**Agenda**

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Deep Dive: CID/SODO
- 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
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• 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
Raise Hand
Closed Caption
Introductions

Please share briefly:

1) Your name and pronouns

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

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DESIGN
PUBLIC INVOLVEMENT
PLANNING

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><strong>NOV</strong></td>
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<tr>
<td><strong>Draft EIS Public Meetings</strong></td>
<td><strong>Process overview</strong></td>
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<td><strong>Community Advisory Groups</strong></td>
<td><strong>Draft EIS results overview</strong></td>
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<td><strong>Sound Transit System Expansion Committee</strong></td>
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<td><strong>Sound Transit Board</strong></td>
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*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
- **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 SODO**

- **At-Grade**
  - SODO Busway
  - To Tacoma Dome
  - Sound Transit Operations & Maintenance Facility
- **At-Grade South Station Option**
  - SODO Busway
  - To Tacoma Dome
  - Sound Transit Operations & Maintenance Facility
- **At-Grade Staggered Configuration**
  - SODO Busway
  - To Tacoma Dome
  - Sound Transit Operations & Maintenance Facility
- **Mixed Profile**
  - SODO Busway
  - To Tacoma Dome
  - Sound Transit Operations & Maintenance Facility

**DRAFT EIS ALTERNATIVES**
- **Preferred alternatives**
- **Other alternatives**
- **Existing Link**

**ROUTE AND STATION PROFILES**
- At-grade
- Elevated
- Street overpass
- Retained cut
<table>
<thead>
<tr>
<th></th>
<th>At-Grade</th>
<th>At-Grade Staggered Station Configuration</th>
<th>At-Grade South Station Option</th>
<th>Mixed Profile</th>
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<td>$0.6-0.7B</td>
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<td>(2019$ in billions)</td>
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<td><strong>Business</strong></td>
<td>20 to 32</td>
<td>19 to 31</td>
<td>17 to 29</td>
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<td>S. Lander Street closure (nights/weekends)</td>
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<td><strong>effects</strong></td>
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The above information is for illustration only. Please refer to DEIS for further detail.
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<tr>
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<th>4th Deep</th>
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<td>$1.7B (+200M)*</td>
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<td>$1.3B (+200M)*</td>
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<td>5</td>
<td>19</td>
<td>19</td>
<td>18</td>
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<td>Station construction duration (9 to 11 years)</td>
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<td>Station construction duration (6.5 to 7.5 years)</td>
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<td>Detours 15,000 vehicles per day (6 years)</td>
<td>Detours 30,000 vehicles per day (6.5 years)</td>
<td>Detours 5,000 vehicles per day (9 months)</td>
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<td></td>
<td>Disrupts streetcar operations (2 years)</td>
<td>Disrupts streetcar operations (2 years)</td>
<td>Disrupts streetcar operations (6 months)</td>
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<td>Relocates major utilities and utility corridor</td>
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<td>Closes Stadium Station (up to 2 years)</td>
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*Additional cost to the preferred alternative in the Downtown Segment as compared to the 5th Shallow connection*
** Between SODO and International District/Chinatown stations

The above information is for illustration only. Please refer to DEIS for further detail.
RET Report: Environmental Review Phase

- Released as a Draft, will be updated based on comments received on the Draft EIS

- **CID Station RET Outcomes:**
  - Limit harmful impacts of the project and work with impacted communities to identify opportunities to repair past harm
  - Maximize connections for all users
  - Community shapes decisions that impact them, through self-determination and with a 100-year vision for future generations
Agenda

• Welcome and introductions
• Community Engagement and Collaboration
• Draft EIS Results Deep Dive: CID/SODO
• City of Seattle: Draft EIS Review
• Next steps and next meeting
Deep dive topics

• Station access and transfer times (CID)
• Potential Displacements (CID)
• Construction roadway closures (SODO and CID)
Station access and transfer times
CID 4th Alternatives

Transit hub connections

Farther from bus routes serving Yesler Terrace / Central District

Closer to bus routes serving Georgetown / South Park

Close connection to Sounder

Farther from First Hill Streetcar

Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.
Multiple approaches from PSQ / Stadium

Direction transit use of Union Station

Orientation to King Street cultural spine in CID

CID 4th Alternatives Neighborhood connections

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Shallow Entrances and platform configuration

Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.
From Tacoma/Ballard to Everett
4 minutes

From Tacoma/Ballard to Redmond
2 minutes 20 seconds

Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.
Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.

Cross-Section Looking North

Station platform (new)

Elevator only access to lower concourse

Station depth ~190'

Station Entrance (new)

Station Entrance (existing SB)

Station Entrance (existing NB)

Station Entrance (existing NB)

Station Entrance (existing SB)

Station Entrance (new)

Tacoma  Ballard

West Seattle / Redmond  Everett / Mariner

4th Ave S  5th Ave S

Union Station

Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.
From Tacoma/Ballard to Everett
5 minutes 20 seconds

From Tacoma/Ballard to Redmond
3 minutes 40 seconds

Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.
CID 5th Alternatives

Station entrance locations

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
CID 5th Diagonal

Station entrance locations

Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.
Close to bus routes serving Yesler Terrace / Central District

Close to First Hill Streetcar

Farther from bus routes serving Georgetown / South Park

Farther from Sounder

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Jackson St primary approach pathway from PSQ

Plazas activated by transfers

Potential adaptive reuse of Union Station

Weller St primary approach pathway from Stadiums

Orientation to King Street cultural spine in CID

8 min to Occidental Square

7.5 min to Lumen Field

12.5 min to Little Saigon

5 min to Wing Luke Museum

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.
Shallow Entrances and platform configuration

Station Entrance (existing NB)
Station Entrance (existing SB)
Station Entrance (new)
Station platform (new)

Potential transit-oriented development over station entrance

Station depth ~90'

Cross-Section Looking North

Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.

35th Ave S
King St
Union Station

West Seattle / Redmond
Everett / Mariner
Ballard
Tacoma

5th

Everett / Mariner

SoundTransit

CID 5th
From Tacoma to Everett
40 seconds

From Tacoma to Redmond
2 minutes 50 seconds

From Ballard to Redmond
4 minutes

Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.
Cross-Section Looking North

Station Entrance (existing NB)

Station Entrance (existing SB)

Station Entrance (new)

Station platform (new)

Tacoma
Ballard

King St

5th Ave S

West Seattle / Redmond

Everett / Mariner

Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.

Potential transit-oriented development over station entrance

Station depth ~115'

CID 5th Diagonal

Entances and configuration
From Tacoma/Ballard to Everett
3 minutes

From Tacoma/Ballard to Redmond
5 minutes 10 seconds

Cross-Section Looking North

Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.

CID 5th Diagonal Transfer pathway and time
Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.

Cross-Section Looking North

Station Entrance (existing NB)
Station Entrance (existing SB)
Station Entrance (new)
Station platform (new)

West Seattle / Redmond  Everett / Mariner

Tacoma  Ballard

Station depth ~180'

Potential transit-oriented development over station entrance

Elevator only access to lower concourse
From Tacoma/Ballard to Everett
5 minutes 20 seconds

From Tacoma/Ballard to Redmond
3 minutes 40 seconds

Conceptual design subject to change.
All measurements are approximate.
Diagrams for illustration only.
Potential Displacements
Permanent displacements
Icon building will remain; access restricted during construction for 4 years
5th Avenue alternatives
5th Avenue alternatives
5th Avenue alternatives
5th Avenue Alternatives
Temporary displacements
5th Avenue Shallow Diagonal Configuration
5th Avenue Shallow Diagonal Configuration
Construction Roadway Closures
SODO segment
Lander Street closure

2 years

Roadway full closure
Potential traffic increase

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

ROUTE AND STATION PROFILES
- At-grade
- Retained cut
- Elevated
- Street overpass

Sound Transit Link OMF Central

1st Ave S
Occidental Ave S

4th Ave S

SODO Busway

6th Ave S

S Lander St

S Holgate St

S Massachusetts St

5th Ave S

S Walker St

S Yesler Wy
Lander Street closure
Holgate Street closure

3 years

Roadway full closure
Potential traffic increase

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Other alternatives
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ROUTE AND STATION PROFILES
- At-grade
- Retained cut
- Elevated
- Street overpass
SODO Busway closure
SODO Busway closure

Closed between S. Spokane Street and Massachusetts Street for following alternatives:

<table>
<thead>
<tr>
<th>SODO Busway</th>
<th>At-Grade</th>
<th>At-Grade Staggered Station Configuration</th>
<th>At-Grade South Station Option</th>
<th>Mixed Profile</th>
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<tbody>
<tr>
<td>Construction (mostly non-revenue)</td>
<td>Diverts 60-80 buses per hour* Mostly non-revenue service</td>
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<tr>
<td>Operation (non-revenue)</td>
<td>Diverts 30-50 buses per hour* All non-revenue service</td>
<td>No diversion</td>
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*peak hour

- Sound Transit will coordinate with City and King County Metro to determine appropriate routing and transit priority treatments
- Sufficient capacity due to permanent closure
- Additional analysis will be conducted
CID segment
The above information is for illustration only. Please refer to DEIS for further detail.

Draft EIS alternatives CID 4th Shallow
The above information is for illustration only. Please refer to DEIS for further detail.
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Deep Dive Topic: City Structures

Elizabeth Sheldon, Acting Director, SDOT Roadway Structures
Wes Ducey, PE, Bridge Rehabilitation & Replacement Program Manager
City Structures in vicinity of WSBLE CID Station Alternatives

2nd Ave Extension S Bridge
Built c1928
Seismic Retrofit 2015

4th Avenue South Bridge, West & East
Built c1910
Major Rehab 1979
Seismic Retrofit 2015

S Jackson Street Bridge, West
Built c1910

Keys:
WSBLE CID ALTERNATIVES
EXISTING IDC STATION

BRIDGE OWNERSHIP
- CITY OF SEATTLE
- KING COUNTY METRO (Sound Transit)
- WSDOT

Note: this stretch of road is actually Seattle Blvd.
City DEIS Review

Sara Maxana, Acting Director, SDOT Sound Transit Program
Jesseca Brand, Strategic Initiatives Lead, DON
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 CID and SODO segments alternatives:**

- SODO
- CID: Shallow v Deep
- CID: 4th Avenue South v 5th Avenue South

**Discussion questions:**

- Are these the right considerations to compare the alternatives? What issues are of greatest importance?
- Is the alternative viable? What mitigation measures would be needed to address the impacts?
**AT GRADE**

SODO-1a: At-Grade Station (Preferred)
SODO-1a: At-Grade Staggered Station (Preferred)
SODO-1b: At-Grade South Station

**MIXED PROFILE**

SODO-2: Mixed-Profile
**AT GRADE**

**OPPORTUNITIES**
Two overpass crossings

**CONCERNS**
Overpass design challenges
Construction impacts

---

**MIXED PROFILE**

**OPPORTUNITIES**
Limits impacts and design challenges

**CONCERNS**
Pedestrian/vehicle crossing at Lander

---

**At-Grade**

![Map of At-Grade option]

**At-Grade Staggered Configuration**

![Map of At-Grade Staggered Configuration]

**At-Grade South Station Option**

![Map of At-Grade South Station Option]

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**Mixed Profile**

![Map of Mixed Profile option]
RACIAL EQUITY TOOLKIT OUTCOMES

How do the CID alternatives advance or hinder the RET outcomes:

• Limit harmful impacts of the project and work with impacted communities to identify opportunities to repair past harm
• Maximize connections for all users
• Community shapes decisions that impact them, through self-determination and with a 100-year vision for future generations
**SHALLOW OPTIONS**

**OPPORTUNITIES**
- Avoids elevator-only access of deep options
- Connects to both DT alternatives

**CONCERNS**

**DEEP OPTIONS**

**OPPORTUNITIES**

**CONCERNS**
- Elevator only access
- Additional costs and construction impacts to DT segment
- Only connects to DT-1 alternative

---

**Map Diagram**

- Connections between stations:
  - To West Seattle
  - To Tacoma Dome
  - To Ballard

**City of Seattle**
4TH AVE S ALTERNATIVE

**OPPORTUNITIES**
Avoids construction and business impacts to CID core
Better access to Pioneer Square, Sounder/Amtrak, and stadiums for surge events

**CONCERNS**
Construction impacts to roadways and transit
Residential displacement
Additional costs for 4th Ave S bridge impacts and impacts to DT segment
Possible longer construction duration (8-11 years)

---

5TH AVE S ALTERNATIVE

**OPPORTUNITIES**
Avoids major construction impacts and cost implications of 4th Ave S alternative
Possible shorter construction duration (5-9 years)

**CONCERNS**
Displacement of 13 businesses in the heart of CID (18-19 for entire segment)
DISCUSSION

Are these the right considerations to compare alternatives? What issues are most important? Is the alternative viable? What mitigation measures would be needed to address the 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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### 2021
- **Draft EIS Public Meetings**
- **Community Advisory Groups**
- **Sound Transit System Expansion Committee**
- **Sound Transit Board**

### 2022
- **PUBLIC COMMENT PERIOD**
  - **1 virtual hearing and 1 in-person meeting**
  - **3 virtual hearings**
- **Consolidating feedback**
- **Confirm/modify preferred alternative**

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

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

CID/SODO Community Advisory Group
Draft EIS Deep Dive
Wednesday, April 13, 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.*