



West Seattle and Ballard Link Extensions (WSBLE) Draft City Recommendations

Transportation and Seattle Public Utilities Committee | June 7, 2022

Council Resolution 32055: *West Seattle and Ballard Link Extensions (WSBLE)* *Recommendations*

Advancing a *One Seattle* vision for WSBLE,
the largest infrastructure project
in City history.



Presentation Overview

1. Background

- WSBLE Project Overview
- Developing a City Recommendation

2. Recommendation on a Preferred Alternative

- West Seattle: Overview and Discussion
- CID/SODO: Overview and Discussion
- Downtown: Overview and Discussion
- Ballard/Interbay: Overview and Discussion

3. Next Steps

- Refinements + Third-Party Funding
- Board action and FEIS
- Discussion



1. Background

- WSBLE Project Overview
- Developing a City Recommendation



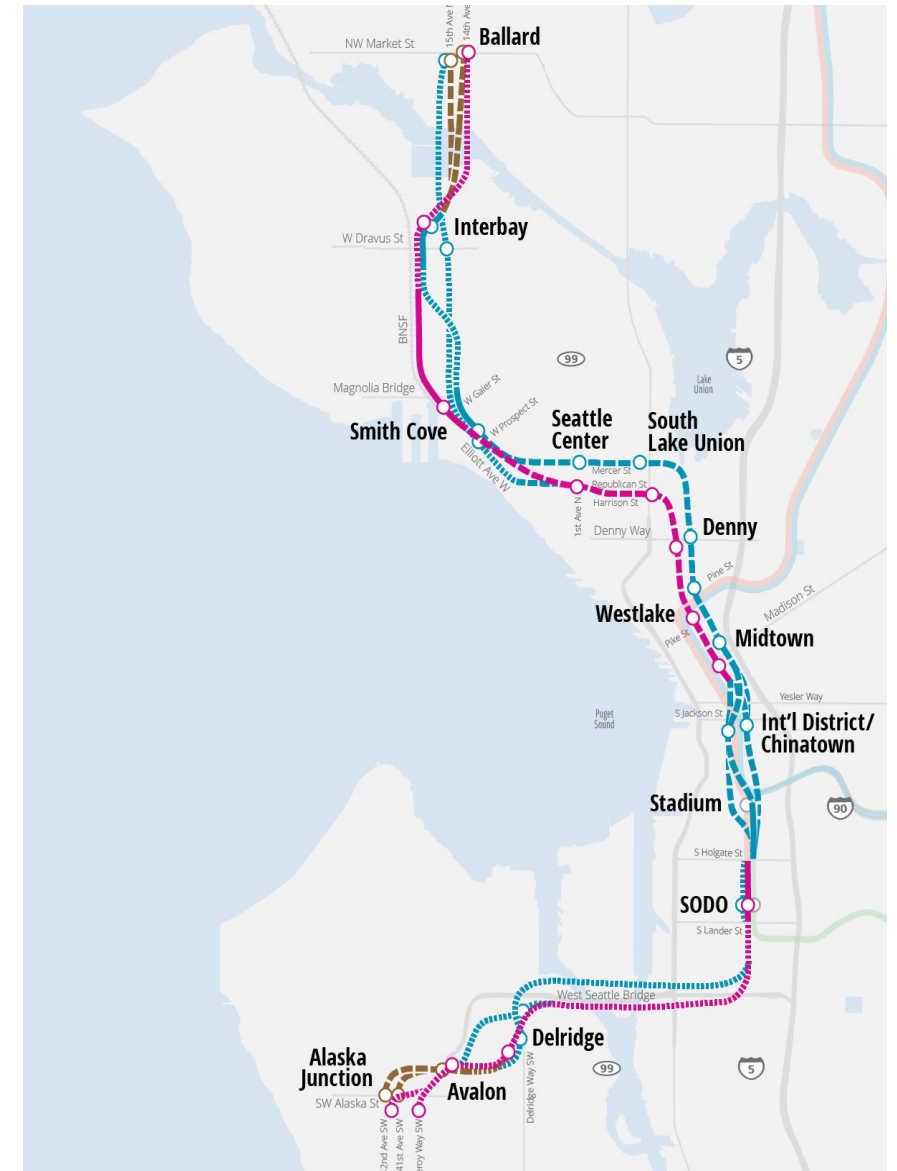
Project Background

WSBLE Overview

At \$12+ Billion, West Seattle and Ballard Link Extensions (WSBLE) project is the **largest infrastructure project in City history**—with tremendous opportunity for transformation, but also potential for significant construction and related impacts to existing communities.

The project includes:

- 12+ miles of new light rail track
- 13+ new or expanded stations
- New light rail-only downtown tunnel
- 2 water crossings

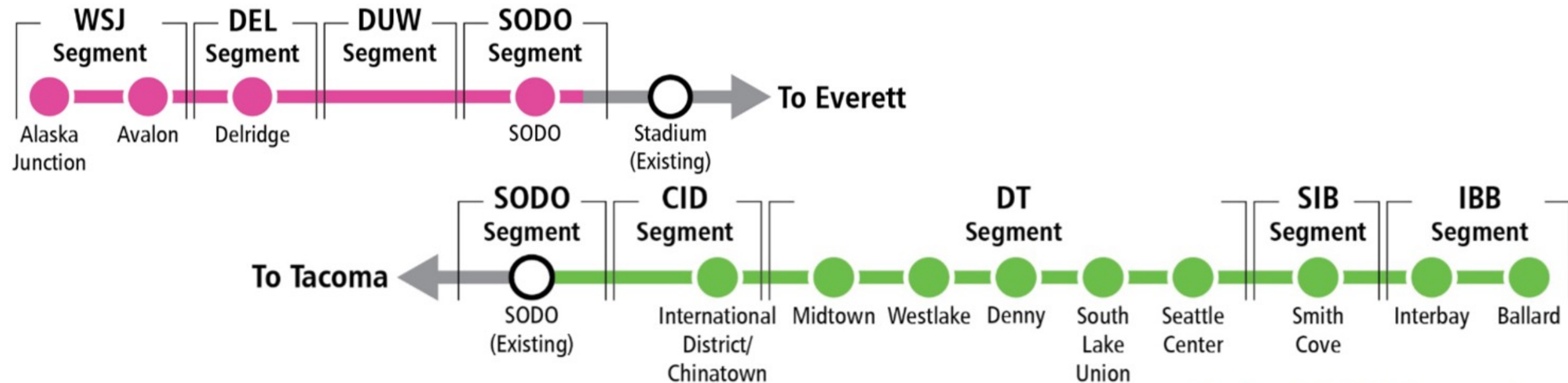


Project Background

WSBLE Overview

The WSBLE project proposes two light rail extensions, one from West Seattle to Downtown (continuing north to Everett), and the other from Ballard to Downtown (continuing south to Tacoma). Riders will transfer between these two lines at expanded CID and Westlake stations.

West Seattle Link Extension



Ballard Link Extension

Project Background

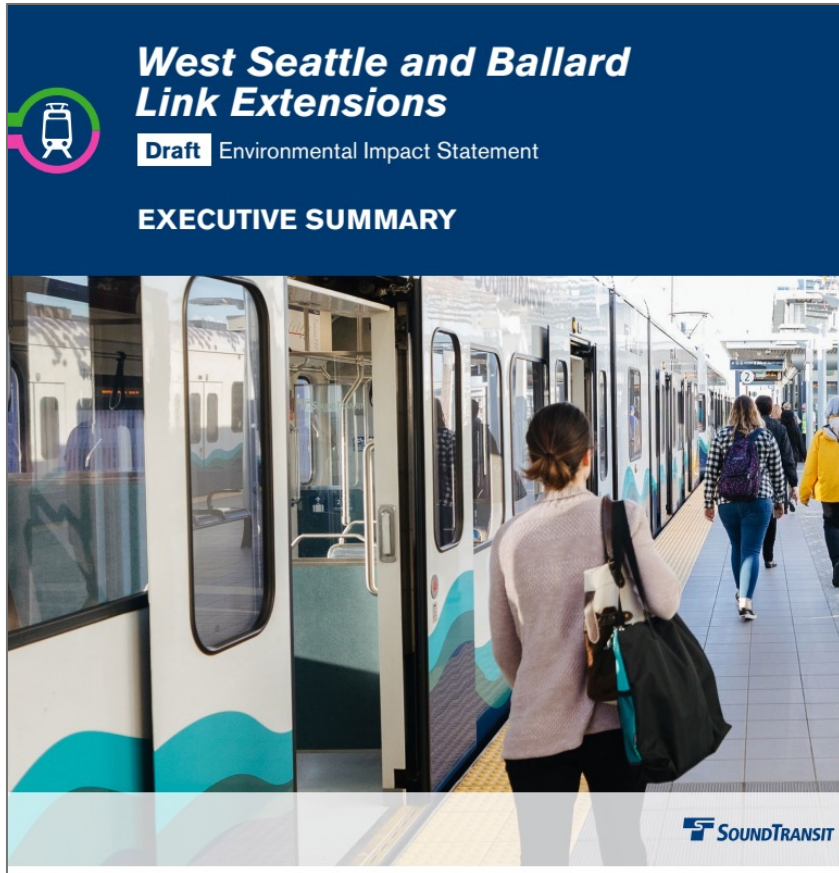
WSBLE Timeline



*Dates reflect an affordable schedule of 2039 based on current cost estimates and revenue projections and a target schedule if the affordability gap can be closed.

Background on City Recommendation

DEIS Review



Nearly 100 subject matter experts from 15+ City departments reviewed and commented on the 8000+ pages of DEIS analysis.

In April, the City transmitted over 1500 technical comments on the DEIS, and a cover letter summarizing key findings and recommendations.

Background on City Recommendation


ST-led Engagement

Sound Transit provided briefings and facilitated discussions on the WSBLE alternatives at monthly Community Advisory Group meetings, other neighborhood and stakeholder meetings, and Seattle City Council committee meetings on February 15th and April 19th.

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

28 **Summary** South Interbay 

(Image: Sound Transit presentation on the WSBLE alternatives to the February 15th meeting of the City Council Transportation and Seattle Public Utilities Committee)

Background on City Recommendation

City-led Engagement



Image: Seattle Department of Neighborhoods

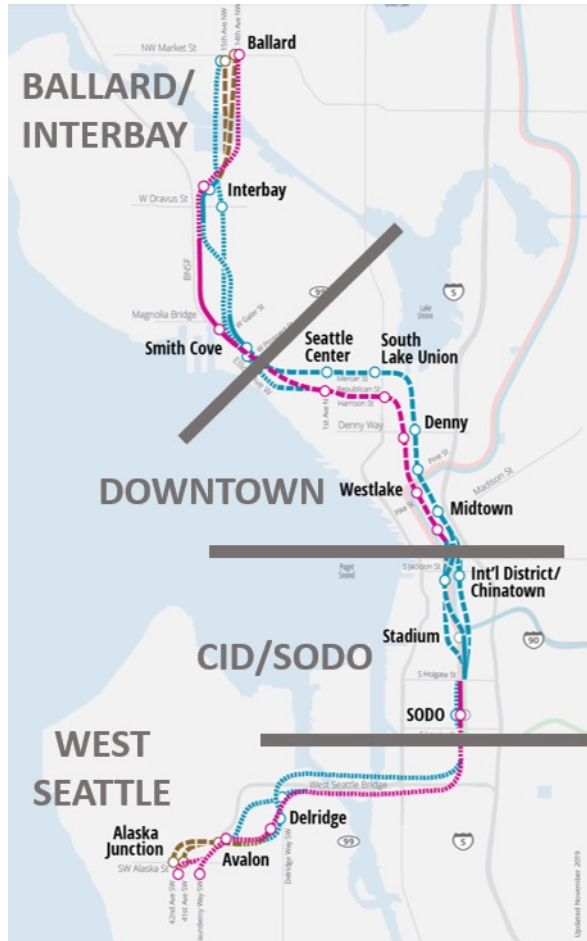
The City has engaged with communities on WSBLE over the last several years and throughout the DEIS process.

City staff listen through a range of engagement opportunities, some with Sound Transit, but also City-led and community-led activities: briefings, workshops, one-on-ones, and through Community Liaisons.

The City aims for decisions that are centered in racial equity and co-created and truth-checked with community.

Background on City Recommendation

Segment Teams



Four Segment Teams comprising subject matter experts from nine departments* met since October 2021 to:

- Evaluate the DEIS alternatives in each segment
- Identify key differentiators between alternatives
- Develop recommendations based on areas of consensus and discuss areas of disagreement
- Highlight areas for which a recommendation cannot be provided due to missing information

**Segment Teams included representatives from SDOT, DON, FAS, OPCD, Seattle Center, SCL, SDCl, SPR, and SPU*

Core Values

Based on DEIS review, engagement, and segment teams, the City identified five *core values* to differentiate and evaluate alternatives:

- **RACIAL EQUITY.** Promote equitable benefits and avoid disparate impacts to community members, especially in Racial Equity Toolkit-identified communities.
- **SAFETY + USER EXPERIENCE.** Locate and design stations for safe access and circulation that minimizes pedestrian risk, creates a sense of belonging, and leads to greater ridership.
- **COMMUNITY.** Minimize residential and business displacement and impacts to existing neighborhood assets and maximize opportunities to further equitable TOD and other community-identified priorities.
- **ENVIRONMENTAL PROTECTION.** Minimize impacts to sensitive environmental areas.
- **STEWARDSHIP.** Facilitate responsible stewardship of taxpayer dollars by seeking highest benefit for dollars spent and helping keep project on time and under budget.

Background on City Recommendation

Impacts

Developing WSBLE through existing neighborhoods will have impacts—including land use, transportation, noise, and aesthetics.

Property impacts will require partial and complete acquisitions, resulting in displacement of residences and businesses.

The City has a role in advocating for alternatives that minimize impacts. For property impacts, the City will work with Sound Transit on appropriate mitigation for displacements through acquisition and relocation assistance.



SIB-1 alternative in South Interbay would have numerous property and right-of-way impacts—including affected parcels on private property and column placements in Elliott Ave W. (Image: WSBLE DEIS. Appendix L)

2. Recommendation on a Preferred Alternative

- West Seattle
- CID/SODO
- Downtown
- Ballard/Interbay

For each segment grouping:

A. Recommendation

B. Rationale Based on Core Values

C. What We've Heard from Engagement

D. Additional Work Needed

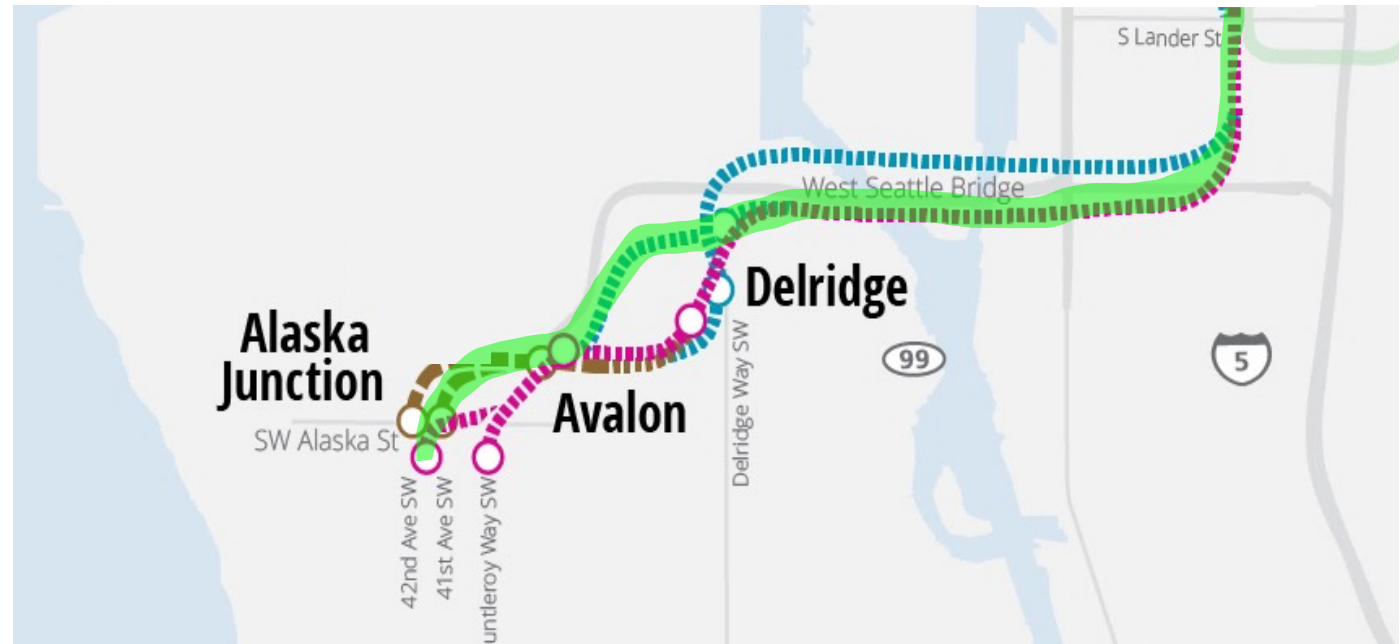
E. Discussion



Recommendation on Preferred Alternative

West Seattle Segments

- West Seattle Junction Segment
- Delridge Segment
- Duwamish Crossing Segment



Alternatives:

Preferred

Preferred w 3rd Party Funding

Other

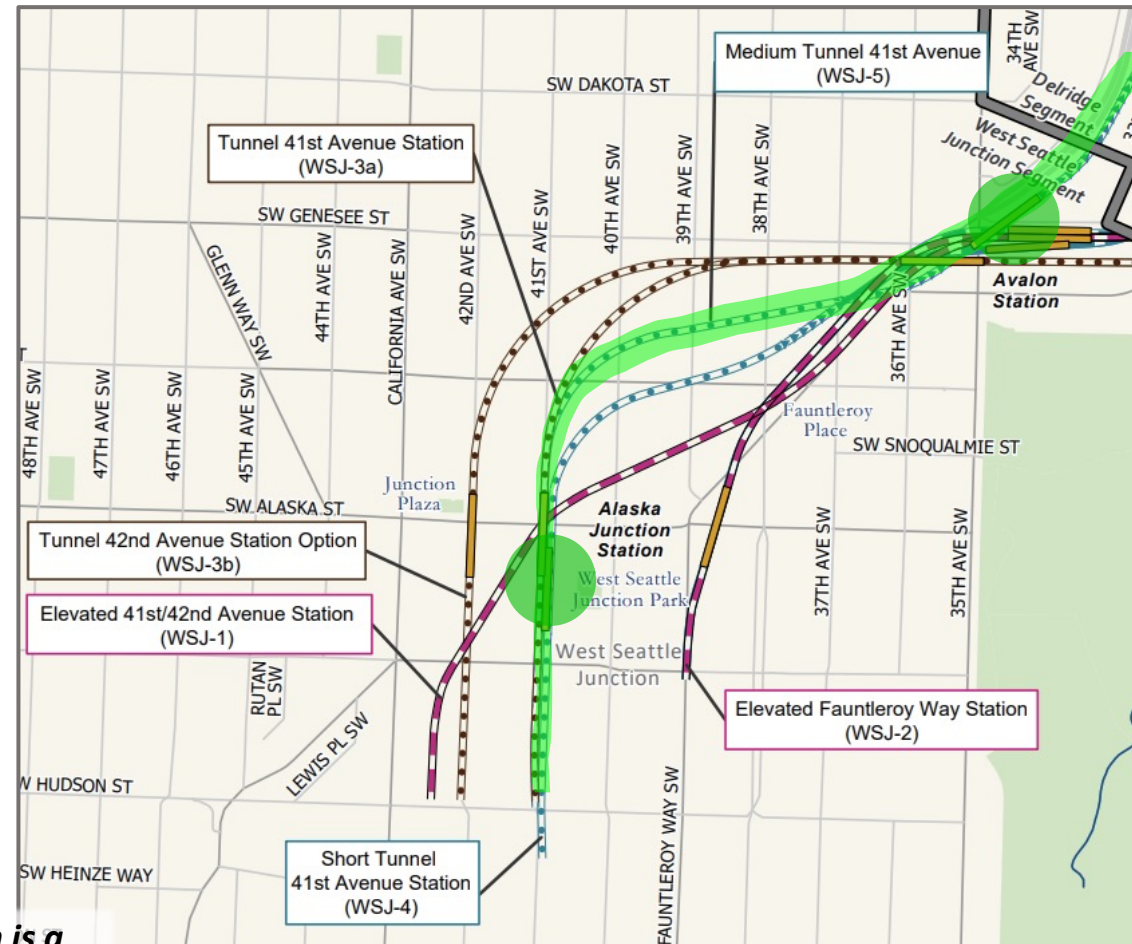
West Seattle Junction Segment

Stations: Alaska Junction, Avalon

Recommendation: Alternative WSJ-5

Medium tunnel to Alaska Junction station at 41st Street SW with retained cut Avalon station.

Nearby context: West Seattle Junction is a fast-growing Hub Urban Village. (Image: WSBLE DEIS Executive Summary, highlight added)



Alternatives:

Preferred

Preferred w 3rd Party Funding

Other

West Seattle Junction Segment

Stations: Alaska Junction, Avalon

Rationale:

- **SAFETY:** Avoids sightline obstructions during operation
- **COMMUNITY:** Avoids impacts of elevated guideway
- **STEWARDSHIP:** The Medium Tunnel offers the benefits of a tunnel at a comparable cost of the DEIS elevated alternatives.

Figure 2-13b. KOP WS-13: Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1)



The City's recommendation avoids elevated guideways, such as Alternative WSJ-1 pictured here, which create permanent sightline obstructions that impact safety for all roadway users. (Image: WSBLE DEIS Appendix N.2)

West Seattle Junction Segment

Stations: Alaska Junction, Avalon

What we've heard:

- Strong support for tunnel
- Concern about impacts from elevated guideway: visual/noise during construction, development constraints due to columns, safety due to sightline obstructions
- Concern about construction impacts to operations and character of the business district



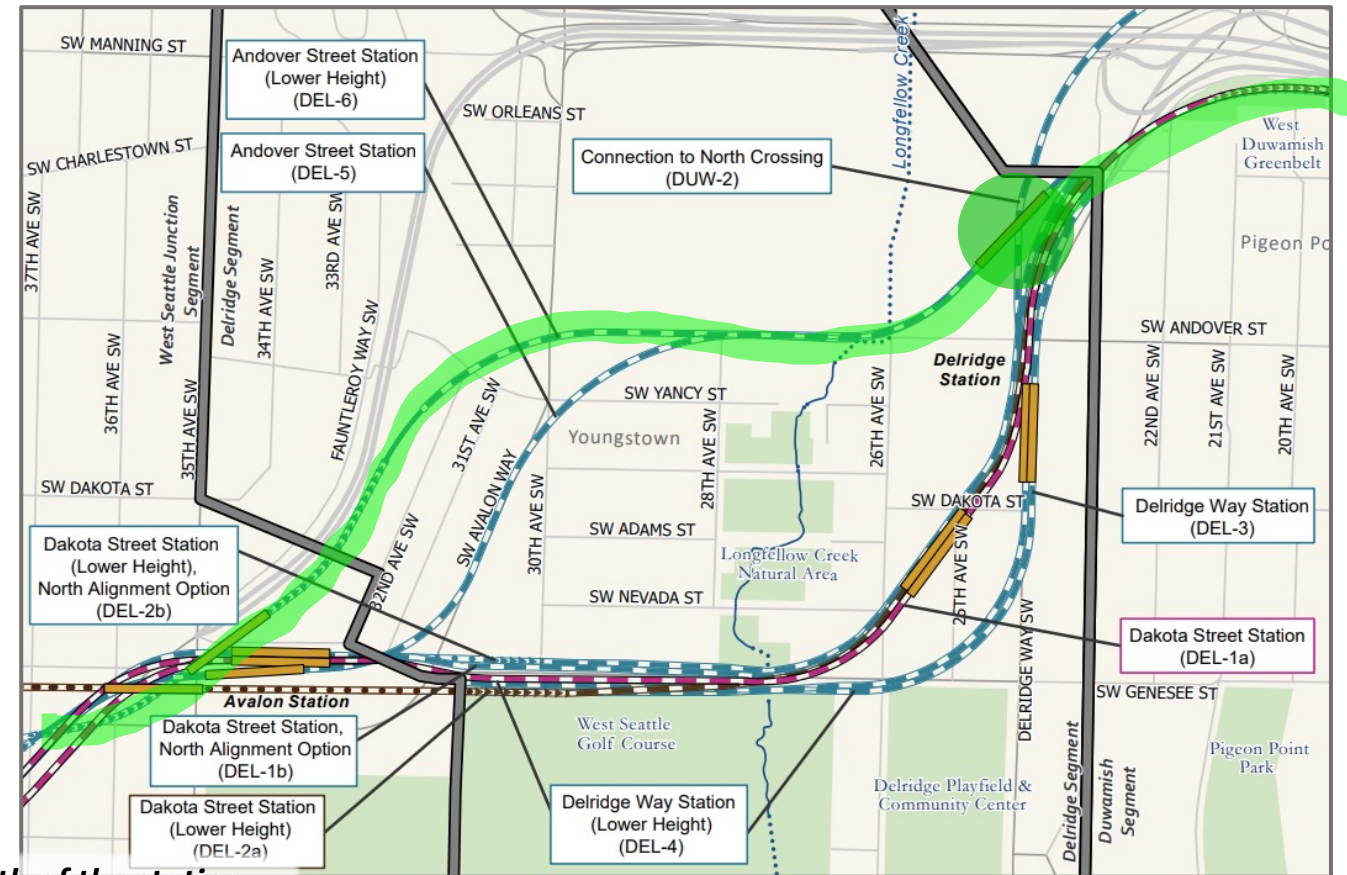
The City recommendation avoids tall, elevated guideways, such as Alternative DEL-5 pictured here near Avalon Station, that create many adverse impacts on surrounding communities. (Image: WSBLE DEIS Executive Summary)

Delridge Segment

Station: Delridge

Recommendation:
Alternative DEL-6

Elevated lower height
Delridge station at Andover



Nighborhood context: The RET-priority communities to the south of the station area, including South Delridge and White Center, will access the station by bus.

(Image: WSBLE DEIS Executive Summary, highlight added)

Alternatives:

Preferred

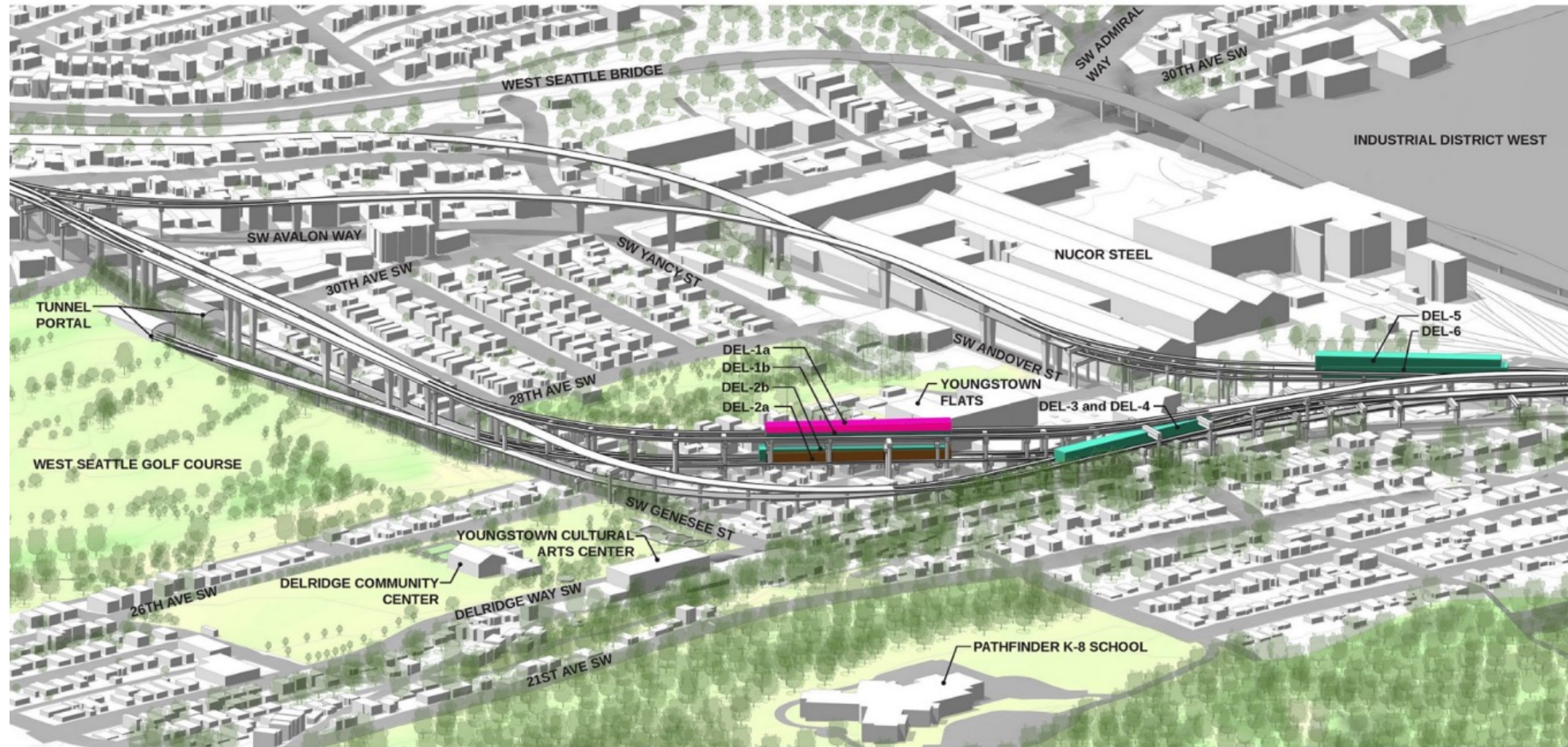
Preferred w 3rd Party Funding

Other

Delridge Segment

Station: Delridge

Figure 4-3. Delridge Segment Alternatives 3D Model



This 3D model of Delridge Station alternatives illustrates potential impacts of high elevated guideways over the residential valley. (Image: WSBLE DEIS Appendix N.2)

VIEW LOOKING NW

Delridge Segment

Station: Delridge

Rationale:

- COMMUNITY: Avoids effects of tall guideway, including displacements and visual impacts, over residential community
- STEWARDSHIP: Avoids costs of more expensive and impactful tunnels

Viewpoint: Looking North along Delridge Way Southwest



The City recommendation avoids significant property takings and visual impacts of elevated guideway through existing residential area, such as the Delridge Way alternative pictured above. (Image: Presentation to Duwamish/West Seattle Community Advisory Group, April 2022)

Delridge Segment

Station: Delridge

What we've heard:

- Minimize displacement while maximizing opportunity for community-driven equitable TOD
- Need for additional engagement with RET communities
- Provide seamless bus-rail integration

Figure 2-9c. KOP WS-9: Dakota Street Station North Alignment Option (DEL-1b)



The property takings for the Dakota Street alternatives would leave the community with difficult-to-develop remainder parcels under the guideway. (Image: WSBLE DEIS Appendix N.2)

Delridge Segment

Station: Delridge

Additional work needed:

- Conduct additional engagement with RET communities
- Ensure safe pedestrian access and seamless bus-rail integration through:
 - Refinements for station access south of Andover
 - Strategies to minimize pedestrian-freight conflict
- Minimize displacement while maximizing opportunity for equitable TOD
- Protect Longfellow Creek



Protection and restoration of Longfellow Creek is a high priority in the North Delridge Action Plan. (Image: WSBLE DEIS Appendix N.4)

Duwamish Water Crossing Segment

Stations: None

Recommendation:
Alternative DUW-1a
South crossing



Neighborhood context: The Duwamish Water Crossing parallels the West Seattle Bridge and introduces potential adverse impacts to maritime businesses, tree canopy, and wildlife habitat. (Image: WSBLE DEIS Executive Summary, highlight added)

Alternatives:

Preferred

Preferred w 3rd Party Funding

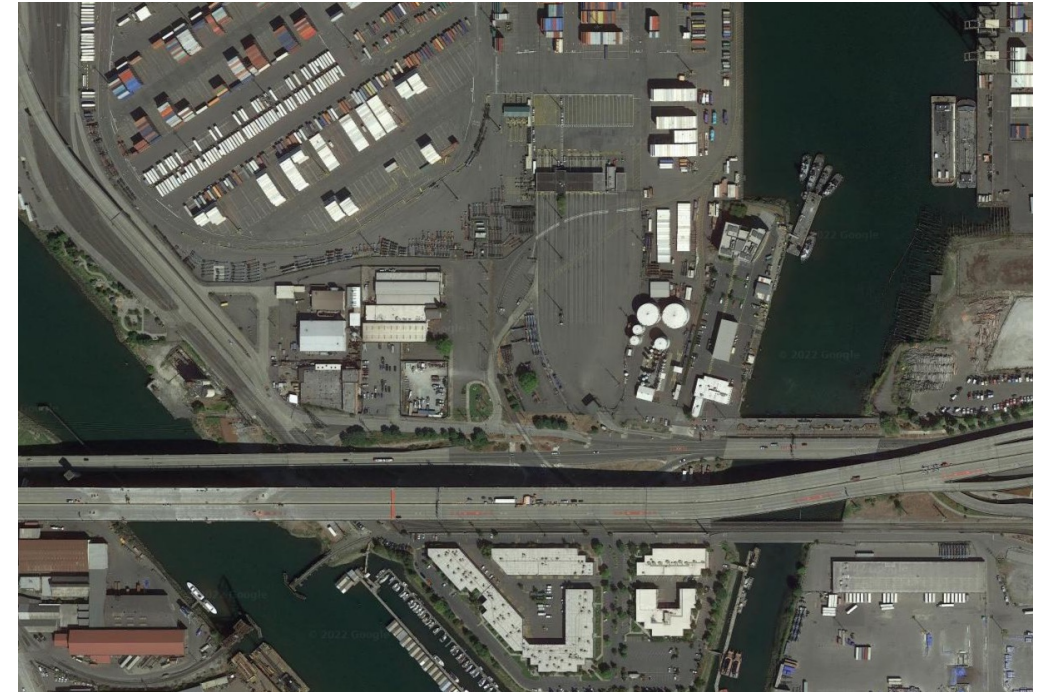
Other

Duwamish Water Crossing Segment

Stations: None

Rationale:

- COMMUNITY: The DEIS identified the impacts of the North crossing alternative to the maritime businesses would be unmitigable.
- [Note: ENVIRONMENT and COMMUNITY: The South crossing creates significant adverse impacts to Pigeon Point. Sound Transit needs to demonstrate adequate avoidance and mitigation.]



The DEIS found that the North crossing's permanent impacts to maritime businesses would not be mitigable. (Image: Google Maps)

Duwamish Water Crossing Segment

Stations: None

What we've heard:

- Concern about impacts to maritime/industrial businesses
- Concern about Tribal impacts near/in the Duwamish
- Concerns about impacts to the West Duwamish Greenbelt—including tree loss and wildlife impacts.

Figure 2-3b. KOP WS-3: Preferred South Crossing Alternative (DUW-1a)



The south crossing would be located south of the West Seattle Bridge and would impact the natural environment on Pigeon Point. (Image: WSBLE DEIS Appendix N.2)

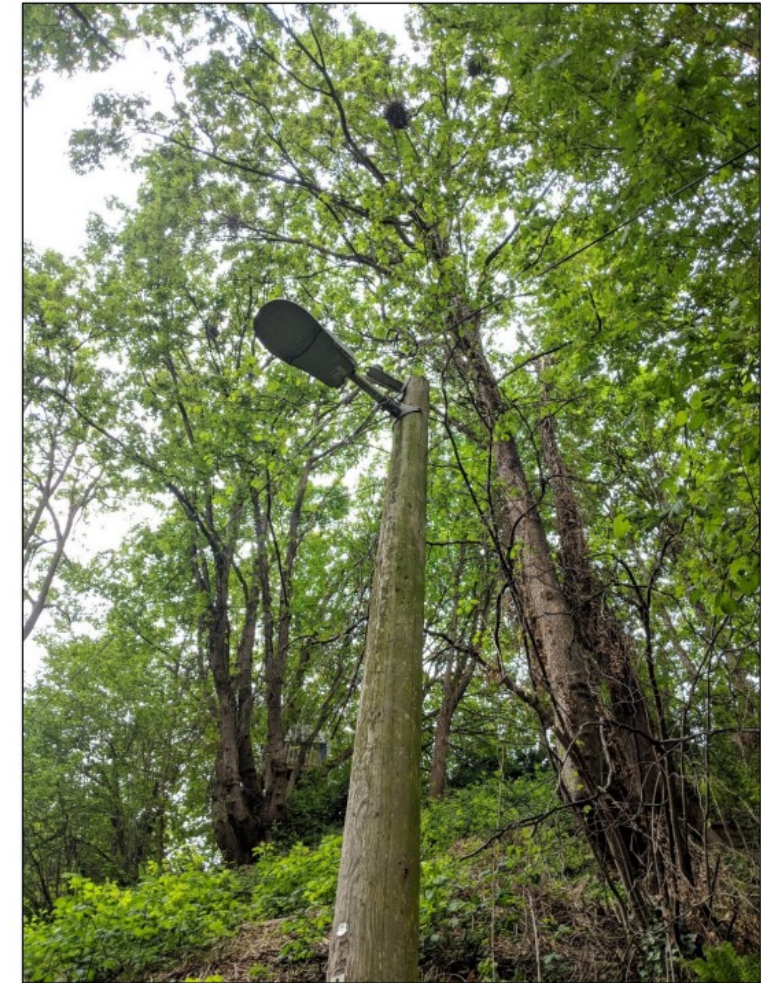
Duwamish Water Crossing

Stations: None

Additional work needed:

- Avoid or mitigate impacts at Pigeon Point and West Duwamish Greenbelt sufficient to achieve *de minimus* under NEPA Section 4(f)
- Ensure complete slope stabilization for steep slope impacts
- Ensure compatibility with long-term West Seattle Bridge replacement

Figure N4.D-15. Great Blue Heron Rookery at West Duwamish Greenbelt
From stairwell trail, taken May 14, 2019.



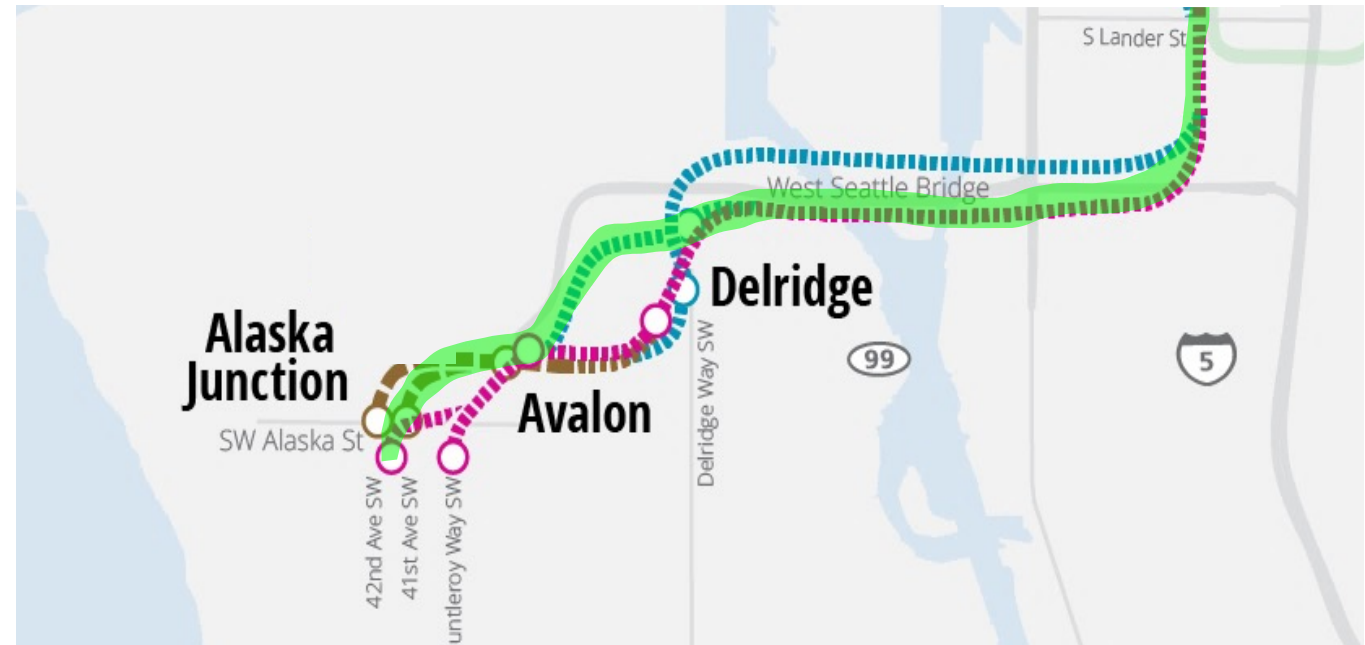
Alternative DUW-1a would result in tree loss and impacts to Blue Heron habitat at Pigeon Point. Sound Transit must demonstrate how these impacts would be avoided or mitigated. (Image: WSBLE DEIS Appendix N.4)

Recommendation on Preferred Alternative

West Seattle Segments

- West Seattle Junction Segment
- Delridge Segment
- Duwamish Crossing Segment

DISCUSSION



Alternatives:

Preferred

Preferred w 3rd Party Funding

Other

Recommendation on Preferred Alternative CID/SODO

- SODO Segment
- CID Segment



Alternatives:

Preferred

Preferred w 3rd Party Funding

Other

SODO Segment

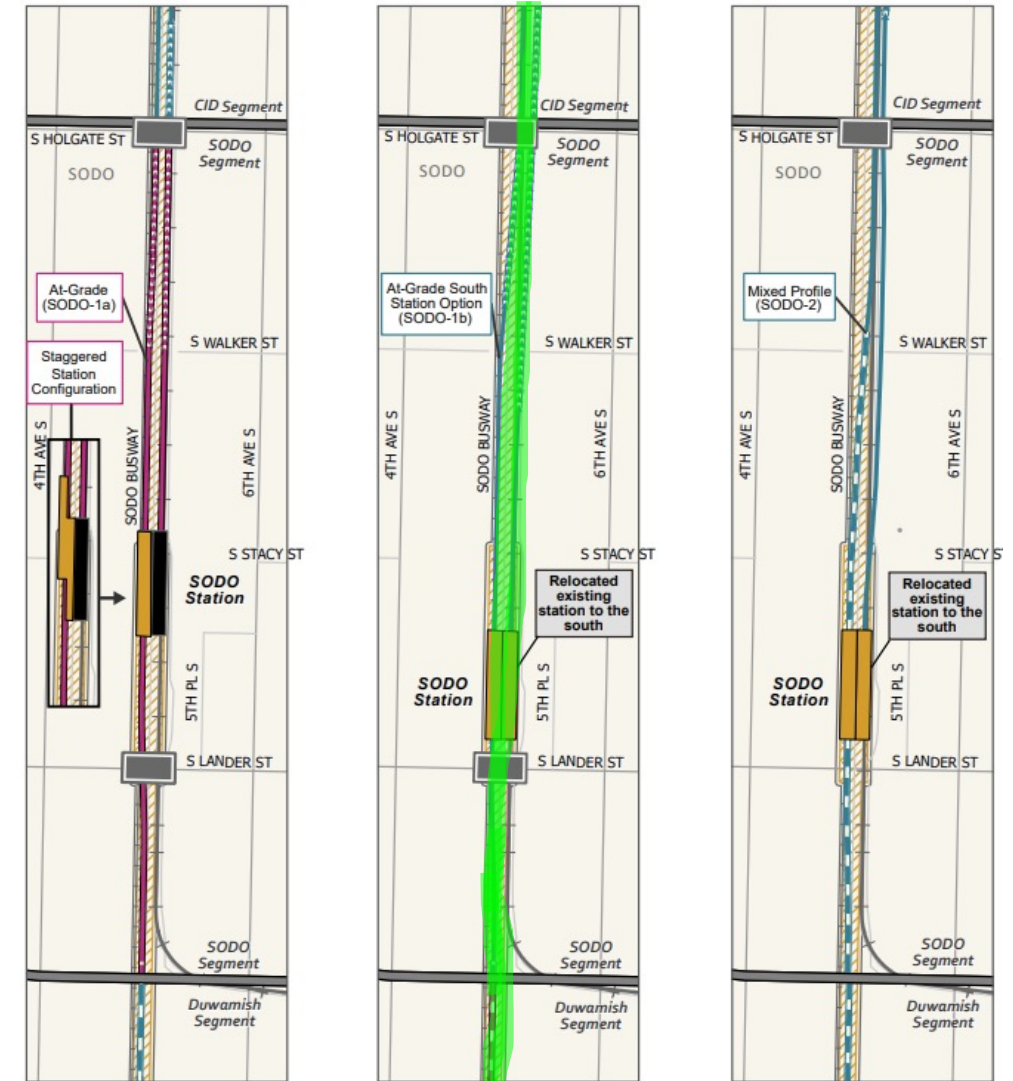
Station: SODO

Recommendation:

Alternative SODO-1b

At-grade South station option

Neighborhood context: SODO is the industrial heart of the region—confluence of deep seaport with transfer to rail and roads. (Image: WSBLE DEIS Executive Summary, highlight added)



Alternatives:

Preferred

Preferred w 3rd Party Funding

Other

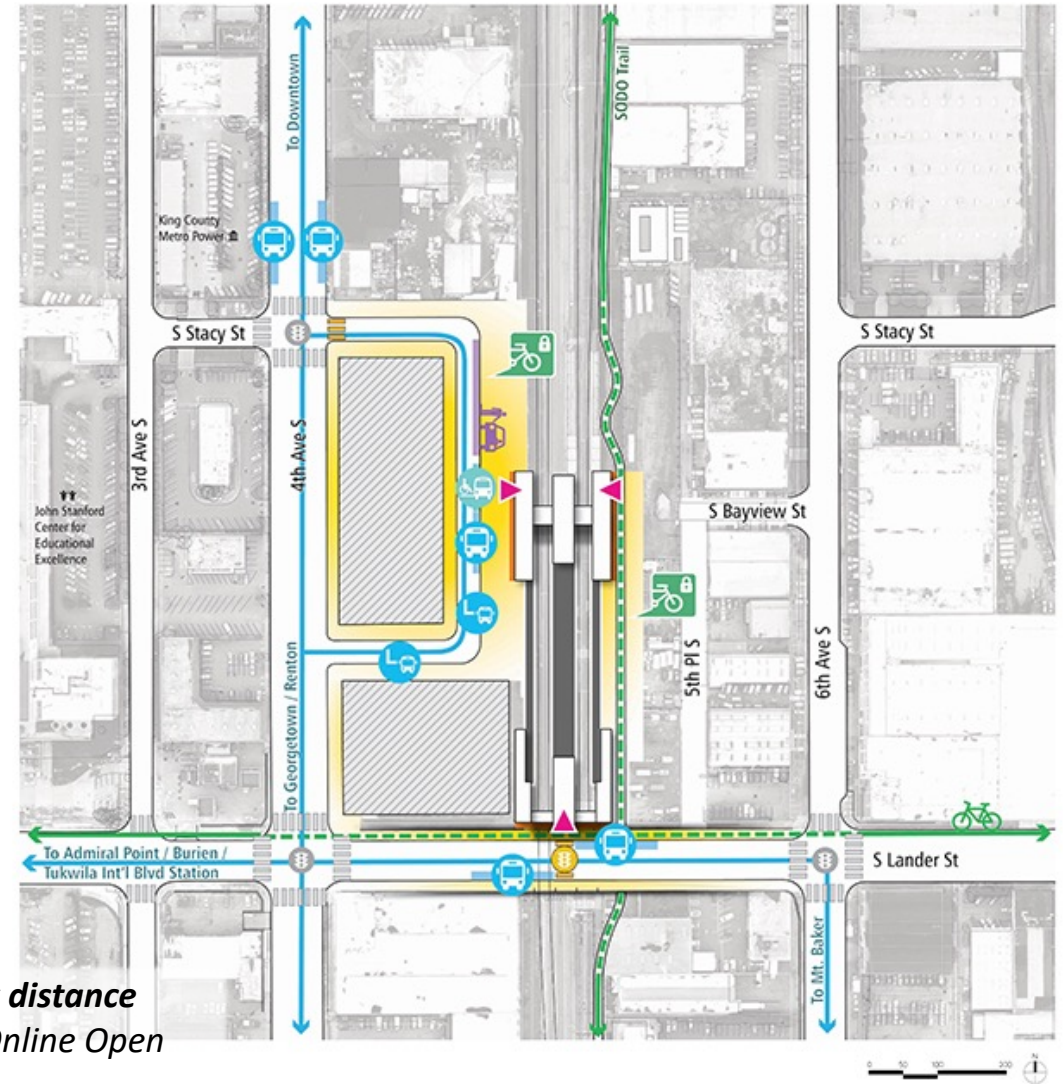
SODO Segment

Station: SODO

RATIONALE:

- SAFETY + USER EXPERIENCE:
Provide better access from Lander Street
- COMMUNITY: Avoid displacements from alternatives further north

SODO 1b: The SODO-1b alternative would shorten the walk distance between Lander Street and the platforms. (Image: WSBL Online Open House at <https://wsblink.participate.online/>)



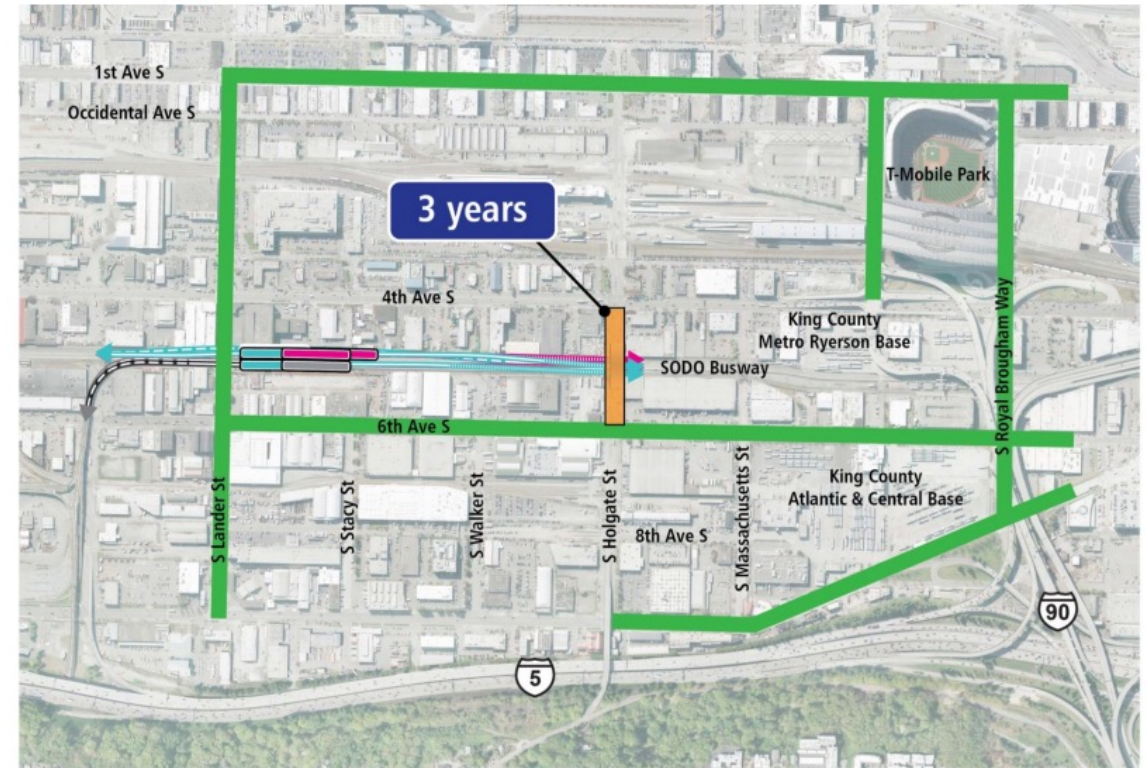
Recommendation on Preferred Alternative SODO Segment

Station: SODO

What we've heard:

- Support for at-grade South from business community to improve station access and avoid business displacements
- Concern about reduced property access from Lander overpass
- Concern about construction impacts to businesses and mobility

Holgate Street closure



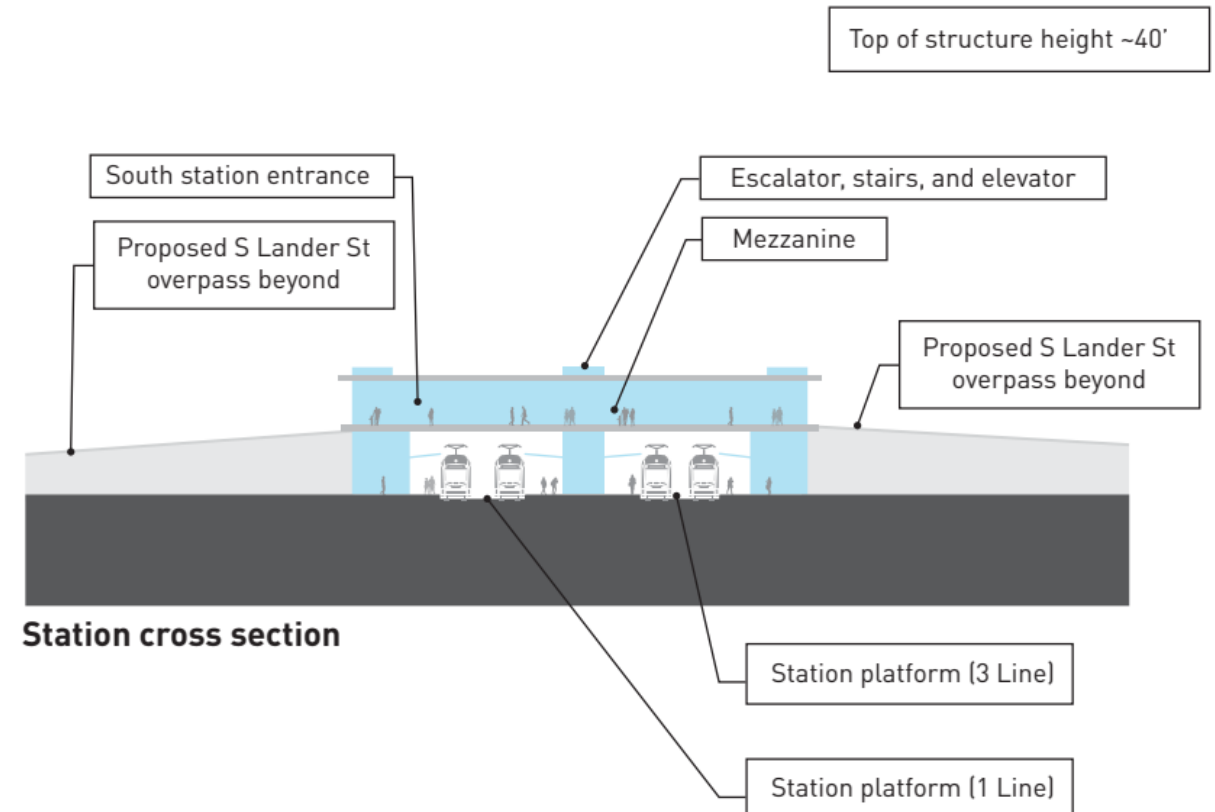
All alternatives would require 2 to 3-year closures of Lander and Holgate streets. (Image: Presentation to CID/SODO Community Advisory Group, March 2022)

Recommendation on Preferred Alternative SODO Segment

Station: SODO

Additional work needed:

- Design Holgate and Lander Street overpasses at acceptable grades
- Ensure intersection elevations that accommodate all vehicle types
- Plan for mitigation and long-term restoration of SODO Trail

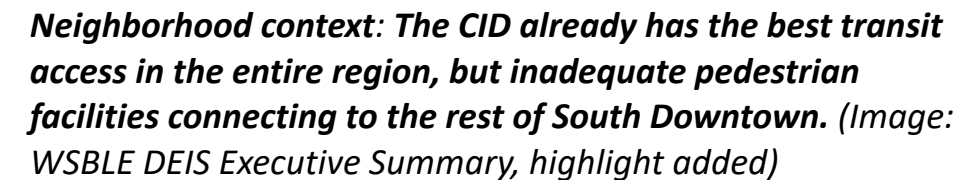


Overpass grades: The SODO-1a and SODO-1b alternatives would construct an overpass of the LRT tracks between 4th Ave S and 6th Ave S. (Image: WSBL Online Open House at <https://wsblink.participate.online/>)

CID Segment

Recommendation: TBD

There are significant cultural and racial equity impacts of any CID alternative. We must work with community to understand impacts and identify solutions before supporting a preferred alternative.



Other

CID Segment

Stations: Chinatown-International District, (Stadium)

Additional work needed: Advance a focused six- to nine-month planning process with CID and Pioneer Square community members and other partner organizations.

1
More fully address the **community’s concerns** with the existing alternatives, including strategies to avoid, minimize, and mitigate impacts.

2
Develop modifications to the 4th and 5th Avenue shallow alternatives that reduce impacts and costs.

3
Initiate a **broader community development strategy** that furthers RET outcomes and addresses project and cumulative impacts and historic harm.

CID Segment

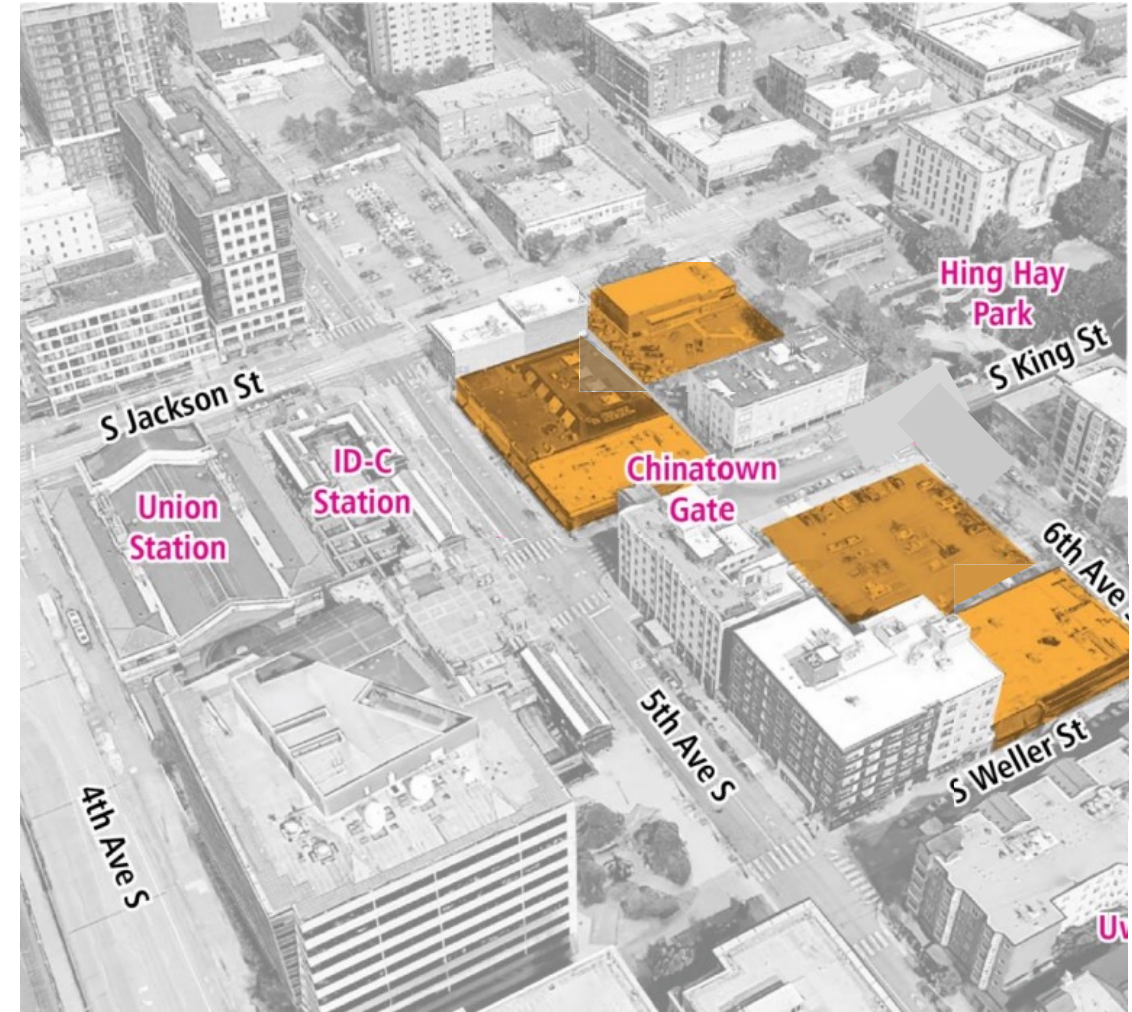
Stations: Chinatown-International District, (Stadium)

Rationale:

Concerns about 5th Ave S

SAFETY, COMMUNITY: Community members and businesses have voiced their strong concerns about the significant impacts of the 5th Ave S alternatives, including significant permanent displacements.

Permanent Displacements for 5th Avenue S Alternatives



The 5th Avenue alternatives would result in numerous permanent displacements in the heart of the CID community. (Image: Composite image based on Sound Transit presentation to Community Advisory Group on Permanent Displacements for the 5th Avenue Alternatives, March 2022)

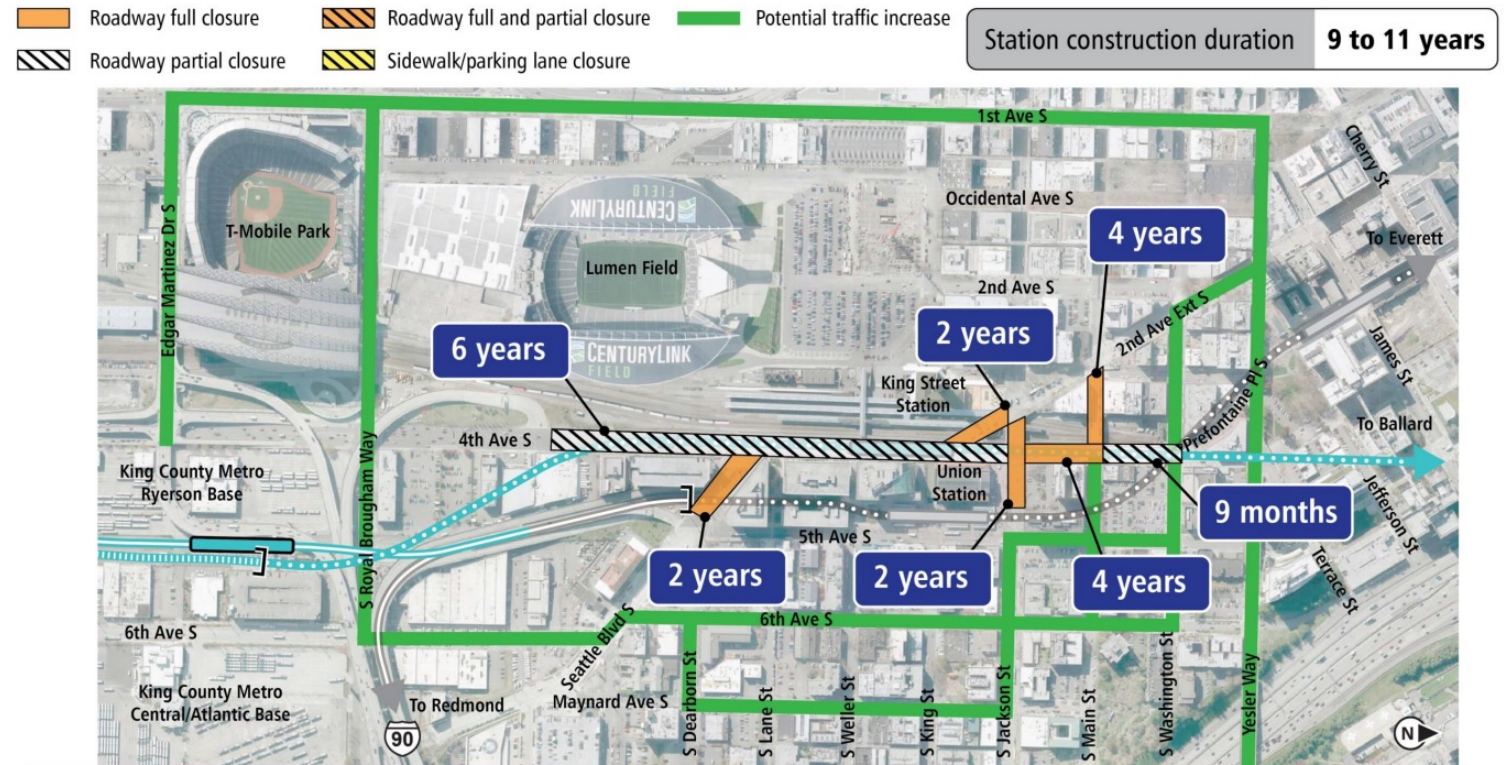
Recommendation on Preferred Alternative CID Segment

Stations: Chinatown-International District, (Stadium)

Rationale:

Concerns about 4th Ave S

SAFETY, COMMUNITY,
STEWARDSHIP: Need more
information on how to avoid
or mitigate impacts to local
and regional mobility, the 9+
years of construction and
road closures, and the very
high costs.



The 4th Avenue S alternatives would require 9+ years of construction including numerous multi-year road closures that would be highly impactful to bus service and general mobility. (Image: Sound Transit, Presentation to Community Advisory Group, March 2022)

CID Segment

Stations: Chinatown-International District, (Stadium)

What we've heard:

- Concern about historic harm from generations of government projects built in community but not for the community: I-5, 2nd Ave Extension, the stadiums, the first transit tunnel, Streetcar, Navigation Center.
- No support for deep alternatives
- Concern about 5th Avenue S alternatives and their impacts to heart of CID community
- Support for 4th Avenue S alternatives that avoid 5th Ave S impacts and better connect to Pioneer Square



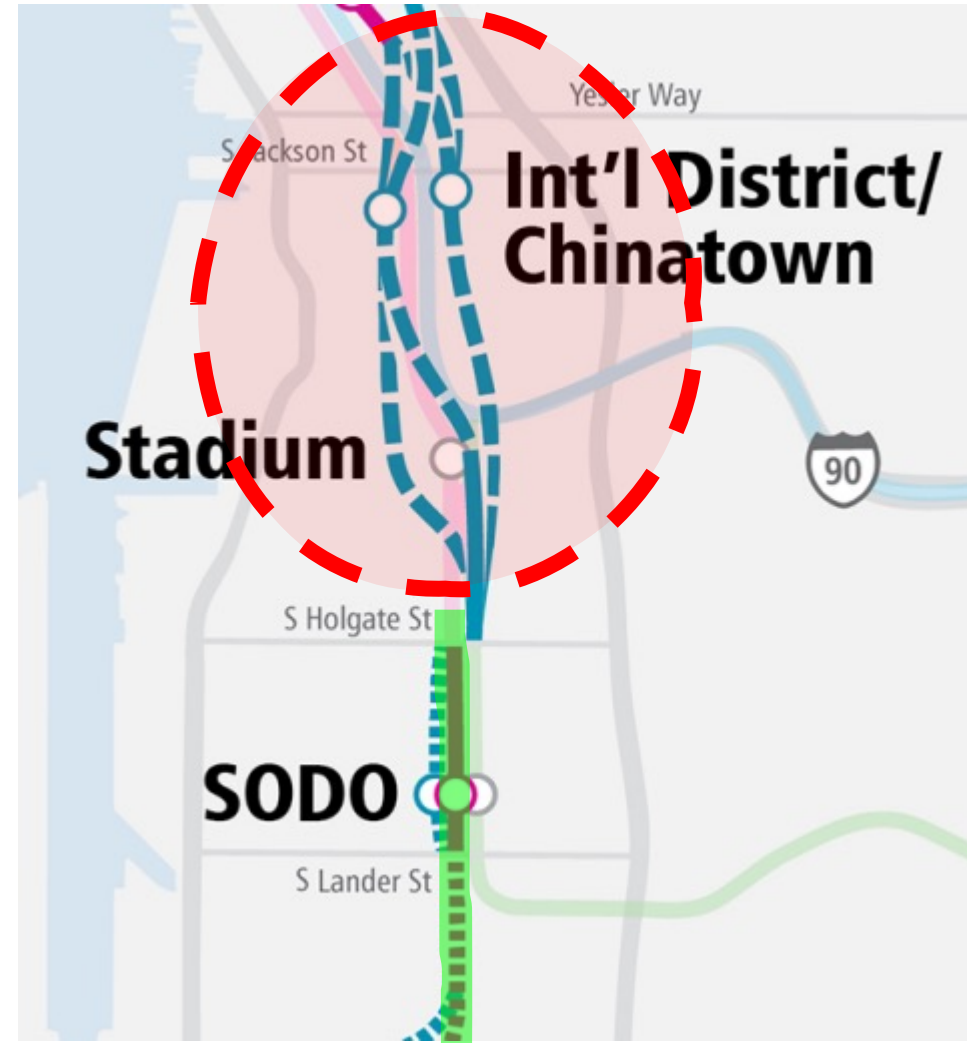
Department of Neighborhoods Community Liaisons engage community members at CID Night Market (Image: Seattle Department of Neighborhoods)

Recommendation on Preferred Alternative

CID/SODO

- SODO Segment
- CID Segment

DISCUSSION



Alternatives:

Preferred

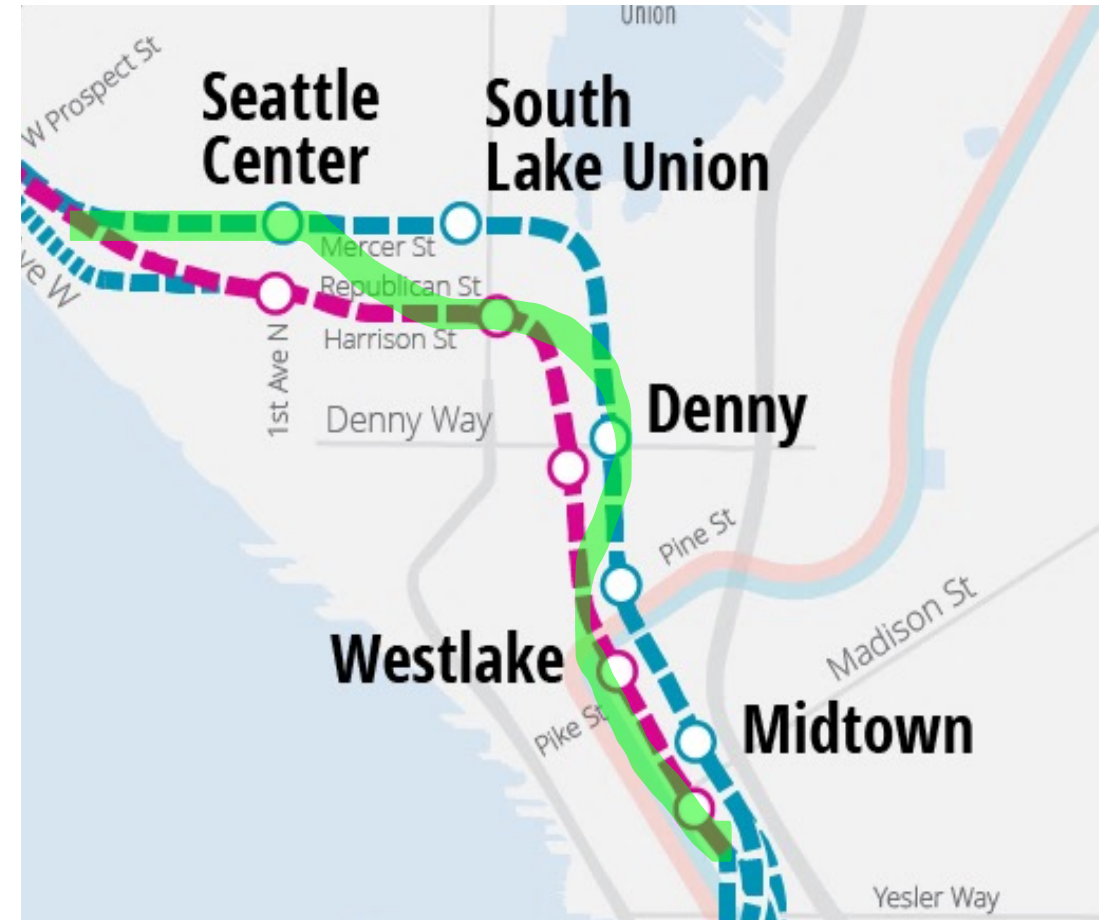
Preferred w 3rd Party Funding

Other

Recommendation on Preferred Alternative

Downtown

- Midtown + Westlake sub-Segment
- Denny + South Lake Union sub-Segment
- Seattle Center sub-Segment



Alternatives:

Preferred

Preferred w 3rd Party Funding

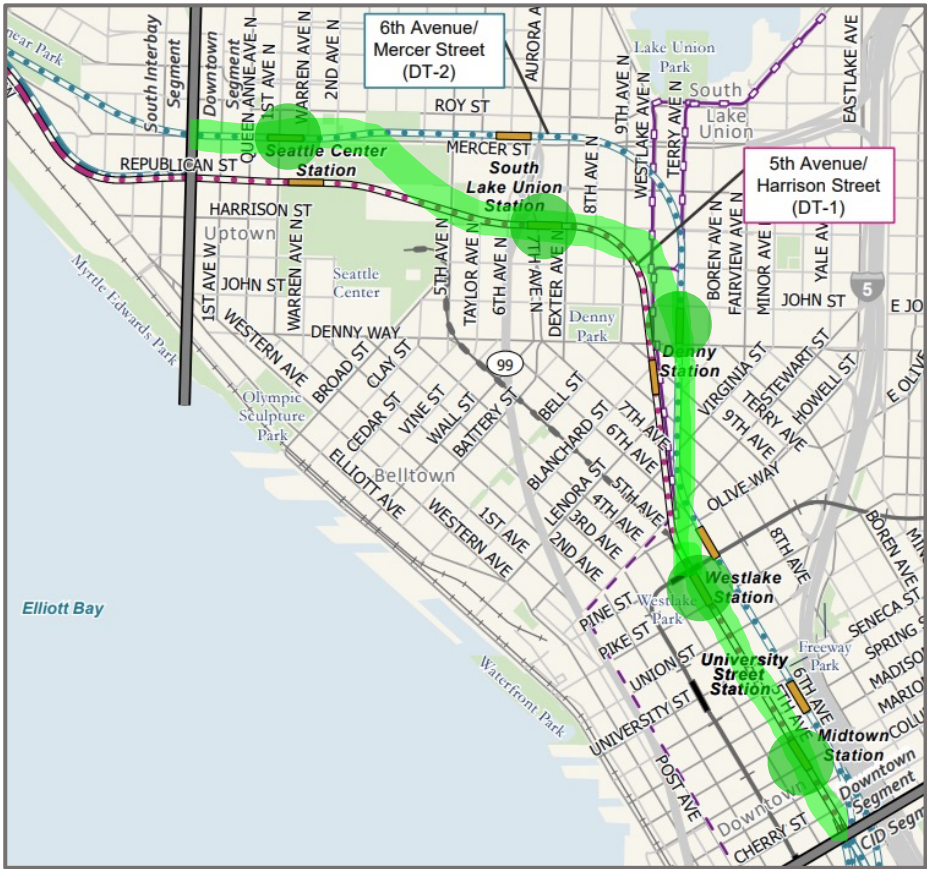
Other

Downtown Segment

Stations: Midtown, Westlake, Denny, South Lake Union, Seattle Center

Recommendation:
Mix-and-match approach

Select stations from both DT-1 and DT-2 alternatives to optimize access and benefit while minimizing impact and harm



(Image: WSBL DEIS Executive Summary, highlight added)

Alternatives:

- Preferred
- Preferred w 3rd Party Funding
- Other

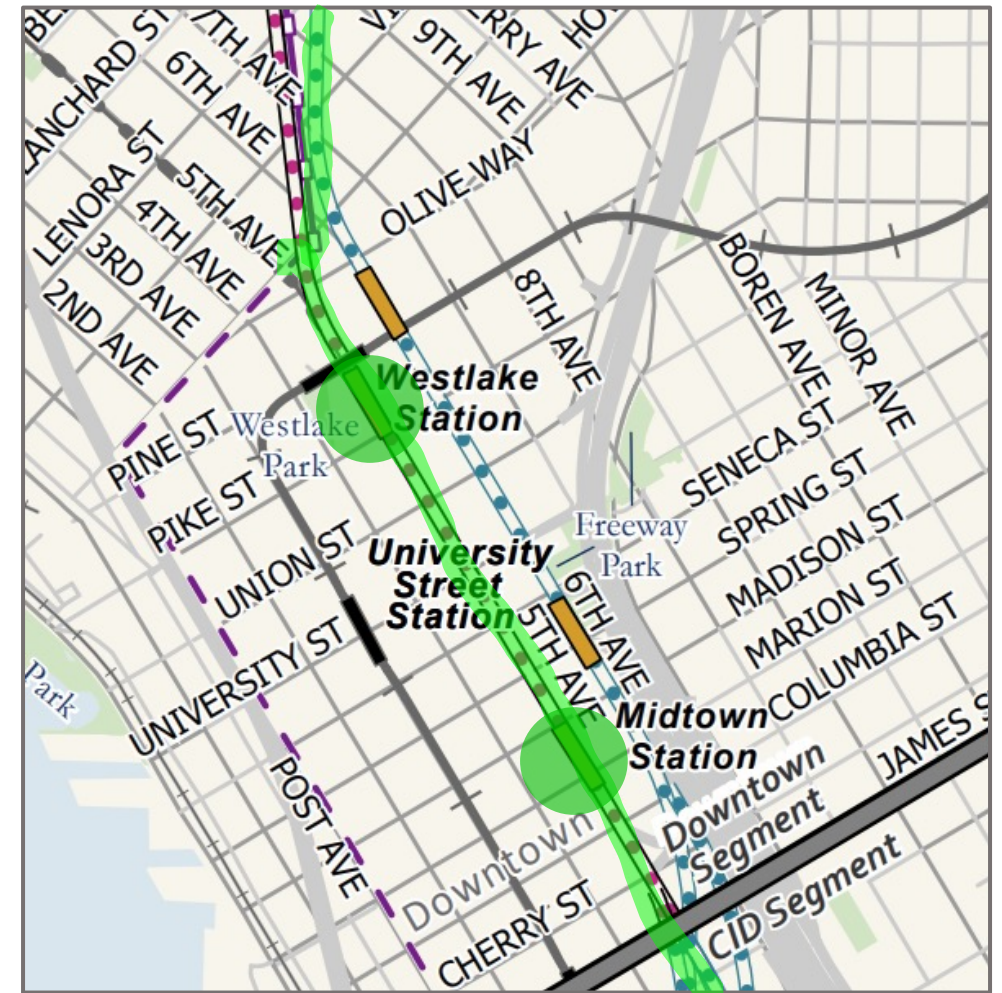
Downtown Segment

Stations: Midtown + Westlake

Recommendation:

Alternative DT-1

Tunnel Midtown and Westlake stations at 5th Avenue



Neighborhood context: The Westlake and Midtown stations will serve the retail and office heart of downtown and provide a critical transfer between the 1-Line, 2-Line, and 3-Line at Westlake.

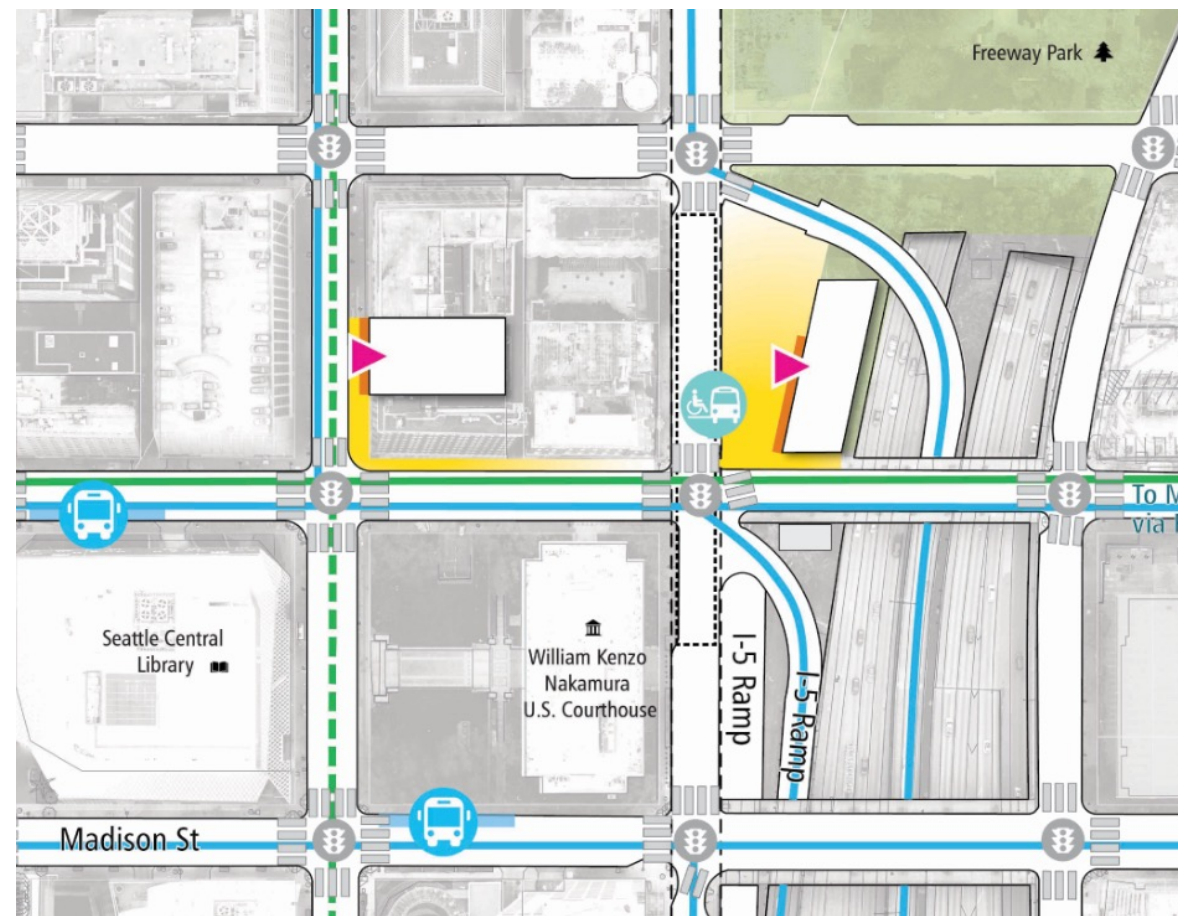
(Image: WSBLE DEIS Executive Summary, highlight added)

Downtown Segment

Stations: Midtown + Westlake

Rationale:

- SAFETY/USER EXPERIENCE:
Avoids pedestrian/vehicle conflicts at Spring/Seneca I-5 ramps (DT-2), avoids elevator-only Midtown Station (DT-2)
- SAFETY/USER EXPERIENCE:
Shorter transfer between stations at Westlake



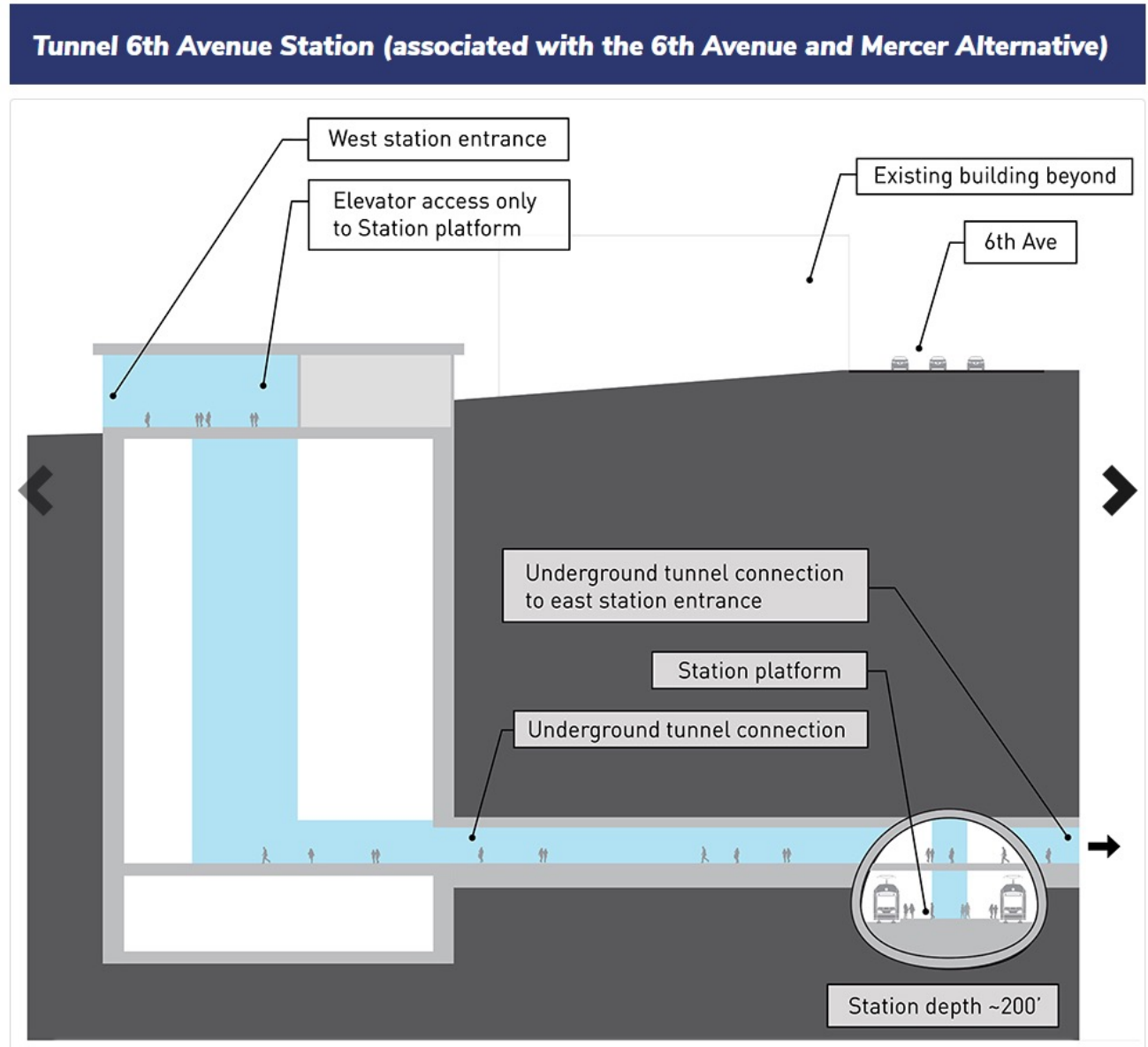
The Midtown Station on 6th Avenue would have an entrance located between the Seneca Street 1-5 offramp and the Spring Street I-5 onramp.
(Image: WSBLE Online Open House at <https://wsblink.participate.online/>)

Recommendation on Preferred Alternative Downtown Segment

Stations: Midtown + Westlake

What we've heard:

- Concerns about First Hill access
- Concerns about access to deep station
- Concerns about safe pedestrian access to stations



The Midtown Station on 6th Avenue would only be accessible by elevator
(Image: WSBLE Online Open House at <https://wsblink.participate.online/>)

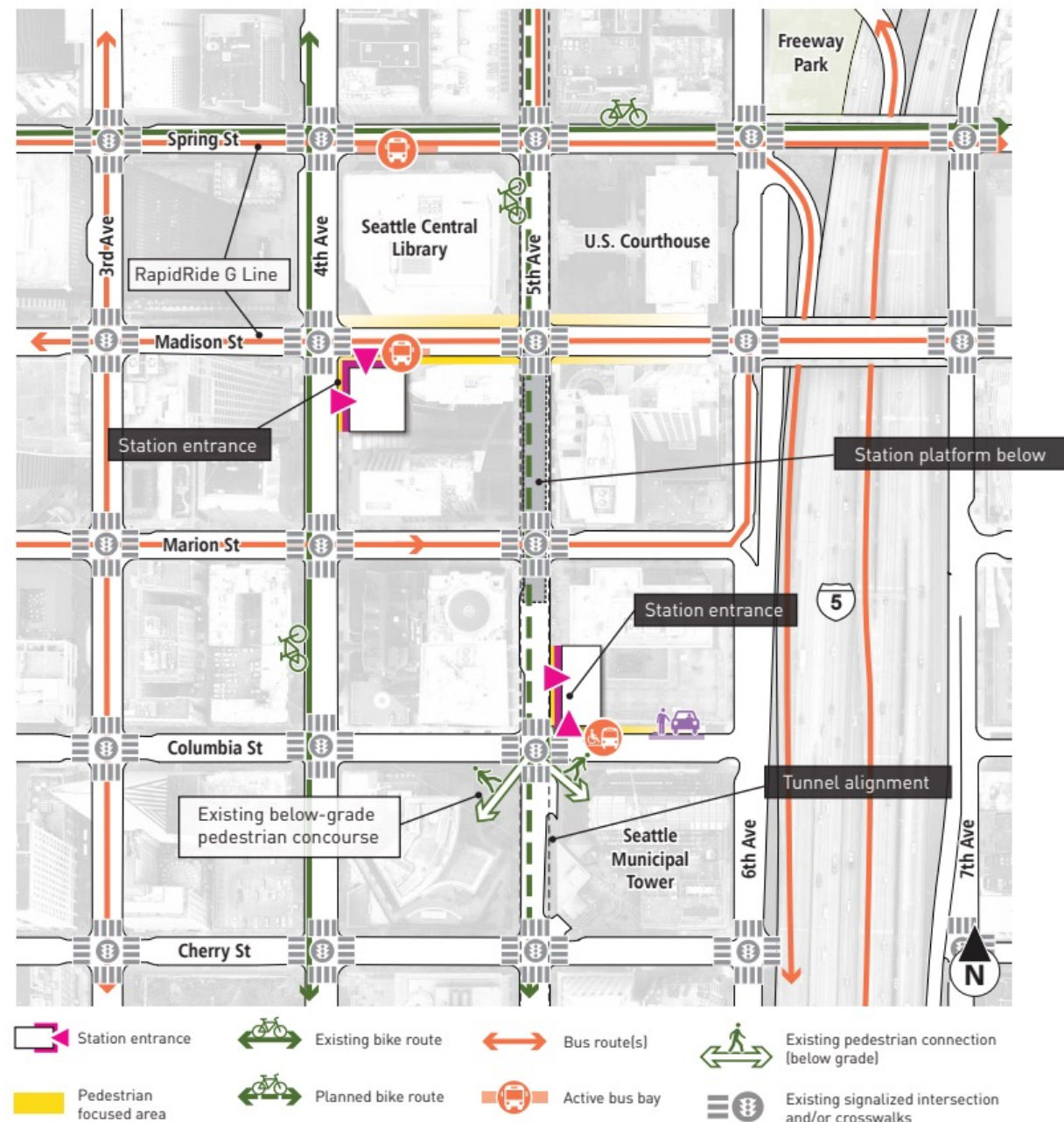
Downtown Segment

Stations: Midtown + Westlake

Additional work needed:

- Optimize connection to RapidRide G
- Ensure sufficient vertical circulation
- Study horizontal access from ~3rd Ave

The Midtown Station on 5th Avenue would connect to RapidRide G on Madison Street (Image: WSBLE Online Open House at <https://wsblink.participate.online/>)



Downtown Segment

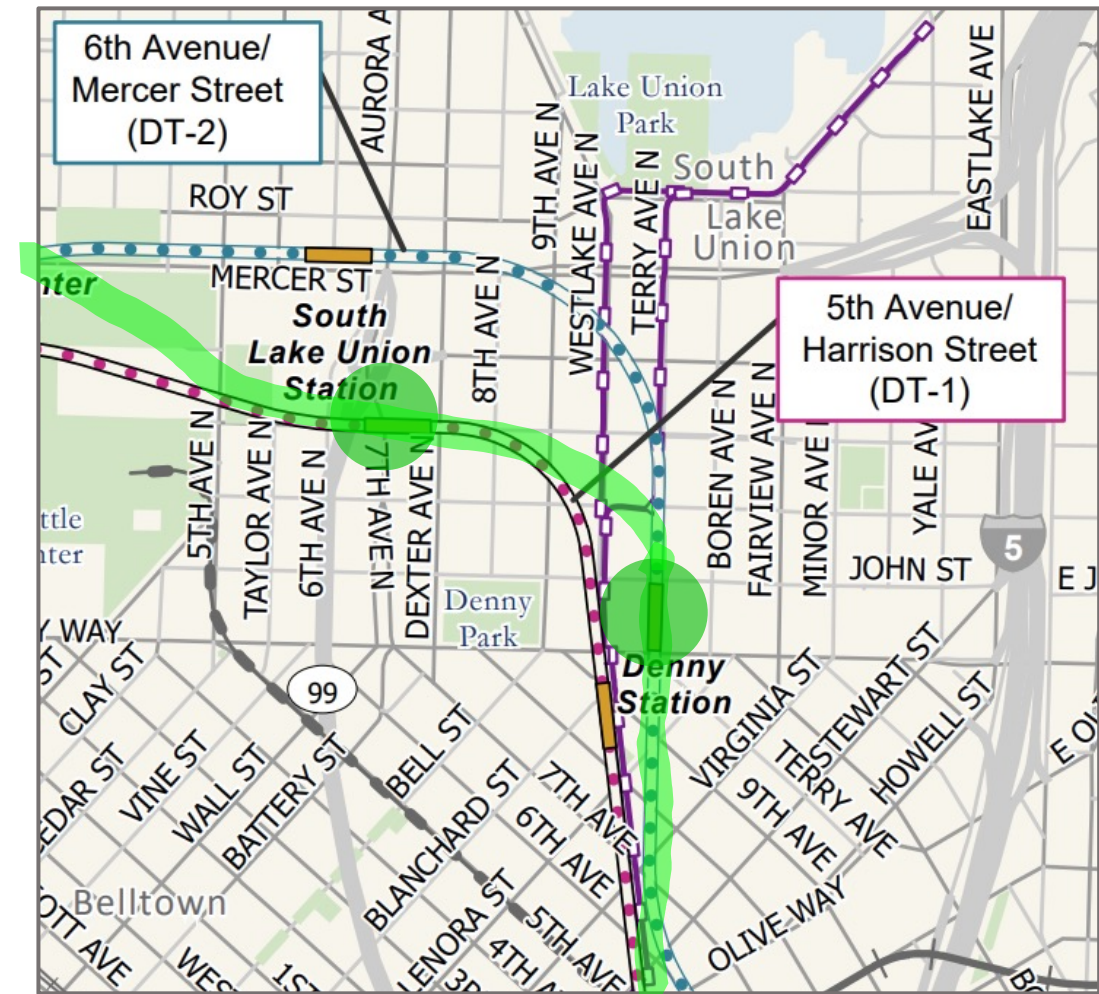
Stations: Denny + South Lake Union

Recommendation:

**Alternative DT-2 Denny and
Alternative DT-1 South Lake Union**

Tunnel Denny station at Terry Street
and tunnel South Lake Union station
at Harrison Street

Requires multiple mix-and-match
refinements



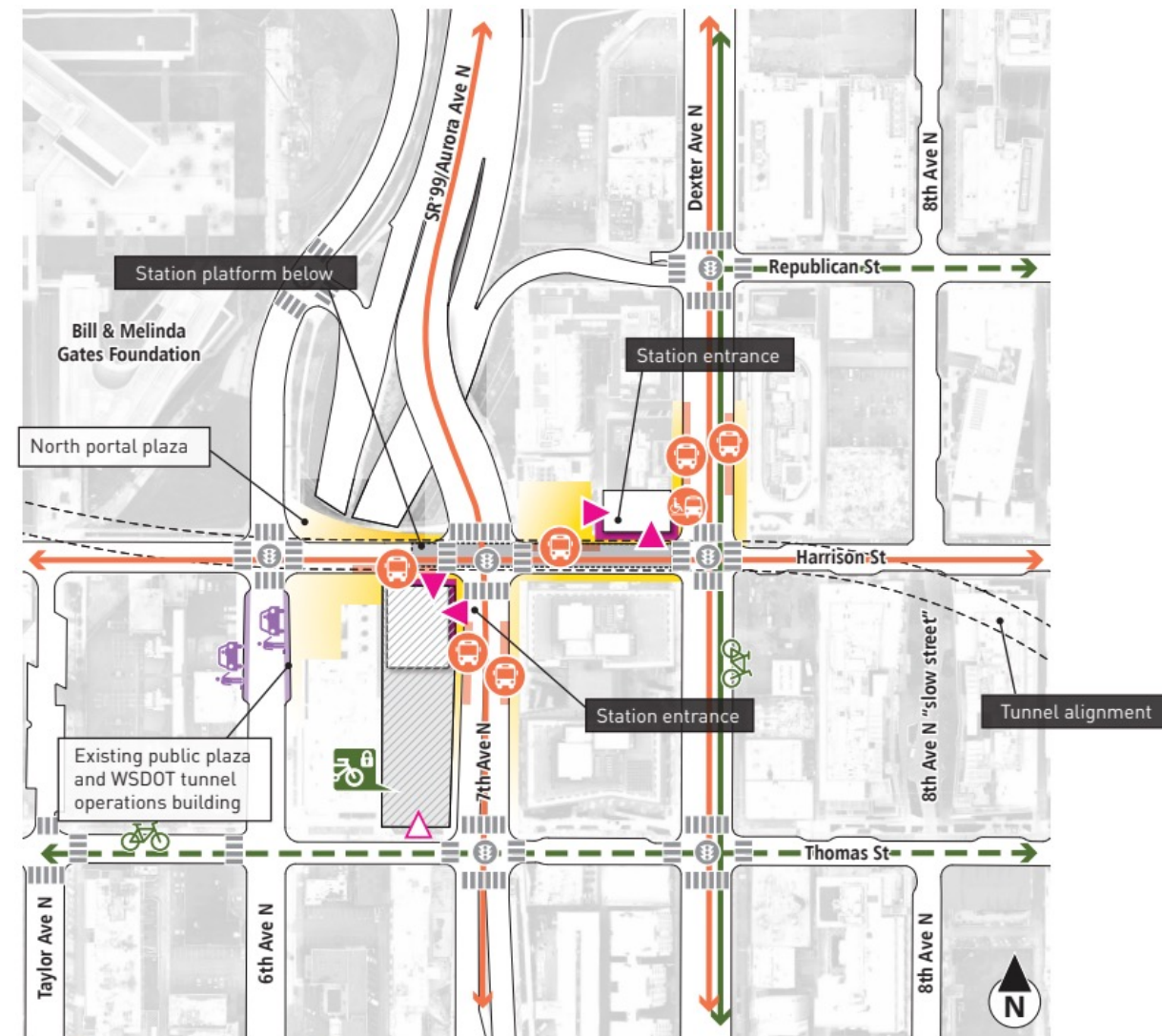
Neighborhood context: SLU is fastest growing regional growth center in the central Puget Sound region, doubling in both housing and jobs from 2015 to 2021, with a growth of 5,400 housing units and 38,000 jobs. (Image: WSBLE DEIS Executive Summary, highlight added)

Recommendation on Preferred Alternative Downtown Segment

Stations: Denny + South Lake Union

Rationale:

- **SAFETY, COMMUNITY, STEWARDSHIP:** Optimizes transit integration from Aurora corridor at SLU
- **COMMUNITY, SAFETY:** Supports access to Cascade community and aligns with Terry Avenue green street
- **COMMUNITY, SAFETY:** Avoids untenable multi-year construction impacts to Westlake corridor



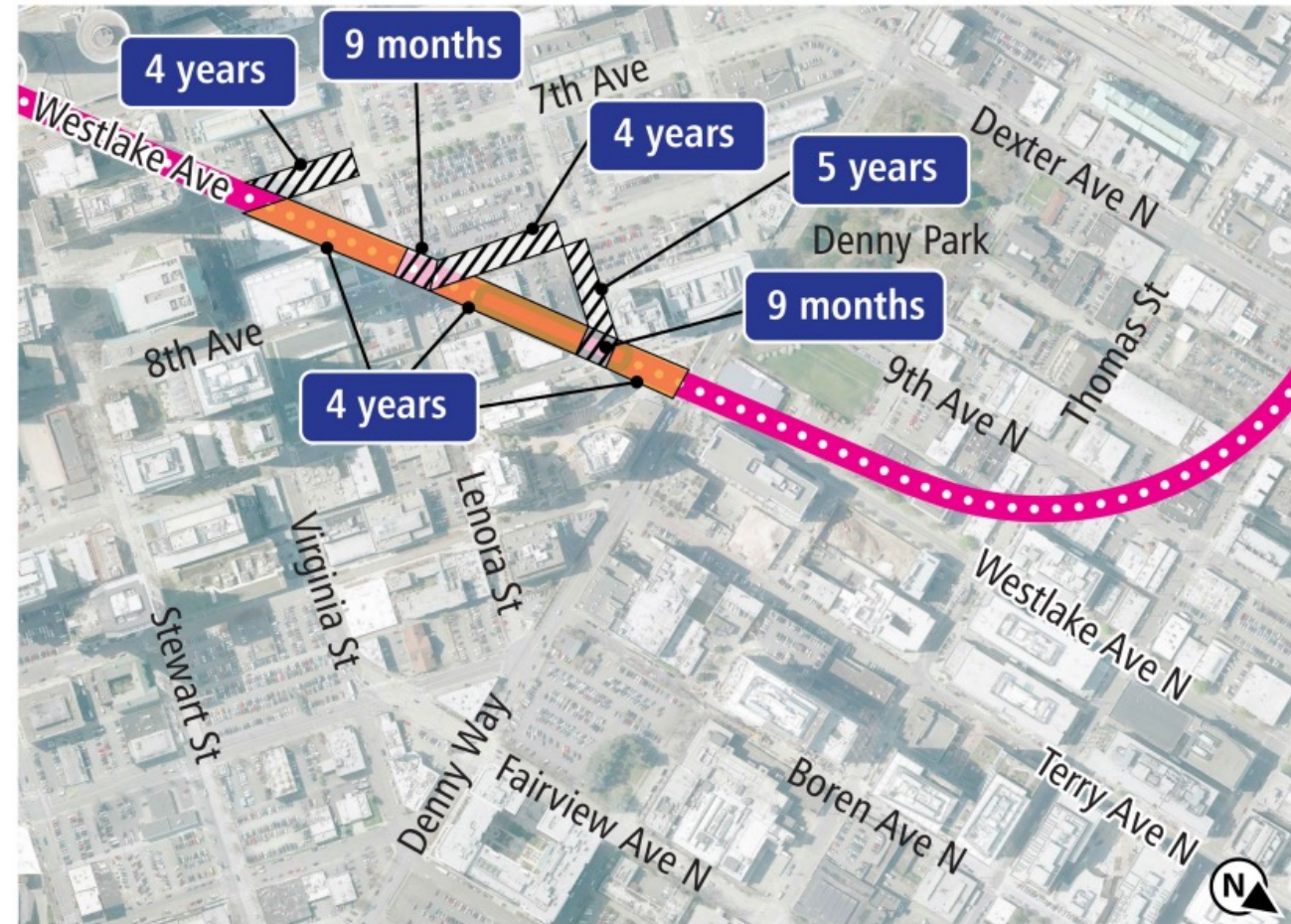
Bus-rail Integration: The Station at Harrison Street would connect to three frequent transit corridors (Aurora, Dexter, Harrison). (Image: WSBL Online Open House at <https://wsblink.participate.online/>)

Downtown Segment

Stations: Denny + South Lake Union

What we've heard:

- DT-1 SLU Harrison/7th/Aurora location identified as community preferred location for transit hub; numerous concerns with DT-2 SLU Mercer location and access
- Concern about multi-year closure of Westlake corridor during DT-1 Denny construction; multi-year closure of SLU Streetcar



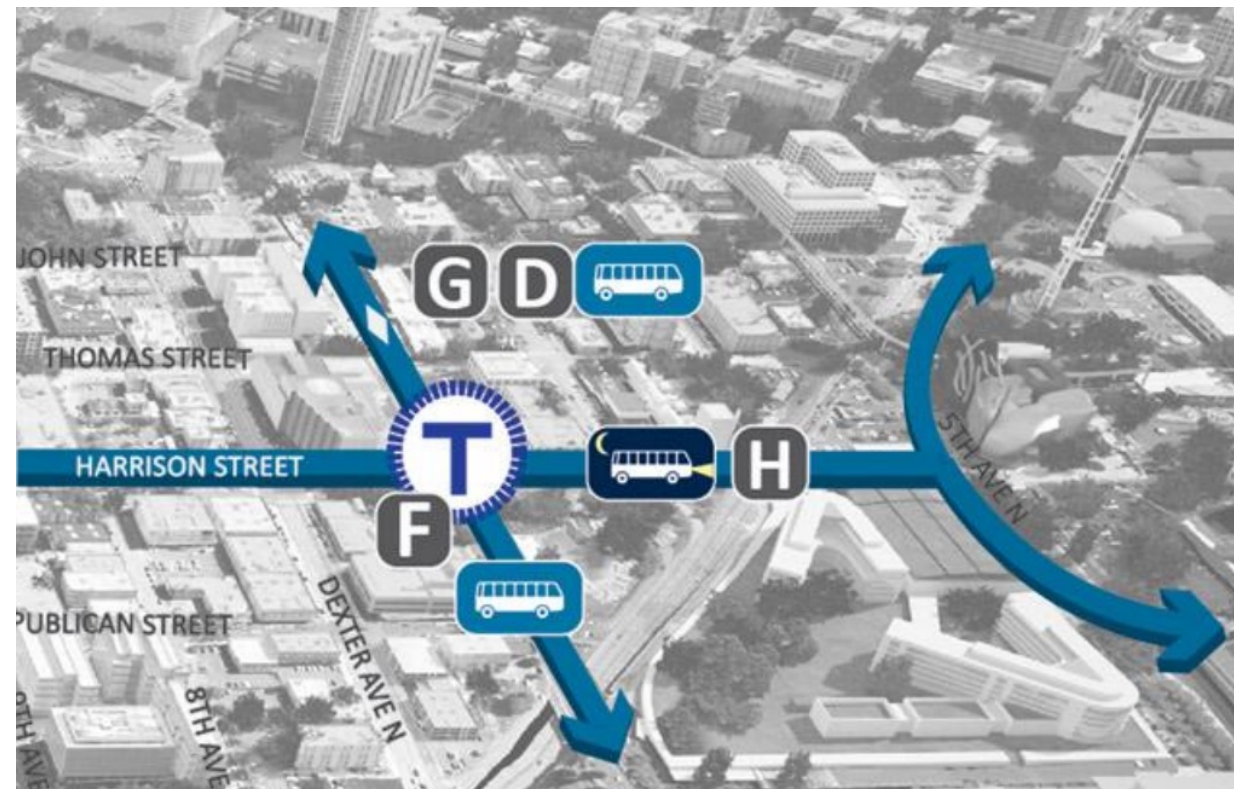
The City position would avoid construction impacts for DT-1 Denny Station at Westlake that include 4-year closure of Westlake Avenue (Image:WSBLE Online Open House at <https://wsblink.participate.online/>)

Downtown Segment

Stations: Denny + South Lake Union

Additional work needed:

- Continued study of mix-and-match refinements to support this alignment
- Transit integration at SLU Station
- Functional north/south transit in SLU during construction
- Station entrances north and south of Denny



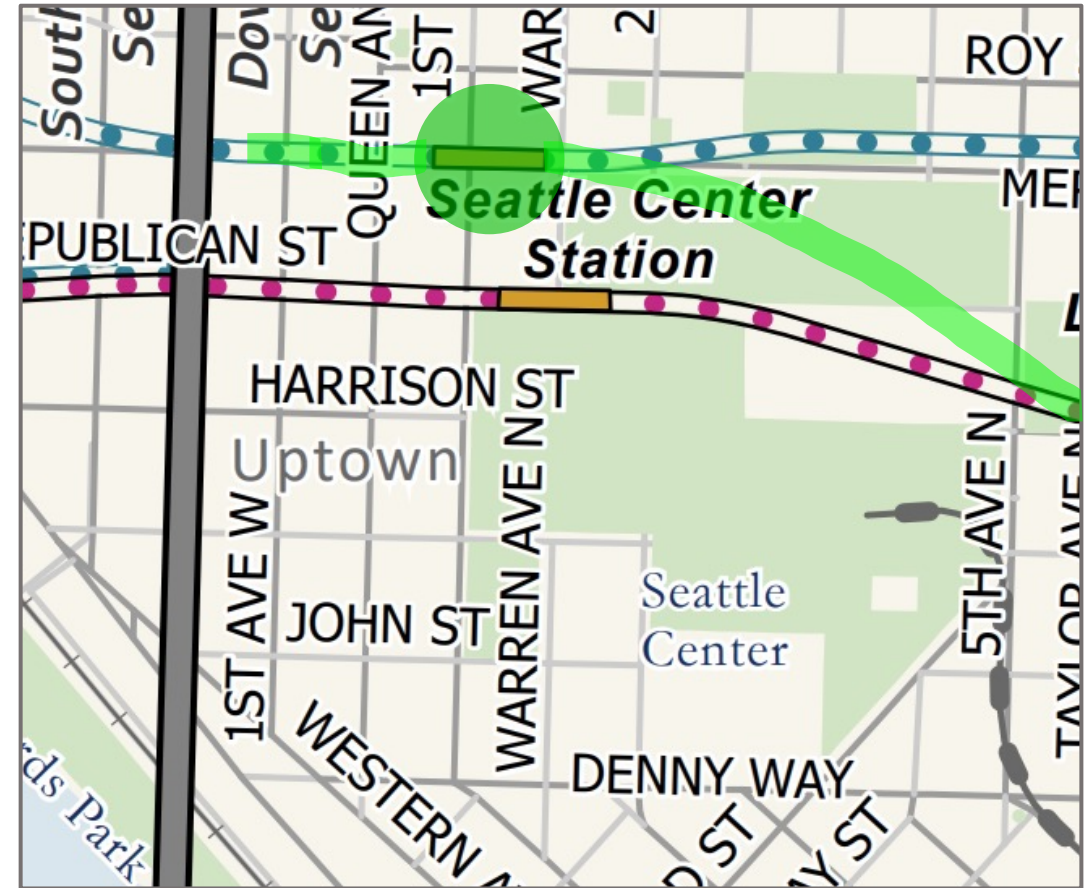
The DT-1 South Lake Union at Harrison Street is consistent with the neighborhood's long-term mobility plan that identifies the Harrison/7th Intersection as a transit hub. Image: South Lake Union/Uptown Triangle Mobility Plan, 2011

Downtown Segment

Station: Seattle Center

Recommendation:
Alternative DT-2

Tunnel Seattle Center station
at Mercer Street



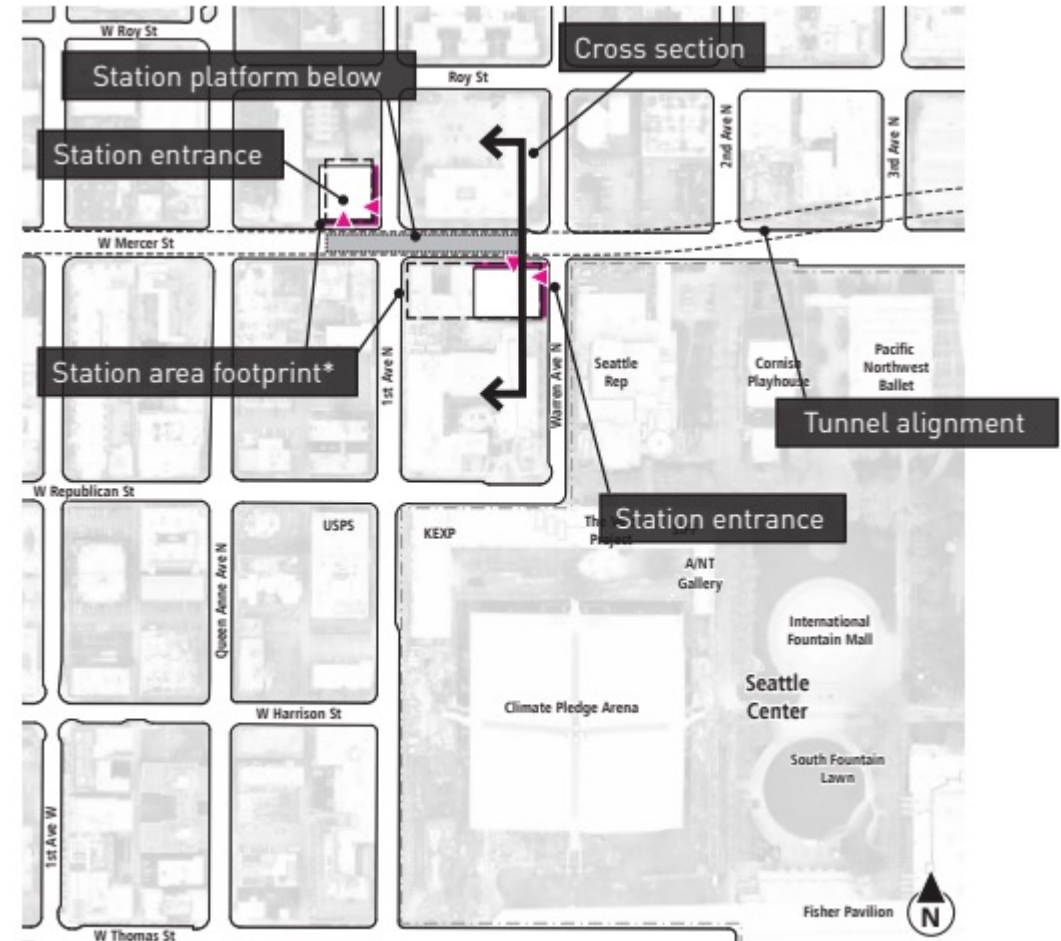
Neighborhood context: Seattle Center is the top tourist attraction in the region, with more than 12 Million visitors per year. The City is the primary property owner and landlord to the many arts and cultural resident organizations that call the 74-acre campus home. It is surrounded by the Uptown Urban Center, one of the fastest growing areas of the City. (Image: WSBLE DEIS Executive Summary, highlight added)

Downtown Segment

Station: Seattle Center

Rationale:

- **COMMUNITY:** Avoids unmitigable impacts to sensitive uses adjacent to Republican alternative
- **SAFETY:** Provides access to Uptown community north of Mercer
- **ENVIRONMENTAL:** Avoids removal of legacy trees on campus
- **COMMUNITY:** Allows greater TOD opportunity



The Seattle Center Station on Mercer would include entrances on both sides of Mercer Street—connecting both to the Seattle Center campus and the Uptown community. (Image: WSBLE Online Open House at <https://wsblink.participate.online/>)

Downtown Segment

Station: Seattle Center

What we've heard:

- Concern about impacts to Seattle Center campus and resident organizations during construction and operation, including:
 - Impacts to protected features and historic structures and assets
 - Displacement of resident organizations
 - Temporary and permanent noise and vibration impacts to sensitive cultural venues
 - Transportation and access impacts



Seattle Center Planning Charette, November 2021.
(Image: City of Seattle)

Downtown Segment

Station: Seattle Center

Additional work needed:

- Maintain vehicle/freight mobility/capacity /business access in Mercer corridor, mitigate detour impacts, and create construction and access plans for resident orgs
- Operational noise/vibration mitigation must meet standards for performance venues, such as Seattle Rep, Seattle Opera, KING FM, and PNW Ballet
- Sufficiently accommodate surge capacity
- Must connect to SLU Harrison



Sound Transit has included the connection between South Lake Union (Harrison/DT-1) and Seattle Center (Mercer DT-2) in their list of potential refinements (Image: WSBLE Online Open House at <https://wsblink.participate.online/>)

Recommendation on Preferred Alternative

Downtown Segment

- Midtown + Westlake sub-Segment
- Denny + South Lake Union sub-Segment
- Seattle Center sub-Segment

DISCUSSION



Alternatives:

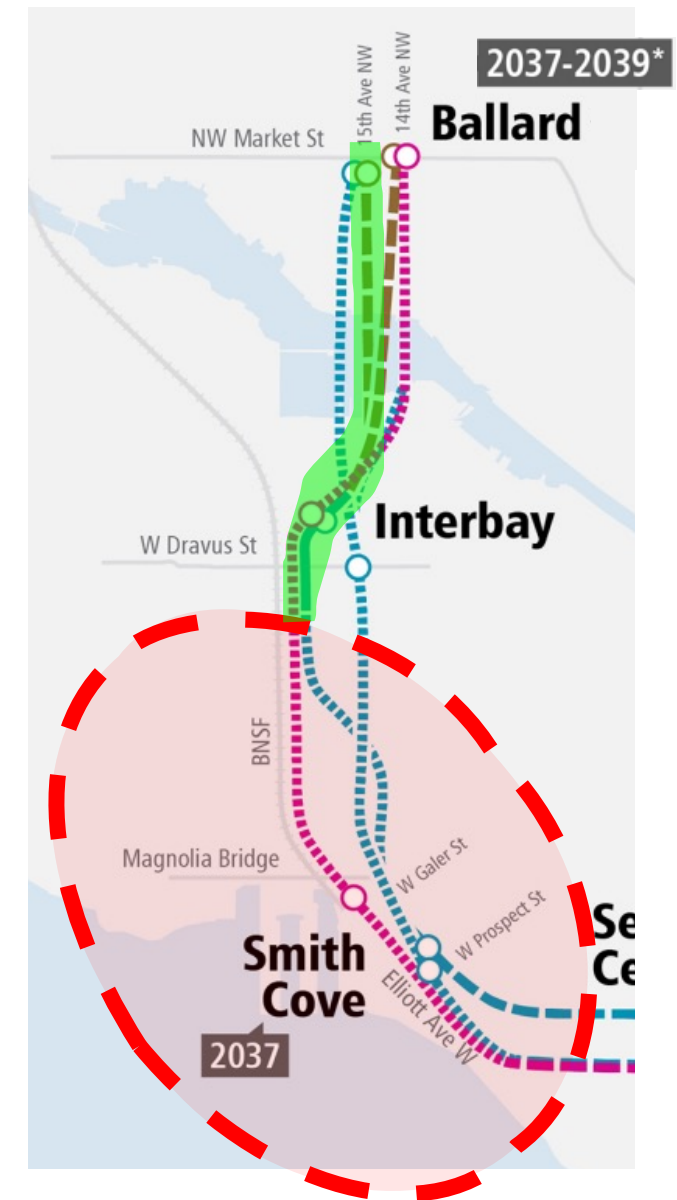
Preferred

Preferred w 3rd Party Funding

Other

Recommendation on Preferred Alternative Ballard/Interbay Segments

- South Interbay Segment
- Interbay-Ballard Segment



Alternatives:

Preferred

Preferred w 3rd Party Funding

Other

Recommendation on Preferred Alternative

South Interbay Segment

Station: Smith Cove

Recommendation: **TBD**

There is inadequate information in the DEIS related to transportation and visual impacts associated with construction and operation of an elevated guideway along Elliott Avenue West and impacts to Environmentally Critical Areas.

Neighborhood context: South Interbay cuts through BINMIC designated center. The Smith Cove station will provide access for the Cruise Terminal, growing Expedia campus, and residential areas of Magnolia and Queen Anne. (Image: WSBLE DEIS Executive Summary, highlight added)



Alternatives:

Preferred

Preferred w 3rd Party Funding

Other

South Interbay Segment

Station: Smith Cove

Rationale: **Concerns about “Elliot Snake”**

SIB-1 and SIB-2 would create significant transportation and visual impacts associated with construction and operation of an elevated guideway that would cross Elliott Avenue West *three* times. Impacts include structures placed in right-of-way, permanent removal of turn-lanes, and sightline obstructions for all roadway users in this high-volume freight corridor.



Google street views Lynnwood Link Extension (top) and Central Link on MLK Way (bottom) show how elevated structures can impede sightlines and obstruct center turn lanes. (Images: Google street view)

Recommendation on Preferred Alternative South Interbay Segment

Station: Smith Cove

Rationale: **Concerns about steep slope impacts**

SIB-2 and SIB-3 would create significant impacts to Kinnear Park and the SW Queen Anne Greenbelt, a landslide-prone steep slope in an Environmentally Critical Area.

Figure N4.D-27. Kinnear Park

From trail staircase between upper and lower park areas, taken May 29, 2019.



Landslide-prone steep slopes of Kinnear Park.

(Image: WSBLE DEIS Appendix N.4)

Recommendation on Preferred Alternative

South Interbay Segment

Station: Smith Cove

What we've heard:

- Concerns about freight mobility and impacts to nearby industrial and maritime uses
- Support for Galer Street Smith Cove station location

Figure 3-1b. KOP B-1: Preferred Galer Street Station/Central Interbay Alternative (SIB-1)



Rendering of SIB-1 along Elliott Avenue West. (Image: WSBLE DEIS Appendix N.2)

South Interbay Segment

Station: Smith Cove

Additional work needed:

- Explore refinements to address concerns with “Elliott Snake”
- Provide complete stabilization of Queen Anne slope
- Maintain capacity on Elliott Ave W during construction
- Maintain Elliott Ave W safety/lane capacity/property access
- Minimize harm to maritime businesses



The “Elliott Snake” elevated guideway of SIB-1 and SIB-2 would cross Elliott Ave W three times in less than one mile.
(Image: WSBLE DEIS Executive Summary)

Stations: Ballard, Interbay

Retained cut Interbay station at
17th Avenue W and a tunnel
alignment to the Ballard station at
15th Avenue NW

[illegible]

Other

Interbay-Ballard Segment

Stations: Ballard, Interbay

Rationale:

- RACIAL EQUITY, COMMUNITY: Avoids impacts to navigation and Tribal use; Lessens land use pressure on industrial and maritime jobs east of 14th Ave NW
- SAFETY: Provides access west of 15th Ave NW
- ENVIRONMENTAL: Avoids in-water work in Ship Canal
- STEWARDSHIP: Cost delta between tunnel and elevated options has decreased significantly

Figure 3-6b. KOP B-6: Preferred Elevated 14th Avenue Alternative (IBB-1a)



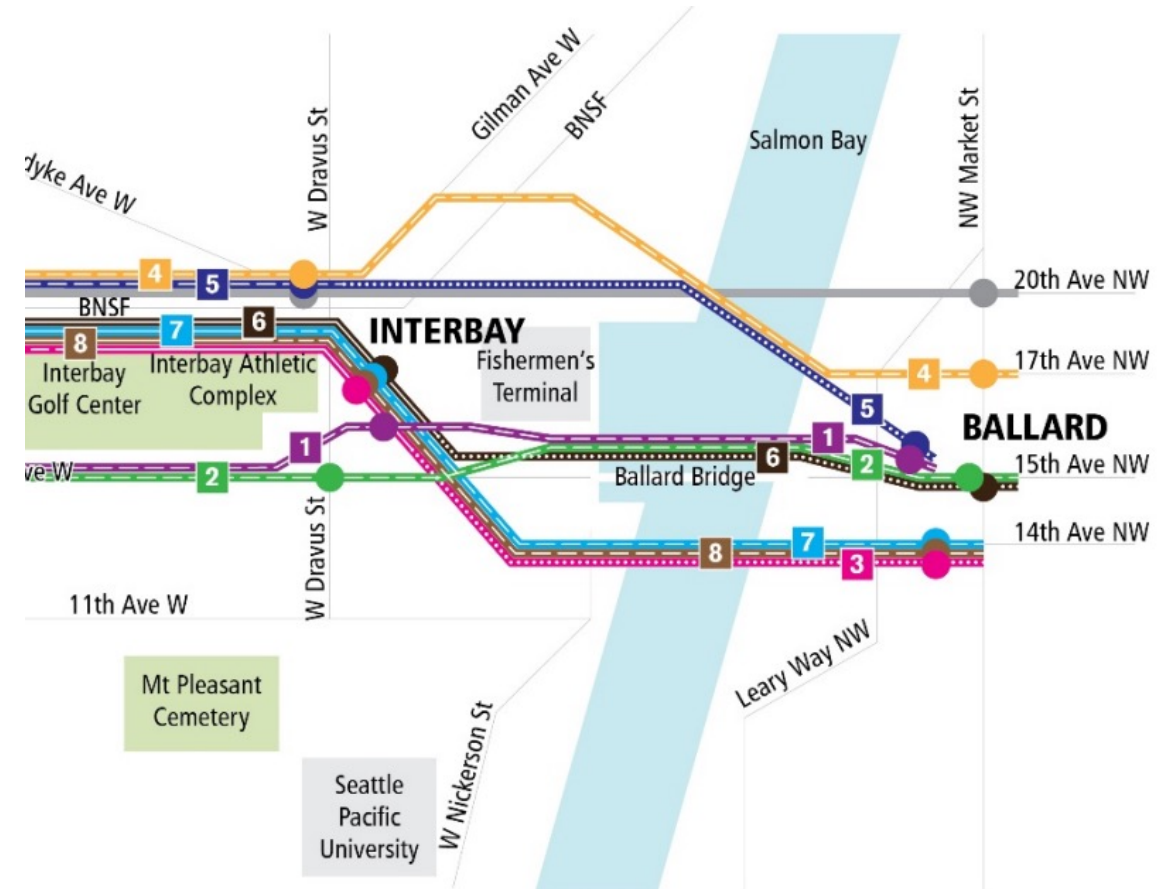
Elevated Ship Canal crossings would produce navigation conflicts, impede Tribal waterway use, and create environmental impacts. (Image: WSBLE DEIS Appendix N.2)

Interbay-Ballard Segment

Stations: Ballard, Interbay

What we've heard:

- Strong support for tunnel
- Strong support for westernmost alignment—some community members advocated for earlier alternatives west of 15th Ave NW
- Concern from Fisherman's Terminal regarding bridge impacts on maritime dependent businesses



In earlier phases, Sound Transit studied alternatives with stations located at 17th Ave NW and 20th Ave NW but did not advance those alternatives into the DEIS. (Image: WSBLE DEIS Appendix M)

Interbay-Ballard Segment

Stations: Ballard, Interbay

Additional work needed:

- Refinements for entrances on both sides of NW Market St and 15th Ave NW
- Refinements to resolve property conflicts with future SCL substation and Seattle Storm facility
- Minimize harm to maritime businesses

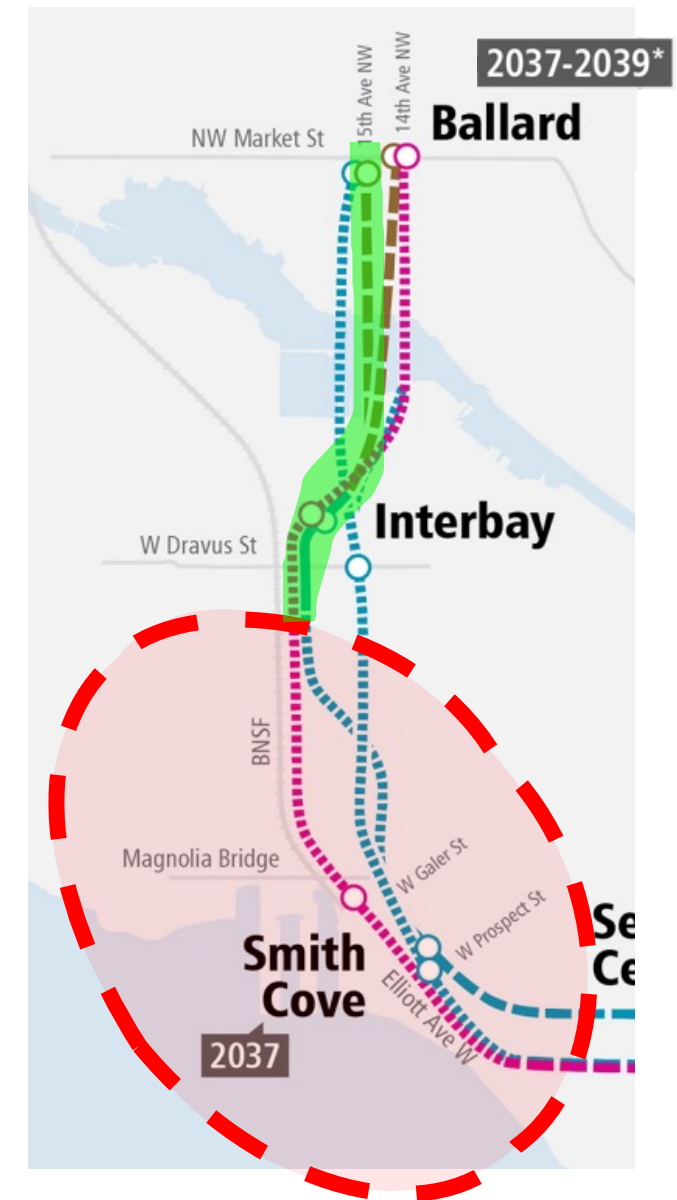


The planned \$60M development of a Seattle Storm practice facility is in direct conflict with access to the tunnel portal location, as currently designed. (Image: Sellen rendering of the Seattle Storm Center for Basketball Performance)

Recommendation on Preferred Alternative Ballard/Interbay Segments

- South Interbay Segment
- Interbay-Ballard Segment

DISCUSSION



Alternatives:

Preferred

Preferred w 3rd Party Funding

Other

3. Next Steps

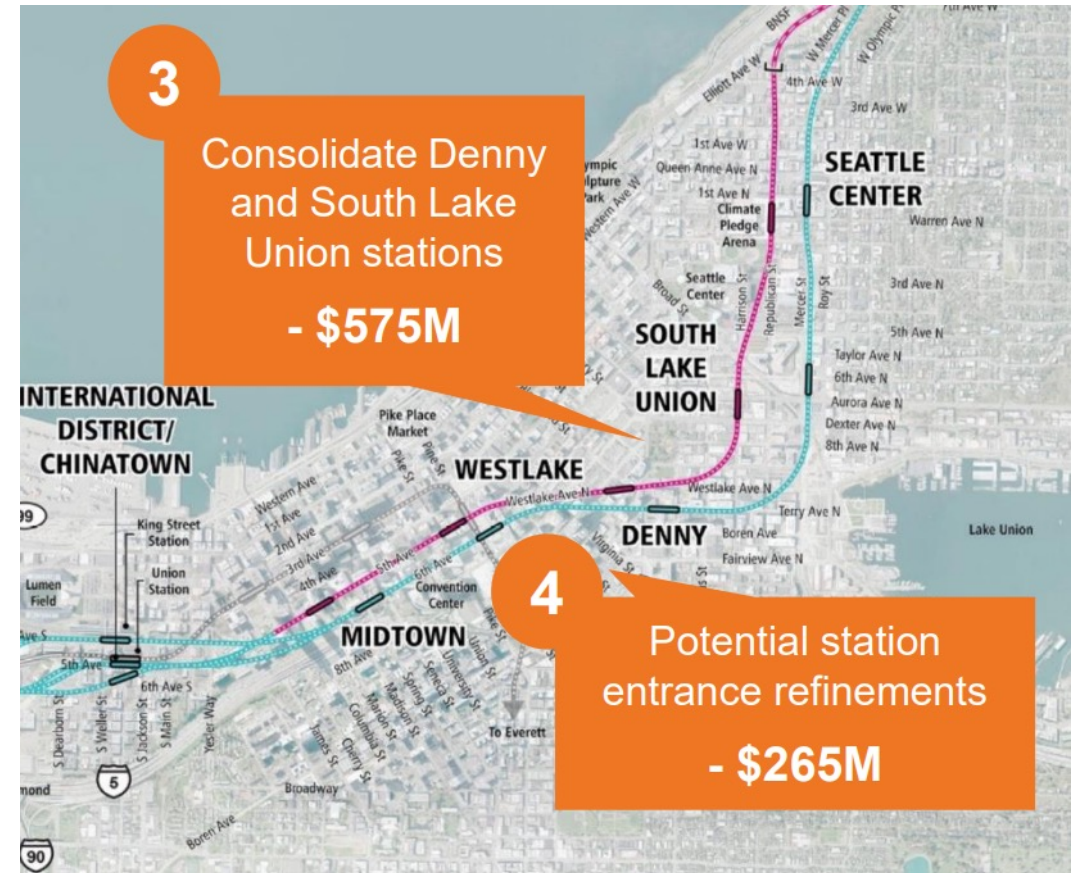
- Refinements
- 3rd Party Funding
- Board Action + FEIS
- Discussion



Cost Savings Concepts

Sound Transit is considering cost savings refinements in response to 2021 ST3 Realignment. Some of these proposed strategies are drastic.

- We discourage scope reductions that do not bring commensurate benefit to the system and its riders, and that are not consistent with what was committed to voters.
- We do support strategies that would not reduce access to the system.

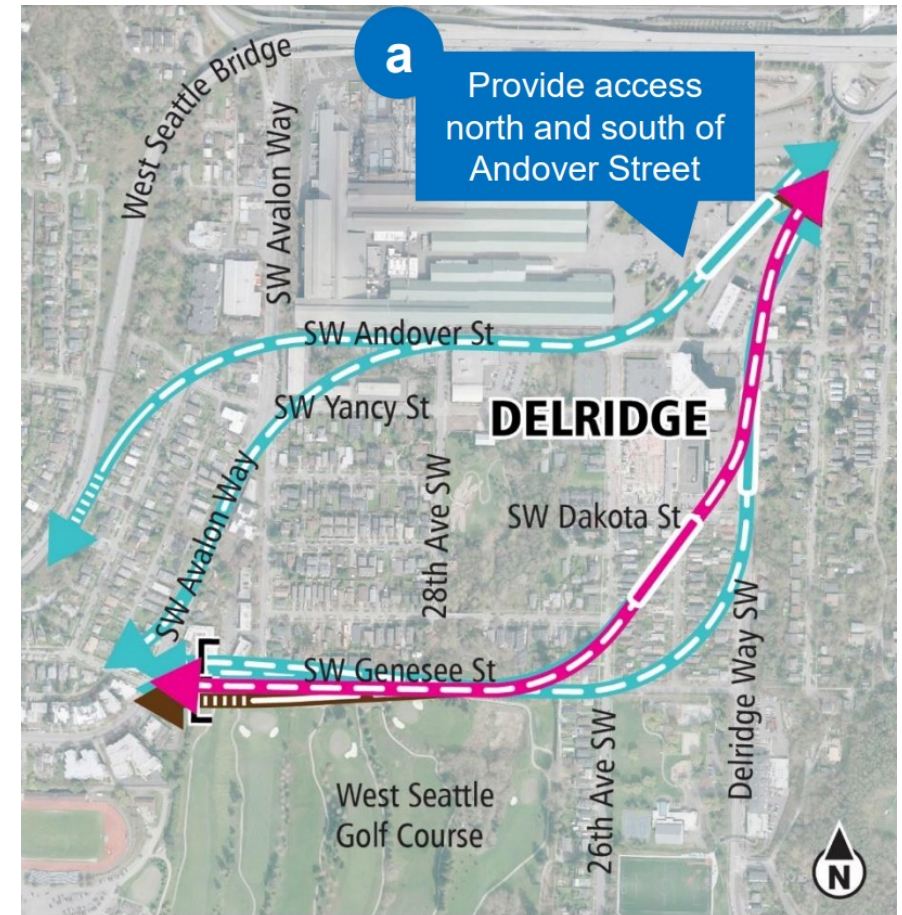


(Image: from Sound Transit, Presentation to Seattle City Council Transportation and SPU Committee, April 19, 2022)

Other Refinement Concepts

The City supports studying refinements that help control costs and provide meaningful benefits to local communities and the broader transit system and its riders, including:

- Mix-and-match refinements for flexibility to choose segment alternatives that provide greatest benefit or fewest impacts;
- Refinements to stations that would improve safe non-motorized access;
- Refinements that would avoid, minimize, or mitigate adverse project impacts.



(Image: from Sound Transit, Presentation to Seattle City Council Transportation and SPU Committee, April 19, 2022)

Third-Party Funding

The Sound Transit Board has recommended third-party funding to supplement core funding established as part of ST3 ballot measure.

- Potential third-party funding amounts have decreased significantly based on more design and cost estimating.
- The City intends to help identify opportunities for third-party funding support as work on the FEIS advances, as well as other strategies to help control costs such as schedule benefits of streamlined permitting.
- The City anticipates more formal commitments at the time of the FEIS and the Federal Record of Decision (ROD).

WSBLE Timeline

| | City of Seattle | Sound Transit Board |
|------|--|---|
| JUNE | <p>6/7: Brief City Council T+SPU Committee on draft City recommendations</p> <p>6/21: Possible T+SPU Committee action on Joint Council Resolution</p> <p>6/28: Possible Full Council action on Joint Council Resolution</p> | <p>6/9: System Expansion Committee discussion of WSBLE preferred alternative</p> |
| JULY | | <p>7/14: Expected System Expansion Committee action of WSBLE preferred alternative</p> <p>7/28: Expected Full Board action of WSBLE preferred alternative</p> |

DISCUSSION

3. Next Steps

- Refinements
- 3rd Party Funding
- Board Action + FEIS
- Discussion





Marshall Foster, City of Seattle ST3 Designated Representative
Sara Maxana, Sound Transit Program Director, SDOT