

# *West Seattle and Ballard Link 擴展項目*

*International Special Review  
District  
12/13/2022*



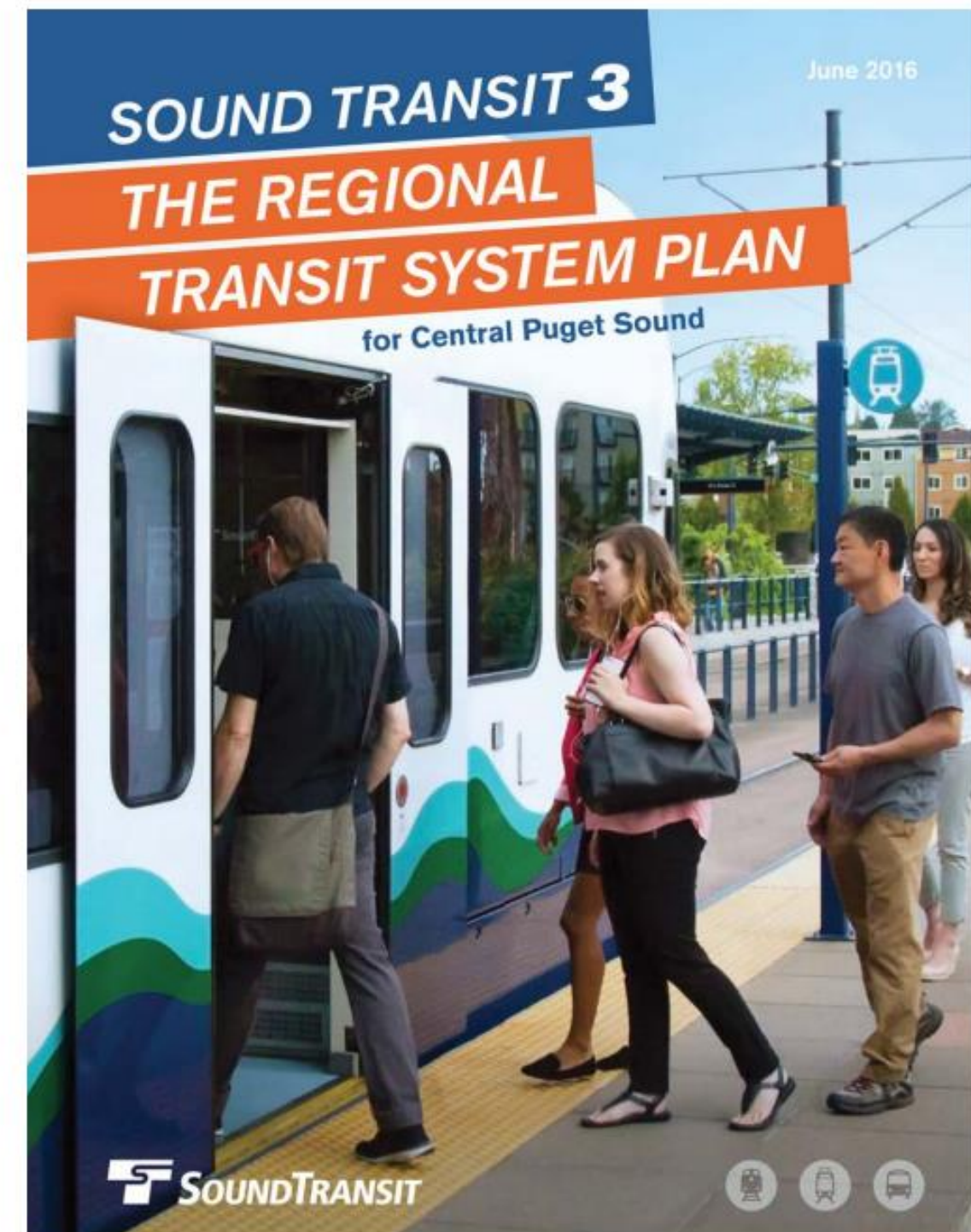
# System Expansion: Connecting more people to more places

The West Seattle and Ballard Link Extensions (WSBLE) are part of Sound Transit 3 (ST3), the Regional Transit System Plan approved by voters in 2016. For WSBLE, the **ST3 plan identified the transit mode, geographic corridor and station areas** to be served as the “representative project.”

The representative project for WSBLE included:

- **West Seattle Link Extension:** Light rail from downtown Seattle to West Seattle with 4 new stations from SODO to the Alaska Junction.
- **Ballard Link Extension:** Light rail from downtown Seattle to Ballard, including a new downtown Seattle rail-only tunnel. Includes 9 new stations serving Chinatown-International District to Market Street in Ballard.

The representative project was the starting place for project development and planning efforts that kicked off in 2017.



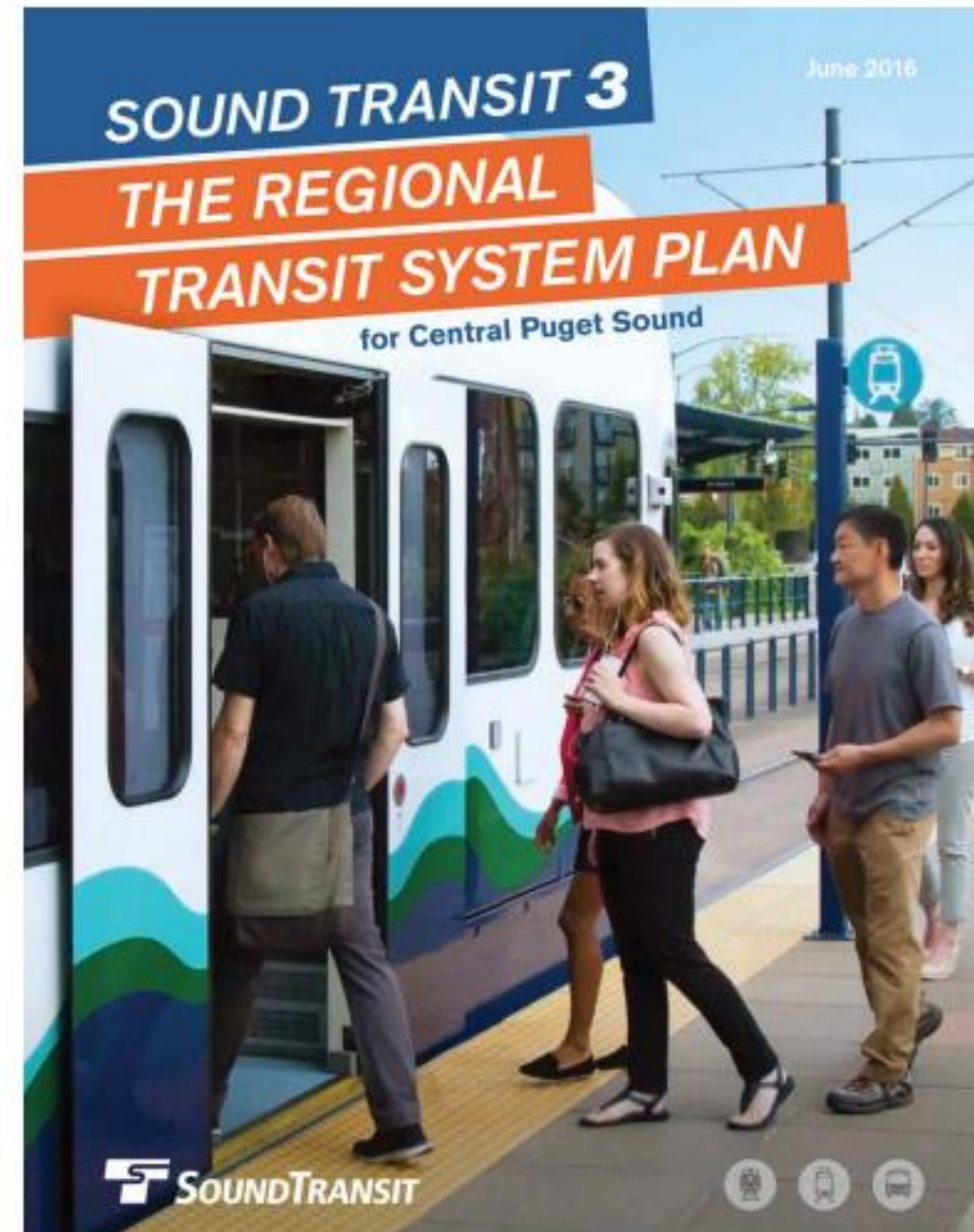
## 運輸系統擴展：為更多人提供四通八達的交通

West Seattle 和 Ballard Link 擴展項目 (West Seattle and Ballard Link Extensions, WSBLE) 是 Sound Transit 3 (ST3) 的一部分項目，是2016年經選民批准建設的區域運輸系統擴展項目。

WSBLE 的代表項目包括：

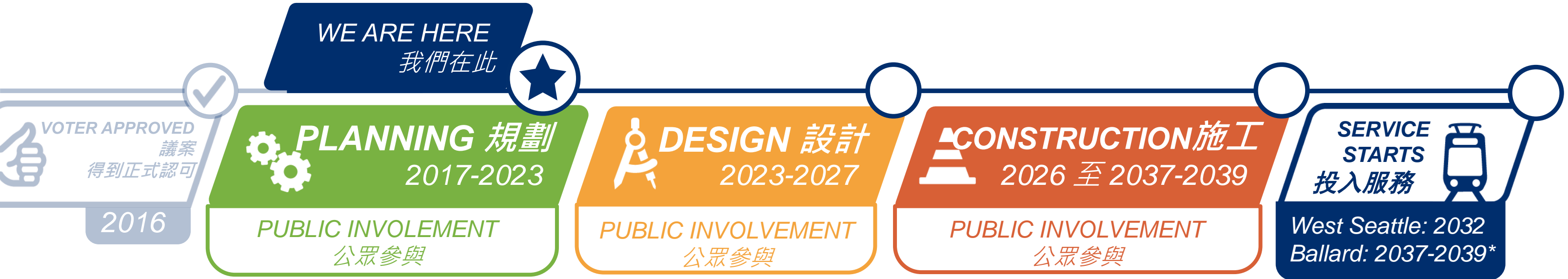
- **West Seattle Link 擴展項目**：Seattle 市中心到 West Seattle 的輕軌，自 SODO 至 Alaska Junction 設有4個新車站。
- **Ballard Link 擴展項目**：Seattle 市中心到 Ballard 的輕軌，包括一條新的 Seattle 市中心鐵路專用隧道。包括 9 個服務於 CID 唐人街-國際區到 Ballard Market Street 的新車站。

代表項目是於 2017 年啟動的項目開發和規劃工作的起點。



# West Seattle and Ballard Link 擴展項目

## Timeline 項目時間表



4 \*Smith Cove 至 Ballard: Target delivery: 2037 目標定於2037年交付 / Affordable delivery: 2039 2039年可負擔交付  
請瀏覽 [soundtransit.org/realignment](https://soundtransit.org/realignment) 了解更多。

 **ST3**  
**APPROVED**

**2016**



# PLANNING

 **DESIGN**

## 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

ST3  
通過

2016



# PLANNING 規劃



## 2017–2019

### 研發備選方案

- ✓ 2018年2-3月:  
早期範圍界定
- ✓ 2019年2-4月:  
範圍界定
- ✓ 2019年5-10月:  
委員會確定了首選方案  
和其他DEIS備選方案



## 2019–2023

### 環境審查

#### 2022年早期: 發佈EIS草案

公眾意見徵詢期

Sound Transit 委員會確認或修改首選方案。

#### 2023: 發佈EIS終案

Sound Transit 委員會選擇要建設的項目

聯邦運輸委員會發佈決議記錄

公眾參與

# 委員會動議 M2022-57號

Sound Transit委員會確定或修改了West Seattle和Ballard Link擴展項目中EIS終案的首選輕軌路線和車站位置，並要求在**某些領域進一步研究**，為委員會未來可能採取的其他行動提供補充資料，以確認或修改首選方案。

Confirms or modifies the preferred light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement and requesting **further studies in some areas** to inform potential additional future Board action to confirm or modify the Preferred Alternative.

# CID Engagement Process

## WHAT COULD THIS PROCESS LOOK LIKE?

Iterative, facilitated, and responsive process adapts as needed to serve community

Oct. 13, 2022

**Open House**

- Context and Value
- How we got here
- Community informs process and scope of studies



Nov. 2, 2022

**Workshop 1: Options**

- Bring forward and evaluate
- Breakout groups
- Explore challenges and opportunities and identify refinements



Nov. 16, 2022

**Workshop 2: Tradeoffs**

- Discuss tradeoffs and refine options



Dec. 14, 2022

**Workshop 3: Key Issues**

- Problem solving around key issues for each option
- Discussion of mitigation measures



Jan. 5, 2022

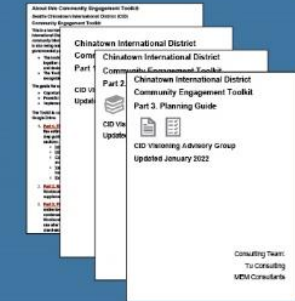
**Workshop 4: Summary**

- Bring it all together and get feedback on direction for Sound Transit Board



February

**Sound Transit Board: Status Report**



Process informed by CID Engagement Toolkit and discussions with community

**Key Questions**

- What hasn't worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?

## SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

**Targeted Level of Community Engagement: Involve**  
 We will aim to engage at a Collaborate level wherever possible.

# CID 唐人街-國際區互動參與過程的建議項目

## Proposed CID Engagement Process

### 此項目流程會是如何運作的? WHAT COULD THIS PROCESS LOOK LIKE?

根據流程需要，以連續、指引和有效的回應來服務社區 Iterative, facilitated, and responsive process adapts as needed to serve community

2022年10月13日  
Oct. 13, 2022

#### 現場諮詢會 Open House

- 項目背景和價值  
Context and Value
- 項目發展過程  
How we got here
- 由社區促進的互動參與的過程和研究範圍  
Community informs engagement process and scope of studies



2022年11月2日  
Nov. 2, 2022

#### 研討會1: 選項 Workshop 1: Options

- 提出議題並評估項目  
Bring forward and evaluate
- 分組討論  
Breakout groups
- 探討項目內的難題和機會，並尋求改良方案  
Explore challenges and opportunities and identify refinements



2022年11月16日  
Nov. 16, 2022

#### 研討會2: 探討利與弊 Workshop 2: Tradeoffs

- 討論項目內的優點與缺點和改良方案  
Discuss tradeoffs and refine options



2022年12月14日  
Dec. 14, 2022

#### 研討會3: 關鍵問題 Workshop 3: Key Issues

- 解決每個選項的關鍵問題  
Problem solving around key issues for each option
- 討論緩解措施  
Discussion of mitigation measures



2022年1月5日  
Jan. 5, 2022

#### 研討會4: 總結 Workshop 4: Summary

- 研討會總結後，將總結結論提交予Sound Transit委員會，以便委員會作出對項目日後的方向  
Bring it all together and get feedback on direction for Sound Transit Board



2023年2月  
February

#### Sound Transit委員會: 項目進度報告 Sound Transit Board: Status Report



### 流程對應的方式 SUPPORTING THE PROCESS

透過在媒體、社交平台媒體，和少數族裔媒體發佈資訊，以提升大眾對項目的應知  
General awareness building including media, social media posts, ethnic media

橫跨機構和顧問協助  
Interagency and consultant work

選舉性參與以小組形式、特定主題的會議（如有需要的話，可以延續虛擬分組討論、焦點小組等）  
Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

與社區聯絡員進行居民和企業的外展活動  
Resident and business owner outreach with Community Liaisons

社區互動參與的目標: 緊密參與  
目標是盡我們的所能去營造共同互助性的參與

Targeted Level of Community Engagement: Involve  
We will aim to engage at a Collaborate level wherever possible.



以根據CID唐人街-國際區互動參與的工具包和社區討論所促進的流程

Process informed by CID Engagement Toolkit and discussions with community

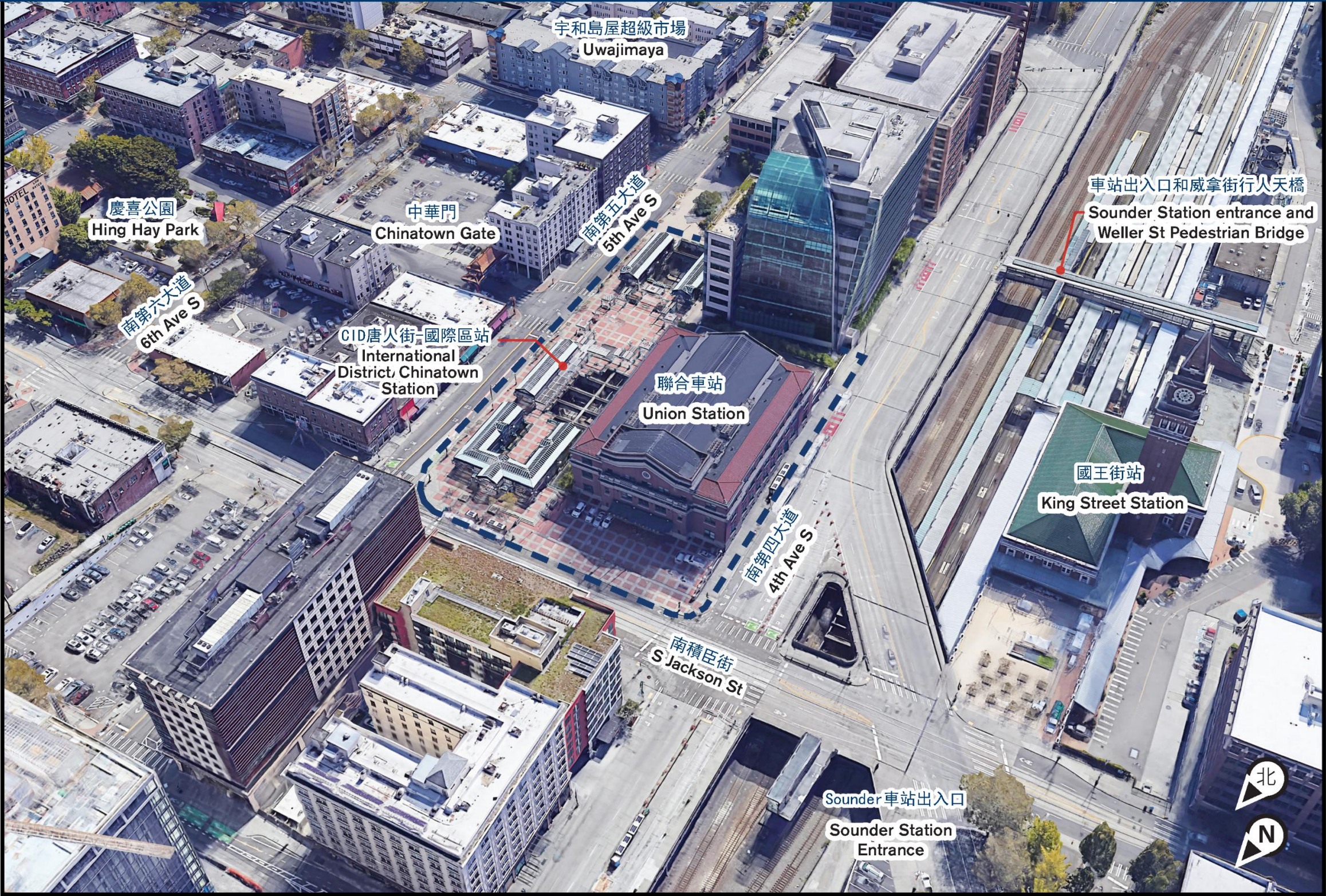
### 關鍵問題

#### Key Questions

- 以往的參與過程中有何不足之處?  
What hasn't worked with previous engagement?
- 如何締造有透明度的流程?  
What does a transparent process look like?
- 您希望此流程中包括什麼?  
What would you like to see in the process?
- 您需要一名協調人員嗎?  
Would you like a facilitator?

Union Station和廣場引流  
*Union Station and  
Plaza Activation*

# 聯合車站和廣場周邊環境 Union Station and plaza context



聯合車站和廣場 Union Station and Plaza Area

# 我們從研討會#1聽到的內容

## What we heard from Workshop #1

字體大小是基於研討會#1中投票活動的結果。  
Responses are sized based on the dot polling activity result in Workshop #1.

● 安全設施, 比如路燈  
Safety features, e.g. lighting

● 餐飲/食物/零售  
Dining/food/vending

● 零售空間/售貨亭  
Retail spaces/kiosks

● 標示設施, 比如行人導向標示、公共藝術  
Signage, e.g. wayfinding, public art

● 園境設計  
Landscaped areas

● 公眾設施, 比如座位區、自行車停放處  
Public amenities, e.g. sitting areas, places for bicycles

● 活動, 比如社區活動、市集、表演、展覽、鍛鍊課程  
Activities, e.g. community events, markets, performances, exhibitions, exercise classes

### 您會想如何利用這個廣場? How would you like the plaza to be used?

具有亞洲特色的多元文化農貿市場  
Multicultural farmers market (Asian specialty)

● 室外餐飲/食物 Outdoor dining/food

● 鍛鍊課程 Exercise classes  
● 藝術或文化展覽 Art or cultural exhibitions  
● 社區節慶 Community celebrations

● 零售空間/售貨亭 Retail spaces/kiosks

● 室外夜市 Outdoor night market

● 自動售貨機 Vending carts

適合各年齡段使用的設施  
Intergenerational use of plaza space/facilities

根據International Special Review District (ISRD)的指導, 增設具有亞洲特色的設計  
Add Asian (Chinese) design characteristics as per International Special Review District (ISRD)

● 表演 Performances

### 您希望在這個廣場上看到什麼設施? What amenities would you like to see in the plaza?

社區介紹的訊息  
Neighborhood Information

● 行人導向標示 Wayfinding signs  
● 公共藝術 Public art  
● 放置自行車的地方 Places for bicycles

● 座位區 Sitting areas  
● 多語言標示 Multilingual signs

● 園境設計 Landscaped areas

● 路燈 Overhead lights  
● 漂亮的燈——串聯的仙女燈  
Pretty lights – string fairy lights

### 您會想看到聯合車站被如何使用? What uses would you like to see in Union Station?

盡可能地保留歷史特徵  
Preserve historic character as much as possible

● 鍛鍊課程 Exercise classes  
● “即拿即走”的快餐 “Grab and go” dining  
● 表演 Performances  
● 交通訊息 Transit information

● 室內集市 Indoor market

● 展覽 Exhibitions  
● 座位區 Sitting areas  
● 警務人員 Police presence

● 咖啡店/茶店 Café/tea shop

● 社區活動 Community events  
● 零售/餐車 Vending/food carts

● 音樂 Music  
● 聲學效果更好, 功能更適用。支持BIPOC商店可支付的空間  
Better acoustics, more functional. Other spaces to support commercial affordability for BIPOC businesses

致力於亞洲藝術的藝術中心 (電影、戲劇)  
Art center dedicated to Asian arts (films, theater)

### 怎樣能讓您在廣場上感到更安全呢? What would help you feel safer in the plaza?

在廣場上設置一個24小時有人當值的警務站  
Locate a police substation in plaza that is manned 24/7

有24小時的安全感  
Safety first, 24 hours

● 希望有更多人來光臨這區/不只是走過的遊客  
More people visiting the area/  
not just walking through to tourist

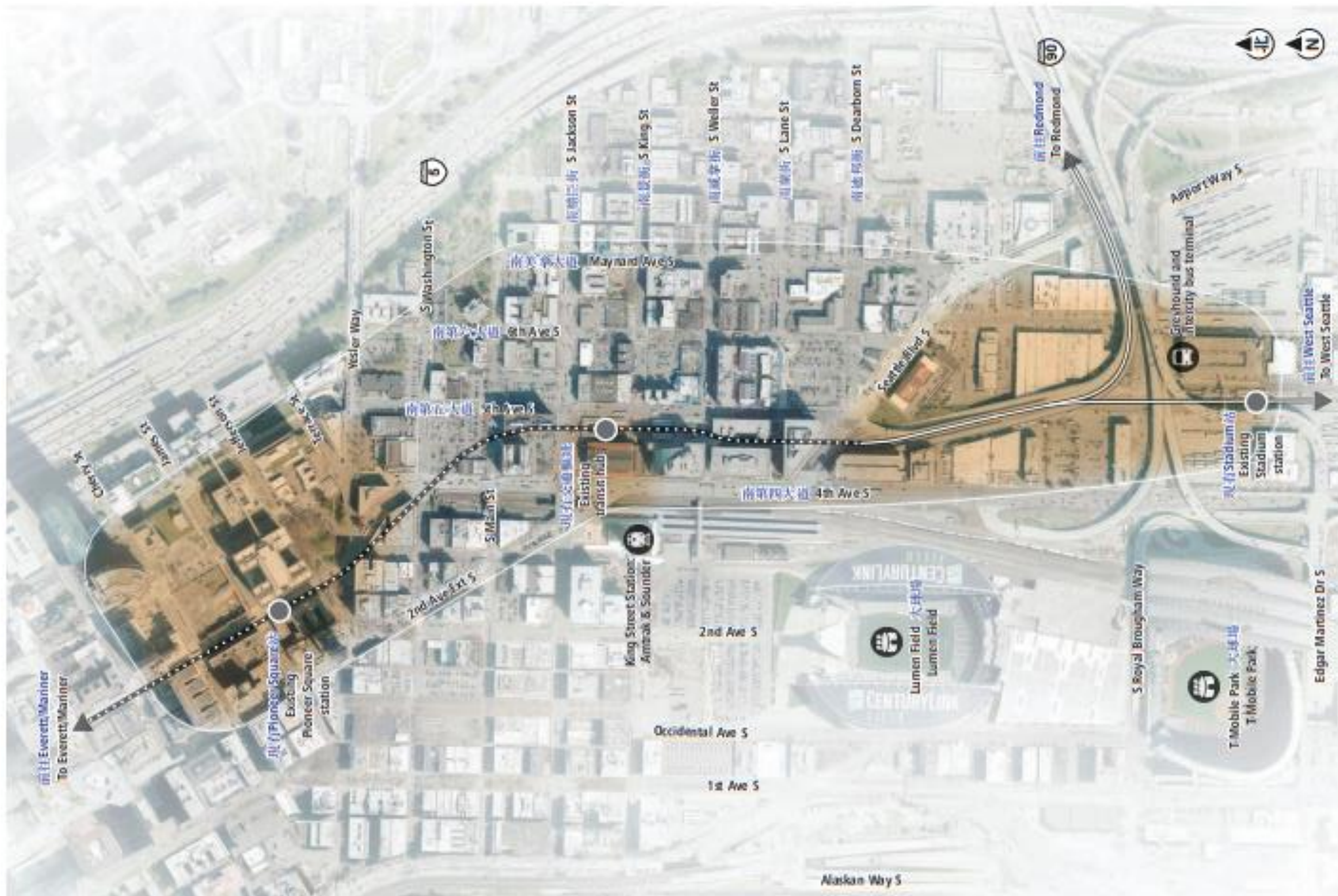
晚上入黑要多街燈  
Lights at night/dark

注意雨水的排放—防止車輛(公共汽車!) 灑濕整個人行道  
(例如, 第四大道的西側, 聯合車站外)。遊客們會被淋濕!  
Attention to rainwater drainage – to prevent vehicles (buses!) spraying entire sidewalks!  
(E.g. west side of 4th, outside Union Station). Tourists get showered!

其他想法 – 初步評估  
*Other ideas –  
Initial assessment*

# 考慮位於南市中心Link轉車站的其他位置

Considering other locations for a Link transfer station in South Downtown



# 初步評估--CID唐人街-國際區以北/Pioneer Square區域

## Initial assessment - North of CID/Pioneer Square

### 兩者的共同點 Common to both



為CID唐人街-國際區、Pioneer Square，和市中心以南區域/Midtown提供服務，步行距離約10分鐘。

Serves CID, Pioneer Square, and south end of downtown/midtown within a 10-minute walk



步行至Sounder車站入口處的時間超過5分鐘  
可在未來的1號線 (Ballard/Tacoma)、2號線 (Mariner/Redmond) 和3號線 (Everett/West Seattle) 之間轉線。

Greater than 5-minute walk to Sounder station entrance

Allows transfers between future 1 Line (Ballard/Tacoma), 2 Line (Mariner/Redmond), and 3 Line (Everett/West Seattle)



避免車站施工直接影響到CID唐人街-國際區；  
卡車交通和繞行路線可能影響CID唐人街-國際區

施工可能會影響到Pioneer Square/市中心南部

Avoids direct station construction disruption in CID; truck traffic and detour routes may affect CID

Construction disruptions may affect Pioneer Square/South Downtown area



可服務到的社區  
Communities Served



對接接駁搭客的  
使用性  
Utility for regional riders



施工作出的影響  
和可行性  
Construction disruptions and feasibility

考慮的車站位置  
Potential station location



車站可能使用切割和覆蓋方法在道路以外建造，這可能會對地面造成更多影響

Station likely constructed off-street using cut and cover method, potentially requiring more disruption at surface



車站有可能在私人 and 公共土地下進行挖掘的工程。有可能影響到City Hall Park未來的發展規劃

Station likely mined under private and public property, potentially affecting planned future development at City Hall Park

圖示為車站的大概的位置，僅供參考和說明目的。

Diagrams are an approximate representation of station location for illustrative purposes only





# 初步評估--CID唐人街-國際區以西/Lumen Field

## Initial assessment - West of CID/Lumen Field

### 兩者的共同點 Common to both



為CID唐人街-國際區、Lumen Field大球場/T-Mobile Park大球場和SODO北部提供服務，步行距離約10分鐘。

Serves CID, Lumen Field, and Pioneer Square within a 10-minute walk



步行約5分鐘可到達Sounder車站 出入口和國王街車站內 Amtrak服務台

可通過威拿街行人天橋，在現有CID唐人街-國際區站來轉換未來的1號線（Ballard/Tacoma），2號線（Mariner/Redmond），以及3號線（Everett/West Seattle）

Less than 5-minute walk to Sounder station entrance and Amtrak service at King Street Station

May allow transfers between future 1 Line (Ballard/Tacoma) to 2 Line (Mariner/Redmond) and 3 Line (Everett/West Seattle) at IDS via Weller Street Pedestrian Bridge



避免了車站施工直接影響CID唐人街-國際區；避免了CID唐人街-國際區關閉主要道路

施工干擾和大型工程車可能會影響Pioneer Square

Avoids direct station construction disruption in CID; avoids major roadway closures in CID

Construction disruptions and truck traffic may affect Pioneer Square



可服務到的社區  
Communities Served

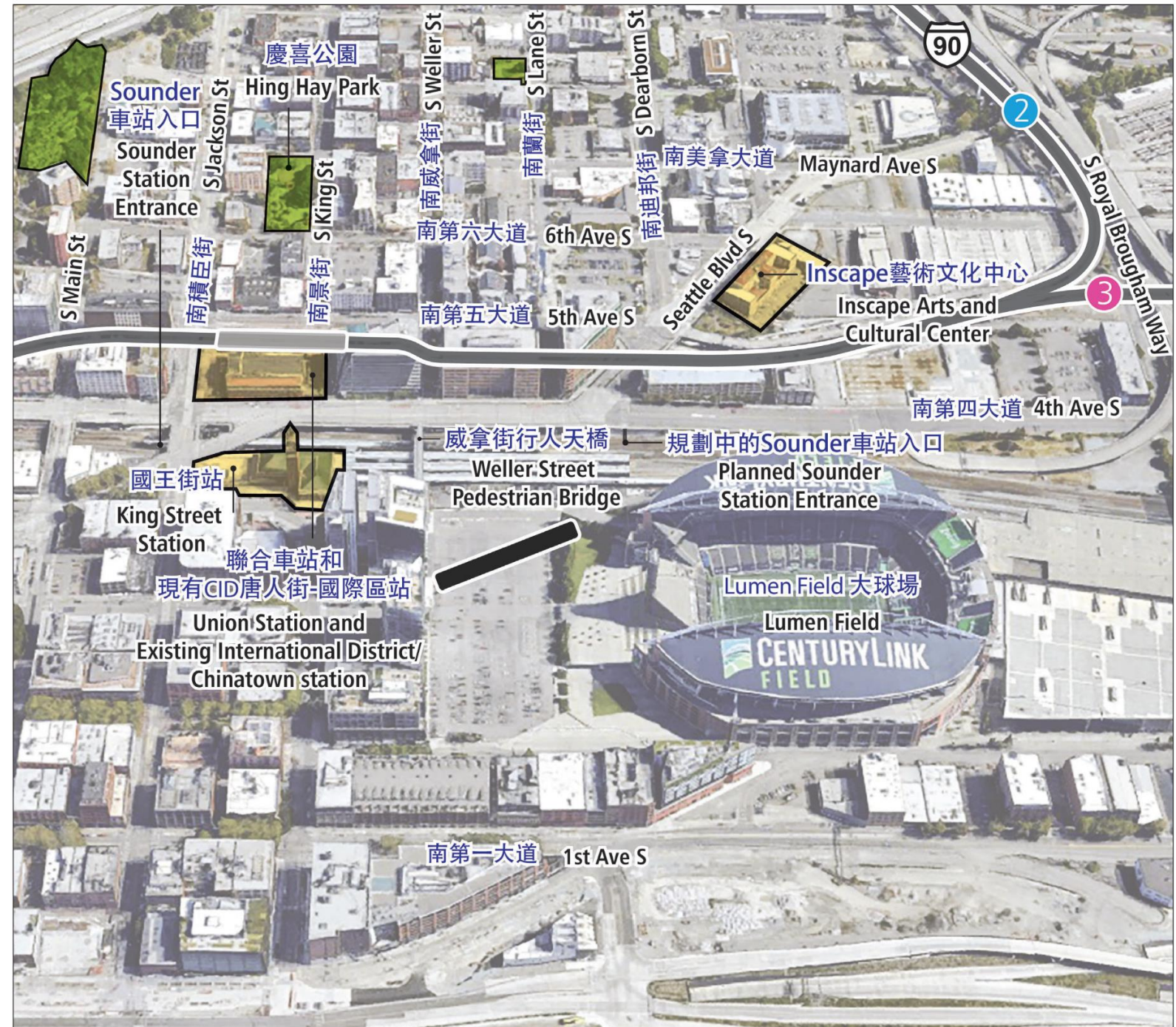


對接接駁搭客的  
使用性  
Utility for regional riders



施工作出的影響  
和可行性  
Construction disruptions and feasibility

考慮的車站位置  
Potential station location





圖示為車站的大概的位置，僅供參考和說明目的。  
Diagrams are an approximate representation of station location for illustrative purposes only




# 初步評估 - 無CID站


## Initial assessment - No CID Station

- 


1號線 (Ballard/Tacoma) 不會為CID唐人街-國際區帶來服務  
CID neighborhood not served by 1 Line (Ballard/Tacoma)
- 

不能轉乘2號線 (Mariner/Redmond) 或者3號線 (Everett/West Seattle)  
Does not allow transfer to 2 Line (Mariner/Redmond) at 3 Line (Everett/West Seattle)
- 


避免車站施工直接影響CID唐人街-國際區  
Avoids direct station construction disruption in CID



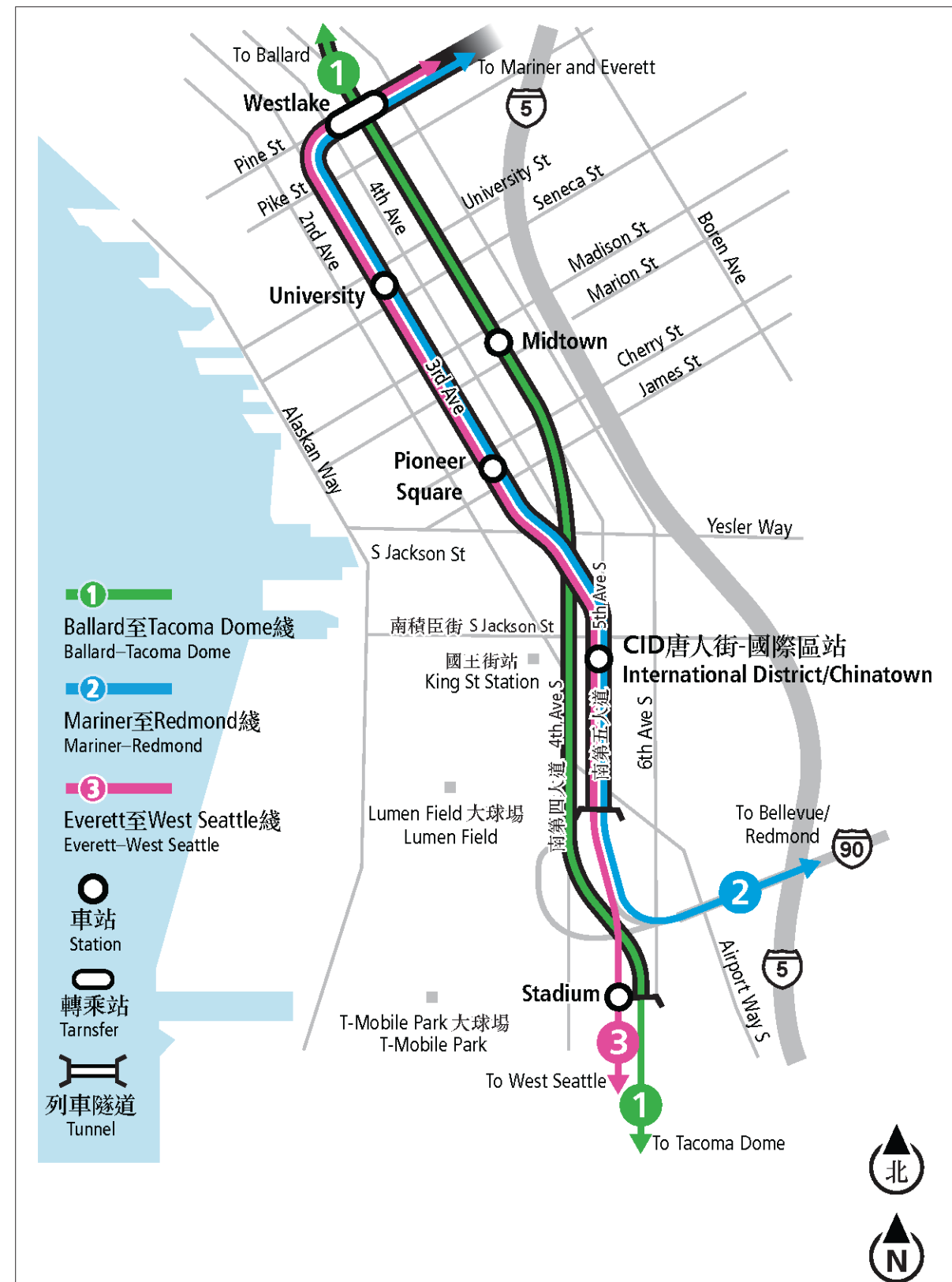
可服務到的社區  
Communities Served



對接接駁搭客的  
使用性  
Utility for regional riders



施工作出的影響  
和可行性  
Construction disruptions and feasibility



圖示為Link輕軌線路的大概的位置。

Diagrams are an approximate representation of Link Light rail alignments.

# 初步評估--建議不再推進

## Initial assessment - Proposed to not move forward

### 第五大道積臣街以北 5<sup>th</sup> Avenue north of S Jackson Street

車站構造不符合在路權範圍內，並有可能影響到現有和未來規劃的發展。

Station would not fit within street right-of-way and would potentially affect existing and planned developments.

### 利用現有的downtown隧道 Use existing downtown tunnel

不符合ST3計劃，該計劃提出了第二條隧道，以適應整個地區未來的服務水平和系統擴展。

Not consistent with ST3 plan, which proposed a second tunnel in order to accommodate future service levels and system expansions across the region.

### 聯合車站下方 Below Union Station

會對現有和歷史建築的帶來很大的影響，或導致車站設置到非常深。

Results in substantial effects to existing and historic structures, or very deep station.

### 聯合車站停車場/救世軍 Union Station Garage/Salvation Army

對現有建築和第四大道高架橋帶來很大的影響，或導致車站設置到非常深。

Results in substantial impacts to existing buildings and 4th Ave viaduct, or very deep station.

### 在CID唐人街國際區以南增設東線轉換站 Infill East Link transfer station south of CID

由於從I-90線進入CID唐人街-國際區站的坡度和彎曲度，需要一個難以實現的車站設計。

Requires an impractical station design due to grade and curvature of approach to IDS station from I-90 alignment.

### Judkins公園到First Hill Judkins Park to First Hill

對現有建築和第四大道高架橋帶來很大的影響，或導致車站設置到非常深。

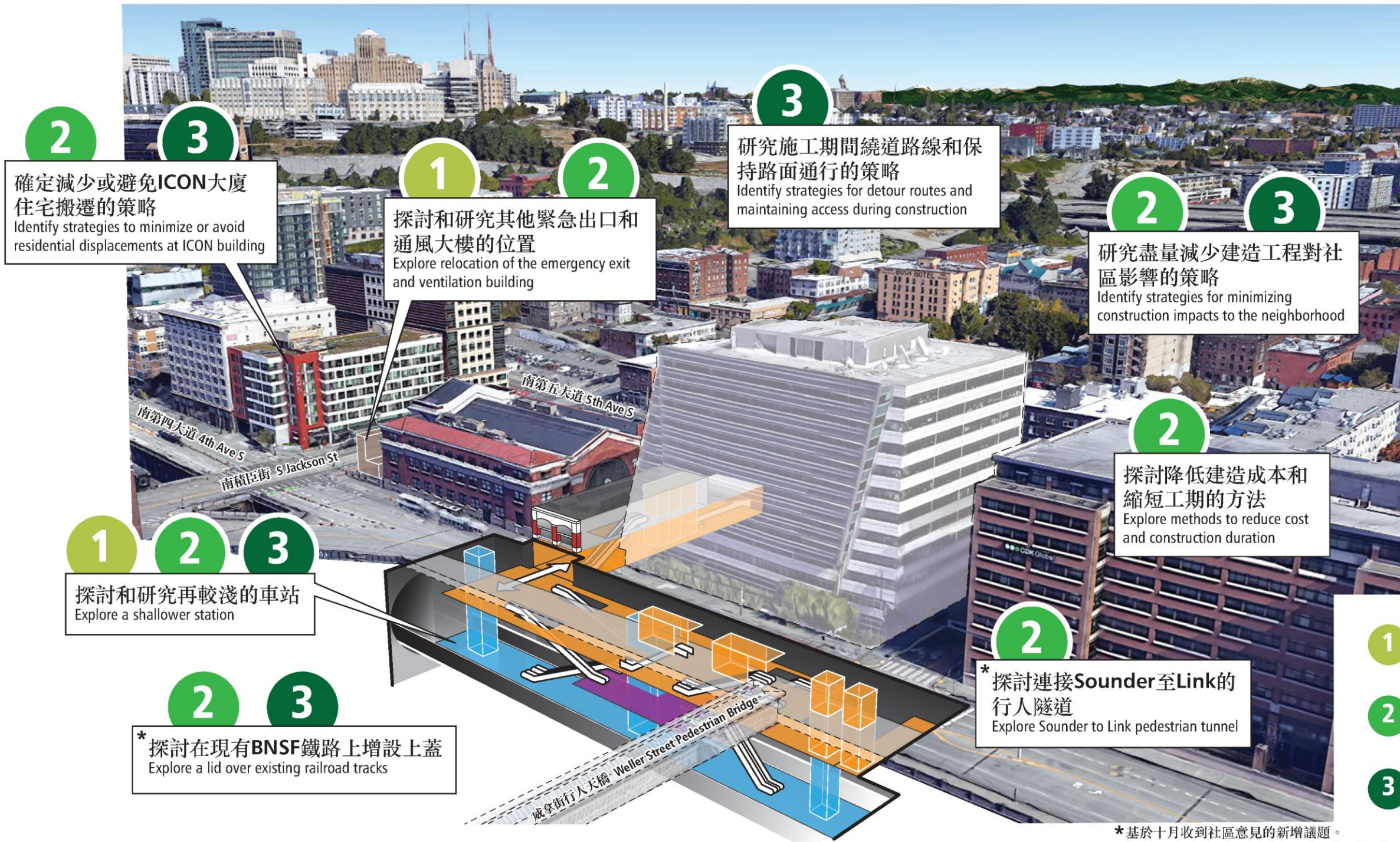
Idea envisions a different corridor and serves different station areas than those identified in voter-approved ST3 plan.

4th Shallow – 改良構  
思和施工注意事項

***4th Shallow – Refined  
concept and construction  
considerations***

# 第四大道淺層方案: 進一步研究設計和建造工程的構想 - 議題來自社區作出的反映

## 4th Ave Shallow: design and construction ideas for further study - Derived from community feedback



- 1** 研討會1, 11月2日  
Workshop 1, November 2nd
- 2** 研討會2, 11月16日  
Workshop 2, November 16th
- 3** 研討會3, 12月14日  
Workshop 3, December 14th

\* 基於十月收到社區意見的新增議題。  
Further study topic added based on feedback received from community in October.

以上圖表展示車站的設計和構造並非按比例繪製，目的只僅供參考和說明目的。車站建築和景觀設計尚未完成。

Diagrams are an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not completed.



# 第四大道淺層方案: 進一步研究區域設計和地方保留的機會 - 議題來自社區作出的反映

## 4th Ave Shallow: urban design and placekeeping opportunities for further study - Derived from community feedback



\* 基於十月收到社區意見的新增議題。  
Further study topic added based on feedback received from community in October.

以上圖表展示車站的設計和構造並非按比例繪製，目的只僅供參考和說明目的。  
車站建築和景觀設計尚未完成。



Diagrams are an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not completed.

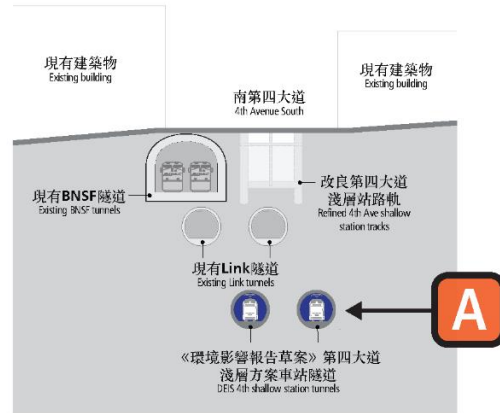


# 施工注意事項 - 《環境影響報告草案》 第四大道淺層方案車站

## Construction considerations – Draft EIS 4th Ave Shallow station



- A** 新隧道在現有西雅圖市中心隧道下行駛  
New tunnel travels under Downtown Seattle Transit Tunnel
- B** 需要重建第三街和第四街之間的 S Main Street 橋  
Requires reconstruction of S Main Street Bridge between 3rd and 4th
- C** 隧道鑽挖機出入口會設在 S Main Street 附近  
Tunnel boring machine portal near S Main St
- D** 新站月台大約八十英尺深  
Station depth ~80 feet
- E** 需要由 S Royal Brougham Way 到 S Main St 中進行明挖回填施工方法  
Requires cut and cover construction between south of S. Royal Brougham Way and S Main St
- 2** Mariner 至 Redmond 綫  
Mariner-Redmond
- 3** Everett 至 West Seattle 綫  
Everett-West Seattle



S Washington Street 橫切圖  
Section cut at S Washington Street

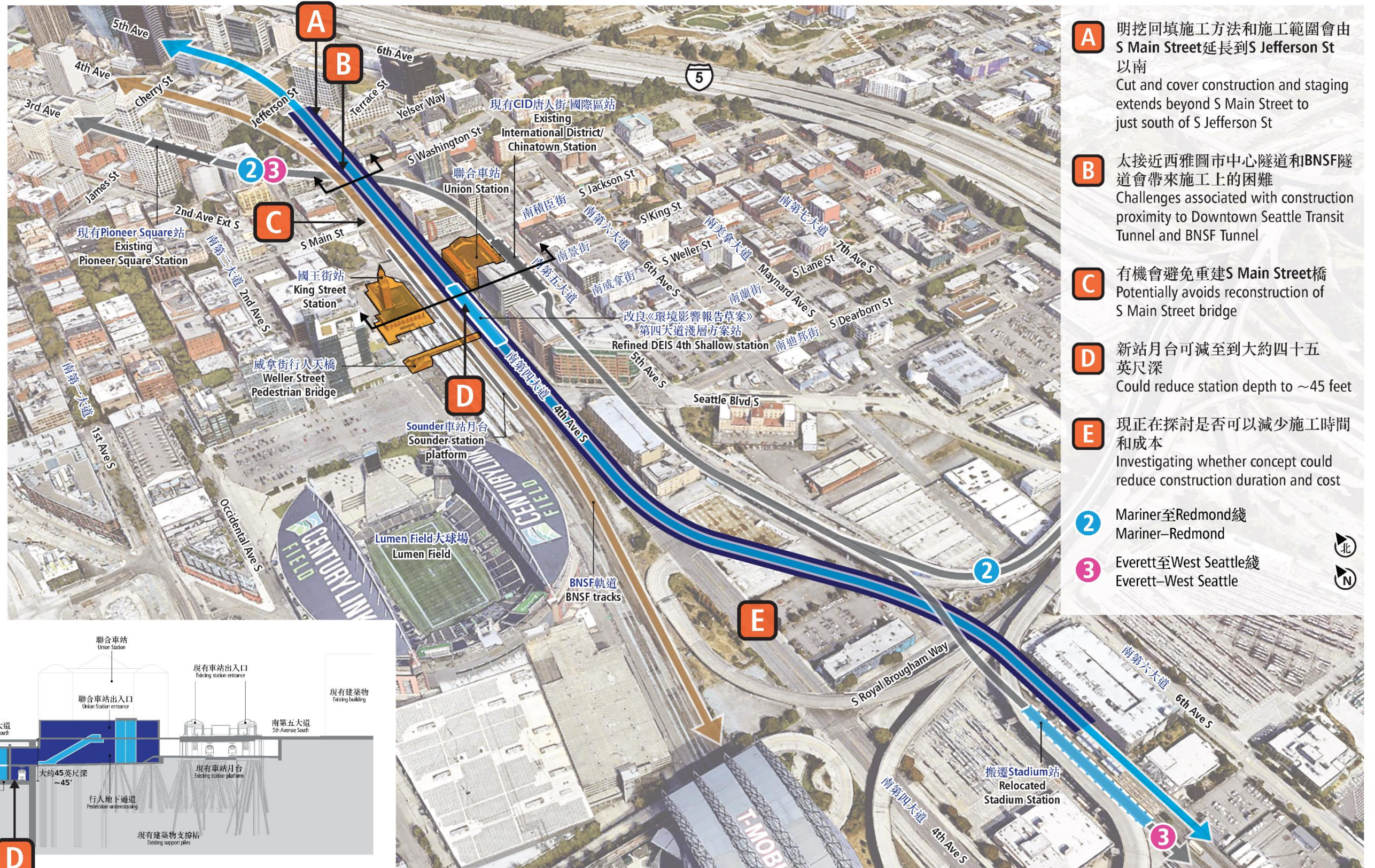


S King Street 橫切圖  
Section cut at S King Street

以上圖表只供參考和說明。施工方法構想現正在進一步研究。  
Diagrams for illustrative purposes only. Construction concepts under active review.

# 施工注意事項 - 改良《環境影響報告草案》第四大道淺層方案車站構想

## Construction considerations – refined Draft EIS 4th Ave Shallow station concept



**A** 明挖回填施工方法和施工範圍會由 S Main Street 延長到 S Jefferson St 以南  
Cut and cover construction and staging extends beyond S Main Street to just south of S Jefferson St

**B** 太接近西雅圖市中心隧道和BNSF隧道會帶來施工上的困難  
Challenges associated with construction proximity to Downtown Seattle Transit Tunnel and BNSF Tunnel

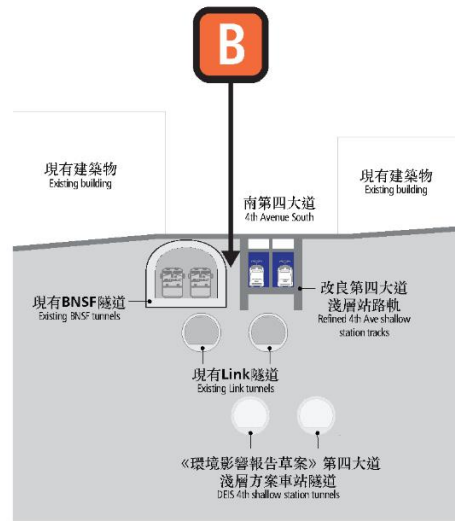
**C** 有機會避免重建 S Main Street 橋  
Potentially avoids reconstruction of S Main Street bridge

**D** 新站月台可減至到大約四十五英尺深  
Could reduce station depth to ~45 feet

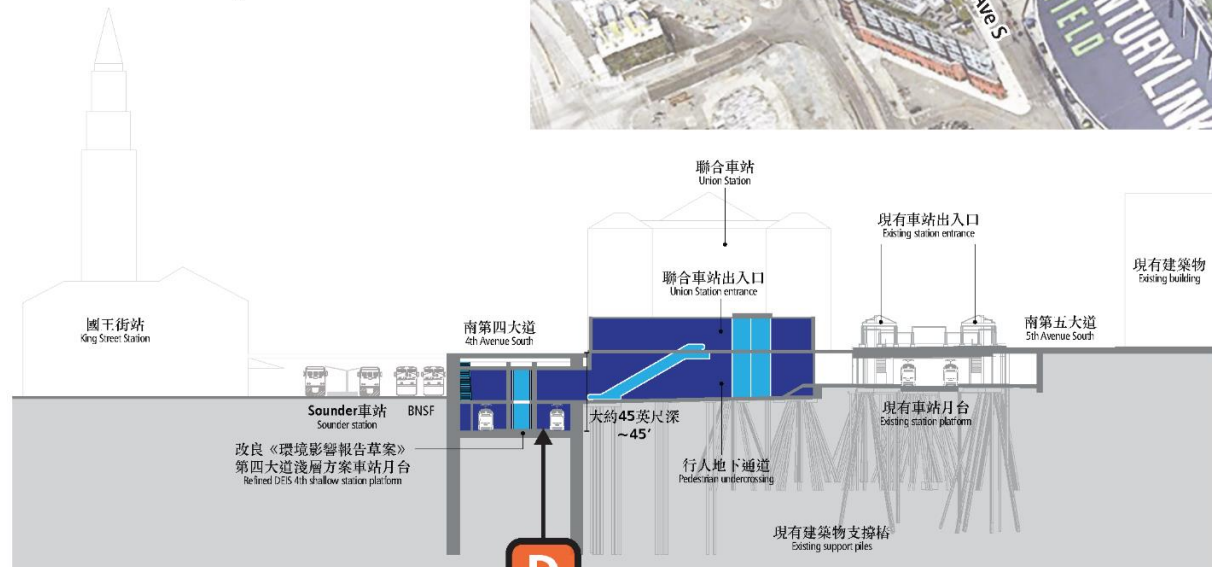
**E** 現正在探討是否可以減少施工時間和成本  
Investigating whether concept could reduce construction duration and cost

**2** Mariner至Redmond綫  
Mariner-Redmond

**3** Everett至West Seattle綫  
Everett-West Seattle



S Washington Street 橫切圖  
Section cut at S Washington Street



S King Street 橫切圖  
Section cut at S King Street

以上圖表只供參考和說明。施工方法構想現正在進一步研究。  
Diagrams for illustrative purposes only. Construction concepts under active review.

# 探討減少施工對社區影響的方法

Exploring methods to reduce construction impacts to neighborhood

擋土牆/橋樑結構  
施工技術  
Retaining wall/  
bridge structure  
construction  
technique

隔音牆/屏障  
Sound walls/barriers

低噪音施工設備  
Low-noise  
equipment

施工階段分期關閉  
Phased construction  
closures

臨時性道路鋪面  
Temporary roadway  
decking

用暫時性藝術/創意  
建築阻隔牆  
Temporary art/creative  
construction screening

限制施工時間在  
白天運作  
Limiting construction  
work hours to daytime

交通運作管理  
Access management

4th Shallow – 通風、城  
市設計和鄰里連接路線

*4th Shallow – Ventilation,  
urban design, and  
neighborhood connections*

# 通風和緊急出口選項 - 第四大道淺層車站方案

## Ventilation and emergency egress options - 4th Ave Shallow station

### 隧道通風的設計和運作

#### Design and operation of tunnel ventilation

車站兩端都需要通風

Ventilation needed at both ends of station

輕軌車輛使用電力運作

Light rail vehicles operate using electric power

通風扇僅在緊急情況下啟動，以排出隧道內的煙霧

Vent fans would be activated only in emergencies to exhaust smoke from tunnel

通風扇每月短暫運行一次，目的是測試其有效性

Vents are run once a month for a brief period to validate functionality

結構的高度決定在與運作的建築距離

Structure height determined by proximity to occupied buildings

### 案例 Examples



這個緊急出口位於波士頓的車站  
結合了凳子和遮陽棚

Incorporating benches and weather protection at a station emergency egress stair in Boston

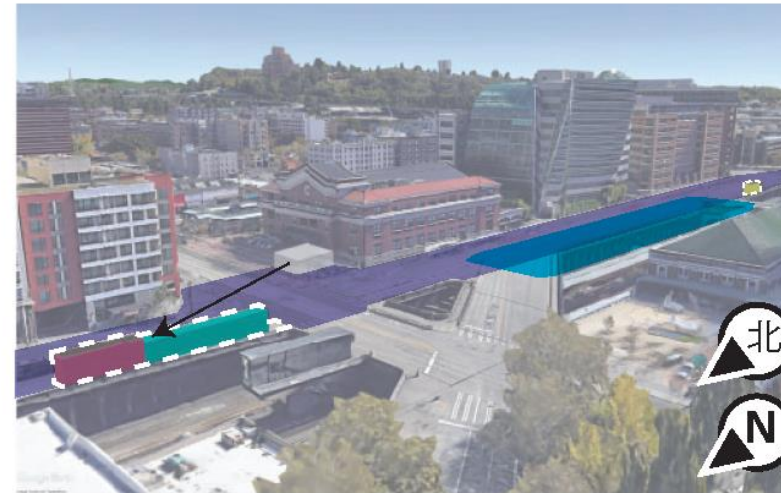


位於西雅圖UW車站的垂直通風口  
Vertical ventilation at UW Station in Seattle

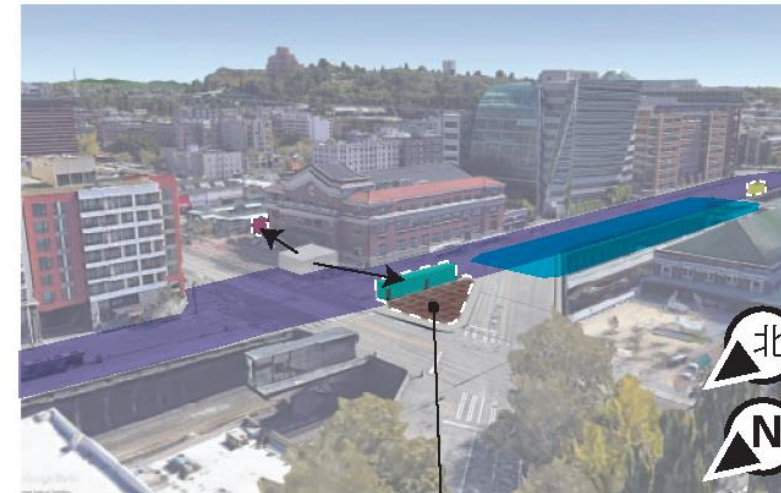


這個波士頓的例子將通風設施與歷史建築結合  
This example in Boston illustrates an example of integrating ventilation with historic building

南積臣街北邊的兩端  
Both north of South Jackson Street

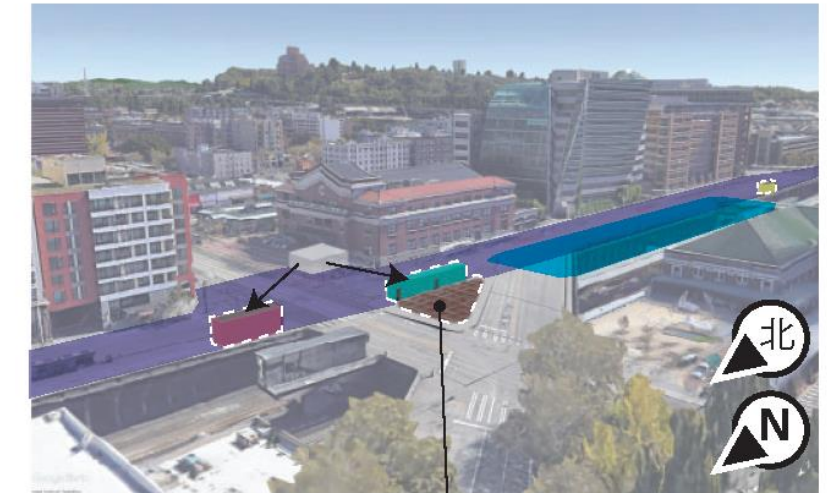


聯合車站的東側和南積臣街的南端  
East side of Union Station and south of South Jackson Street



有可能需要在這個位置加一個上蓋  
Potential need to add a lid in this location

分布於南積臣街的兩端  
Split on either side of South Jackson Street



有可能需要在這個位置加一個上蓋  
Potential need to add a lid in this location

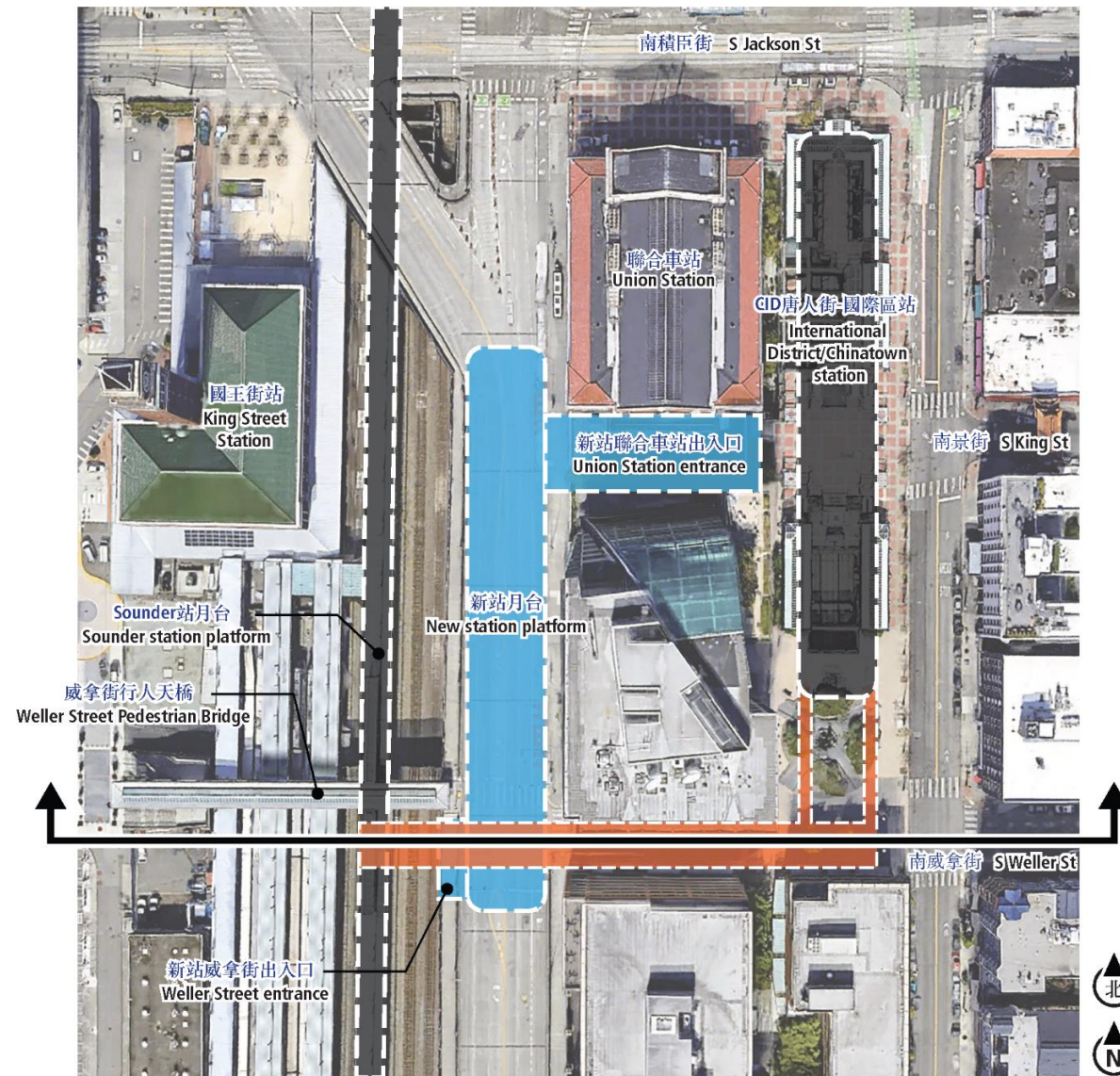
### 圖例

#### Legend

- 《環境影響報告草案》北部隧道通風和緊急出口位置  
DEIS location for North Tunnel Ventilation and Emergency Egress
- 北部隧道通風  
Ventilation Building - North Tunnel
- 南部隧道通風  
Ventilation Building - South Tunnel
- 北部緊急出口  
Emergency Egress North
- 高架橋更換工程  
Viaduct replacement work
- 車站位置  
Station Location

# 第四大道淺層站-CID唐人街-國際區站連接Sounder車站隧道構想

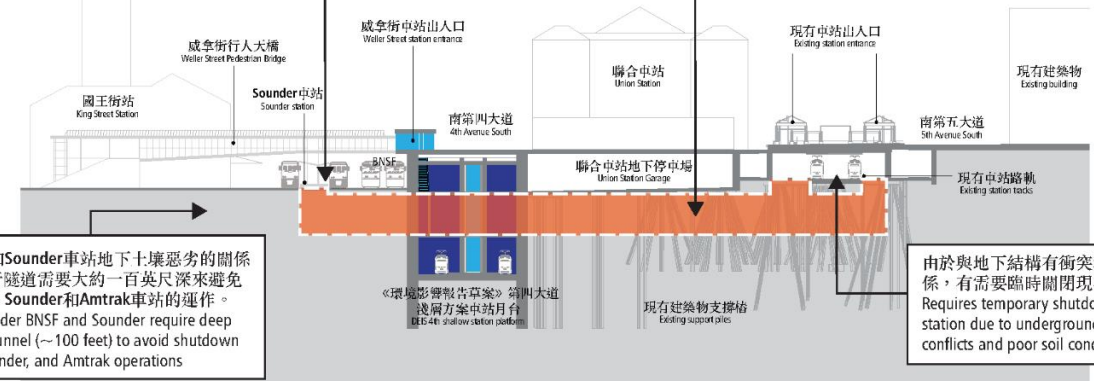
## 4th Ave Shallow station – Link to Sounder transfer tunnel concept



橫切平面圖 Section plan

現有Sounder車站的平台沒有足夠的寬度來安全地容納樓梯和電梯。如擴寬月台會需要關閉或重新安置國王街的軌道。Current Sounder platform does not have sufficient width to safely accommodate vertical circulation. Widened platform would require closure and/or relocation of tracks at King St Station

影響現有建築物支撐樁 Affects existing building support piles



由於BNSF和Sounder車站地下土壤惡劣的關係，地下人行隧道需要大約一百英尺深來避免關閉BNSF，Sounder和Amtrak車站的運作。Poor soils under BNSF and Sounder require deep pedestrian tunnel (~100 feet) to avoid shutdown to BNSF, Sounder, and Amtrak operations

由於與地下結構有衝突和土壤惡劣的關係，有需要臨時關閉現有車站。Requires temporary shutdown of existing station due to underground structure conflicts and poor soil conditions

橫切圖 Section

以上圖表僅展示社區要求的構想，目的只供討論。此構想尚未有作進一步設計。  
Diagram illustrates community-requested concept for discussion purposes only. Concepts have not been engineered.

# 《環境影響報告草案》第四大道淺層方案車站加建上蓋概念:社區提出第四大道交通繞道構想

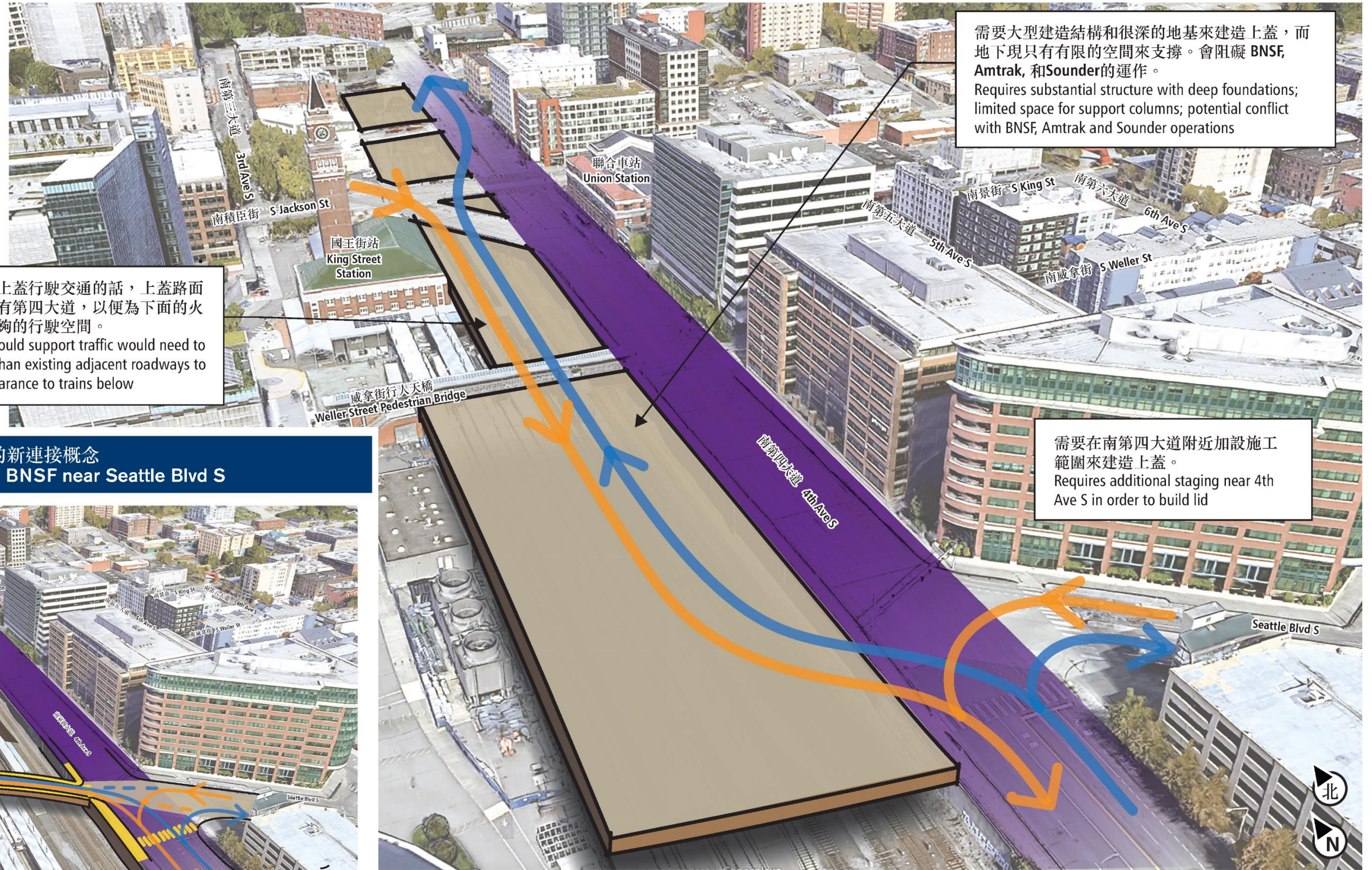
## Lid concept for Draft EIS 4th Shallow station – community proposed 4th Ave traffic detour idea

道路工程的界限  
Limits of roadway construction

上蓋  
Lid

往北行繞道  
Northbound detour

往南行繞道  
Southbound detour

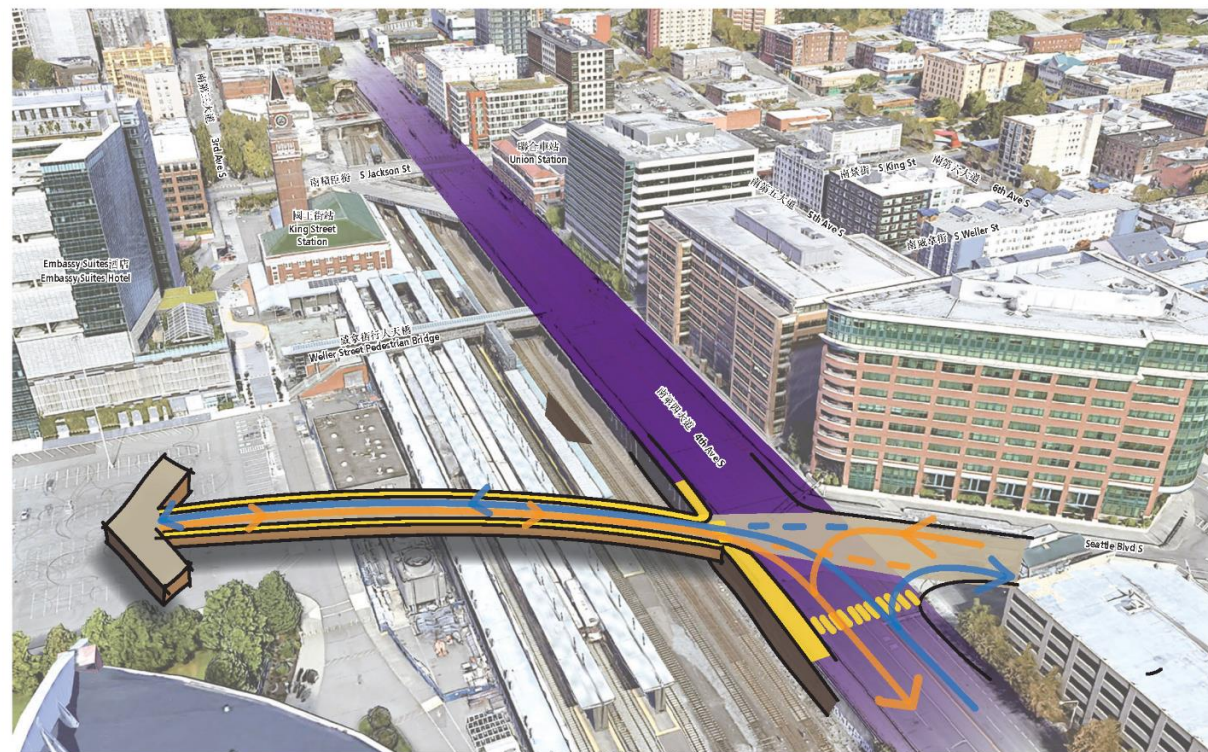


如需要在上蓋行駛交通的話，上蓋路面會高於現有第四大道，以便為下面的火車提供足夠的行駛空間。  
A lid that could support traffic would need to be higher than existing adjacent roadways to provide clearance to trains below

需要大型建造結構和很深的地基來建造上蓋，而地下現只有有限的空間來支撐。會阻礙 BNSF, Amtrak, 和Sounder的運作。  
Requires substantial structure with deep foundations; limited space for support columns; potential conflict with BNSF, Amtrak and Sounder operations

需要在南第四大道附近加設施工範圍來建造上蓋。  
Requires additional staging near 4th Ave S in order to build lid

### 其他構想: 近Seattle Blvd S橫過BNSF的新連接概念 Other idea: new connection across BNSF near Seattle Blvd S



以上圖表僅展示社區要求的構想，目的只供討論。此構想尚未有作進一步設計。  
Diagram illustrates community-requested concept for discussion purposes only. Concepts have not been engineered.

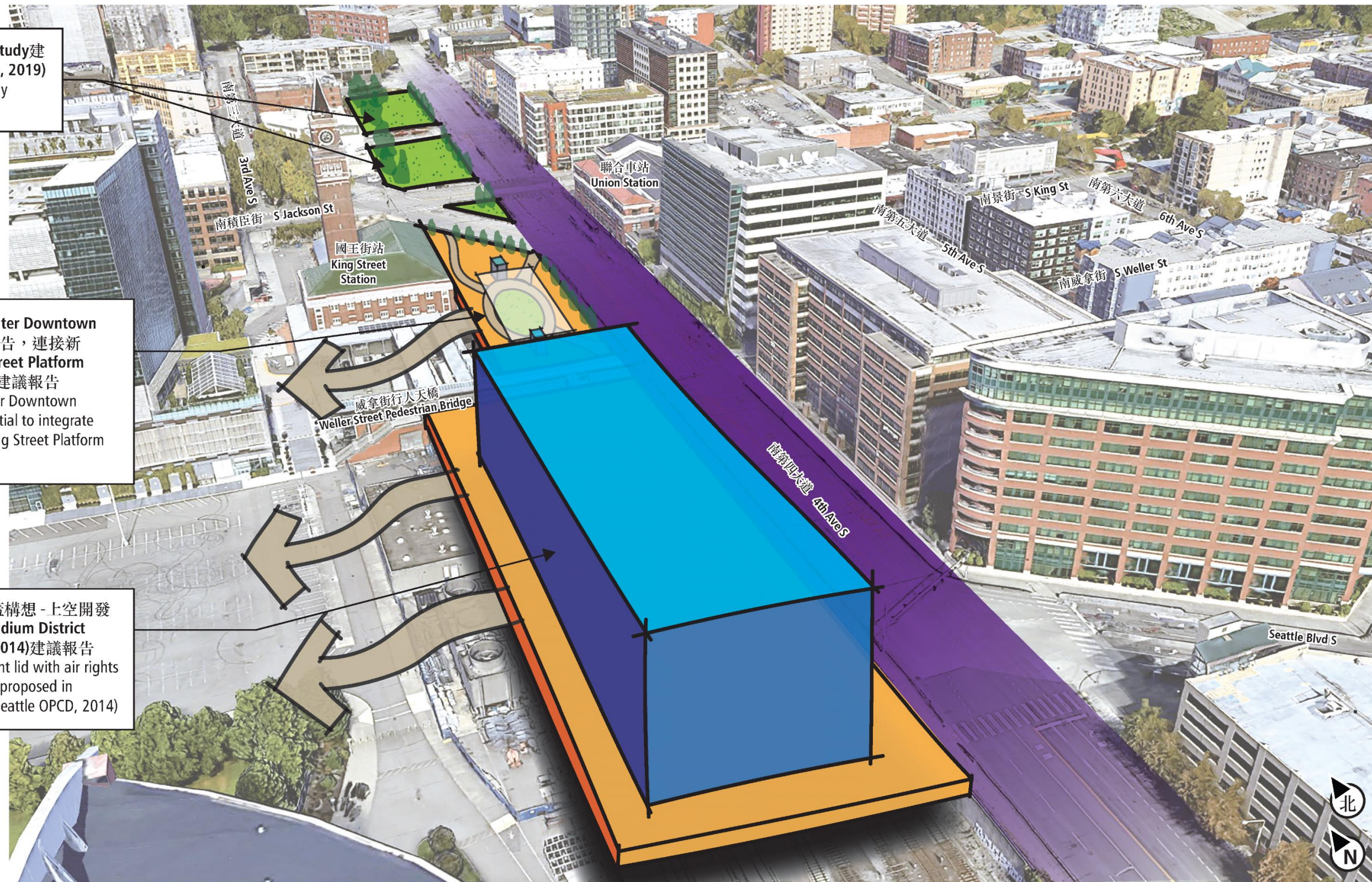
# 其他加建上蓋概念: 社區開放空間與發展機會構想

## Other lid concepts – Community open space and development

公園上蓋構想 - 取自Jackson Hub study建議報告 (Alliance for Pioneer Square, 2019)  
Park lid, proposed in Jackson Hub study (Alliance for Pioneer Square, 2019)

廣場上蓋構想 - 取自Imagine Greater Downtown (2019)和Jackson Hub Study建議報告，連接新Sounder出入口構想 - 取自King Street Platform Area Improvements Project (2022)建議報告  
Plaza lid, proposed in Imagine Greater Downtown (2019) and Jackson Hub Study; potential to integrate new Sounder access, proposed by King Street Platform Area Improvements Project (2022)

公共空間/新發展上蓋構想 - 上空開發由他人發展，取自Stadium District Study (Seattle OPCD, 2014)建議報告  
Public space/development lid with air rights development by others, proposed in Stadium District Study (Seattle OPCD, 2014)



以上圖表僅展示社區要求的構想，目的只供討論。此構想尚未有作進一步設計。  
Diagram illustrates community-requested concept for discussion purposes only. Concepts have not been engineered.

# CID Engagement Process

## WHAT COULD THIS PROCESS LOOK LIKE?

Iterative, facilitated, and responsive process adapts as needed to serve community

Oct. 13, 2022

**Open House**

- Context and Value
- How we got here
- Community informs process and scope of studies



Nov. 2, 2022

**Workshop 1: Options**

- Bring forward and evaluate
- Breakout groups
- Explore challenges and opportunities and identify refinements



Nov. 16, 2022

**Workshop 2: Tradeoffs**

- Discuss tradeoffs and refine options



Dec. 14, 2022

**Workshop 3: Key Issues**

- Problem solving around key issues for each option
- Discussion of mitigation measures



Jan. 5, 2022

**Workshop 4: Summary**

- Bring it all together and get feedback on direction for Sound Transit Board



February

**Sound Transit Board: Status Report**



Process informed by CID Engagement Toolkit and discussions with community

**Key Questions**

- What hasn't worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?

## SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

**Targeted Level of Community Engagement: Involve**  
 We will aim to engage at a Collaborate level wherever possible.

# CID 唐人街-國際區互動參與過程的建議項目

## Proposed CID Engagement Process



以根據CID唐人街-國際區互動參與的工具包和社區討論所促進的流程

Process informed by CID Engagement Toolkit and discussions with community

### 關鍵問題

#### Key Questions

- 以往的參與過程中有何不足之處?
- What hasn't worked with previous engagement?
- 如何締造有透明度的流程?
- What does a transparent process look like?
- 您希望此流程中包括什麼?
- What would you like to see in the process?
- 您需要一名協調人員嗎?
- Would you like a facilitator?

此項目流程會是如何運作的?

WHAT COULD THIS PROCESS LOOK LIKE?

根據流程需要，以連續、指引和有效的回應來服務社區

Iterative, facilitated, and responsive process adapts as needed to serve community



流程對應的方式

SUPPORTING THE PROCESS

透過在媒體、社交平台媒體，和少數族裔媒體發佈資訊，以提升大眾對項目的應知  
General awareness building including media, social media posts, ethnic media

橫跨機構和顧問協助

Interagency and consultant work

選舉性參與以小組形式、特定主題的會議（如有需要的話，可以延續虛擬分組討論、焦點小組等）  
Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

與社區聯絡員進行居民和企業的外展活動

Resident and business owner outreach with Community Liaisons

社區互動參與的目標: 緊密參與  
目標是盡我們的所能去營造共同互助性的參與

Targeted Level of Community Engagement: Involve  
We will aim to engage at a Collaborate level wherever possible.

## 聯繫我們

[wsblink@soundtransit.org](mailto:wsblink@soundtransit.org) 或 206-903-7229

## Contact us

[wsblink@soundtransit.org](mailto:wsblink@soundtransit.org) or 206-903-7229



訪問我們的網站並訂閱電子郵件以獲取項目更新：

**Visit our online open house and  
subscribe to project emails:**

***[wsblink.participate.online](https://wsblink.participate.online)***



傳譯員 Interpreter

**800-823-9230**

Español 漢語 한국어 日本語  
Tagalog русский язык Tiếng Việt

401 S. Jackson St., Seattle, WA 98104 | 800-201-4900 / TTY: 711

電子郵件： [main@soundtransit.org](mailto:main@soundtransit.org) | 網站： [soundtransit.org](https://soundtransit.org)

其他信息形式：800-201-4900 / TTY: 711 | 電子郵件： [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)

401 S. Jackson St., Seattle, WA 98104 | 800-201-4900 / TTY: 711

[main@soundtransit.org](mailto:main@soundtransit.org) | [soundtransit.org](https://soundtransit.org)

Information in alternative formats: 800-201-4900 / TTY: 711 | [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)