



# ***West Seattle and Ballard Link Extensions***

***Elected Leadership Group | 3.29.19***

# *Agenda*

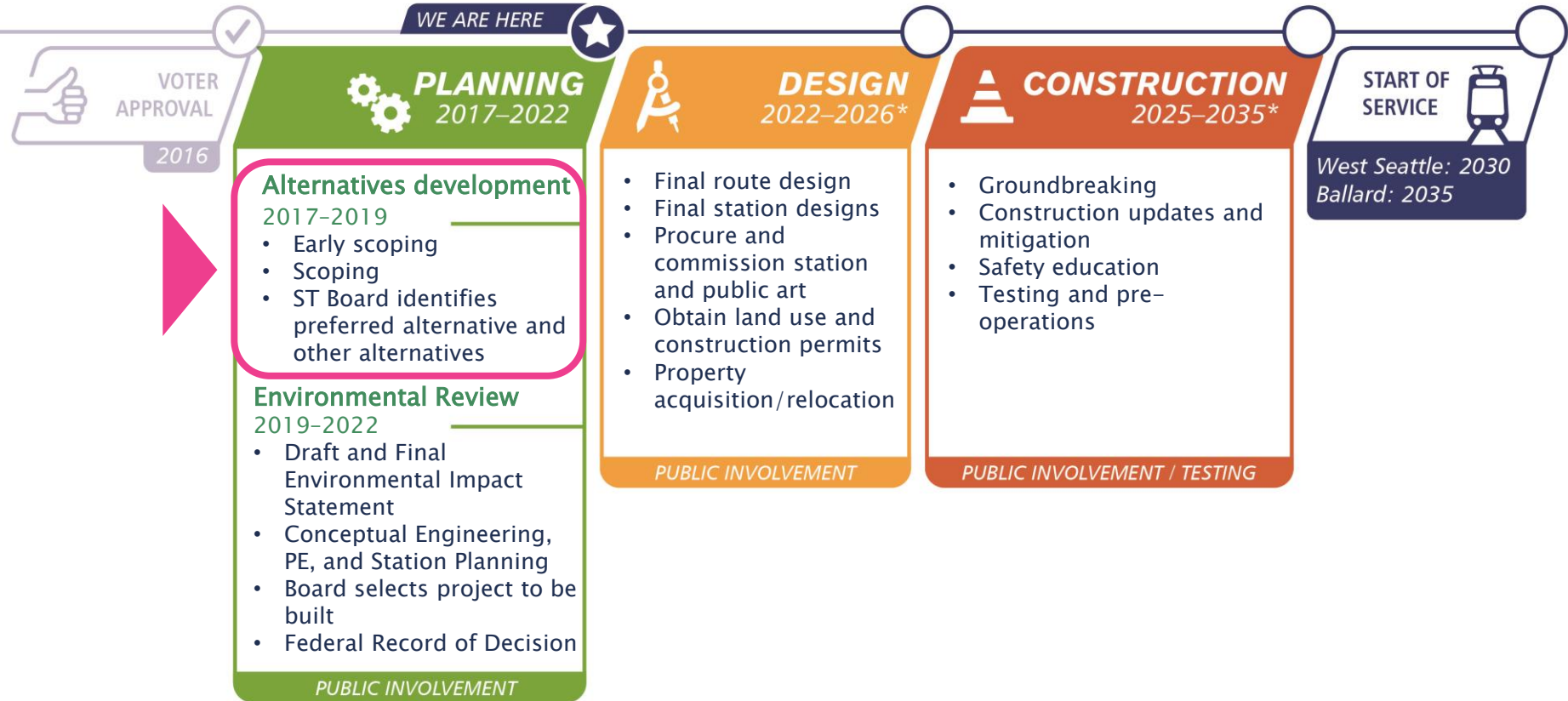
## ➤ **Chinatown/ID Station**

- Public comment
- Engagement, Alternatives, Community Vision,  
What we heard

## ➤ **Delridge Station**

- Public comment
- Engagement, Alternatives, Community Vision,  
What we heard

# Alternatives development



# Community engagement and collaboration



Meeting dates subject to change.



# Equity and Inclusion

- **Sound Transit & City of Seattle partnership** utilizing the Racial Equity Toolkit (RET)
- Working group structure focused on engagement and data analysis
- Collaboration to elevate issues and considerations to **better inform the alternatives development process**
- Strive to **provide information** that data alone cannot provide

## Racial Equity Toolkit

to Assess Policies, Initiatives, Programs, and Budget Issues



The vision of the Seattle Race and Social Justice Initiative is to eliminate racial inequity in the community. To do this requires ending **individual racism**, **institutional racism** and **structural racism**. The Racial Equity Toolkit lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity.

### When Do I Use This Toolkit?

Early. Apply the toolkit early for alignment with departmental racial equity goals and desired outcomes.

### How Do I Use This Toolkit?

With Inclusion. The analysis should be completed by people with different racial perspectives.

Step by step. The Racial Equity Analysis is made up of six steps from beginning to completion:

#### Step 1. Set Outcomes.

Leadership communicates key community outcomes for racial equity to guide analysis.

#### Step 2. Involve Stakeholders + Analyze Data.

Gather information from community and staff on how the issue benefits or burdens the community in terms of racial equity.

#### Step 3. Determine Benefit and/or Burden.

Analyze issue for impacts and alignment with racial equity outcomes.

#### Step 4. Advance Opportunity or Minimize Harm.

Develop strategies to create greater racial equity or minimize unintended consequences.

#### Step 5. Evaluate. Raise Racial Awareness. Be Accountable.

Track impacts on communities of color overtime. Continue to communicate with and involve stakeholders. Document unresolved issues.

#### Step 6. Report Back.

Share information learned from analysis and unresolved issue with Department Leadership and Change Team.

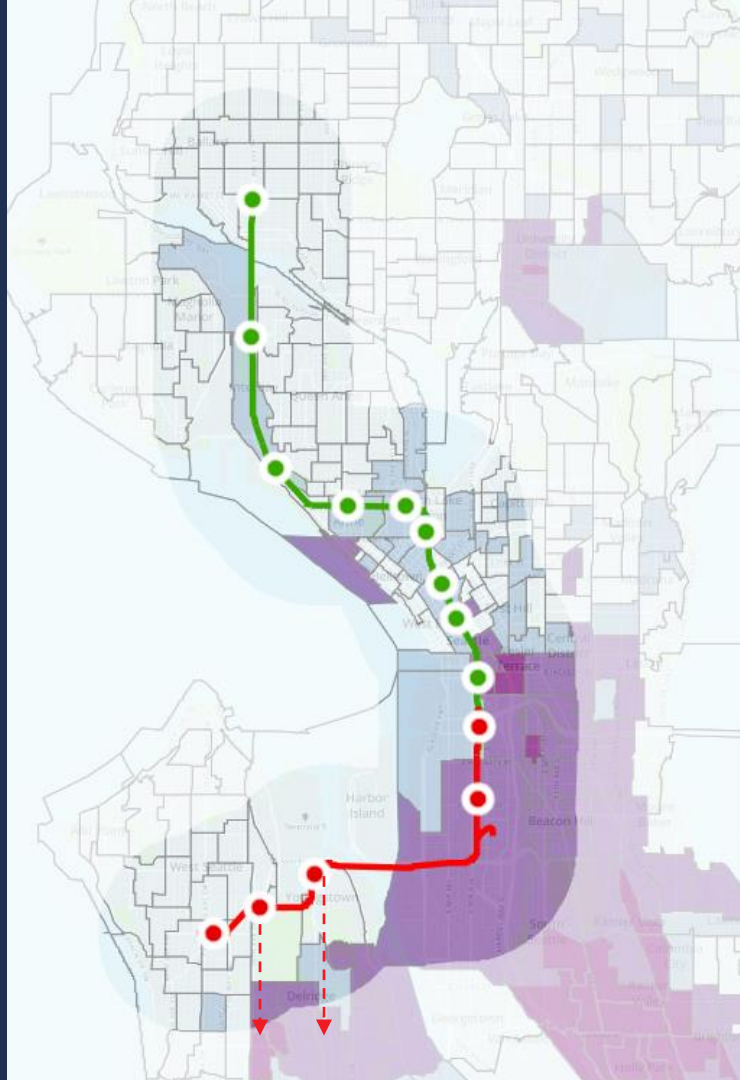
# Racial Equity Toolkit

## Level 1 Evaluation

- ✓ Data analysis showed areas of focus; Chinatown/ID and Delridge
- ✓ Determined shared outcomes
- ✓ Updated screening criteria

**Figure:** Concentrated communities of color (non-white population)

**Source:** 2011-2016 American Community Survey, projected in ArcGIS Online WSBLE Community Conditions Basemap



# Racial Equity Toolkit

## Outcomes



**Enhance mobility and access** for communities of color and low-income populations;



Create **opportunities for equitable development** that benefit communities of color;



**Avoid disproportionate impacts** on communities of color and low-income populations; and



**Meaningfully involve** communities of color and low-income populations in the project.

# *Racial Equity Toolkit*

## *Level 2 Evaluation*

- ✓ Measured connections, potential impacts and opportunities
- ✓ Gathered and shared community input



# *Racial Equity Toolkit*

## *Level 3 Scope*

### Chinatown / ID

- Limit harmful impacts,
- Maximize connections for all users, and
- 100-year vision for the station.

### Delridge

- Bus-rail integration; and
- Equitable transit-oriented development serving the community.







# ***Chinatown/ID Station Public Comment***

A light rail train, identified by the number 139B and the word 'Link' on its side, is stopped at a station platform. The train is white with blue and grey accents. The platform has a metal railing in the foreground and a yellow tactile paving strip along the edge. A digital display above the train shows the word 'Chinatown'. The background shows a clear sky and some distant structures.

# ***Chinatown/ID Station Engagement Overview***



# *Types of engagement*

## *Forums*

- ✓ Briefings/Meetings/Events
- ✓ Listening Sessions
- ✓ Door-to-door outreach with community liaisons
- ✓ Community workshops
- ✓ Open houses & neighborhood forums
- ✓ Social service provider and community organization interviews



# External Engagement Report: C-ID

January 2018 – March 29, 2019

30 community briefings

5 social service provider interviews

24 door-to-door conversations

4 listening sessions engaging more than 125 community members

9 tabling events engaging more than 770 community members

4 neighborhood forums, workshops and open houses

# C-ID & Pioneer Square briefings

- ✓ C-ID Business Improvement Association (4/12/18, 6/7/18)
- ✓ SCIDpda (4/20/18)
- ✓ InterIm CDA (5/2/18)
- ✓ International Community Health Services (5/8/18)
- ✓ Friends of Little Saigon (5/9/18)
- ✓ CID Forum (5/23/18, 7/25/18, 9/19/18)
- ✓ CID Framework Capital Projects Coordination Work Group (5/25/18, 6/22/18, 9/30/18)
- ✓ Union Station Tour (5/25/18)
- ✓ South Downtown Stakeholders (6/12/18, 6/22/18, 7/12/18, 9/10/18, 1/8/19, 3/4/19)
- ✓ Uwajimaya (9/17/18, 1/10/19)
- ✓ SCIDpda Residential Property Managers (12/18/18)
- ✓ Alliance for Pioneer Square, Board of Directors (1/24/19)
- ✓ Seniors in Action Foundation (1/24/19, 3/19/19)
- ✓ Pacific Café (3/19/19)
- ✓ SCIDpda, Board of Directors (3/19/19)
- ✓ Pioneer Square Residents' Council (3/19/19)
- ✓ International House Senior Living (3/20/19)
- ✓ Washington Federal (3/22/19)

# C-ID listening sessions

- ✓ Eastern Hotel Apartments (1/29/19)
- ✓ Domingo Viernes, New Central and Jackson Apartments (2/15/19)
- ✓ Nihonmachi Terrace Apartments (2/20/19)
- ✓ NP Hotel Apartments (3/11/19)



# *C-ID & Pioneer Square social service provider interviews*


- ✓ Chinese Information & Service Center (CISC) (7/30/18)
- ✓ Seniors in Action Foundation (8/1/18)
- ✓ Wing Luke Museum (8/21/18)
- ✓ Real Change (9/14/19)
- ✓ Helping Link (12/5/18)

# C-ID tabling events

- ✓ 2018 SCIDpda C-ID Kick-off Open House (2/28/18)
- ✓ Dragon Fest (7/14/18 – 7/15/18)
- ✓ Celebrate Little Saigon (8/26/18)
- ✓ Night Market (9/8/18)
- ✓ Real Change Vendor Meeting (12/12/18)
- ✓ Tet in Seattle (1/26/19 – 1/27/19)
- ✓ 2019 SCIDpda C-ID Kick-off Open House (2/7/19)
- ✓ Lunar New Year Celebration (3/2/19)
- ✓ The Publix Building (3/8/19)





An aerial photograph of downtown Seattle, Washington, showing the city grid, major roads, and the CenturyLink Field stadium. Three teal callout boxes with white text are overlaid on the image, pointing to specific areas. The first box points to the stadium area, the second to Union Station, and the third to the Chinatown-ID area.

**Improve connections**  
(Sounder, Amtrak, Light Rail, Buses)

**Activate Union Station**

**Community Vision**  
Contribute to the community's long-term vision for the future

**Minimize Chinatown-ID construction impacts**

***What we have heard***



# Chinatown-International District Station Community Workshop

# Wednesday, Mar. 13

5 – 8:00 p.m.

# Union Station

(401 S. Jackson St., Seattle)

➤ 133 attendees



A light rail train, identified by the number 139B and the text 'CHINA TRANSIT' on its front, is stopped at a station platform. The train is white with blue and grey accents. The platform has a metal railing in the foreground and a yellow tactile paving strip along the edge. A digital display above the train shows the destination 'Chinatown/ID Station'. The background shows a clear sky and some distant structures.

# ***Chinatown/ID Station Alternatives***





**PIONEER  
SQUARE**

**CHINATOWN/  
INTERNATIONAL  
DISTRICT**

**C-ID  
STATION  
AREA**

***Chinatown-ID station area***

# *Summary of Level 3 alternatives*


- **ST3 Representative Project**
- **West Seattle Elevated/ C-ID 5th Ave/  
Downtown 6th Ave/ Ballard Elevated**
  - C-ID station options: 5th Ave Cut-and-Cover and 5th Ave Mined
- **West Seattle Tunnel/ C-ID 4th Ave/  
Downtown 5th Ave/ Ballard Tunnel**
  - Junction station options: 41st Ave, 42nd Ave and 44th Ave
  - C-ID station options: 4th Ave Cut-and-Cover and 4th Ave Mined
  - Ballard station options: 14th Ave and 15th Ave

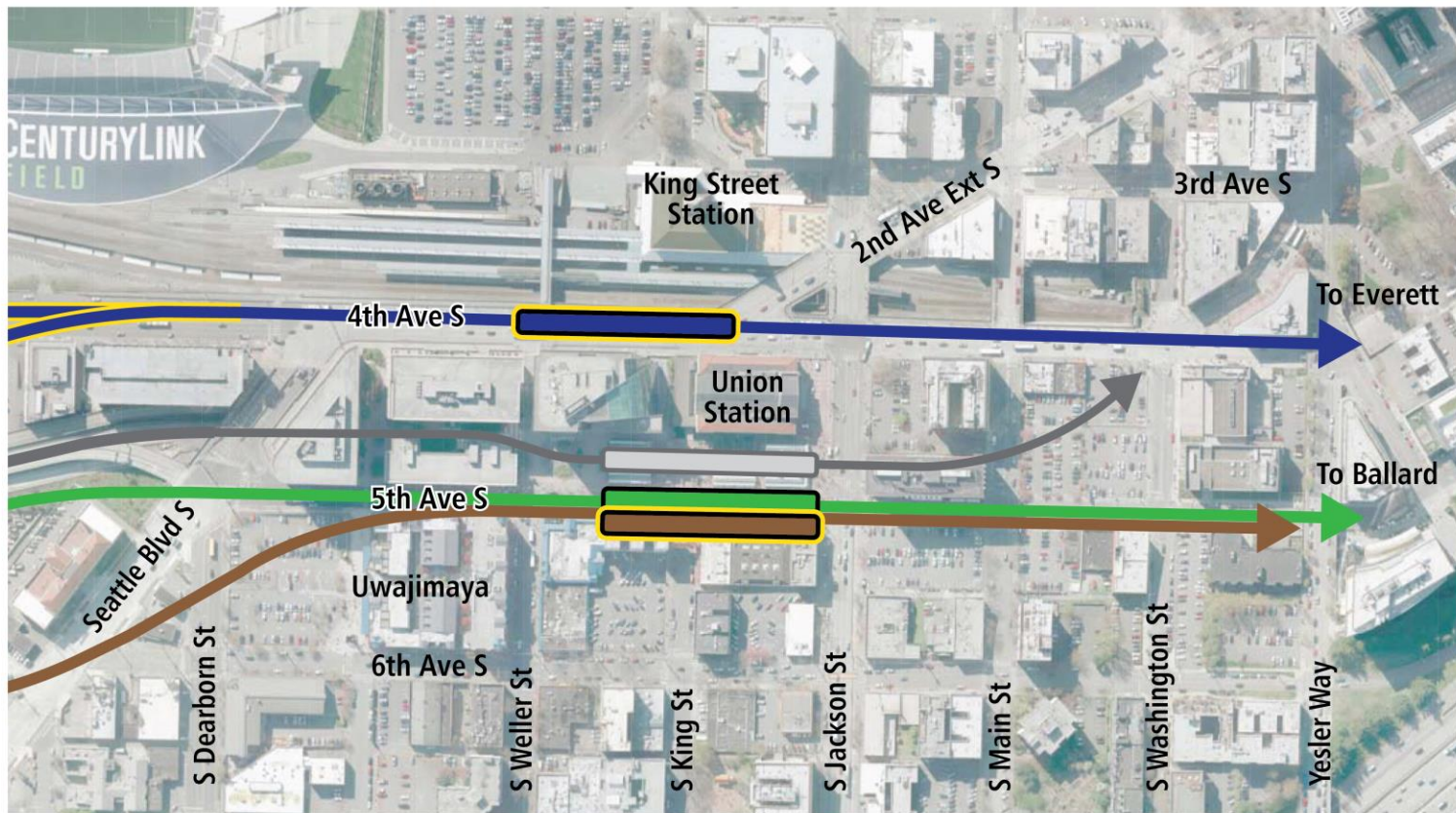


 Existing Link Light Rail

 ST3 Representative Project

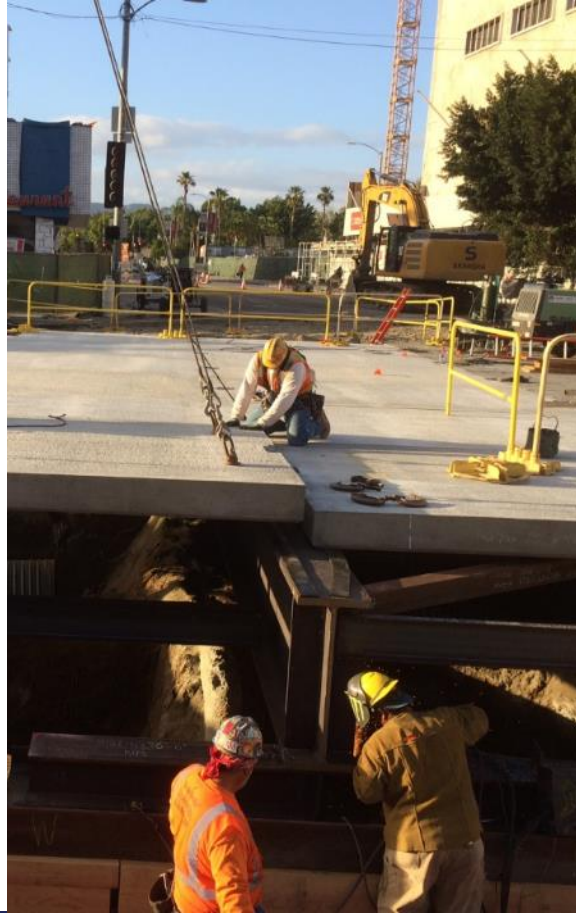
 5th Ave. S shallow station  
or deep station

 4th Ave. S shallow station  
or deep station



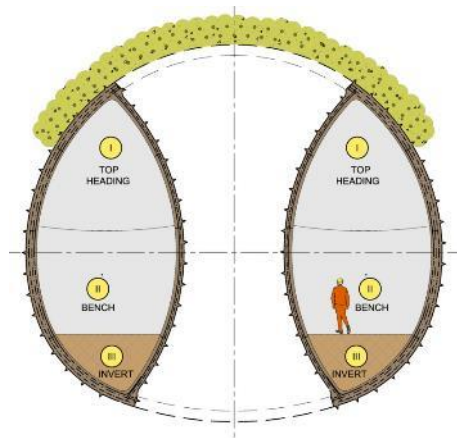
# Chinatown-ID station options





# *Cut and Cover Station Construction*





# Mined Station Construction



Existing Link Light Rail

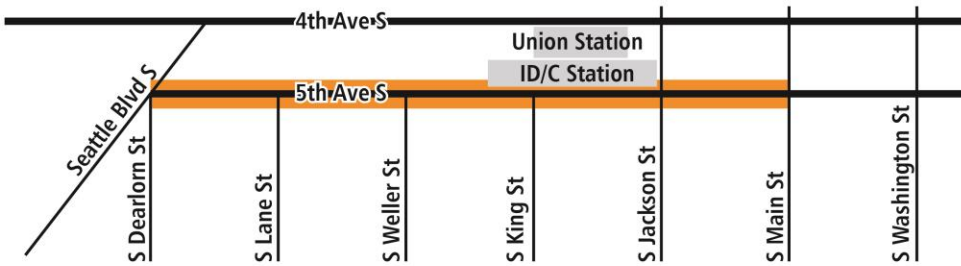
ST3 Representative Project

5th Ave. S shallow station  
or deep station

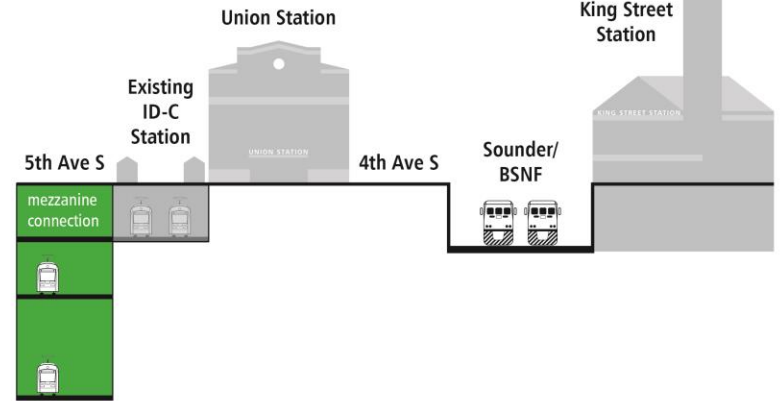
4th Ave. S shallow station  
or deep station



# Chinatown-ID station options



**Construction ~ 7 years**  
**Detours ~ 1.5 years**



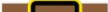
Cross section looking south (not to scale)

**ST3 Representative Project** *Cut and cover tunnel*

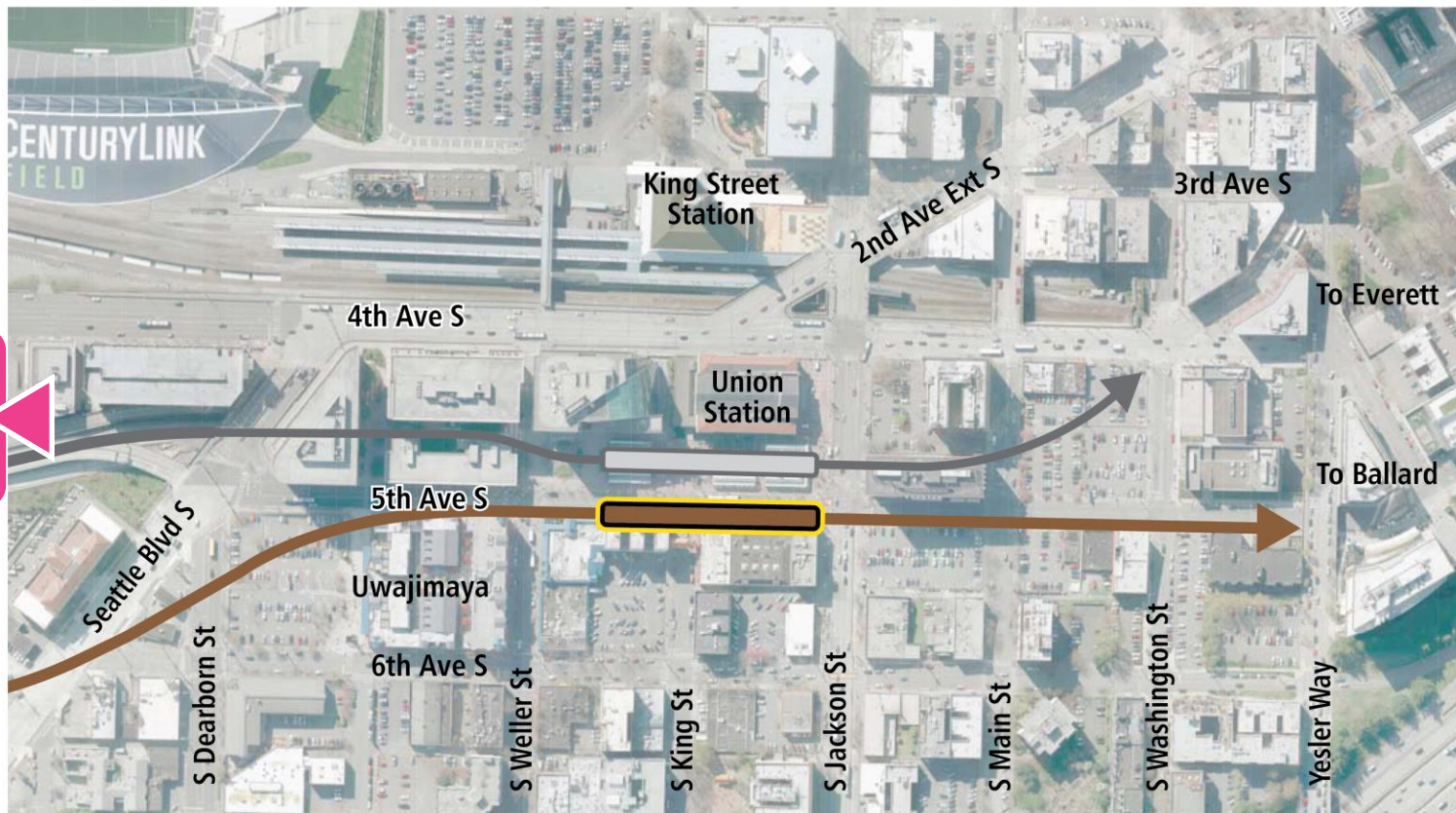


 Existing Link Light Rail

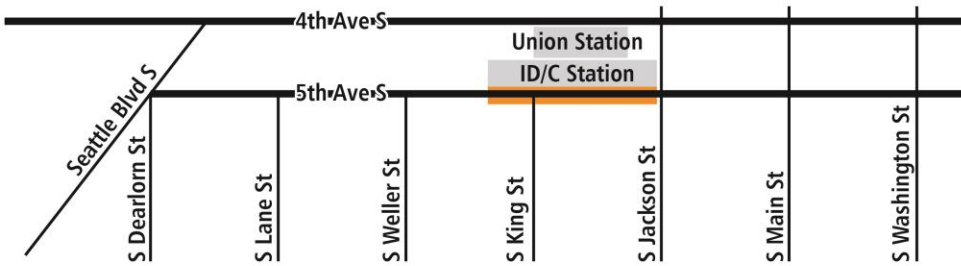
 ST3 Representative Project

 5th Ave. S shallow station or deep station

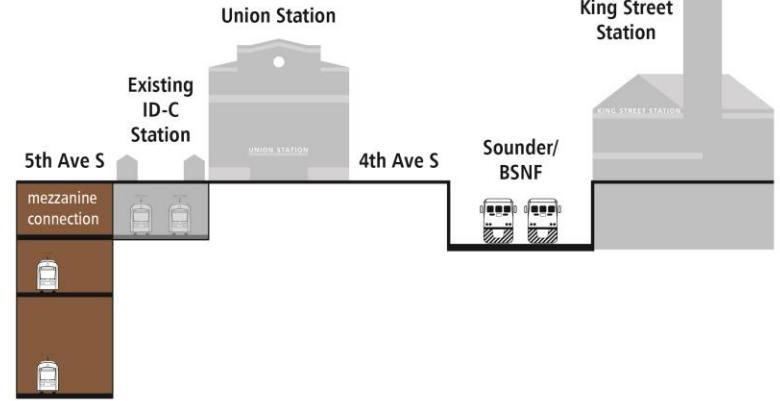
 4th Ave. S shallow station or deep station



# Chinatown-ID station options

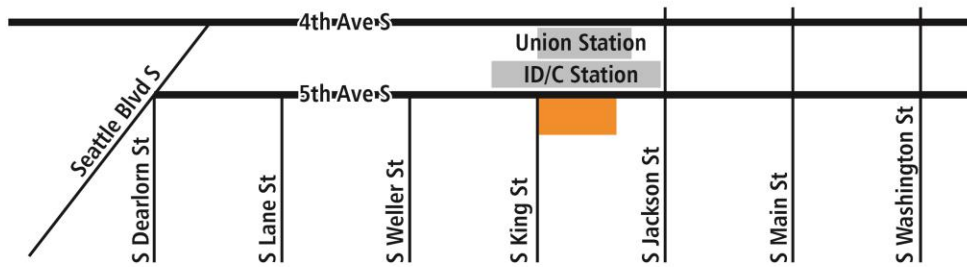


**Construction ~ 6 years**  
**Detours ~ 4 months**

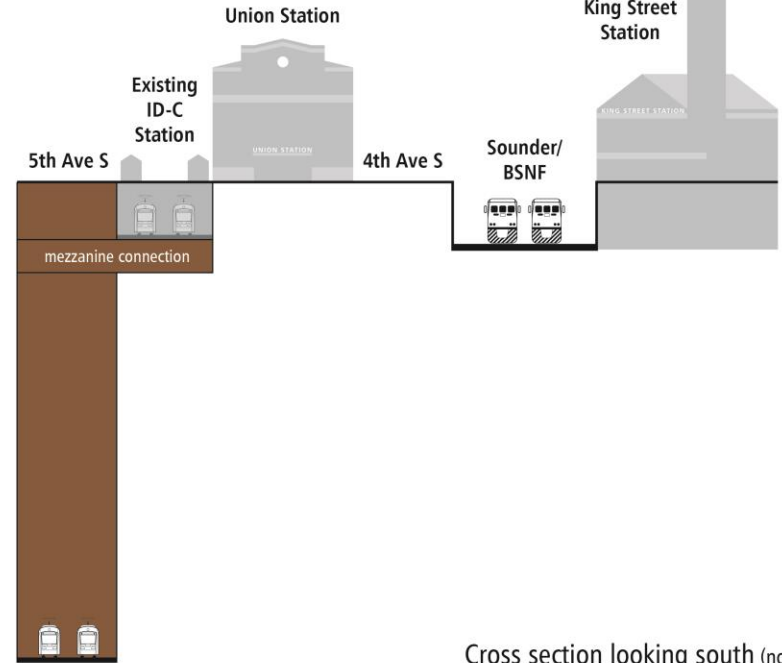


Cross section looking south (not to scale)

**5th Ave S shallow station**



**Construction ~ 7 years**  
**Detours ~ none**



Cross section looking south (not to scale)

**5th Ave S deep station**

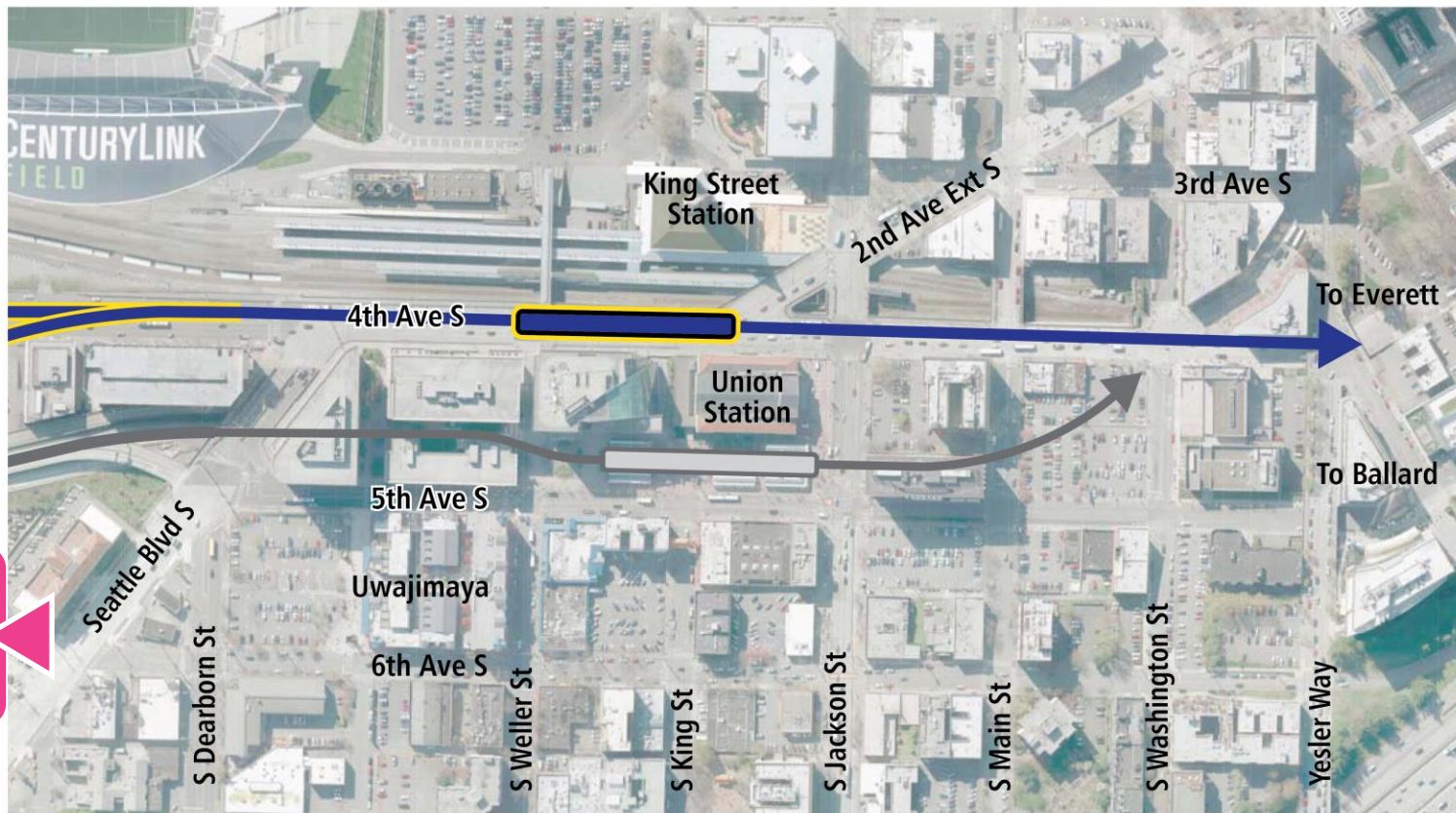


 Existing Link Light Rail

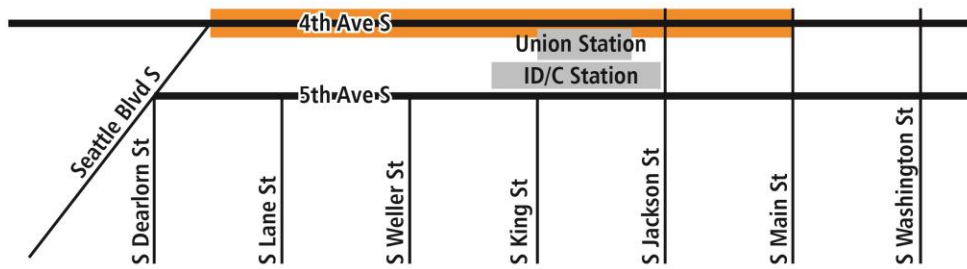
 ST3 Representative Project

 5th Ave. S shallow station or deep station

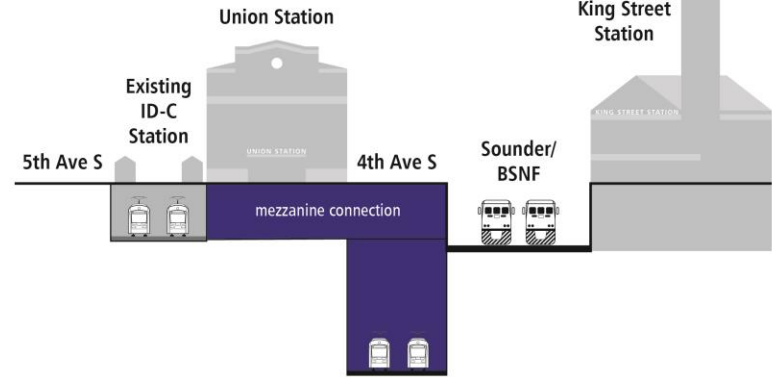
 4th Ave. S shallow station or deep station



# Chinatown-ID station options



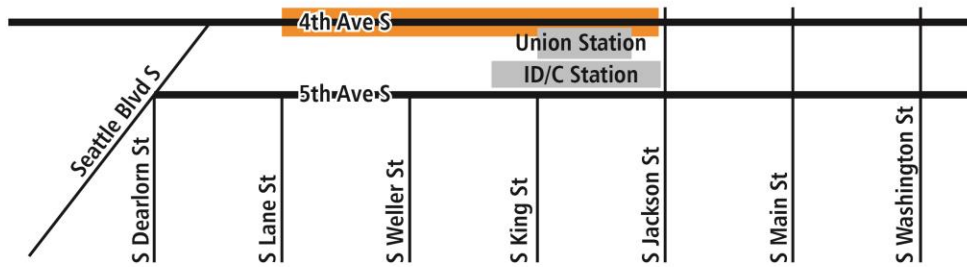
**Construction ~ 10 years**  
**Detours ~ 7.5 years**



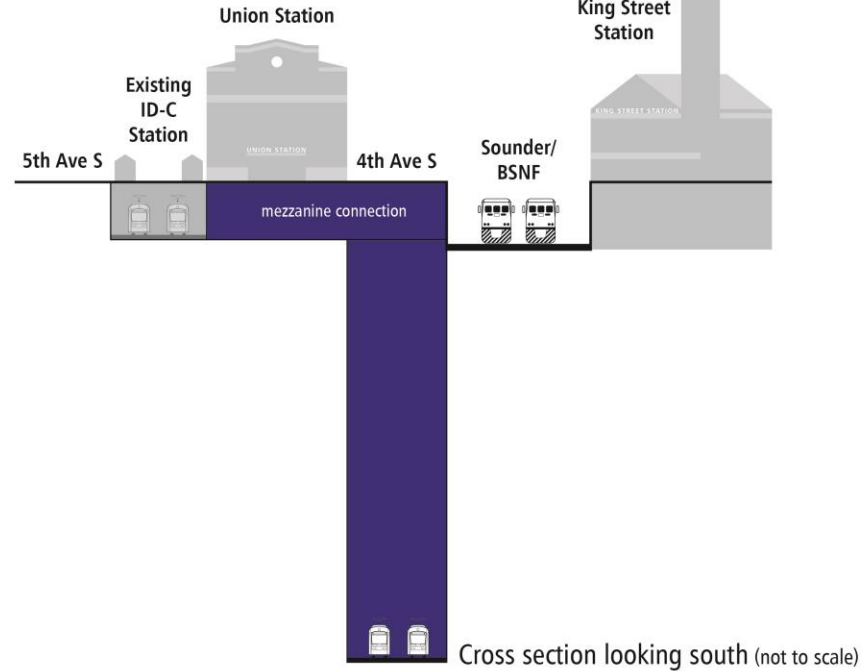
Cross section looking south (not to scale)

**4th Ave S shallow station**

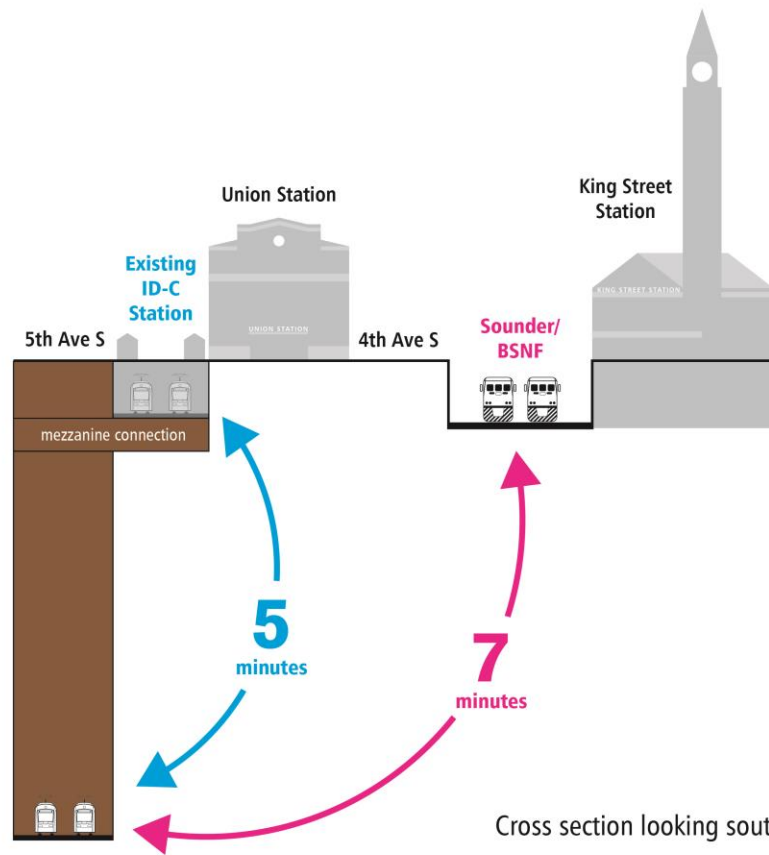
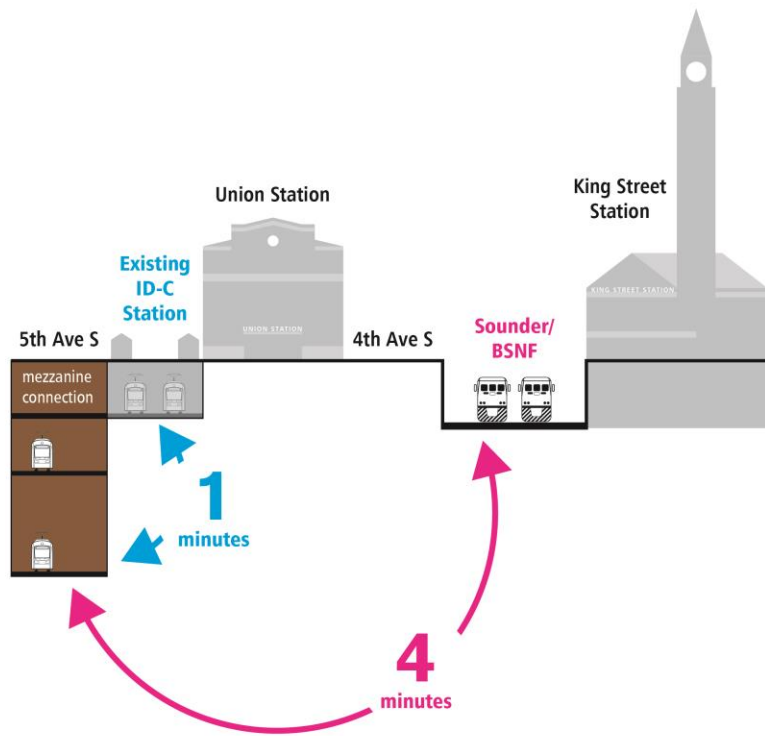




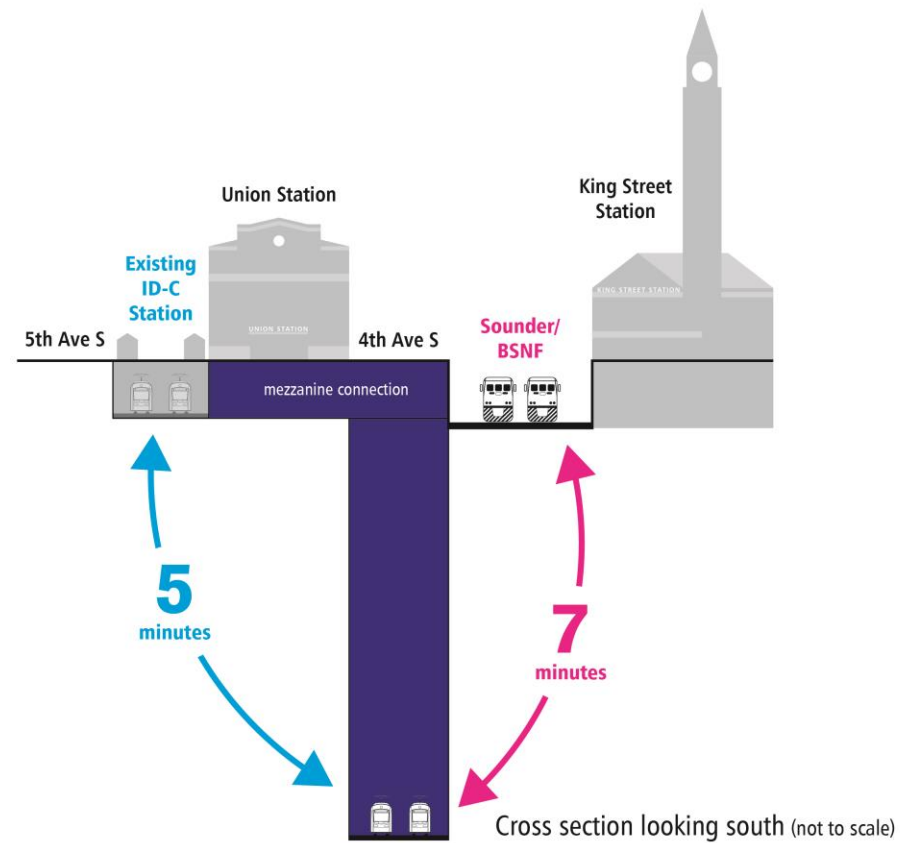
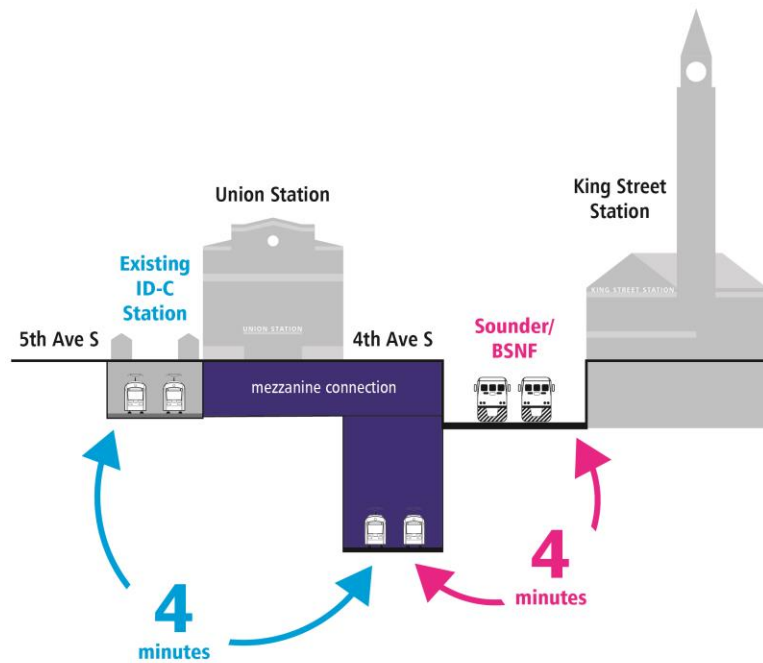
**Construction ~ 9 years**  
**Detours ~ 5 years**



**4th Ave S deep station**



# 5th Ave S stations – Transfer times



# 4th Ave S stations – Transfer times

# Chinatown/International District

## ST3 Representative Project

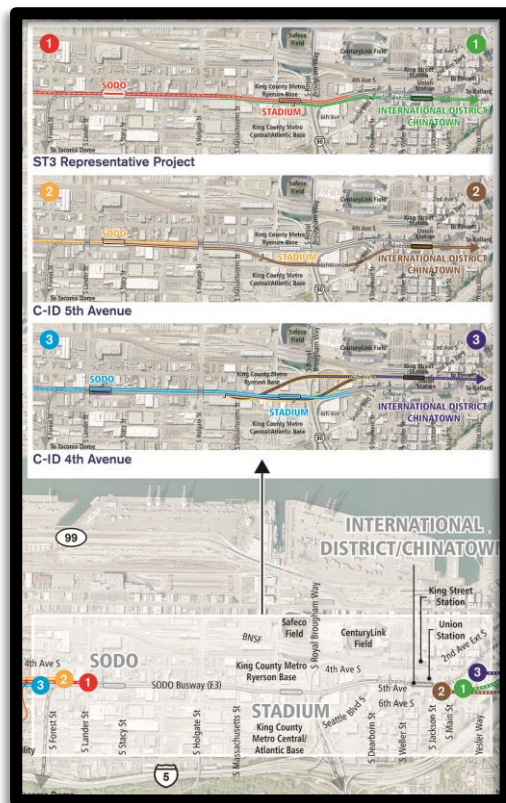
- Cut-and-cover tunnel and station on 5th Ave S results in construction effects in C-ID
- Affects WSDOT ramps/foundations
- Impacts Ryerson bus base

## C-ID 5th Avenue

- Cut-and-cover station on 5th Ave S results in construction effects in C-ID but bored tunnel limits effects
- Mined station has less convenient access, transfers, potential to extend schedule
- Affects future Central base expansion
- Mined station limits train acceleration and track crossovers

## C-ID 4th Avenue

- Viaduct rebuild results in more construction complexity, traffic diversions, schedule delays; requires 3<sup>rd</sup> Party funding
- Mined station option increases traffic effects and has less convenient access, transfers and impacts Ryerson bus base
- Deep mined station does not allow for a pocket track so reduces operability



# Key considerations



# Chinatown-ID

Key Differentiators	ST3 Representative Project	5th Shallow	5th Deep	4th Shallow	4th Deep
Ease of station access/transfers	Higher performing	Higher performing	Lower performing	Higher performing	Lower performing
Construction effects in C-ID	Most construction effects	More construction effects	Least construction effects	More construction traffic effects	Most construction traffic effects
Property effects	Property effects along 5 <sup>th</sup> Ave in C-ID; affects Ryerson Base	Property effects in SODO at tunnel portal and 5 <sup>th</sup> Ave in C-ID; affects future Central Base expansion	Property effects in SODO at tunnel portal and 5 <sup>th</sup> Ave in C-ID; affects future Central Base expansion	Property effects on 4 <sup>th</sup> Ave; affects Ryerson Base	Property effects on 4 <sup>th</sup> Ave; displaces Ryerson Base
Construction schedule	Does not facilitate track interconnections	Meets ST3 schedule	Higher schedule risk	Potential schedule delay	Potential schedule delay
Comparative estimate (2018\$)*	-	- \$200M	-	+ \$300M	+ \$500M**

\*Compared to ST3 Representative Project

\*\*Includes higher Downtown cost of \$100M

## Key differentiators

A light rail train, identified by the number 139B and the 'Sound Transit' logo, is stopped at a station platform. The train is white with blue and green accents. The platform has a metal railing in the foreground and a yellow tactile paving strip. A digital display above the platform shows the word 'Waiting'. The title 'Community Vision and Connections' is overlaid in large, white, italicized font across the center of the image.

# *Community Vision and Connections*

# JACKSON HUB

RECONNECTING NEIGHBORHOODS.



# COMMUNITY GOALS & PRIORITIES



1  
**SAFE &  
COMFORTABLE**

2  
**ENGAGING**

3  
**CONNECTED**

4  
**EMBEDDED**

5  
**ICONIC**





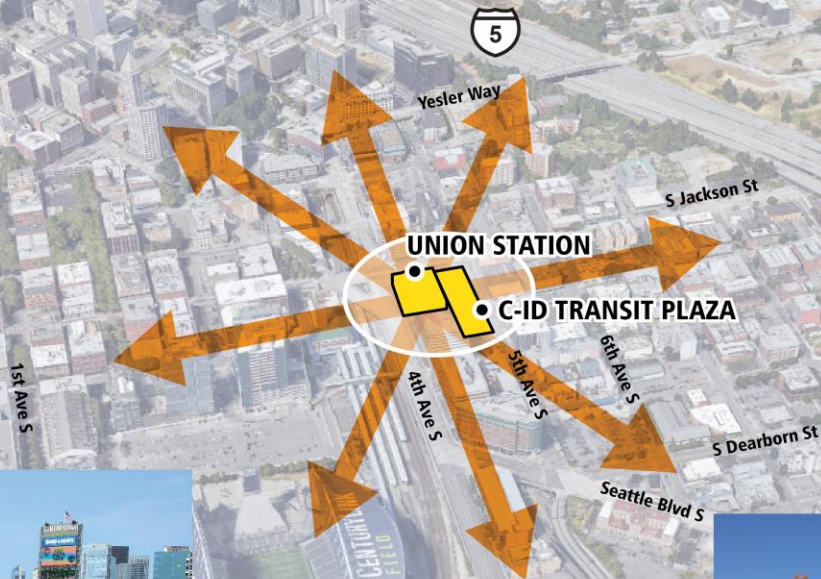






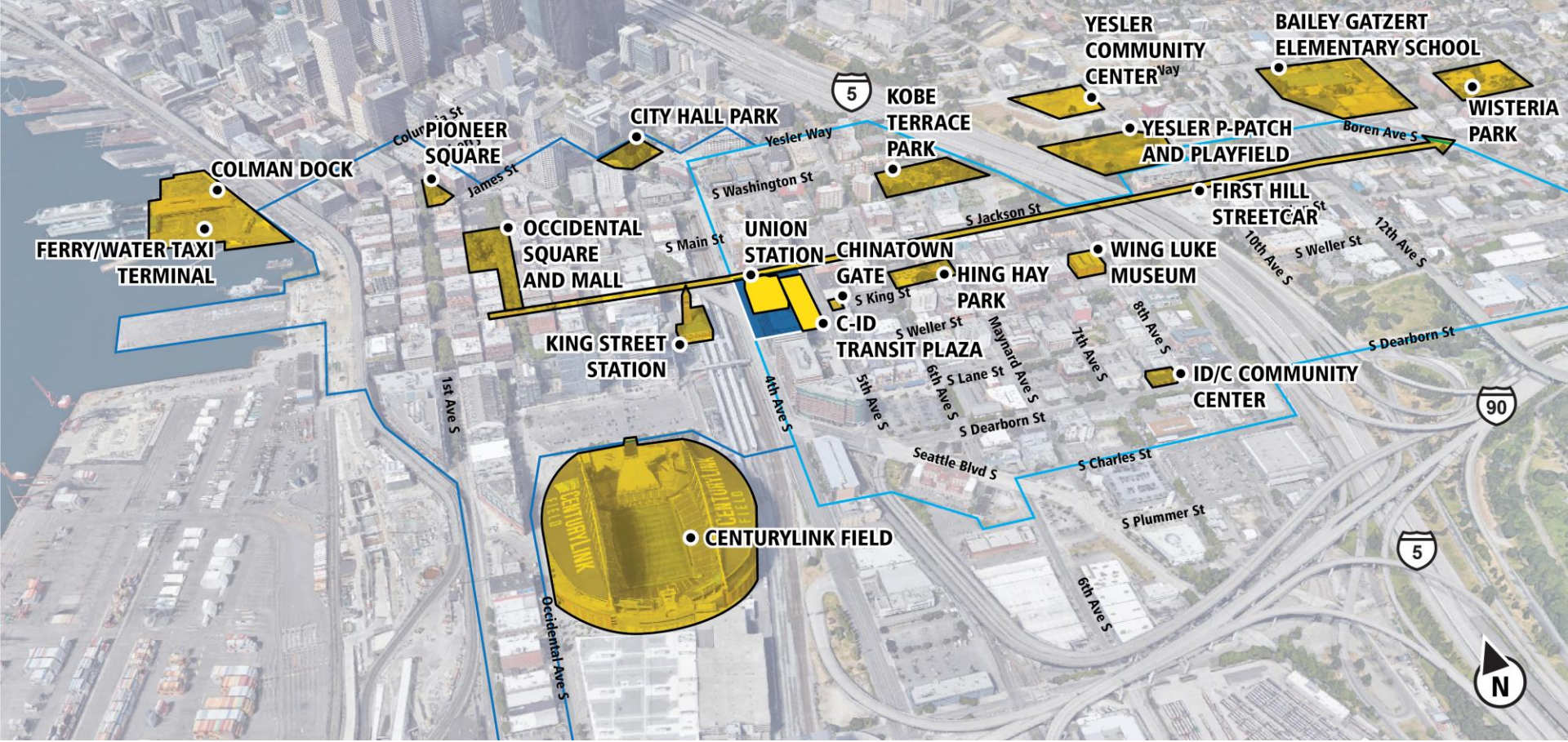
# Intermodal connections





# Community connections





# Connections to key destinations

# Chinatown/ID Station – 4<sup>th</sup> Ave



## Transit Integration and Non-motorized Access

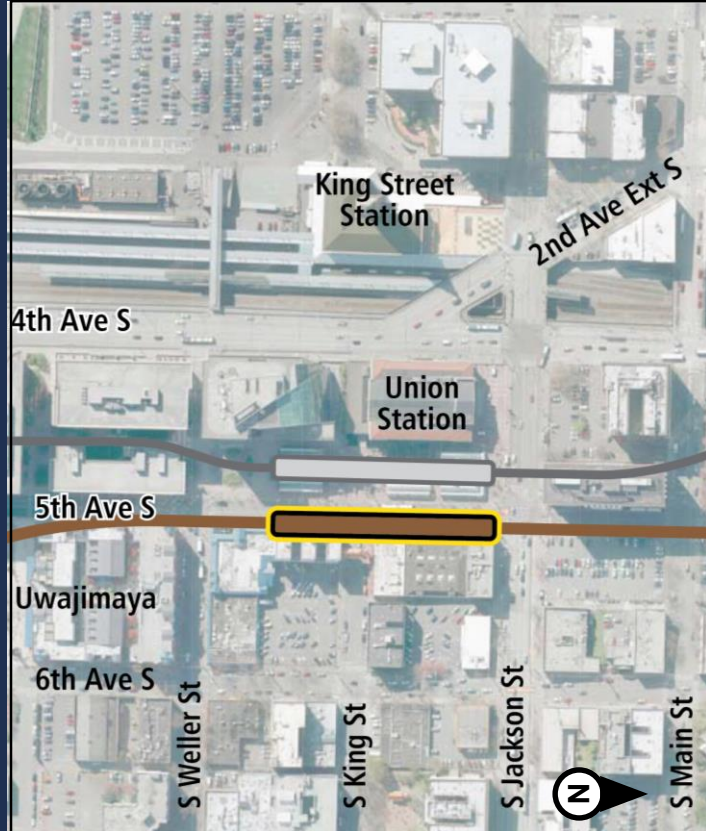
- Potential station entry on west side of 4<sup>th</sup> could tie in to Weller St overpass, connecting more closely to Sounder/Amtrak and Pioneer Square
- Longer transfer between light rail stations
- Longer walk to bus zones, streetcar stop on Jackson Street but closer to 4<sup>th</sup> Ave S bus zones

## Land Use and Development

- Potential to integrate transfer flows and station entries to support activating Union Station
- Less potential for equitable Agency TOD, plaza improvements associated with project delivery



# Chinatown/ID Station – 5<sup>th</sup> Ave



## Transit Integration and Non-motorized Access

- Potential station entry on east side of 5<sup>th</sup> could tie into King Street corridor and Chinatown/ID
- Longer walk to King Street Station, Pioneer Square, bus zones on 4<sup>th</sup> Ave S
- Shorter transfers between light rail stations and closer to Jackson St bus zones and streetcar stop

## Land Use and Development

- Potential to integrate transfer flows and station entries to support activating Union Station
- Higher potential for equitable TOD, plaza improvements associated with project delivery

A photograph of a Sound Transit train, specifically car 139B, stopped at a station platform. The train is white with blue and teal wavy graphics along its side. The front of the train displays 'SOUND TRANSIT' in orange. The platform has a metal railing in the foreground and a yellow tactile paving strip. A digital display above the platform shows 'Sound Transit' in orange. The text 'What we heard' is overlaid in a large, white, italicized serif font across the center of the image.

# *What we heard*



An aerial photograph of the CenturyLink Field stadium and the surrounding urban area in Seattle. The stadium is a large, dark, circular structure with a green field in the center. To the right of the stadium is a large, modern building with a glass facade. The surrounding area is a mix of residential and commercial buildings, streets, and parking lots. Several teal-colored callout boxes with white text are overlaid on the image, pointing to specific areas of interest.

**Interest in Chinatown-  
International District  
station name**

**Improve connections along  
Jackson Street, connecting  
neighborhoods from Little  
Saigon to the Waterfront**

**Activate streets and  
buildings around the new  
station, including Union  
Station, in a culturally and  
community-based manner.**

**Maintain the connected,  
diverse and historic place  
supported by an  
intergenerational,  
multilingual business and  
residential community**

**Station can bring more  
foot traffic to CID  
businesses**

**More green, open spaces,  
culturally reflective art, public  
restrooms, local  
markets/vendors**

# ***What we have heard***

## ***Community Vision and Neighborhood Values***



An aerial photograph of a city street intersection, likely in Seattle, showing a mix of urban buildings, parking lots, and transit infrastructure. Several teal-colored callout boxes with white text are overlaid on the image, pointing to specific areas. The boxes contain feedback from users regarding transit connections, parking, signage, and safety. The background shows a complex street layout with multiple lanes and surrounding urban development.

**Concerns about limited parking**

**Convenient and reliable transfers (Sonder, Amtrak, Light Rail, Buses)**

**Improve connections across 4<sup>th</sup> Avenue**

**Improve connections across 5<sup>th</sup> Avenue**

**Multi-lingual signs, announcements and improved wayfinding could address barriers to using Link**

**Excited about new opportunities to get to more places faster and easier with Sound Transit's system expansion**

**Enjoy connections to family and destinations in Beacon Hill, UW, Eastside and Airport**

**Need good street lighting, security and safe pedestrian experiences**

***What we have heard***  
***Maximizing Connections***





Mixed opinions on station location

Some prefer 4th Avenue station locations to reconnect the Pioneer Square and C-ID neighborhoods, King Street and Union Stations, and limit potential impacts in the C-ID neighborhood

Some prefer 5<sup>th</sup> Avenue station locations for easier access from residences and businesses in C-ID and due to shorter construction duration

More interest in shallow station options for accessibility and sense of safety

Protect the Chinatown Gate

Early, in-language notification about detours and construction impacts

Provide fair compensation and continued operations in C-ID after construction

Protect local businesses during construction by maintaining operations

# *What we have heard*

## *Building the Station*

# Next Steps

- Share public feedback with SAG/ELG and Board
- Report back to community on outcomes of alternatives development and RET
- Continue engagement with communities near station on opportunities to inform the EIS and future station planning
- Further study urban design concepts in Phase 2 of the project



A photograph of a light rail train, specifically a Sound Transit model 139B, stopped at a station platform. The train is white with blue and teal wavy patterns along its side. The number '139B' is visible on the side. The text 'SOUND TRANSIT' is visible on the front and side. The train is stopped at a platform with a metal railing in the foreground. A digital display above the train shows 'Sound Transit'. The background shows a clear sky and some distant structures. The text 'ELG discussion' is overlaid in a large, white, italicized font across the center of the image.

# *ELG discussion*

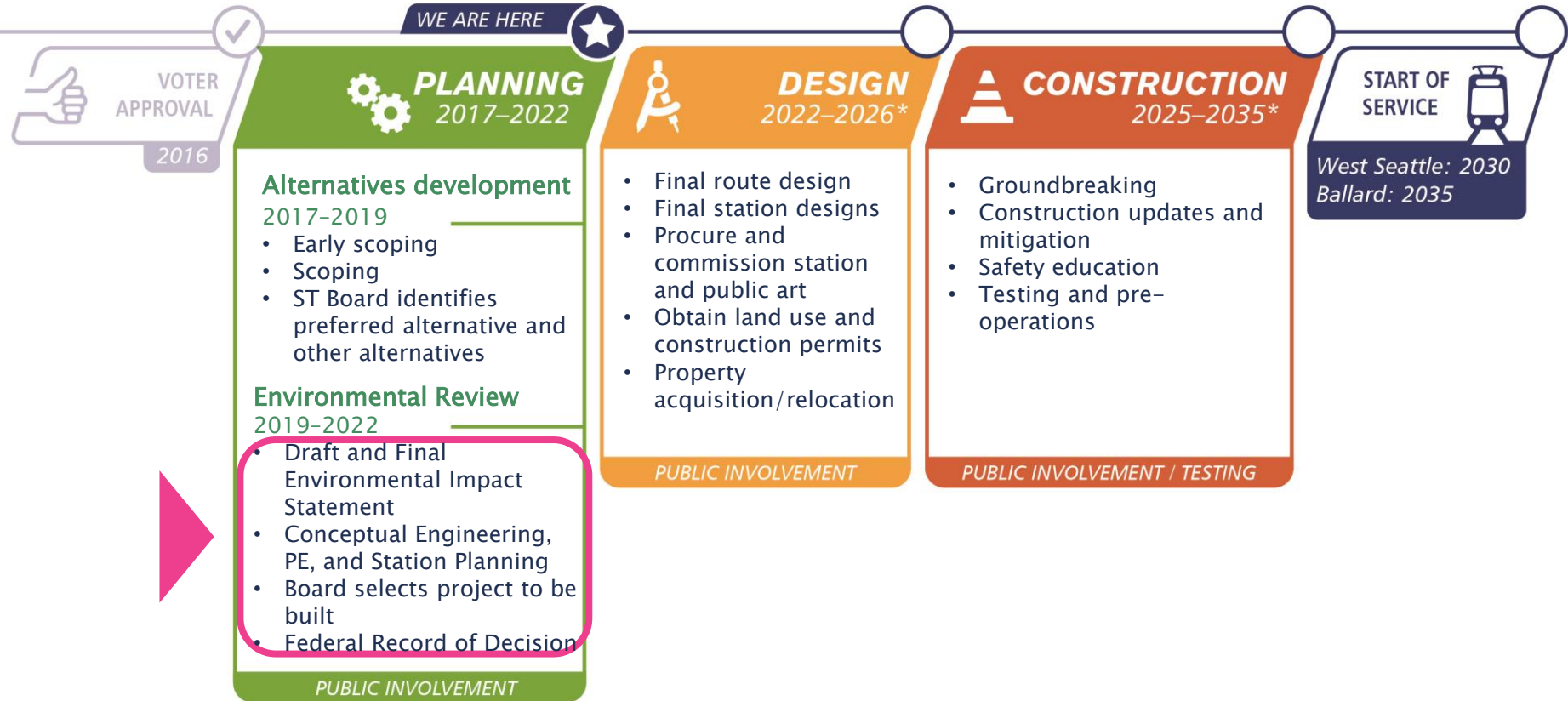
A photograph of a light rail train, specifically a Sound Transit model 139B, stopped at a station platform. The train is white with blue and teal wavy graphics along its side. The front of the train displays 'SOUND TRANSIT' in orange LED letters. The number '139B' is visible on the side. The train is positioned on tracks next to a platform with a metal railing in the foreground. A digital display above the train shows a route or destination. The overall scene is dimly lit, suggesting dusk or dawn. Overlaid on the image is the text 'Schedule and Next Steps' in a large, white, italicized serif font.

# ***Schedule and Next Steps***

# Next steps

<b>EIS Scoping</b>	Feb 15 – April 2	Scoping Input
<b>SAG Meeting #13</b>	March 21	Station planning discussions (optional)
<b>ELG Meeting #7</b>	March 29	CID and Delridge station focus
Summary of key themes from scoping and Level 3 RET memo	April 15	For SAG/ELG consideration
<b>SAG Meeting #14</b>	April 17	Level 3 recommendations
Scoping report finalized	April 24	For ELG consideration
<b>ELG Meeting #8</b>	April 26	Level 3 recommendations
<b>Sound Transit Board System Expansion Committee</b>	May 9	Identify preferred alternative (and other EIS alternatives)
<b>Sound Transit Board Full Board</b>	May 23	Identify preferred alternative (and other EIS alternatives)

# Alternatives development





A photograph of a modern transit station platform. A white and blue train is stopped at the platform. Several people are waiting, including a woman in a yellow hijab and a child with a backpack. The platform has blue railings and a blue circular sign. The background shows trees and a clear sky.

# ***Delridge Station Public Comment***

A light rail train, identified by the number 139B and the text "COUNTY TRANSIT" on its front, is stopped at a station platform. The train is white with blue accents. The platform has a metal railing in the foreground and a yellow tactile paving strip along the edge. A digital display above the train shows the word "Waiting". The background shows a clear sky and some distant structures.

# ***Delridge Station Engagement Overview***

# *Types of engagement*

## *Forums*

- ✓ Briefings/Meetings/Events
- ✓ Community workshops
- ✓ Door to door outreach
- ✓ Open houses & neighborhood forums
- ✓ Social service provider and community organization interviews





# External Engagement Report: West Seattle

January 2018 – March 29, 2019

27 community briefings

20 door-to-door  
conversations

5 tabling  
events

engaging more than  
1,290 community  
members

7 social service provider  
interviews

5 neighborhood forums,  
workshops and open houses

23 property owner meetings

# West Seattle briefings

- ✓ West Seattle Junction Association (1/24/18, 10/24/18)
- ✓ Nucor Steel (3/7/18)
- ✓ West Seattle JuNO (4/2/18, 4/26/18, 7/26/18, 9/18/18, 11/19/19, 3/25/19)
- ✓ Southwest District Council (4/4/18, 11/7/18)
- ✓ West Seattle Transportation Coalition (4/26/18, 9/27/18)
- ✓ Fauntleroy Business Association (5/24/18)
- ✓ Pigeon Point Neighborhood Council (6/11/18)
- ✓ Drink and Link at Ounces (8/8/18)
- ✓ Delridge Neighborhoods Development Association (10/9/18, 10/24/18, 2/6/19)
- ✓ Feet First West Seattle Light Rail Walk & Talk (10/15/18)
- ✓ Tiburon Condominium, Board of Directors (11/15/18)
- ✓ Youngstown Neighborhood (1/16/19)
- ✓ DNDA Tour (2/6/19)
- ✓ Chelan Café (2/19/19)
- ✓ West Seattle Democratic Women (2/28/19)
- ✓ Pete Spalding (3/1/19)
- ✓ Michael Taylor Judd (3/7/19)
- ✓ Pigeon Ridge Neighborhood Council (3/11/19)

# *West Seattle social service provider interviews*

- ✓ West Seattle Food Bank (6/28/18)
- ✓ Southwest Youth and Family Services (6/29/18)
- ✓ Neighborhood House at High Point (7/26/18)
- ✓ Downtown Emergency Service Center, Cottage Grove Commons (8/28/18)
- ✓ WestSide Baby (12/6/18)
- ✓ Delridge Community Center (1/9/19)
- ✓ White Center Community Development Association (1/16/2019)



# West Seattle tabling events

- ✓ Morgan Junction Festival (6/16/18)
- ✓ West Seattle Summer Fest (7/13/18 – 7/15/18)
- ✓ Delridge Day (8/11/18)
- ✓ SDOT/Metro RapidRide H Open House (10/10/18)
- ✓ Delridge Community Center (3/9/19)



A photograph of a light rail train at a station platform. The train is white and blue, with "CANTON SEATTLE" visible on its front. Several people are waiting on the platform, including a woman in a yellow hijab and a man in a blue shirt. The platform has a blue railing and a yellow tactile paving strip. The background shows trees and a clear sky.

# ***Delridge Alternatives***

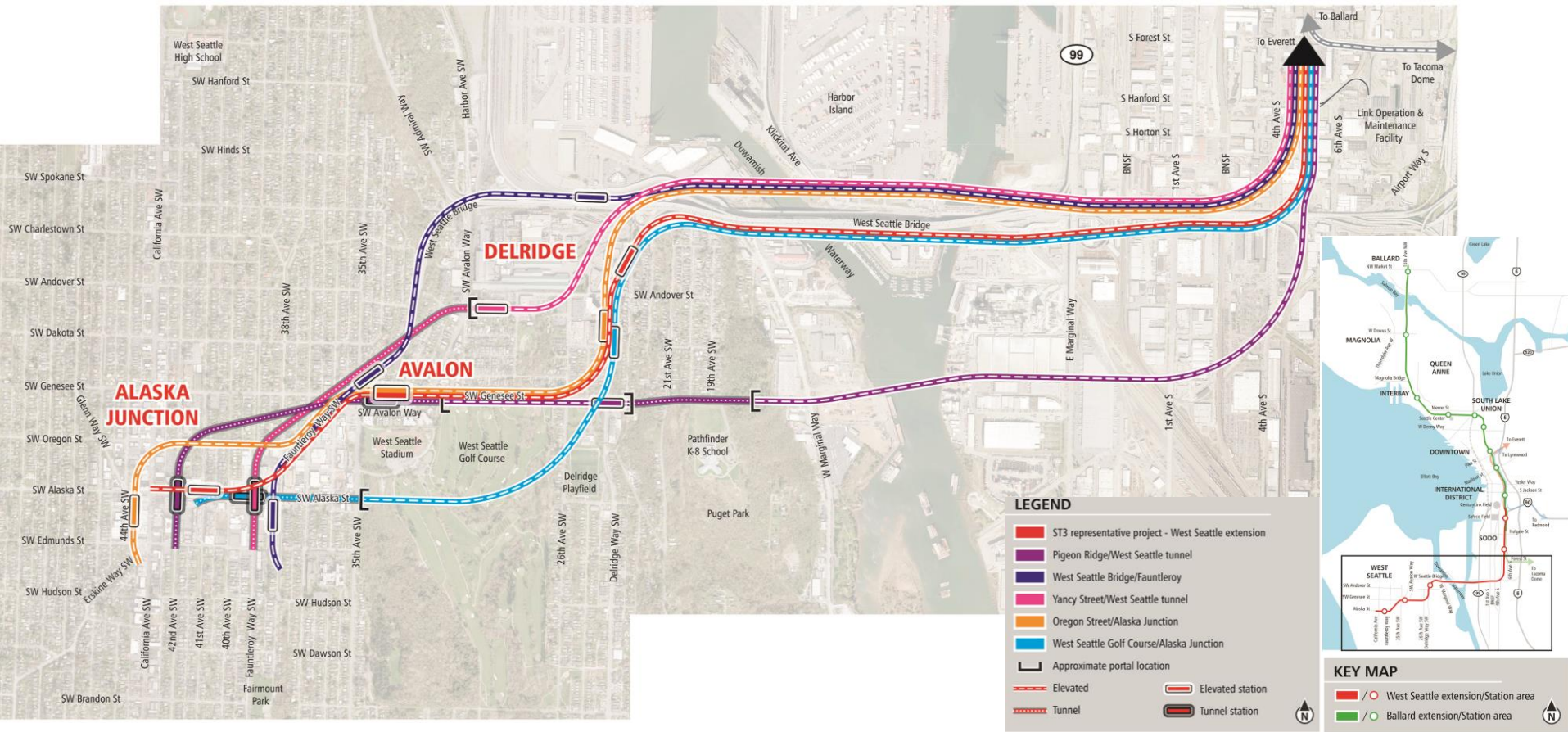
## ***Early scoping, level 1 and 2***



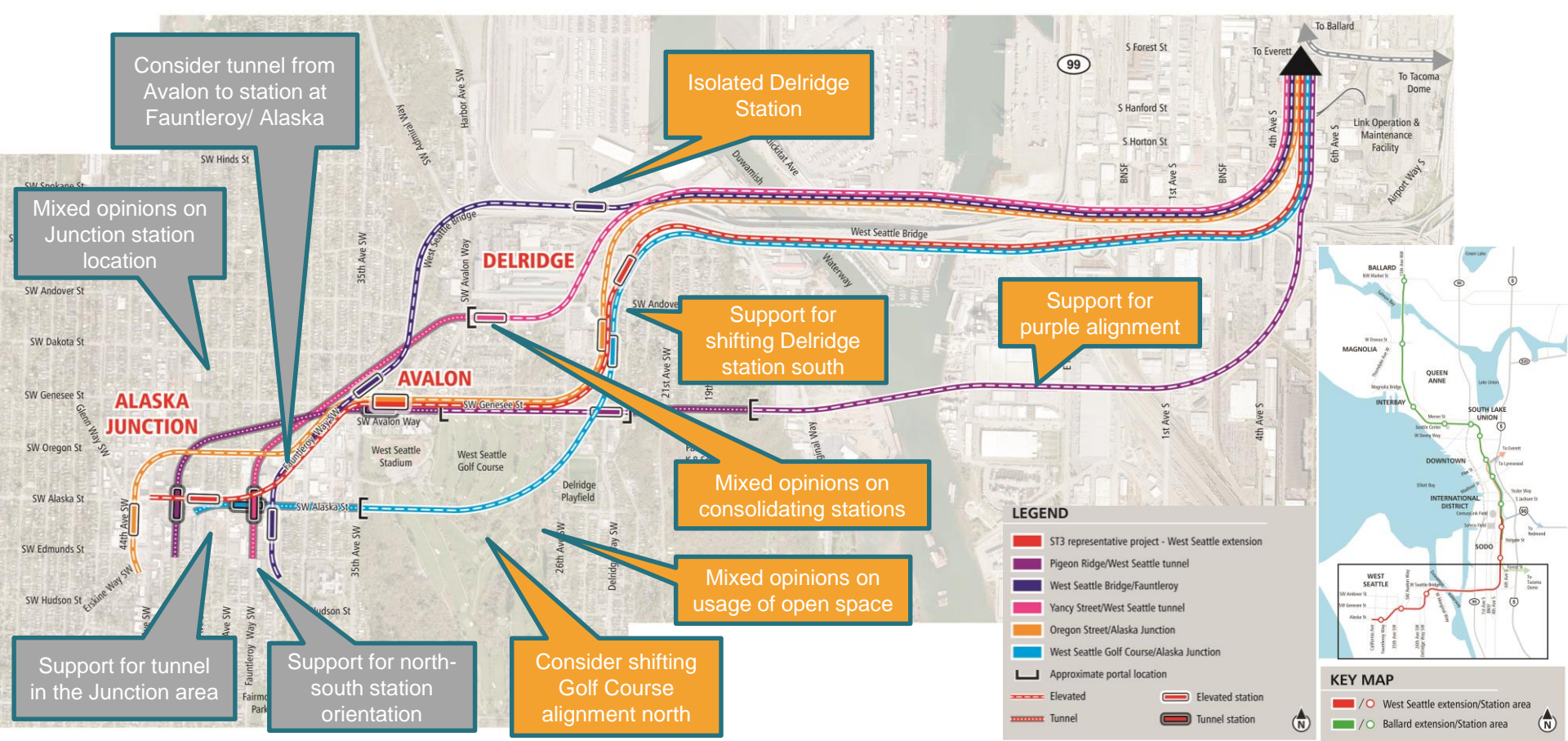


# West Seattle/Duwamish ST3 Representative Project





# West Seattle/Duwamish Level 1 Alternatives

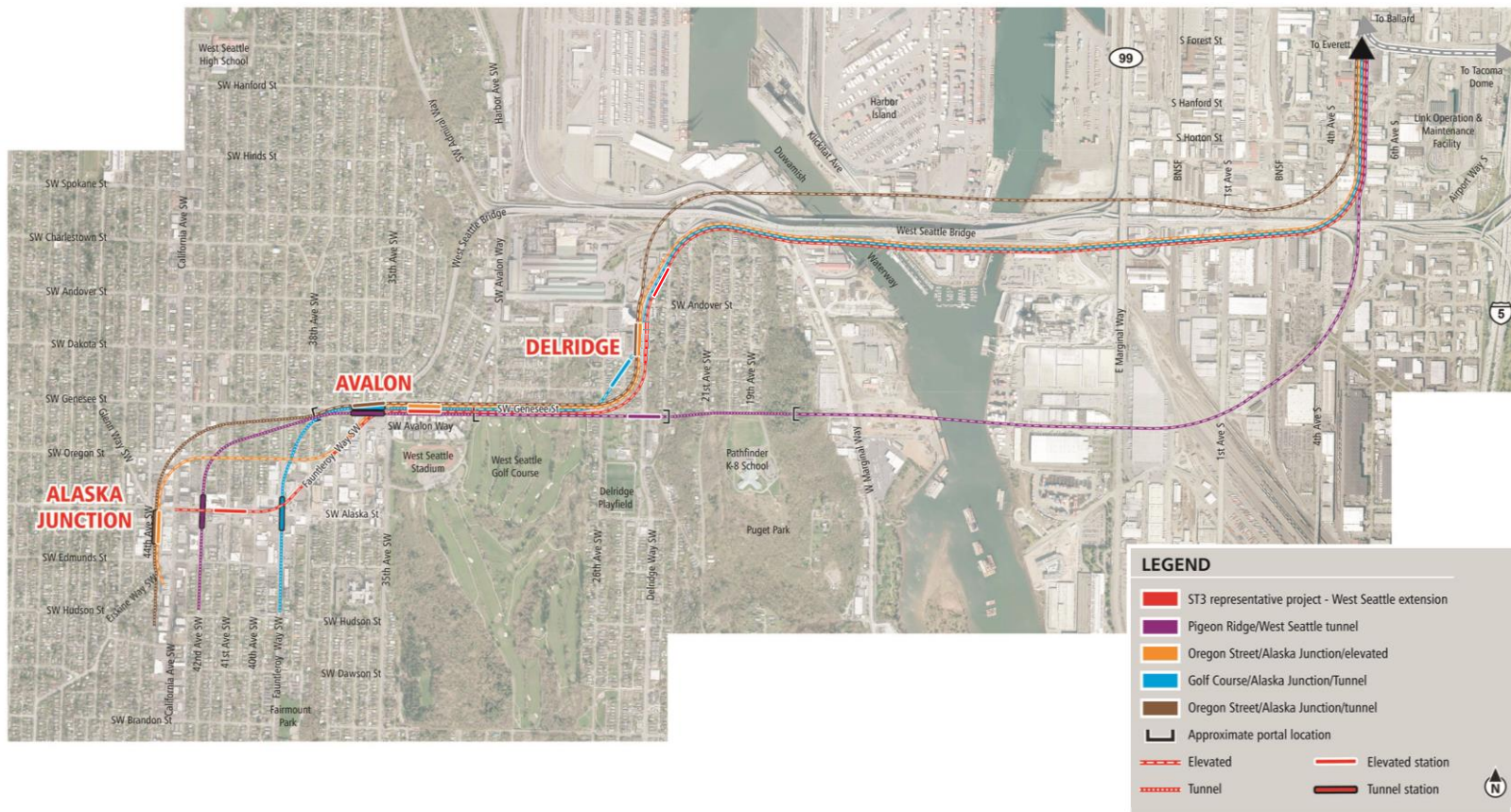


# West Seattle/Duwamish Public feedback – May 2018

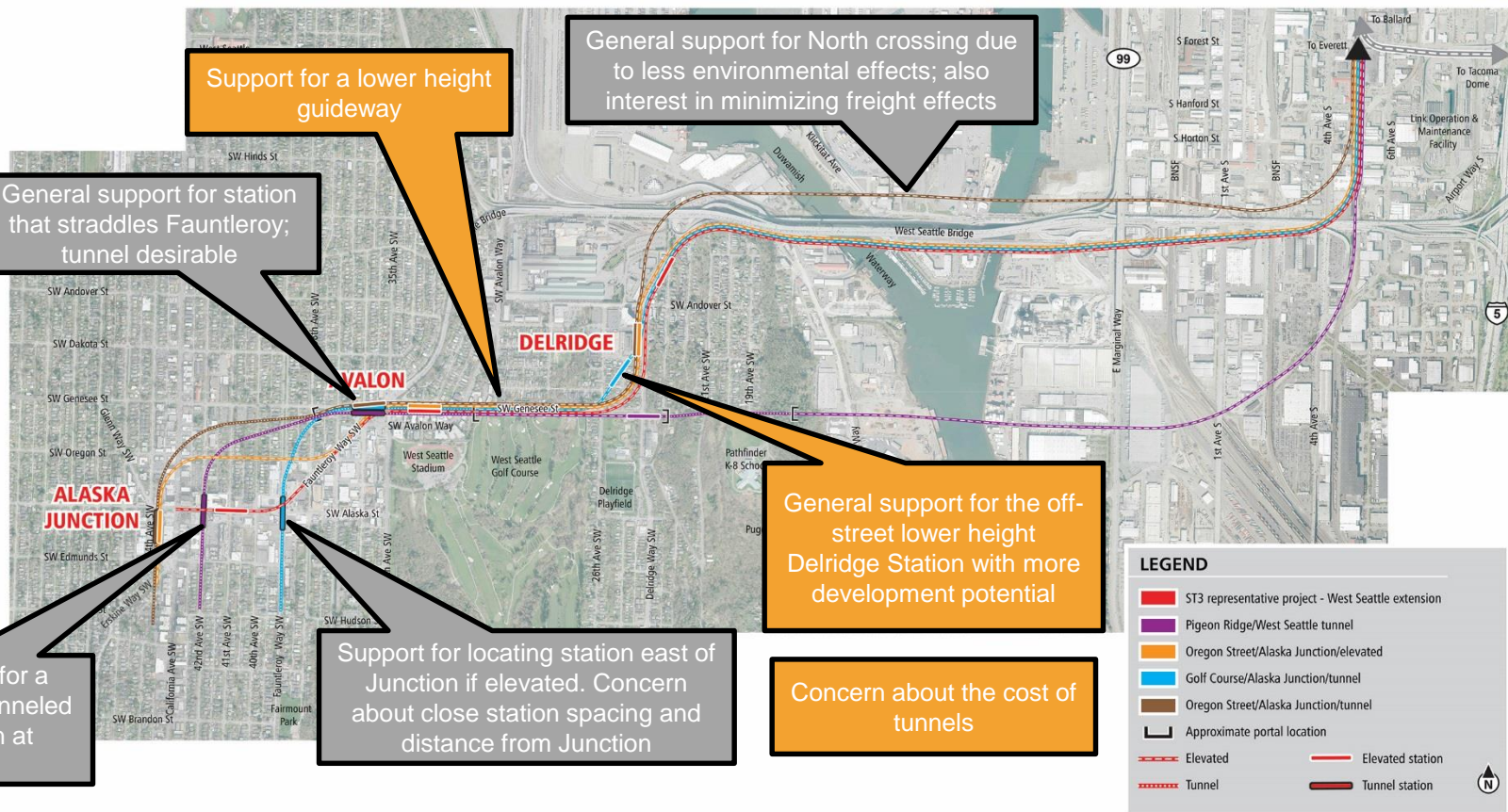




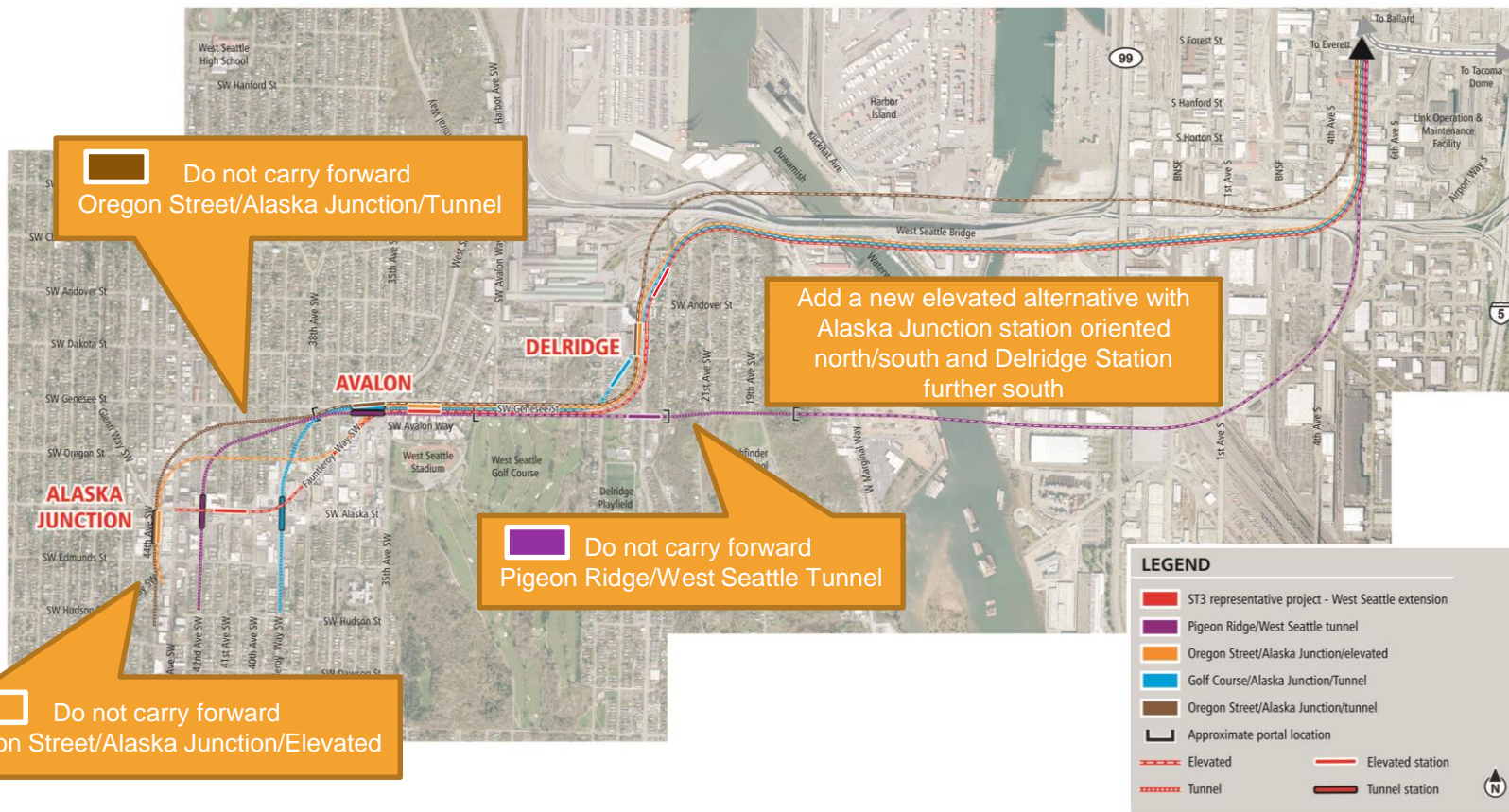




# West Seattle/Duwamish Level 2 alternatives







# West Seattle/Duwamish Level 2 alternatives





# ***Level 3 alternatives***

# *Summary of Level 3 alternatives*

## › **ST3 Representative Project**

## › **West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated**

- C-ID station options: 5th Ave Cut-and-Cover and 5th Ave Mined

## › **West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel**

- Junction station options: 41st Ave, 42nd Ave and 44th Ave
- C-ID station options: 4th Ave Cut-and-Cover and 4th Ave Mined
- Ballard station options: 14th Ave and 15th Ave



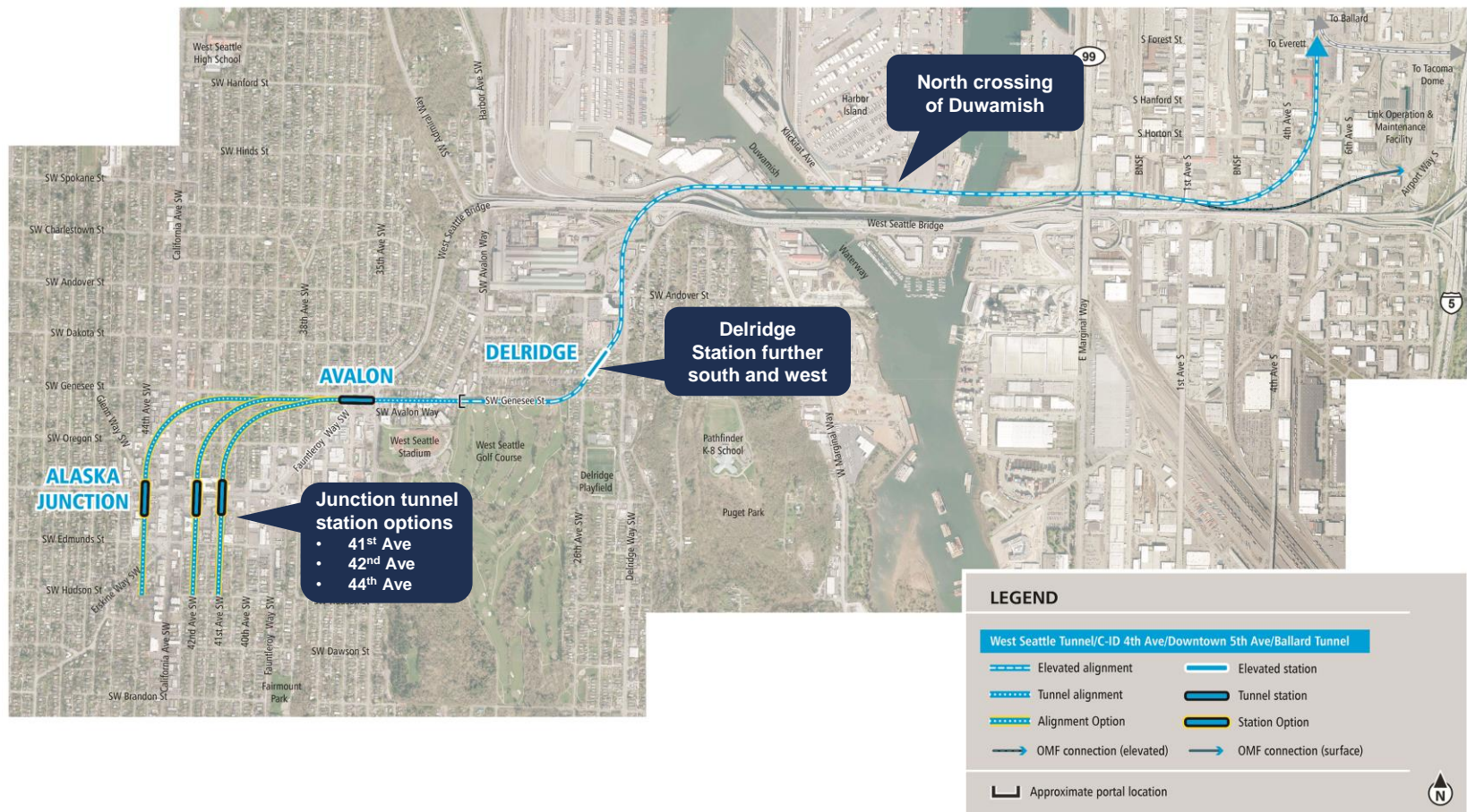
# ST3 Representative Project West Seattle/Duwamish





# West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated

## West Seattle/Duwamish



# West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel

## West Seattle/Duwamish



## ST3 Representative Project

- East-west oriented elevated Alaska Junction Station complicates future LRT extension; constrained terminal station on SW Alaska Street
- High guideway on SW Genesee Street
- Park effects may require 4(f) avoidance alternative
- Delridge Station problematic proximity to freeway/Nucor

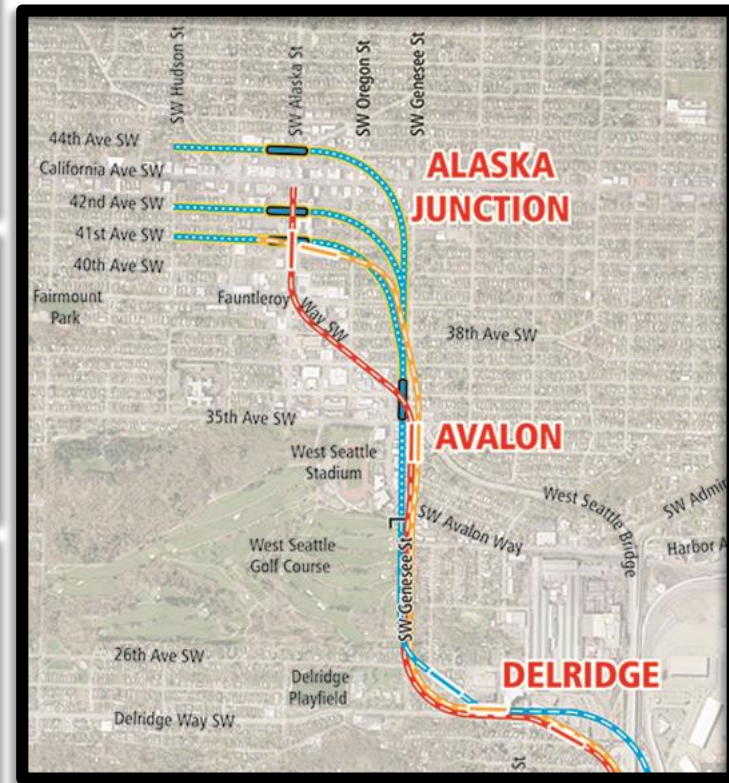
## West Seattle Elevated

- More displacements between Alaska Junction and Avalon stations; similar number of displacements in Delridge
- Greatest disruption to neighborhood around Alaska Junction Station
- High guideway on SW Genesee Street
- Park effects may require 4(f) avoidance alternative

## West Seattle Tunnel

- Fewer displacements w/ tunnel Alaska Junction Station; similar number of displacements in Delridge; Lower Delridge Station in neighborhood
- Tunnel facilitates lower guideway on SW Genesee St, but could increase implementation schedule and require 3rd Party funding
- Park effects may require 4(f) avoidance alternative

## West Seattle Stations



# Key considerations

## West Seattle Stations and Guideway



Key Differentiators	Elevated Alaska/41st	Elevated 41 <sup>st</sup> South of Alaska	Tunnel 41 <sup>st</sup> /Alaska	Tunnel 42 <sup>nd</sup> /Alaska	Tunnel 44 <sup>th</sup> /Alaska
Station location (Alaska Junction)	Farther away from bus routes on California Ave	Farther away from bus routes on California Ave	Farther away from bus routes on California Ave	Closer to bus routes on California Ave than 41 <sup>st</sup>	Closer to bus routes on California Ave than 41 <sup>st</sup> and 42 <sup>nd</sup>
Property effects * (Residential units potentially displaced)	<b>Avalon/Junction</b> 60 to 90 <b>Delridge</b> Less than 40	<b>Avalon/Junction</b> 90 to 120 <b>Delridge</b> Less than 40	<b>Avalon/Junction</b> Less than 30 <b>Delridge</b> Less than 40	<b>Avalon/Junction</b> Less than 30 <b>Delridge</b> Less than 40	<b>Avalon/Junction</b> 30 to 60 <b>Delridge</b> Less than 40
Property effects * (Sq. ft. of businesses potentially displaced)	<b>Avalon/Junction</b> 25,000 to 35,000 <b>Delridge</b> 25,000 to 35,000	<b>Avalon/Junction</b> 15,000 to 25,000 <b>Delridge</b> 25,000 to 35,000	<b>Avalon/Junction</b> 5,000 to 15,000 <b>Delridge</b> 75,000 to 85,000	<b>Avalon/Junction</b> 5,000 to 15,000 <b>Delridge</b> 75,000 to 85,000	<b>Avalon/Junction</b> 5,000 to 15,000 <b>Delridge</b> 75,000 to 85,000
Guideway height in Delridge	Higher	Higher	Lower	Lower	Lower
Comparative Estimate (2018\$)**		-	+ \$700M	+ \$700M	+ \$700M



\* Potential displacement numbers are for alternative comparison only and is based on limited engineering and existing conditions. The assessment does not include potential permanent or temporary easements or area for construction staging, traction power substations (TPSS) or underground station entrances.

\*\* Compared to ST3 Representative Project

# Key differentiators

## West Seattle Stations and Guideway

## ST3 Representative Project

- Engineering constraints with Pigeon Point steep slopes
- Some effects to Duwamish Greenbelt

## West Seattle Elevated

- Engineering constraints with Pigeon Point steep slopes
- Some effects to Duwamish Greenbelt

## West Seattle Tunnel

- North bridge crossing avoids Pigeon Point steep slope and effects to Duwamish Greenbelt
- Affects freight, port terminal facilities especially during construction

## Duwamish Waterway Crossing



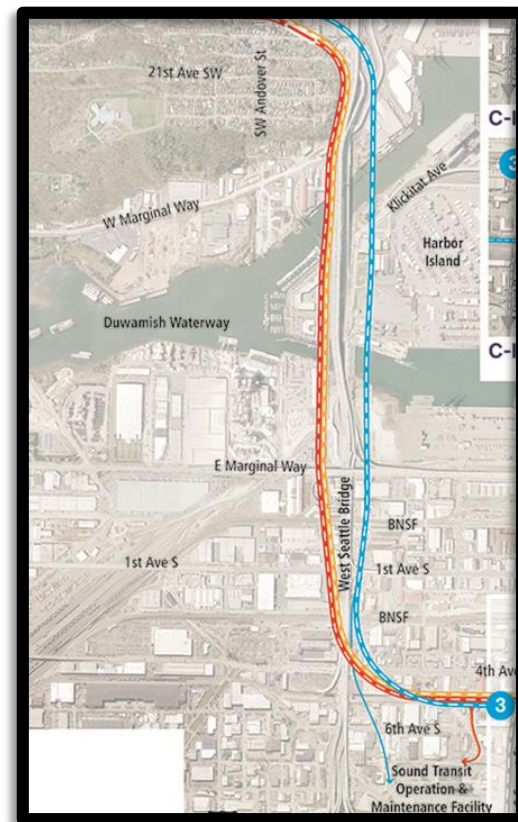
# Key considerations

## Duwamish Waterway Crossing

Key Differentiators	South	North
Engineering constraints	Affects Pigeon Point steep slope	Avoids Pigeon Point steep slope
Potential fish and wildlife effects	Affects West Duwamish Greenbelt	Avoids West Duwamish Greenbelt
Property effects* (Sq. ft. of businesses potentially displaced)	<b>Harbor Island/South SODO</b> 500,000 to 550,000 <b>Delridge</b> 25,000 to 35,000	<b>Harbor Island/South SODO</b> 400,000 to 450,000 <b>Delridge</b> 75,000 to 85,000
Potential freight movement	Lessens freight, port terminal effects	Affects freight, port terminal especially during construction
Potential business and commerce effects	Could displace businesses that support trade	Could displace businesses that support trade; May displace some water-dependent business
Comparative Estimate (2018\$)**	-	+ \$300M

\* Potential displacement numbers are for alternative comparison only and is based on limited engineering and existing conditions. The assessment does not include potential permanent or temporary easements or area for construction staging, traction power substations (TPSS) or underground station entrances.

\*\*Compared to ST3 Representative Project



# Key differentiators

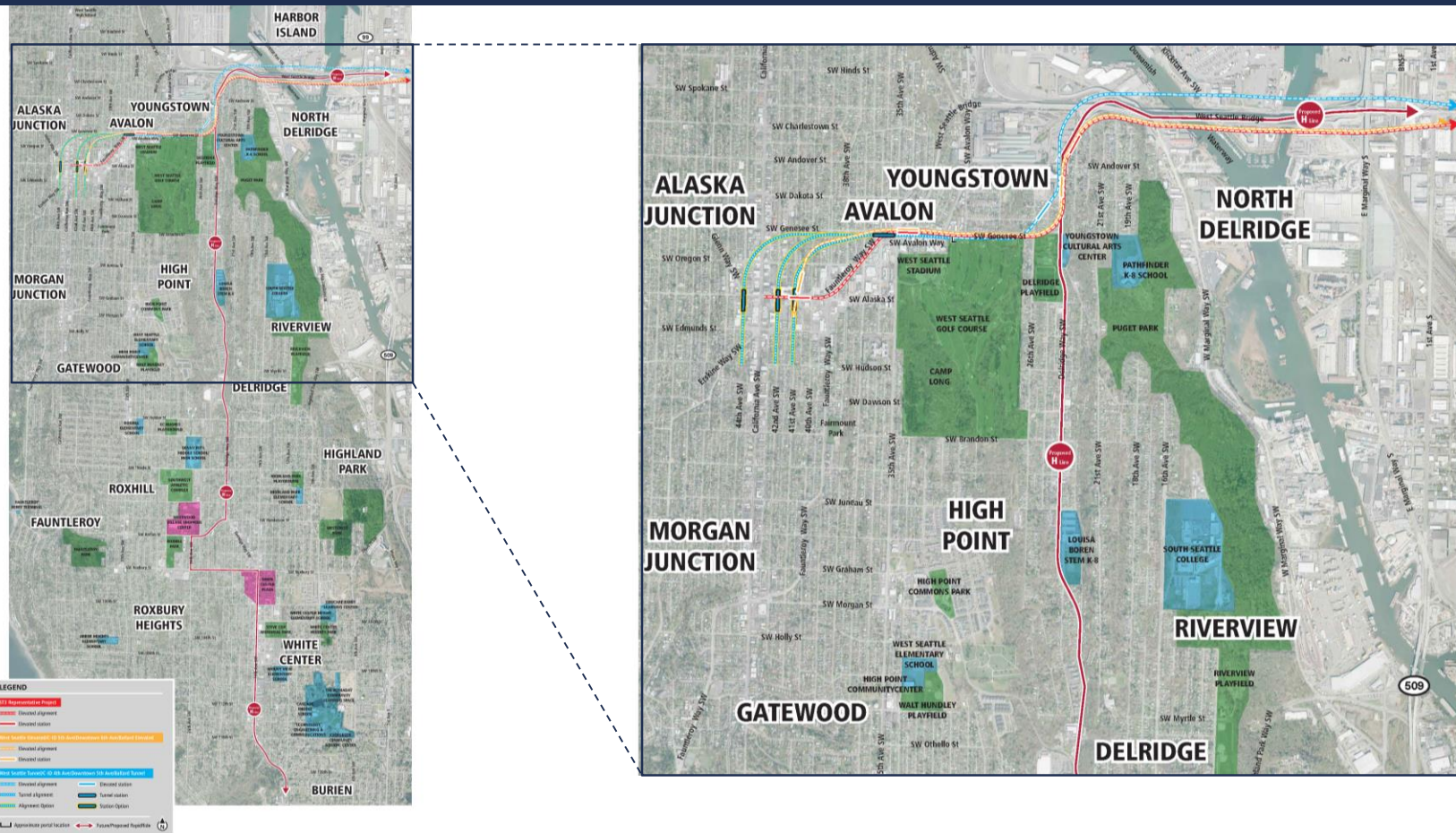
## Duwamish Waterway Crossing



A photograph of a Sound Transit train, specifically car 139B, stopped at a station platform. The train is white with blue accents and features the Sound Transit logo. The platform has a glass safety fence and a yellow tactile paving strip. A digital display above the platform shows the train's destination. The background is slightly blurred, showing the station's structure and other tracks.

# *Community Vision and Connections*

## *Delridge corridor context*





# Community planning context

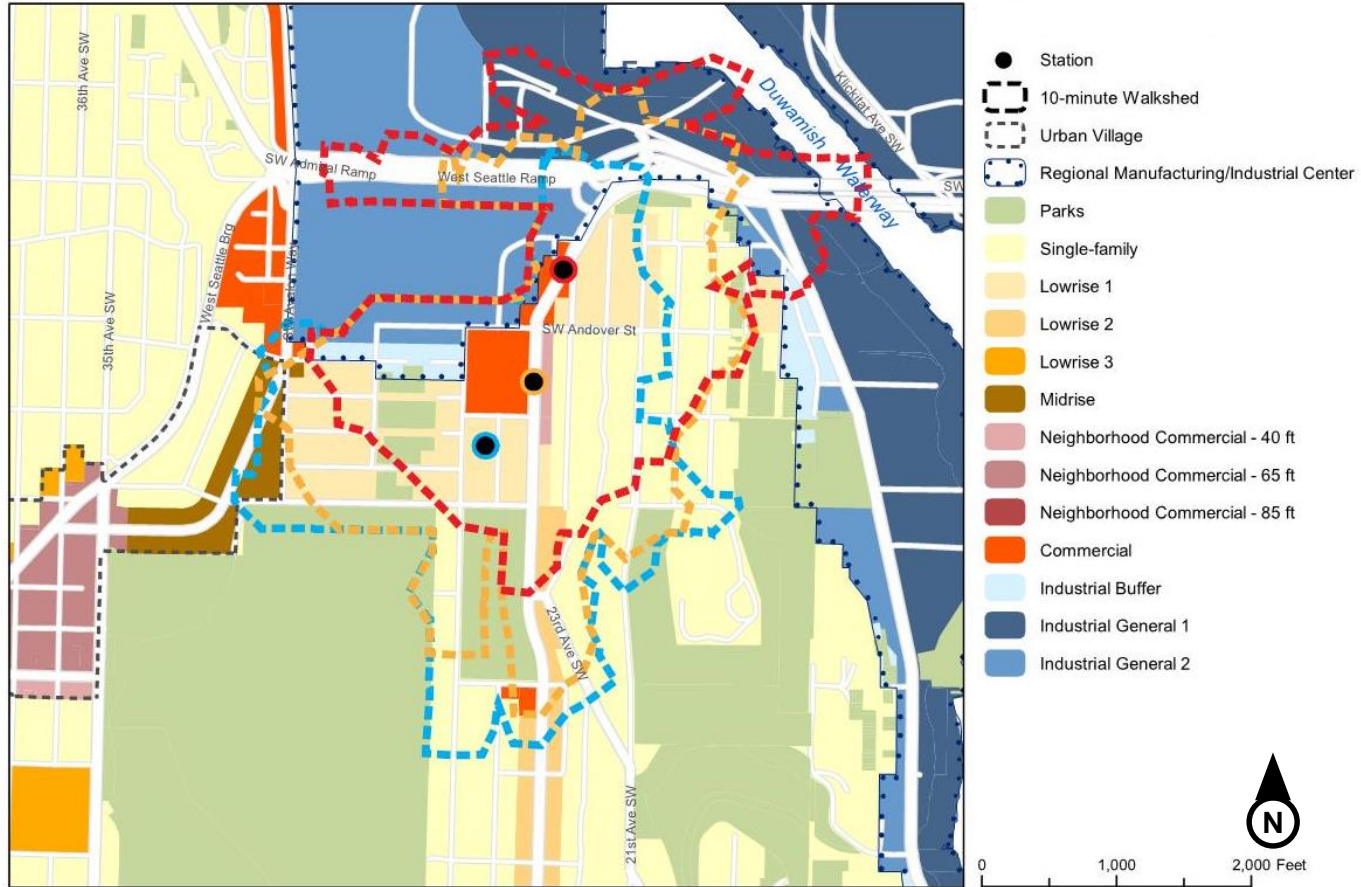
## North Delridge Action Plan

September 2018





# Delridge Station Level 3 walksheds and current zoning



# Delridge Station Level 3 Alternative Concepts

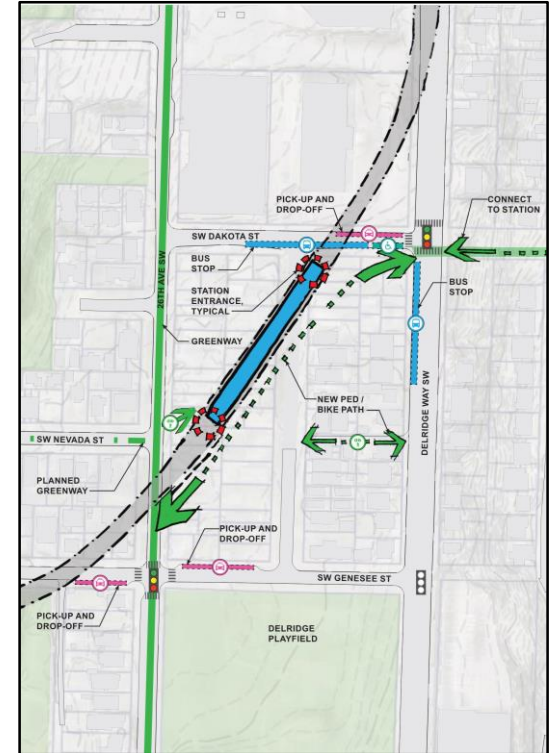
## North of Andover



## South of Andover



## North of Genesee

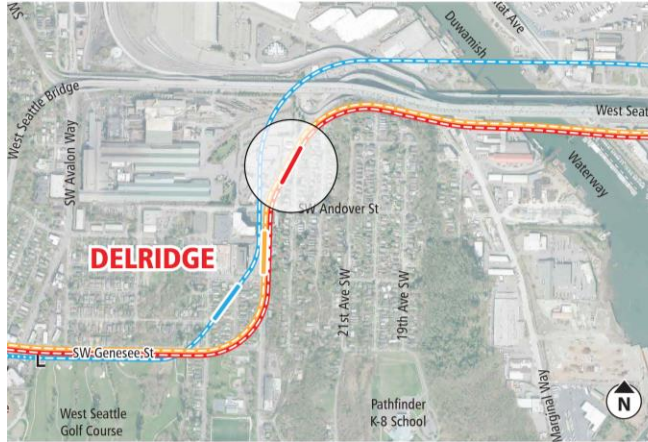


Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.





# Station Context – North of Andover





# Station Assessment – North of Andover



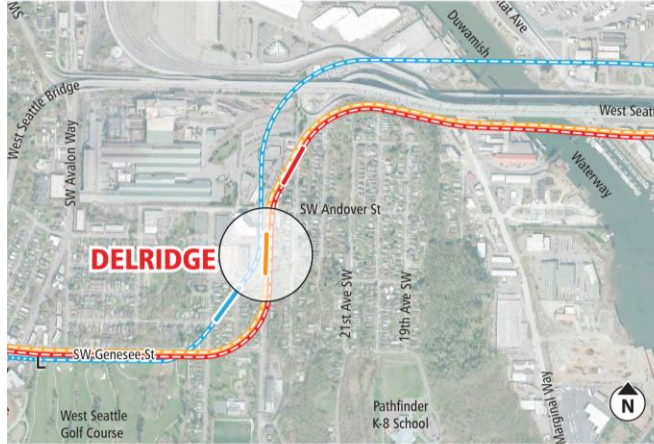
## Transit Integration and Non-motorized Access

- Direct bus access to station from both sides of street
- Challenging pedestrian and bike environment due to proximity to West Seattle Bridge ramps
- Challenging location for passenger pick-up/drop-off

## Land Use and Development

- Limited redevelopment opportunities due to proximity to Nucor Steel, West Seattle Bridge ramps, and steep slopes to east
- Challenging site conditions for affordable housing as part of potential future development

# Station Context – South of Andover



# Station Assessment – South of Andover



## Transit Integration and Non-motorized Access

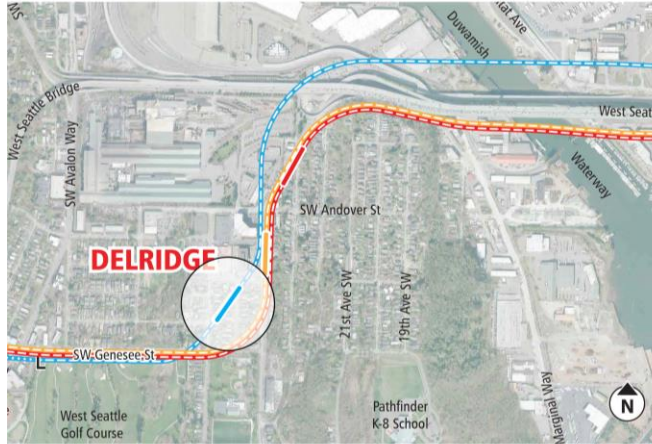
- Direct bus access to station from both sides of street
- Closer to neighborhood destination
- Potential for ped/bike connections to a possible hill climb at SW Dakota St from 26<sup>th</sup> Ave SW Neighborhood Greenway via station

## Land Use and Development

- Opportunity for smaller-scale redevelopment near station
- Less potential to translate guideway effects to neighborhood into redevelopment opportunities



# Station Context – North of Genesee



# Station Assessment – North of Genesee



\* Illustrative concept only based on very limited design

## Transit Integration and Non-motorized Access

- Longer connection to station for bus transfers unless buses divert
- Potential to vacate or reprogram 25<sup>th</sup> Ave SW
- Opportunity to bring 26<sup>th</sup> Ave SW Neighborhood Greenway into station
- Potential opportunity to span Delridge Wy SW with pedestrian bridge and tie into a hill climb on SW Dakota

## Land Use and Development

- Largest effect to existing residential neighborhood scale and fabric
- Largest opportunity for redevelopment that could accommodate amenities such as grocery store and new affordable housing



Maintain sense of community and diversity (age, income & housing type)

Improve integration of all modes: walking, biking, buses and light rail

Value neighborhood parks, greenspaces, diverse topography, birds, views and Longfellow Creek

Future light rail station should fit with current scale and character of the neighborhood

Some support for more small businesses, restaurants, a grocery store, and family friendly amenities

Affordable, yet close to downtown

# What we have heard

## Community Vision and Connections



Concerns about height, visual aesthetics and size of future station.

Concerns that station is far from neighborhood center and more challenging to access (smaller walkshed, congested area)

Concern with visual effects along Pigeon Point and slope stability

Some interest in a station location close to the existing bike path near the West Seattle Bridge

Some interest in blending station into hillside, minimizing visual impact with potential pedestrian connections to Pigeon Point

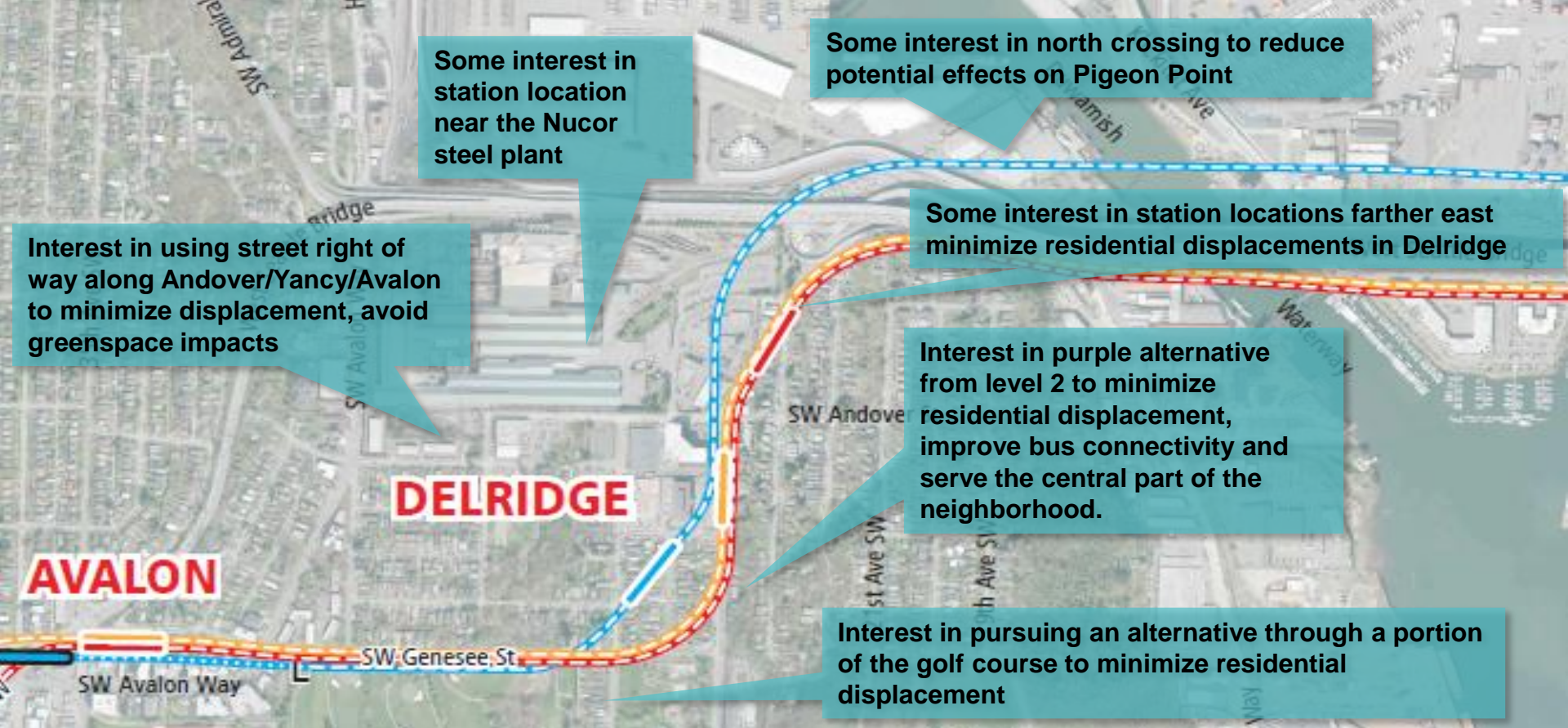
Considerable concern about neighborhood impacts and residential displacement

Some preference for a station location south of SW Andover St to avoid traffic and congestion closer to the West Seattle Bridge

Interest in minimizing residential and business displacement and encouraging development that fits with current character of the community

## *What we have heard*

### *Level 3 alternatives and station locations*



# *What we have heard*

## *Refinements to Level 3 alternatives and station locations*

# *Next Steps*

- Share public feedback with SAG/ELG and Board
- Report back to community on outcomes of alternatives development and RET
- Continue engagement with communities near station on opportunities to inform the EIS and future station planning
- Further study urban design concepts in Phase 2 of the project



A photograph of a light rail train, specifically a Sound Transit model 323, stopped at a station platform. The train is white with blue and teal wavy graphics along its side. The number '139B' is visible on the side of the train. The front of the train has 'SOUND TRANSIT' written on it. The train is stopped at a platform with a metal railing in the foreground. A digital display above the train shows 'Sound Transit' in orange. The text 'ELG discussion' is overlaid in a large, white, italicized font across the center of the image.

# *ELG discussion*

A photograph of a light rail train, specifically a Sound Transit model 139B, stopped at a station platform. The train is white with blue and teal wavy patterns along its side. The number '139B' is visible on the side. The front of the train has 'SOUND TRANSIT' written on it. The train is stopped at a platform with a yellow tactile paving strip. A digital display above the platform shows 'Sound Transit' in orange. The title 'Schedule and Next Steps' is overlaid in large, white, italicized font across the center of the image.

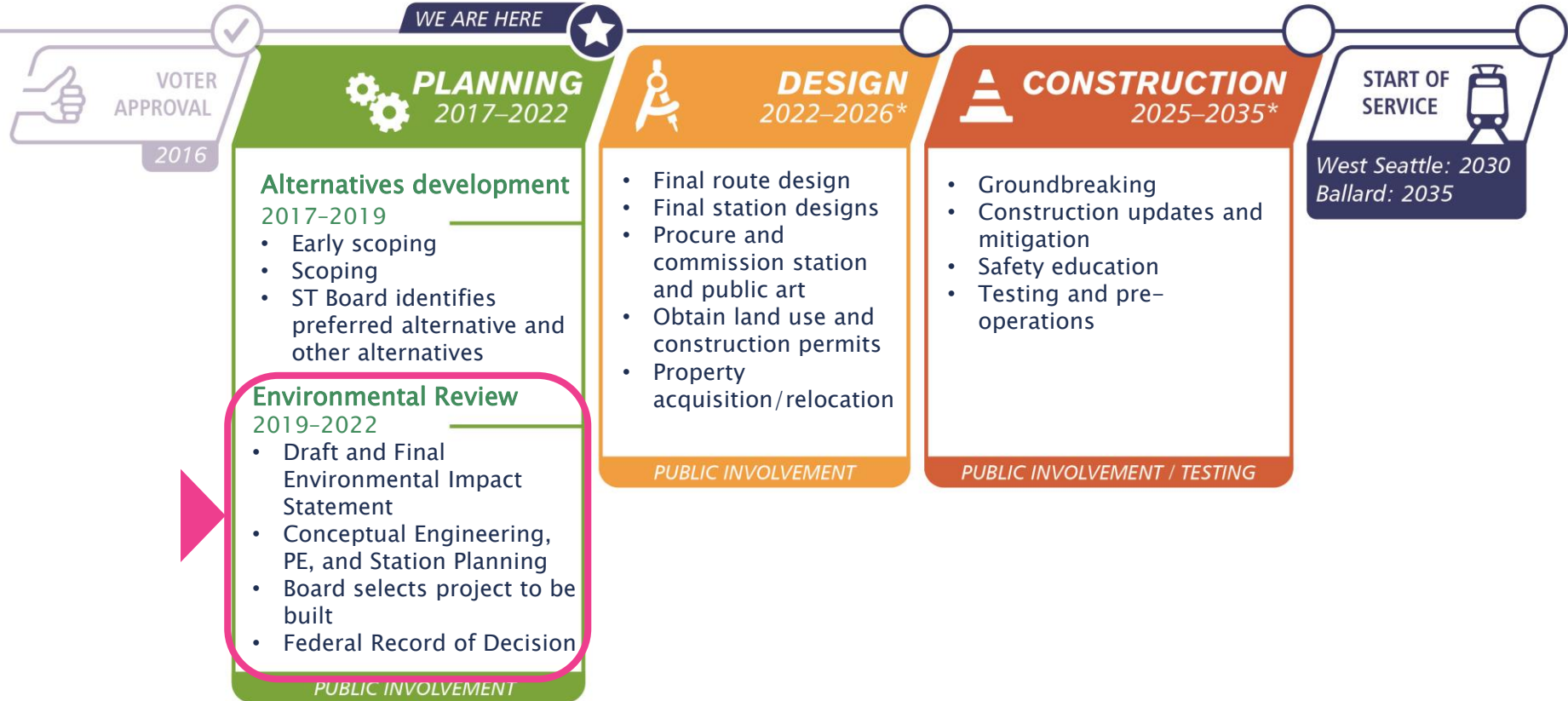
# ***Schedule and Next Steps***


# Next steps

<b>EIS Scoping</b>	Feb 15 – April 2	Scoping Input
<b>SAG Meeting #13</b>	March 21	Station planning discussions (optional)
<b>ELG Meeting #7</b>	March 29	CID and Delridge station focus
Summary of key themes from scoping and Level 3 RET memo	April 15	For SAG/ELG consideration
<b>SAG Meeting #14</b>	April 17	Level 3 recommendations
Scoping report finalized	April 24	For ELG consideration
<b>ELG Meeting #8</b>	April 26	Level 3 recommendations
<b>Sound Transit Board System Expansion Committee</b>	May 9	Identify preferred alternative (and other EIS alternatives)
<b>Sound Transit Board Full Board</b>	May 23	Identify preferred alternative (and other EIS alternatives)



# Alternatives development





*soundtransit.org/wsblink* ➔

