

West Seattle and Ballard Link Extensions

*Seattle Design Commission
Briefing:
Westlake, Seattle Center*

February 17, 2022



Agenda

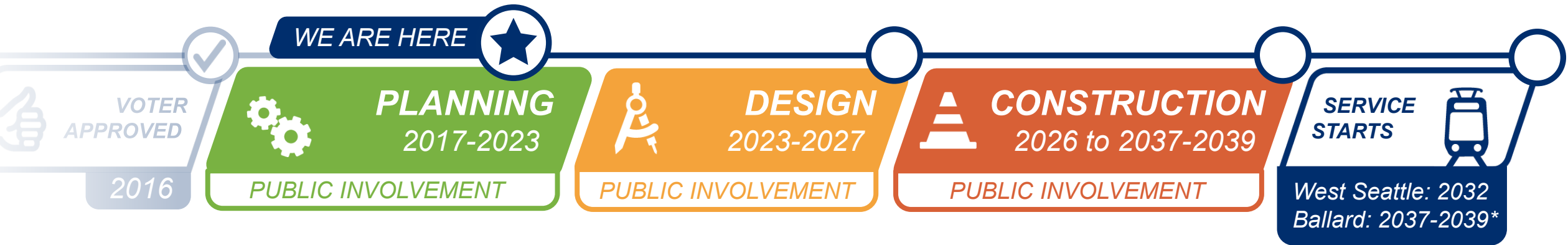
- Welcome and introductions – 9:00 AM
- Orientation and background – 9:10 AM
 - *Q&A / Discussion – 9:50 AM*
- Seattle Center Station – 10:00 AM
 - *Q&A / Discussion – 10:35 AM*
- Westlake Station – 11:15 AM
 - *Q&A / Discussion – 11:50 AM*

Agenda

- Welcome and introductions
- ***Orientation and background***
- Seattle Center Station
- Westlake Station

West Seattle and Ballard Link Extensions

Project timeline





PLANNING



DES

2017–2019

Alternatives development

- ✓ Feb–March 2018: Early scoping
- ✓ Feb–April 2019: Scoping
- ✓ May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives



2019–2023

Environmental review

Early 2022: Publish Draft EIS

Public comment period

Board confirms or modifies preferred alternatives

2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

PUBLIC INVOLVEMENT

Online Open House

The wsblink.participate.online features:

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

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

Sound Transit
ESPAÑOL | TIẾNG VIỆT | 正體字/繁體字 | 简化字 | 한국어 | TAGALOG | አማርኛ | Русский |
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West Seattle and Ballard Link Extensions

Comment period: Jan. 28-April 28, 2022

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

Welcome

The results are in - review the environmental analysis now!

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

Share your thoughts by April 28, 2022

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

About the project

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

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

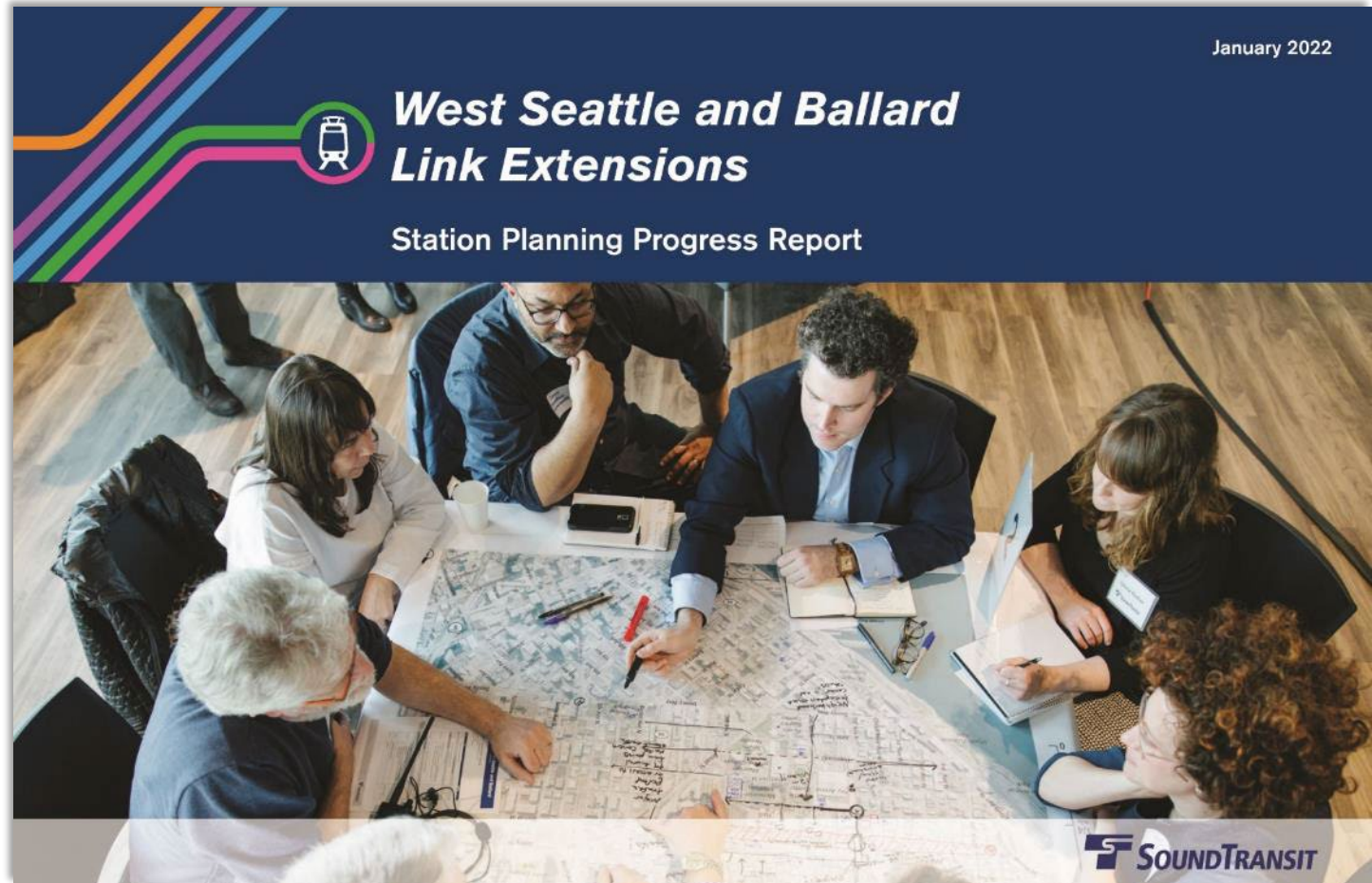
What is the Draft EIS?

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

Station Planning Progress Report

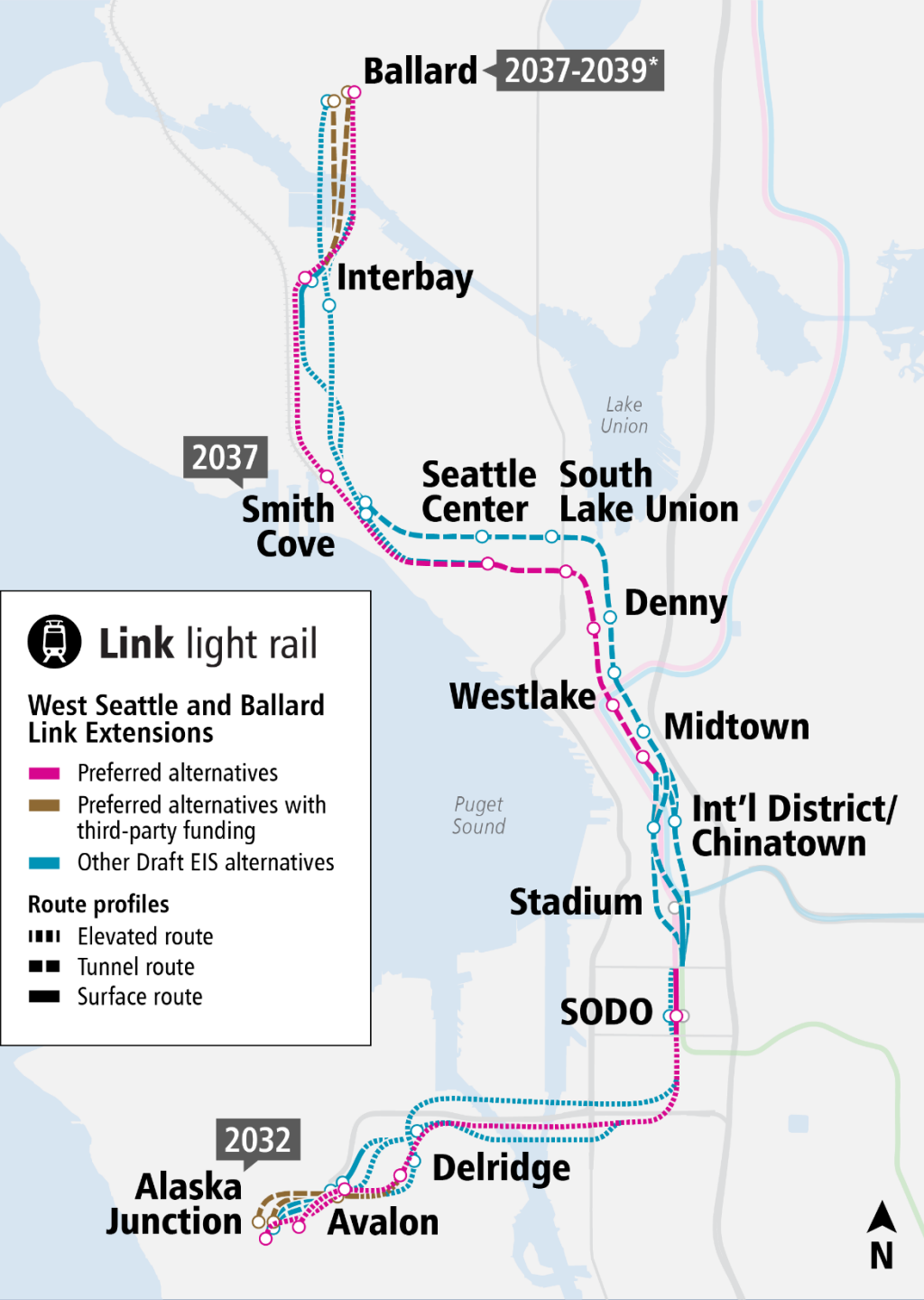
*Now available on
wsblink.participate.online!*

- Viewable and downloadable as full document or individual chapters on “Stations” tab
- Provides a summary of Draft EIS station concepts
- Presents recommendations and ideas from agency partners for communities to consider in future station area planning
- Focuses on access to stations by foot, bike, and bus; potential transit-oriented development areas; and opportunities for public space and streets around the stations



Draft EIS alternatives

What we're studying in this phase



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

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

Draft EIS results overview

What is typically studied in an EIS?

Transportation

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

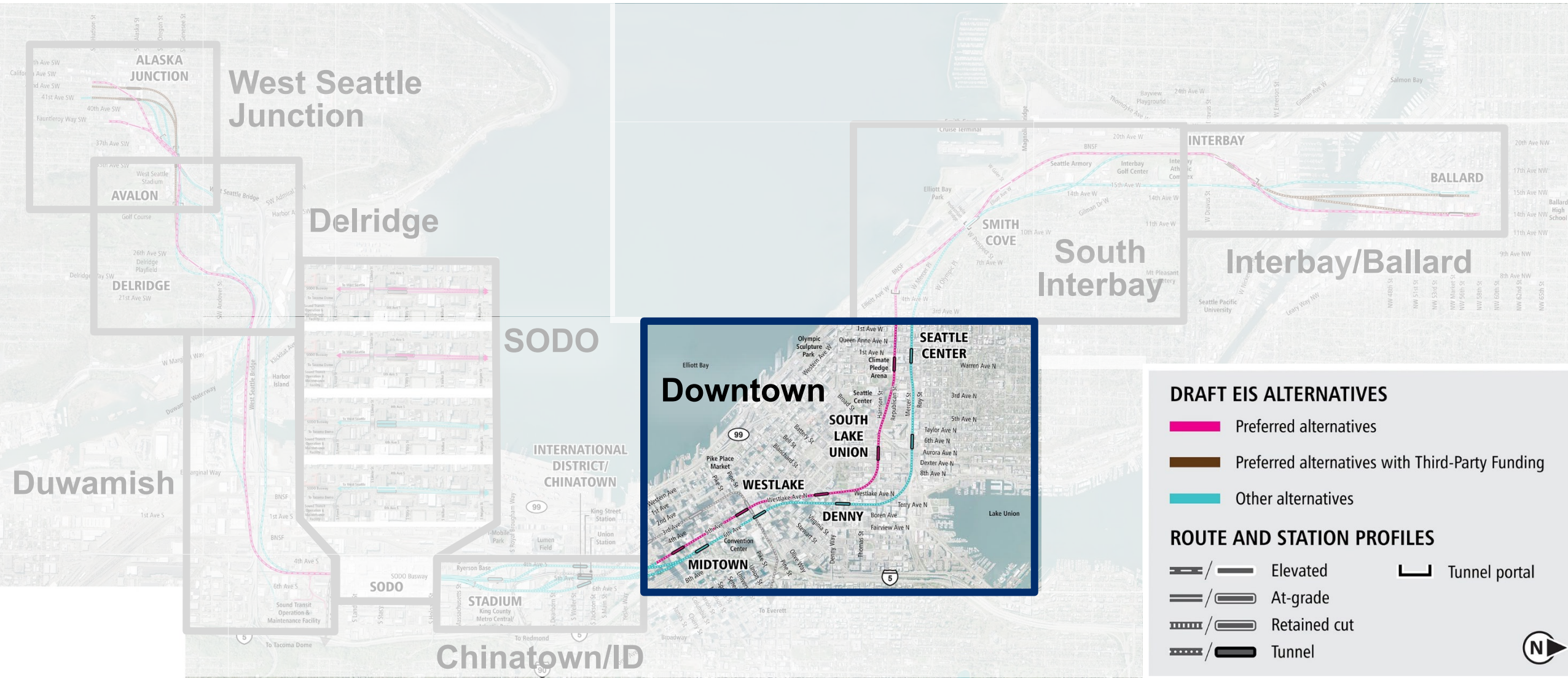
Natural environment

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

Built environment

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

Draft EIS alternatives







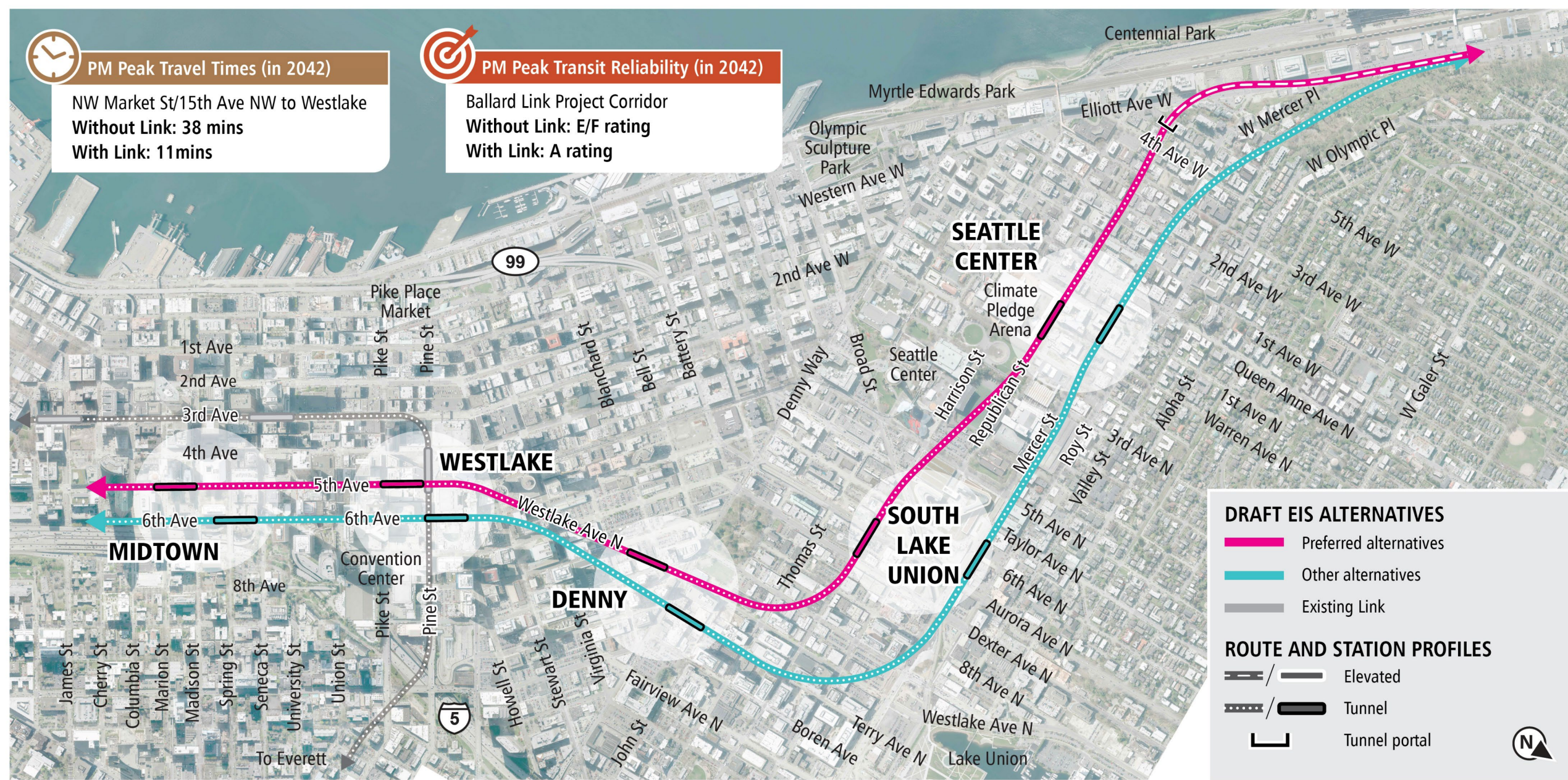
PM Peak Travel Times (in 2042)

NW Market St/15th Ave NW to Westlake
Without Link: 38 mins
With Link: 11mins



PM Peak Transit Reliability (in 2042)

Ballard Link Project Corridor
Without Link: E/F rating
With Link: A rating





Tunnel 5th Ave

Ridership (in 2042) -
Average Daily Boardings: **74,000**
Principal mode of access: **Walk - 67%**



Tunnel Republican St

Ridership (in 2042) -
Average Daily Boardings: **11,300**
Principal mode of access: **Walk - 85%**



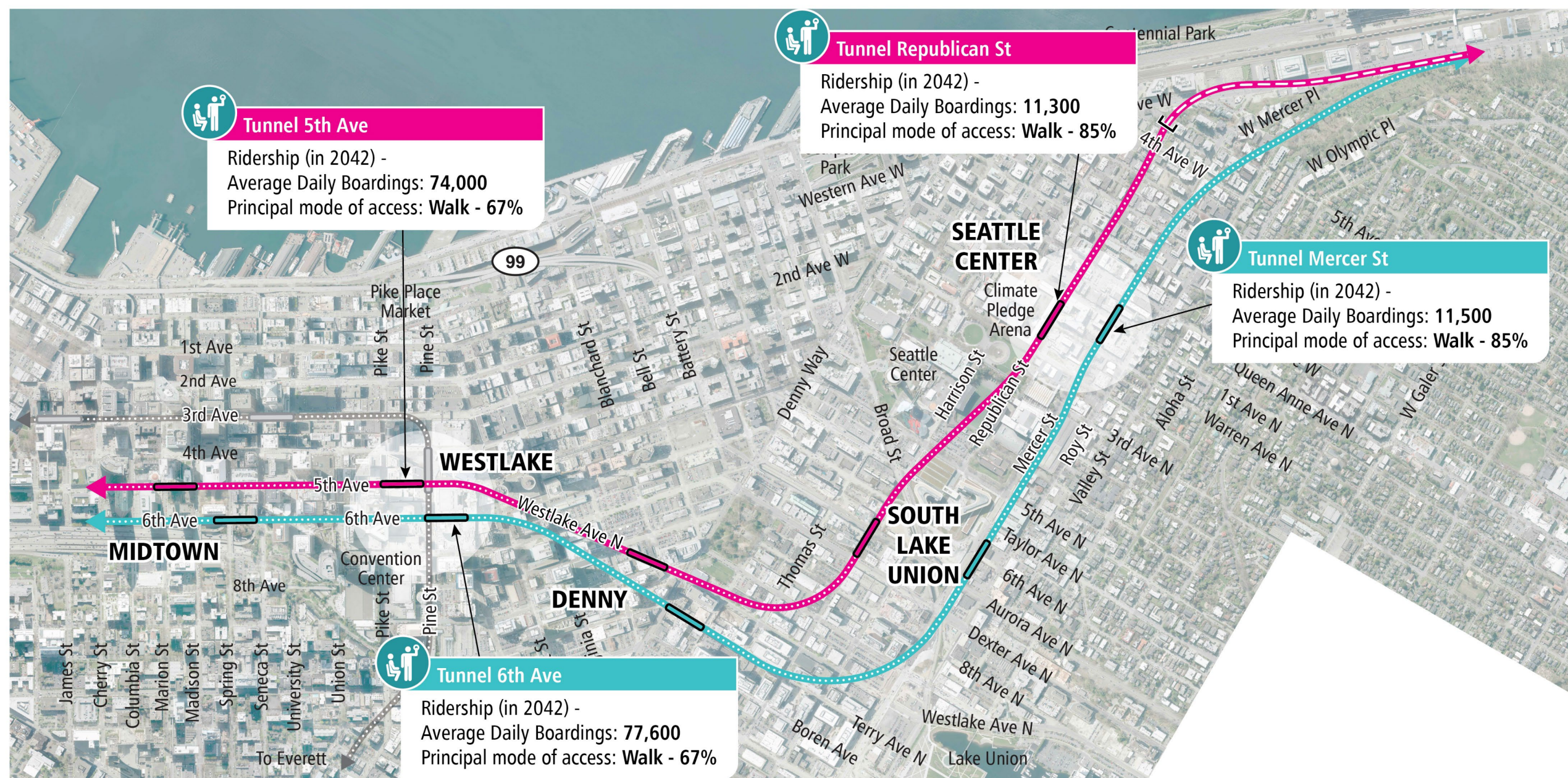
Tunnel Mercer St

Ridership (in 2042) -
Average Daily Boardings: **11,500**
Principal mode of access: **Walk - 85%**

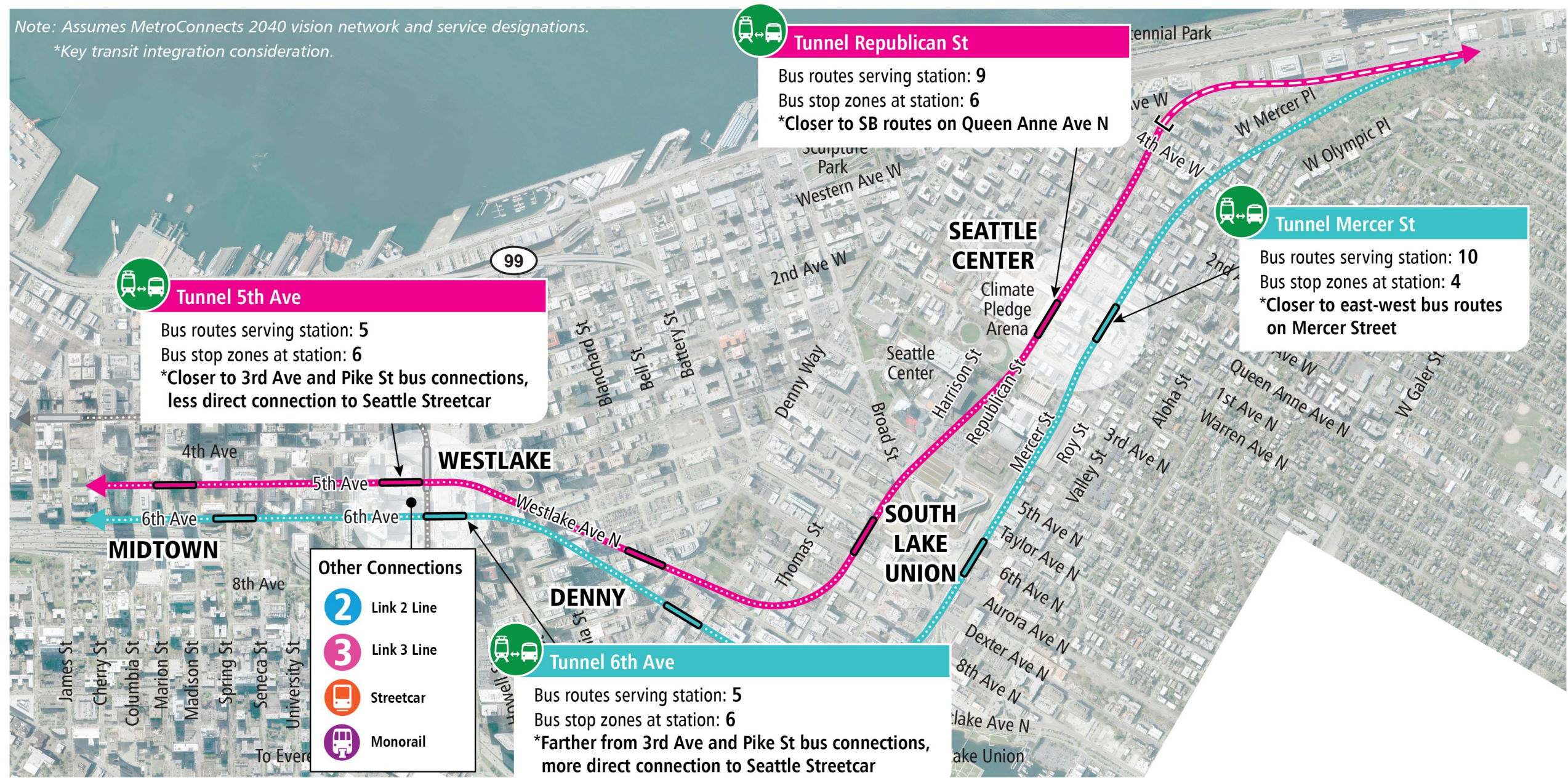


Tunnel 6th Ave

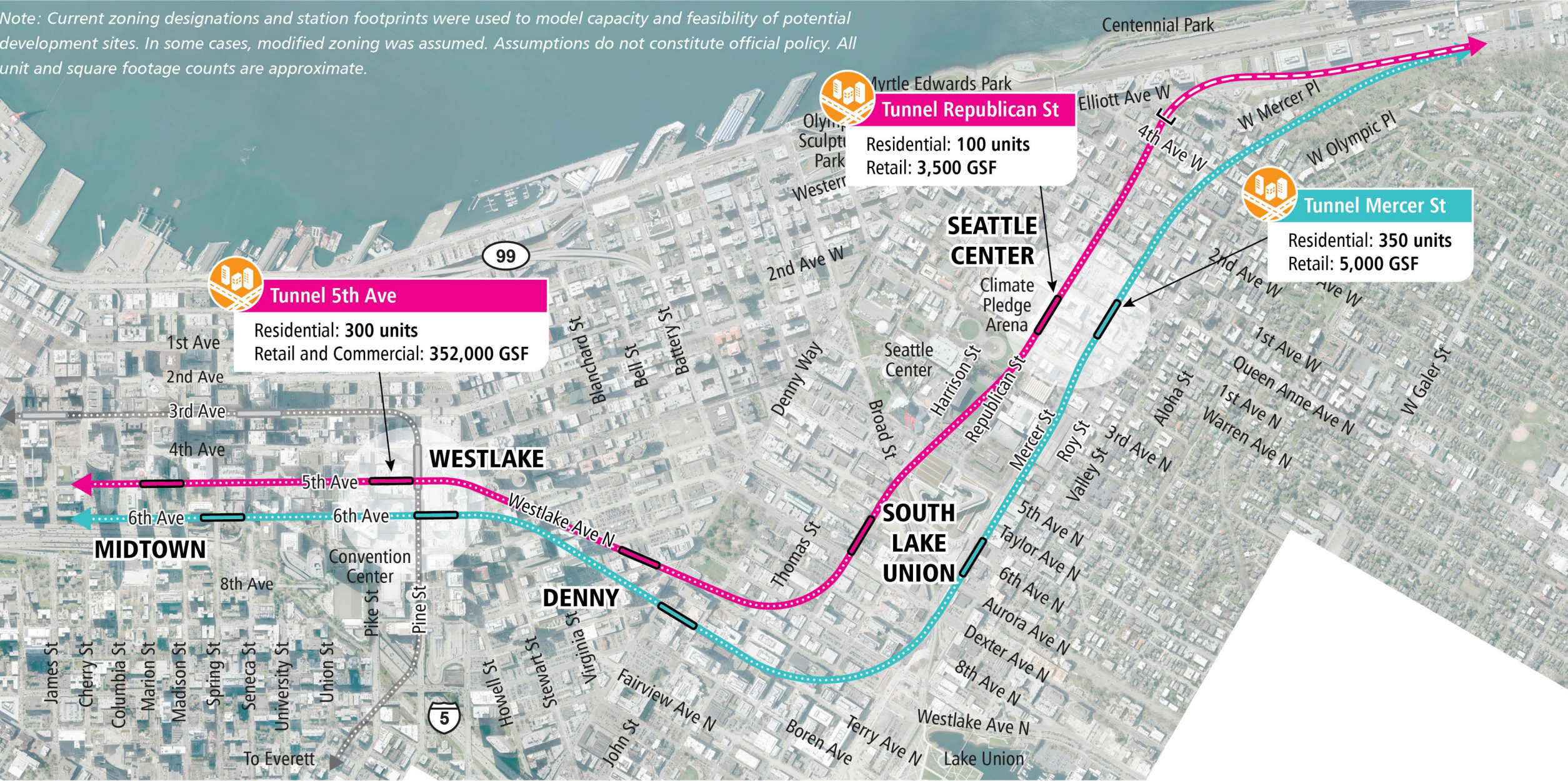
Ridership (in 2042) -
Average Daily Boardings: **77,600**
Principal mode of access: **Walk - 67%**



Note: Assumes MetroConnects 2040 vision network and service designations.
*Key transit integration consideration.



Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.



Sustainability Considerations

Station Typology	Considerations
Downtown, underground stations & guideway	<ul style="list-style-type: none">• LEED-for-Transit feasibility study (for tunnel stations)• Ground-source HVAC options• Potential synergy with SCL, district energy• Underground traction power substation• Design for resilience to urban flooding (tunnels)• Energy-efficient vertical conveyance and ventilation
All stations and guideway	<ul style="list-style-type: none">• Target LEED Gold as minimum for design standard• Target Envision Gold as minimum for design standard• Wayside energy recovery, storage & use• Explore synergies for LID with SPU

5th/Harrison

Project cost
(2019\$ in billions) **\$4.7-4.9B**

Residential
displacements **26 units**

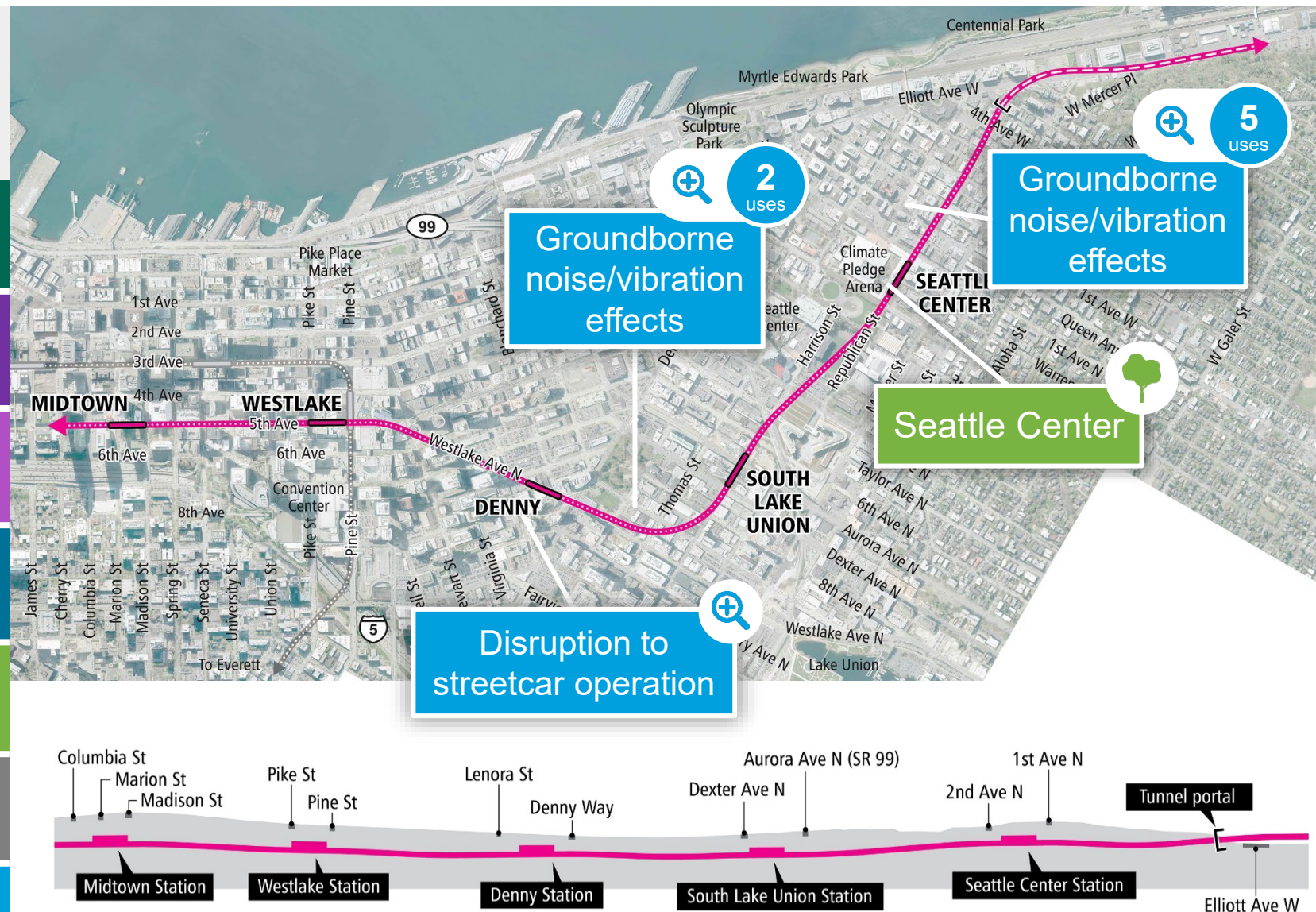
Business
displacements **44 to 46**

Historic property
effects **3 properties**

Park effects
(permanent) **0.4 acre**

Traffic effects
(full closures) **5 to 8 roadways**

Other considerations



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

6th/Mercer

Project cost
(2019\$ in billions)



\$4.9-5.0B

Residential
displacements



167 units

Business
displacements



47

Historic property
effects



9 properties

Park effects
(permanent)



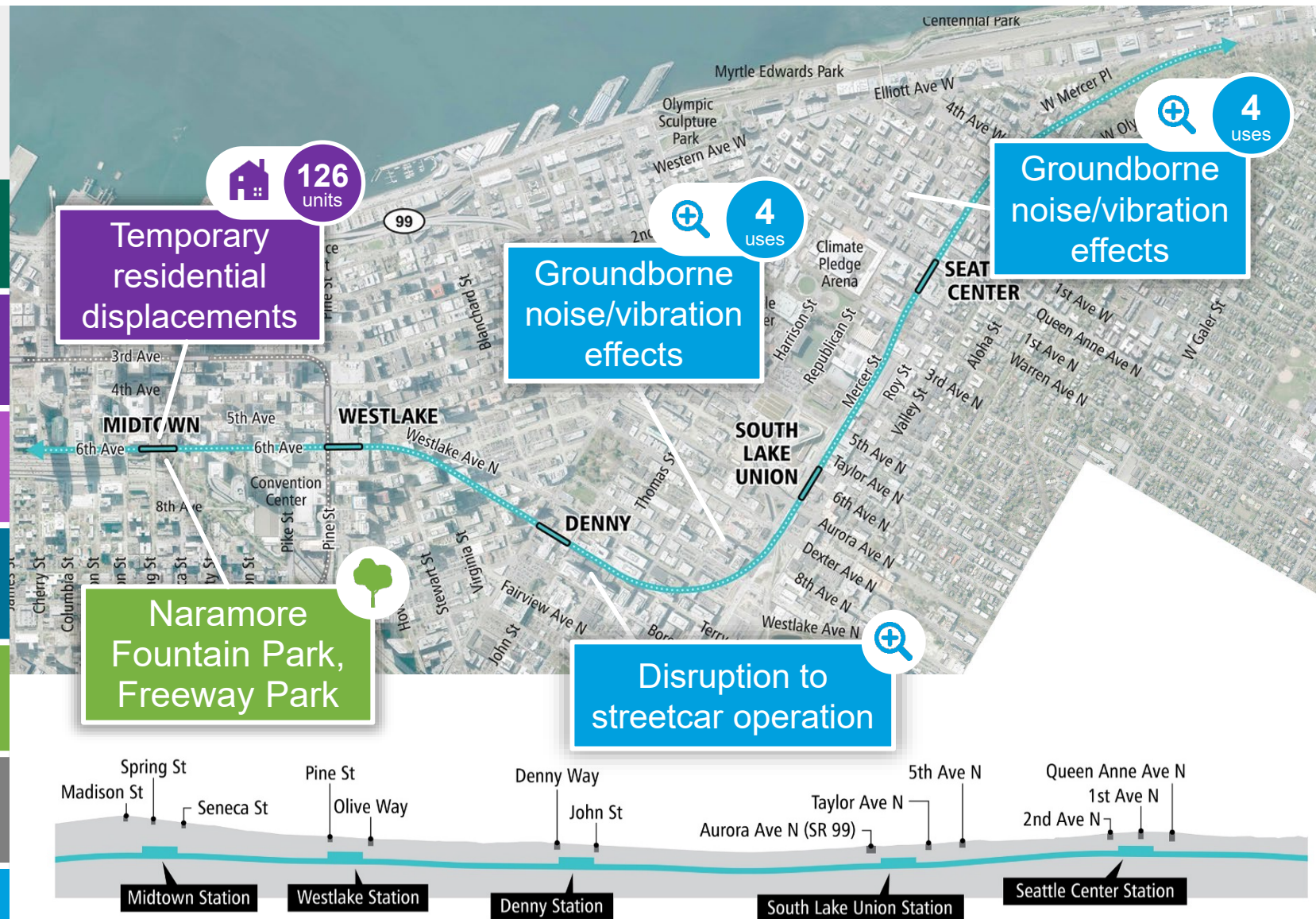
0.6 acre

Traffic effects
(full closures)










4 roadways

Other considerations



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	5th/Harrison	6th/Mercer
Project cost  (2019\$ in dollars)	\$4.7-4.9B	\$4.9-5.0B
Residential displacements 	26 units	167 units
Business displacements 	44 to 46	47
Historic properties effects 	3	9
Park effects  (permanent)	1 park (0.4 acres)	2 parks (0.6 acres)
Traffic effects  (full closures)	5 to 8 roadways	4 roadways
Other considerations 	<p>Construction groundborne noise/vibration effects</p> <ul style="list-style-type: none"> • 2 sensitive uses in South Lake Union • 5 sensitive uses in Seattle Center <p>Disruption to Streetcar operation during construction (Westlake Ave)</p> <p>Connects to all CID alternatives</p> <p>Connects to both Galer Street Station (preferred) and Prospect Street Stations in South Interbay</p>	<p>Construction groundborne noise/vibration effects</p> <ul style="list-style-type: none"> • 4 sensitive uses in South Lake Union • 4 sensitive uses in Seattle Center <p>Disruption to Streetcar operation during construction (Terry/Thomas)</p> <p>Connects only to CID shallow alternatives</p> <p>Connects only to Prospect Street Station in South Interbay</p>

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

Performance



Related City Initiatives



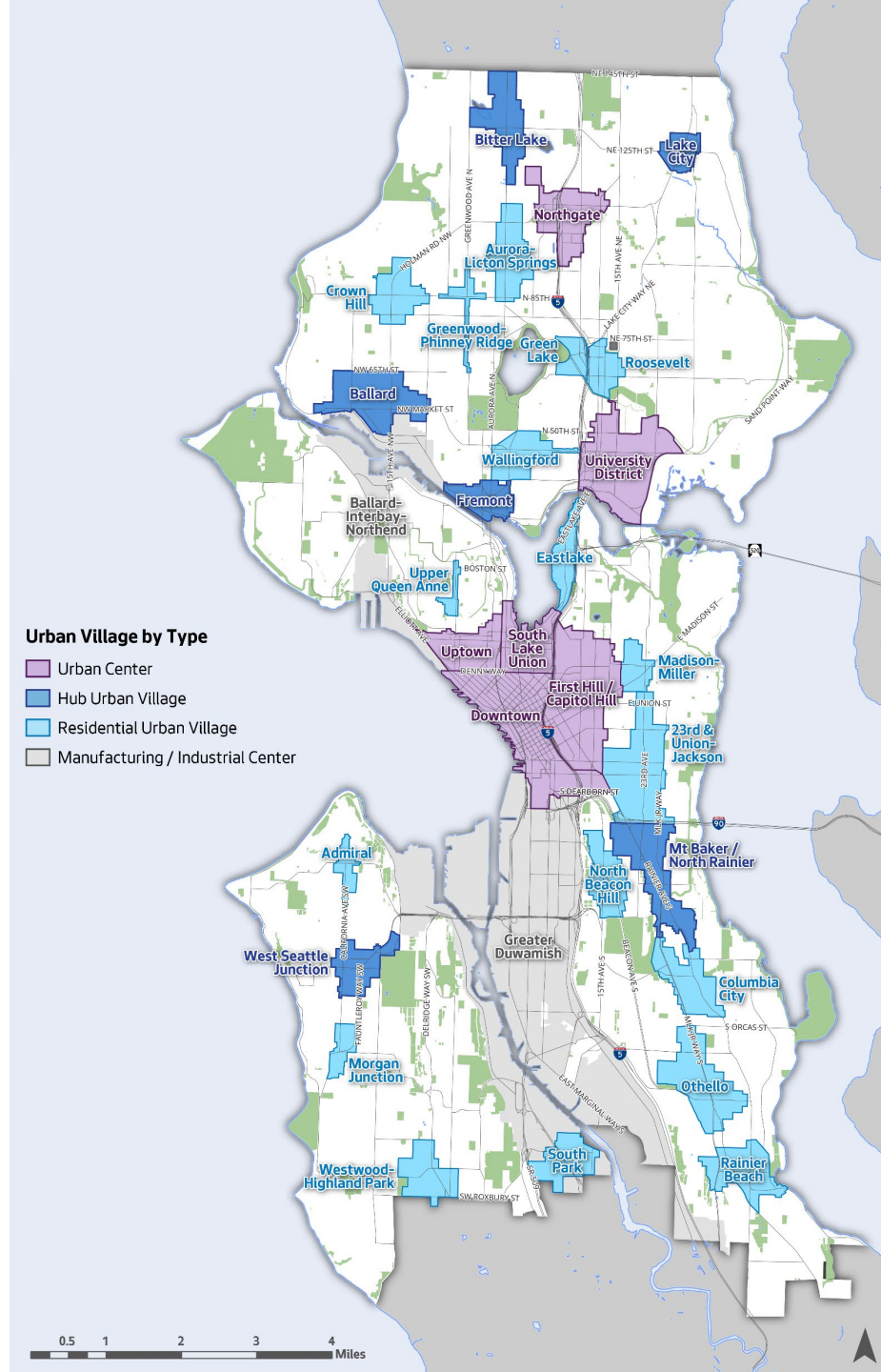
Seattle Comprehensive Plan Update

Seattle Comprehensive Plan

- Created for and by Seattle's communities, it helps guide the city's housing and job growth over the next 20 years.
- Updated every 8 years. The current Seattle 2035 Comprehensive Plan was completed in 2016.
- Core values in Seattle 2035
 - Race and social equity
 - Environmental stewardship
 - Community
 - Economic opportunity and security

Strategy for housing and job growth

- Look out to the year 2044, planning for at least:
 - 112,000 additional housing units
 - 169,500 additional jobs
- Existing strategy focuses growth and investment within Urban Centers and Villages
- Major update will explore new ideas, including:
 - New centers or villages
 - More options for housing across the city
 - “15-minute” neighborhoods
 - Growth around transit



The Plan Guides Many City Actions



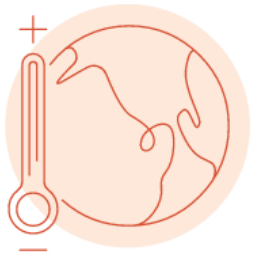
Housing



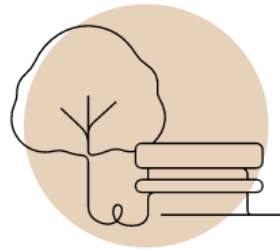
Jobs/Economy



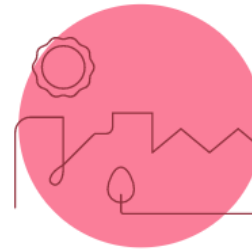
Transportation



Environmental Justice/
Climate Change



Parks/
Open Spaces



Livability

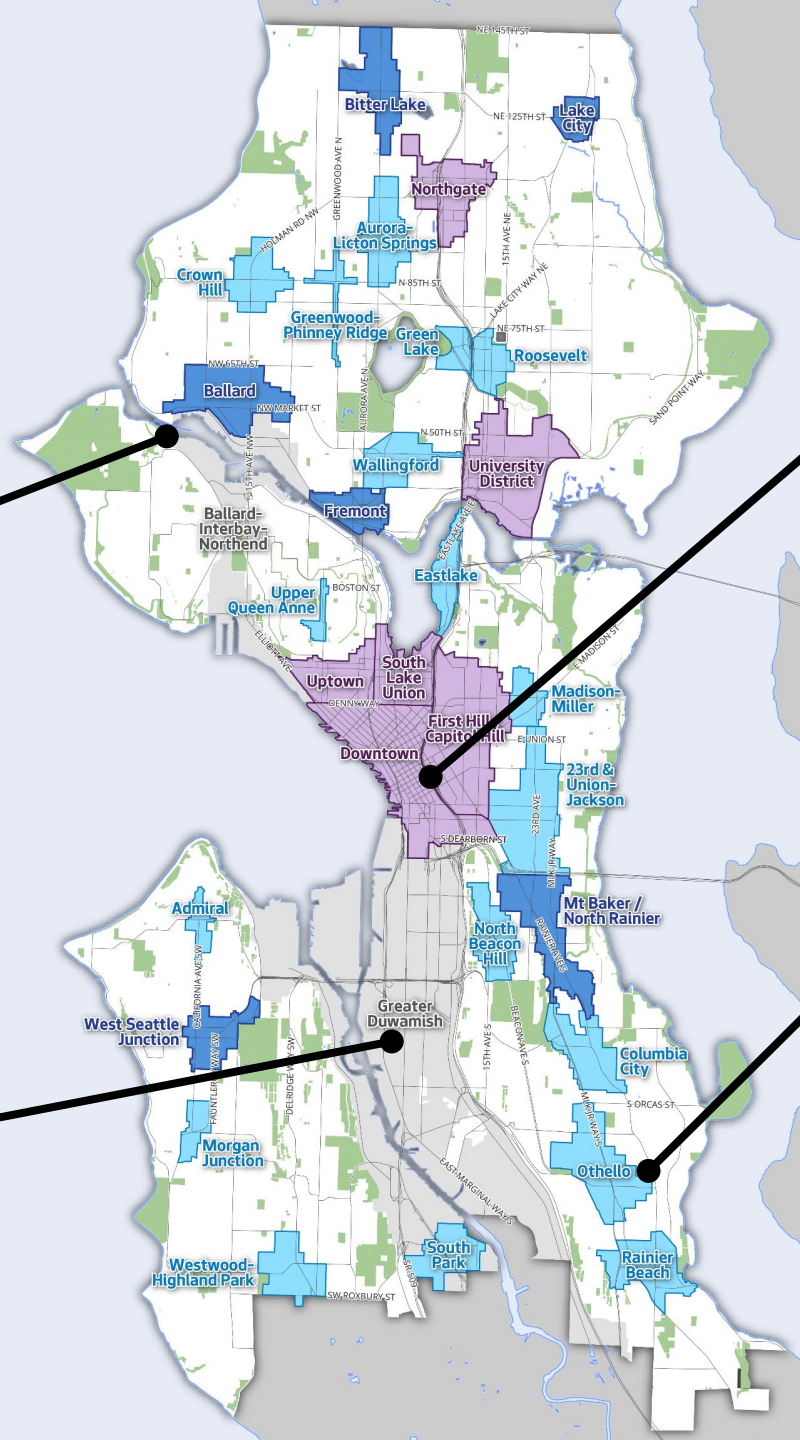
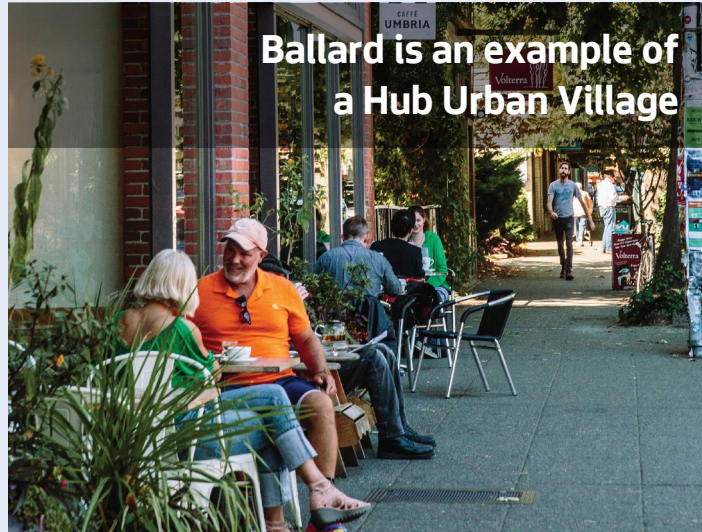


What Makes this Plan Update Different?

- Global pandemic and recovery
- National reckoning with systemic racism
- Climate change and adaptation at the forefront
- Persistent housing crisis and displacement risk
- Seattle's rapid growth is anticipated to continue

Urban Centers and Urban Villages

Walkable, dense, housing and jobs,
connected by transit

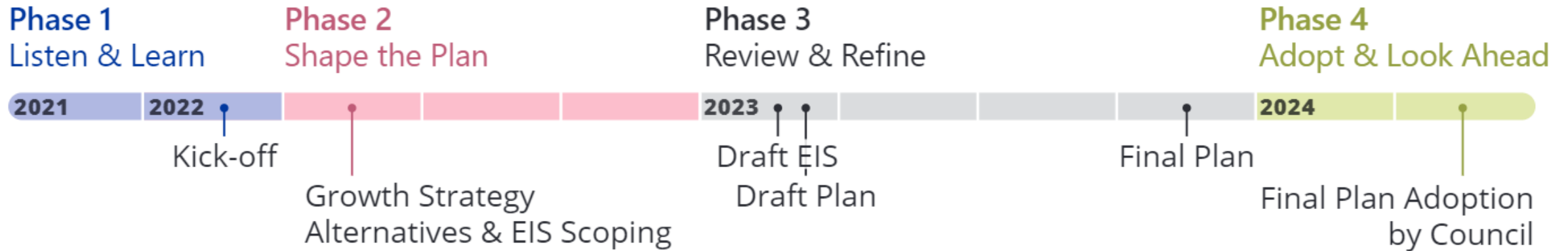


Existing Growth Strategy Designations

- Ballard – Urban Village
- Interbay & Smith Cove – Manufacturing and Industrial
- Downtown Stations – Urban Center
- SoDo - Manufacturing and Industrial
- Delridge – No designation
- Alaska Junction & Avalon – Urban Village

Project timeline – Engagement phases

Project Timeline



- Introducing the Plan
- Vision for future
- Values and issues
- Equitable outcomes
- Explore options for how city grows
- Policies focus areas
- Equitable growth
- Review and comment on draft Plan (and environmental review)
- What's missing? What can be improved? Equity review.
- Help communities stay engaged

Industrial and Maritime Strategy

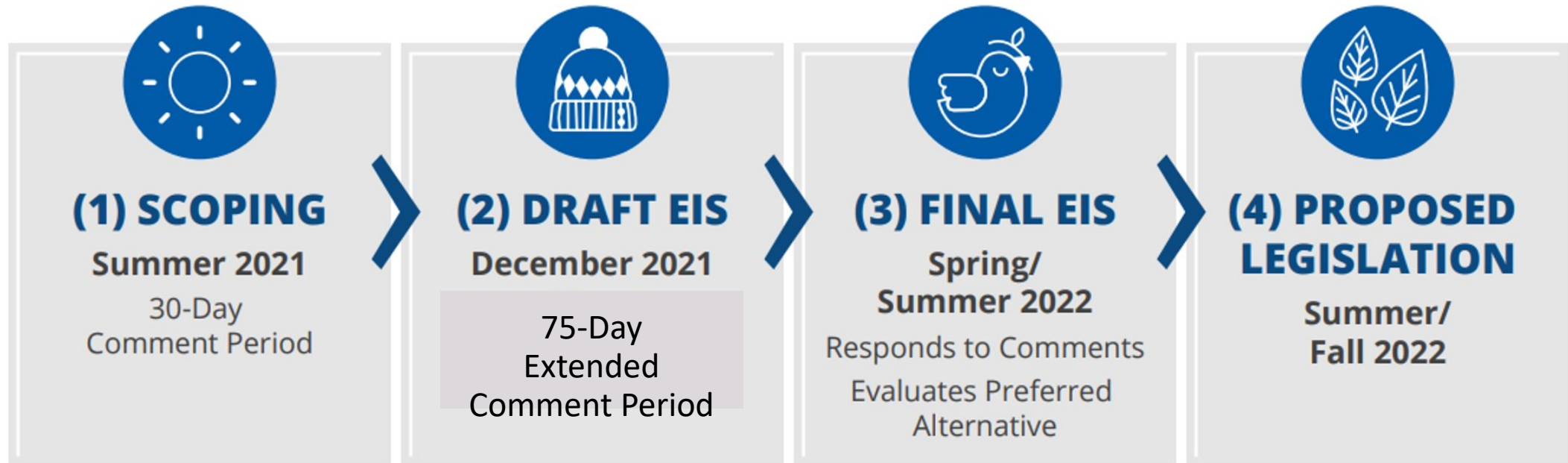
Stakeholder Advisory Group Convened November 2019 – May 2021. Recommended 11 strategies addressing land use, transportation, environment, public safety, and workforce development. Primary outcome is to provide accessible living wage jobs.

Investment Strategies	Land Use Strategies	Action Strategies
1. Workforce Investments	5. Stronger Protections (limits on when land can be removed from MIC)*	10. WOSCA & Armory Master Planning*
2. Public Safety Partnerships	6. Dense Industrial Development (new transit-oriented zone)*	11. Stewardship Entities
3. Transportation Investments	7. Healthy Transitional Areas (new zone)*	
4. Environmental Initiatives	8. No New Residential Uses	
	9. Removal of areas of Georgetown & South Park from MIC*	

*** These strategies include new Comprehensive Plan policies.**

Industrial Maritime Land Use Recommendations Timeline

- Currently being studied through an EIS process evaluating impacts of proposed Comprehensive Plan policies for industrial land, new industrial zones, and 4 alternatives that apply new zones.
- Comprehensive Plan policies include new policies to protect industrial land from incompatible development and new industrial land use zones.



Post-Comp Plan Implementation

- Comp Plan Implementation Zoning legislation
- Station Area Planning
 - Local Investments
 - Potential Zoning Changes

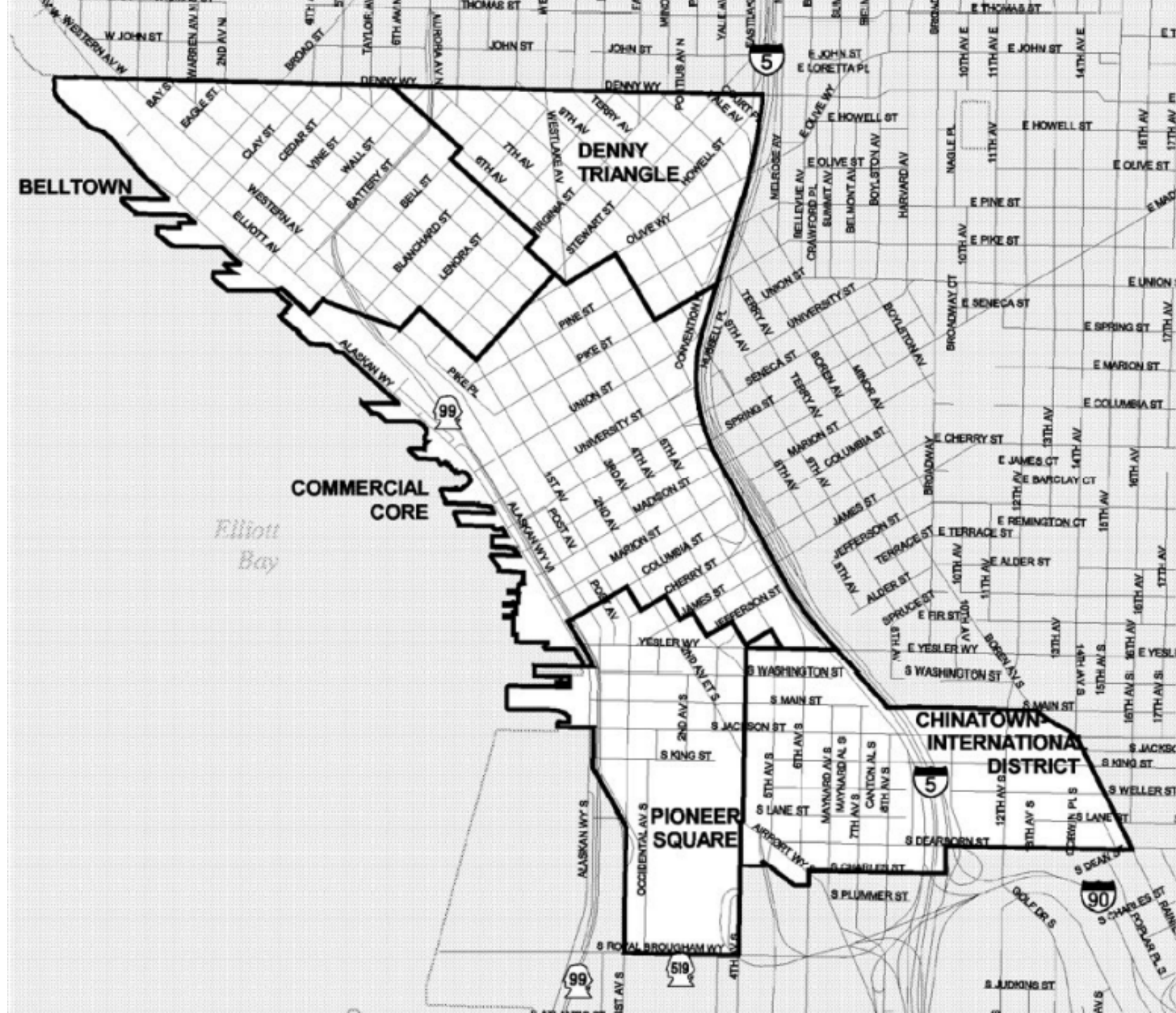
Downtown Subarea Planning

Addressing the long-term needs and responding to the current challenges

A part of a regional growth strategy that concentrates housing and jobs within dense mixed-use walkable districts around regional transit investments

Downtown Subarea Planning

- Downtown is one of Seattle's six Regional Growth Centers, which are designated by PSRC. Other centers include Uptown, South Lake Union, Capitol Hill/First Hill, Northgate, and the University District.
- Designation criteria include size, density, transit service, and relationship to the broader region.
- A requirement that jurisdictions, including City of Seattle, have updated subarea plans for each of their Regional Growth Centers by the year 2025. Last time we did this was in April 1999.
- The plan must address (in greater detail than in a citywide comprehensive plan) policies for land use, housing, transportation, environment and climate change, public facilities, and the economy.
- Once adopted, the plans are subject to review and certification by PSRC.



Downtown Subarea Planning

What is the process?

OPCD is beginning a multi-year subarea planning process in 2022, with a goal of completing and adopting subarea plans for all six centers by around 2025



Checklist at a Glance

The plan should:		Page Reference
✓ Describe key economic development opportunities recognized in the Regional Centers Framework	Indicates criteria from the Regional Centers Framework	
☑ Demonstrate the center's market potential for accommodating future population and job growth. ¹		
The plan should include policies and identify programs that:		Page/Policy Reference
✓ Encourage the use of economic development tools to promote retention, expansion, and growth of employment opportunities within the center.		
⊗ Reduce the risk of economic downturns and identify strategies.	Indicates new or expanded emphasis in VISION	

Indicate where to find the best or most complete example. It is not necessary to list all relevant pages/policies. Some items may be addressed by the comprehensive plan or other plans, programs, or strategies.

Discussion Questions | Innovation, Engagement, and Racial Equity

The following questions address the Regional Centers Framework's intention for more inclusive, equitable development and engagement in centers and the desired outcomes for equity. Responses are an opportunity for the jurisdiction to highlight the most noteworthy aspects of the plan and the planning process. Responses also help tell PSRC boards how the plan is working to implement VISION 2050 and how the plan meets certification requirements.

- How were different stakeholders (e.g., community members, business owners, tribes, ports, military installations, and special purpose districts, and adjacent jurisdictions, when applicable) engaged during the planning process? Were any new or innovative engagement techniques employed to reach historically underrepresented groups?
- How was racial equity considered in the planning process and addressed in the plan? Do you have examples of innovative policies that work to advance racial equity?
- Are there any additional innovative policies or programs to highlight from the center plan?

Processes and Tools influencing the Public ROW

- | | |
|---|---|
| 1. Environmental Impact Statement | Impacts and Mitigation (2022-24) |
| 2. Station Context Framework | Planning Concepts for DEIS - Design and Access (2022) |
| 3. COS Station Design Guidance | Qualitative Guidance for Station Architecture and Public Realm (2022) |
| 4. SDOT Modal Plans/
Seattle Transportation Plan | City Transportation Network Priorities (Updated in 2023) |
| 5. Street Concept Plans | Location-specific design concepts for selected streets adjacent to stations (rolling basis Q4 2023 onwards) |
| 6. Station Access Plans | City-identified multimodal projects in the first/last mile (potential, 2024) |
| 7. Streets Illustrated | City Standards for Public and Private Improvements to the ROW (reflects modal plan networks, concept plans) |
| 8. Concurrences | Non-Binding City-ST concurrences regarding improvements |

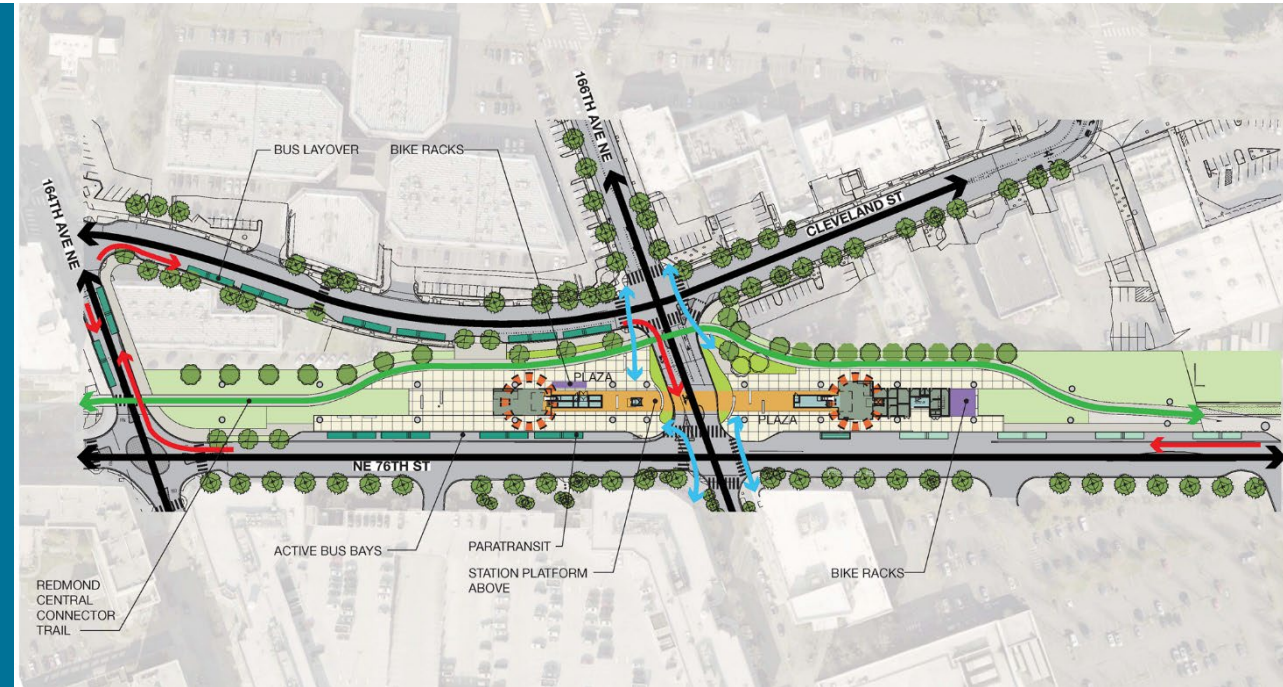
Co-Planning Approach

Racial Equity Toolkit (RET): Outcomes

- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- Enhance mobility and access for communities of color and low-income populations;
- Create opportunities for equitable development that include expanding housing and community assets for communities of color;
- Avoid disproportionate impacts on communities of color and low-income populations;
- Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome; and
- Meaningfully involve communities of color and low-income populations in the project.

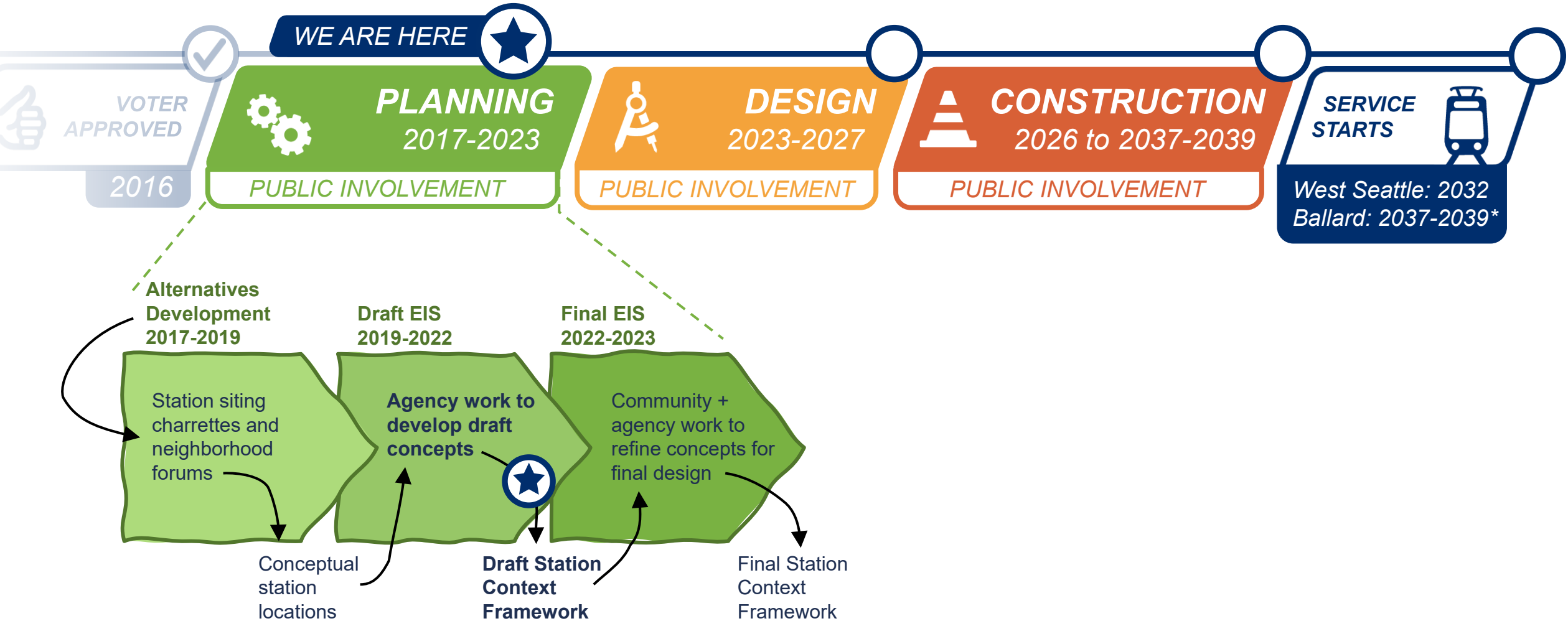
Station Context Framework

- Presents a concept for urban design of the station and station context
- Shows how access, circulation, and public spaces work together, and highlights opportunities for adjacent or joint development
- Raises up issues for community to weigh, along with potential refinements to carry into final design



Read the Station Planning Progress Report, available via <https://wsblink.participate.online!>

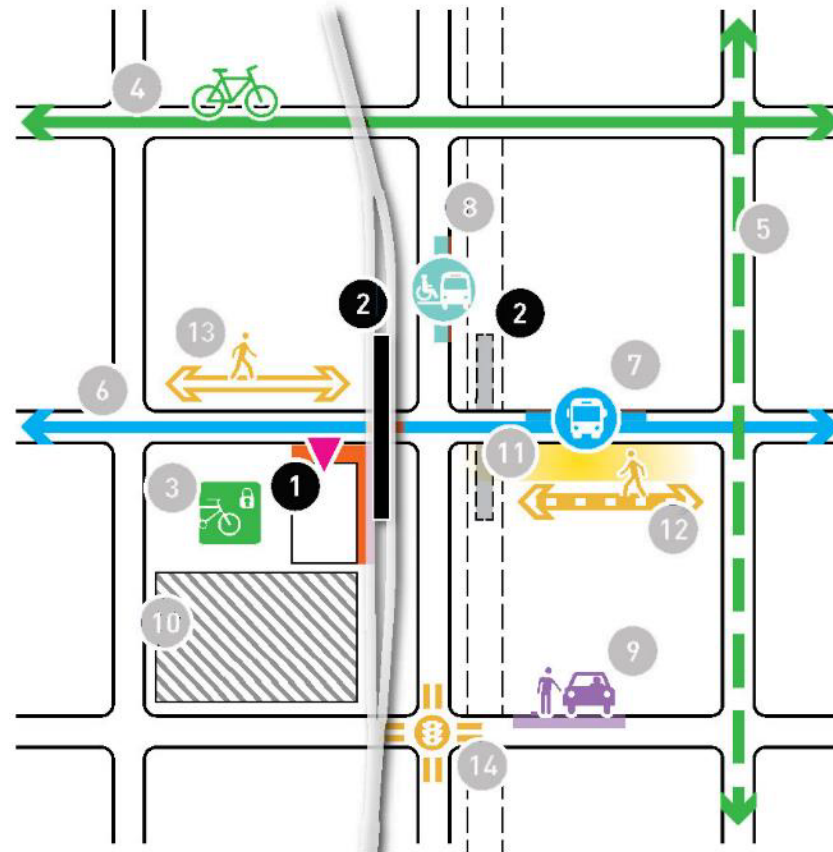
How we got here (and what's next)



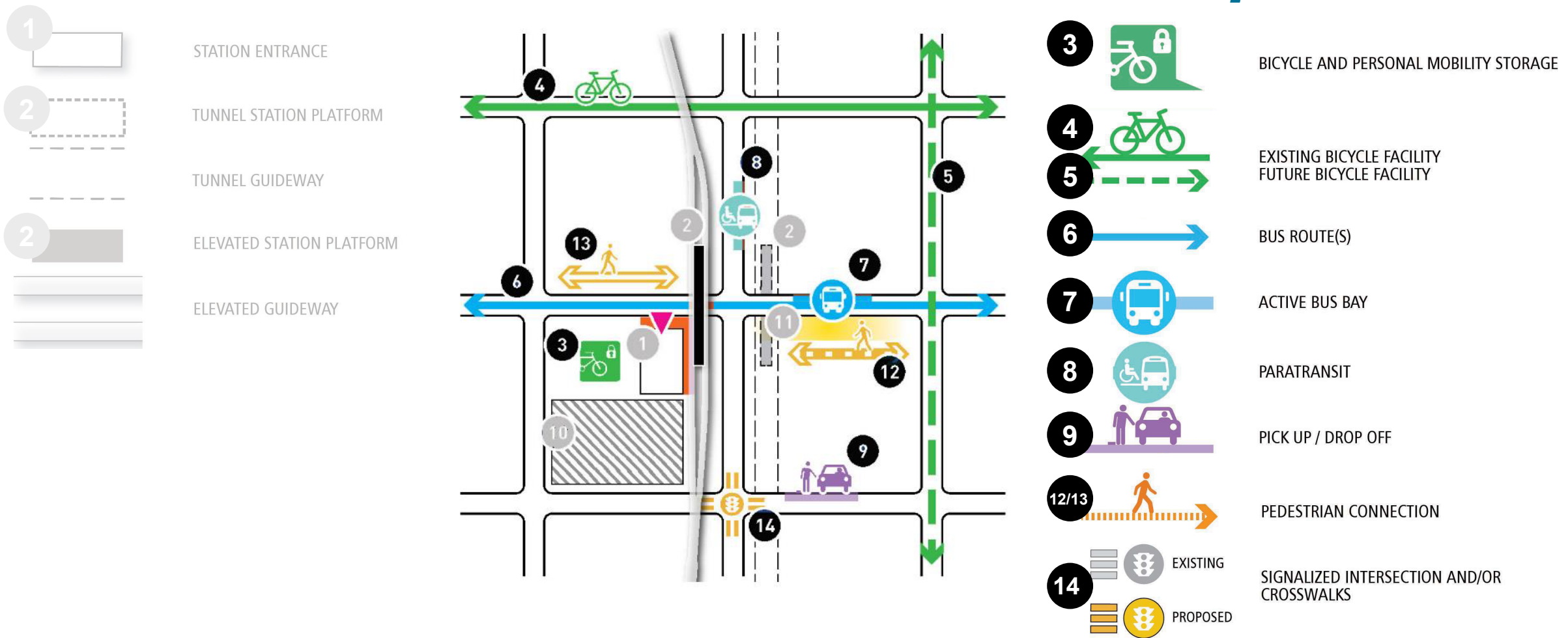
Q&A / Discussion

Agenda

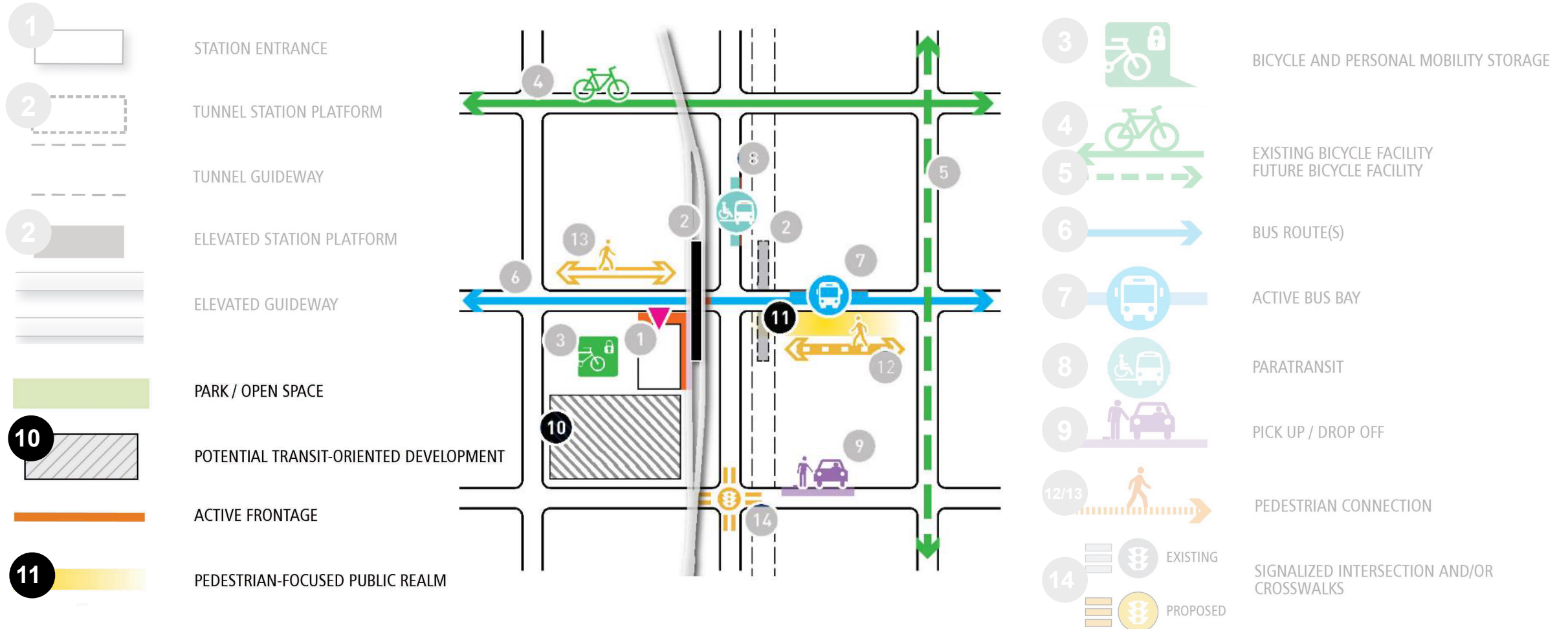
- Welcome and introductions
- Orientation and background
- **Seattle Center Station**
- Westlake Station



Orientation to the station context plans



Orientation to the station context plans





Draft EIS Alternatives

— Preferred alternative

— Other alternatives and design options

Route and Station Profiles

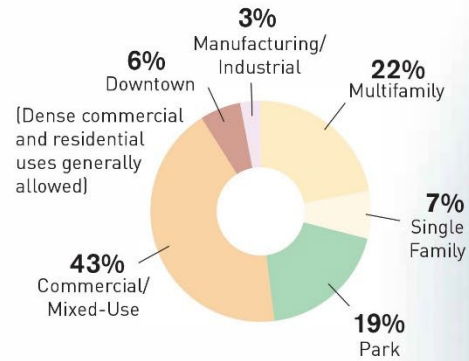
— / — Elevated

— / — Tunnel

┌ Tunnel portal

- ***Enhance mobility and access for communities of color and low-income populations***
- ***Create opportunities for equitable development that includes expanding housing and community assets for communities of color***
- ***Create a sense of belonging for communities of color at all stations***

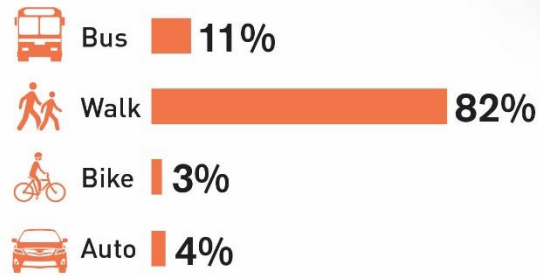
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area (2040) ^(1,4)



What we heard so far

NEIGHBORHOOD FEEDBACK

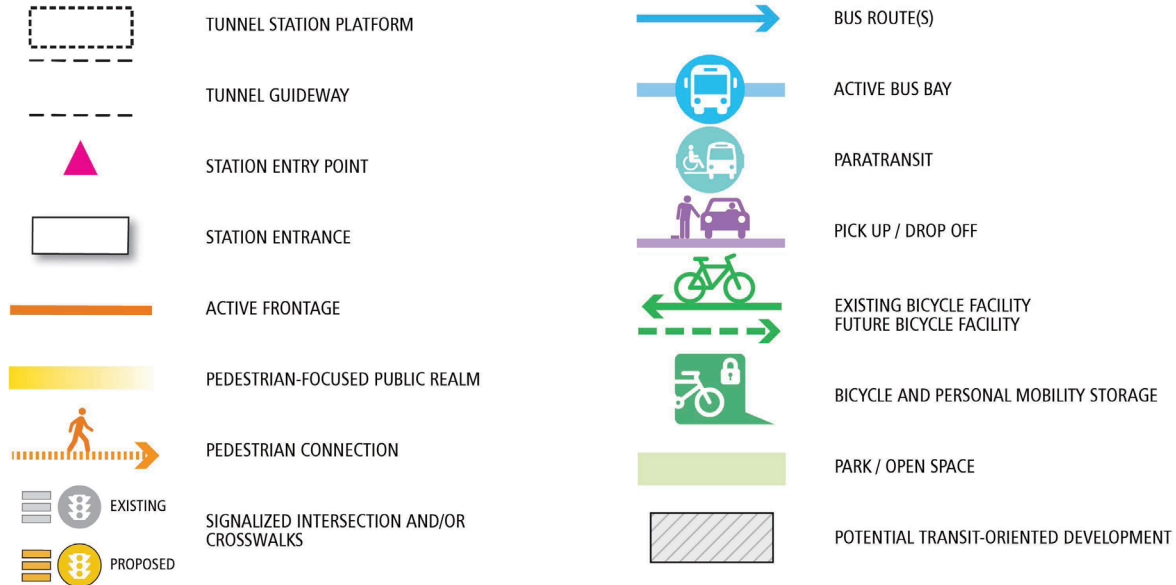
- 1 Desire to have safe connections to the station, particularly crossing Mercer St
- 2 Riders need to have easy access with clear wayfinding to and from the station before and after events
- 3 Desire to have weather protected bike storage and presence of transit security
- 4 Connection through Seattle Center campus to other destinations is important
- 5 Enhance connection from the station to Elliott Bay Trail through W Harrison St and Thomas St Overpass
- 6 Provide safe and convenient connections from the station to Belltown neighborhood and Waterfront
- 7 Interest in denser development with retail options and housing; consider integrating station entrance into larger development
- 8 Maintain existing tree canopy and green spaces in the station area



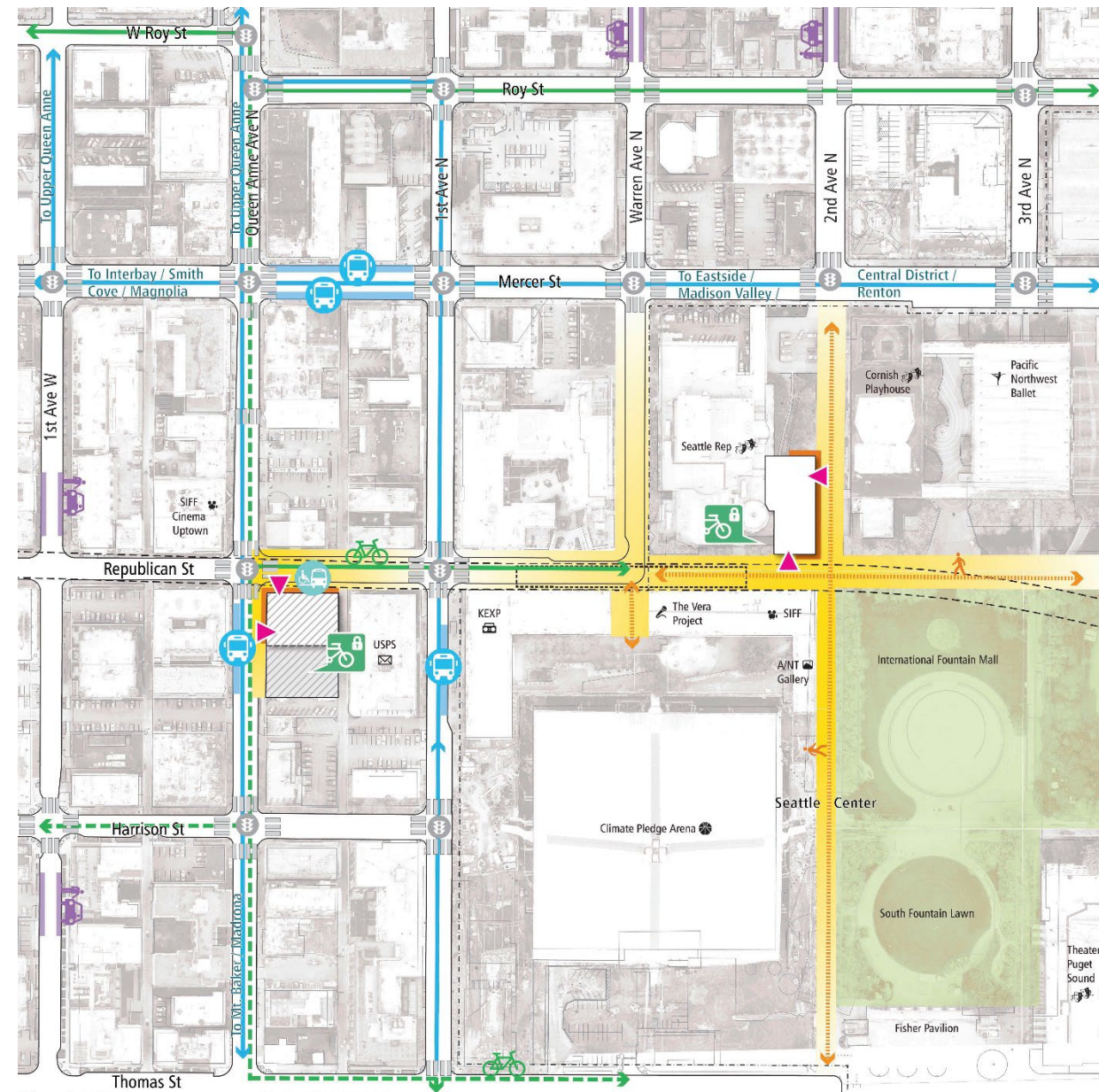
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Preferred alternative

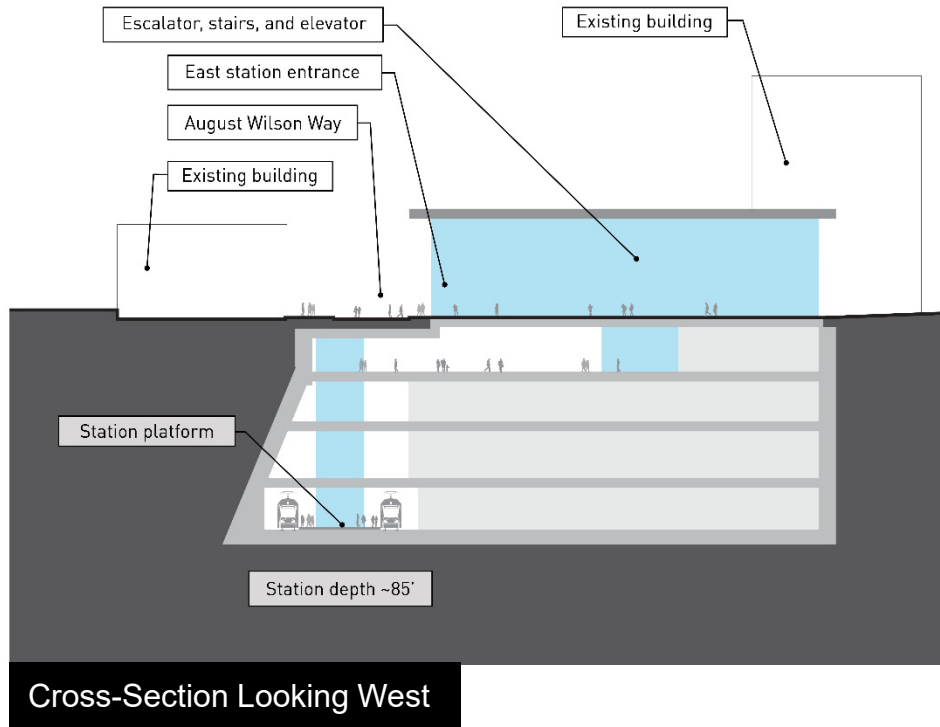
Tunnel Republican St Station



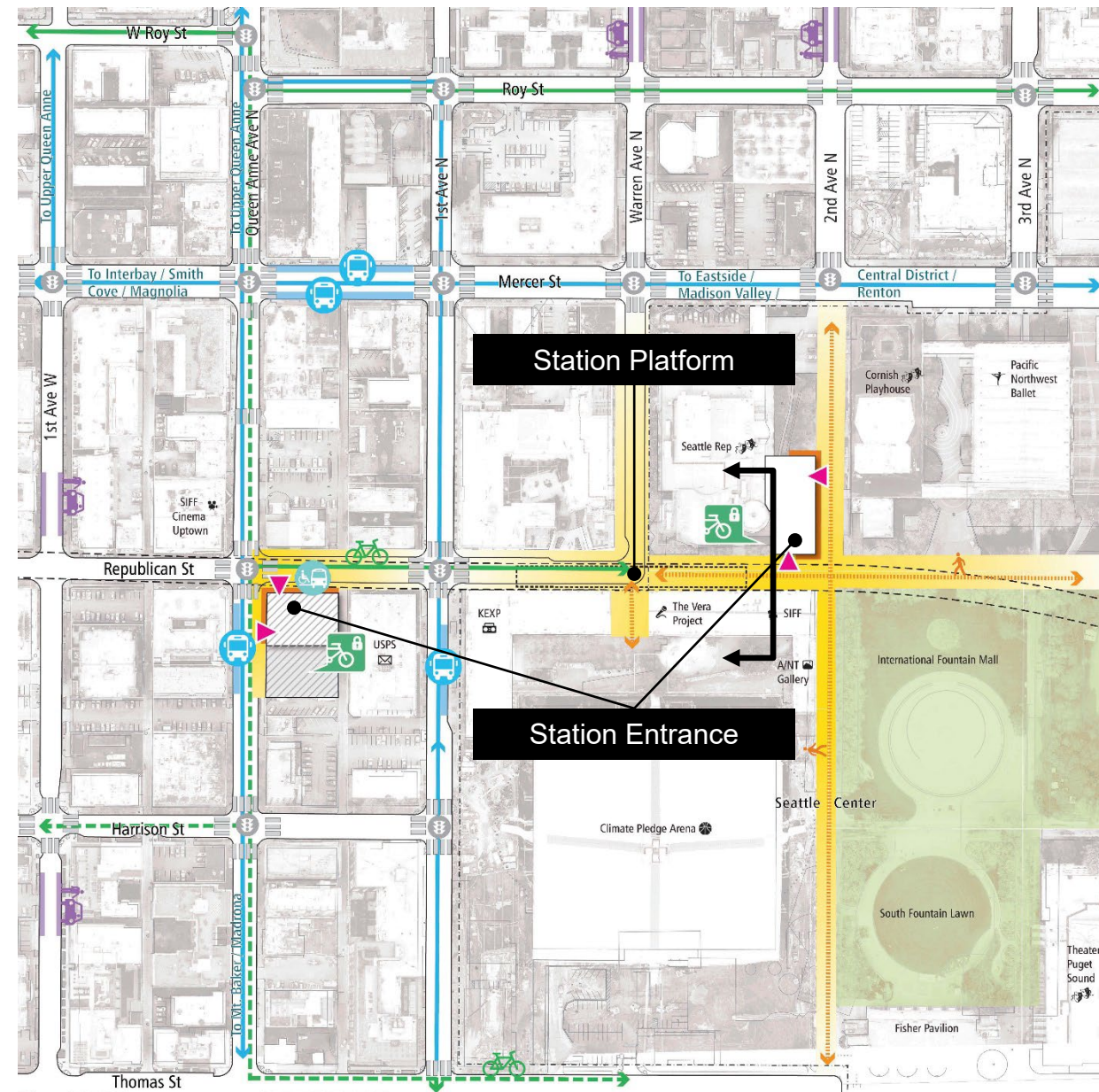
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



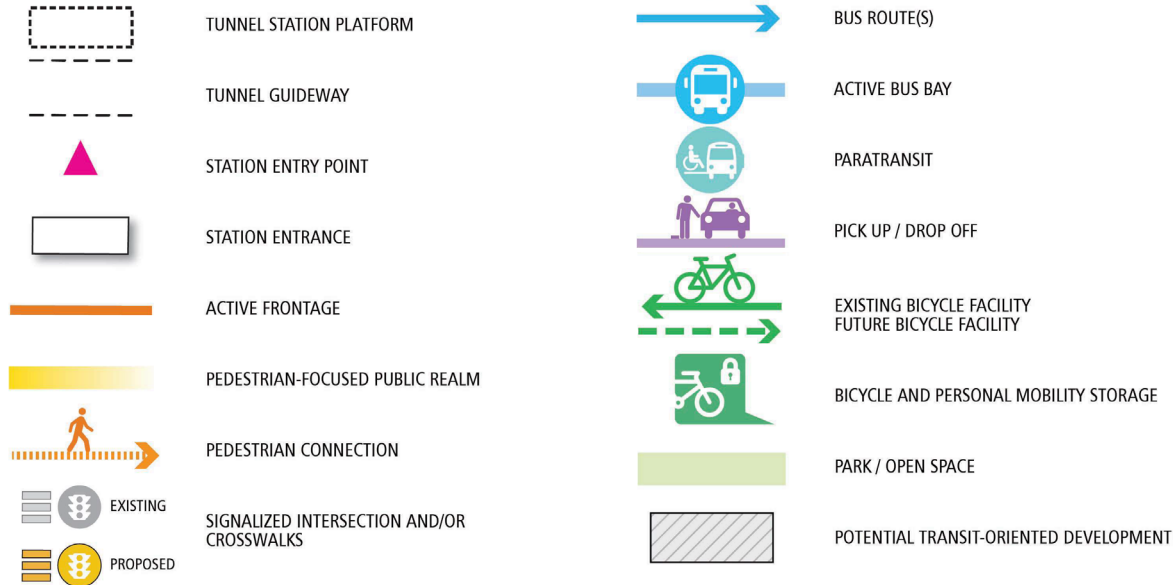
Tunnel Republican St Station



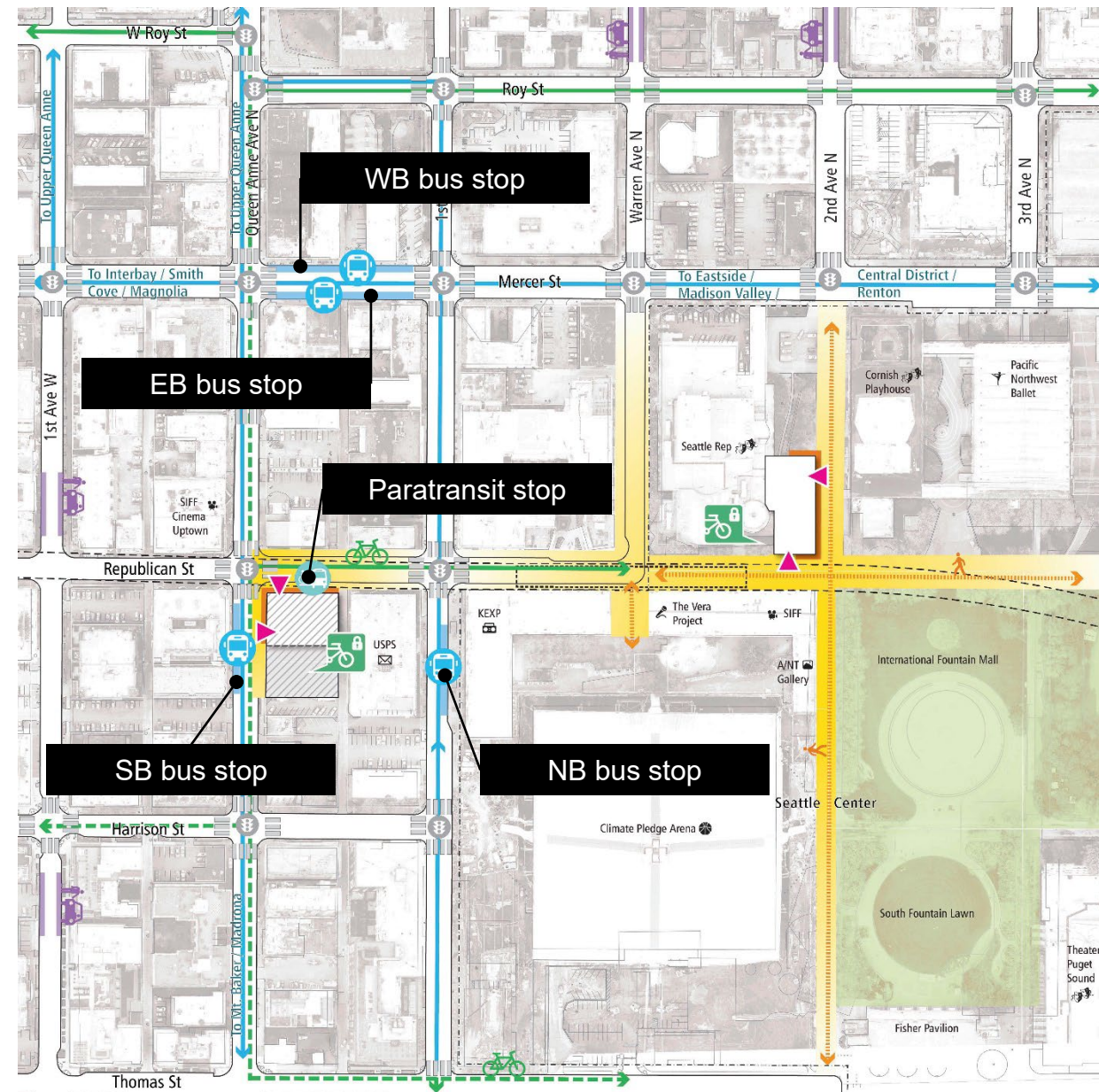
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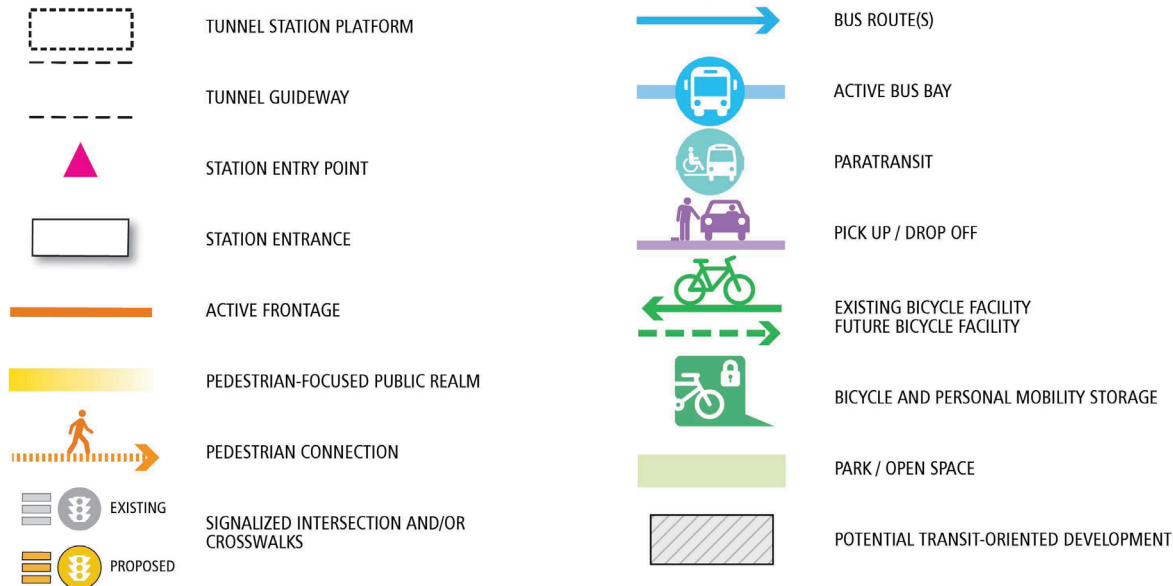
Tunnel Republican St Station



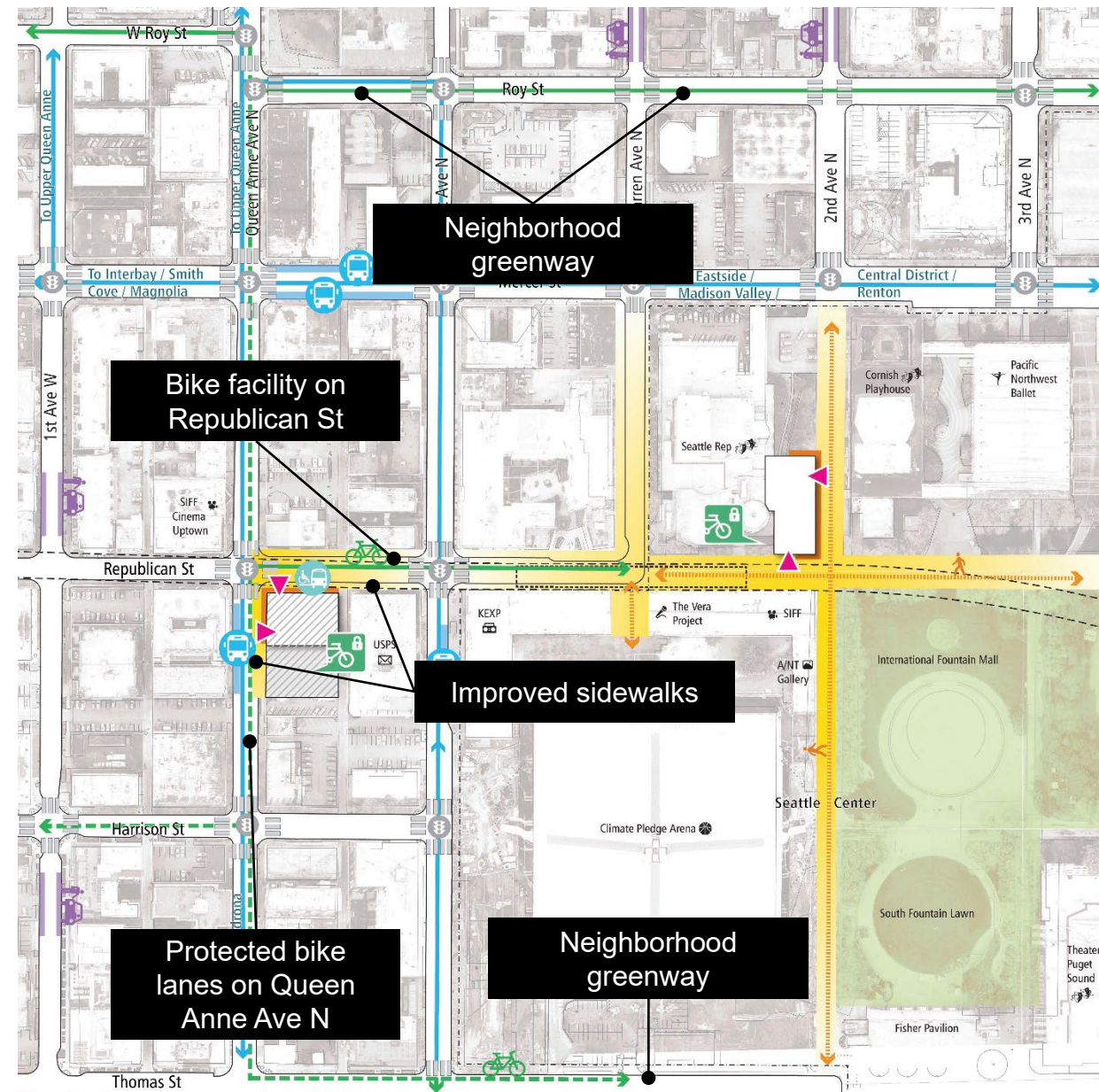
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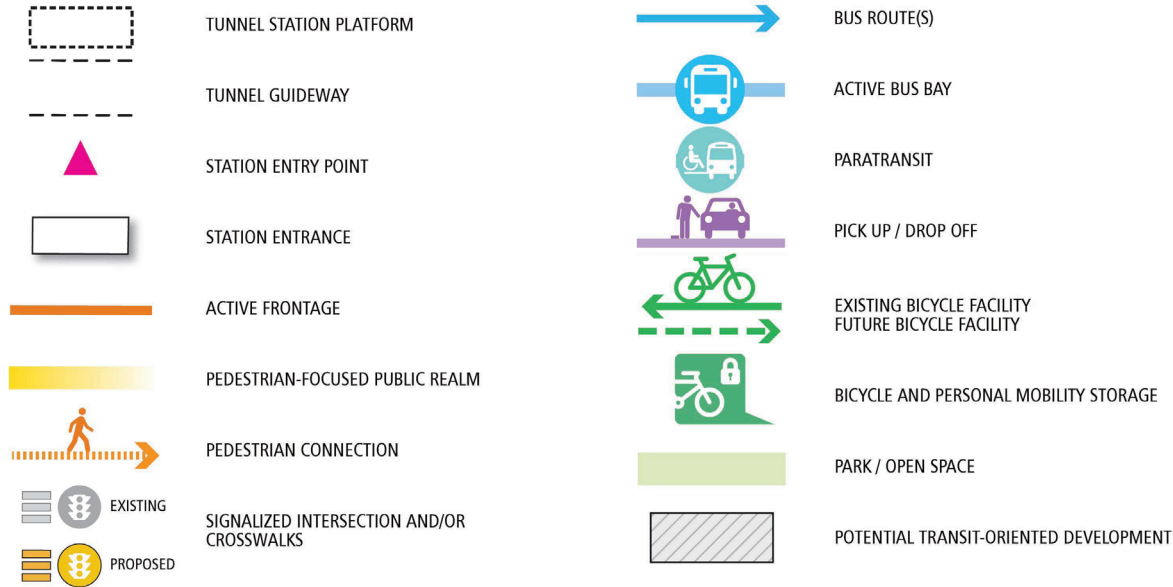
Tunnel Republican St Station



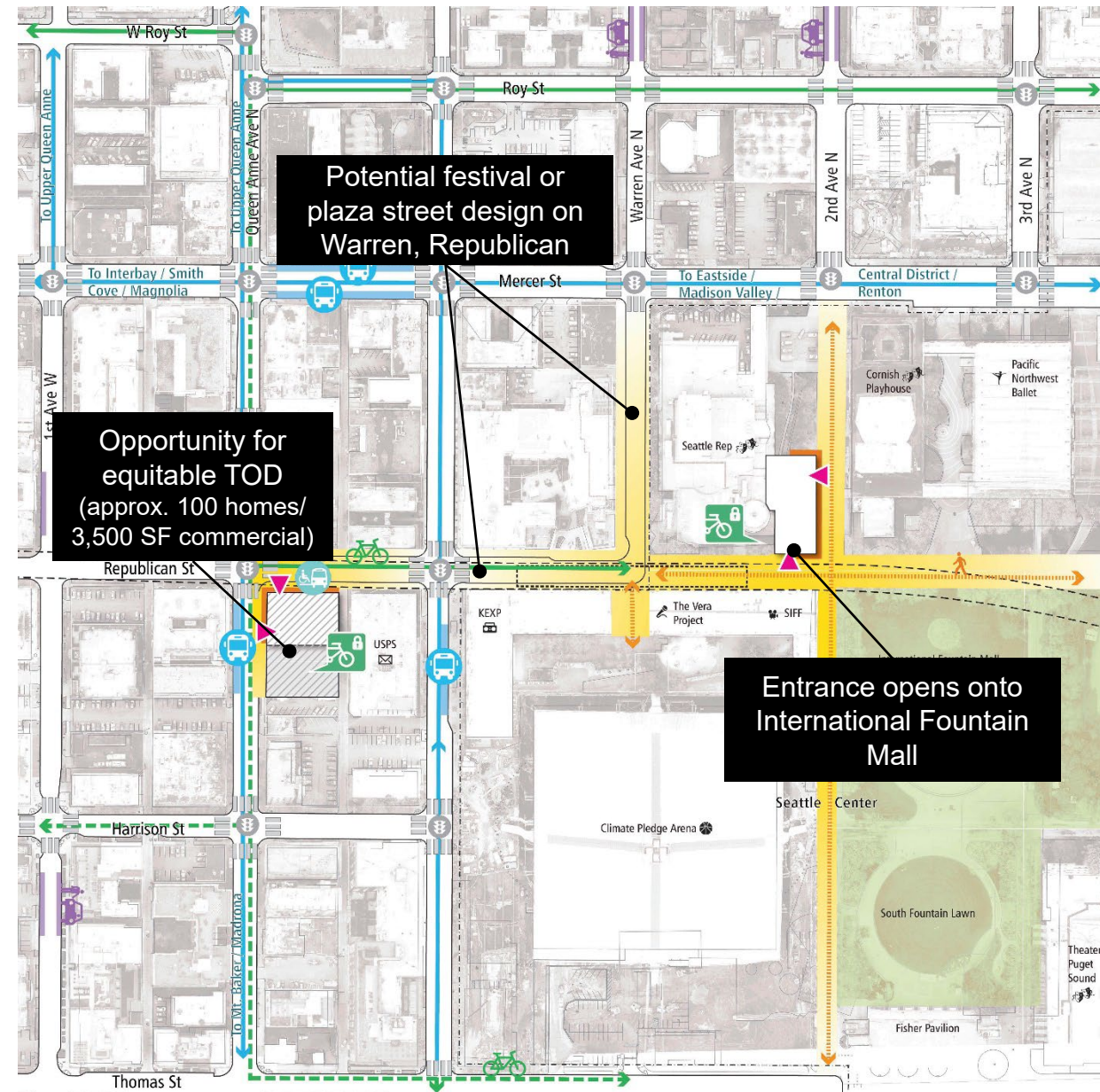
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Tunnel Republican St Station

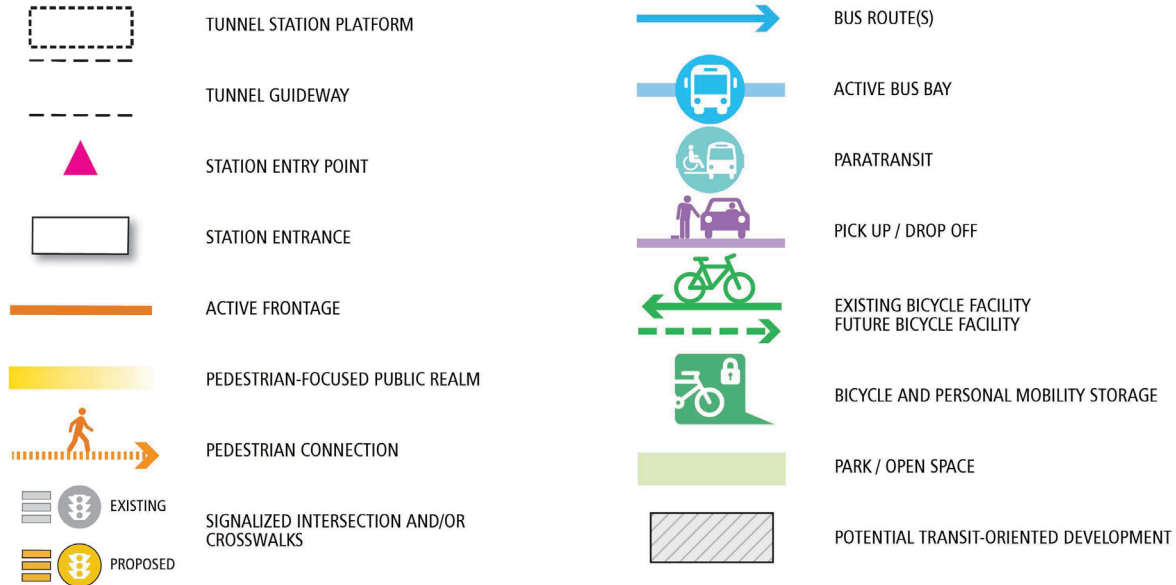


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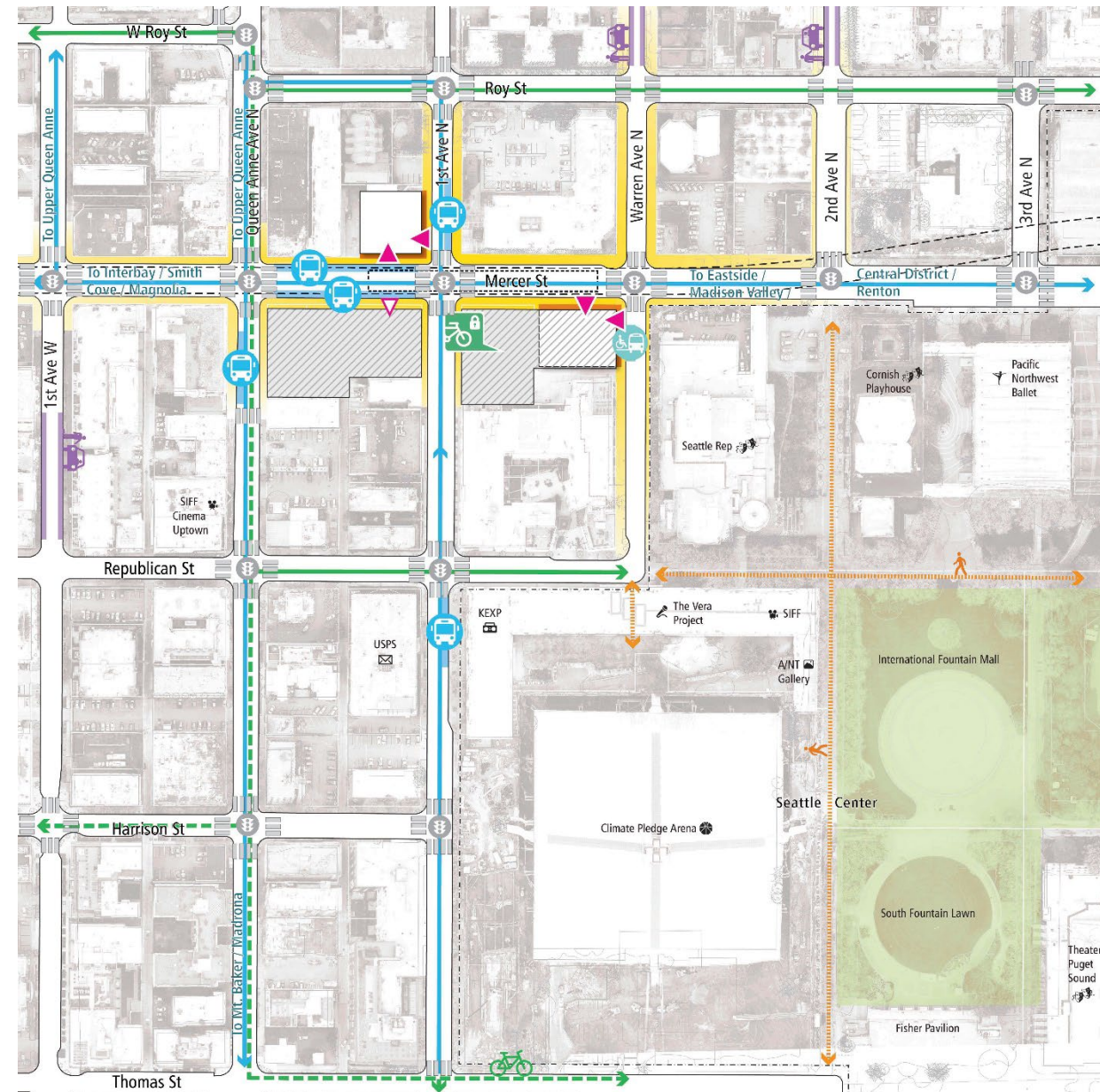


Other Draft EIS alternative

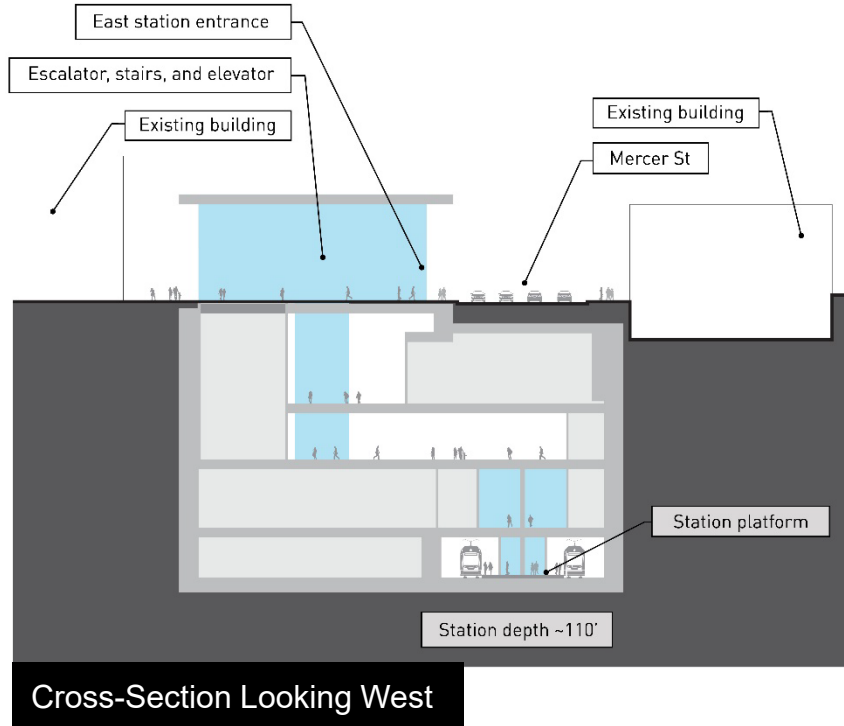
Tunnel Mercer St Station



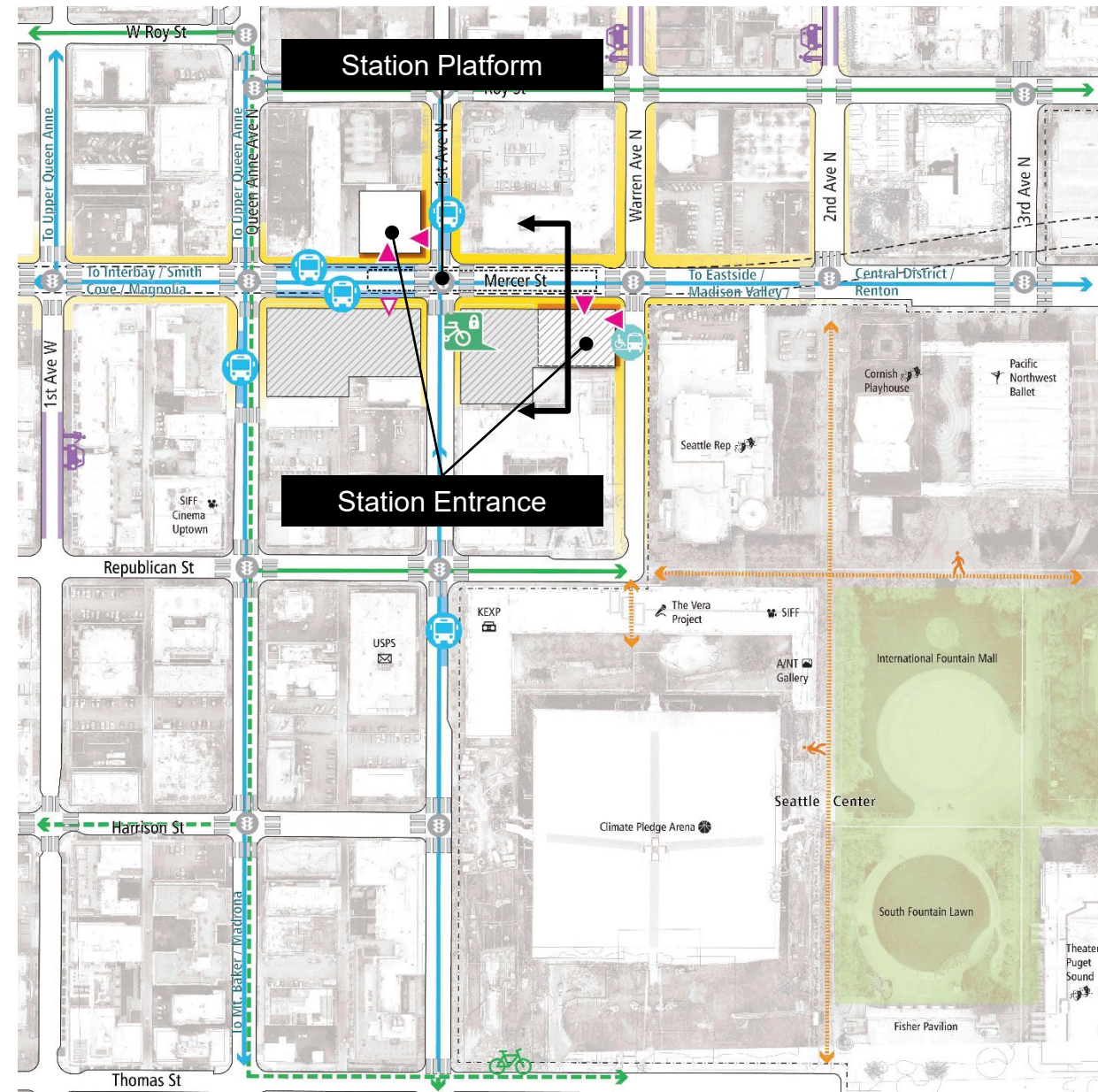
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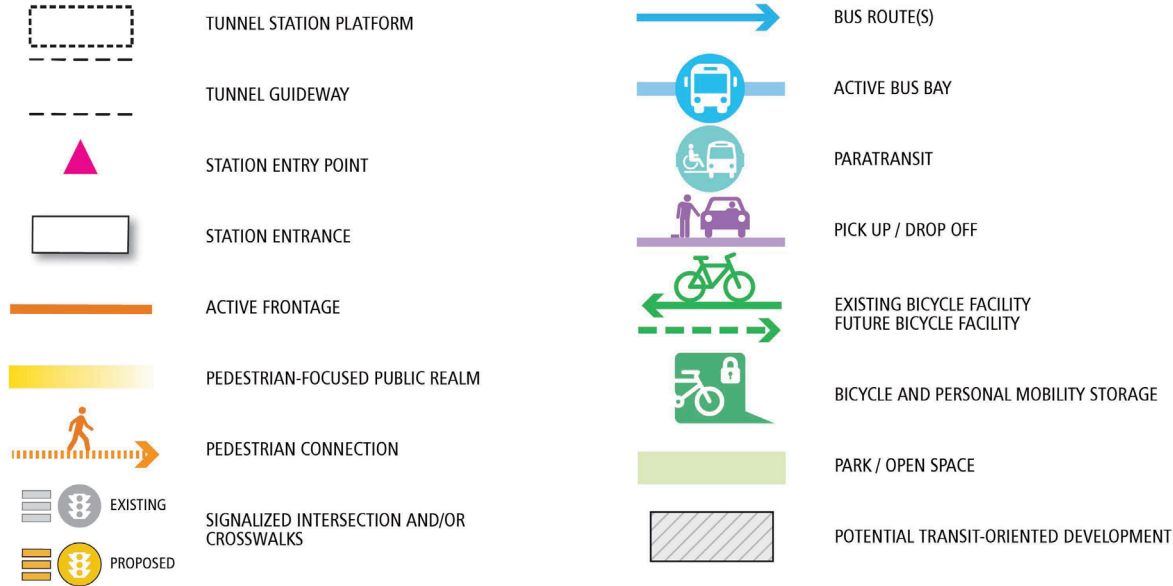
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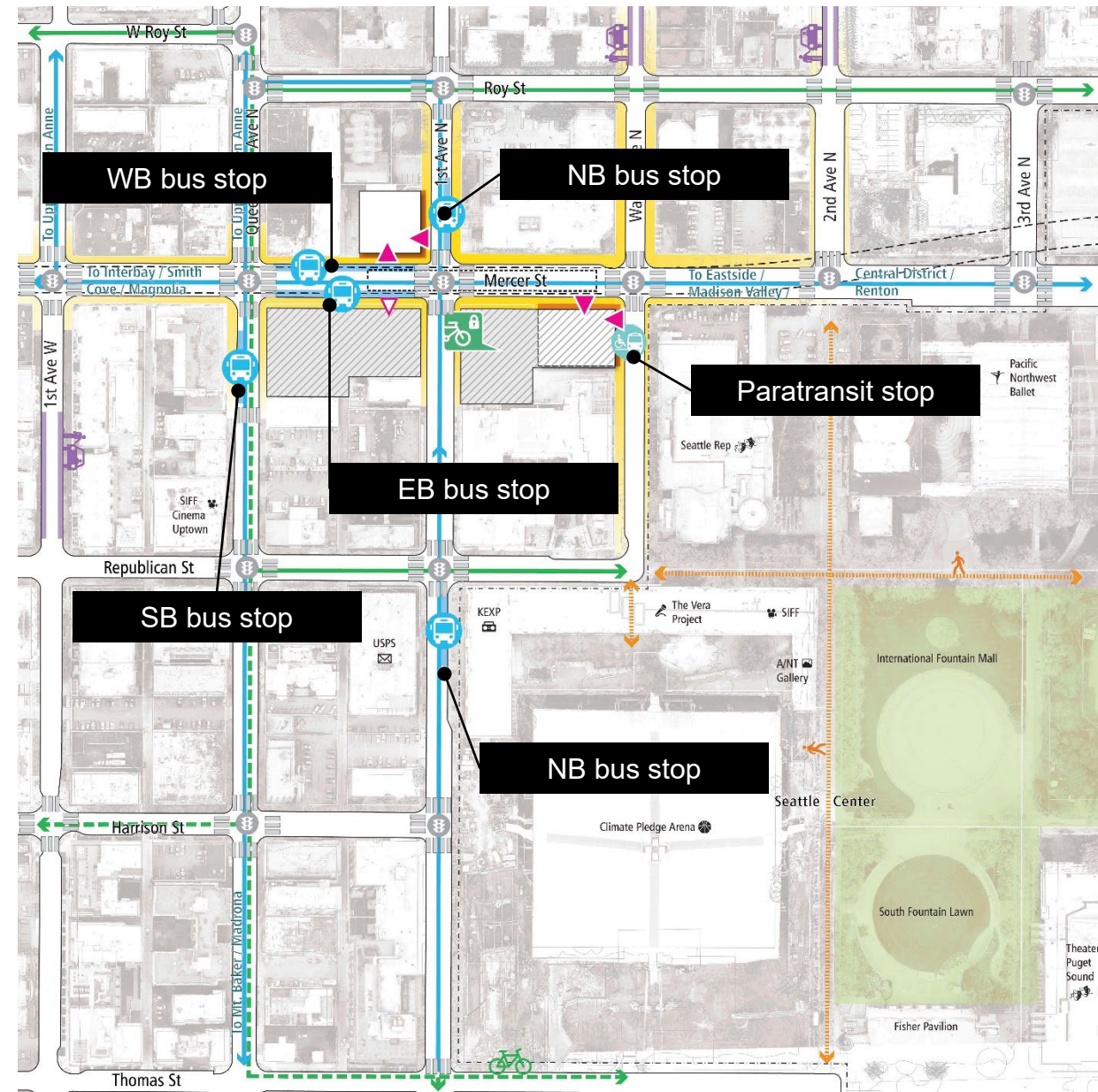
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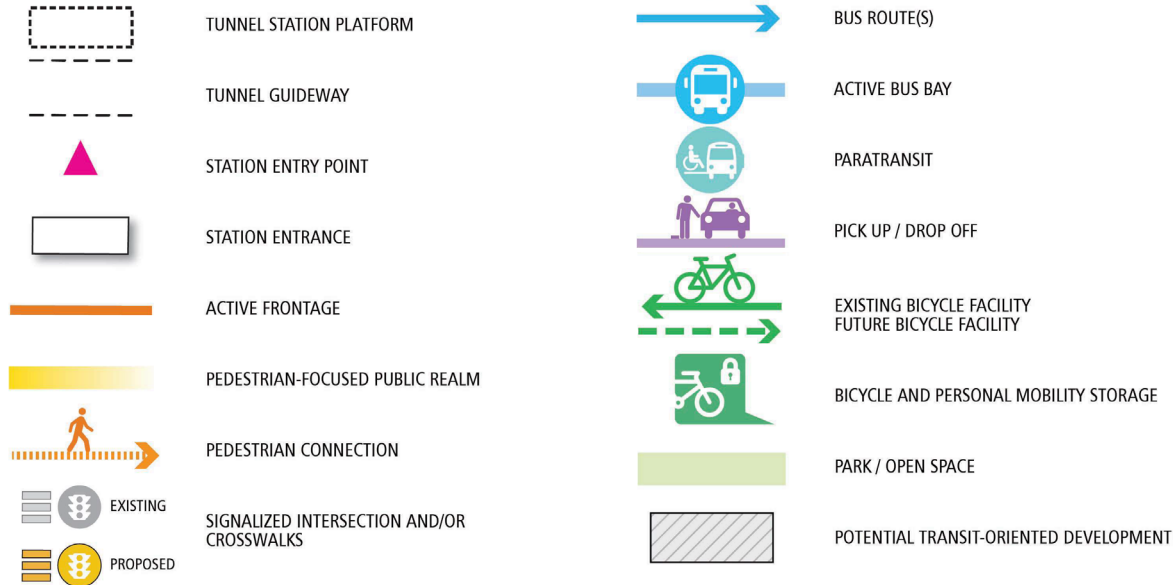
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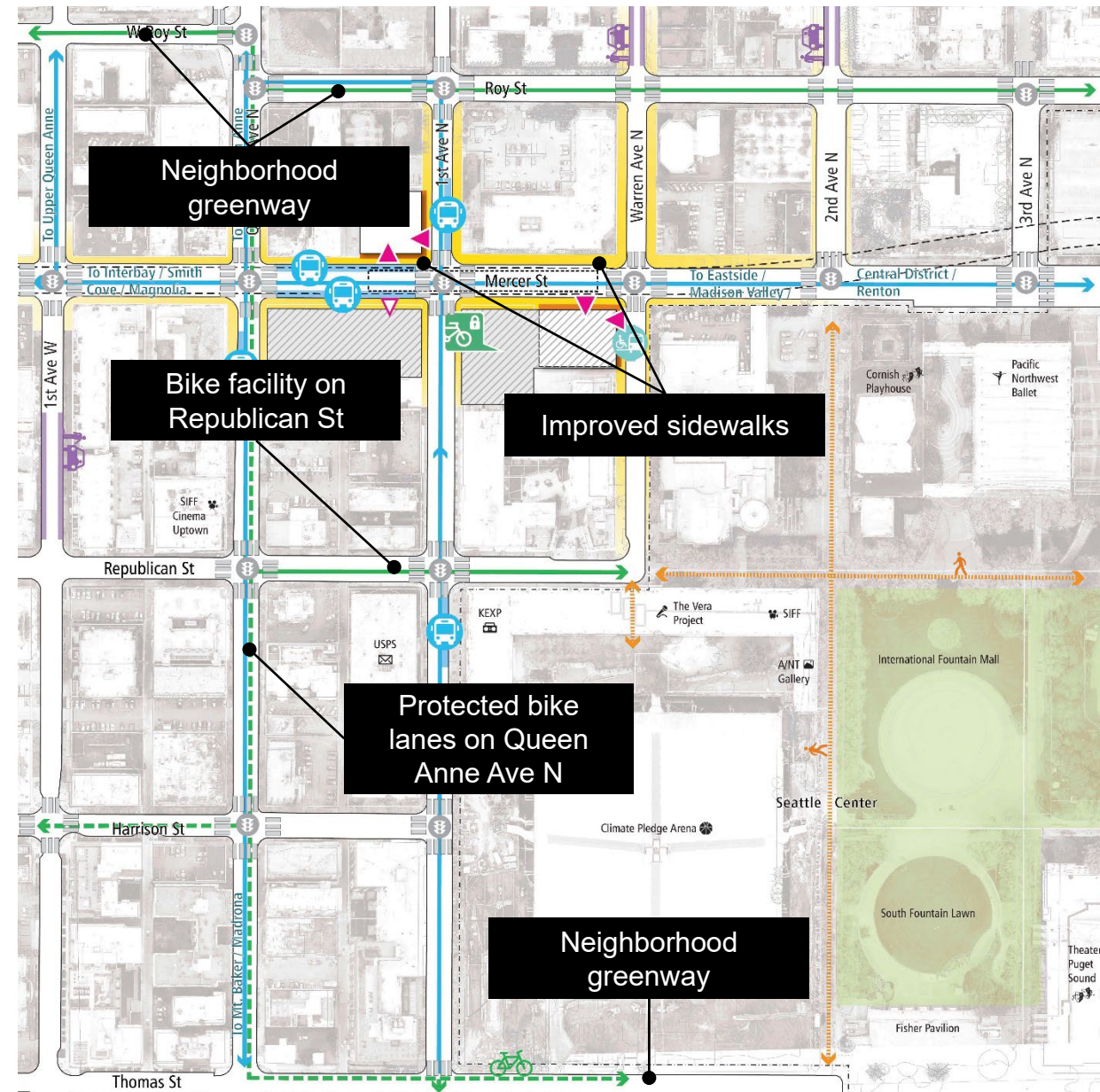
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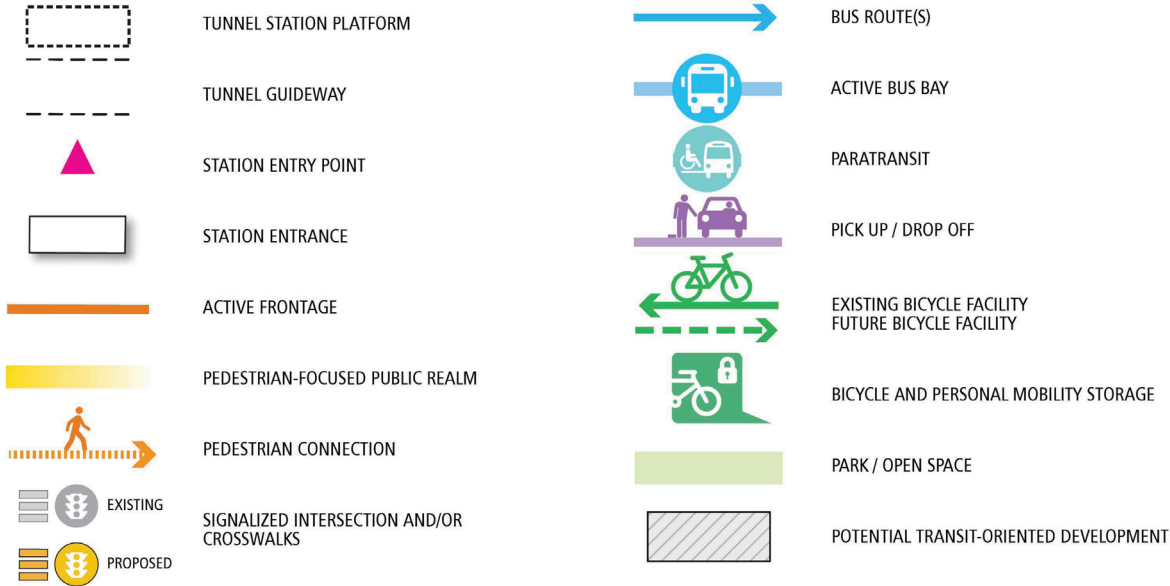
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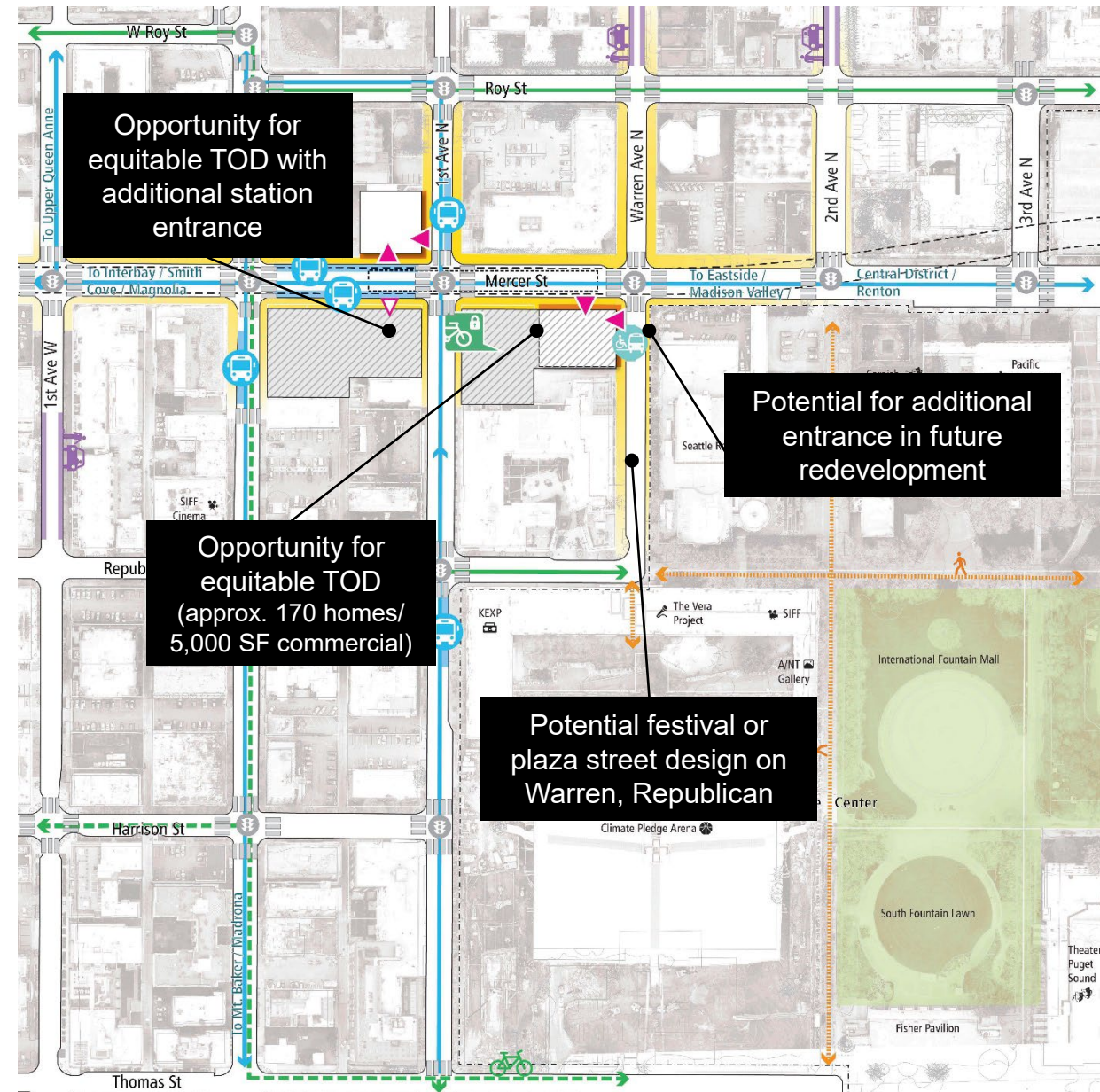
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.



Tunnel Mercer St Station



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



City Observations

Q&A / Discussion

The background is a photograph of a modern city street scene, likely in Seattle, featuring multi-story buildings with large windows and a sidewalk with pedestrians. A semi-transparent blue overlay covers the entire image, with a white geometric pattern of intersecting lines forming a grid-like structure. The text is centered in the middle of the image.

Seattle Center Station City Observations

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Concepts shared for discussion purposes only.



Seattle

Seattle Center | Potential Differentiators

DT-1 Republican Street (*DEIS Preferred Alternative*)

- Construction impacts to Seattle Center and its resident organizations*
- Compatibility with Seattle Center operations not optimal for east entrance[†]

DT-2 Mercer Street (*DEIS Other Alternative*)

- Construction impacts to Mercer Street in the right-of-way*
- Requires mix-and-match to connect with South Lake Union Preferred Alternative at Harrison Street[†]

** Based on City review of ADEIS, pending complete review of DEIS and technical analysis*

† Alternative refinements under consideration

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Seattle Center | Other Considerations

DT-1 Republican Street *(DEIS Preferred Alternative)*

- May provide more optimal user experience at grade – exiting onto Seattle Center campus and 1st Ave rather than Mercer St
 - However, user experience could be compromised at east entrance due to operational conflicts
- Leverages Republican Street design concept

DT-2 Mercer Street *(DEIS Other Alternative)*

- Greater TOD potential
- Potential to enhance Mercer streetscape with TOD and station improvements
- Potential to enhance Warren St as pedestrian gateway to Seattle Center
- Mercer sidewalk capacity as-is may not be sufficient for surge traffic
- Potential to attenuate surge traffic with station entrances further from Seattle Center campus and Climate Pledge Arena
- Offers entrances both north and south of Mercer St

** Based on City review of ADEIS, pending complete review of DEIS and technical analysis*

† Alternative refinements under consideration

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Seattle Center | Charrette Discussion

Content forthcoming

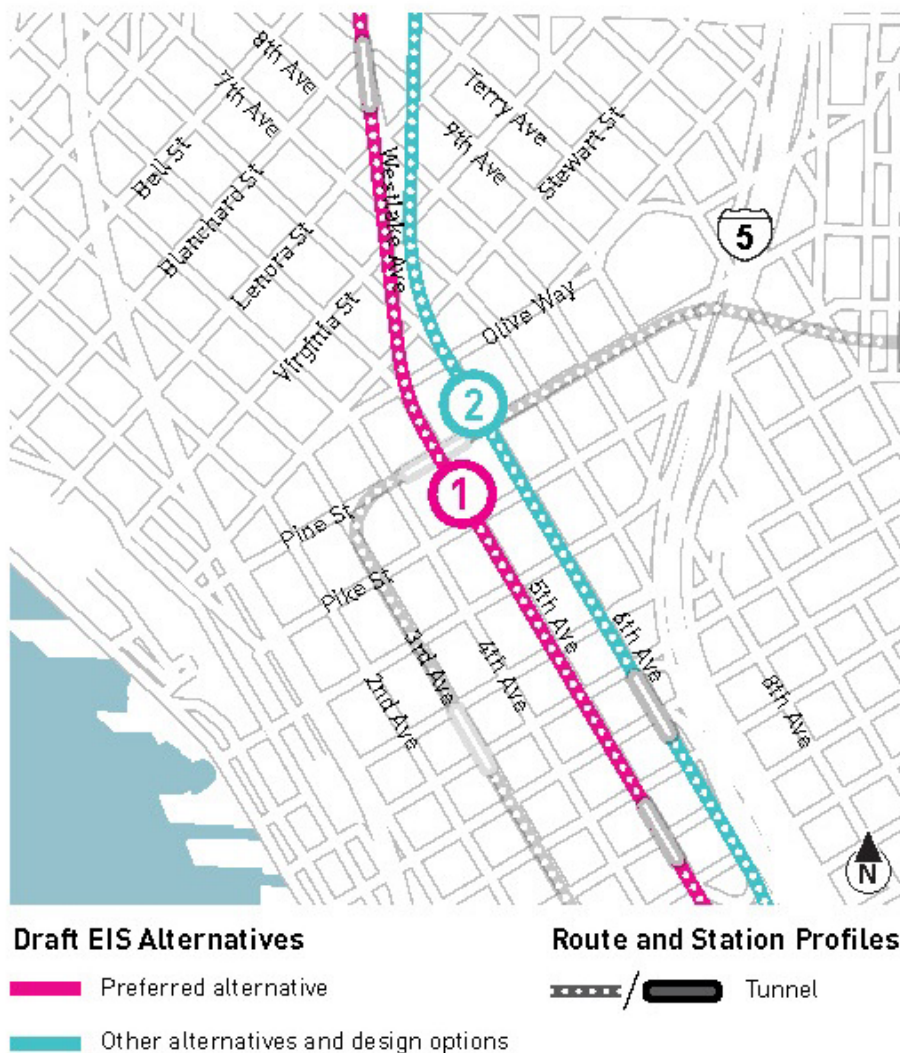
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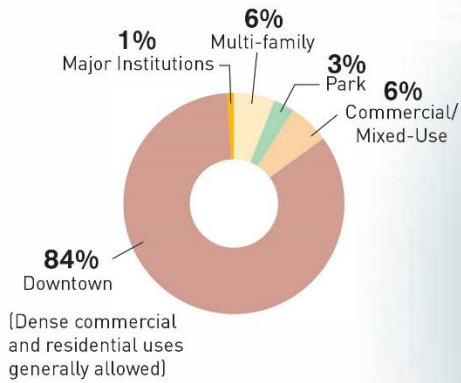
Agenda

- Welcome and introductions
- Orientation and background
- Seattle Center Station
- **Westlake Station**



- ***Enhance mobility and access for communities of color and low-income populations***
- ***Create opportunities for equitable development that includes expanding housing and community assets for communities of color***
- ***Create a sense of belonging for communities of color at all stations***

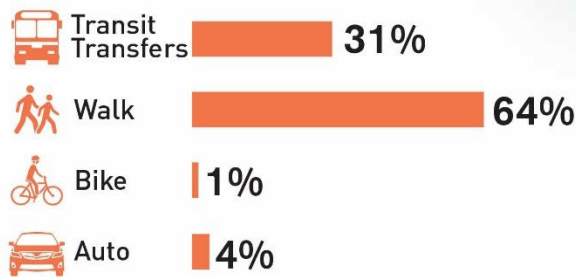
Existing land use in the station area⁽¹⁾



Ridership/daily boardings⁽²⁾



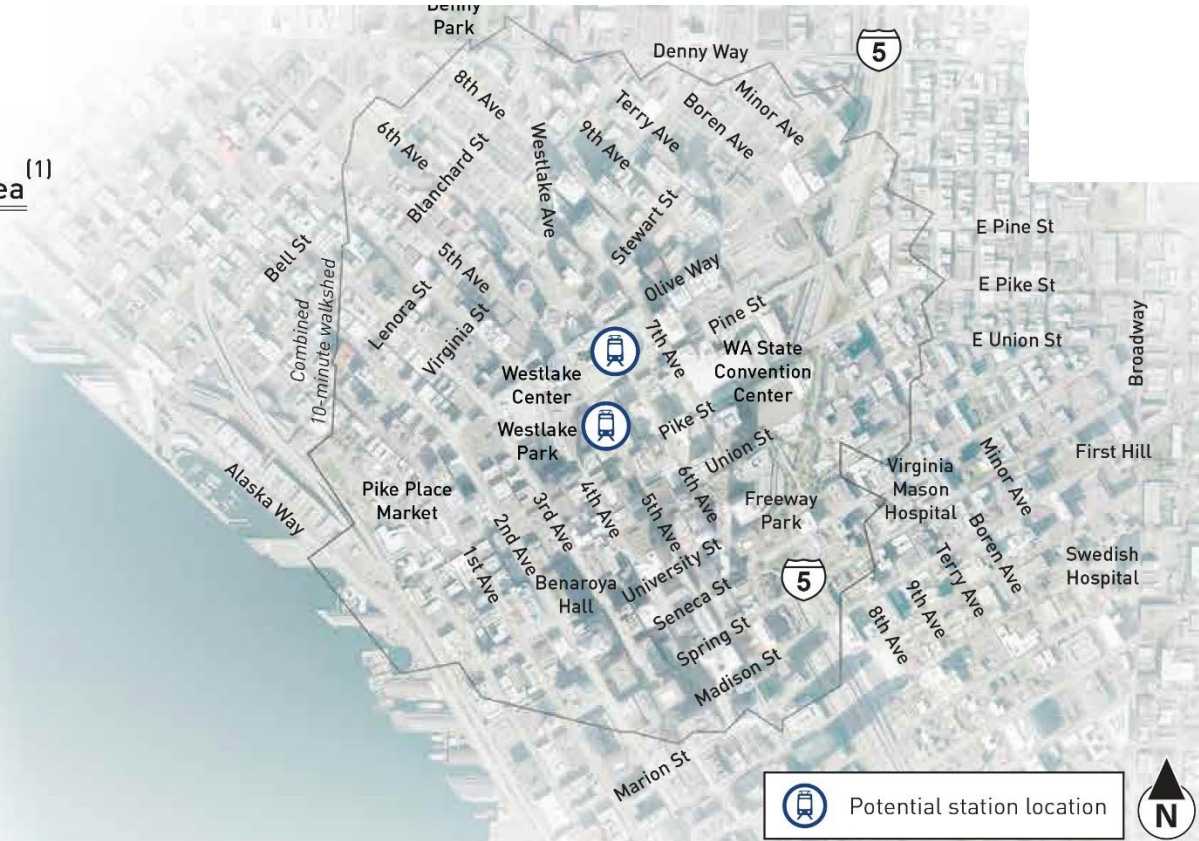
How people will travel to the station⁽²⁾



Bike facilities within 10-minute bikeshed⁽³⁾



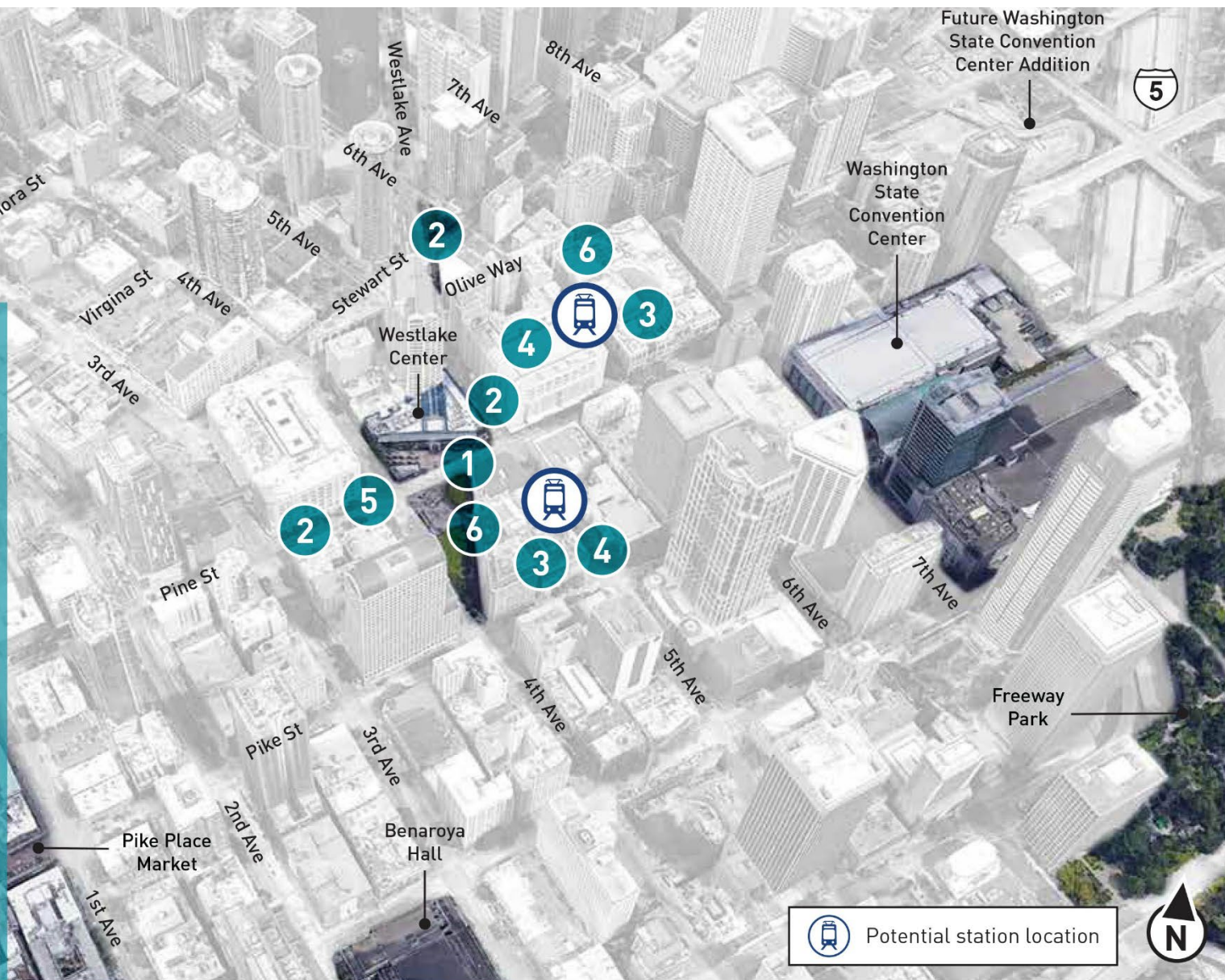
Living and working in the station area (2040)^(1,4)



What
we heard
so far

NEIGHBORHOOD FEEDBACK

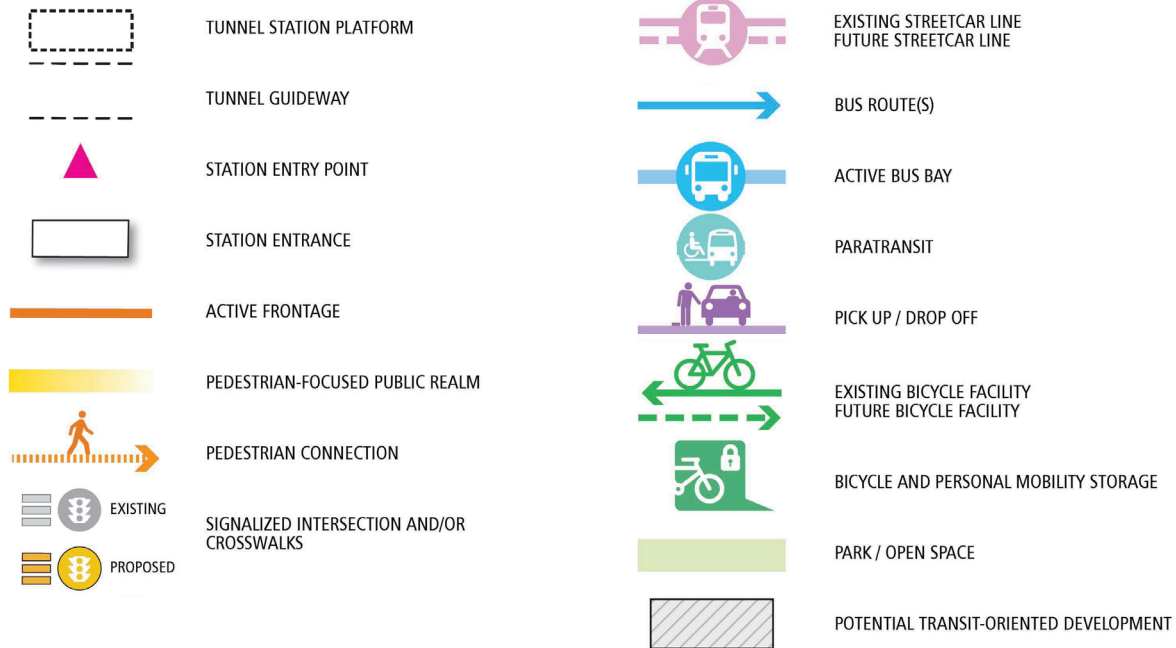
- 1 Encourage convenient and intuitive connections between the new and existing light rail lines
- 2 Seamlessly integrate the multiple transportation modes in the station area
- 3 Incorporate visible station entrances into existing buildings oriented towards pedestrian flow
- 4 Consider retail inside the station building
- 5 Keep tourists in mind by providing clear wayfinding in the station area in multiple languages
- 6 Station and surrounding area should be designed for safety and comfort of passengers and others traveling through the area



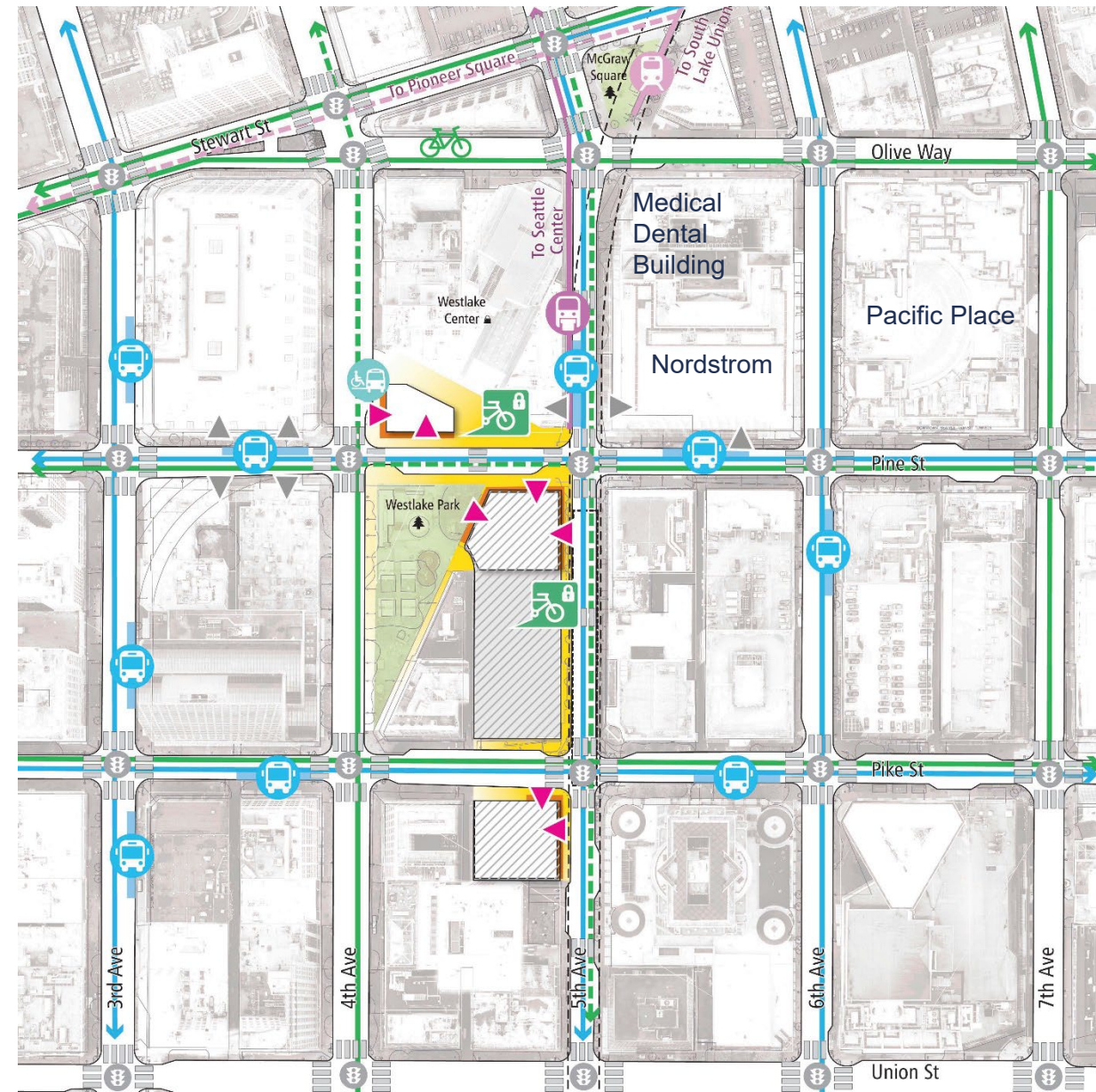
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Preferred alternative

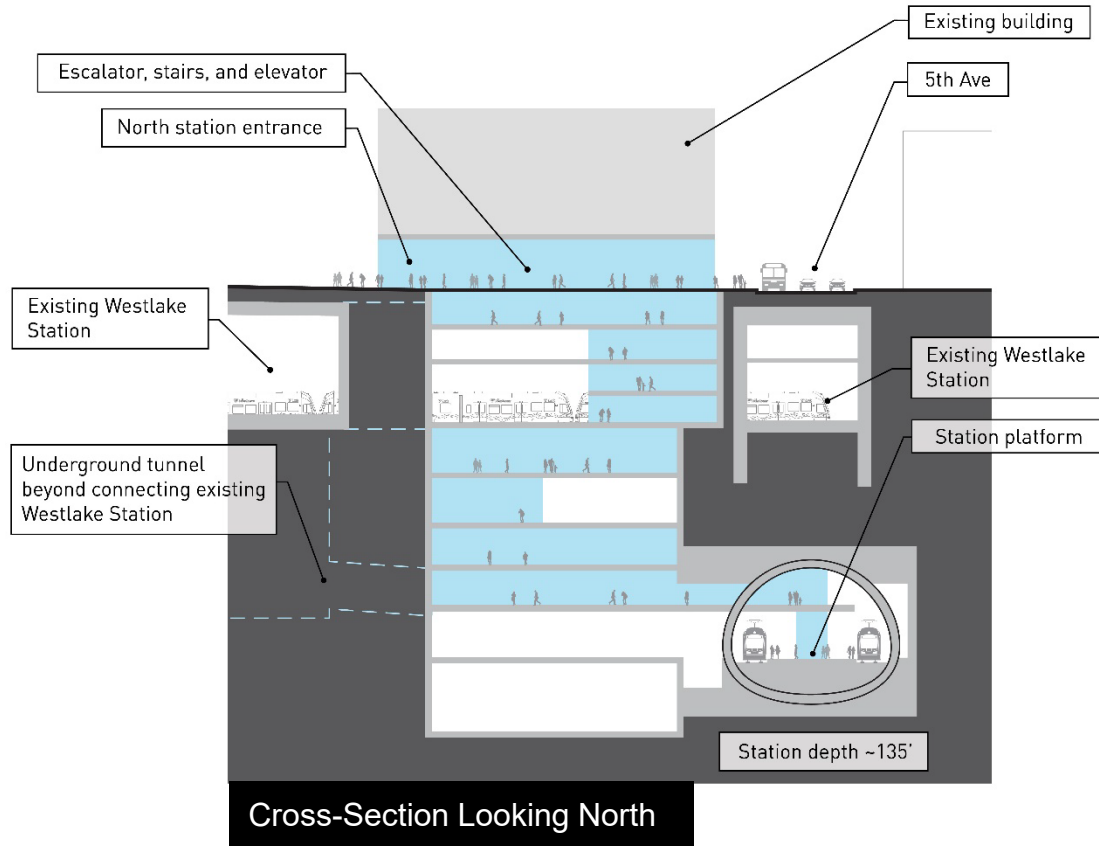
Tunnel 5th Ave Station



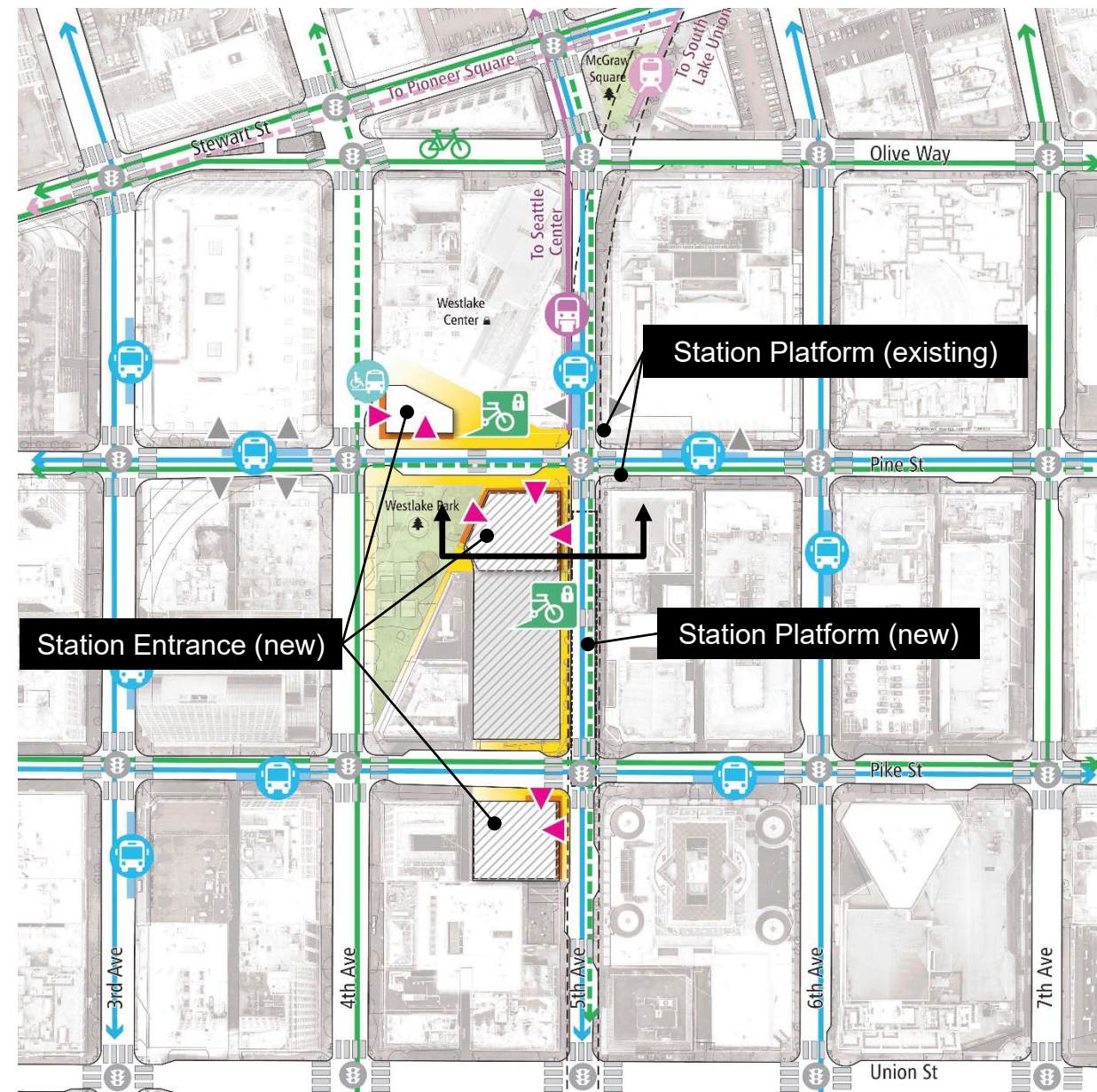
Conceptual design subject to change. All measurements are approximate.
Diagrams for illustration only.



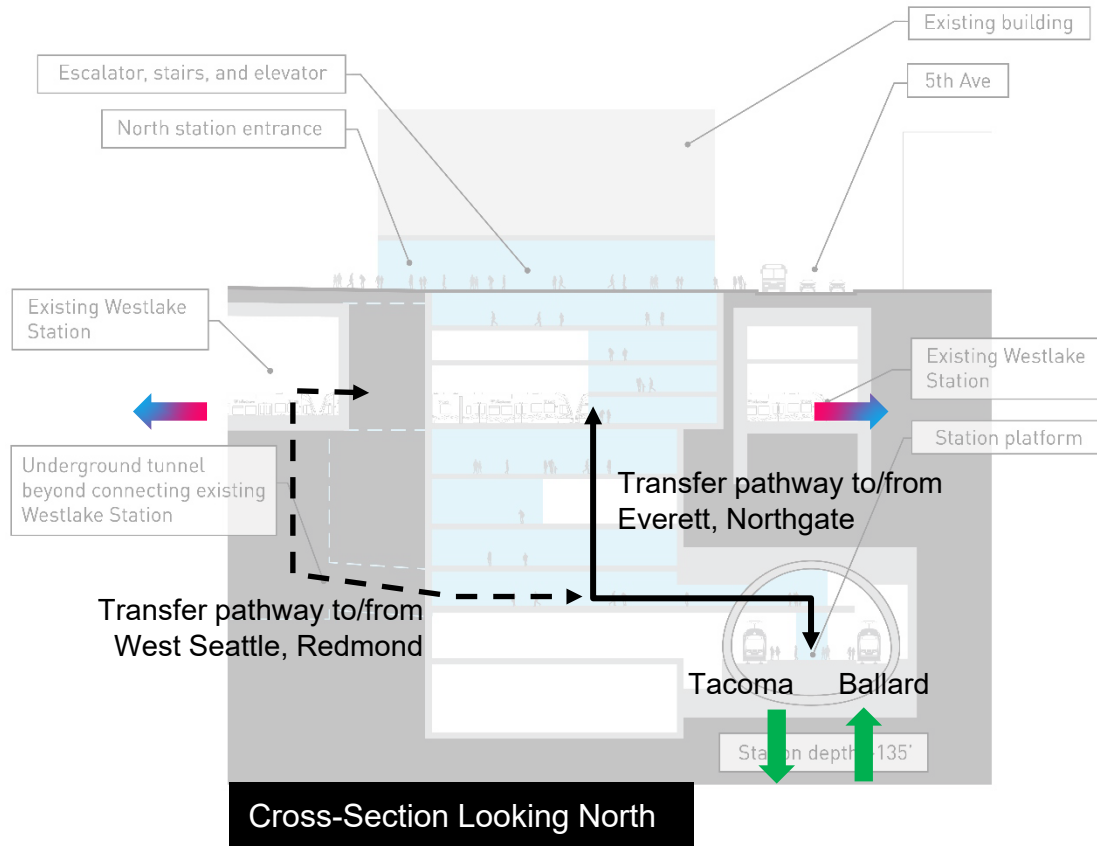
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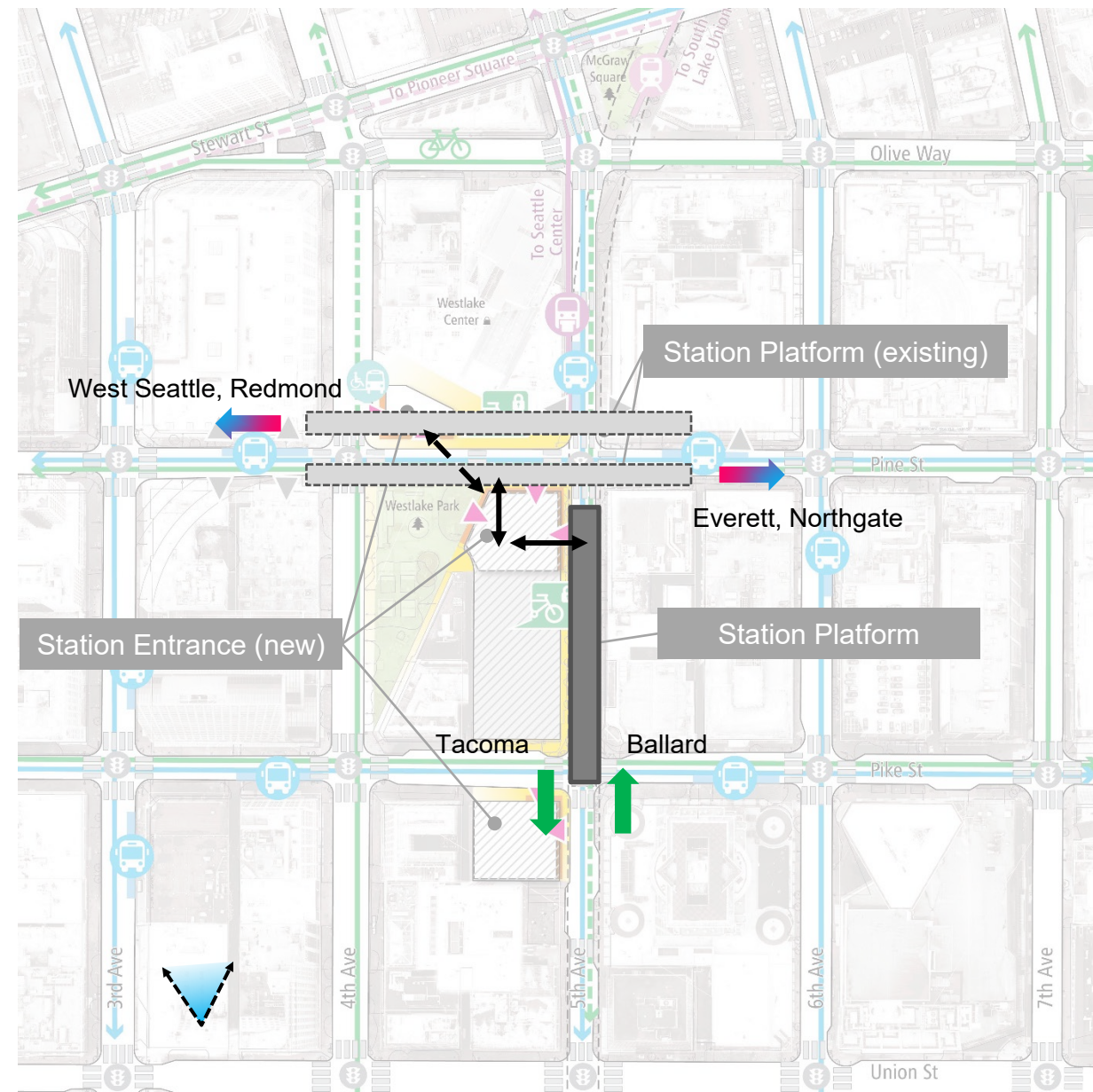
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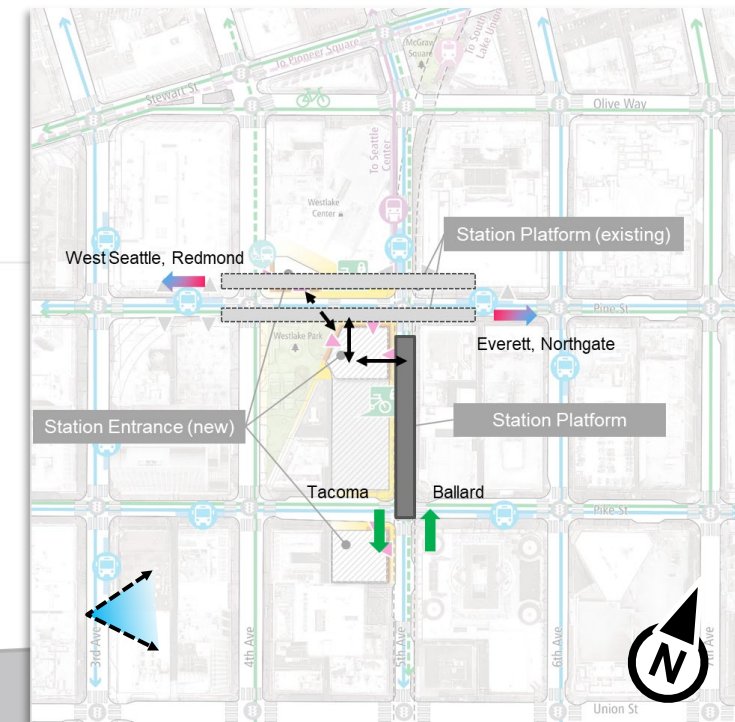
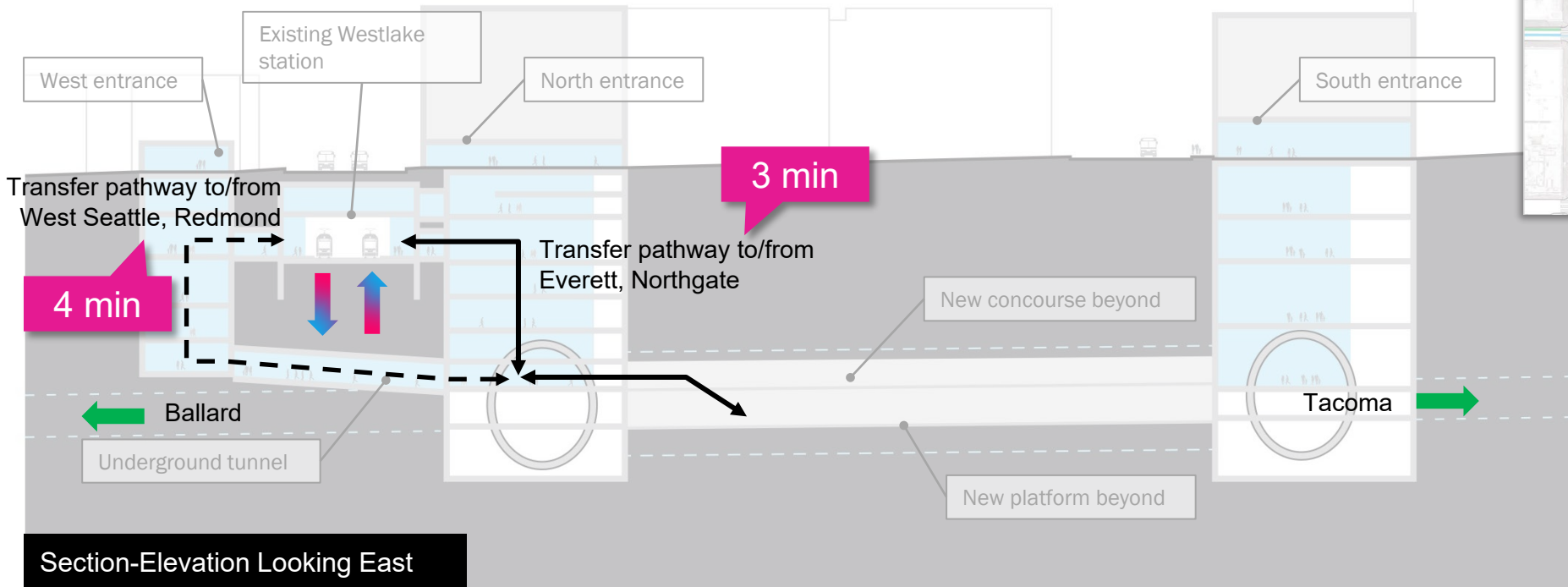
Tunnel 5th Ave Station



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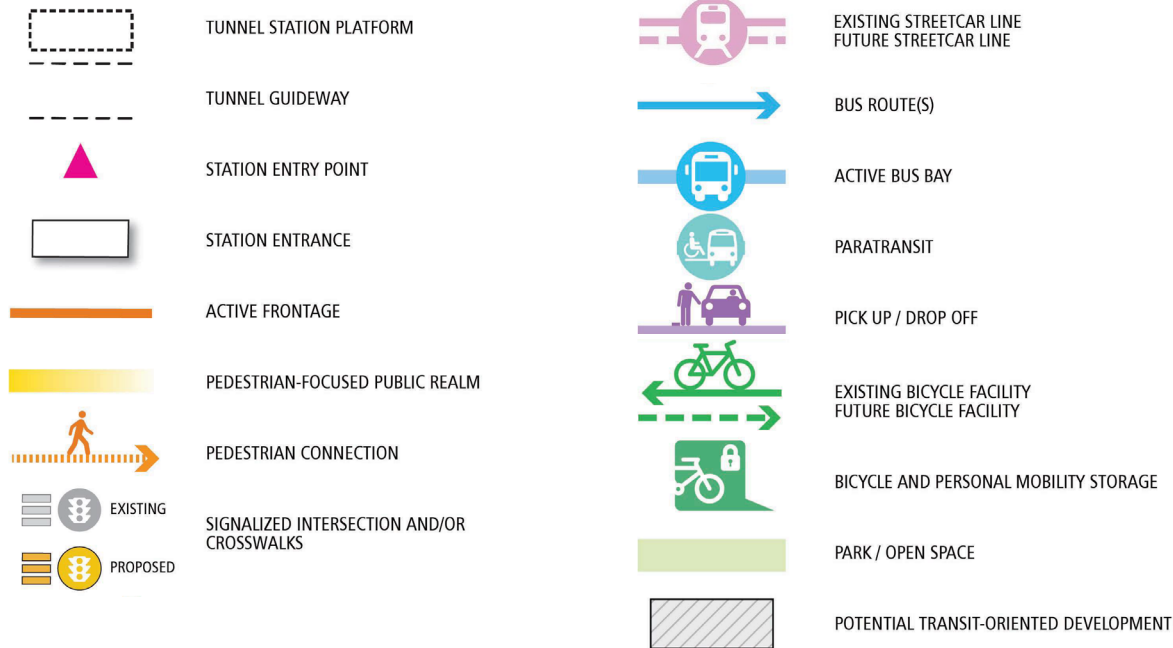


Tunnel 5th Ave Station

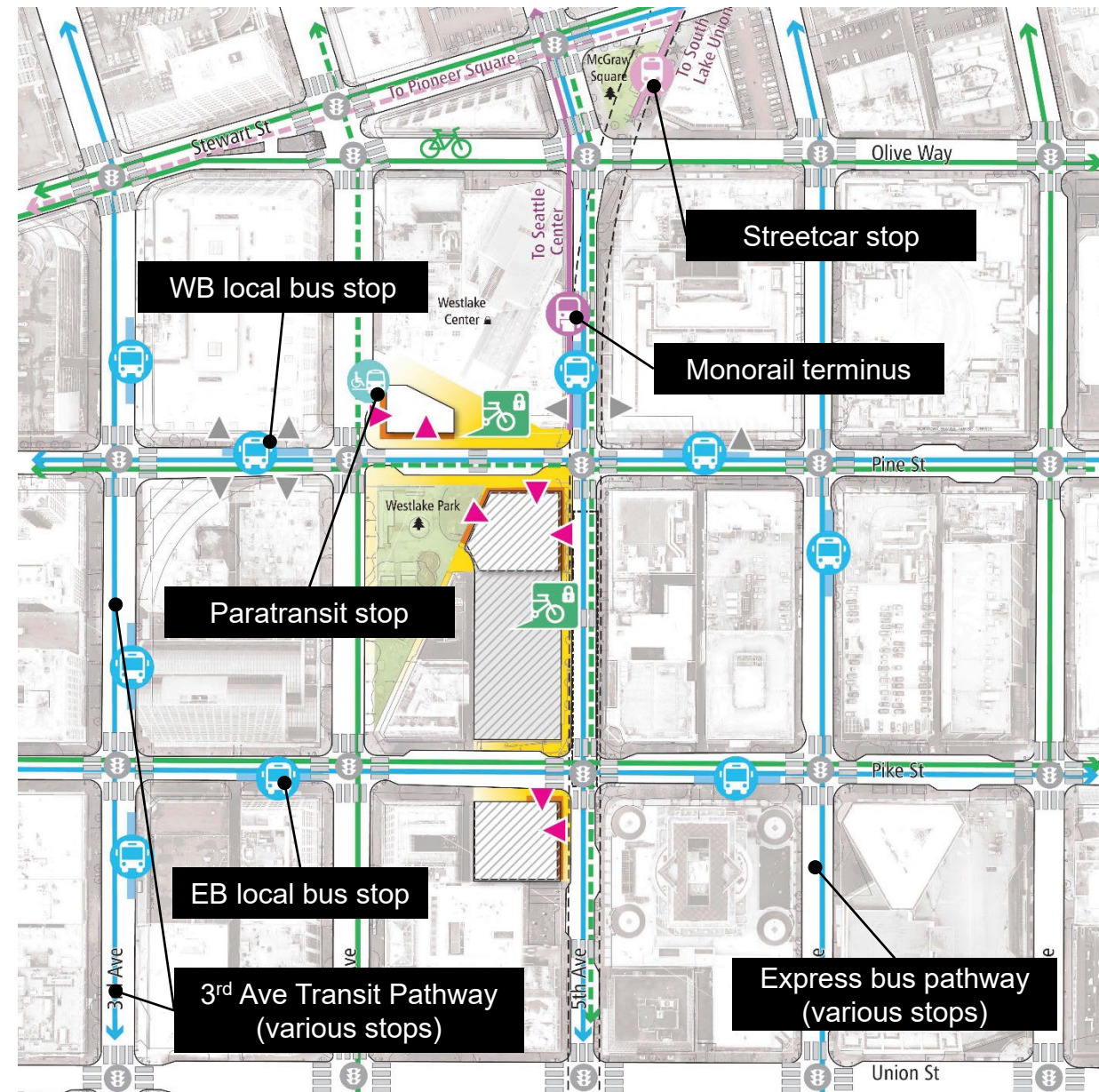


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Diagrams for illustration only.

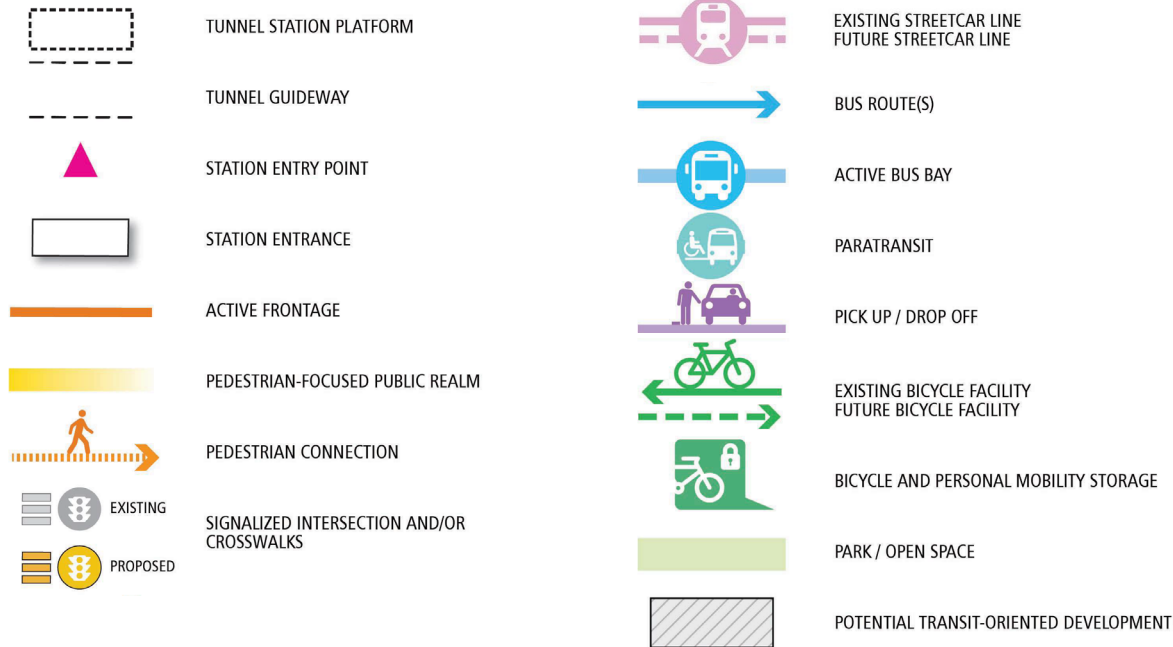
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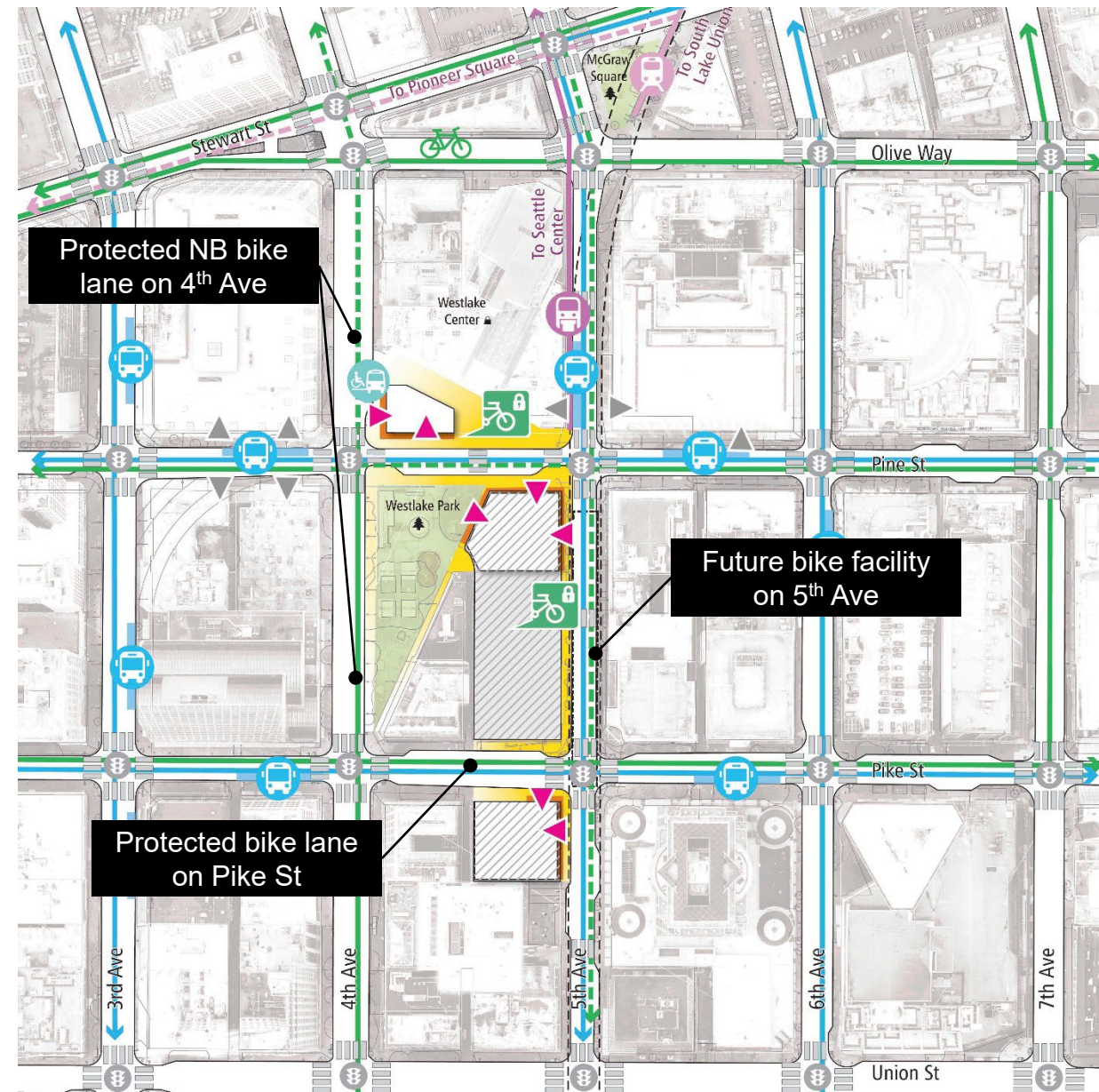
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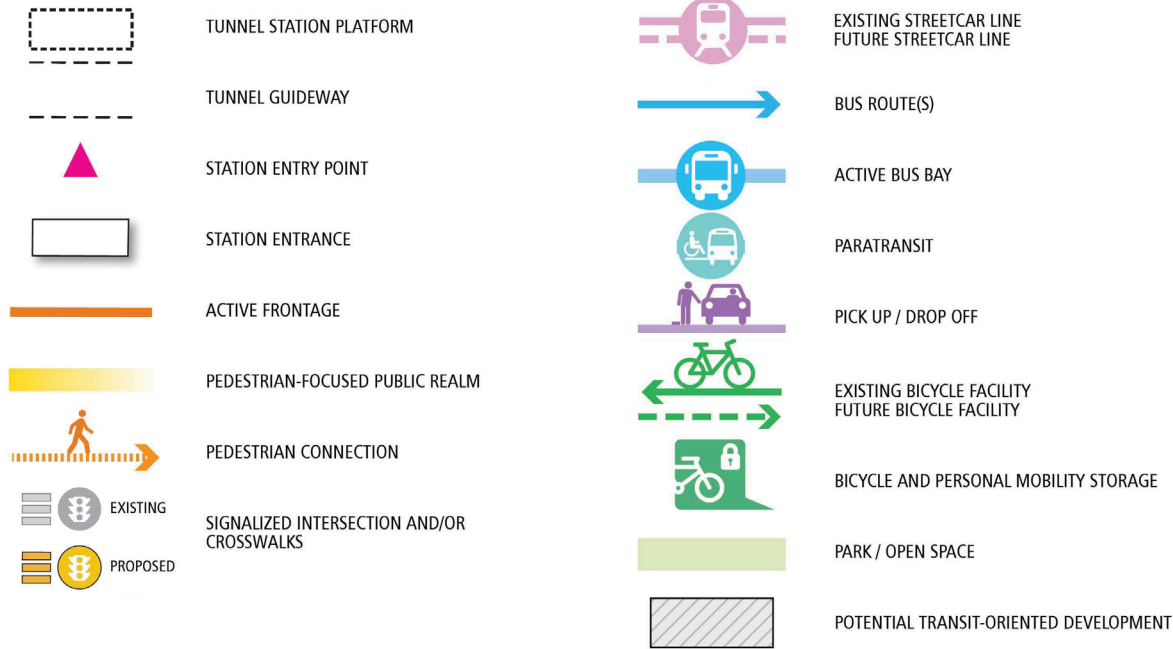
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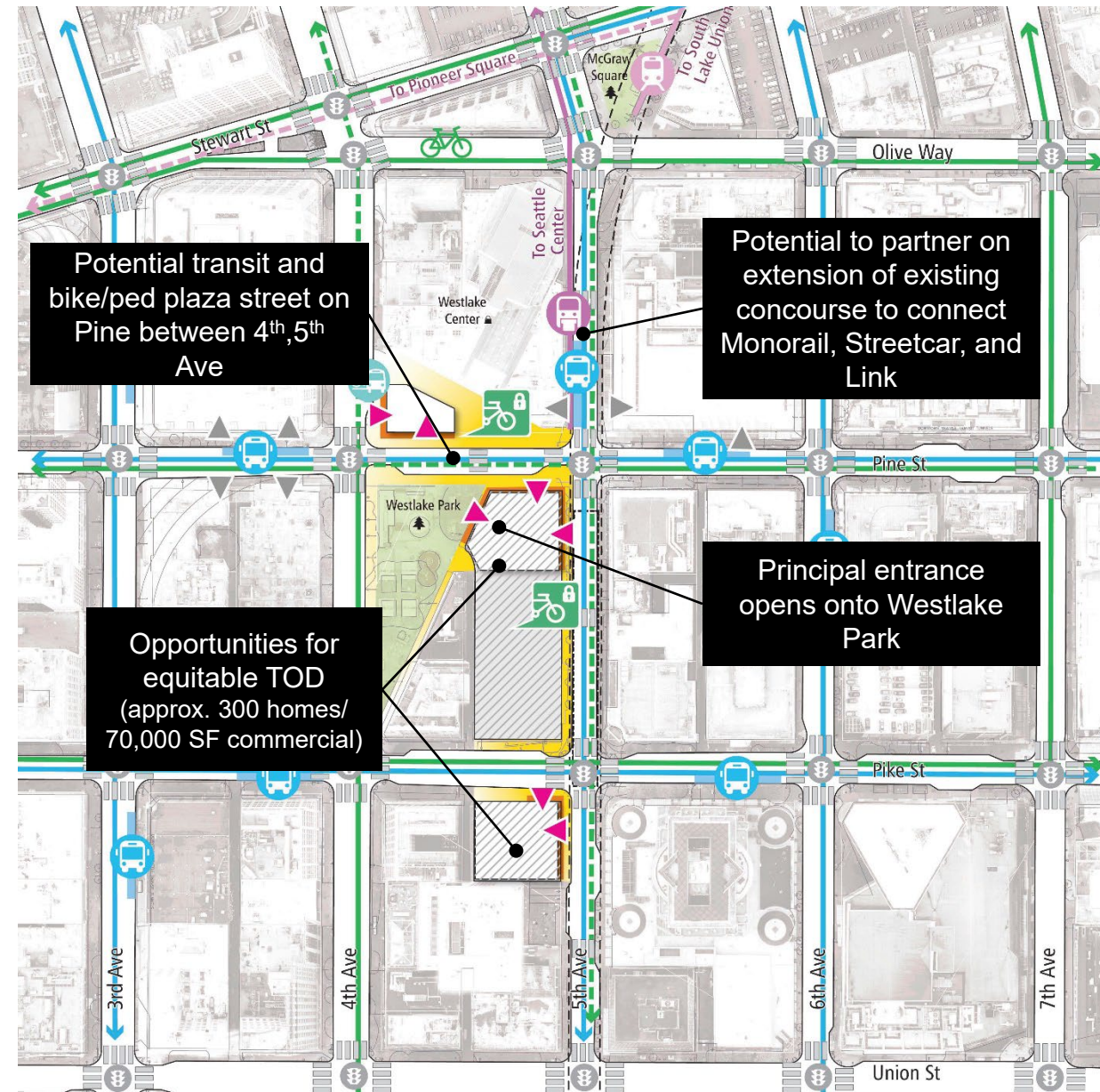
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Tunnel 5th Ave Station

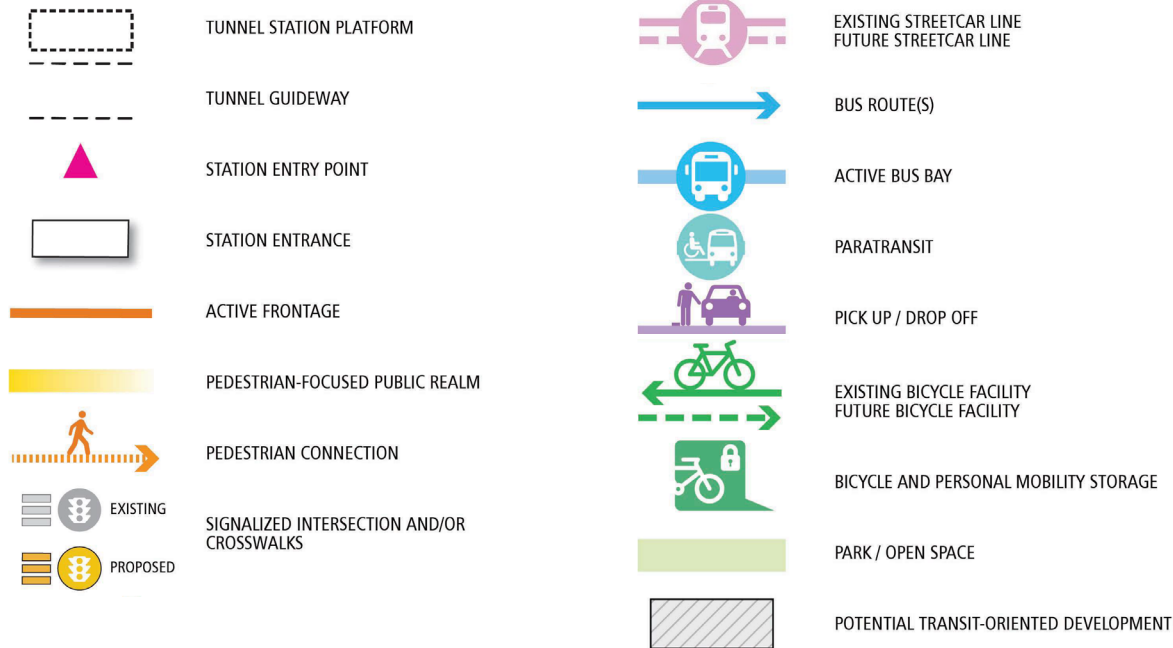


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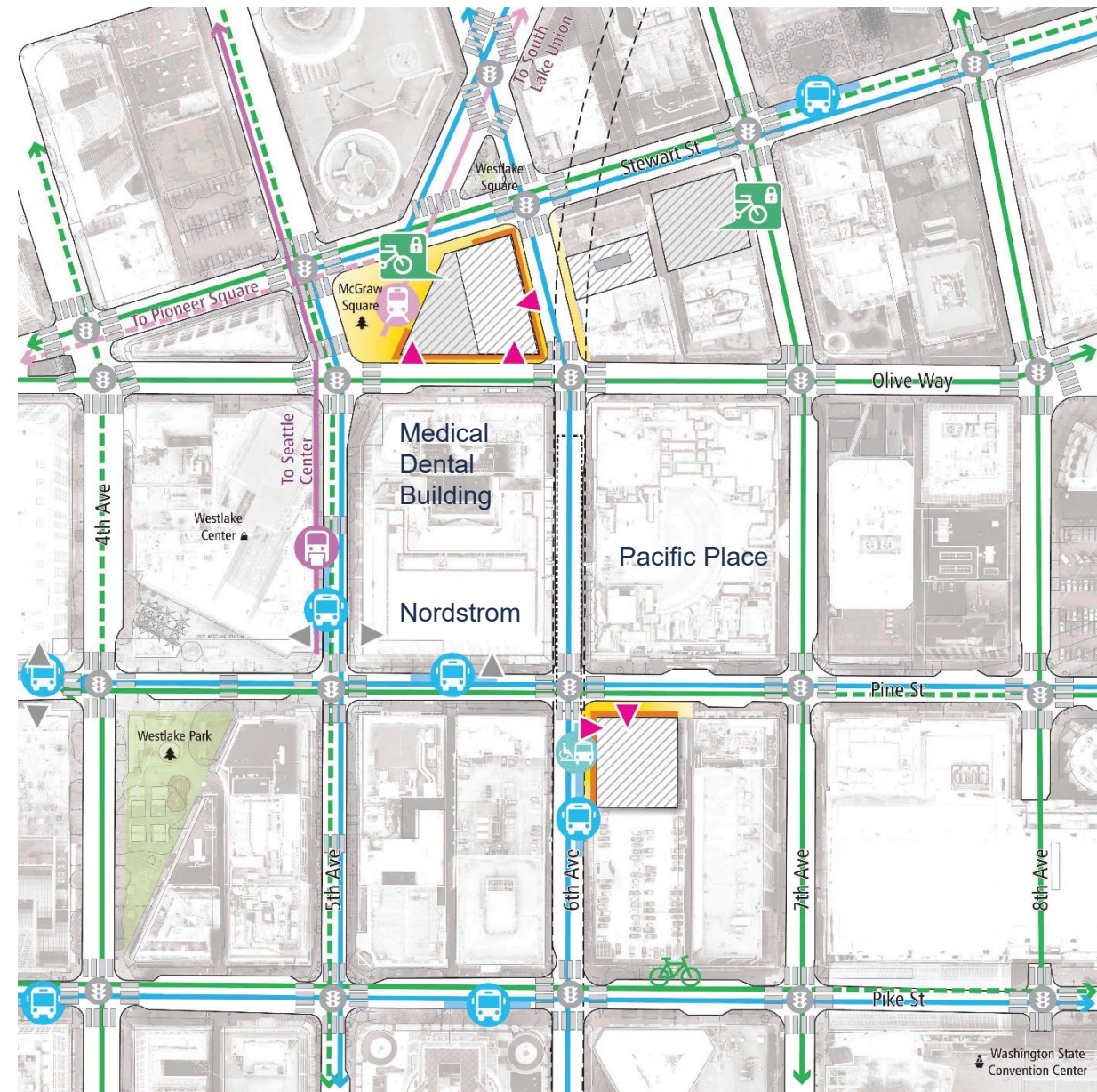


Other Draft EIS alternative

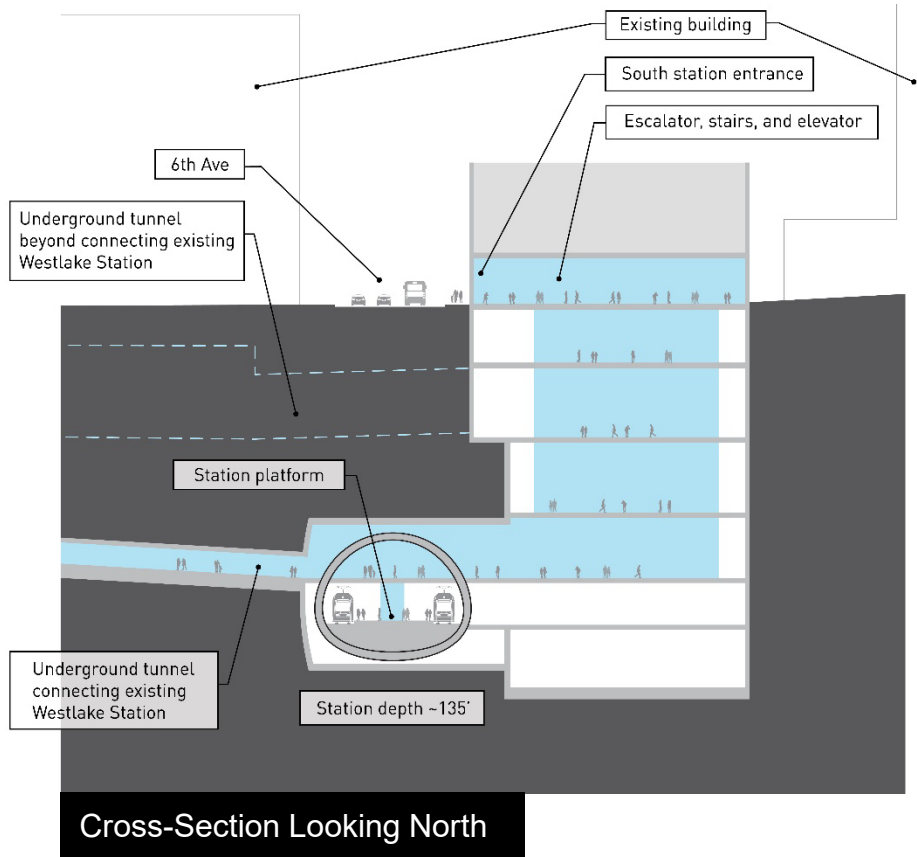
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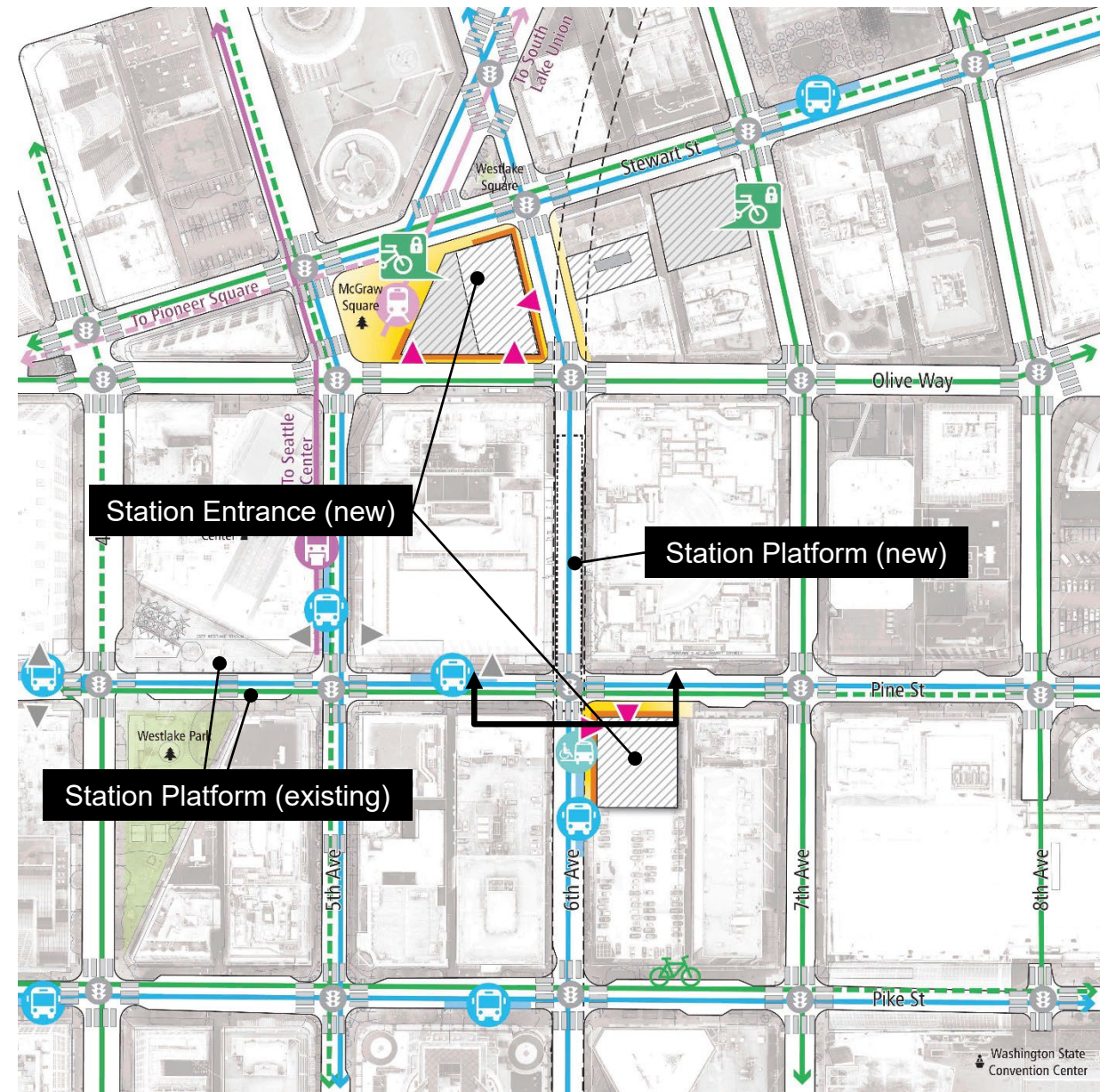
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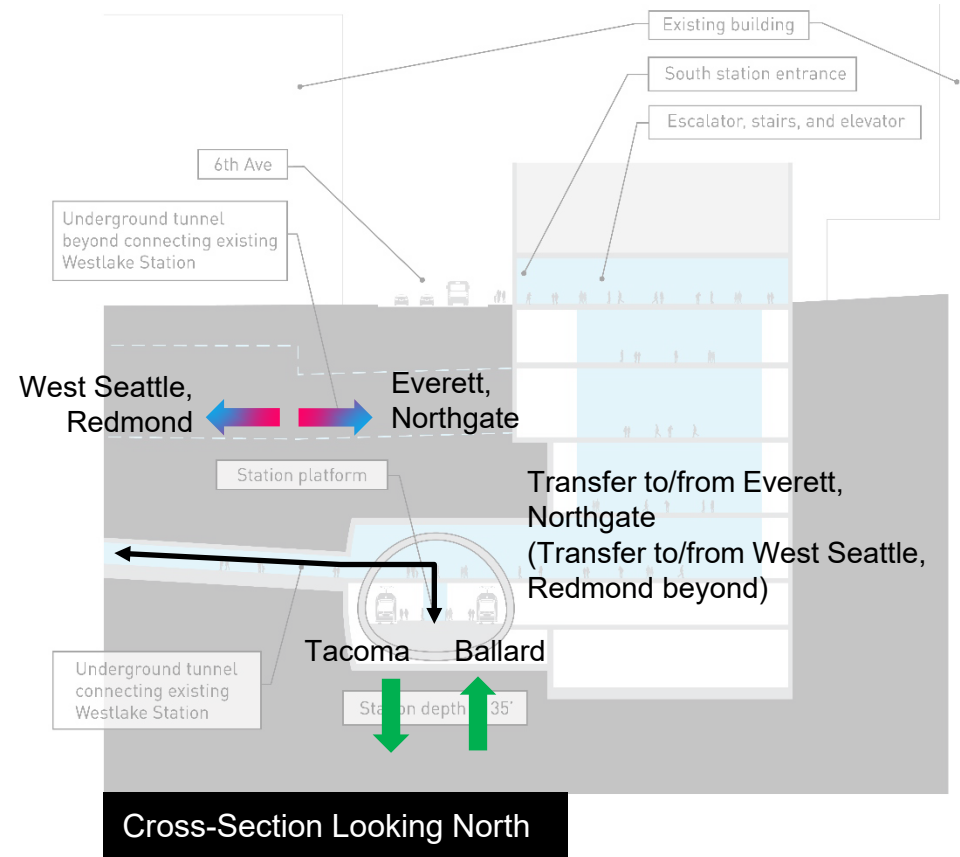
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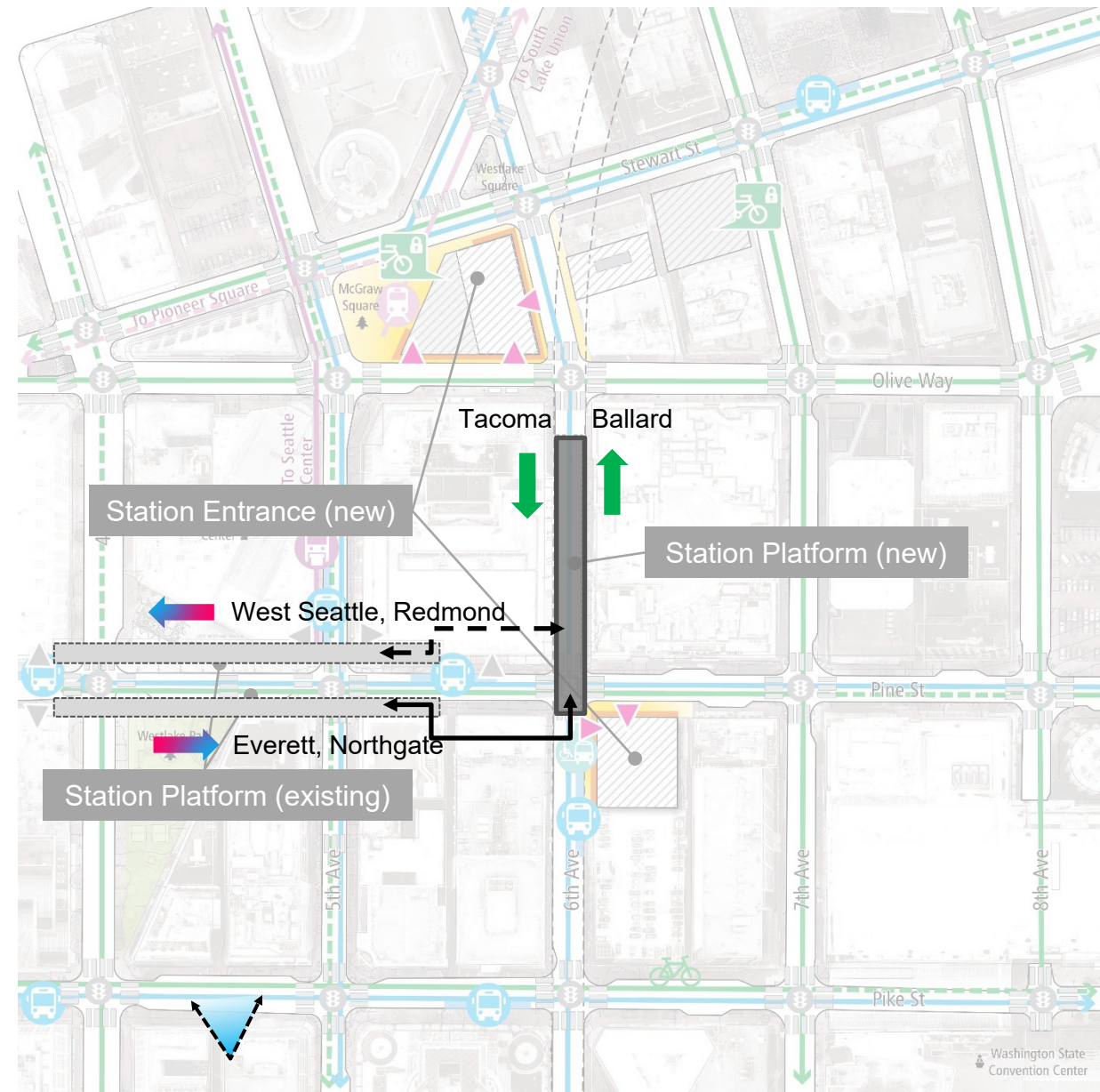
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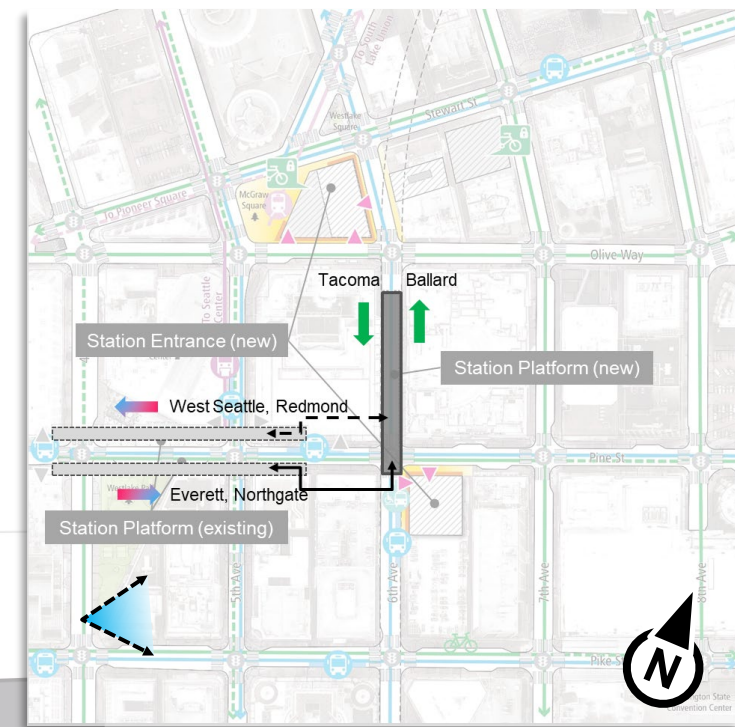
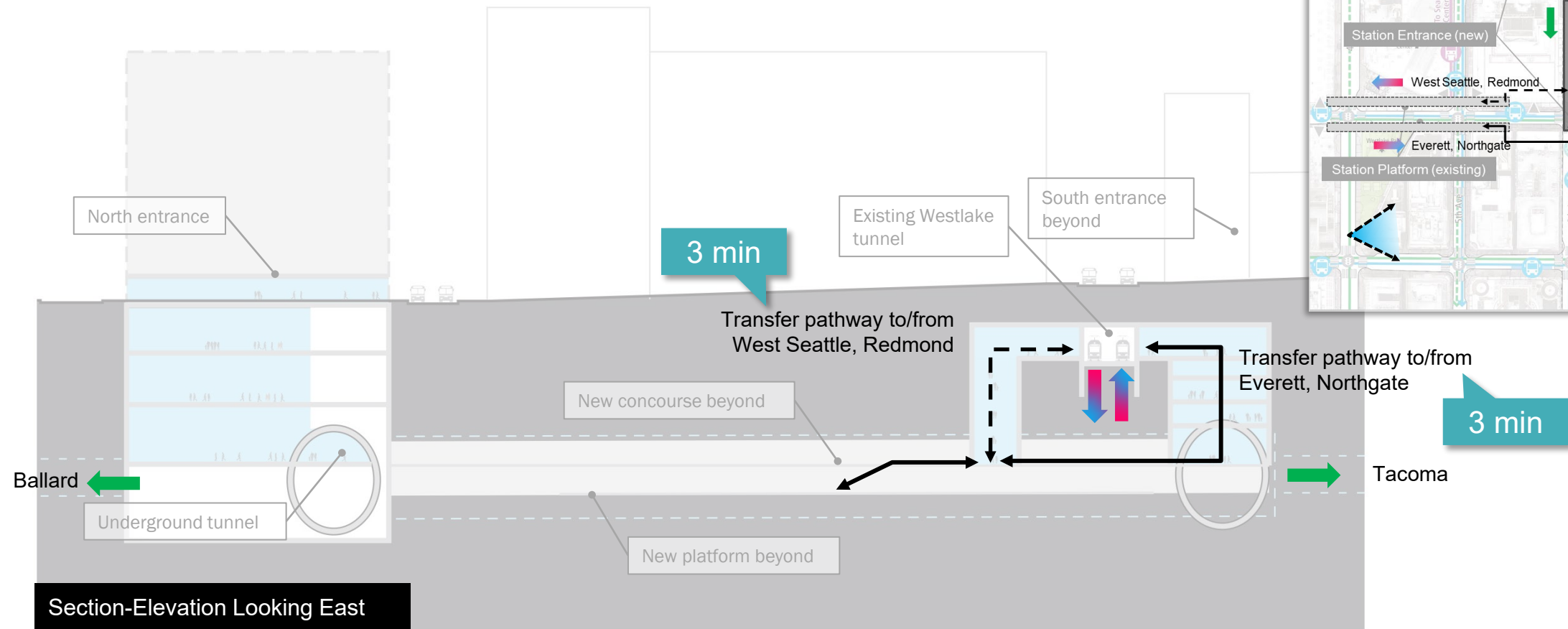
Tunnel 6th Ave Station



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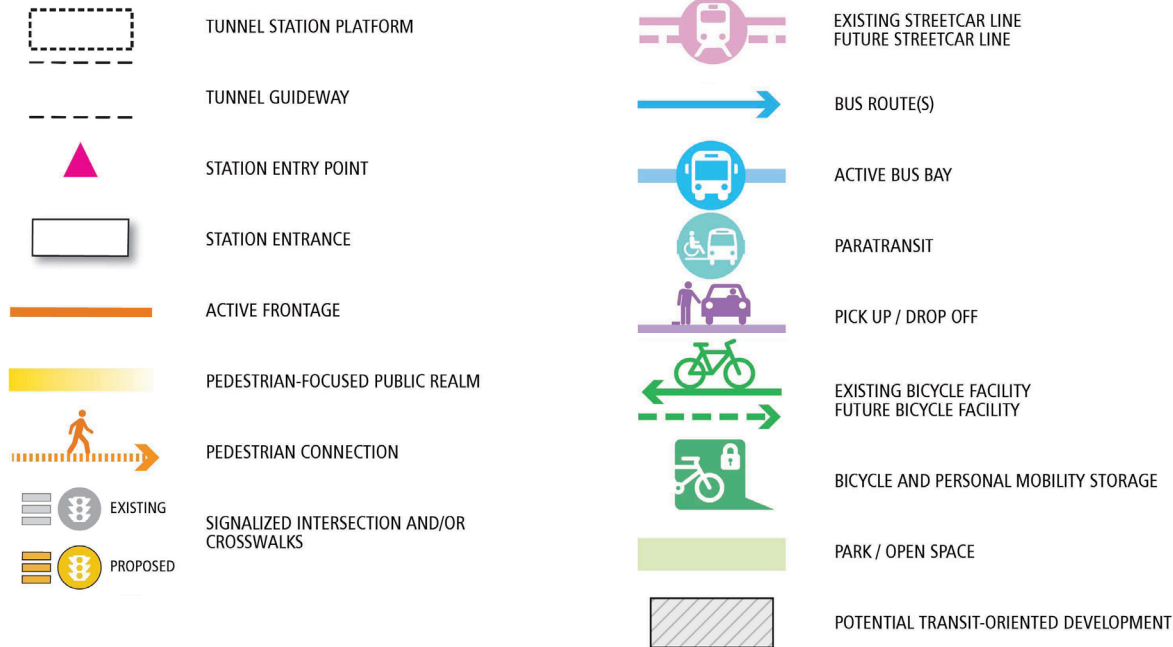


Tunnel 6th Ave Station

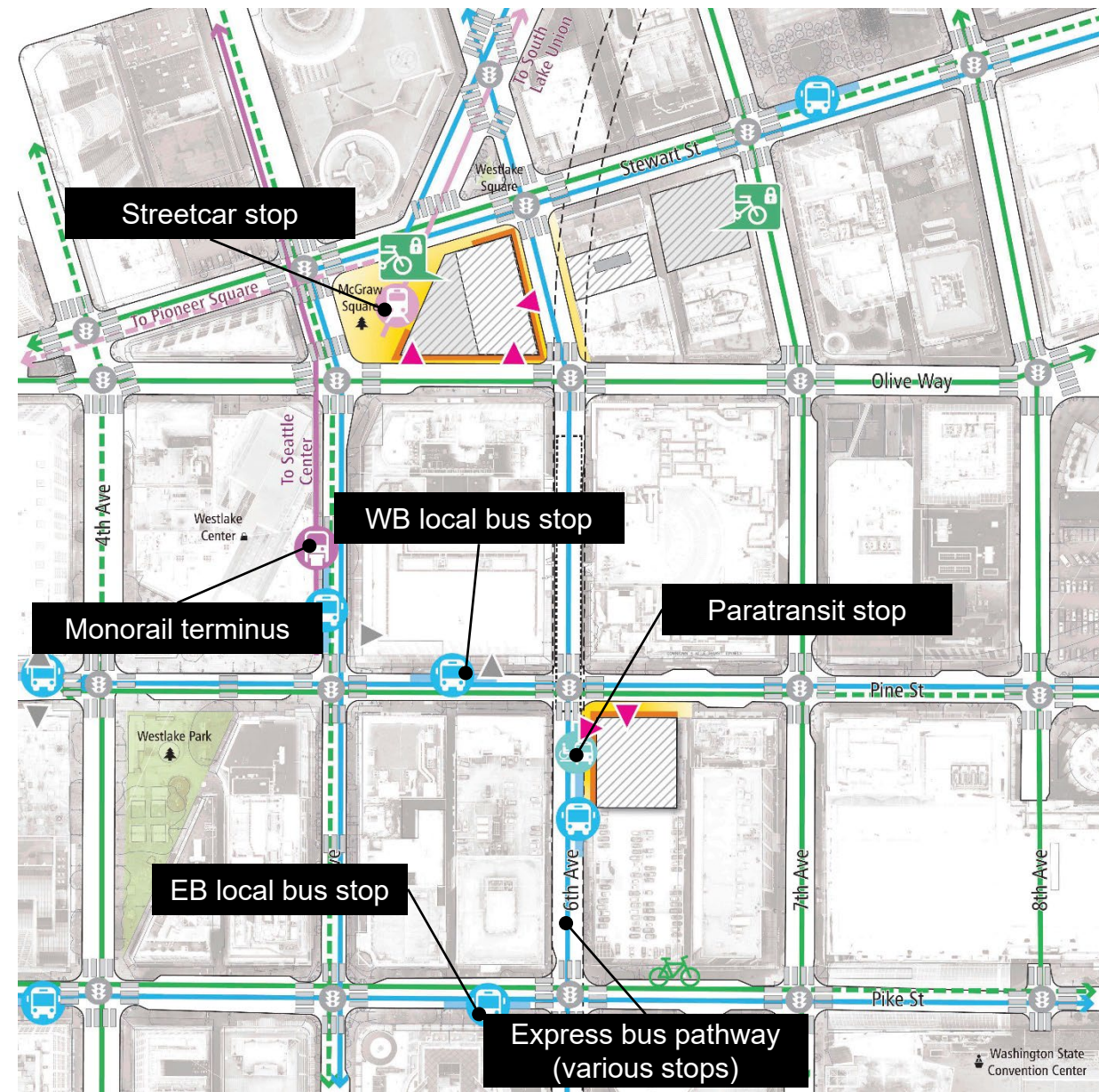


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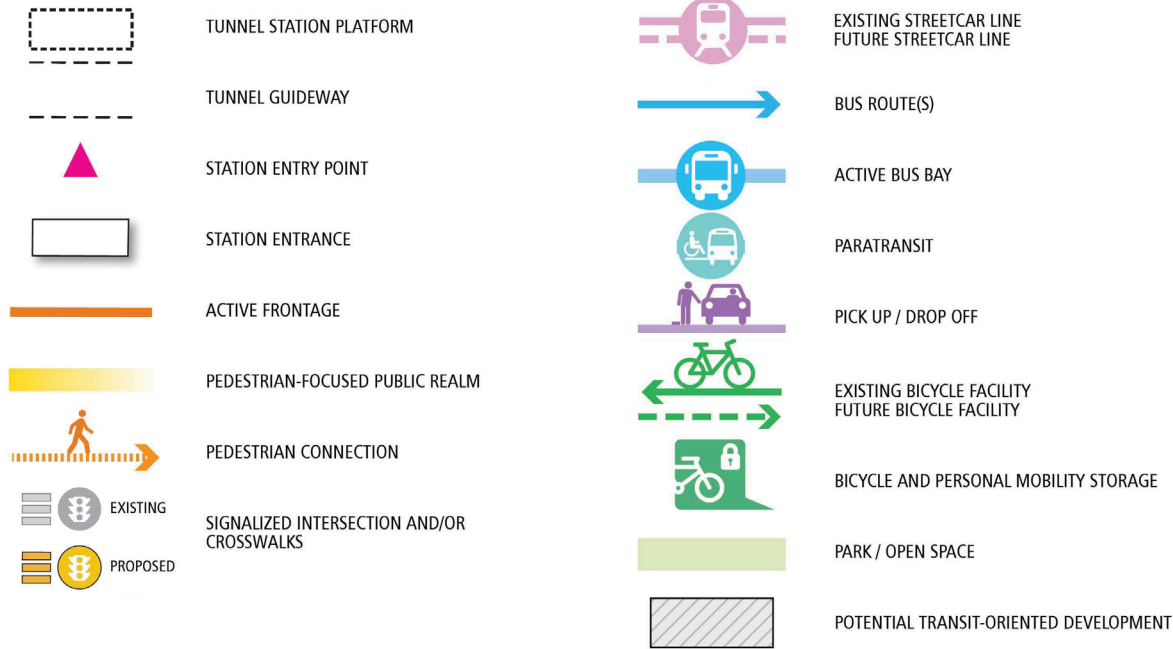
Tunnel 6th Ave Station



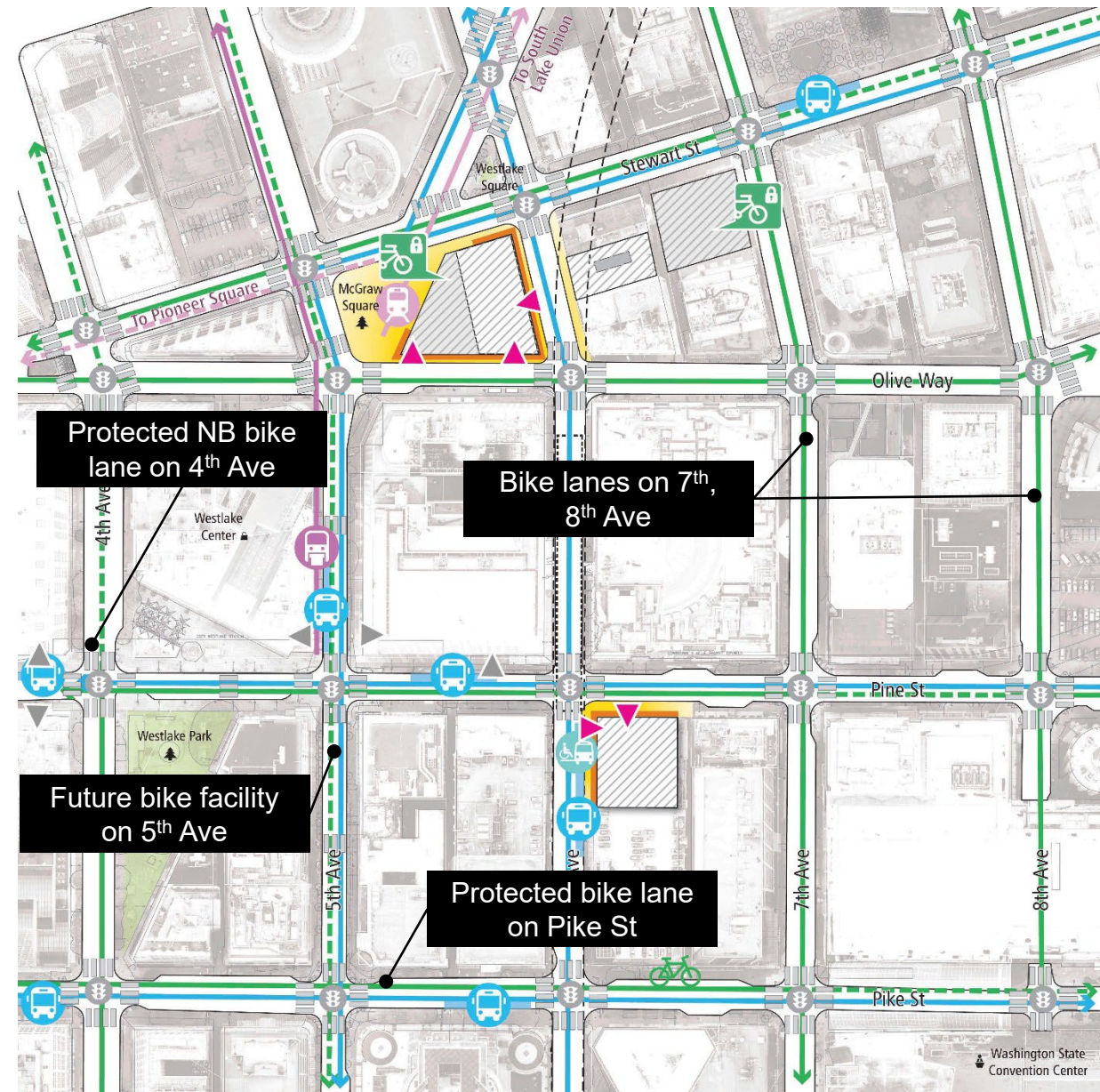
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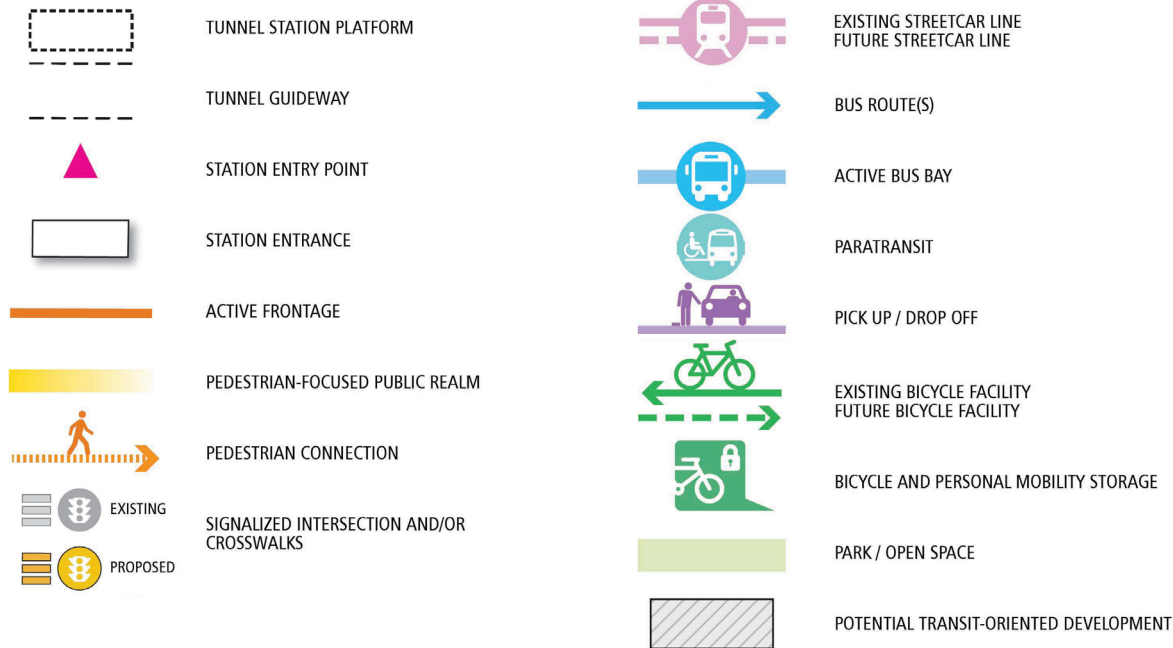
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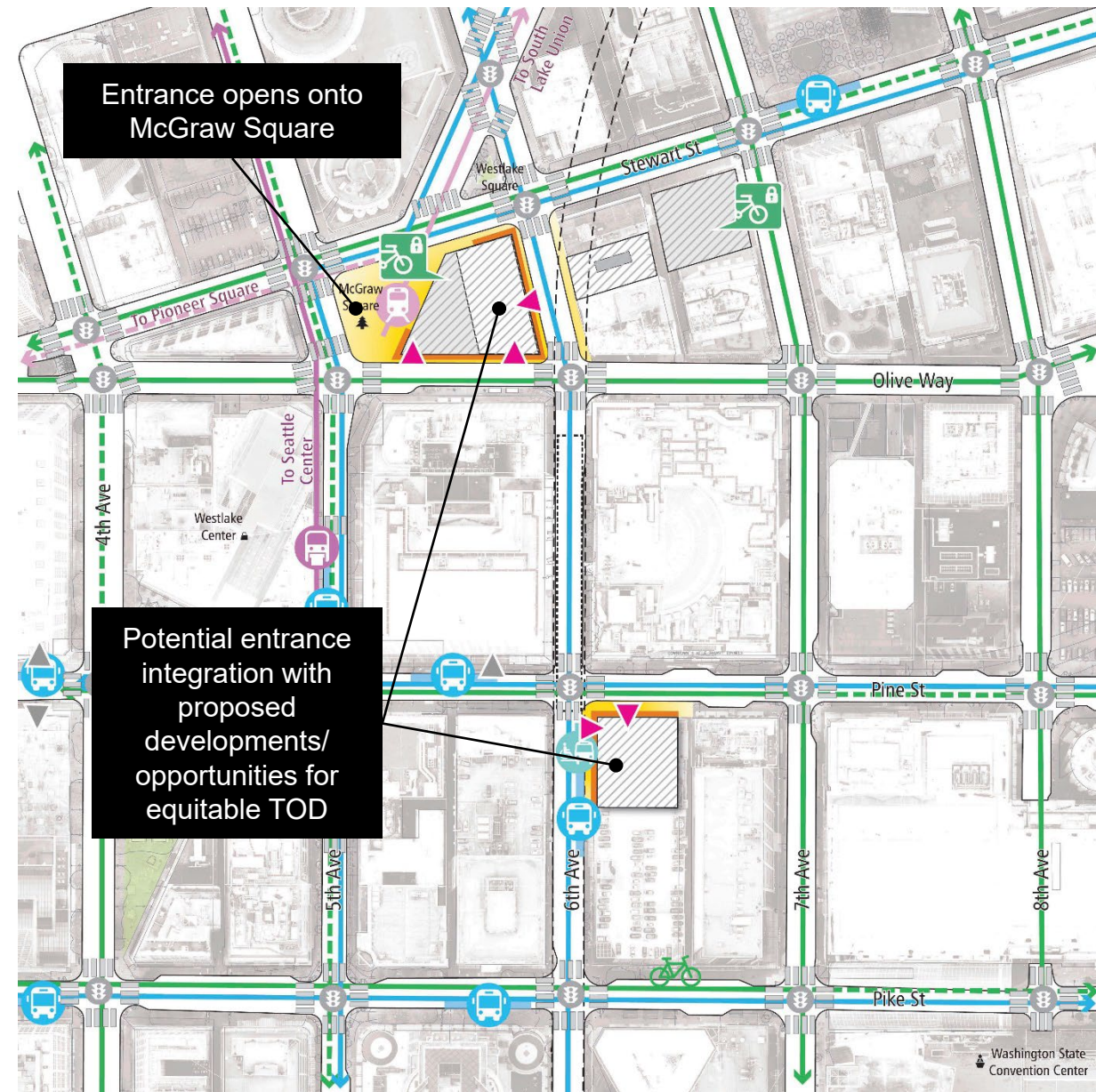
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Tunnel 6th Ave Station



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City Observations

The background is a photograph of a modern, multi-story building with large windows and a mix of light and dark siding. A blue geometric pattern of overlapping squares and lines is overlaid on the entire image. In the foreground, several people are walking on a sidewalk, and a car is partially visible on the right.

Westlake Station City Observations

“City Observations” do not constitute a City position on alternatives.
Concepts shared for discussion purposes only.



Seattle

Westlake | Potential Differentiators

DT-1 5th Ave *(DEIS Preferred Alternative)*

- Potential construction impacts to Streetcar if connecting to DT-1 Harrison Street station at South Lake Union*†
- Proximity to existing station entrances
- Connection to Denny and Midtown stations

DT-2 6th Ave *(DEIS Other Alternative)*

- Potentially less compatible connection to existing station
- Connection to Denny and Midtown stations

** Based on City review of ADEIS, pending complete review of DEIS and technical analysis*

† Alternative refinements under consideration

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Westlake | Other Considerations

DT-1 5th Ave (*DEIS Preferred Alternative*)

- Potentially more compatible integration with Monorail
- Closer to 3rd Ave transit corridor
- Entrance at heart of Westlake Park, opportunity to further activate this iconic Seattle public space
- Potentially more proximate to Pike Pine Streetscape and Bicycle Improvements

DT-2 6th Ave (*DEIS Other Alternative*)

- Potentially more compatible integration with Streetcar
- Closer to Convention Center
- Opportunity to further activate and integrate McGraw Square

** Based on City review of ADEIS, pending complete review of DEIS and technical analysis*

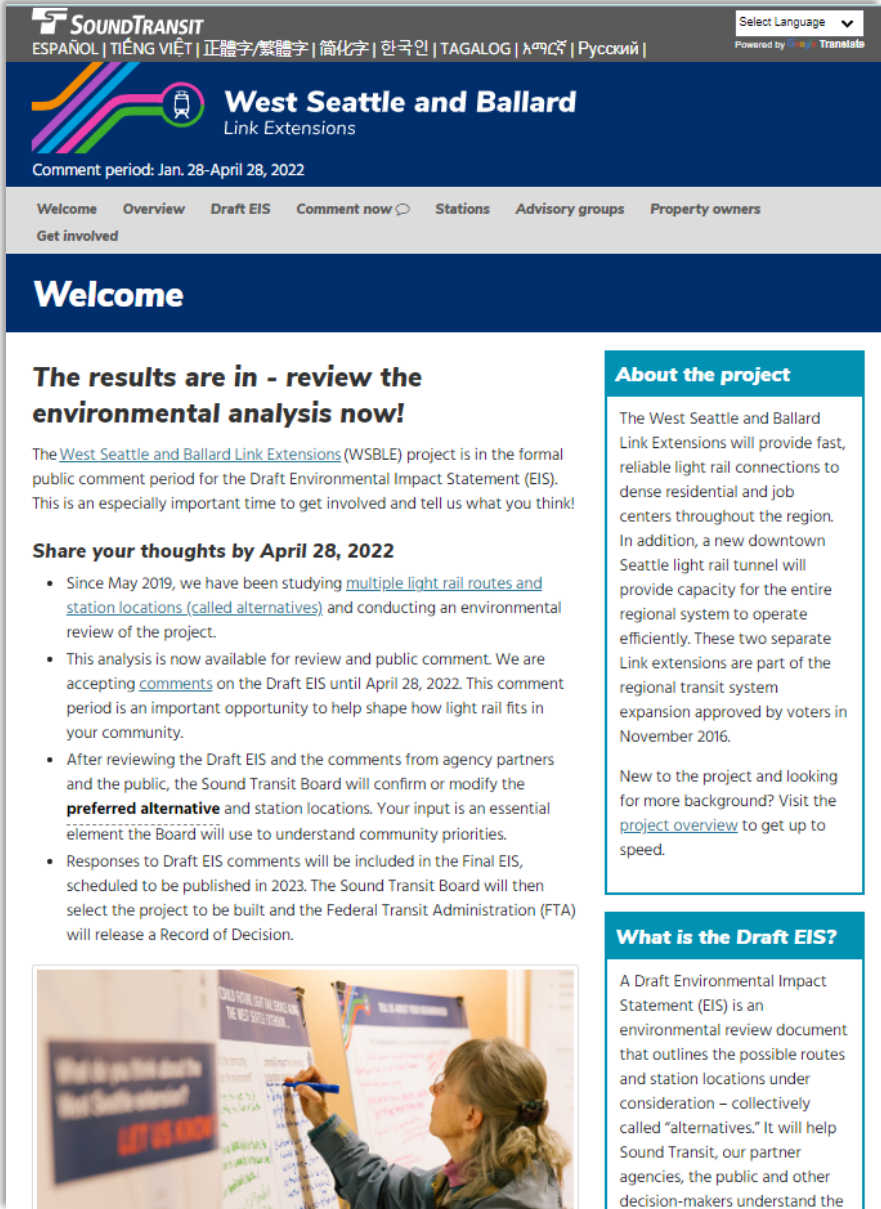
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Q&A / Discussion

Online Open House

The wsblink.participate.online features:

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



The screenshot shows the Sound Transit website for the West Seattle and Ballard Link Extensions project. The header includes the Sound Transit logo and a language selection dropdown. The main navigation bar lists: Welcome, Overview, Draft EIS, Comment now, Stations, Advisory groups, and Property owners. A sub-navigation bar includes 'Get involved'. The 'Welcome' section features a headline 'The results are in - review the environmental analysis now!' and a paragraph explaining the public comment period for the Draft EIS. Below this is a section titled 'Share your thoughts by April 28, 2022' with a bulleted list of project details. To the right, a sidebar titled 'About the project' provides background information. At the bottom right, another sidebar titled 'What is the Draft EIS?' explains the document's purpose. A photograph at the bottom left shows a person writing on a project map.

WELCOME

The results are in - review the environmental analysis now!

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

Share your thoughts by April 28, 2022

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

About the project

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

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

What is the Draft EIS?

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

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(206) 903-7229



soundtransit.org/wsblink

