

## Amendment 1 to RES 32055 – Sound Transit WSBLE Recommendations

**Sponsor:** Councilmember Pedersen

Chair's Consolidated Amendment

**Effect:** This amendment would revise language related to the City's recommendations for the Delridge segment, the Smith Cove station, the Interbay alignment, and the Ballard station.

Amend Section 2, Subsection B of RES 32055 as follows:

B. Delridge Segment (Delridge station): The City is not able to state a preference given the inadequate DEIS analysis of impacted social resources in this segment. The DEIS did not identify the Alki Beach Academy as a potentially impacted social resource, and therefore did not fully analyze the project's impact on child-care services. The DEIS identified potential impacts to Transitional Resources, which relies on co-located services and housing to provide comprehensive transitional housing services. The City's future support for DEL-6 is conditioned on avoidance or mitigation of impacts, or relocation, of impacted child-care and transitional housing service providers. Preference for DEL-6, elevated lower height Delridge station at Andover, conditioned on The City encourages additional refinements to optimize transit integration and user experience for commuters arriving from Racial Equity Toolkit (RET)-identified communities including South Delridge and White Center. The additional refinements should include the creation of a transit access study for areas further south in the corridor that will access the new station by bus, include protections for Longfellow Creek, and minimize potential conflicts between pedestrians and freight movements ~~in the area of the proposed Andover Station.~~

Amend Section 2, Subsection G of RES 32055 as follows:

G. South Interbay Segment (Smith Cove station): The City is not able to state ~~a~~ an alignment preference given inadequate information in the DEIS related to transportation and visual impacts associated with construction and operation of an elevated guideway along Elliott Avenue West with SIB-1 and SIB-2, and impacts to Environmentally Critical Areas with SIB-2 and SIB-3. The City supports a Smith Cove station located at W Galer Street, consistent with the SIB-1 alignment, that supports transit connections to Magnolia.

Amend Section 2, Subsection H of RES 32055 as follows:

H. Interbay and Ballard Segment (Interbay and Ballard stations): Preference for IBB-2b, retained cut Interbay station at 17<sup>th</sup> Avenue W, conditioned on avoiding property impacts to multiple community assets, including any Seattle Storm facility; and a tunnel alignment to the Ballard station at 15<sup>th</sup> Avenue NW, conditioned on refinements that provide station access from

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the west side of 15<sup>th</sup> Avenue NW, and north and south of NW Market Street. The Ballard station alternative at 15<sup>th</sup> Avenue NW is preferred because it is the closest to the Ballard Hub Urban Village, which is one of the fastest-growing urban villages in Seattle and where the majority of the station's projected 13,100 daily riders will arrive from. The 15<sup>th</sup> Avenue NW station alternative would not require pedestrians coming from the west to cross 15<sup>th</sup> Avenue NW, providing for safer pedestrian access from the Ballard Hub Urban Village consistent with the City's Vision Zero pedestrian safety goals. The 14<sup>th</sup> Avenue NW station alternative is unacceptable without a station entrance west of 15<sup>th</sup> Avenue NW, based on these station accessibility issues and conflicts with the City's values articulated in Section 1.C.