

5/9/2024 System Expansion Committee
Meeting Written Public Comment
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Matt Wittman

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

5 unnamed commenters

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

I believe that these locations are not only the best options, but will also prevent potential damage to the economic engine of the city and to several local, small businesses like the Civic Hotel.

Thank you!

Nisha Nariya

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

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Thank you!

Best,
Nisha

Abby Yawitz

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

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Thank you!

Abby Yawitz

Naeem Nulwala

Sound Transit Board,

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Thank you!

Naeem Nulwala

Micky Singh

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the

Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

I believe that these locations are not only the best options, but will also prevent potential damage to the economic engine of the city and to several local, small businesses like the Civic Hotel.

Thank you!
Sincerely,
Micky Singh

Chris

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

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Thank you!
Chris

Zahra Megji

Sound Transit Board,

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I believe that these locations are not only the best options, but will also prevent potential damage to the economic engine of the city and to several local, small businesses like the Civic Hotel.

Thank you!
Zahra Megji

Lia Hall

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

I believe that these locations are not only the best options, but will also prevent potential damage to the economic engine of the city and to several local, small businesses like the Civic Hotel.

Thank you!
Lia Hall
Rainier Beach resident

Juergen Oswald

Hello Friends,

I would like to express my support for the alternate 5th and Harrison station and the Westlake Shifted West station. There are no utilities concerns, does not require the full closure of Harrison street, and will improve rider experience because the location is closer to Seattle Center and better walksheds. Especially with the Sonics returning soon, Seattle Center must have the best located station possible.

Thank you.

JUERGEN OSWALD
GENERAL MANAGER

Jeff Chu

To the City of Seattle and the Members of the ST Board,

South Lake Union has been home to me since 2009 and during this time I also have worked for companies that have invested in the success of SLU. Over these 15 years I have personally witness the amazing neighborhood transformations. The neighborhood has thrived over the years and I deeply concerned that the proposed ST transit plans of closing of Westlake Ave and Denny St for the construction of station may destroy our beloved neighborhood.

Asking everyone to please show your empathy for local business and residents!

The magnitude of the proposed disruption will greatly outweigh the potential benefits. In my opinion it may cause the neighborhood to suffer irreparable damages as it will set up a chain of events that the board needs to consider. Businesses will struggle and many may close or relocate - in tandem the majority of residents in SLU are renters and they will simply not renewed their leases. The neighborhood may not be able to sustain itself as residents/renters leave SLU.

It should not be taken lightly if residents leave SLU over this extended period, employers will relocate as well. SLU may never recover from this damage and this is simple too costly to me as I love SLU. I want SLU to be revitalized again and it is deeply troubling to me that these damages maybe be long lasting.

To mitigate the potential damages to SLU, I emphatically plead to the board to please show empathy of the employers, business, and residents of SLU. Please consider the alternatives of Denny Station West and 5th and Harrison to minimize economic harm to SLU. We urge the City of Seattle to please consider alternative that will connect us to the rest of the region with high-quality transit while also preserving the vitality of SLU by thoughtfully making construction decisions that helps keeps SLU running/growing.

Please do not harm SLU, as it is the gem of Seattle and many great cities across the country embrace epicenters like SLU. Introducing this major risk of disconnecting SLU this may destroy the neighborhood and all it has become.

Thanks for considering my feedback and hope you will seek alternatives that are inline as investments to SLU and not risks to SLU.

Sincerely,
Jeff Chu

Neha Nariya

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

I believe that these locations are not only the best options, but will also prevent potential damage to the economic engine of the city and to several local, small businesses like the Civic Hotel.

Thank you!
Neha

Julie Holland – South Lake Union

The substance of this comment is within a letter included at the end of this summary.

Hello,

Attached are the written comments from the South Lake Union Community Council stating its support for adding the new alternative of Westlake Shifted West and 5th/Harrison to the DEIS study.

Sincerely,

Julie Holland
Board President
South Lake Union Community Council

Christina Quinn

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

I believe that these locations are not only the best options, but will also prevent potential damage to the economic engine of the city and to several local, small businesses like the Civic Hotel.

Thank you!
Cristina Quinn

Vrajal Nariya

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

I believe that these locations are not only the best options, but will also prevent potential damage to the economic engine of the city and to several local, small businesses like the Civic Hotel.

Thank you!
Vrajlal

Craig Schafer

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

I believe that these locations are not only the best options, but will also prevent potential damage to the economic engine of the city and to several local, small businesses like the Civic Hotel.

Thank you!

Craig Schafer
Owner
Hotel Ändra MGallery Seattle

Rob Brandenburg

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

It's evident that this project will leave a lasting legacy with your names attached, so it's imperative that it is done right! When considering the impact on local businesses with Westlake Avenue interruptions and potential massive loss of tax dollars, and the effect on thousands of workers commuting to South Lake Union (SLU) daily, the current plan with Shifted North continues to raises serious concerns. The proposed station layout at 7th/Harrison, situated in a desolate area with no vibrant blocks within 500 feet in any direction, limited access and interfering with the off/on ramp to the 99 Tunnel, is deeply troubling. Moreover, the demolition of the Civic Hotel, a thriving family business with a 30-year legacy, merely to clear space for construction materials, appears both harsh and thoughtless.

Does it make sense to prioritize spending valuable tax dollars on a plan that overlooks these fundamental issues? We advocate for the WESTLAKE SHIFTED WEST study alternative and fully support the Harrison/5th Avenue option for the SLU station setup. A SLU station closer to the economic hub, the Seattle Center, for a more sensible and beneficial solution while keeping the heart of South Lake Union pumping makes real sense!

Thank you for your attention and willingness to consider the Shifted West alternative!



Rob A. Brandenberg (he/him)

Sandeep Reddy

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

I believe that these locations are not only the best options, but will also prevent potential damage to the economic engine of the city and to several local, small businesses like the Civic Hotel.

Thank you!

Sandeep Reddy

Kyran Hynes – Continental Properties LLC

Hello,

Thank you for this opportunity to comment, and once again to the Sound Transit team for its efforts to assess alternatives to minimize construction impacts on Westlake Avenue. As the owners of Met Tower at 1942 Westlake Avenue, we are very concerned about the impacts that the Denny Station project will have on our residents, retail tenants and the broader South Lake Union and Denny Triangle neighborhoods. We respectfully request that the

System Expansion Committee support the Denny / Westlake Shifted West and South Lake Union 5th & Harrison station locations as the preferred option moving forward. Westlake is such a vital corridor for the city, and we are at such an important inflection point in efforts to bring workers, customers and visitors back to downtown. At this critical time, it seems unconscionable to proceed with the current preferred option, which would result in a minimum of six to eight years of heavy construction activity centered on Westlake and Denny. While the cost of delay for advancing the Shifted West / 5th & Harrison alternative (estimated by Sound Transit to be \$500MM+) sounds alarming, we urge the board to consider it in the context of the irreparable harm that would be caused by nearly a decade of construction in the heart of what is currently the city's most vibrant business district. Thank you again.

Sincerely,

Kyran Hynes
Vice President
Continental Properties LLC

Ethan Raup - KEXP

Dear Sound Transit System Alignment Committee,

I am writing on behalf of KEXP to support the 7th and Harrison station location based on significant construction impacts to fellow resident organizations at Seattle Center, construction delays and also based on a concern about impact to the alignment under the NW rooms from the proposed 5th and Harrison location.

Ethan Raup, CEO of KEXP

Ethan Raup (he/him)
Chief Executive Officer
KEXP 90.3 FM | kexp.org

Jeffrey Herrmann – Seattle Rep

On behalf of Seattle Rep, I write in support of the 7th & Harrison station location (the Preferred Alternative). Moving the station to 5th & Harrison will take longer and cost more;

and it will introduce greater traffic disruption and for longer than what would be experienced on Westlake Ave if we stuck with 7th & Harrison (and at a time when Seattle Center's resident orgs are still working to recover from the pandemic). Please stick with the preferred alternative.

Thank you.



Jeffrey Herrmann

Managing Director

206.443.2218

seattlerep.org

Holly Jacobson – Path With Art

The substance of this comment is within a letter included at the end of this summary.

--



Holly Jacobson | Chief Executive
Officer

She/Her

holly@pathwithart.org

Cell: 206.769.7185

Ellen Walker – Pacific Northwest Ballet

The substance of this comment is within a letter included at the end of this summary.

Good morning,

Attached please find my letter in support of the 7th & Harrison Preferred Alternative. Thank you.

All my best,
Ellen Walker

Ellen Walker | Executive Director
Pacific Northwest Ballet

Brenda Barnes – Classical King

The substance of this comment is within a letter included at the end of this summary.

Brenda Barnes (She/Her)
CEO, Classical KING

direct: 206.691.2960
363 Mercer Street, Suite 200, Seattle, WA 98109



Julia Churns-Welch – Seattle Opera

The substance of this comment is within a letter included at the end of this summary.

Hello,

Please find attached Seattle Opera's public comment for the System Expansion Committee meeting today.

Best,
Julia

Lia Chiarelli

May 9, 2024

King County Executive Dow Constantine
King County Council Member & System Expansion Committee Chair Claudia Balducci
Snohomish County Executive Dave Somers
Sound Transit Board

Via Email

Dear Chair Constantine, CM Balducci, Executive Somers, and Sound Transit Board:

I am writing to encourage you to keep the original WSBLE Preferred Alternatives at 7th & Harrison and Westlake Shifted North.

It's clear Amazon and Vulcan prefer the 5th & Harrison option. I urge you to make the choice that will be best for the city, not best for Amazon and Vulcan.

I live in Shoreline and work for a resident tenant at Seattle Center. I am also a member of the Mercer Stakeholders and involved with ongoing conversations around transportation projects in this part of Seattle. My job is to bring people together for events, education, and performances, so I am very invested in the successful completion of this project. I also look forward to riding the light rail to work, assuming my employer makes it through this protracted impact on our operations. Personally, it's hard to see both elected officials and our government agencies acquiesceto Amazon and Vulcan who are advocating for their own interests. My interests are in the recovery of the City. I believe the organizations at Seattle Center, and that includes Climate Pledge Arena are doing exactly what the City says they want - people spending time and money in Seattle.

I urge you to make the choice that saves money and time and centers the needs of the City over your biggest businesses, I think we've seen repeatedly, the two things are not the same.

Sincerely,
Lia Chiarelli
Shoreline Resident / Seattle Employee

Kristin Ramer Liang

May 9, 2024

King County Executive Dow Constantine
King County Council Member & System Expansion Committee Chair Claudia Balducci
Snohomish County Executive Dave Somers
Sound Transit Board
Via Email

Dear Chair Constantine, CM Balducci, Executive Somers, and Sound Transit Board:

I am writing to express my support for keeping the original WSBLE Preferred Alternatives at 7th & Harrison and Westlake Shifted North.

I live in Edmonds and am employed at a Seattle Center resident nonprofit arts organization. I attended the July 2023 Sound Transit Board meeting and gave public comment at that time urging the Board to maintain the 7th & Harrison station; during this meeting I witnessed a coordinated effort to scuttle the 7th & Harrison station as the Preferred Alternative.

Since then, I have listened to information presented by Amazon and Vulcan in favor of new alternatives at 5th & Harrison and Westlake Shifted West as well as information from Sound Transit staff that, for me, affirms that 7th & Harrison and Westlake Shifted North remain the best options.

Specifically, moving the 7th & Harrison station to 5th & Harrison would cause harm to Seattle Center organizations: noise and vibration that would impact MoPOP and the historic NW Rooms, 5th Avenue and adjacent street closures that would impede access to Seattle Center for a whopping 8.5 years, and additional delays which could cost upwards of \$500 million. There are challenges as there will be at any location, but this alternative is a good compromise: it fulfills ST3 voters' mandate for two stations in SLU while not running up outrageous costs.

Proponents of the 5th & Harrison alternative understandably want to avoid closing Westlake Avenue, but those closures would be both shorter in duration and less restrictive than what would be required on 5th Avenue – and made even worse by the start and stop of bus routes. I studied the impacts of the Mercer West construction project and learned that 1.5 years of disruption harmed multiple Seattle Center campus organizations for years after it concluded; once people decide it is too difficult to access an organization, they are unlikely to return. The 5th & Harrison alternative has potential to put many smaller nonprofit organizations out of business simply to make Amazon employees' commutes more seamless. Ironically, these are many of the same organizations touted for their contribution to Seattle's reputation as a world-class city. It would be a shame to complete this project having lost in the process much of what draws transit riders to campus and makes our region so vibrant.

On a personal note, I live in Edmonds and already deal with traffic implications from Amazon's employees commuting into South Lake Union but look forward to one day being able to take the Lynnwood light rail into the office. I can only do that if I still have a job to go to when that happens; I'm not at all convinced that will be the case if access to Seattle Center is further impeded.

I urge you to support the original Preferred Alternatives at 7th & Harrison and Westlake Shifted North.

My best,
Kristen Ramer Liang
Edmonds Resident / Seattle Employee

Carlee Klingenberg

Hello,

I write to you today as a true Seattleite. My family has lived in Seattle for five generations. We have seen this city change in many ways to say the least. My great grandfather was a mason for the Smith Tower,

my grandmother was a cocktail waitress at the famous Dog House, my father worked for the as a roofer and eventually for the State and my mother had a daycare. Seattle was a blue collar town. Despite their modest means they all were homeowners, were able to comfortably raise their families and all had vibrant communities. The city has evolved, become more metropolitan, the arts have thrived and then made a slow descent as rising prices continue with no end in sight. Today, I am a working mother who is proud to call Seattle her home. I like to see the city develop and continue to grow and my opportunities here feel like they are dwindling as the cost of housing is unattainable, the cost of living continues to increase and my sadness grows as the small mom and pop shops that made this town unique are disappearing.

I believe we are headed in the right direction with providing more transit options and am excited to see the light rail extension throughout the city. I am concerned about the "Shifted West" proposal that is being presented by Vulcan. Let me be perfectly transparent here. I am the Spa Director of Banya 5 and we are in the destruction zone if "Shifted West" is approved. I began my career here in 2008 and I have a personal interest in keeping our business running and continuing to provide our unique Hydrotherapy offering to our well established (almost 20 years!) community. I have stayed with the company because of the amazing community this small business has cultivated and the one of a kind Health and Wellness offering we provide to Seattle. Our Sauna is world class and our Cold Pool is an experience to say the least. This type of Health and Wellness modality spans across the world for hundreds of years, yet we are one of a kind in our region. With the "Shifted West" proposal Banya 5 would be acquired and demolished. Our community of patrons has reached out on this forum to raise their concerns and the impact of losing Banya 5. Banya 5 has a vibrant and unique community of patrons and employees. Ownership has made it their mission to keep Hydrotherapy, an ancient health and wellness modality, accessible to many different income ranges. Our community consists of teachers, artists, social workers, personal trainers, therapists and along with Amazon tech workers. Banya 5 also provides this service to its employees, making the facility complementary to all its employees, a guest of their choice and their family members. This business practice enriches the culture by creating a shared experience for patrons and employees alike.

Despite my personal stake in the matter, I think there are some real financial and logistical challenges that this proposal presents. Any delay in the process and any fiscal increase to the project is not fair to voters who approved Sound Transit's proposal of the "Preferred Alternative Westlake/Denny" station. As you know, these delays and research into new proposals are not small, they are in the millions and perhaps in the billions I presume. Taxpayers should not be expected to shoulder the expense put forth by Vulcan, a company with a net worth, according to Bloomberg of 1.5 billion dollars. The "Shifted West" proposal heavily emphasizes the impact that the voter approved "Preferred Alternative Westlake/Denny" Station will have during construction of the station. While the "Preferred Alternative Westlake/Denny" Station option may impact the arterial of Westlake Ave during construction; the most effective and sustainable option for public transit is to keep large public transit infrastructure on main streets and arterials rather than dismantle smaller side streets that are not suitable for a project such as this. Notable city examples are the locations of the Capital Hill Station being on Broadway Ave, and the Beacon Hill Station being on Beacon Ave S as these arterials most easily link to other transit options such as buses rather than on small side streets that compromise the neighborhood and destroy small businesses.

As stated above, the issue that has been dominating the conversation regarding the two proposals has largely been centered around road closures during the construction phase. The South Lake Union neighborhood has been undergoing major construction and development over the course of 15 years. Many major intersections have been closed during the construction of countless private development projects. Private high-rise buildings have been constructed all along Westlake, as well as on Denny and Mercer Street. Why is it reasonable to close major roads for private projects but not public ones?

The neighborhood of SLU was once teeming with small, independent businesses. Banya 5 being one of them. Over the course of the last 15 years the neighborhood has evolved, resulting with most of the independent businesses being pushed out of the neighborhood to make way for large corporate entities. Independent, unique businesses help to curate the culture of Seattle as a whole and preserving them is key to keeping our city thriving, unique and true to its essence.

The feasibility study has clear findings regarding equitable access. While the panel has downplayed the 3–6-minute extension of rider time and the 2-block walk that the “Shifted West” proposal presents, The time it takes to get from point A to point B for life’s necessities; access to food, work and education has an economic impact. For someone who already has a long commute time or is disabled, 3-6 extra minutes, or a 2-block walk distance disadvantages them. As the saying goes “Time is money.” Over the course of weeks, months, and years the extra time and distance adds up to inequities for our most vulnerable populations.

Please, do what civic leaders are elected to do. Preserve, protect, and promote the interests of the public.

Regards,

Carrlee Klingenbeck - She/Her

Bill Hirt

Dear Sound Transit Board,

I urge you to consider the following post from my blog

<http://stopeastlinknow.blogspot.com> before selecting a preferred alternative for Ballard Link

Bill Hirt

AThe previous post raised doubts about whether the Sound Transit East Link Starter Line they've spent \$42 million expediting, that costs \$76,000 daily to operate, will attract 4000 to 5700 riders. The livestream video of the April Sound Transit Board's April 27th meeting should raise doubts about the Board's entire approach to the “largest transit system expansion in the country”.

This post details why the video of their approach to the Ballard Link exemplifies that concern. It involved Sound Transit informing the Board they were considering a “potential new alternative” that moved the Denny Station west and made minor changes to tunnel route. It detailed how both options

would impact Westlake Ave, Denny Way, Harrison St, and 5th and 7th Ave. The new alternative would avoid affecting Westlake and 7th Ave and minimize impact on Denny Way. However, Harrison St and 5th Ave would have reduced GP Lanes for nine years.

The new alternative would also increase construction time from 8 to 9 years and were advised by the Transit Advisory Group (TAG) the delay would add \$500 million to the \$12.5B Ballard Link cost. The new alternative would move South Lake Union (SLU) station from 7th to 5th so Rapid Ride E would continue into downtown rather than terminate at (SLU). The result being KCM route 3-4 every 15 minutes from Seattle Pacific and Queen Anne Hill would be the only bus route terminated at SLU station..

The presentation included a chart comparing Performance, Construction effects, and Cost and Schedules for the Current preferred alternative and Potential new alternative. That Potential Board Action was anticipated at the May 9 System Expansion Committee and May 23 Board Meeting to choose between not to consider the new alternative, choose it later as the preferred alternative, or to choose it now as the preferred alternative.

No one considered a third alternative, no longer route light rail from Ballard to SODO. While the route was included in the ST3 Prop 1 voters approved in 2016, it's already been delayed until 2039. Sound Transit has used the 2016 approval for \$54B from 2017 to 2041 to evolve into spending \$145B from 2017 to 2046 and leave a \$28B debt in 2046.

Thus, not spending \$12.5B and 10-15 years of disrupting downtown Seattle would surely be worth considering. Especially since Ballard, Queen Anne, Seattle Center, and South Lake Union all have access to transit into downtown. From the South Lake Union Streetcar and KCM Rapid Ride C from Lake Union, to Rapid Line D on 15th Ave through Ballard, and KCM Routes 1, 2, 3 and 4 commuters already have access to 24 hours of service. Route schedules vary from 7-8 min peak, 15-30 off peak, and hourly early morning

All the buses are currently routed to and from multiple stops on 3rd Ave. Again, if the new alternative is selected only routes 3 and 4 will be terminated at SLU. A dubious benefit as those riders along with those choosing to ride Ballard Link light rail will need to use new Westlake station for egress and access, far less convenient for most.

The bottom line is the Sound Transit Board needs to recognize their goal should be to improve transit into Seattle. That existing bus routes can do it better than light rail from Ballard. That East Link and West Seattle light rail

can better serve their commuters if they're terminated at a modified current CID station rather than routed through tunnels under Seattle. Use the existing DSTT to those needing to go further.

The benefits of saving billions and years of disruption are sure worthy of consideration.

Matt Larson

Hi Teresa,

Thank you for your time and investment in learning about the challenges that we are facing with the impending relocation of our respective businesses. While there is a lot to discuss, one specific item that we would like to bring to your attention is the required information gathering that we feel has not been followed through on to our knowledge.

As prospective stakeholders, we need to express our apprehension regarding the apparent deficiency in executing the requisite procedures for assessing the true impact on affected businesses. Despite our repeated inquiries regarding the timeline for completion, regrettably, we have yet to receive any substantive response. In the SOUND TRANSIT'S REAL PROPERTY ACQUISITIONS AND RELOCATION POLICY, PROCEDURES AND GUIDELINES, it is stated in Section 8.3 on pages 24 and 25:

8.3 Relocation Planning, Advisory Services, and Coordination

a. Relocation planning. During the early stages of project development, Sound Transit will plan in such a manner that recognizes the problems associated with the displacement of individuals, families, businesses, farms, and nonprofit organizations and develop solutions to minimize the adverse impacts of displacement. Such planning, where appropriate, will precede any action by Sound Transit which will cause displacement, and will be scoped to the complexity and nature of the anticipated displacing activity including an evaluation of program resources available to carry out timely and orderly relocations. Planning may involve a relocation survey or study, which may include the following:

(1) An estimate of the number of households to be displaced including information such as owner/tenant status, estimated value and rental rates of properties to be acquired, family characteristics, and special consideration of the impacts on minorities, the elderly, large families, and persons with disabilities when applicable.

(2) An estimate of the number of comparable replacement dwellings in the area (including price ranges and rental rates) that are expected to be available to fulfill the needs of those households displaced. When an adequate supply of comparable housing is not expected to be available, Sound Transit should consider housing of last resort actions.

(3) An estimate of the number, type and size of the businesses, farms, and nonprofit organizations to be displaced and the approximate number of employees that may be affected.

Sound Transit Page 25 Last updated November 2017

(4) An estimate of the availability of replacement business sites. When an adequate supply of replacement business sites is not expected to be available, the impacts of displacing the businesses should be considered and addressed. Planning for displaced businesses which are reasonably expected to involve complex or lengthy moving processes or small businesses with limited financial resources and/or few alternative relocation sites should include an analysis of business moving problems.

In light of the fact that certain businesses have yet to be contacted regarding their impending removal, coupled with the apparent insufficiency in gathering information from those already contacted, we harbor significant apprehensions regarding the thoroughness and timeliness of the mandated assessments within the current phase of proceedings. Throughout our collaboration with Sound Transit, we have operated in good faith, presuming that all requisite assessments, as mandated by their own protocols, have been diligently executed.

However, our concerns regarding the viability of relocation under the proposed terms remain paramount. It is disconcerting that our legitimate apprehensions regarding relocation feasibility have not been accorded due consideration. Moreover, the apparent shortfall in information gathering on Sound Transits part casts doubt on their ability to confidently assure the availability of adequate resources and suitable relocation options when the need arises.

We kindly request that, if a report has indeed been compiled, it be promptly disseminated to all impacted parties and the board for their review and consideration. Conversely, if such a report has not yet been generated, we seek clarification on the timeline for its completion or an explanation for any delays, as this information holds significant relevance for advancing the ongoing proceedings in alignment with Sound Transit's established policies and procedures.

Matt Larson
Owner Skylark Cafe and Club
3803 Delridge Way SW

Andrew Cronholm

Dear Councilmember Mosqueda --

Thank you for your efforts to raise visibility and awareness on the impacts of the proposed route of the West Seattle light rail expansion.

My child, Hunter, is currently enrolled at Alki Beach Academy (ABA) -- the daycare is one of several businesses set to be impacted by the expansion. We also have a five week old who we also plan to send there, as ABA is convenient to the new H-line Rapid Ride corridor and provides our family a speedy ride to our downtown jobs.

You should know that ABA does not own the building it currently occupies and ABA has communicated the complexities of reopening at another site should they be forced from their current site. ABA is the largest daycare provider in West Seattle and 100+ families will be impacted should they be unable to reopen elsewhere. As I'm sure you're aware, there is not enough capacity at other West Seattle facilities to accommodate all those families.

Please use your influence on the County Council of advocate on behalf of ABA, including mustering financial support through General Fund support and other funding sources, as appropriate.

Thank you for your continued support of West Seattle families.

Best,

Andrew Cronholm

Martin Westerman

Greetings, Board Members,

Just a reminder. —

If ST's Board read the WSBLE Draft Environmental Impact Statement (DEIS), it would chose the No Build Alternative.

- DEIS did not state that WSBLE was a proposal, not a plan. Plans require field study. ST hadn't done any.
- In the WSBLE No Build Alternative, Everett-Tacoma, Seattle-Redmond, & Kirkland-Issaquah rail projects continue. So do greenway improvements, and Seattle's Bicycle & Pedestrian Master Plan projects
- WSLE offers no transit, economic or environmental advantages to West Seattle.
- Section 2 of the voter-approved ST3 and Chapter 2 of the DEIS state that the ST board can override voter choices if a project becomes unaffordable, infeasible or unbuildable. WSLE is all three.



Comments submitted after the meeting's deadline

Collin Larson

Dear Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

I believe that these locations are not only the best options, but will also prevent potential damage to the economic engine of the city and to several local, small businesses like the Civic Hotel.

Thank you!

- Collin Larson

Unnamed commenter

Hi Team,

I support the Shifted West option because it is the least disruptive to Westlake Avenue and the economic stability of SLU. SLU is a wonderful neighborhood - well maintained, lively, and convenient. All three of these traits are in jeopardy if the Shifted West option is not chosen.

Thank you

Avani Nadkami

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station as well as the Westlake Shifted West option. Given that the original locations have concerns about utilities and traffic, please vote for these options as the preferred options for ST3.

I believe that these locations are not only the best options, but will also prevent potential damage to the economic engine of the city and to several local, small businesses like the Civic Hotel.

Thank you!

Avani

Betty Lau – in person comment transcript

Public Comment by Betty Lau at Sound Transit System Expansion Committee Meeting, Thursday, 5/9/24, 1:30 p.m. at Union Station

Hello! I'm Betty Lau of Transit Equity for All.

Today is the sad, one year anniversary of Chinatown International District landing on the nation's 11 Most Endangered Historic Places List, with no signs of getting off anytime soon. We're also on the State 11 Most Endangered Historic Places list

Feedback on the April 25 Workshop "Regional and Local Access":

1. Another failed top-down management decision
2. No information in Somali, Tigrinya, Oromo, Amharic or Spanish.
3. No mention of anything in Little Saigon as a destination for the simulated light rail trip examples
4. Workshop video animation, notes on public feedback, not available for those unable to attend—true of all past workshops and so-called "community" meeting
5. Continued ghosting of people of color who ask for such information

This is why CID remains on the national 11 Most Endangered Historic Places list!

Move forward on 4th!

Thank you.

OUR VISION

To steward a livable, vibrant, urban neighborhood supporting a diversity of residents of all ages and incomes while driving an innovative local economy and providing rich, cultural community opportunities.

OUR VALUES

Inclusiveness | Integrity | Respect | Transparency | Impartiality



DATE: May 9, 2024
TO: Sound Transit System Expansion Committee
FROM: South Lake Union Community Council (SLUCC)
RE: ST3 Presentation on Ballard Link Extension South Lake Union area feasibility assessment and public engagement.

Members of the Sound Transit System Expansion Committee,

The South Lake Union Community Council has reviewed the Ballard Link Extension Feasibility Study released to the Board on 4/25/24 and would like to update its position to support adding the new alternative to the Draft EIS: Westlake Shifted West and 5th/Harrison.

We continue our support for two light-rail stations in the area of South Lake Union and the Denny and Uptown Triangles. And we find the data presented in the most recent Feasibility Study indicates that both station couplets Westlake Shifted North and 7th/Harrison and Westlake Shifted West and 5th/Harrison are feasible.

The Sound Transit Feasibility Study’s ‘Results Comparison’ table contrasts performance information for each option. But only the more thorough Draft EIS will deliver the full complement of information needed for a decision of this complexity. Adding the new alternative to the DEIS for further advancement enables Sound Transit to fully complete the comparative profile for the two options, weigh community input and evaluate the short- and long-term benefits of the station options for the SLU community.

The Ballard Link Extension will serve generations to come. SLUCC implores Sound Transit to take the time to get this right.

Thank you to Sound Transit for working with us towards light rail solutions that will deliver the greatest benefits to the community, integrate transit, and minimize disruption to the South Lake Union neighborhood and businesses during construction.

Sincerely,

Julie Holland
Julie Holland

SLUCC Board President

Our priorities within the SLU Urban Design Framework & SLU/Uptown Mobility Plan

Equitable Housing | Design Review Collaboration | Public Safety

Equitable Community Engagement | Activation of Public Places | Sustainable Urban Mobility

Connect with Your South Lake Union Community!

SLUCommunityCouncil.org |

Julie Holland
President
Mirabella

Stacy Segal
Vice President
Seattle Parks Foundation

Geoff Eseltine
Secretary
Cascade People’s Center
(YMCA)

Paul Wahnoutka
Treasurer
Alien Institute

Josh Anderson
Director
Center for Wooden Boats

Rebecca Bryant
Director
Fred Hutchinson Cancer
Center

Kiki Gram
Director
Vulcan Real Estate

Ross Leventhal
Director
NBEJ

Jill Wiggins
Director
Fearey for Amazon



May 8, 2024

Holly Jacobson
206.650.0669
holly@pathwithart.org

Claudia Balducci
Council Chair
System Expansion Committee

Dear Chair Balducci & System Expansion Committee:

On behalf of Path with Art and our community, I am writing to express our firm support for staying with the original Preferred Alternatives at 7th & Harrison and Westlake Shifted North.

As a constituent of the Seattle Center extended campus, we oppose designating 5th & Harrison as the Preferred Alternative, and we do not we support keeping it in the DEIS as an option for study.

The arts are often first called upon to be a remedy to uplift the health of communities, but frequently left out of impact and funding considerations in policy making. We believe that the one-year time delay, and the range of costs associated with that delay, are too impactful to our organizations and taxpayers of this region. The construction impacts projected for the 5th & Harrison station location shared by Sound Transit's study, pose serious concerns for Seattle Center and the Uptown community, impeding the ongoing recovery efforts of our arts and cultural institutions - the very institutions that make Seattle an attractive tourist and business destination. Reducing traffic on 5th Avenue to two lanes for 8.5 years and constricting access to the Gates Foundation Garage will exacerbate an already challenging situation, especially for elderly audiences and those with mobility concerns. Moreover, we are apprehensive about the potential noise and vibration disruptions that could affect MoPop and NW Rooms, necessitating further study and clarification.

Path with Art aims to harness the transformative power of the arts in forging connections: between the individual and self, the self and community, and communities and society. A crucial aspect in realizing this vision is ensuring seamless access to community resources, particularly the arts and cultural hubs in Seattle Center. Any reduction in accessibility could jeopardize the health and well-being of the community on many levels. .

Thank you for your attention to this matter.

Appreciatively,

A handwritten signature in black ink that reads 'Holly M. Jacobson'.

Holly Jacobson
CEO, Path with Art

May 9, 2024

King County Executive Dow Constantine
King County Councilmember Claudia Balducci
Sound Transit Board
Via Email

Dear Chair Constantine, Councilmember Balducci & Sound Transit Board:

I am writing to express Pacific Northwest Ballet's support for maintaining Sound Transit's 7th & Harrison and Westlake Shifted North preferred alternatives.

The time delay with the option proposed for a 5th & Harrison station makes an already massive construction impact more profound for the cultural organizations on the Seattle Center campus. Reducing traffic on 5th Avenue to two lanes for 8.5 years, and constricting access to the 5th Avenue Garage will exacerbate an already challenging situation for Seattle Center attendees.

Further, there has been no study of potential ingress and egress ramifications for events on the Seattle Center campus with the 5th & Harrison option. Of course, Climate Pledge Arena has the greatest audience capacity and will have even more visitors with the arrival of Seattle's future NBA team, but McCaw Hall is also programmed more than 100 times per year by PNB alone. We lost audiences during Mercer Street construction, and again during the pandemic. A significant percentage of these attendees have not returned. We are gravely concerned that organizations like ours won't survive yet more external obstacles to our sustainability. We work hard to be a contributing partner to Seattle Center and a reliable source of parking revenue and other neighborhood vitality benefits associated with performing arts organizations like ours. We are a community asset our city can be proud of, convening people from all ages and walks of life, and offering valuable education experiences to students across our county.

Chair Constantine and Councilmember Balducci, we deeply appreciate your genuine support for arts and culture organizations across King County. We feel seen and understood by you both, and we know you recognize that there simply are no world class cities that don't also boast thriving arts and culture sectors. Thank you for your thoughtful consideration, and all you do for our region.

Respectfully,



Ellen Walker
Executive Director, Pacific Northwest Ballet



Listener-Supported Classical Music
from the Pacific Northwest

363 Mercer Street
Suite 200
Seattle, WA 98109

206.691.2981 | ClassicalKING.org

Claudia Balducci
System Expansion Committee

Dear Chair Balducci & System Expansion Committee:

On behalf of Classical KING and with our arts partners in mind, I am writing to express our support for staying with the original Preferred Alternatives at 7th & Harrison and Westlake Shifted North. Moving the stop to 5th and Harrison would make it much more difficult for people to get to the Seattle Center parking garages and that frustration could keep people away from Seattle Center events.

It only makes sense to have a transit stop at Seattle Center if there are great arts experiences our residents and visitors want to attend. The pandemic was hard on all our community institutions, but the performing arts were hit especially hard. Most of them were closed or mostly closed for the better part of three years. When they were able to produce events again, audiences were slower to return. They are returning, but audiences for most organizations are not yet back to 2019 levels.

Furthermore, studying the 5th and Harrison option will increase costs by half a billion dollars and extend the timeline by almost a year. If the cost of the project rises, there is also a danger that mitigation efforts will be scaled back, and the arts organizations will experience more noise, vibration and disruption.

For audiences, reducing the traffic on 5th Avenue to two lanes for 8.5 years and constricting access to the Gates Foundation Garage will bring frustration and may well cause them to avoid Seattle Center during the construction process. That will be another hit to organizations that have already been hard hit.

Classical KING can survive the construction process, but part of our mission is to advocate for our excellent arts institutions. On their behalf, I strongly encourage you to keep the original Preferred Alternative at 7th and Harrison.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Brenda Barnes".

Brenda Barnes
CEO

SEATTLE OPERA.

May 9, 2024

Sound Transit System Expansion Committee
Sound Transit Board of Directors
Via Email

Dear Committee Chair Balducci and Sound Transit Expansion Committee members:

On behalf of Seattle Opera, I wish to express our utmost support for **maintaining Sound Transit's preferred alternative station at 7th/Harrison** paired with Denny Shifted North.

As the April 25, 2024 Sound Transit staff presentation showed – there is an overwhelming case for maintaining the existing preferred alternative 7th/Harrison and Denny Shifted North location based on station performance, system transferability, construction timeline, construction cost, and impact on iconic Seattle Center structures. The late addition of a 5th/Harrison station further burdens Sound Transit's system expansion and, echoing Seattle Center Foundation's statements, places unreasonable burdens on our taxpayers and communities who have long awaited light rail's arrival. **We do not support keeping 5th/Harrison within the DEIS for further study.**

One of the biggest points of contention in these site locations is proposed street closures during construction. While incremental lane reductions of Westlake and Denny Avenues will be challenging, they're manageable and have known peak travel volumes—a far cry from 8.5 years of lane reductions on 5th Ave and complete closures of Harrison St that would impact thousands of events and millions of Seattle Center attendees for nearly a decade.

Frankly, the limited access would dramatically threaten our business operations. As the pandemic is still in our recent memories, we can easily quantify these potential impacts on attendance and public perceptions of getting to Seattle Center and the Uptown neighborhood. Furthermore, this station's proposed site is at odds with Mayor Harrell's Downtown Activation Plan, which center arts and culture, tourism, and community gathering spaces, as key drivers in the revitalization of our city core.

We encourage you to stay the course with Sound Transit's plans for 7th/Harrison and Denny Shifted North. Now is not the time to entertain late adjustments that add an estimated \$.5-1 Billion in costs and 1-2 years in delays to Sound Transit's budget and schedule.

Thank you,



Christina Scheppelmann
General Director, Seattle Opera