
Average Daily Boardings: 13,100  
Principal mode of access: Bus - 51%



### 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







### Elevated Galer St

Bus routes serving station: 10  
 Bus stop zones at station: 6  
 Bus service with direct access to entrances\*: 70%



### 17th Ave Alternatives

Bus routes serving station: 3  
 Bus stop zones at station: 3  
 Bus service with direct access to entrances\*: 66%



### 15th Ave Alternatives

Bus routes serving station: 5  
 Bus stop zones at station: 6  
 Bus service with direct access to entrances\*: 63%



### Elevated 15th Ave

Bus routes serving station: 3  
 Bus stop zones at station: 3  
 Bus service with direct access to entrances\*: 50%



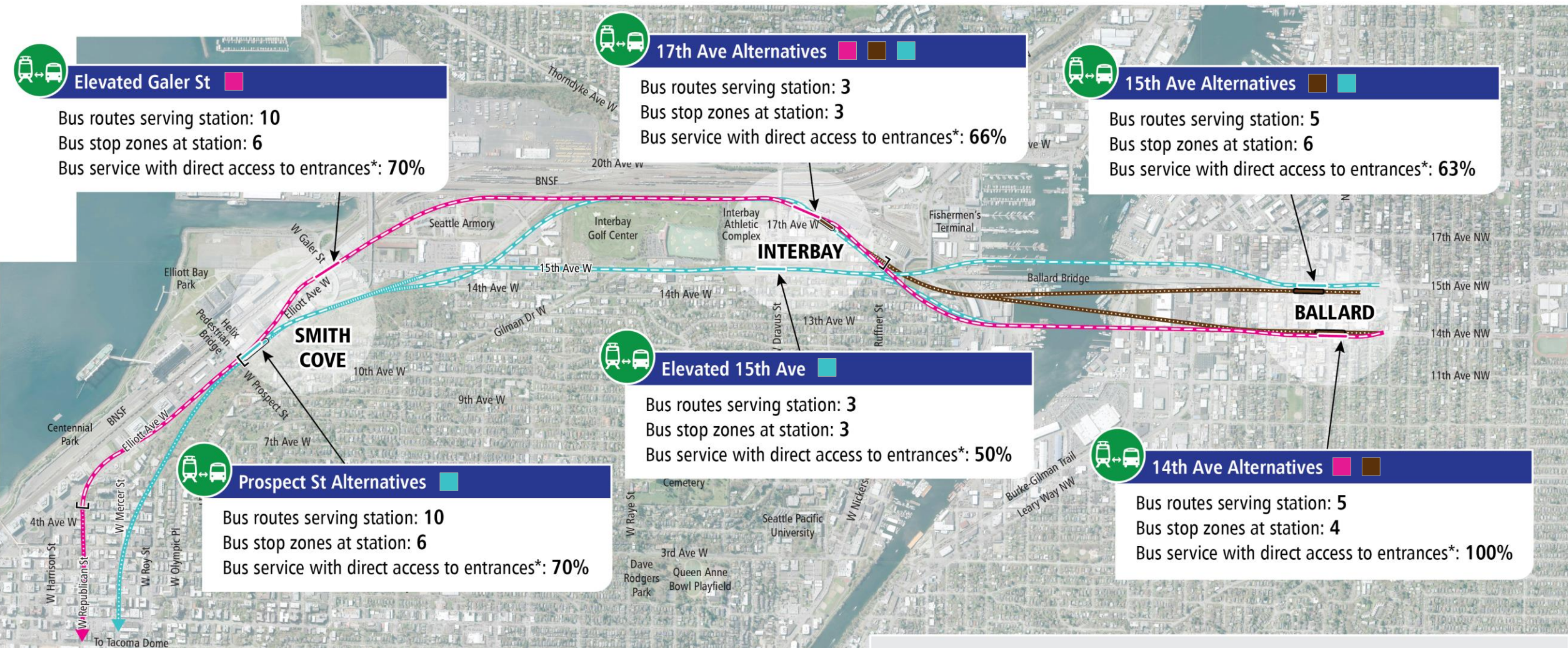
### 14th Ave Alternatives

Bus routes serving station: 5  
 Bus stop zones at station: 4  
 Bus service with direct access to entrances\*: 100%



### Prospect St Alternatives

Bus routes serving station: 10  
 Bus stop zones at station: 6  
 Bus service with direct access to entrances\*: 70%



Note: Assumes MetroConnects 2040 vision network and service designations.  
 \*Measured by number of peak hour trips serving stops on the same block not requiring street crossings and within 100 feet of a primary station entrance.

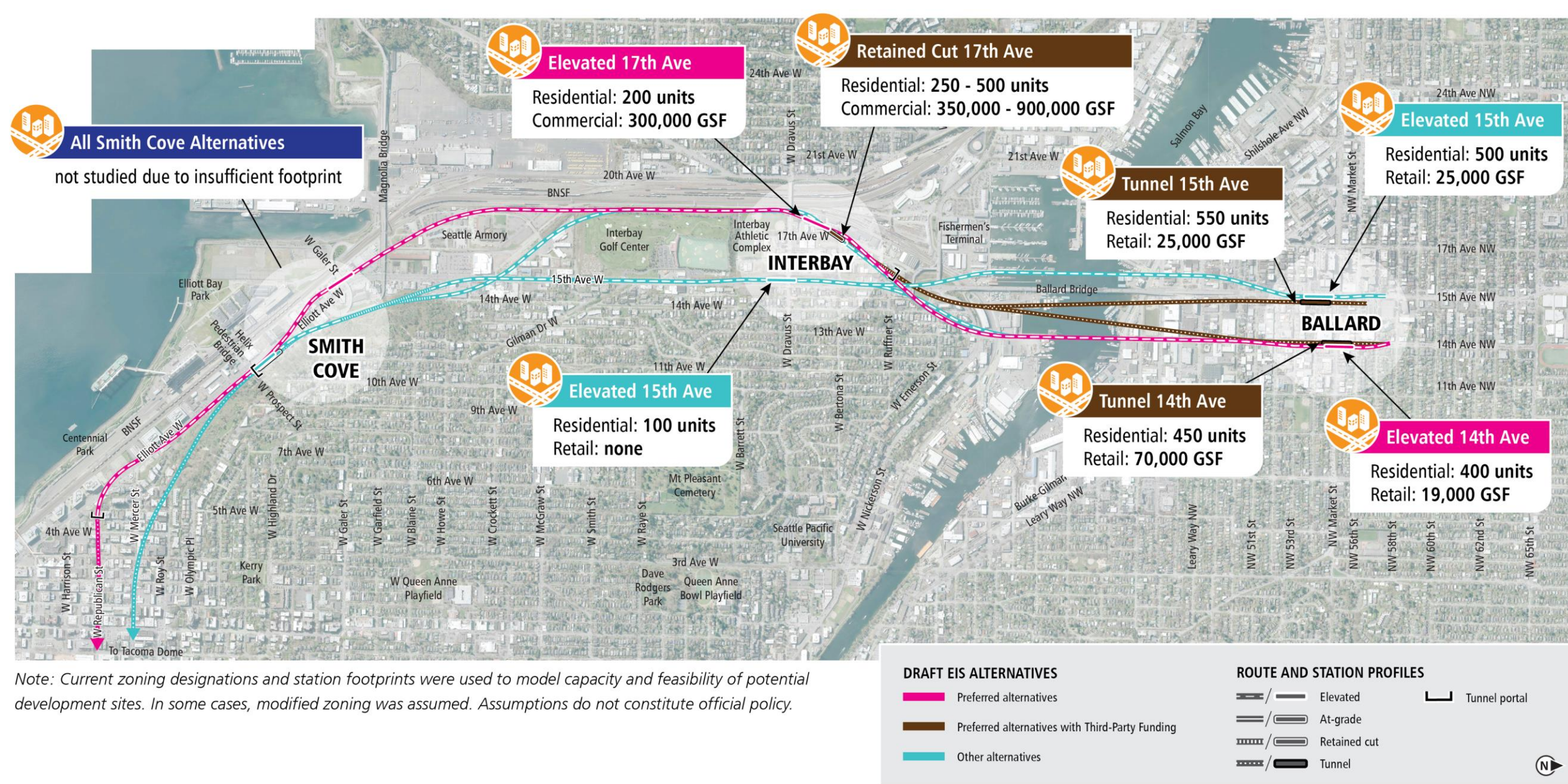
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- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

#### ROUTE AND STATION PROFILES

- / — Elevated
- / — At-grade
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- / — Tunnel
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# *What is typically studied in an EIS?*



## ***Transportation***

- Regional transportation
- Transit services
- Arterial and local street systems
- Parking
- Non-motorized facilities
- Navigation
- Freight



## ***Natural environment***

- Air quality and greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils



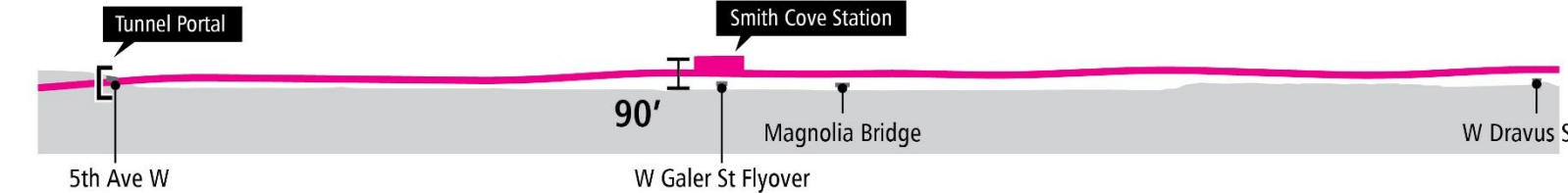
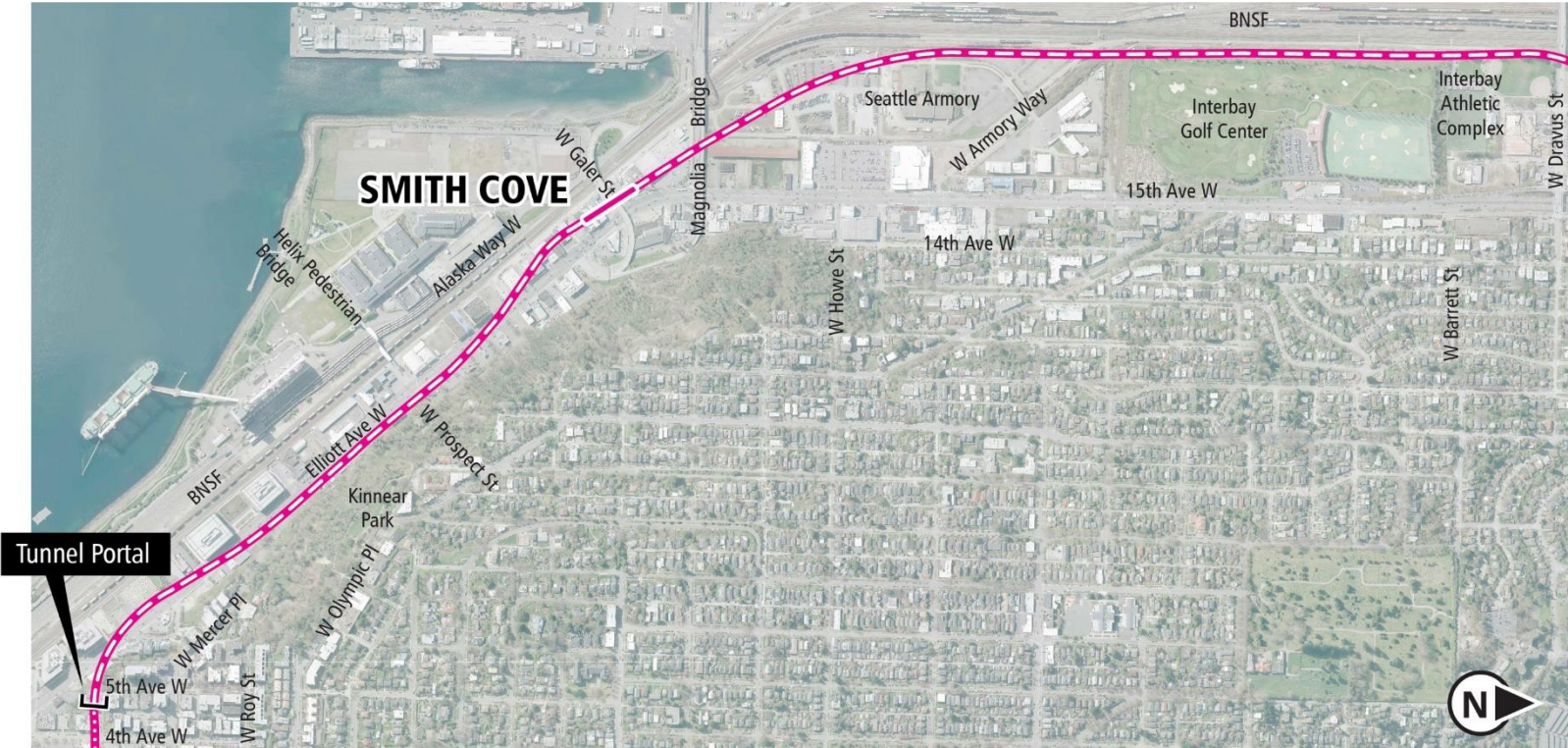
## ***Built environment***

- Acquisitions, displacements and relocations
- Noise and vibration
- Economic effect
- Visual resources
- Parks and recreation
- Land use
- Energy
- Hazardous materials
- Public services
- Historic and archaeological resources
- Social resources, community facilities and neighborhoods
- Electromagnetic fields
- Utilities

***South Interbay***

***Preferred alternative***

# Galer Street Station/ Central Interbay



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

### 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





## Galer Street Station/ Central Interbay

Project cost  
(2019\$ in billions) **\$1.3B**

Residential  
displacements **174 units**

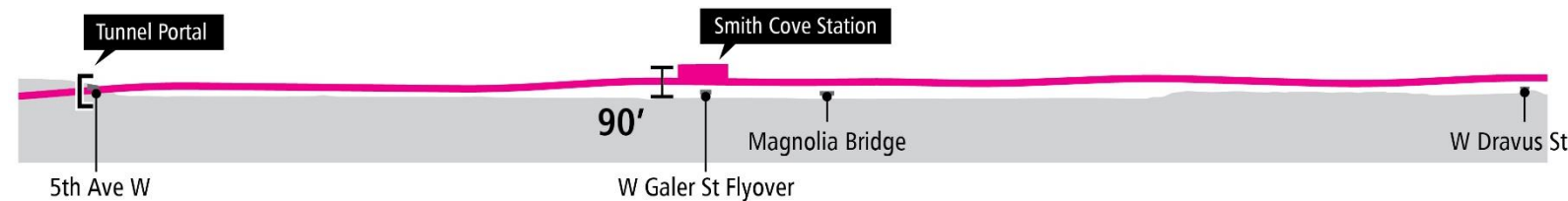
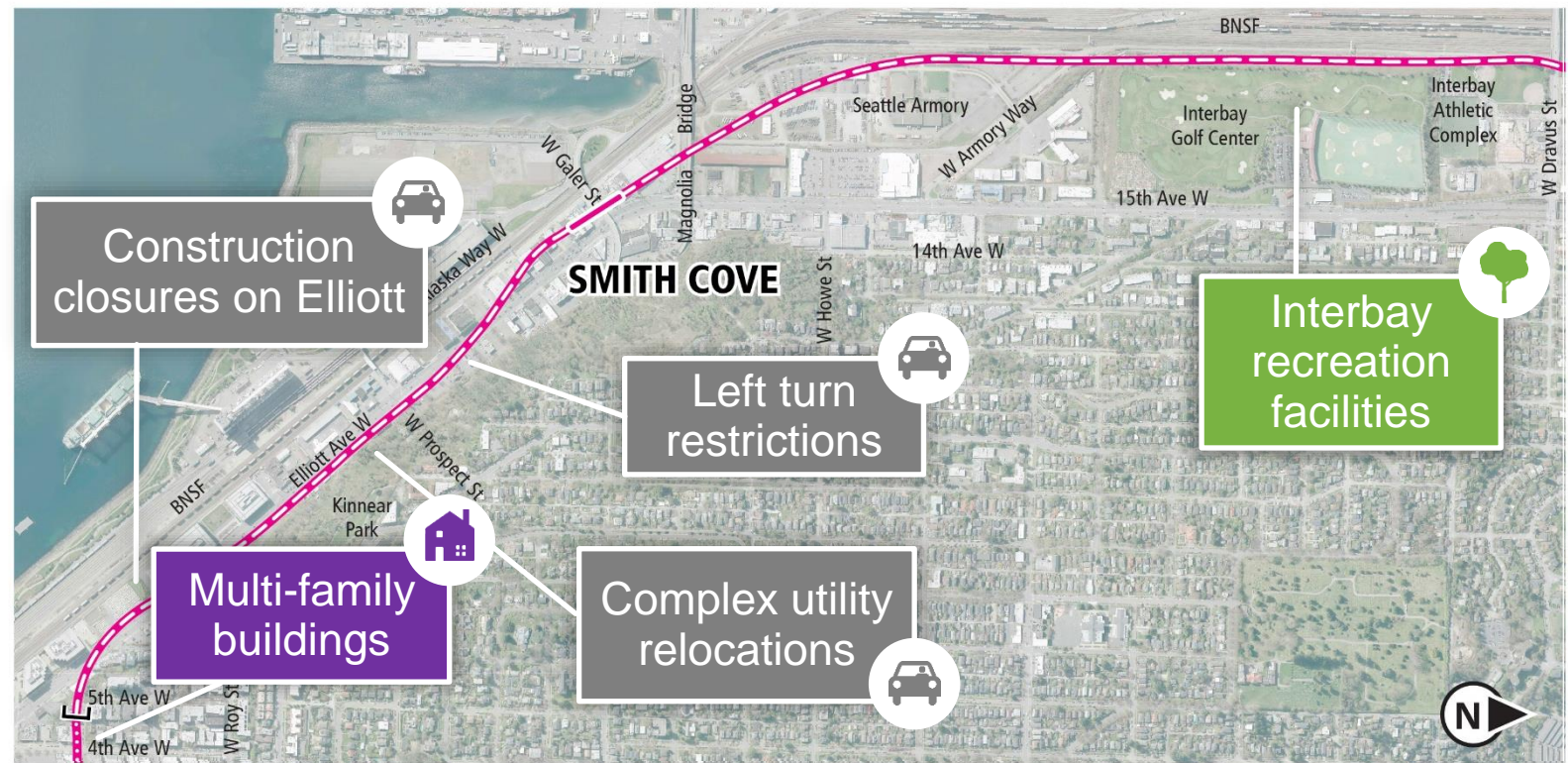
Historic property  
effects **7 properties**

Park effects  
(permanent) **3.1 acres**

Biodiversity effects  
(permanent) **<0.1 acre**

Roadway effects  
(Guideway) **0.4 mile**

Other considerations



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# *Other Draft EIS alternatives*



# Prospect Street Station/ 15<sup>th</sup> Avenue

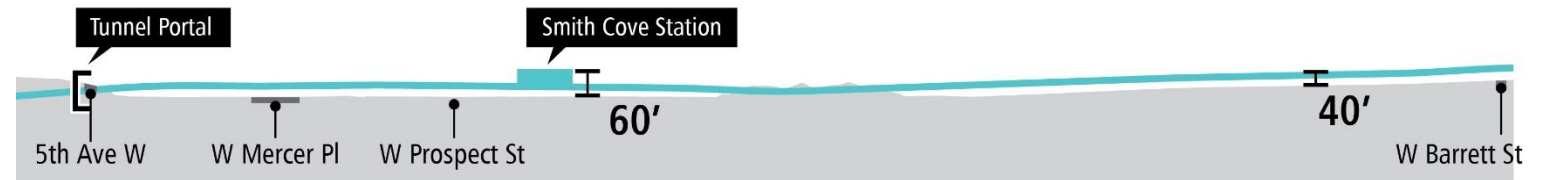


## DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

## ROUTE AND STATION PROFILES

- ▬ / ▬ Elevated
- ▬ / ▬ At-grade
- ▬ / ▬ Retained cut
- ▬ / ▬ Tunnel
- ┌ Tunnel portal



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## Prospect Street Station/ 15<sup>th</sup> Avenue

**Project cost**  
(2019\$ in billions) **\$1.4-1.5B**

**Residential  
displacements** **123 units**

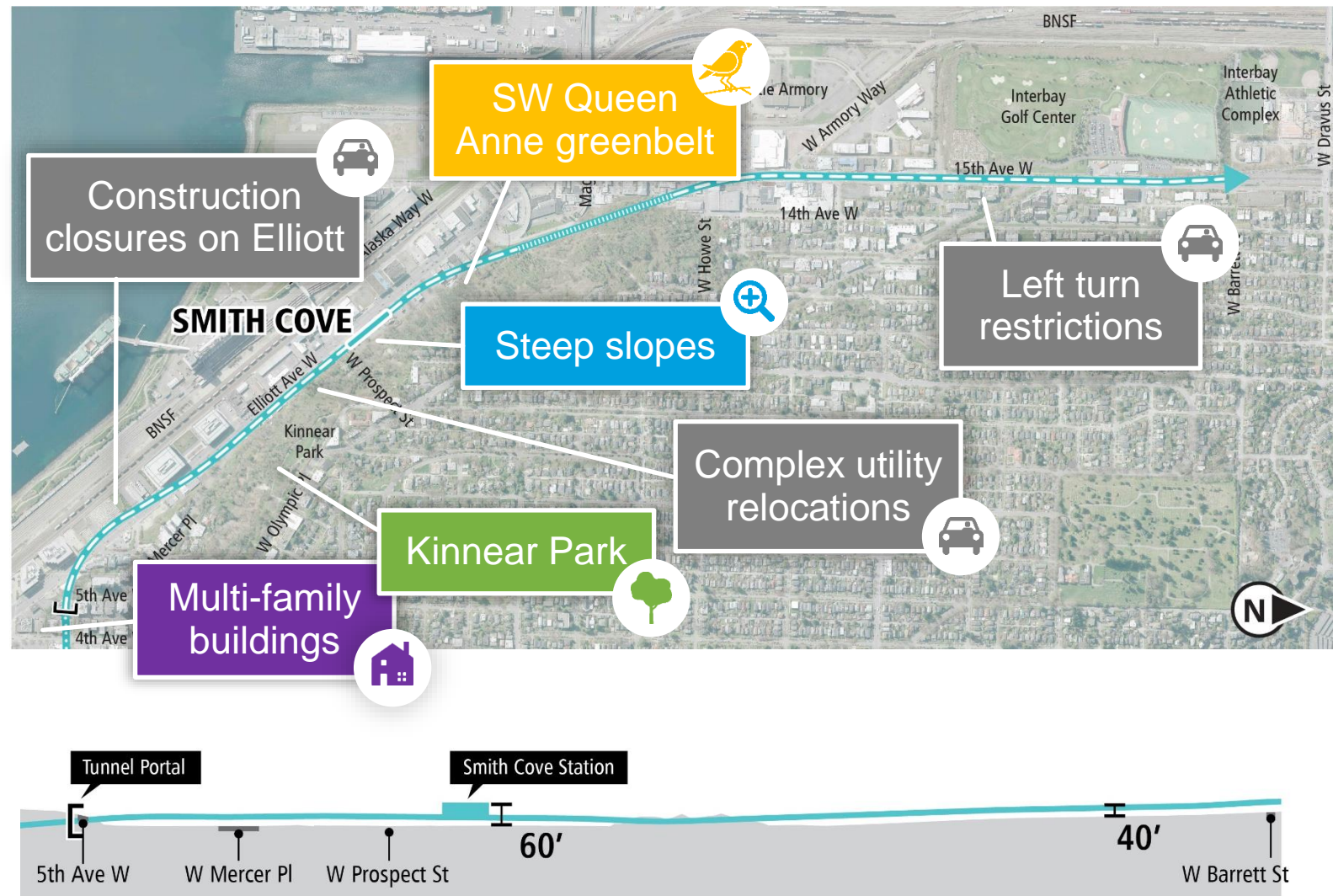
**Historic property  
effects** **8 properties**

**Park effects  
(permanent)** **0.7 acres**

**Biodiversity effects  
(permanent)** **3.8 acres**

**Roadway effects  
(Guideway)** **1.0 mile**

**Other considerations**



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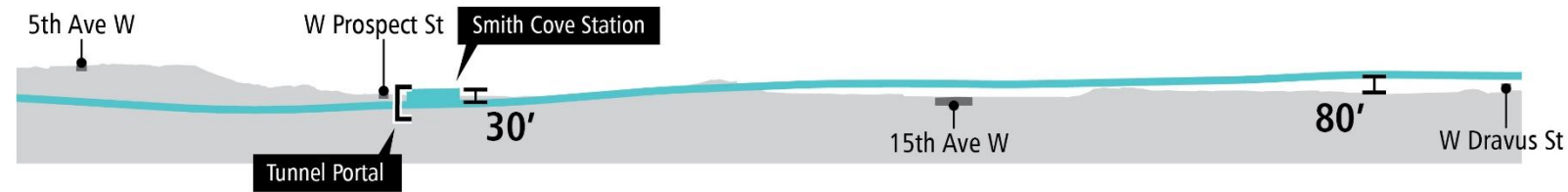
# Prospect Street Station/ Central Interbay

## 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



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## Prospect Street Station/ Central Interbay

Project cost  
(2019\$ in billions) **\$1.5-1.6B**

Residential  
displacements **5 units**

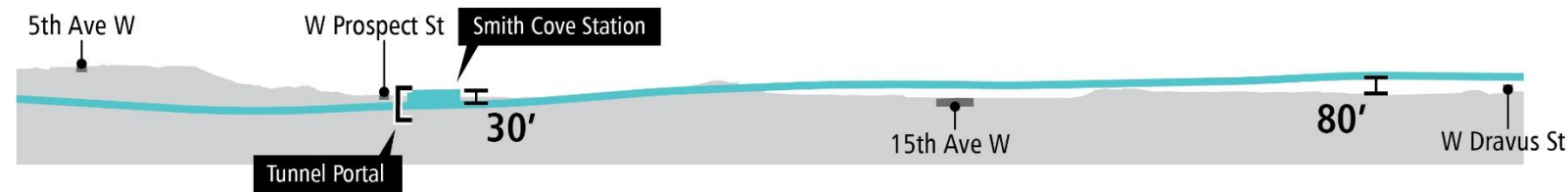
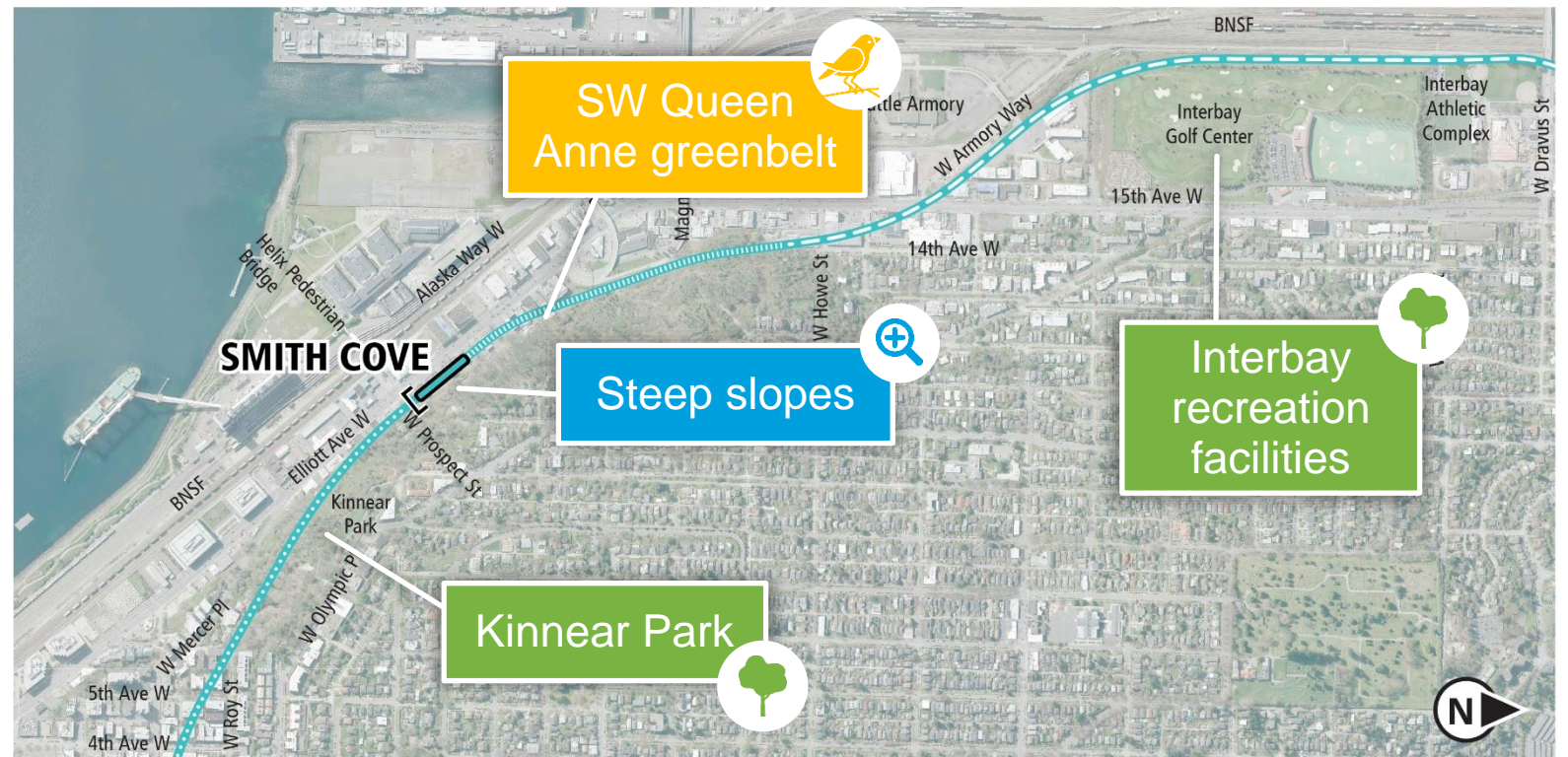
Historic property  
effects **2 properties**

Park effects  
(permanent) **4.0 acres**

Biodiversity effects  
(permanent) **5.5 acres**

Roadway effects  
(Guideway) **0.1 mile**

Other considerations



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	Galer Street Station/ Central Interbay	Prospect Street Station/ 15th Avenue	Prospect Street Station/ Central Interbay
<b>Project cost</b>  (2019\$ in billions)	\$1.3B	\$1.4-1.5B	\$1.5-1.6B
<b>Residential displacements</b> 	174 units	123 units	5 units
<b>Historic properties effects</b> 	7	8	2
<b>Park effects</b>  (Permanent)	3.1 acres	0.7 acres	4.0 acres
<b>Biodiversity effects</b>  (Permanent)	<0.1 acre	3.8 acres	5.5 acres
<b>Roadway effects</b>  (Guideway)	0.4 mile	1.0 mile	0.1 mile
<b>Other considerations</b> 	Queen Anne hillside steep slopes		Queen Anne hillside steep slopes

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

Performance



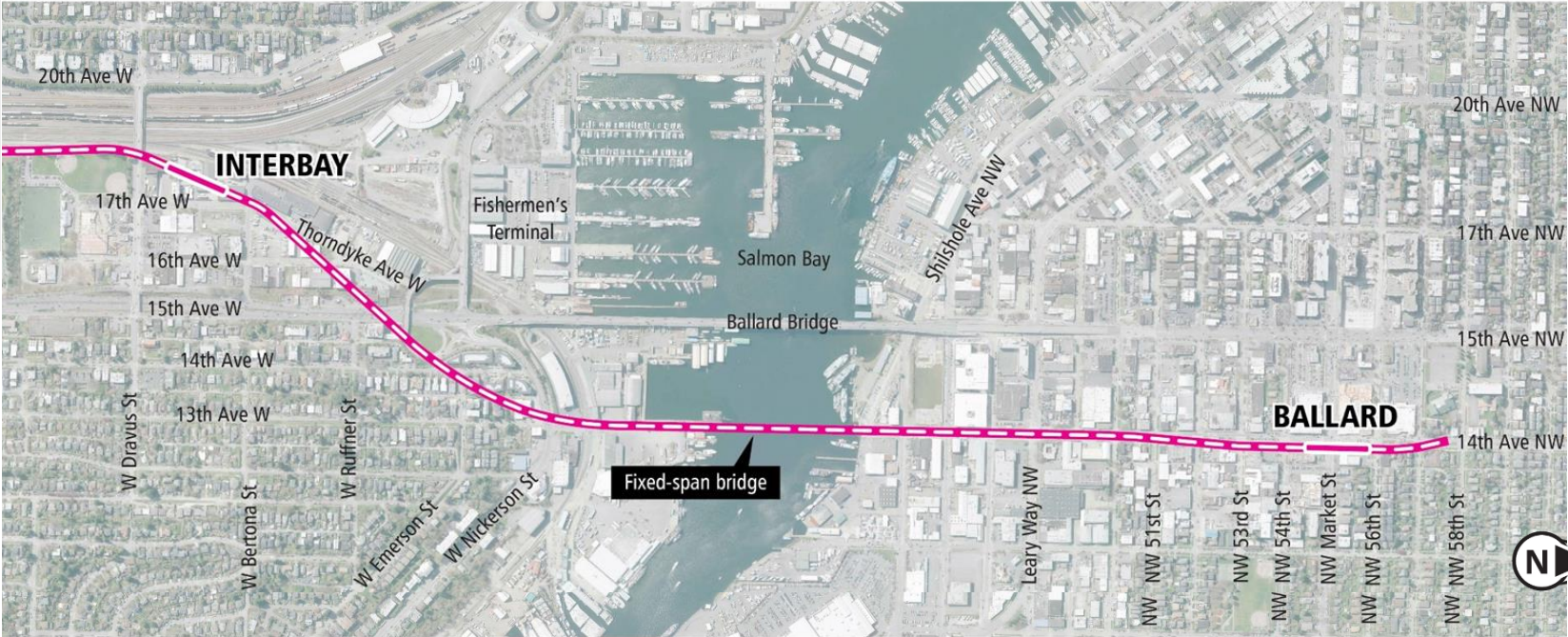
Lower performing ←→ Higher performing

***Interbay/Ballard***

***Preferred alternative***



# Elevated 14th Avenue

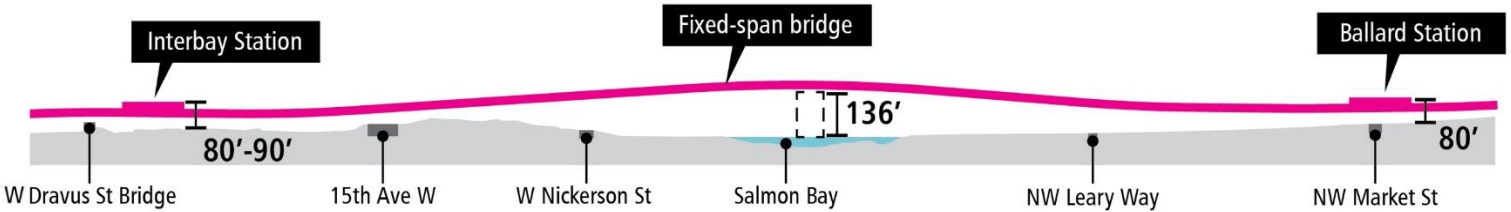


## DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

## ROUTE AND STATION PROFILES

- ▬ / ▬ Elevated
- ▬ / ▬ At-grade
- ▬ / ▬ Retained cut
- ▬ / ▬ Tunnel
- ▬ Tunnel portal



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## Elevated 14th Avenue

**Project cost**  
(2019\$ in billions) **\$1.5-1.6B**

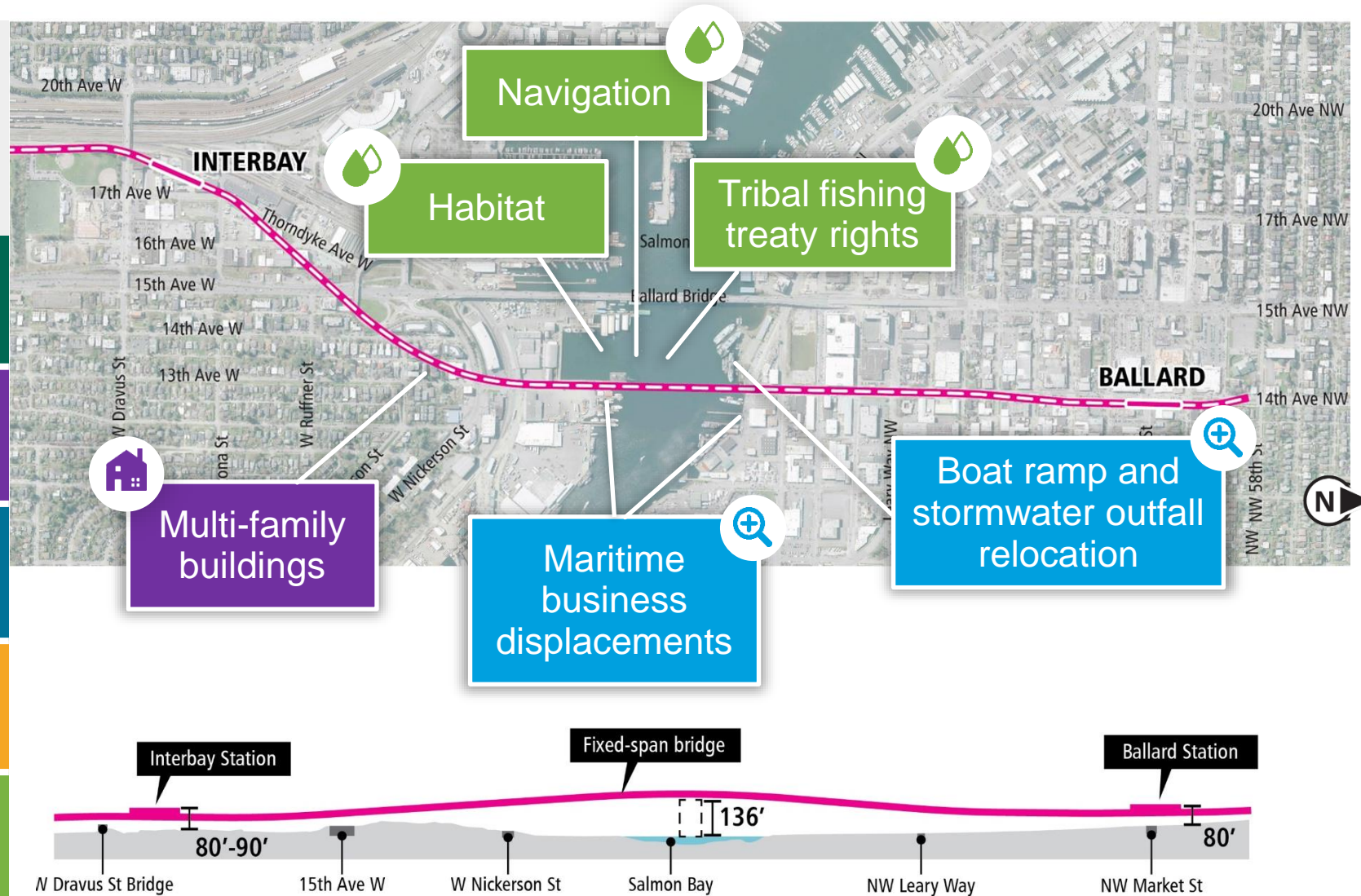
**Residential displacements** **105 units**

**Historic property effects** **7 properties**

**Employee displacements** **610**

**In-water effects (Permanent)** **1.2 acre**

**Other considerations**



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***Preferred alternative with  
third-party funding***

# Tunnel 14th Avenue

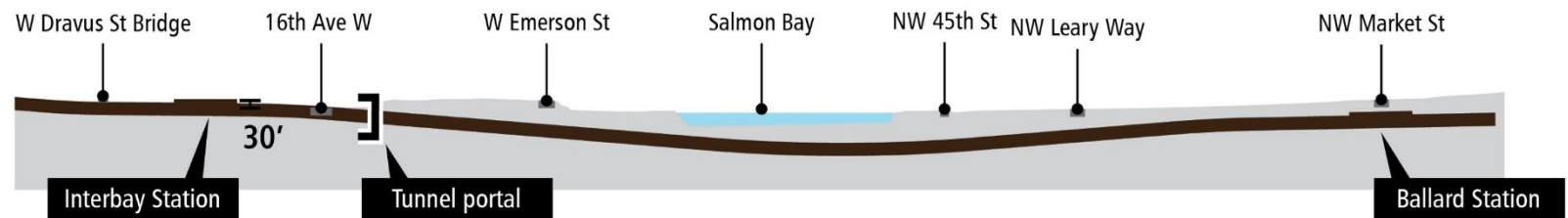


## DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

## ROUTE AND STATION PROFILES

- /  Elevated
- /  At-grade
- /  Retained cut
- /  Tunnel
- Tunnel portal



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# Tunnel 14th Avenue

Project cost  
(2019\$ in billions) **\$1.5B**

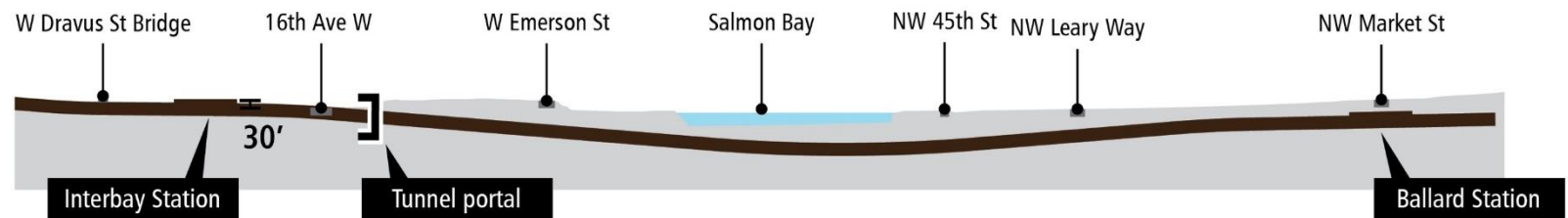
Residential  
displacements **14 units**

Historic property  
effects **4 properties**

Employee  
displacements **380**

In-water effects  
(Permanent) **none**

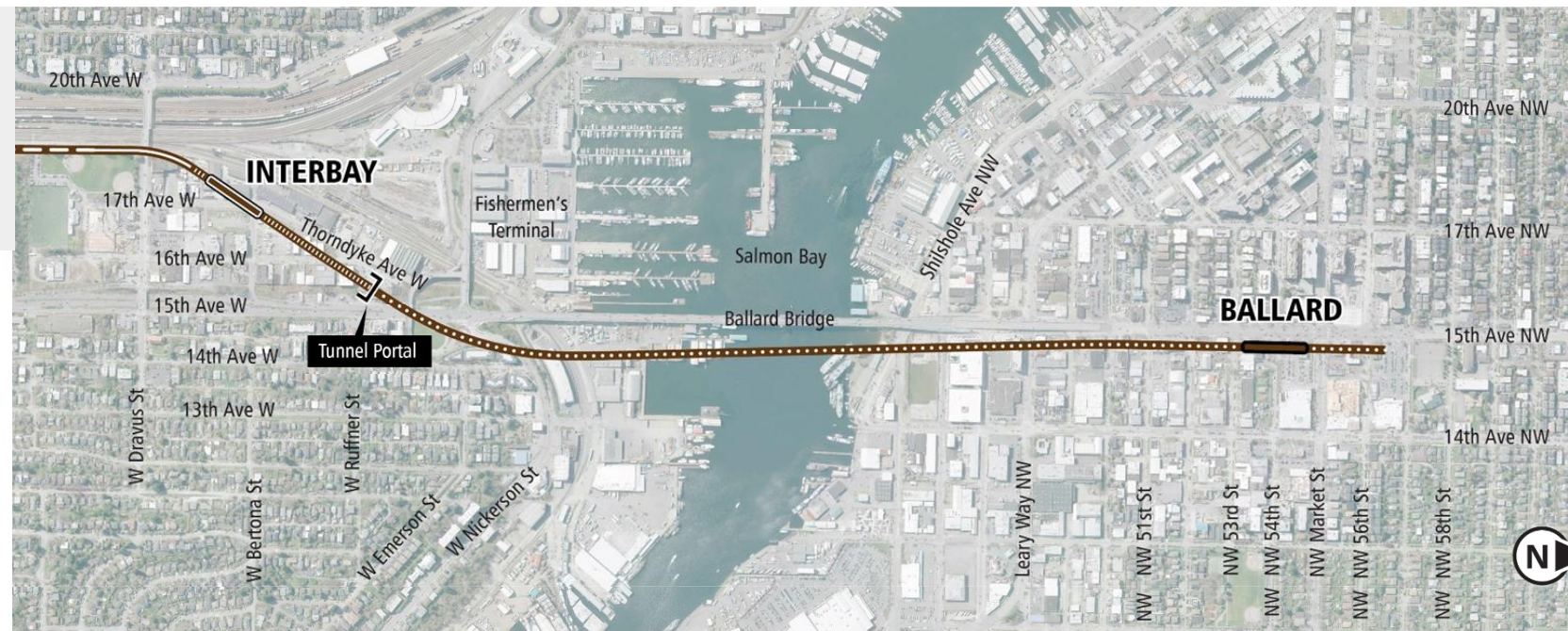
Other considerations **+**



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# Tunnel 15th Avenue Station Option

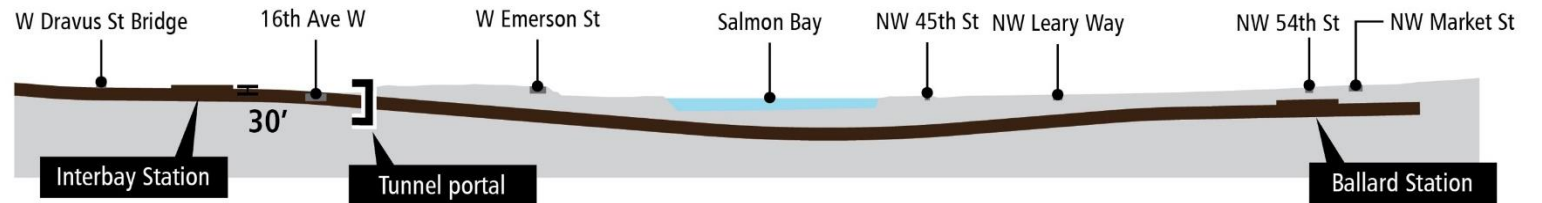


## DRAFT EIS ALTERNATIVES

- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

## ROUTE AND STATION PROFILES

- /  Elevated
- /  At-grade
- /  Retained cut
- /  Tunnel
- Tunnel portal



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# Tunnel 15th Avenue Station Option

Project cost  
(2019\$ in billions) **\$1.7B**

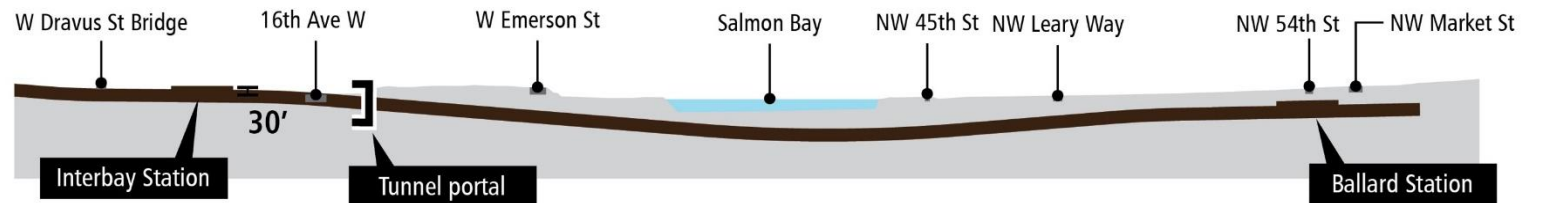
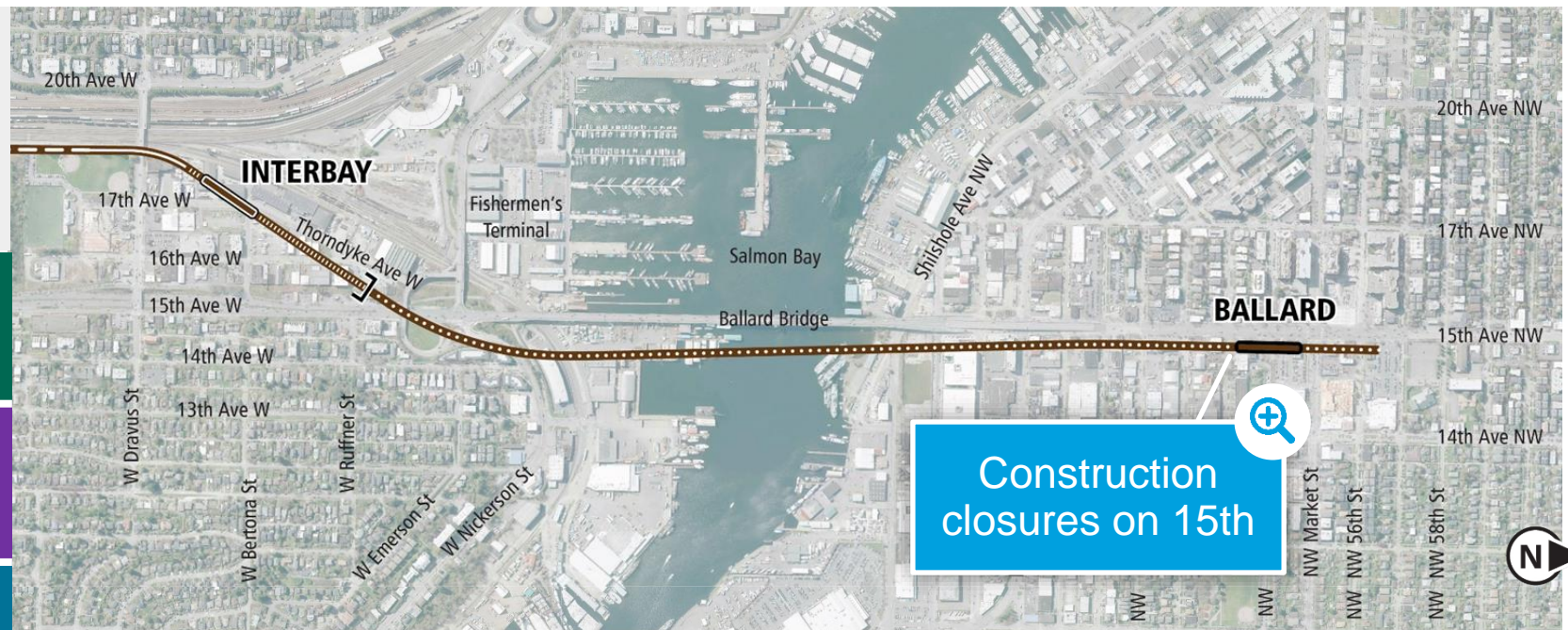
Residential  
displacements **21 units**

Historic property  
effects **3 properties**

Employee  
displacements **370**

In-water effects  
(Permanent) **none**

Other considerations 

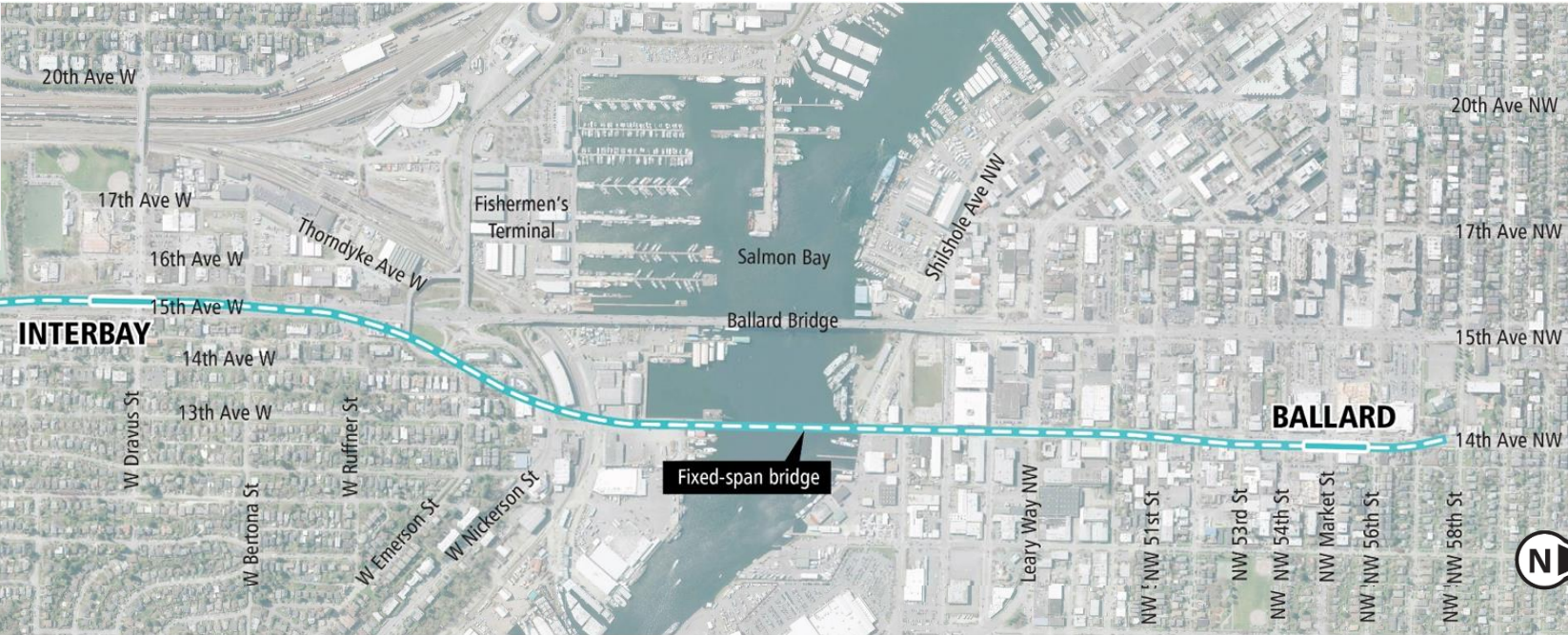


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# *Other Draft EIS alternatives*



# Elevated 14th Avenue Option (from Prospect/15th)

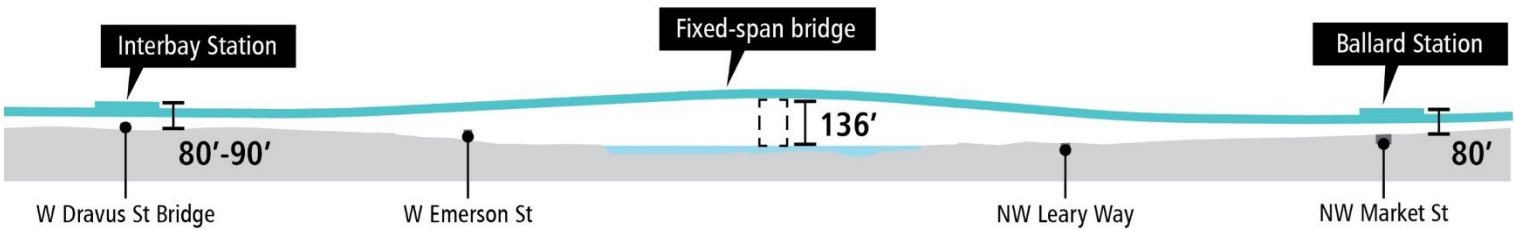


## DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

## ROUTE AND STATION PROFILES

- Elevated
- At-grade
- Retained cut
- Tunnel
- Tunnel portal



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## Elevated 14th Avenue Option (from Prospect/15th)

**Project cost**  
(2019\$ in billions) **\$1.6B**

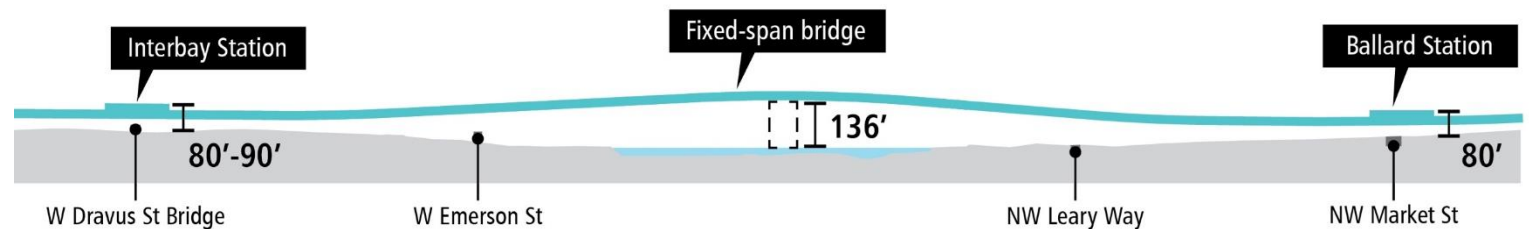
**Residential  
displacements** **151 units**

**Historic property  
effects** **7 properties**

**Employee  
displacements** **400**

**In-water effects  
(Permanent)** **1.2 acre**

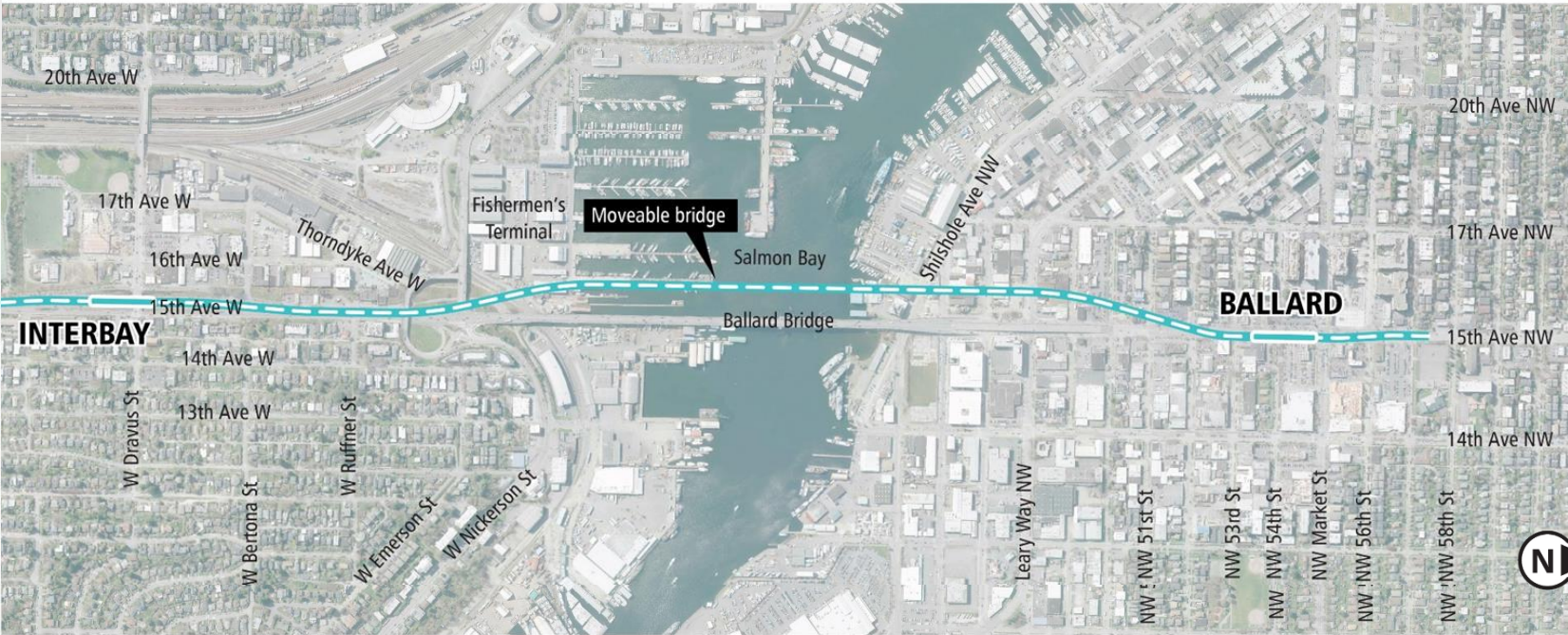
**Other considerations**



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# Elevated 15th Avenue

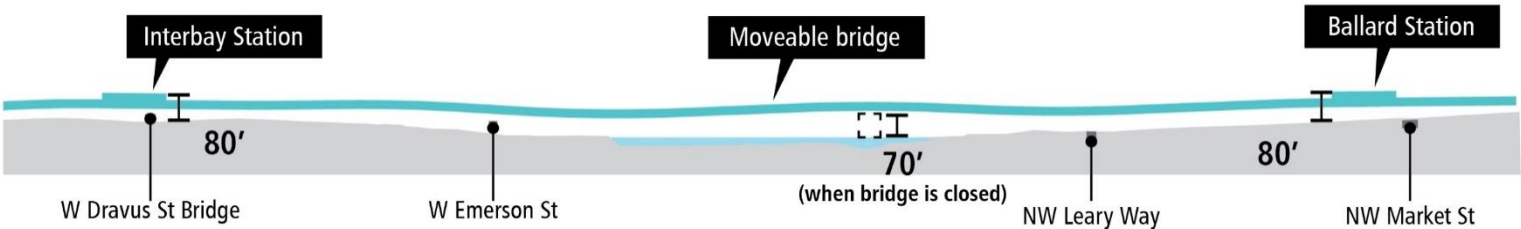


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## Elevated 15th Avenue

**Project cost**  
(2019\$ in billions) **\$1.5B**

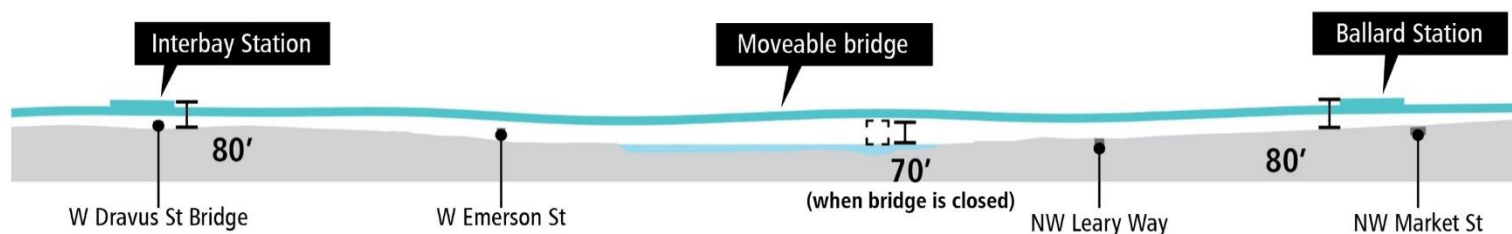
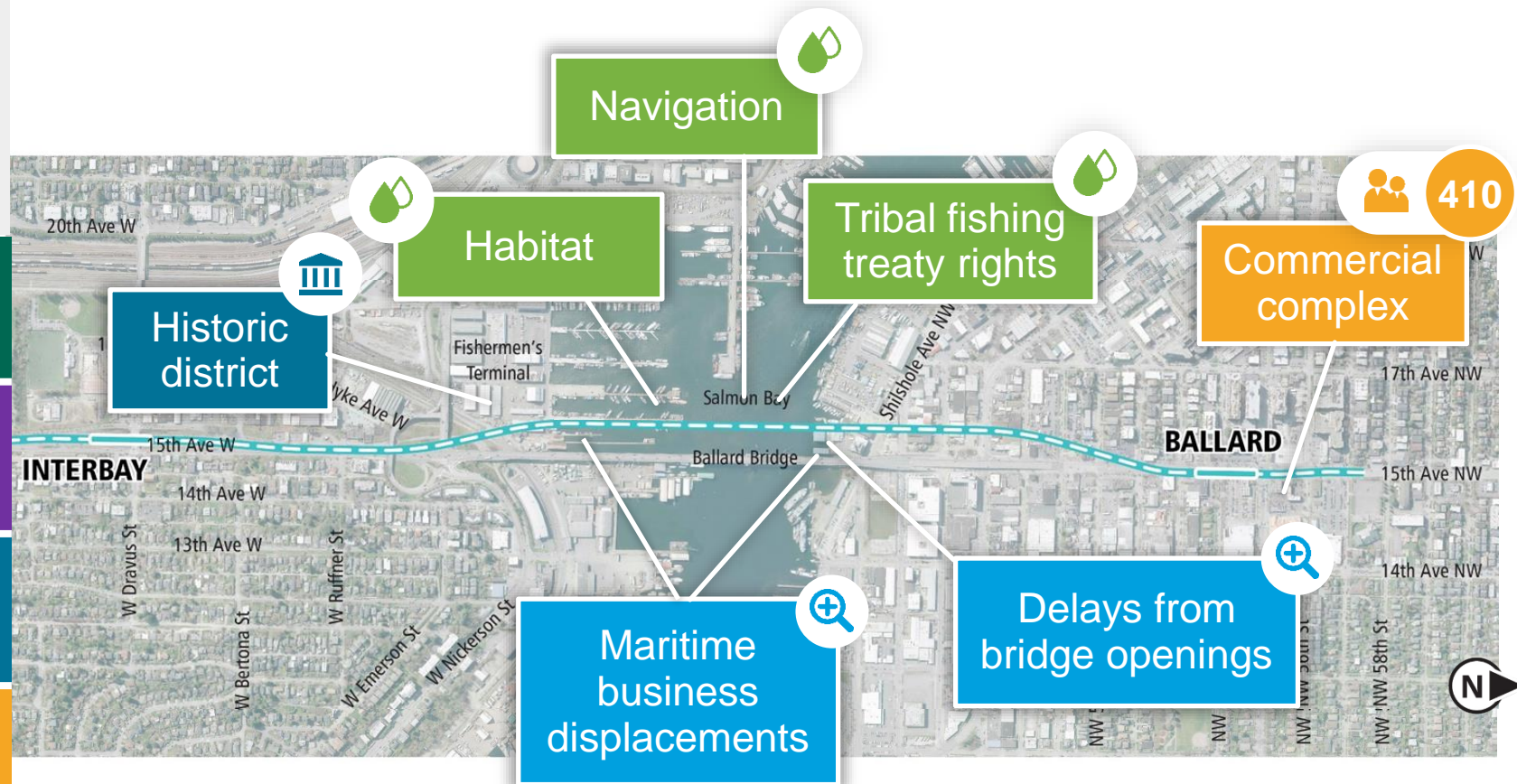
**Residential displacements** **25 units**

**Historic property effects** **10 properties**

**Employee displacements** **620**







**In-water effects (Permanent)** **0.8 acre**

**Other considerations**



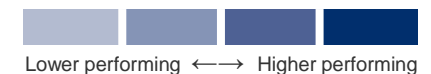
*Diagrams are not to scale and all measurements are approximate.  
The above information is for illustration only. Please refer to DEIS for further detail.*



	Elevated 14th Avenue	Tunnel 14th Avenue	Tunnel 15th Avenue Option	Elevated 14th Avenue Option (from Prospect/15th)	Elevated 15th Avenue
<b>Project cost</b> (2019\$ in billions) 	\$1.5-1.6B	\$1.5B	\$1.7B	\$1.6B	\$1.5B
<b>Residential displacements</b> 	105 units	14 units	21 units	151 units	25 units
<b>Historic property effects</b> 	7	4	3	7	10
<b>Employee displacements</b> 	610	380	370	400	620
<b>In-water effects</b> (Permanent) 	1.2 acre	none	none	1.2 acre	0.8 acre
<b>Other considerations</b> 	Maritime business displacements  Boat ramp and stormwater outfall relocation		Construction closures on 15th	Maritime business displacements  Boat ramp and stormwater outfall relocation	Maritime business displacements  Delays from bridge opening

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

Performance



# ***Discussion: Hearing from CAG members***

***Questions? Initial reflections?***



# ***Discussion: Hearing from CAG members***

***What would you like to understand better as you compare alternatives?***

# *Agenda*

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Overview: Interbay/Ballard
- ***City of Seattle: Engaging in the Draft EIS process***
- Next steps, next meeting and online open house



# West Seattle and Ballard Link Extensions City of Seattle DEIS Review

Community Advisory Group Meetings | February 2022



# City's Regulatory Roles in DEIS Review

**The City is both a regulator and reviewer for WSBLE.**

The City of Seattle is a Cooperating Agency under the National Environmental Policy Act, and a Consulted Agency and an Agency of Jurisdiction under the State Environmental Policy Act.

Under these roles, the City will provide comments on whether the information and analysis are adequate or if additional information is needed to permit the project.

# 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?

# South Interbay Segment Sample Issues

- **Code compliance examples:**  
Queen Anne slope stabilization;  
Noise regulations
- **Impacts and mitigation examples:**  
Transportation and aesthetic impacts on Elliott Ave/15th;  
Business displacement; Utility relocations; Kinnear Park, Queen Anne Greenway







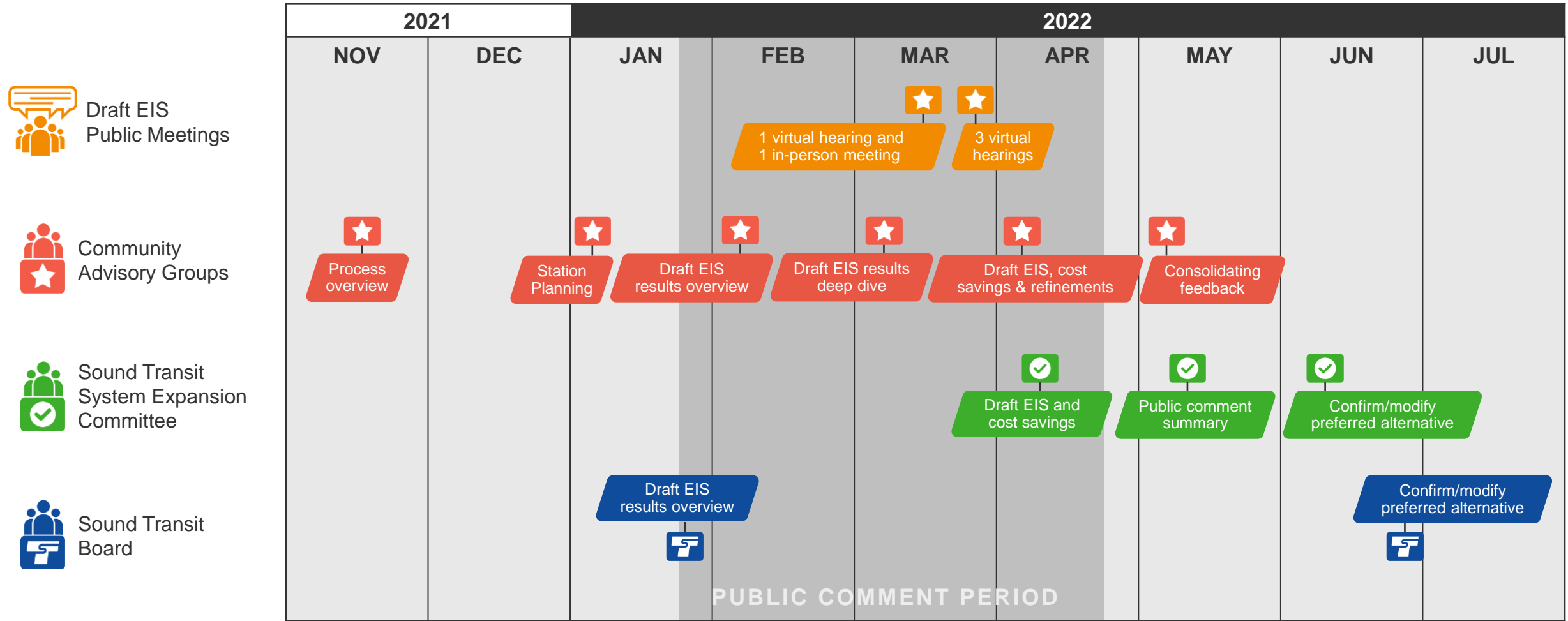
Additional questions please contact  
Jesseca Brand, *Neighborhoods*  
[Jesseca.Brand@Seattle.gov](mailto:Jesseca.Brand@Seattle.gov)

# *Agenda*

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Overview: Interbay/Ballard
- City of Seattle: Engaging in the Draft EIS process
- ***Next steps, next meeting and online open house***

# ***Community engagement and collaboration***

## ***Draft Environmental Impact Statement (EIS)***





# **Upcoming Community Advisory Groups**

## **Draft EIS results overview**



### **Interbay/Ballard Community Advisory Group**

Wednesday, February 2, 2022 from 5pm to 7pm

### **Downtown Community Advisory Group**

Thursday, February 3, 2022 from 5pm to 7pm

### **West Seattle/Duwamish Community Advisory Group**

Tuesday, February 8, 2022 from 5pm to 7pm

### **CID/SODO Community Advisory Group**

Wednesday, February 9, 2022 from 5pm to 7pm

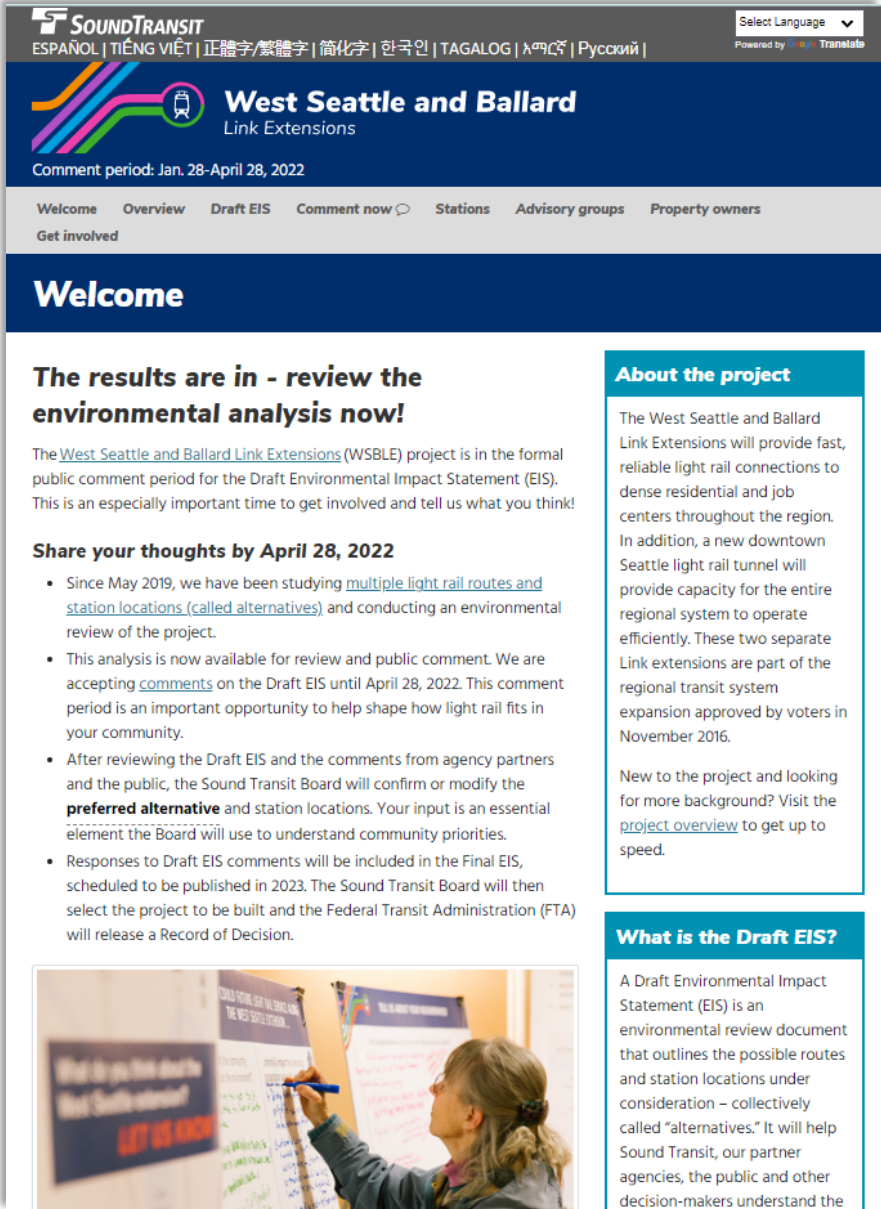
*Advisory group meetings are livestreamed and recorded.*

*For more information and meeting links, visit: [wsblink.participate.online](https://wsblink.participate.online)*

# Online Open House

## The [wsblink.participate.online](https://wsblink.participate.online) features:

- **Project Overview** featuring latest on the project
- **Draft EIS** including an overview and links to the document, where and how to review the document and comment
- **Comment Now** form for comments to be submitted, with tips for writing a helpful comment
- **Stations** overview including the station planning progress report and concepts for each station
- **Advisory Groups** schedule, agendas, link to livestream and all Community Advisory Group related materials
- **Property Owners** resources including an overview of the process and FAQ's for potentially affected property owners
- **Get Involved** featuring all the ways to connect with the project team and engage on the project and comment



The screenshot shows the Sound Transit website for the West Seattle and Ballard Link Extensions project. The header includes the Sound Transit logo and a language selection dropdown. The main navigation bar lists: Welcome, Overview, Draft EIS, Comment now (with a speech bubble icon), Stations, Advisory groups, and Property owners. A sub-navigation bar includes 'Get involved'. The 'Welcome' section features a headline: 'The results are in - review the environmental analysis now!'. Below this, it states that the project is in the formal public comment period for the Draft Environmental Impact Statement (EIS) and encourages public input. A section titled 'Share your thoughts by April 28, 2022' lists four bullet points: 1) Since May 2019, the project has been studying multiple light rail routes and station locations (called alternatives) and conducting an environmental review. 2) This analysis is now available for review and public comment, with comments accepted until April 28, 2022. 3) After reviewing the Draft EIS and comments, the Sound Transit Board will confirm or modify the preferred alternative and station locations. 4) Responses to Draft EIS comments will be included in the Final EIS, scheduled for publication in 2023. To the right, a 'About the project' box describes the Link Extensions as providing fast, reliable light rail connections to dense residential and job centers, and mentions a new downtown Seattle light rail tunnel. Below that, a 'What is the Draft EIS?' box explains that the Draft EIS is an environmental review document outlining possible routes and station locations under consideration, collectively called 'alternatives'.

**Sound Transit**  
ESPAÑOL | TIẾNG VIỆT | 正體字/繁體字 | 简化字 | 한국어 | TAGALOG | Аҧҥҭ | Русский |  
Powered by Translate

**West Seattle and Ballard**  
Link Extensions

Comment period: Jan. 28-April 28, 2022

Welcome Overview Draft EIS Comment now Stations Advisory groups Property owners  
Get involved

## Welcome

**The results are in - review the environmental analysis now!**

The [West Seattle and Ballard Link Extensions](#) (WSBLE) project is in the formal public comment period for the Draft Environmental Impact Statement (EIS). This is an especially important time to get involved and tell us what you think!

**Share your thoughts by April 28, 2022**

- Since May 2019, we have been studying [multiple light rail routes and station locations \(called alternatives\)](#) and conducting an environmental review of the project.
- This analysis is now available for review and public comment. We are accepting [comments](#) on the Draft EIS until April 28, 2022. This comment period is an important opportunity to help shape how light rail fits in your community.
- After reviewing the Draft EIS and the comments from agency partners and the public, the Sound Transit Board will confirm or modify the **preferred alternative** and station locations. Your input is an essential element the Board will use to understand community priorities.
- Responses to Draft EIS comments will be included in the Final EIS, scheduled to be published in 2023. The Sound Transit Board will then select the project to be built and the Federal Transit Administration (FTA) will release a Record of Decision.


**About the project**

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region. In addition, a new downtown Seattle light rail tunnel will provide capacity for the entire regional system to operate efficiently. These two separate Link extensions are part of the regional transit system expansion approved by voters in November 2016.

New to the project and looking for more background? Visit the [project overview](#) to get up to speed.

**What is the Draft EIS?**

A Draft Environmental Impact Statement (EIS) is an environmental review document that outlines the possible routes and station locations under consideration – collectively called “alternatives.” It will help Sound Transit, our partner agencies, the public and other decision-makers understand the



 *wsblink.participate.online*

