

Working Session: West Seattle and Ballard Link Extensions Alternatives Screening Criteria

- Objective: Identify Seattle-specific guiding principles to accompany the Sound Transit screening criteria as the agency moves towards identifying a locally preferred alternative for the West Seattle and Ballard Link Extensions project.
- This session is NOT intended to:
 - Comment on Sound Transit's alternatives screening criteria or measures
 - Discuss the merits of, or alternatives to, the Representative Alignment
 - Identify impacts or opportunities associated with any specific geographic segment or station area

Guiding Principles to Inform Elected Leaders

- We will share these principles with the Seattle elected officials who serve on the Sound Transit Elected Leadership Group.
 - Mayor Jenny Durkan
 - Councilmember Lisa Herbold (District 1 – West Seattle)
 - Councilmember Bruce Harrell (District 2 – SODO)
 - Councilmember Sally Bagshaw (District 7 – Downtown/Interbay)
 - Councilmember Mike O’Brien (District 6 - Ballard)
 - Councilmember Lorena Gonzalez (Citywide)
 - Councilmember Rob Johnson (Sound Transit Board member)
- That Group will make their recommendations to the Sound Transit Board over the course of the next year as the Board moves towards identifying a locally preferred alternative.

Sound Transit Planning Process

- Sound Transit conducted “early scoping” between February 2 and March 5.
- Early scoping provides an initial opportunity for agencies and the public to learn about and provide comments on the project.
- Sound Transit is in the process of developing an initial list of potential alternatives.
- During the alternatives development process, Sound Transit will evaluate alternatives starting with the ST3 representative project.
- Screening evaluation for alternatives will include analysis of environmental impacts; coordination with the Elected Leadership Group, Stakeholder Advisory Group, and Interagency Group; and additional opportunities for public input.

VOTER
APPROVAL

2016



PLANNING



DESIGN

2017–2019

Alternatives
development

Board identifies
preferred alternative

2019–2022

Draft Environmental
Impact Statement

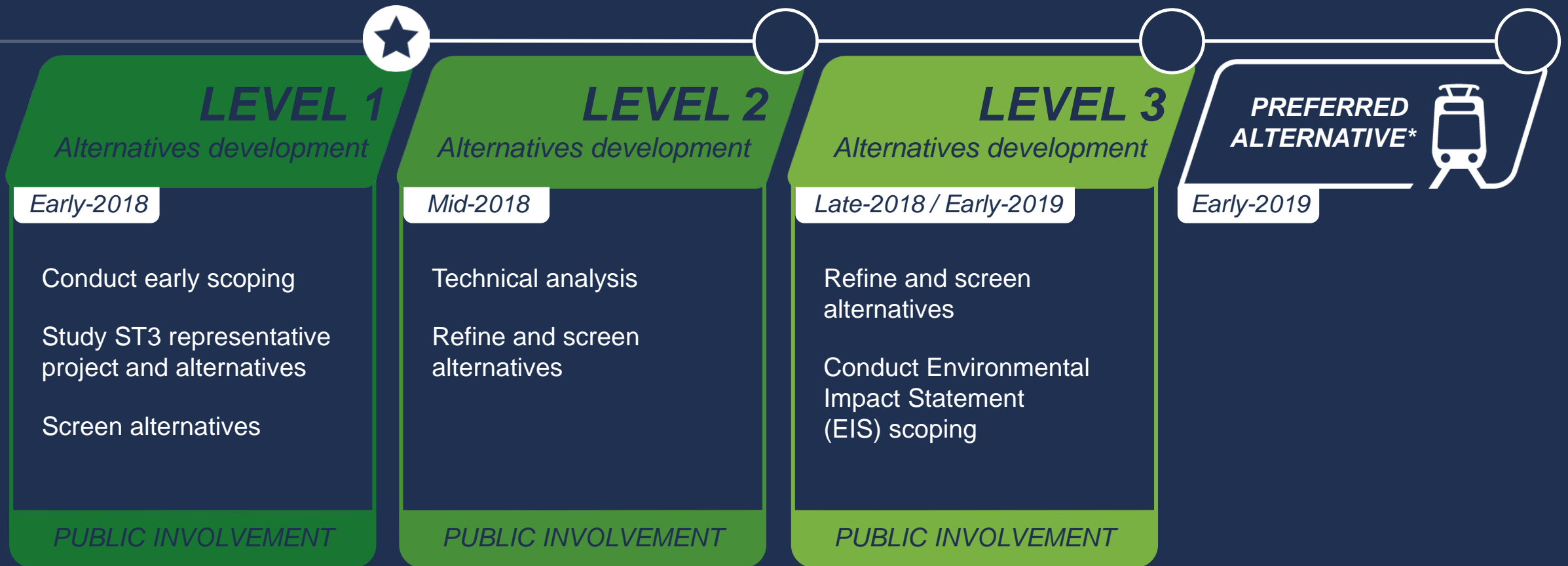
Final Environmental
Impact Statement

Board selects project
to be built

Federal Record of
Decision

PUBLIC INVOLVEMENT

Alternatives development process



*The Sound Transit Board identifies preferred alternatives and other alternatives to study.

Purpose and Need Statement

- To guide decision making during the alternatives development process, Sound Transit has developed a draft statement of why this project is being proposed.
- This statement and criteria derived from this statement are used to evaluate alternatives, leading to the identification of the alternatives to study further during the environmental review process.
- The Purpose and Need statement will continue to be developed and refined to reflect public and agency comments as the project moves forward.

Alternatives Evaluation Framework

- Sound Transit has identified three levels of alternatives screening and refinement to identify the preferred alternative and other alternatives for review in an EIS:
 - Level 1: Identify broad range of initial alternatives and screen with simple criteria
 - Level 2: Refine remaining alternatives and evaluate with quantitative measures
 - Level 3: Define end-to-end alternatives and evaluate with more detailed measures

Alternatives Evaluation Framework

- Sound Transit has developed evaluation criteria, measures, and methods for each alternatives screening level
- The evaluation criteria are the same across Levels 1-3
- The Level 1 measures and methods are more qualitative, while Levels 2 and 3 are more quantitative
- Many of the evaluation criteria are technical in nature (e.g., feasibility, reliability, travel times, capacity, projected demand, financial sustainability)
- Others are more aligned with the interests of the Planning Commission (e.g., ability to serve regional growth centers and historically underserved populations, consistency with local land use plans, station area development opportunities)

Community engagement and collaboration



Community Updates



Neighborhood Forums



Stakeholder Advisory Group



Elected Leadership Group



Sound Transit Board



Meeting dates subject to change.

Graphic: Sound Transit

Guiding Principles for Sound Transit 3 in Seattle

- Principles identified by the Planning Commission should reflect the values of Seattle and the many communities and populations that will both benefit from and be impacted by construction and operation of these projects.
- Guiding principles identified by the Planning Commission will be shared with Seattle's elected officials that serve on the West Seattle and Ballard Link Extensions Elected Leadership Group.

Seattle 2035 Comprehensive Plan policies

Growth Strategy Element

- GS G1 Keep Seattle as a city of unique, vibrant, and livable urban neighborhoods, with concentrations of development where all residents can have access to employment, transit, and retail services that can meet their daily needs.
- GS 1.12 Include the area that is generally within a ten-minute walk of light rail stations or very good bus service in urban village boundaries, except in manufacturing/ industrial centers.

Seattle 2035 Comprehensive Plan policies

Growth Strategy Element

- GS 1.16 Use zoning and other tools to maintain and expand existing industrial activities within the manufacturing/industrial centers.
- GS 1.18 Promote the use of industrial land for industrial purposes.
- GS 1.19 Encourage economic activity and development in Seattle's industrial areas by supporting the retention and expansion of existing industrial businesses and by providing opportunities for the creation of new businesses consistent with the character of industrial areas.

Seattle 2035 Comprehensive Plan policies

Land Use Element

- LU G10 Provide sufficient land with the necessary characteristics to allow industrial activity to thrive in Seattle and protect the preferred industrial function of these areas from activities that could disrupt or displace them.
- LU 10.2 Preserve industrial land for industrial uses, especially where industrial land is near rail- or water-transportation facilities, in order to allow marine- and rail-related industries that rely on that transportation infrastructure to continue to function in the city.
- LU 10.28 Permit commercial uses in industrial areas to the extent that they reinforce the industrial character, and limit specified non-industrial uses, including office and retail development, in order to preserve these areas for industrial development.

Seattle 2035 Comprehensive Plan policies

Transportation Element

- T 1.2 Improve transportation connections to urban centers and villages from all Seattle neighborhoods, particularly by providing a variety of affordable travel options (pedestrian, transit, and bicycle facilities) and by being attentive to the needs of vulnerable and marginalized communities.
- T 1.3 Design transportation infrastructure in urban centers and villages to support compact, accessible, and walkable neighborhoods for all ages and abilities.
- T 1.4 Design transportation facilities to be compatible with planned land uses and consider the planned scale and character of the surrounding neighborhood.
- T 7.7 Work with regional transit agencies to encourage them to provide service that is consistent with this Plan's growth goals and strategy.

Potential Themes for Guiding Principles

- Proactive, integrated planning
- Access to opportunity
- Maximize ridership potential
- Plan for transit-oriented development
- Non-motorized mobility options
- Placemaking
- Race and social justice/equity and inclusion
- Community cohesion and cultural identity
- Protection of industrial lands
- Resilience