

# **Proposed Seattle Level 1 evaluation criteria (previously referred to as principles)**

Purpose: To serve as a companion set to Sound Transit's criteria for Level 1 alternatives screening.

Sound Transit's criteria are based on their Purpose and Need statement for the project.

Seattle's criteria are based on relevant goals and policies as described in Seattle's Comprehensive Plan.

# Evaluation Criteria to Inform Elected Leaders

- Seattle-specific evaluation criteria can help the Seattle elected officials who serve on the Sound Transit Elected Leadership Group as they make recommendations on what alternatives should move on to Level 2 for further analysis.
- That Group will make their recommendations to the Sound Transit Board over the course of the next year as the Board moves towards identifying a locally preferred alternative.
- The Elected Leadership Group's last Level 1 meeting is on May 17.

# Community engagement and collaboration



Community Updates



Neighborhood Forums



Stakeholder Advisory Group



Elected Leadership Group



Sound Transit Board



Meeting dates subject to change.

Graphic: Sound Transit

# Language to Include in Introduction

- Moving into the next phase of alternatives analysis, encourage Sound Transit to mix and match components of alternatives, including alignments and station locations, to maximize benefits for transit users and communities.
- As alternatives move forward to Level 2, the City should be proactive about actions to mitigate displacement.
- At this phase, cost should not be the dominant driver of what alternatives to move forward to Level 2 absent more information to inform necessary trade-offs. Doing so risks an end result of lower- quality, less-accessible transit.

# SPC Draft Recommended Level 1 Criteria

Please note that draft criteria are numbered for discussion purposes only. Final list will be bulleted.

1. Advance alternatives that align with Seattle's growth strategy, especially those that offer opportunities for equitable transit-oriented development in existing and future urban centers and urban villages.
2. Advance alternatives that are consistent with the City's industrial lands policies.

# SPC Draft Recommended Level 1 Criteria

3. Advance alternatives that most equitably serve a maximum number of current and future residents, employers and students.
4. Advance alternatives that serve historically underserved, underrepresented and fragile communities that have experienced underinvestment, including low-income populations and communities of color, while minimizing adverse impacts on these communities, both short term, (i.e. construction) and long term (displacement).

# SPC Draft Recommended Level 1 Criteria

5. Advance alternatives that maximize access and connectivity (including seamless transfers) for pedestrians, non-motorized vehicles, transit and shared mobility service.
6. Advance alternatives that benefit more than a single user or user group.

# SPC Draft Recommended Level 1 Criteria

7. Advance alternatives that prioritize long-term ridership and community benefits over short-term engineering, cost and construction challenges.
8. Advance alternatives that meet the above criteria but may be considered inconsistent with the ST3 plan.



# SPC Draft Recommended Level 1 Criteria

Additional criteria?



# Seattle 2035 Comprehensive Plan policies

## Growth Strategy Element

- GS G1 Keep Seattle as a city of unique, vibrant, and livable urban neighborhoods, with concentrations of development where all residents can have access to employment, transit, and retail services that can meet their daily needs.
- GS 1.12 Include the area that is generally within a ten-minute walk of light rail stations or very good bus service in urban village boundaries, except in manufacturing/ industrial centers.

# Seattle 2035 Comprehensive Plan policies

## Growth Strategy Element

- GS 1.16 Use zoning and other tools to maintain and expand existing industrial activities within the manufacturing/industrial centers.
- GS 1.18 Promote the use of industrial land for industrial purposes.
- GS 1.19 Encourage economic activity and development in Seattle's industrial areas by supporting the retention and expansion of existing industrial businesses and by providing opportunities for the creation of new businesses consistent with the character of industrial areas.

# Seattle 2035 Comprehensive Plan policies

## Land Use Element

- LU G10 Provide sufficient land with the necessary characteristics to allow industrial activity to thrive in Seattle and protect the preferred industrial function of these areas from activities that could disrupt or displace them.
- LU 10.2 Preserve industrial land for industrial uses, especially where industrial land is near rail- or water-transportation facilities, in order to allow marine- and rail-related industries that rely on that transportation infrastructure to continue to function in the city.
- LU 10.28 Permit commercial uses in industrial areas to the extent that they reinforce the industrial character, and limit specified non-industrial uses, including office and retail development, in order to preserve these areas for industrial development.

# Seattle 2035 Comprehensive Plan policies

## Transportation Element

- TG1 Ensure that transportation decisions, strategies, and investments support the City's overall growth strategy and are coordinated with this Plan's land use goals.
- T 1.2 Improve transportation connections to urban centers and villages from all Seattle neighborhoods, particularly by providing a variety of affordable travel options (pedestrian, transit, and bicycle facilities) and by being attentive to the needs of vulnerable and marginalized communities.
- T 1.3 Design transportation infrastructure in urban centers and villages to support compact, accessible, and walkable neighborhoods for all ages and abilities.
- T 1.4 Design transportation facilities to be compatible with planned land uses and consider the planned scale and character of the surrounding neighborhood.
- T 7.7 Work with regional transit agencies to encourage them to provide service that is consistent with this Plan's growth goals and strategy.

# Seattle 2035 Comprehensive Plan policies

## Community Involvement Element

- CI G2 Work with a broad range of community members to plan for future homes , jobs, recreation, transportation options ad gathering places in their community.

# Sound Transit Planning Process

- Sound Transit conducted “early scoping” between February 2 and March 5.
- Early scoping provides an initial opportunity for agencies and the public to learn about and provide comments on the project.
- Sound Transit is in the process of developing an initial list of potential alternatives.
- During the alternatives development process, Sound Transit will evaluate alternatives starting with the ST3 representative project.
- Screening evaluation for alternatives will include analysis of environmental impacts; coordination with the Elected Leadership Group, Stakeholder Advisory Group, and Interagency Group; and additional opportunities for public input.



VOTER  
APPROVAL

2016



# PLANNING



DESIGN

## 2017–2019

Alternatives  
development

Board identifies  
preferred alternative

## 2019–2022

Draft Environmental  
Impact Statement

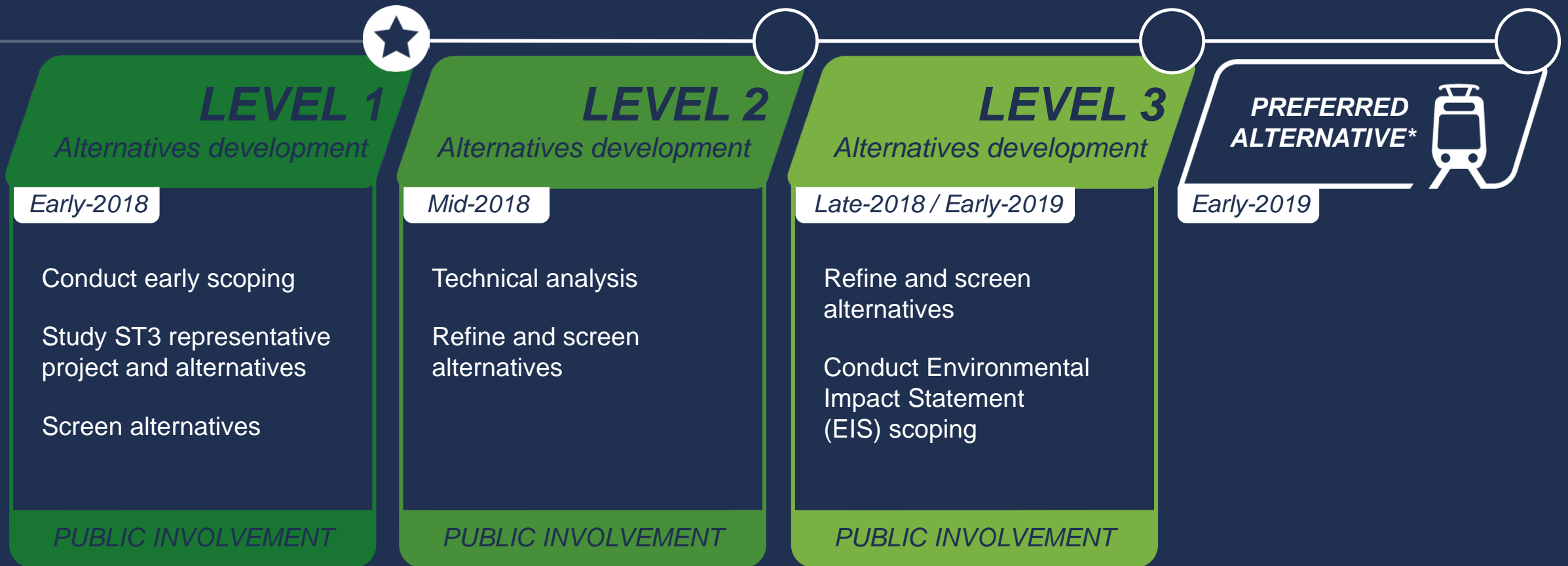
Final Environmental  
Impact Statement

Board selects project  
to be built

Federal Record of  
Decision

*PUBLIC INVOLVEMENT*

# Alternatives development process



\*The Sound Transit Board identifies preferred alternatives and other alternatives to study.

# Purpose and Need Statement

- To guide decision making during the alternatives development process, Sound Transit has developed a draft statement of why this project is being proposed.
- This statement and criteria derived from this statement are used to evaluate alternatives, leading to the identification of the alternatives to study further during the environmental review process.
- The Purpose and Need statement will continue to be developed and refined to reflect public and agency comments as the project moves forward.

# Alternatives Evaluation Framework

- Sound Transit has identified three levels of alternatives screening and refinement to identify the preferred alternative and other alternatives for review in an EIS:
  - Level 1: Identify broad range of initial alternatives and screen with simple criteria
  - Level 2: Refine remaining alternatives and evaluate with quantitative measures
  - Level 3: Define end-to-end alternatives and evaluate with more detailed measures

# Alternatives Evaluation Framework

- Sound Transit has developed evaluation criteria, measures, and methods for each alternatives screening level
- The evaluation criteria are the same across Levels 1-3
- The Level 1 measures and methods are more qualitative, while Levels 2 and 3 are more quantitative
- Many of the evaluation criteria are technical in nature (e.g., feasibility, reliability, travel times, capacity, projected demand, financial sustainability)
- Others are more aligned with the interests of the Planning Commission (e.g., ability to serve regional growth centers and historically underserved populations, consistency with local land use plans, station area development opportunities)

# Guiding Principles for Sound Transit 3 in Seattle

- Principles identified by the Planning Commission should reflect the values of Seattle and the many communities and populations that will both benefit from and be impacted by construction and operation of these projects.
- Guiding principles identified by the Planning Commission will be shared with Seattle's elected officials that serve on the West Seattle and Ballard Link Extensions Elected Leadership Group.