

Amendment 3 to RES 32055 – Sound Transit WSBLE Recommendations

Sponsor: Councilmember Sawant

Revise goals and objectives; revise segment recommendations

Effect: This amendment would revise the goals and objectives related to station circulation, use of public right-of-way, potential future system expansion, and construction methods. This amendment would revise the alignment recommendation for the SODO segment, the Chinatown/International District segment, and the Downtown segment.

Revise Section 1 of RES 32055 as follows:

Section 1. City's goals and objectives. The City recognizes the West Seattle and Ballard Link Extensions (WSBLE) to be one of the largest infrastructure projects in City history, bringing both transformative opportunity to improve access and mobility for Seattle community members, and likelihood of significant impacts as the project is constructed through existing neighborhoods. In recommending a Preferred Alternative for study in the Final Environmental Impact Statement (FEIS), the City seeks to maximize benefit while minimizing impact and harm, by advancing alternatives that further the following values:

A. Racial equity. Promote equitable benefits and avoid disparate impacts.

B. Safety + user experience. Locate and design stations to maximize ridership and access to the Sound Transit system, providing for safe access and circulation that minimizes pedestrian risk-, and that prioritizes minimizing riders' travel times from station entrances to platforms, including: direct access, shortest possible distance between street and train platform, capacity for future ridership higher than projections, and significant escalator and elevator redundancy.

C. Community. Minimize residential and business displacement and impacts to existing neighborhood assets; ensure compatibility with housing, employment, and industrial land uses; and maximize opportunities to further equitable TOD and other community-identified priorities.

D. Environmental Protection. Minimize impacts to sensitive environmental areas.

E. Financial Stewardship. Facilitate responsible stewardship of taxpayer dollars by seeking highest benefit for dollars spent, helping maintain the project schedule and budget, and prioritizing future expansion opportunities in planning and design.

F. Public space. Prioritize placement of stations, station entrances, and all other station infrastructure on city-owned land and public rights of way wherever possible, or within the structure of existing buildings where applicable, that additionally acts as pedestrianized space for public benefit.

G. Adaptable infrastructure. Include expansion features at stations ahead of time that are reasonably expected to accommodate future expansion. Allow study of select cut-and-cover construction options in places that may provide significant project benefit and minimize surface

disruption. Allow sharper track turns at the immediate entrance and exit of stations where sharper turns would help to reduce station depths and/or cost.

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

D. SODO Segment (SODO station): Preference for SODO-1b, at-grade south SODO station, conditioned on resolution of engineering challenges associated with additional overpasses needed along Lander and Holgate Streets and provision of south-facing spurs to protect SoDo Station expandability South.

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

E. Chinatown-International District (CID) Segment (CID station): The City is not able to state a preference given inadequate information in the DEIS related to business and residential impacts, construction and transportation impacts, and potential mitigation strategies. The City recommends that Sound Transit advance a focused six- to nine-month planning process with CID and Pioneer Square community members and community-based organizations, Sound Transit, the City of Seattle, King County Metro, and other interested partners. This process should focus on the 4th shallow and 5th shallow alternatives and removal of deep 4th and 5th station options, with the aim of more in-depth work in community to provide mitigation and improvements to these alternatives, and ultimately providing the Sound Transit Board with improved alternatives to consider advancing into the FEIS. This process would:

1. More fully address the community's concerns with the existing alternatives, helping ensure complete information is provided on potential impacts as well as strategies available to avoid/minimize those impacts, and providing mitigation where impacts cannot be avoided;

2. Develop modifications to the 4th and 5th Avenue shallow alternatives that reduce impacts to community and to local and regional transportation systems, reduce the costs of these alternatives, and develop more complete mitigation plans; and

3. Study an additional 4th Avenue shallow cost-savings and improved station access alternative that evaluates cut-and-cover construction crossing above the existing transit tunnel.

- ~~4.3.~~ Initiate a broader community development strategy that furthers RET outcomes and addresses project and cumulative impacts and historic harm to community from past infrastructure projects, and engages the City, Sound Transit, King County, and philanthropic and other partners.

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

F. Downtown Segment (stations at Midtown, Westlake, Denny, South Lake Union, and Seattle Center): Preference for a mix-and-match approach to the Downtown segment that optimizes stations from both DT-1 and DT-2 alternatives as follows:

1. Midtown Station: DT-1, tunnel Midtown station at 5th Avenue, with a preference to provide an additional alternative on 4th Avenue that pairs with the Shallow 4th CID alternative option that crosses over the existing transit tunnel.

2. Westlake Station: DT-1, tunnel Westlake station at 5th Avenue, with a preference to provide an additional alternative on 5th Avenue that crosses over the existing station and an additional alternative on 4th Avenue that pairs with the DT-2 tunnel Denny station at Terry Street and the shallow 4th avenue CID alternative that crosses over the existing transit tunnel.

3. Denny Station: DT-2, tunnel Denny station at Terry Street, conditioned on refinements to provide station access from the north and south of Denny Way, and connection to DT-1 South Lake Union station at Harrison,

4. South Lake Union: DT-1, tunnel South Lake Union station at Harrison Street, and

5. Seattle Center: DT-2, tunnel Seattle Center station at Mercer Street, conditioned on the need to ensure a mitigation plan is developed and fully implemented to address traffic and access impacts associated with construction along Mercer Street, and to avoid, minimize, or fully mitigate impacts to the Seattle Center campus and its resident organizations as well as affected properties along the corridor. Mitigation plans should address the unique noise and vibration impacts to performing arts organizations at Seattle Center, both during construction and during permanent light rail operations.

The City acknowledges that a mix-and-match approach in downtown will require additional design and analysis to fully understand its environmental impacts, and cost and schedule implications.