



West Seattle and Ballard Link Extensions

Station Planning Progress Report



Welcome!

This document is designed to complement the Draft Environmental Impact Statement (EIS) developed for the West Seattle and Ballard Link Extensions project. While the Draft EIS studies the potential benefits and impacts of each alternative, this progress report captures our latest thinking about how pedestrians, transit riders, cyclists, and others will access the stations and how the stations might fit within each neighborhood. We will continue to refine and update station concepts as we advance the project design and solicit feedback and ideas from partners and community members.

Ideas presented in this document came from the active participation of people like you! Many people attended neighborhood forums or community briefings in 2019 and early 2020. As Covid-19 unfolded, we heard from more of you through our project web site, phone calls, and virtual community briefings. We look forward to seeing you in person again soon.





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Project overview

The West Seattle and Ballard Link Extensions would extend the 3 Line to the SODO, Delridge, Avalon, and Alaska Junction neighborhoods, and the 1 Line to the Denny Triangle, South Lake Union, Uptown, Smith Cove, Interbay and Ballard neighborhoods north of downtown. As part of the 1 Line extension, the project would construct a second tunnel through downtown to expand light rail system capacity at SODO, Chinatown-International District, Midtown, and Westlake.

The diagram at the right shows the Sound Transit network when the projects funded by ST3, including the West Seattle and Ballard Link Extensions, are complete. At the Westlake station and the International District/Chinatown station, passengers would be able to transfer between the 1 Line, 2 Line, and 3 Line. At the SODO station, passengers would be able to transfer between the 1 Line and 3 Line.



Environmental Impact Statement (EIS)



The EIS describes the multiple alternatives being considered and how each alternative might affect adjacent neighborhoods, transportation systems, and the natural and built environment. The EIS process helps Sound Transit, the City of Seattle, partner agencies, and the public better understand the potential benefits and impacts of the project and identify ways it can be improved, both during construction and for the final operation of the light rail line.

The EIS process begins with the publication and public review of a “Draft” EIS. A “Final” EIS is then prepared and published, with responses to substantive comments. Your input on the Draft EIS is important and will help shape the final project. We encourage you to review the Draft EIS at wsblink.participate.online and submit comments.

Project timeline



*The Board’s realigned capital plan identifies 2032 as the timeframe Sound Transit can affordably deliver service from SODO to West Seattle. At the same time, Sound Transit is managing the Ballard Link Extension toward a 2037 delivery target by working to close a project affordability gap. If it is not possible to close the gap, current financial assumptions reflect Sound Transit’s ability to affordably open service to Smith Cove in 2037 and to Ballard in 2039.

Draft EIS alternatives

Three types of alternatives, including route and station options, have been identified for study in the Draft EIS.

Preferred Alternatives

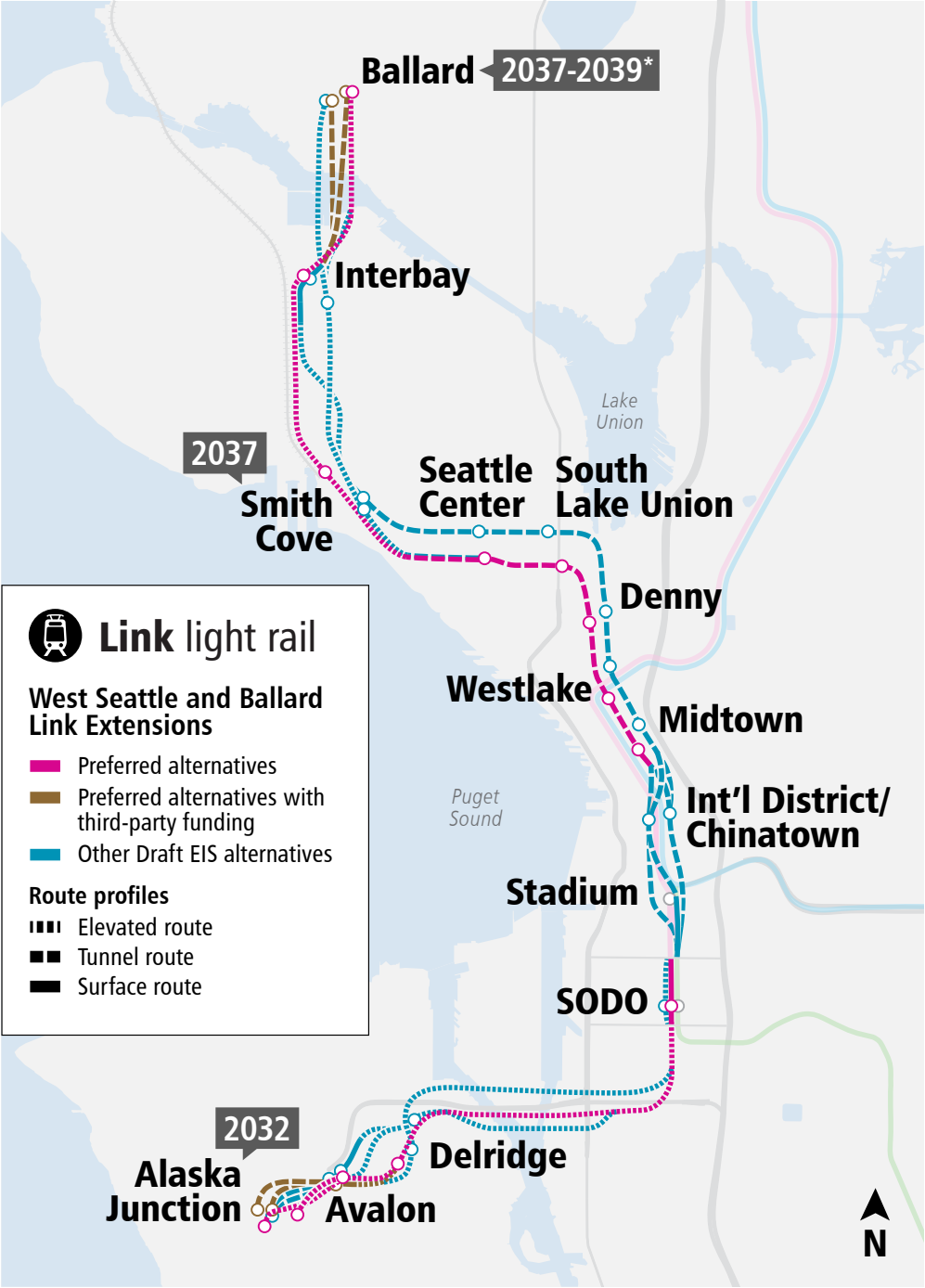
Identified by the Sound Transit Board in May 2019 (Board Motion Identifying Alternatives for DEIS, M2019-51) based on community and stakeholder input in the Alternatives Development phase. The Draft EIS further evaluates the preferred alternatives as well as other route and station options.

Preferred with Third-Party Funding Alternatives

Also identified by the Board for study in the Draft EIS. Preferred alternatives with third-party funding include enhancements to the scope of the Sound Transit 3 Plan that could require third-party funding partnerships, such as contributions from partner agencies.

Other Alternatives

Identified by the Board for study in the Draft EIS but not identified as preferred.



Introduction

West Seattle
and Ballard
Link Extensions

Partnering with the City of Seattle and others



As part of our on-going partnership with the City of Seattle, we've been meeting regularly to discuss and build upon the ideas we heard from you. This report focuses on how the proposed stations could fit into their respective neighborhoods. Close partnership between the city and Sound Transit is important to ensure stations connect more people to more places and opportunities.



Sound Transit is responsible for the design of the station and the City of Seattle is responsible for shaping the “station area”—the neighborhood around the station. Sound Transit and the city may partner on improvements within the “station context”—typically two or three blocks from the station itself.

In addition to the City of Seattle, we also partner with King County Metro to ensure integration with future service plans, and coordinate with the Port of Seattle at specific stations that intersect with Port facilities and interests.



(16)



(15)

Racial Equity Toolkit (RET)

Sound Transit and the City of Seattle have partnered on a Racial Equity Toolkit (RET) for the WSBLE project, beginning in 2018 during the alternatives development phase. The RET is designed to implement the city's commitment to the Race and Social Justice Initiative, a vision to achieve racial equity in the community, end institutional and structural racism in city government, promote inclusion and full participation of all residents, and partner with the community to achieve racial equity across the City of Seattle. Corridor-wide outcomes for the RET include:

- Meaningfully involve communities of color and low-income populations in the project
- Advance environmental and economic justice to improve economic and health outcomes for communities of color
- Avoid disproportionate impacts on communities of color and low-income populations
- Create opportunities for equitable development that include expanding housing and community assets for communities of color
- Enhance mobility and access for communities of color and low-income populations
- Create a sense of belonging for communities of color at all stations, making space where everyone feels safe and welcome

The interagency team guiding this collaborative work has identified Chinatown-International District and Delridge as neighborhoods to receive focused attention. A RET report will be published in early 2022 that includes in-depth analysis and discussion of issues and priorities for meeting racial equity imperatives in these two focus neighborhoods and throughout the WSBLE corridor.

Next steps

We look forward to hearing your thoughts on the Draft EIS. Your comments will inform the Sound Transit Board as they confirm or modify the preferred alternative we study for the Final EIS. Your input will also shape improvements around the stations in your neighborhood. As we continue our station planning for the Final EIS, we will reach out again to hear your thoughts!



(89)

Station planning

Station planning involves looking at the various station alternatives from the neighborhood’s perspective. First, we want to understand how people get to the station—walking, rolling, biking, taking the bus, or being dropped off—and identify ways we can make these trips safer and more convenient. Next, we look at how the neighborhood around the station might change after the light rail is constructed by identifying opportunities to create housing, office space, shops, or public open space, bearing in mind what we’ve heard from community members about their needs and desires.

Additionally, Sound Transit and the City of Seattle have been engaged in discussions on how best to address the needs and desires of community members while creating an active and comfortable environment that reflects the unique character of each station location.

Walking, biking, and rolling to the station

Ideas and recommendations to encourage walking, rolling, or biking to the station. Improvement ideas generally apply to the immediate area around a station. These could include larger projects, such as a bike trail or widened sidewalks, that involve partnership with others, or smaller projects, such as bike storage, that fall within the immediate station area.

Connecting to the station

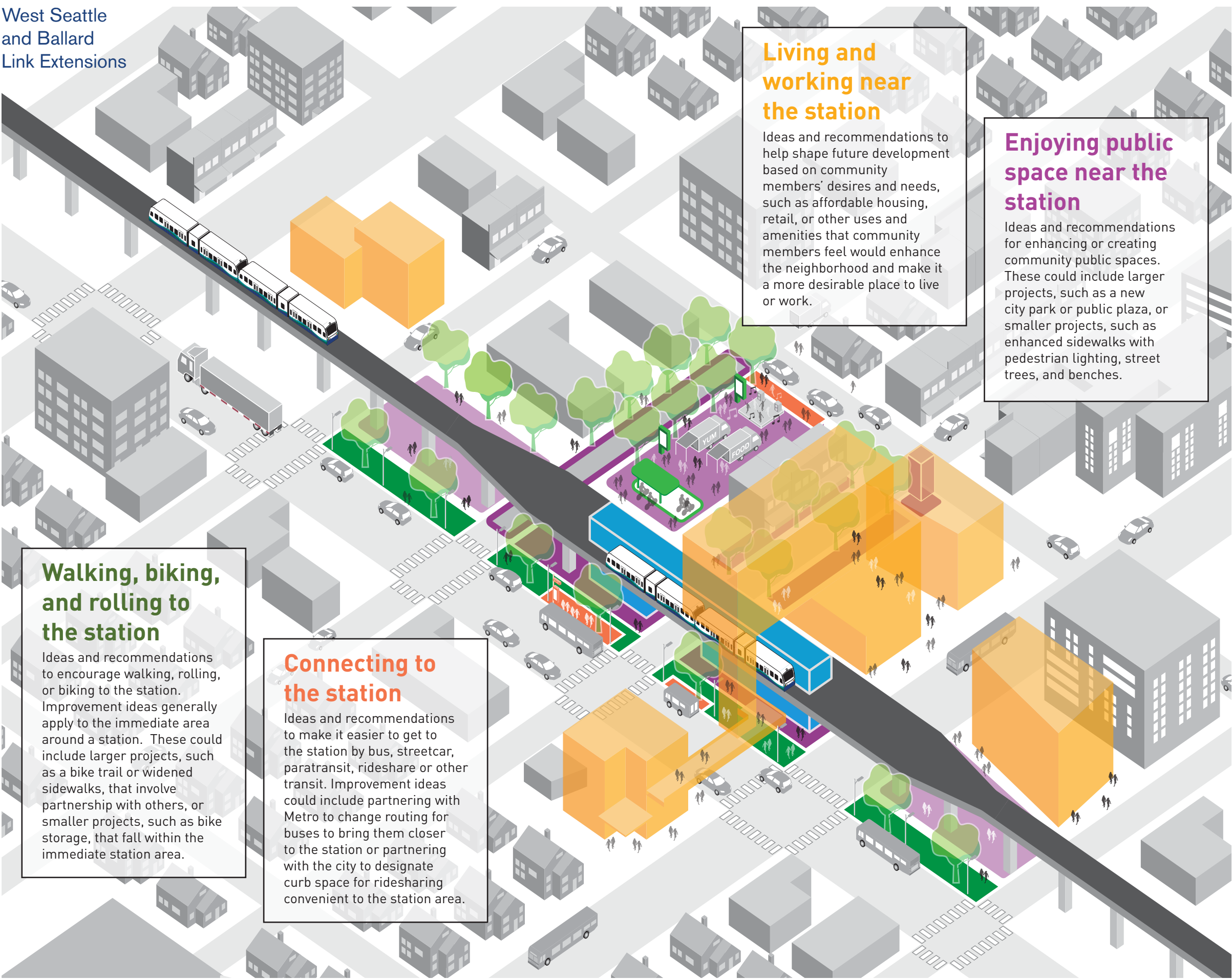
Ideas and recommendations to make it easier to get to the station by bus, streetcar, paratransit, rideshare or other transit. Improvement ideas could include partnering with Metro to change routing for buses to bring them closer to the station or partnering with the city to designate curb space for ridesharing convenient to the station area.

Living and working near the station

Ideas and recommendations to help shape future development based on community members’ desires and needs, such as affordable housing, retail, or other uses and amenities that community members feel would enhance the neighborhood and make it a more desirable place to live or work.

Enjoying public space near the station

Ideas and recommendations for enhancing or creating community public spaces. These could include larger projects, such as a new city park or public plaza, or smaller projects, such as enhanced sidewalks with pedestrian lighting, street trees, and benches.



Each station area would be designed to make it easy to get to the station and move through the station area while walking, rolling, or biking. This can be accomplished by locating station entrances so they are easy to see and by providing safe biking, rolling, and walking routes to connect the station to the neighborhood.

West Seattle and Ballard Link Extensions

Storage is often provided near stations for bikes and scooters, preferably in collaboration with the city. Short-term bike parking (including scooter share and bike share) could ideally be located near a station entrance close to the nearest bike route but not blocking main pedestrian pathways. Longer-term storage could be accessible from the nearest bike route but could potentially be farther from the station in a convenient, secure location.

Routes could ideally be designed for cyclists of all abilities to access the station using the city bike network. Bike facilities may include a protected bike lane where cyclists are physically separated from moving traffic, a shared-use path located off the street, and traffic-calmed neighborhood greenways.

Street trees, pedestrian lighting, signage, and seating along sidewalks near the station can improve safety and comfort for people, and facilitate universal pedestrian access to station entrances and adjacent bus stops.

Sidewalks in front of station entrances need to be wide enough to provide adequate space for people entering and exiting the station, transferring from adjacent bus stops, waiting for a ride, or orienting themselves to reach their destination. Sidewalks at stations also need to provide space for paratransit loading, bike racks, and “last mile” mobility devices, such as shared scooters. Where possible, bikes and pedestrians should be separated in plazas, sidewalks, and other paths.

Visual cues to help people navigate a station area may include signage, special pavement, public art, and landscape or architectural features. These elements offer opportunities to reflect the unique nature of a neighborhood and are designed to complement standard signage or wayfinding elements installed by the city's Seamless Seattle wayfinding program.

Enhancements to street crossings provide people walking, rolling, or biking with convenient, safe, comfortable, and accessible pathways to the station. Enhancements may include wide ADA ramps; crosswalks with signals, stop signs, or flashing beacons; pedestrian refuge islands or curb bulbs to reduce crossing distances; longer pedestrian walk signals; or lighting and signage to improve visibility.

West Seattle and Ballard Link Extensions

For passengers coming to the station by bus, streetcar, commuter rail, taxi, rideshare, or drop-off, the transfer to light rail should be a simple and intuitive experience. Sound Transit and the City of Seattle prioritize walking, rolling, biking and bus transfers over other vehicle modes.

Slow streets are streets that have been designed to safely accommodate larger volumes of people walking, cycling, using wheeled personal mobility devices, or riding transit, while also accommodating local traffic at reduced speeds. Slow streets are developed in collaboration with partner agencies and may include wider sidewalks, rolled curbs (or a curbless street with bollards), bulb outs, special paving, landscaping, seating, lighting or artwork.

A mobility hub brings together multiple travel options in one place and includes features like bike- or scooter-share, easy access to transit and ride-sharing, real-time traveler information, wayfinding signage, and ample storage for bikes and other personal mobility devices. Mobility hubs function best when they are developed in collaboration with partner agencies and include supporting programs, such as mobile applications or a universal payment system, that make it easy to seamlessly access a wide range of travel options.

Pickup/drop-off areas consist of dedicated curb space near a station where rideshare vehicles, shuttles, and personal vehicles can park for a short time to drop off and pick up passengers. These areas can be on a public street or in a designated area at the station, and they are sited to avoid conflicts with bus stops, paratransit, and major bike routes. Sound Transit security and maintenance vehicles may also use these areas.

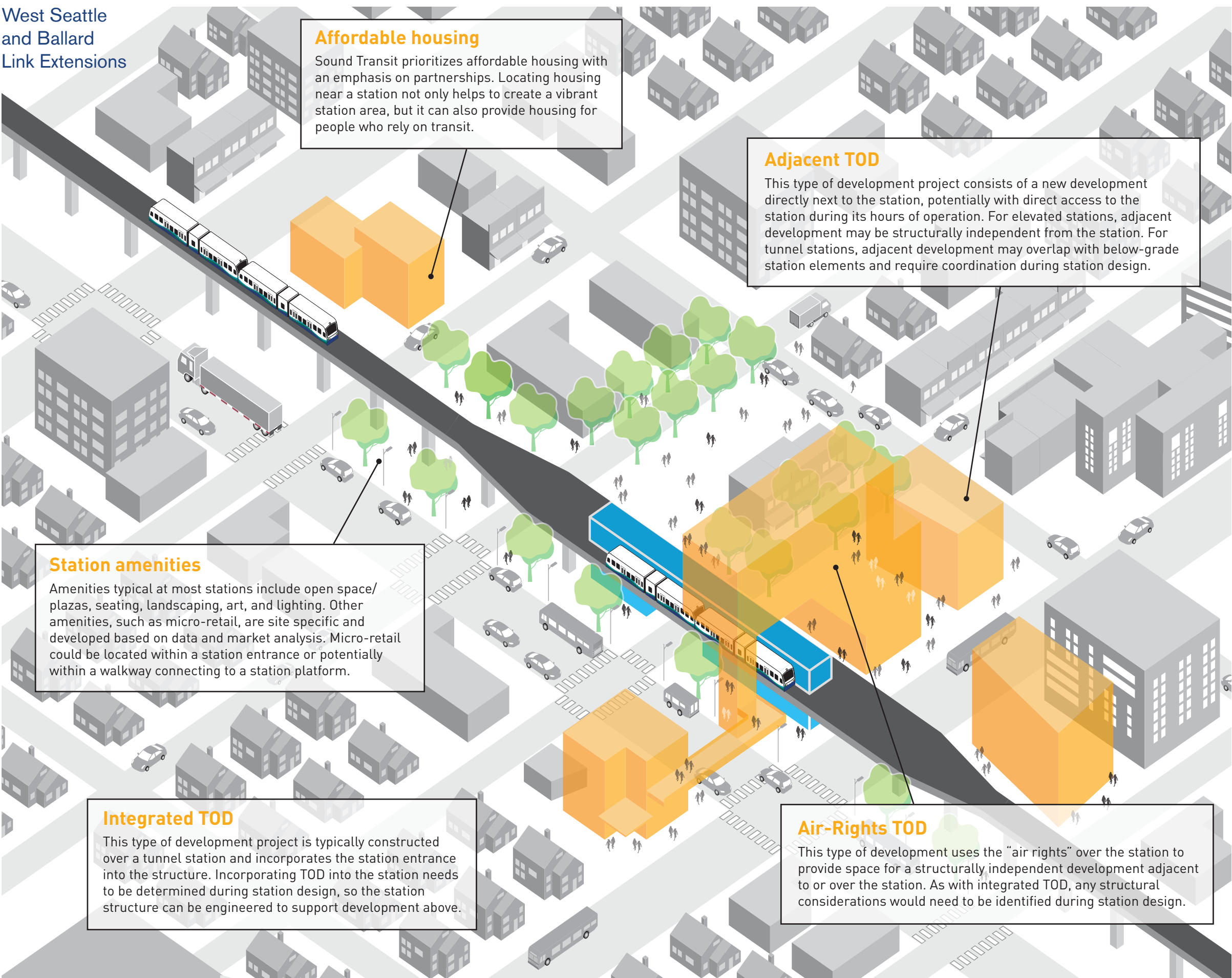
Preferred bus stop locations would be adjacent to station entrances wherever possible to minimize the need to cross major streets. When street crossings are necessary, Sound Transit and the city would explore crossing enhancements, such as those listed on the previous page. Bus stop amenities could include weather protection or shelters, benches, trash cans, pedestrian lighting wayfinding signage, and real-time travel information.

Paratransit transportation provides individualized rides for people with mobility challenges that prevent them from using accessible, fixed-route bus service. Paratransit stops are best located adjacent to station entrances with a visible and direct path to station elevators that is free of conflicts with bikes, scooters, and pickup/drop-off or bus loading areas.

Transit-only streets are streets where buses have priority over other vehicles. Such streets may continue for a single block and include special paving, pedestrian lighting, street trees, benches, and bollards designed to slow traffic and improve safety for bus patrons. Transit-only streets are developed in collaboration with partner agencies to ensure they improve transit access while considering the needs of local traffic.

Living and working near the station

Adding a light rail station to a neighborhood introduces new opportunities to enhance livability in a neighborhood by adding different types of housing, new shopping, employment opportunities, and public open space or other recreational amenities. Sound Transit strives to support equitable transit oriented development (TOD) around the stations and explores opportunities to partner in potential development, with a priority on affordable housing and other uses that benefit communities. Community members will be involved as Sound Transit begins to identify potential TOD sites and uses.



Affordable housing

Sound Transit prioritizes affordable housing with an emphasis on partnerships. Locating housing near a station not only helps to create a vibrant station area, but it can also provide housing for people who rely on transit.

Adjacent TOD

This type of development project consists of a new development directly next to the station, potentially with direct access to the station during its hours of operation. For elevated stations, adjacent development may be structurally independent from the station. For tunnel stations, adjacent development may overlap with below-grade station elements and require coordination during station design.

Station amenities

Amenities typical at most stations include open space/plazas, seating, landscaping, art, and lighting. Other amenities, such as micro-retail, are site specific and developed based on data and market analysis. Micro-retail could be located within a station entrance or potentially within a walkway connecting to a station platform.

Integrated TOD

This type of development project is typically constructed over a tunnel station and incorporates the station entrance into the structure. Incorporating TOD into the station needs to be determined during station design, so the station structure can be engineered to support development above.

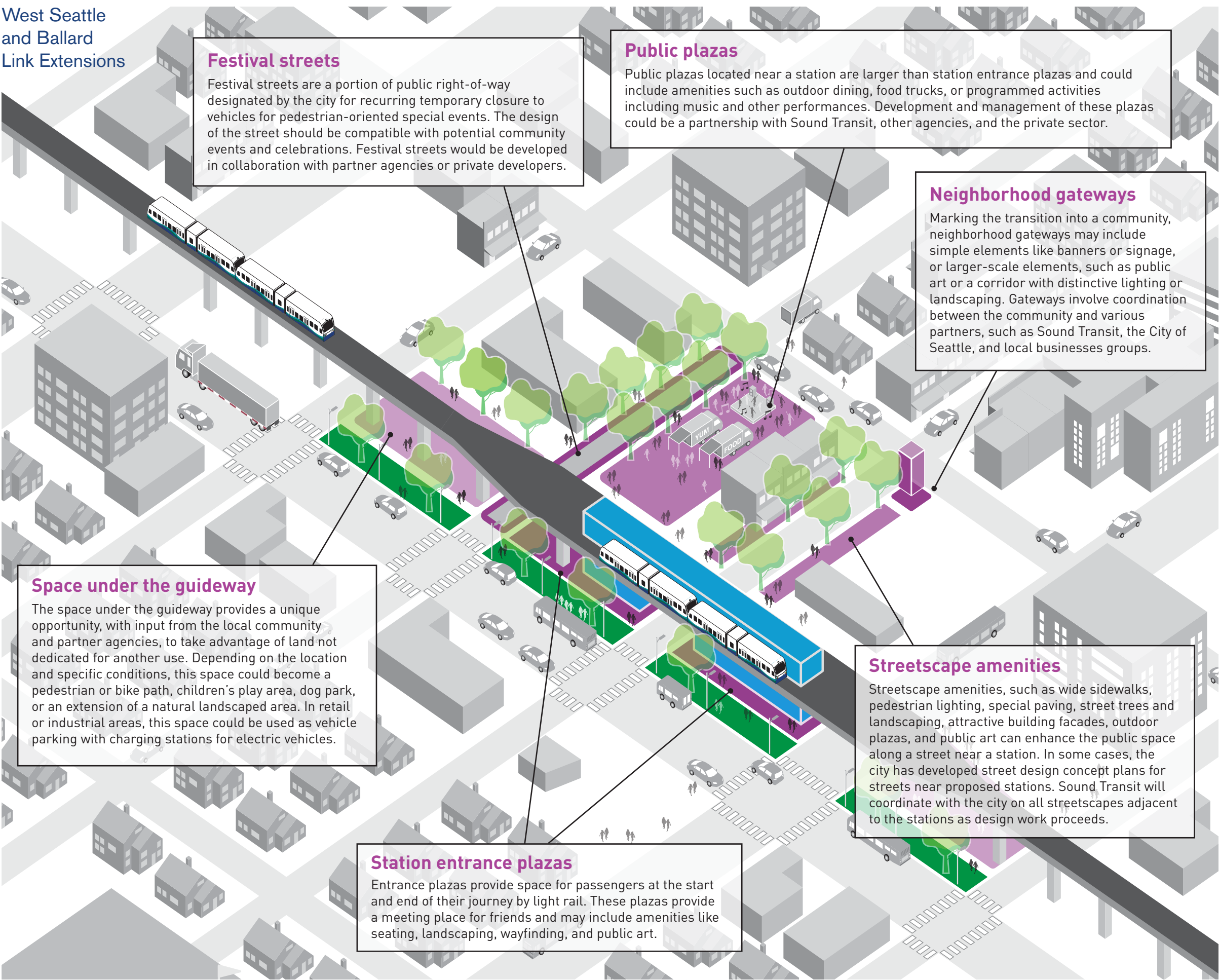
Air-Rights TOD

This type of development uses the “air rights” over the station to provide space for a structurally independent development adjacent to or over the station. As with integrated TOD, any structural considerations would need to be identified during station design.

Enjoying public space near the station

Public open space within the station area can improve the quality of how people live, work, shop, recreate, and use transit. Stations provide the opportunity to encourage opportunities to utilize new and existing public space. This could be as simple as improving access to an existing public space or creating a new public space under the light rail guideway or near a station entrance to enhance the community.

Security and maintenance at and around the station can help increase the usability and vibrancy of a public space. Sound Transit and the City of Seattle will continue to assess maintenance and security needs as design work proceeds to ensure maintenance staff and public safety officials have convenient access to the stations.



Festival streets
Festival streets are a portion of public right-of-way designated by the city for recurring temporary closure to vehicles for pedestrian-oriented special events. The design of the street should be compatible with potential community events and celebrations. Festival streets would be developed in collaboration with partner agencies or private developers.

Public plazas
Public plazas located near a station are larger than station entrance plazas and could include amenities such as outdoor dining, food trucks, or programmed activities including music and other performances. Development and management of these plazas could be a partnership with Sound Transit, other agencies, and the private sector.

Neighborhood gateways
Marking the transition into a community, neighborhood gateways may include simple elements like banners or signage, or larger-scale elements, such as public art or a corridor with distinctive lighting or landscaping. Gateways involve coordination between the community and various partners, such as Sound Transit, the City of Seattle, and local businesses groups.

Space under the guideway
The space under the guideway provides a unique opportunity, with input from the local community and partner agencies, to take advantage of land not dedicated for another use. Depending on the location and specific conditions, this space could become a pedestrian or bike path, children’s play area, dog park, or an extension of a natural landscaped area. In retail or industrial areas, this space could be used as vehicle parking with charging stations for electric vehicles.

Station entrance plazas
Entrance plazas provide space for passengers at the start and end of their journey by light rail. These plazas provide a meeting place for friends and may include amenities like seating, landscaping, wayfinding, and public art.

Streetscape amenities
Streetscape amenities, such as wide sidewalks, pedestrian lighting, special paving, street trees and landscaping, attractive building facades, outdoor plazas, and public art can enhance the public space along a street near a station. In some cases, the city has developed street design concept plans for streets near proposed stations. Sound Transit will coordinate with the city on all streetscapes adjacent to the stations as design work proceeds.


Navigating the report

West Seattle
and Ballard
Link Extensions

Station context plans

Throughout this document, we use station context plans to visually represent how each station alternative could function. These context plans use a series of symbols to represent key project elements, described to the right along with a description of best practices for each element. In addition, the station context plans include callouts describing ideas and recommendations to improve access to the station, enhance public space around the station, or encourage transit oriented development near the station, potentially integrated with the station itself. We will continue to explore these ideas and recommendations with you as design work proceeds.

1



Station platform

A dark shaded box indicates an at-grade or elevated station platform; a dashed box with light shading indicates a tunnel station platform. Station platforms are 380 feet long and the width varies.

2




Existing signalized intersection and/or crosswalks



Proposed signalized intersection and/or crosswalks

Signalized intersections and crosswalks provide safe street crossings for people walking, rolling, and biking to the station.


3



Bike and personal mobility storage

Two types of storage are planned at stations – longer term (all day/overnight) secured and covered storage, and shorter term covered or uncovered bike racks. Ideally, storage should be located along bike routes and be immediately adjacent to the station; however, it should not conflict with main pedestrian paths, bus stops, paratransit, and pickup/drop off areas.


4



Existing bike route

The city's bike network includes off-street trails, cycle tracks, protected bike lanes, and neighborhood greenways that facilitate connections to destinations throughout Seattle.

5



Planned bike route

Planned bike routes show city-led improvements to the existing network that will further improve connectivity throughout the city. As station plans are developed, planned routes may be shifted and new routes added to best accommodate station access.


6



Bus route(s)

Bus routes are based on King County Metro's long range plans and may not reflect routes that exist today. Sound Transit and King County Metro continue to coordinate bus routing to improve future transfers between buses and light rail.


7



Active bus bay

Bus stops are located as close as possible to the station entrances so riders can efficiently transfer from bus to train. For rider comfort, canopy coverage, seating, and lighting is often incorporated.


8



Paratransit

Service provided by King County Metro for persons with mobility challenges. Paratransit stops are located as close as possible to station entrances for direct access to the station, avoiding conflicts with other vehicles and cyclists.


14



Station entrance

A pink arrow indicates where passengers physically enter the station and the pink shading indicates the building face that is "active" – inside space is visible to people with potential for windows or storefronts (if combined with a development). The station "box" includes stairs, elevators, escalators, and support spaces, and the size varies based on station location and configuration.

13



Existing pedestrian connection

An existing off-street walkway or staircase that could be through an existing building, park, or private development.


12



Proposed pedestrian connection

Proposed off-street walkway, or a new staircase, that could be through potential development project (public or private) or other open space.

11



Pedestrian focused area

Sidewalk or plaza space intended to prioritize pedestrian functions including walking, sitting, dining, and recreating, generally adjacent to station entrances and along major pedestrian pathways. Improvements to these areas are often done in partnership with others.


10



Potential transit oriented development (TOD)

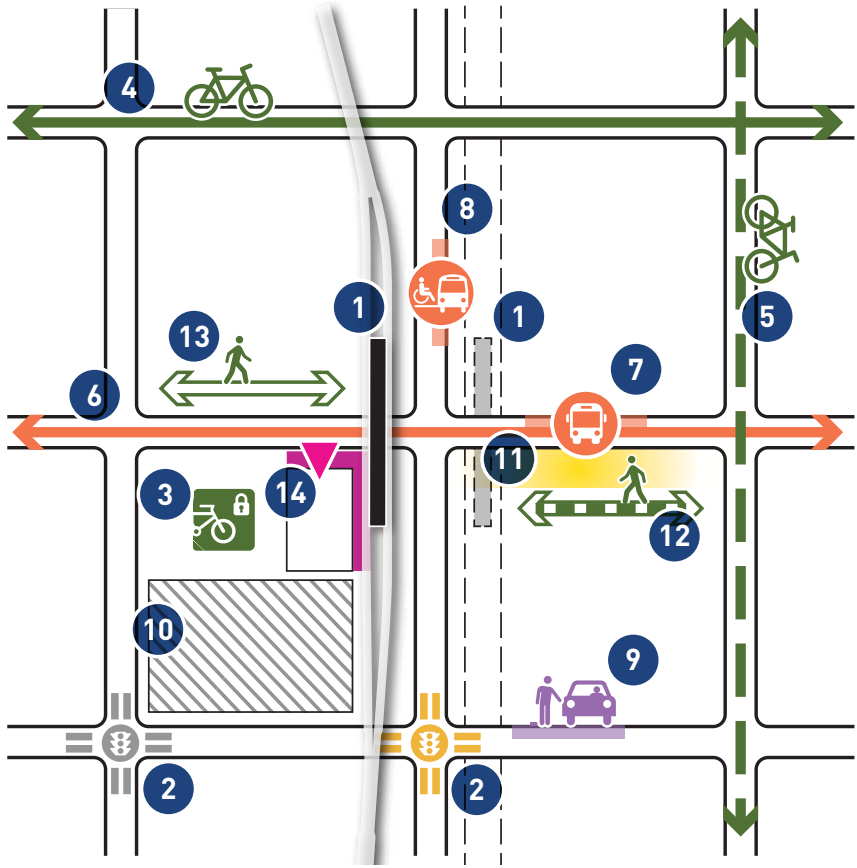
Sound Transit partners with private and non-profit developers to build transit oriented development (TOD) on property affected by construction or operation of a transit project. Sound Transit TOD projects typically focus on creating housing affordable to a range of income levels, as well as retail, restaurants, offices, and community spaces, all of which contribute to creating vibrant neighborhoods with direct access to transit.

9



Pickup/drop-off area

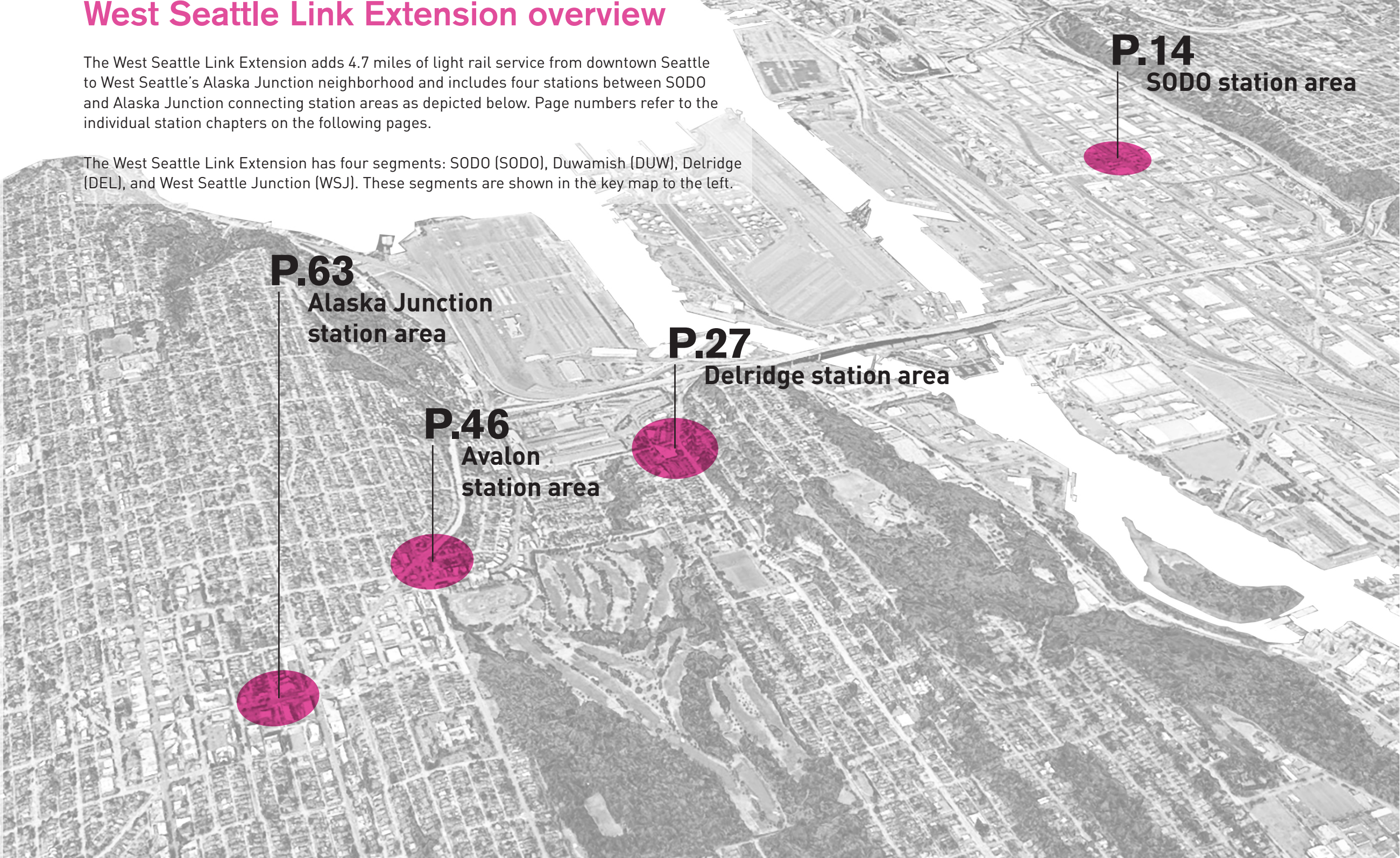
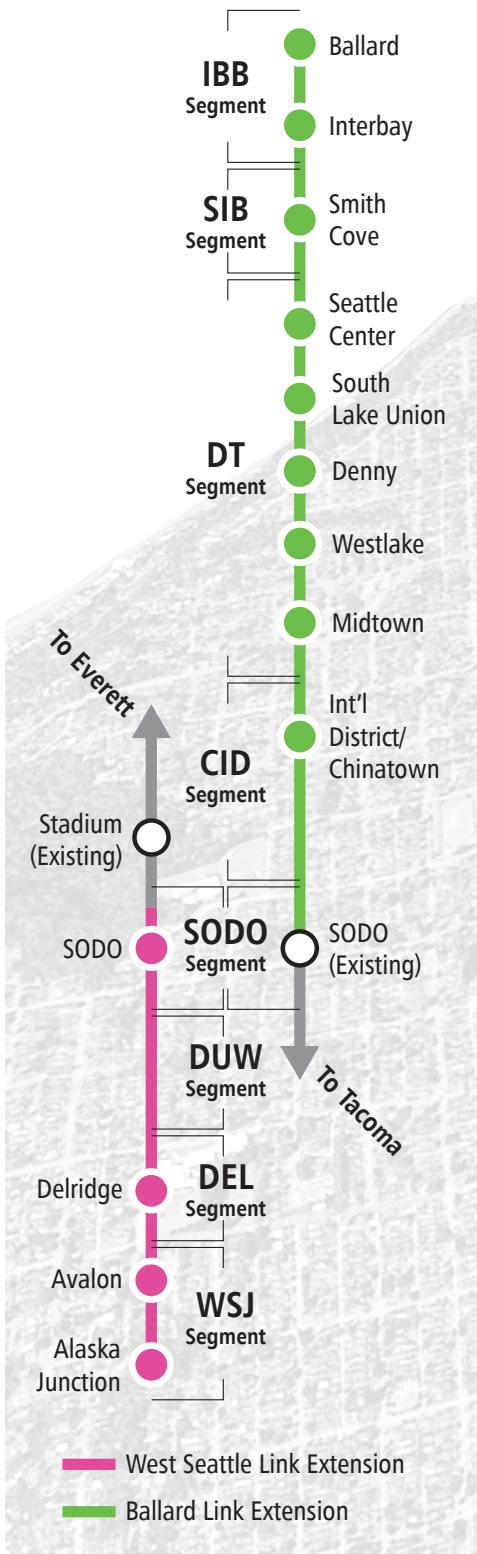
On-street or off-street designated area where passengers are picked up or dropped off by others. Preferred locations are near a station entrance but away from bus stops, paratransit areas, and major streets, and ideally within view of the station entrance.



West Seattle Link Extension overview

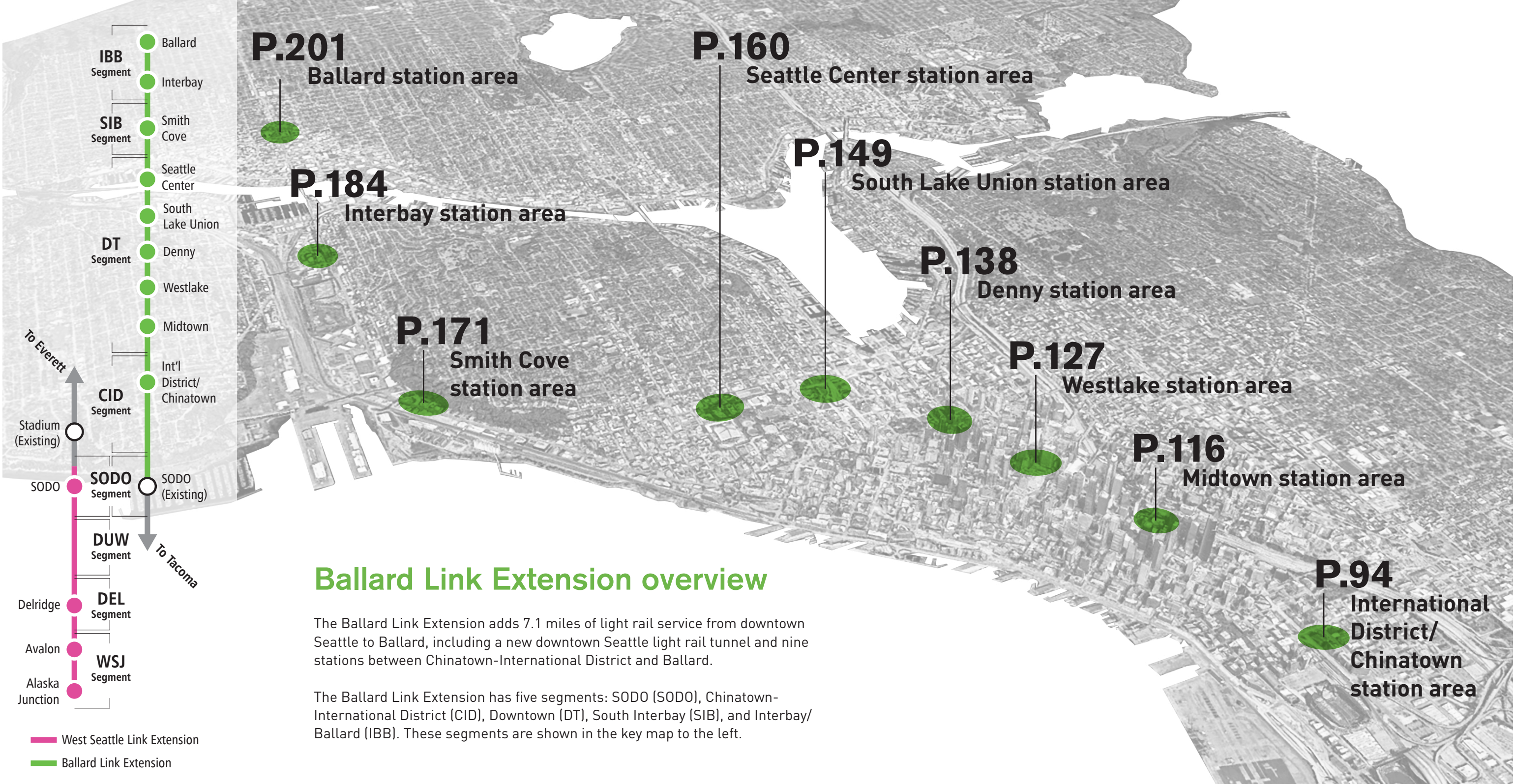
The West Seattle Link Extension adds 4.7 miles of light rail service from downtown Seattle to West Seattle’s Alaska Junction neighborhood and includes four stations between SODO and Alaska Junction connecting station areas as depicted below. Page numbers refer to the individual station chapters on the following pages.

The West Seattle Link Extension has four segments: SODO (SODO), Duwamish (DUW), Delridge (DEL), and West Seattle Junction (WSJ). These segments are shown in the key map to the left.



Navigating the report

West Seattle
and Ballard
Link Extensions



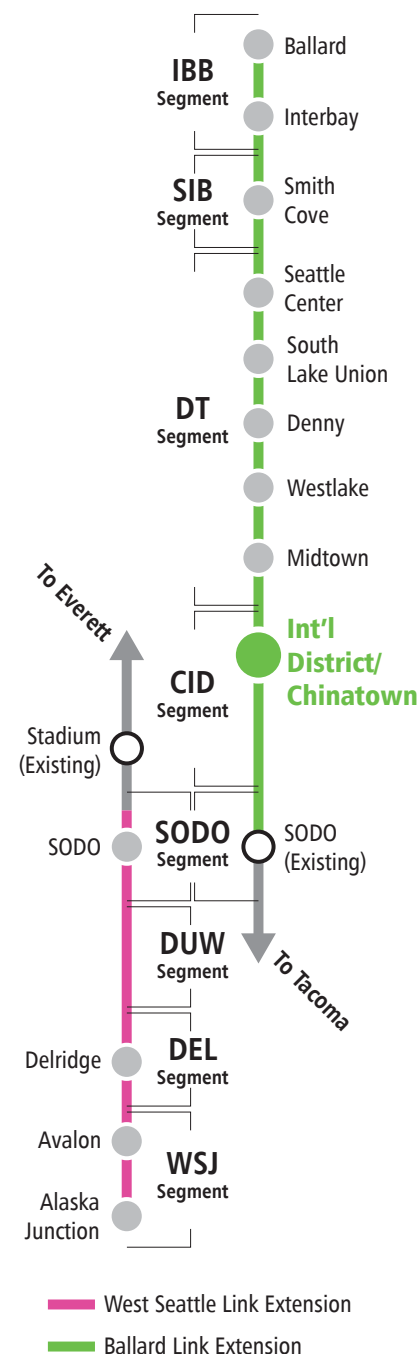
International District/ Chinatown Station

Station area context

Ballard
Link Extension

The International District/Chinatown Station is located in the cultural hub of Seattle's Asian American community where historic and new buildings house residents, locally owned shops, restaurants, offices, and services. The 1 Line (Ballard to Tacoma Dome), 2 Line (Redmond to Mariner), and 3 Line (West Seattle to Everett) would converge at the station, which is located in a major transportation hub known as the Jackson Hub. In addition to light rail, the hub provides access to buses, streetcars, ferries and cruise ships, and the Sounder and Amtrak rail lines. Proximity to stadiums makes this station an increasingly popular choice for sports fans.

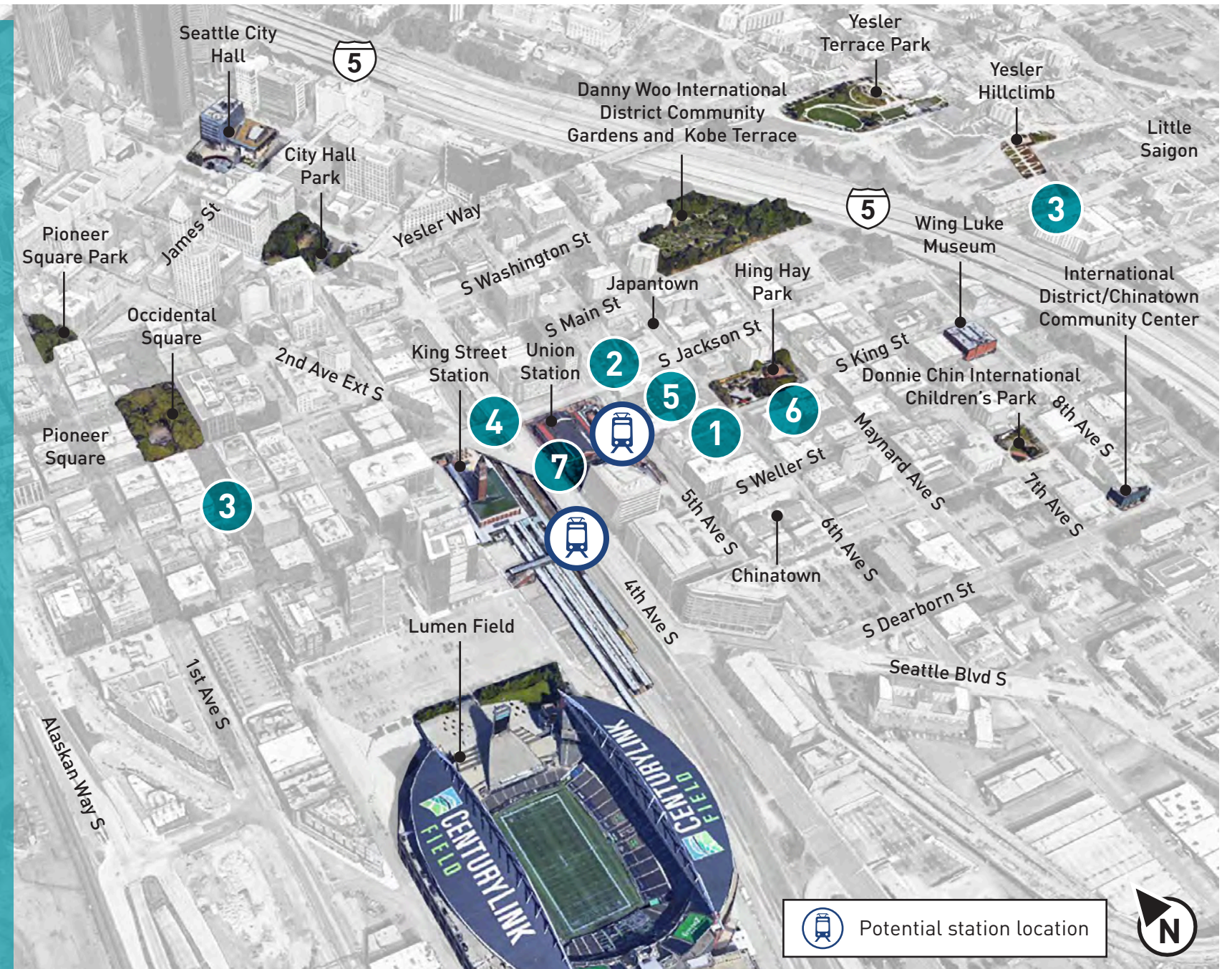
Based on feedback received at the Fall 2019 Neighborhood Forum, communities in Chinatown-International District and Pioneer Square value their rich culture and history, neighborhood businesses, affordable housing, community services, open spaces, and walkability. Displacement of residents and businesses—both during construction and after the station opens—is a major concern in both neighborhoods. Minimizing displacements while providing opportunities for equitable development and supporting long-term visions held by local residents are important priorities.



What
we heard
so far

NEIGHBORHOOD FEEDBACK

- 1 Station could benefit the community by creating opportunities for mixed-use development including affordable housing and small businesses
- 2 Station should be integrated with other transit (bus, train, streetcar); accessibility and easy transfers between modes are critical
- 3 Station provides an opportunity to better connect Little Saigon to the Waterfront through the Chinatown-International District and the Pioneer Square neighborhood
- 4 Improve crossings at major intersections and improve sidewalks by adding landscaping and lighting, especially along 4th Ave S
- 5 Create a safe, pedestrian-friendly, and welcoming station accessible to people of all ages, abilities, and backgrounds
- 6 Community members value the existing intergenerational and multilingual residential and business communities
- 7 Activate station area with greenery, culturally reflective art, and space for small vendors



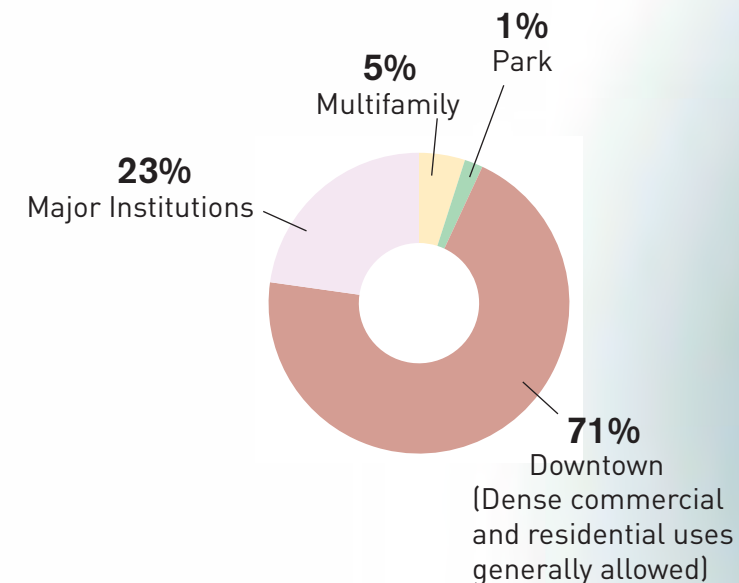
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

International District/ Chinatown Station

Ballard
Link Extension

Station area context

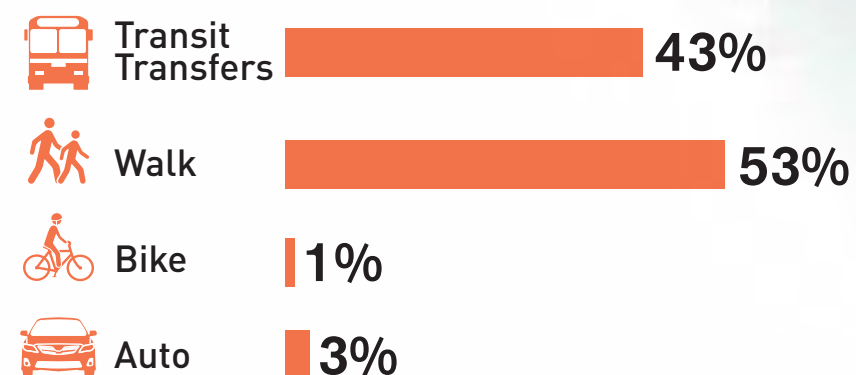
Existing land use in the station area ⁽¹⁾



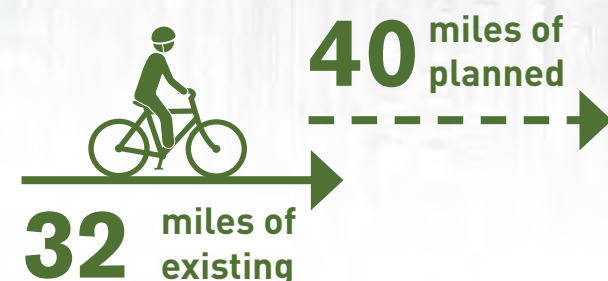
Ridership/daily boardings ⁽²⁾

 **30,100-34,200**

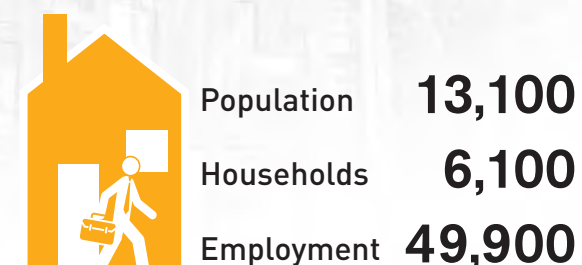
How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area 2040 ^(1,4)



Planning
and
design
priorities

Planning and design priorities can help frame how a station and station area will look and function

- Support the development of an inclusive 100-year vision for future generations⁽⁵⁾
- Explore revitalizing Union Station by reintroducing transportation functions and community-responsive activities and uses⁽⁵⁾
- Maximize connection opportunities between Pioneer Square, the Stadium District, and the Chinatown-International District⁽⁵⁾
- Leverage station and related infrastructure investments to enhance neighborhood identity
- Consider a direct, intuitive, and easily navigable transfer environment between Sounder, Amtrak, and the new and existing light rail stations that is easy to navigate in any language
- Consider repurposing some space in the 4th Ave S parking garages for mobility hub functions
- Support community-driven, equitable transit oriented development in the station area that minimizes displacement and prioritizes community-owned businesses and affordable housing

Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Includes transfers from existing and new light rail, Sounder, bus and streetcar. Ridership/daily boardings do not include special event boardings. Ridership/daily boardings would be lower for CID-1a/1b than for CID-2a/2b.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.
5. Bold text indicates priorities that are outcomes of the Racial Equity Toolkit process. See page 5 for more information.

International District/
Chinatown Station

Ballard
Link Extension

Draft EIS station
alternatives

The Draft Environmental Impact Statement (EIS) contains two alternatives for expanding the International District/Chinatown Station. The board has not yet identified a preferred alternative for the International District/Chinatown Station.

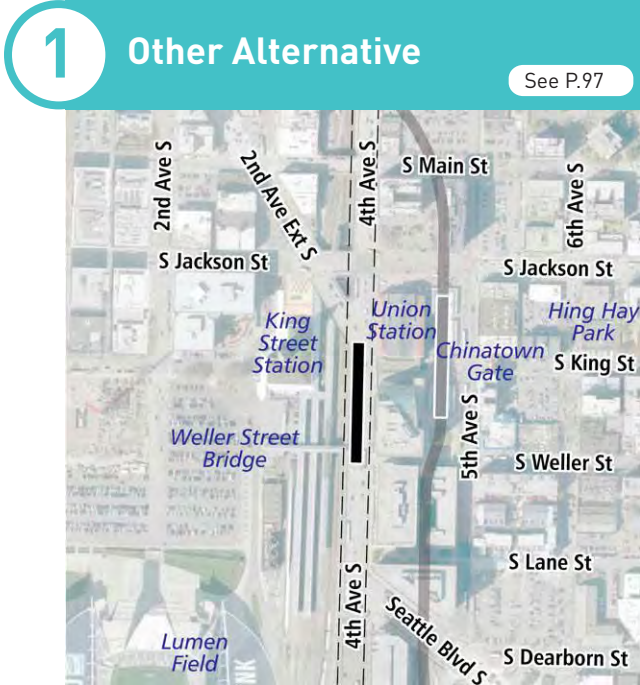


Draft EIS alternatives

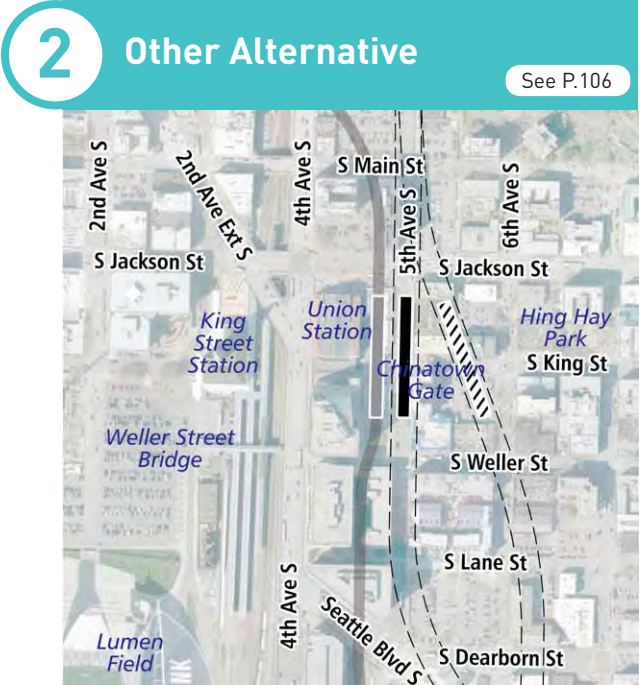
- Preferred alternative
- Other alternatives and design options
- Existing tunnel route and station

Route and station profiles

- At-grade
- Tunnel



4th Avenue Station
Shallow Alternative (CID-1a) and Deep Station Option (CID-1b)
Tunnel platform under 4th Ave S, west of the existing International District/Chinatown Station between S Jackson St and Seattle Blvd S. (Two different platform depths are being studied.)



5th Avenue Station
Shallow Alternative (CID-2a) and Deep Station Option (CID-2b)
Tunnel platform under 5th Ave S, east of the existing International District/Chinatown Station between S Jackson St and S Weller St. (Two different platform depths are being studied.)

A diagonal configuration of the Shallow [CID-2a] alternative is also being studied. The diagonal configuration would transition towards 5th Ave S further north of Seattle Blvd S with a similar station entrance location.

International District/ Chinatown Station

Ballard
Link Extension

4th Avenue Station Shallow Alternative (CID-1a) and Deep Station Option (CID-1b)

Other Alternative

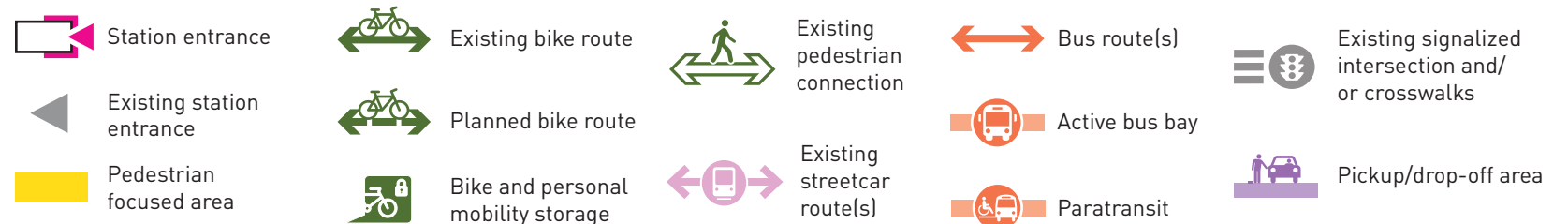
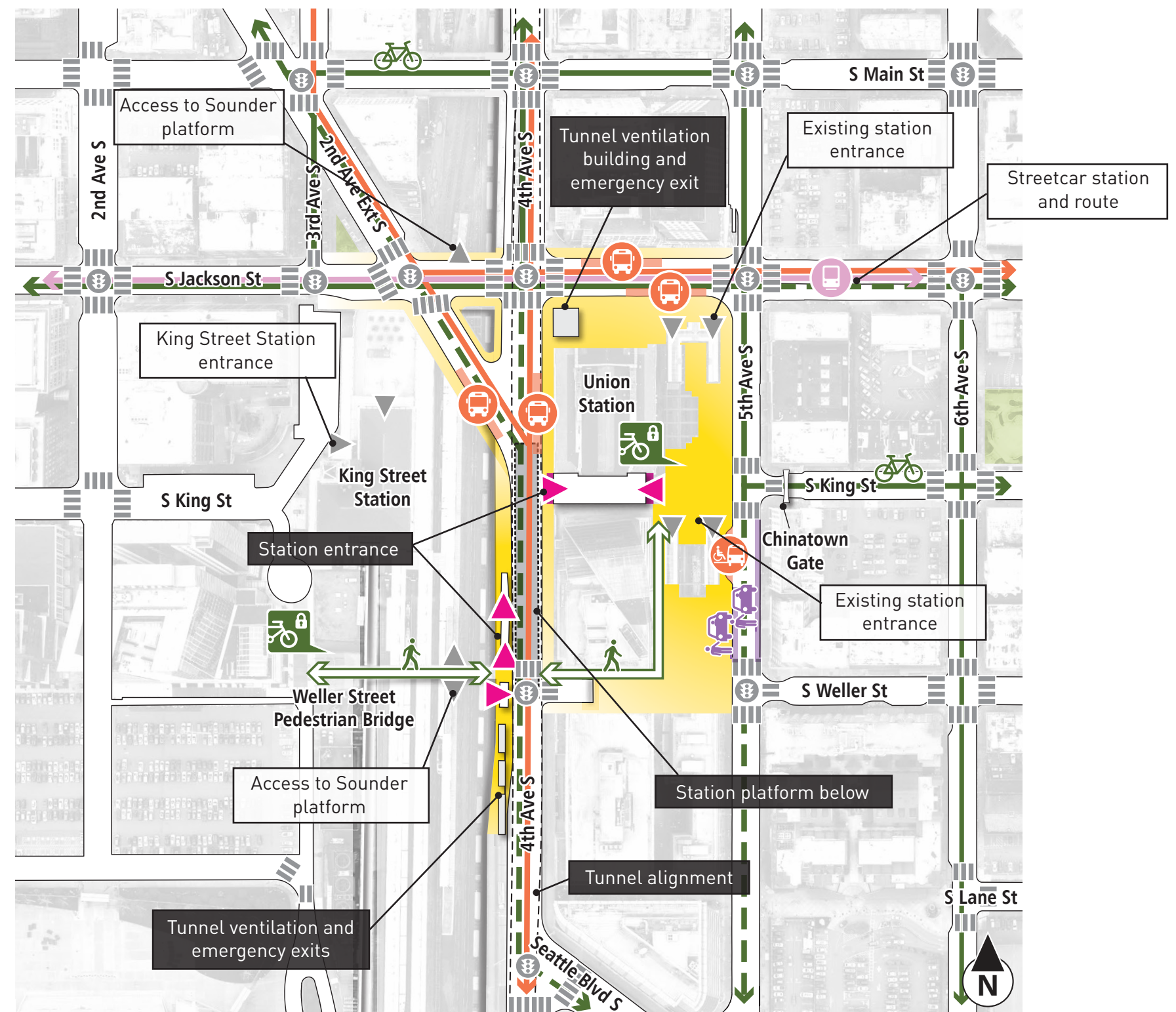
Station context plan

The 4th Avenue station alternative would expand the International District/Chinatown Station by constructing a new platform under 4th Ave S between Union Station and King Street Station on the border between Chinatown-International District and Pioneer Square.

The Shallow Alternative (CID-1a) and Deep Station Option (CID-1b) are the same at street level but their platforms would be at different depths underground. Both would provide a new entrance on the west side of 4th Ave S at the Weller Street Pedestrian Bridge and another entrance in the concourse at the south end of Union Station. The west entrance would offer convenient access to Pioneer Square, trains at King Street Station, and buses on the west side of 4th Ave S, while the east entrance would enhance Union Station as a gateway to the Chinatown-International District and offer convenient access to the existing light rail station, buses on the east side of 4th Ave S, and the S Jackson St buses and streetcar.

All station entrances would be served by planned or existing bike routes, and bike storage would be available in the existing station plaza and south of King Street Station at the foot of the Weller Street Pedestrian Bridge.

The International District/Chinatown Station is one of only two stations where passengers would be able to transfer between all three light rail lines serving downtown.

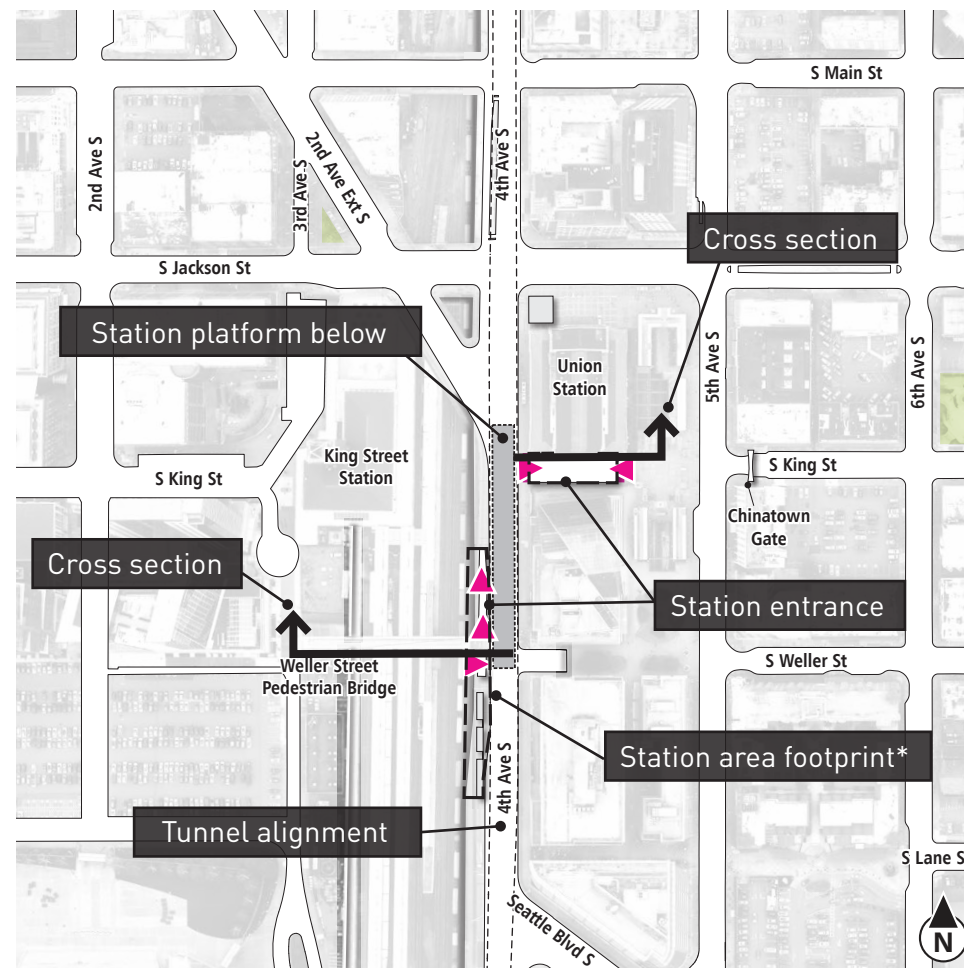


International District/ Chinatown Station

Ballard
Link Extension

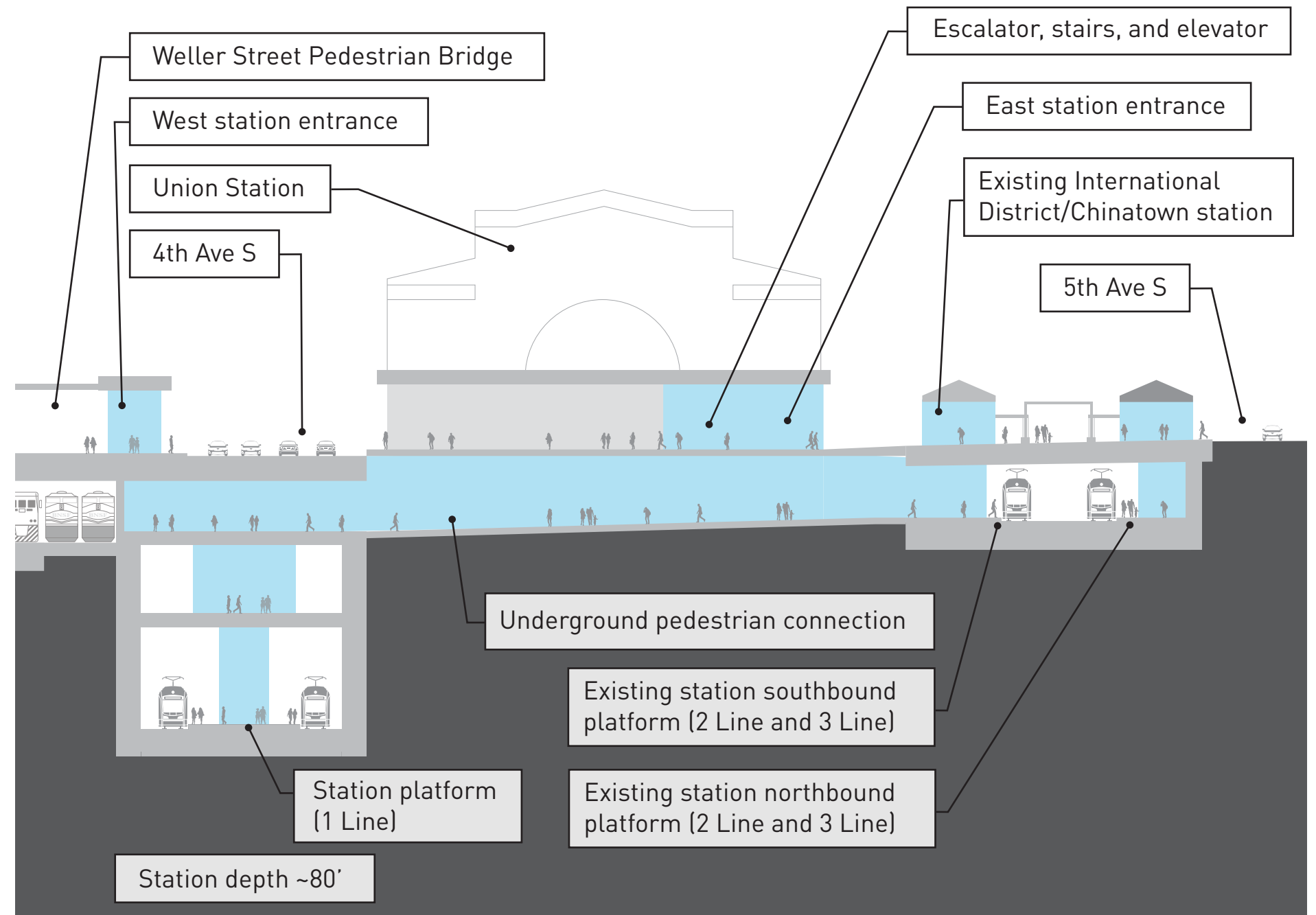
4th Avenue Station
Shallow Alternative (CID-1a)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

International District/ Chinatown Station

Ballard
Link Extension

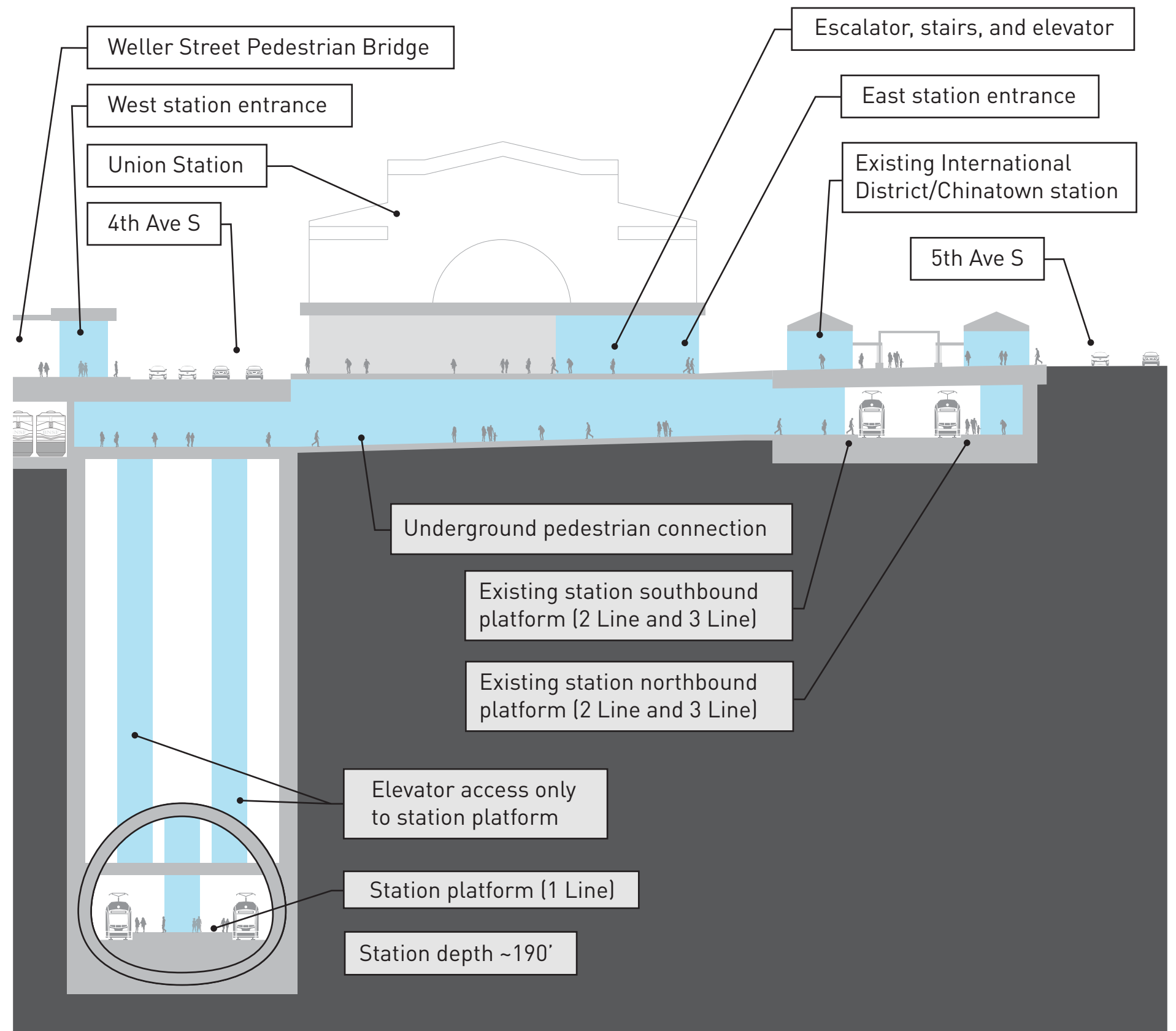
4th Avenue Station
Deep Station Option (CID-1b)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

International District/ Chinatown Station

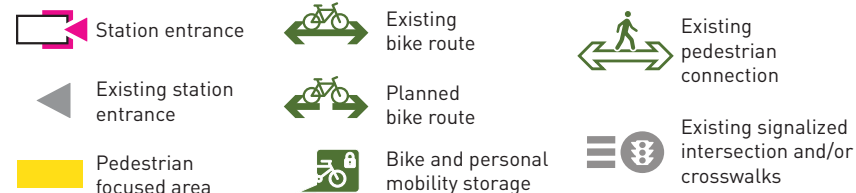
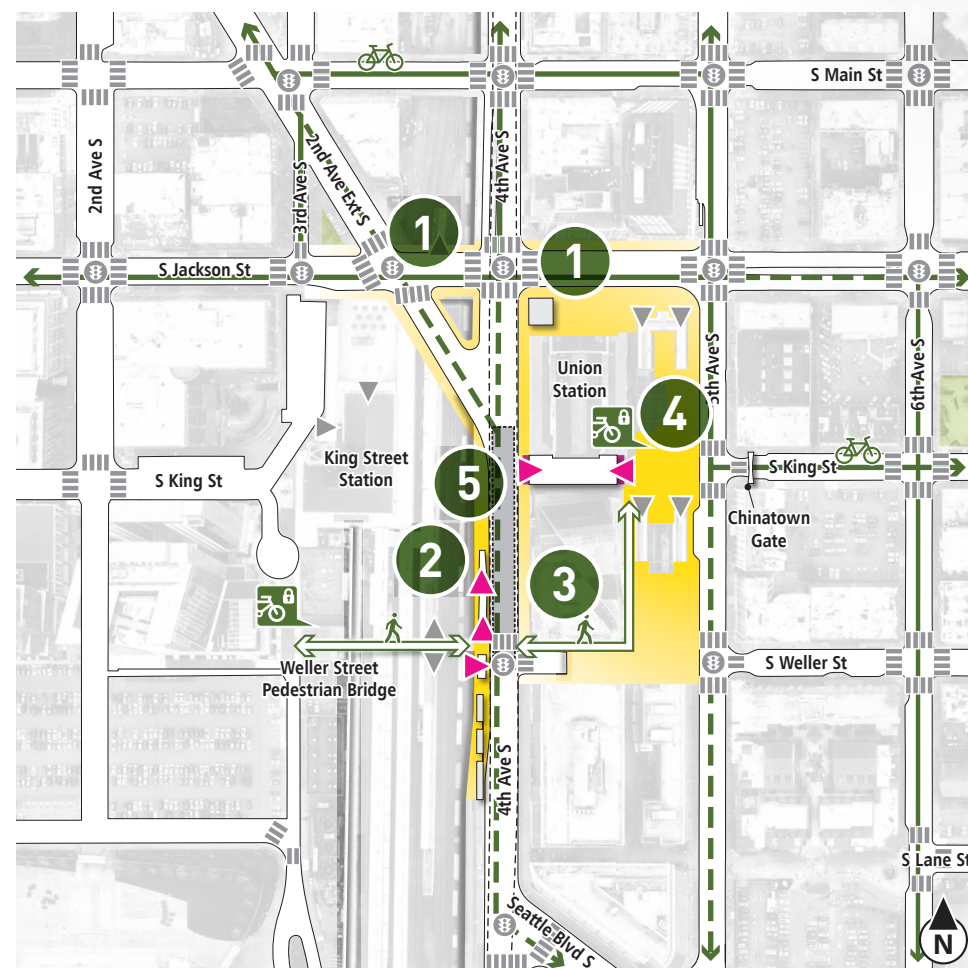
Ballard
Link Extension

4th Avenue Station

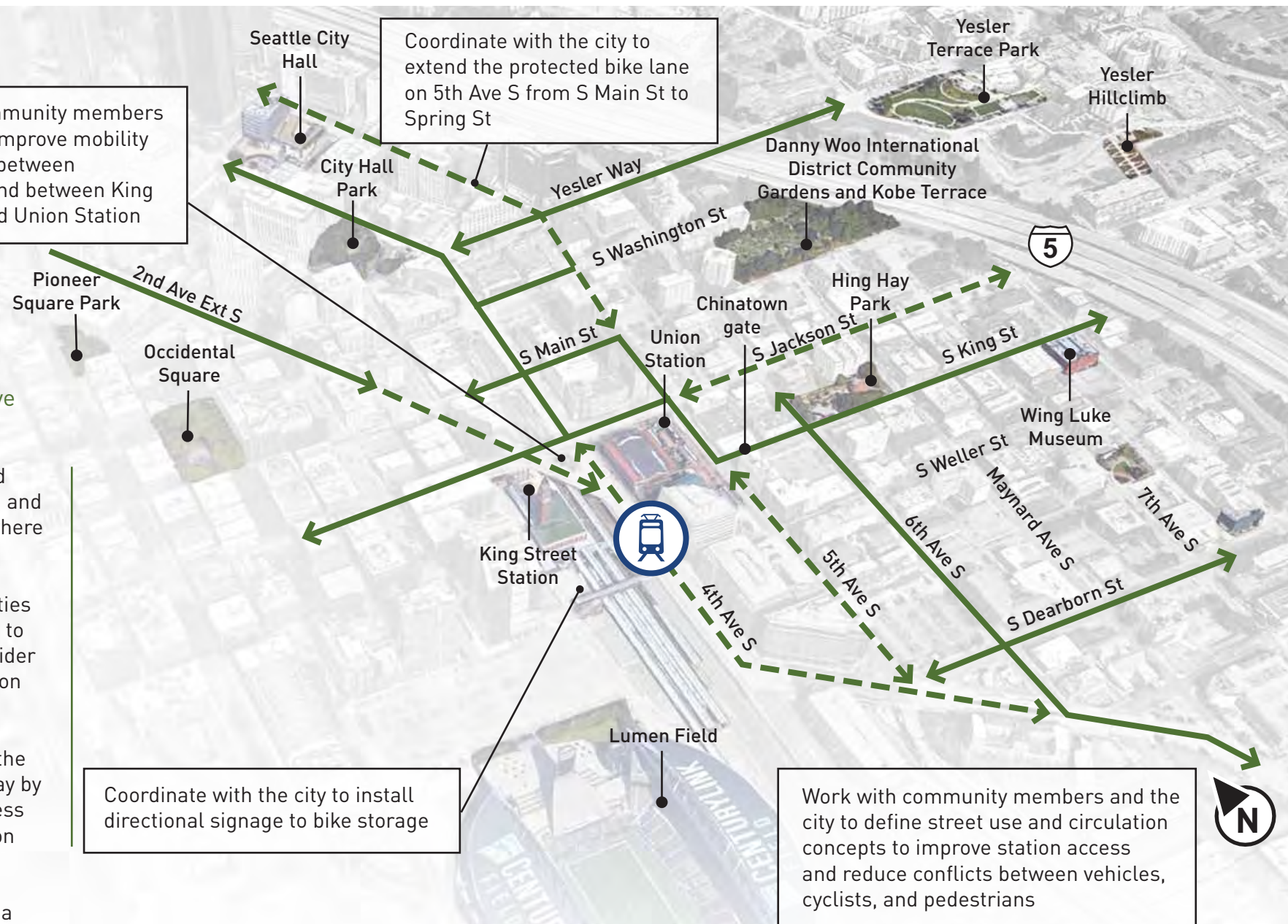
Shallow Alternative (CID-1a)
and Deep Station Option (CID-1b)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Consider improved crosswalk striping and wider sidewalks where possible
- 2 Explore opportunities to revise 4th Ave S to accommodate a wider sidewalk and station entrance plaza
- 3 Explore widening the pedestrian walkway by reconfiguring access to the Union Station garage
- 4 Consider creating a personal mobility hub area in the station plaza with short-term parking for bikes and other mobility devices, such as scooters, while ensuring a clear pedestrian route to the station entrance
- 5 Partner with the city to add a new signaled crosswalk



Personal mobility hub with storage for bikes, bikeshare, and bicycle repair facilities



The Weller Street Pedestrian Bridge is currently the only connection between Pioneer Square and Chinatown-International District south of S Jackson St

International District/ Chinatown Station

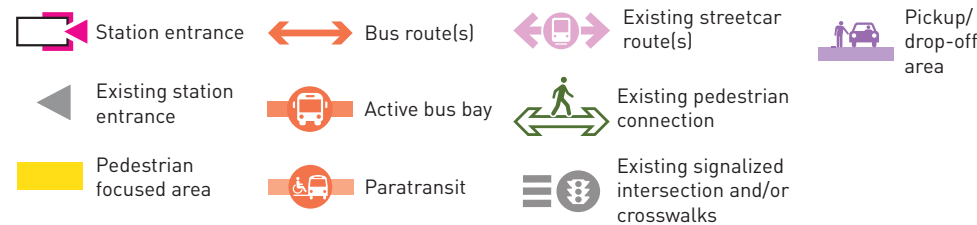
Ballard
Link Extension

4th Avenue Station

Shallow Alternative (CID-1a)
and Deep Station Option (CID-1b)

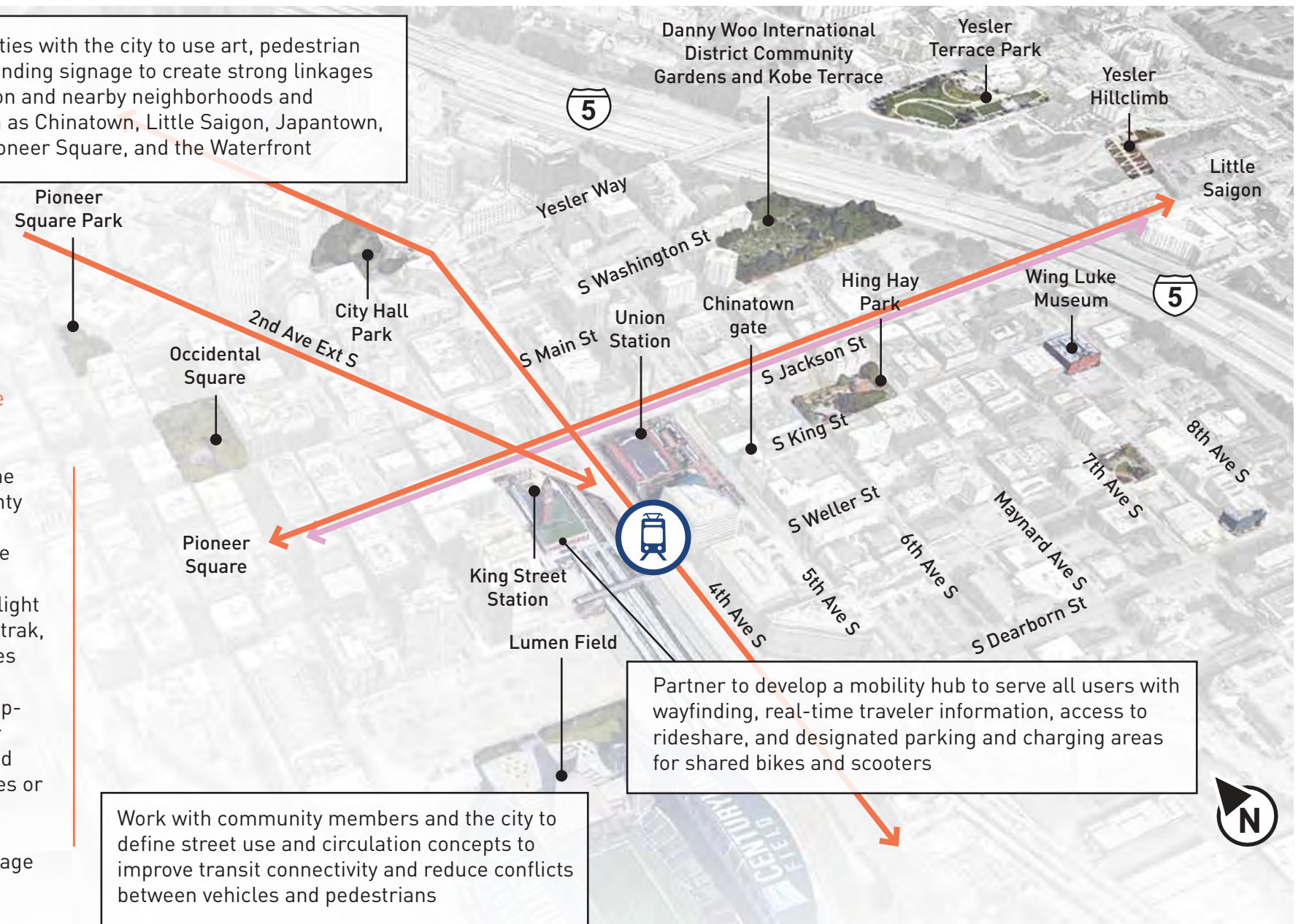
Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- 1 Coordinate with the city and King County Metro on intuitive wayfinding signage between transit modes, including light rail, streetcar, Amtrak, Sounder, and buses
- 2 Locate pickup/drop-off on 5th Ave S or S Weller St to avoid conflicts with buses or the streetcar
- 3 Provide clear signage at existing station entrances and platforms that show passengers how to access both the new and existing platforms using a new below-grade concourse

Explore opportunities with the city to use art, pedestrian lighting, and wayfinding signage to create strong linkages between the station and nearby neighborhoods and destinations, such as Chinatown, Little Saigon, Japantown, Yesler Terrace, Pioneer Square, and the Waterfront



Work with community members and the city to define street use and circulation concepts to improve transit connectivity and reduce conflicts between vehicles and pedestrians

Partner to develop a mobility hub to serve all users with wayfinding, real-time traveler information, access to rideshare, and designated parking and charging areas for shared bikes and scooters



Wayfinding signage with images helps people navigate the neighborhood in any language



Transit-only block with pedestrian amenities

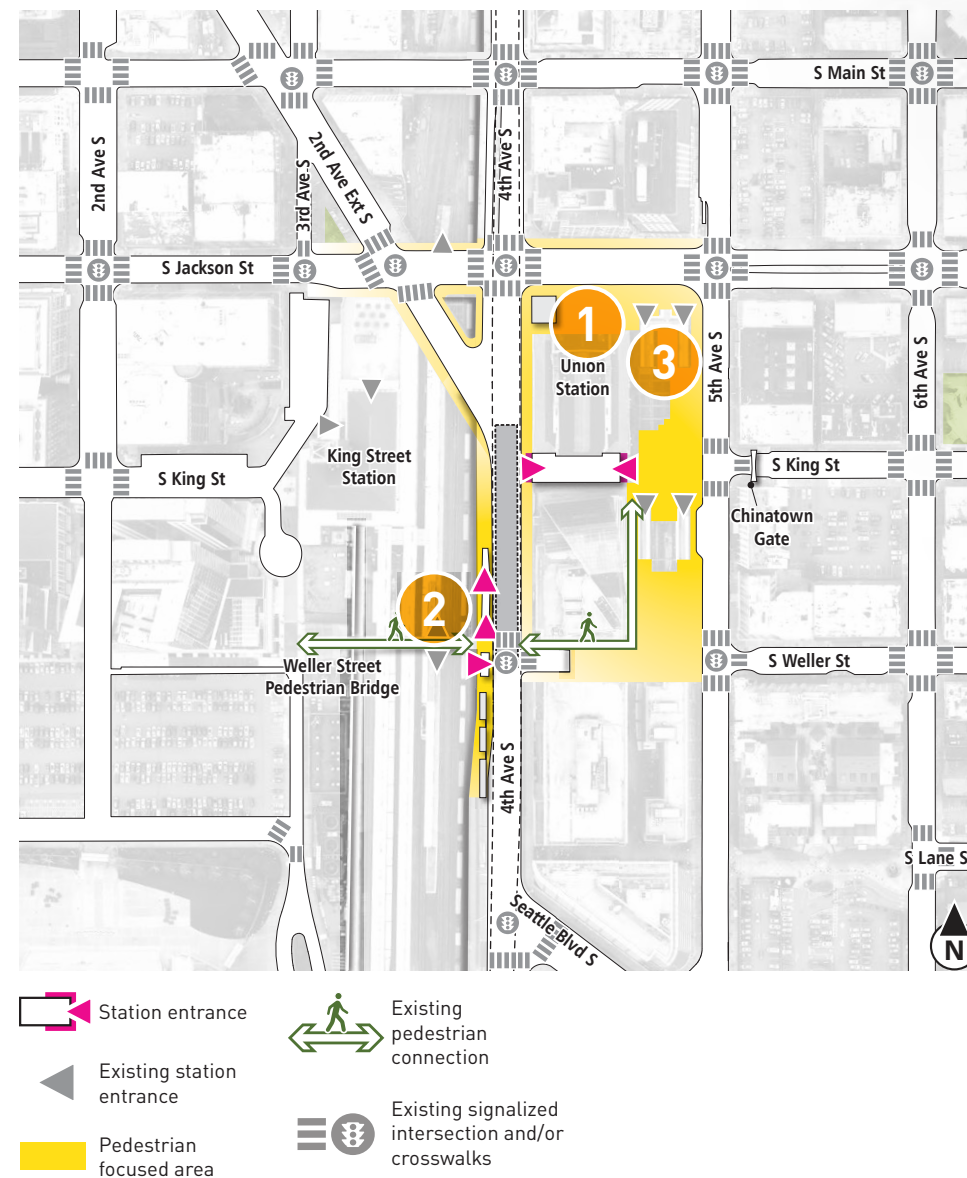
International District/ Chinatown Station

Ballard
Link Extension

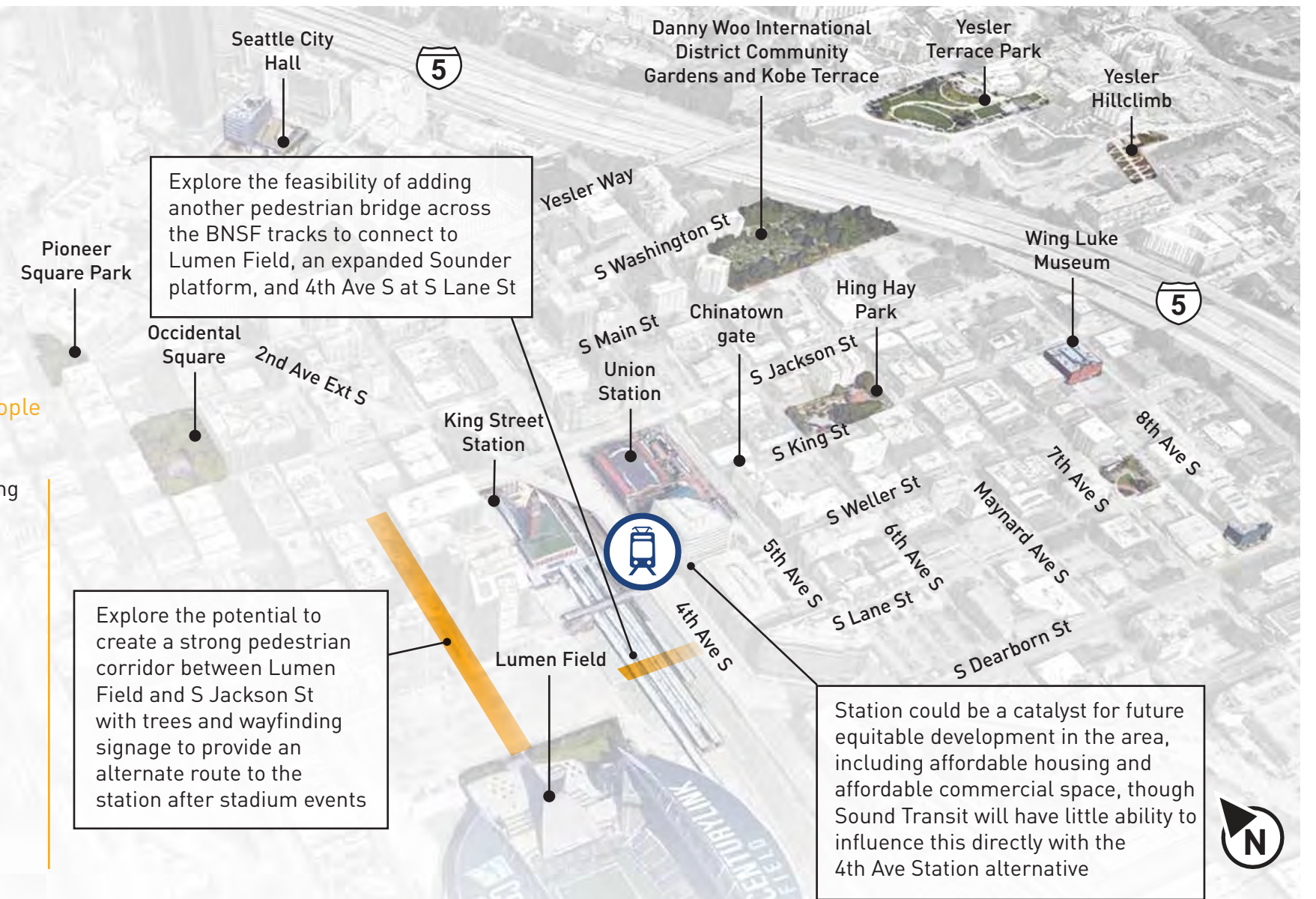
4th Avenue Station Shallow
Alternative (CID-1a)
and Deep Station Option (CID-1b)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Consider transforming Union Station into a true community hub by opening it to pop-up retail, food and beverage, and other supportive uses that reflect the diverse communities of Chinatown-International District and Pioneer Square
- 2 Partner with the city to widen the Weller Street Pedestrian Bridge and add a second elevator at the west end for improved access for cyclists and people using personal mobility devices
- 3 Explore the opportunity to leverage existing Union Station entrances as pathways to the light rail station



Historic train station with retail kiosks designed to complement the station architecture



On game day, the neighborhood is filled with fans, many of whom take light rail or Sounder to the stadium

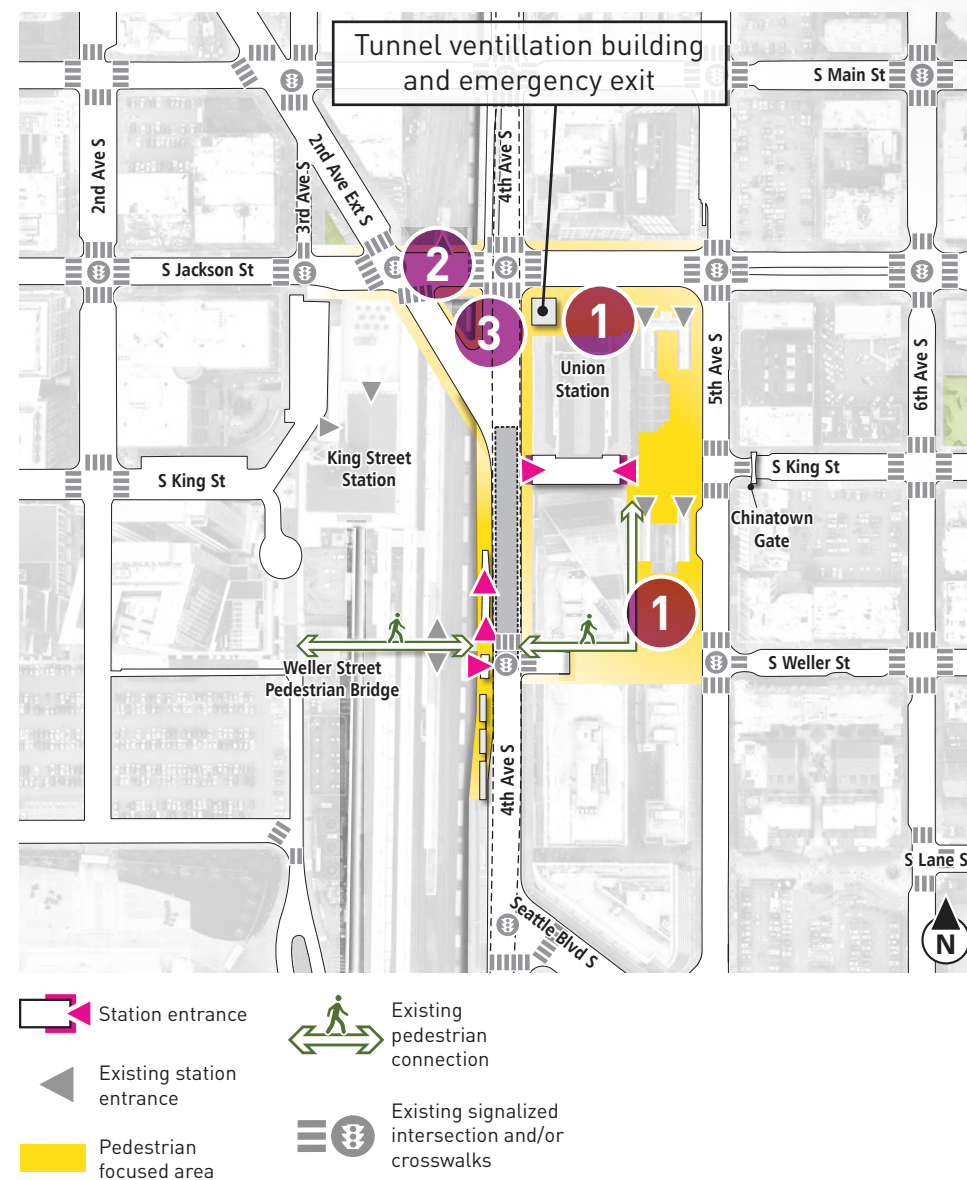
International District/ Chinatown Station

Ballard
Link Extension

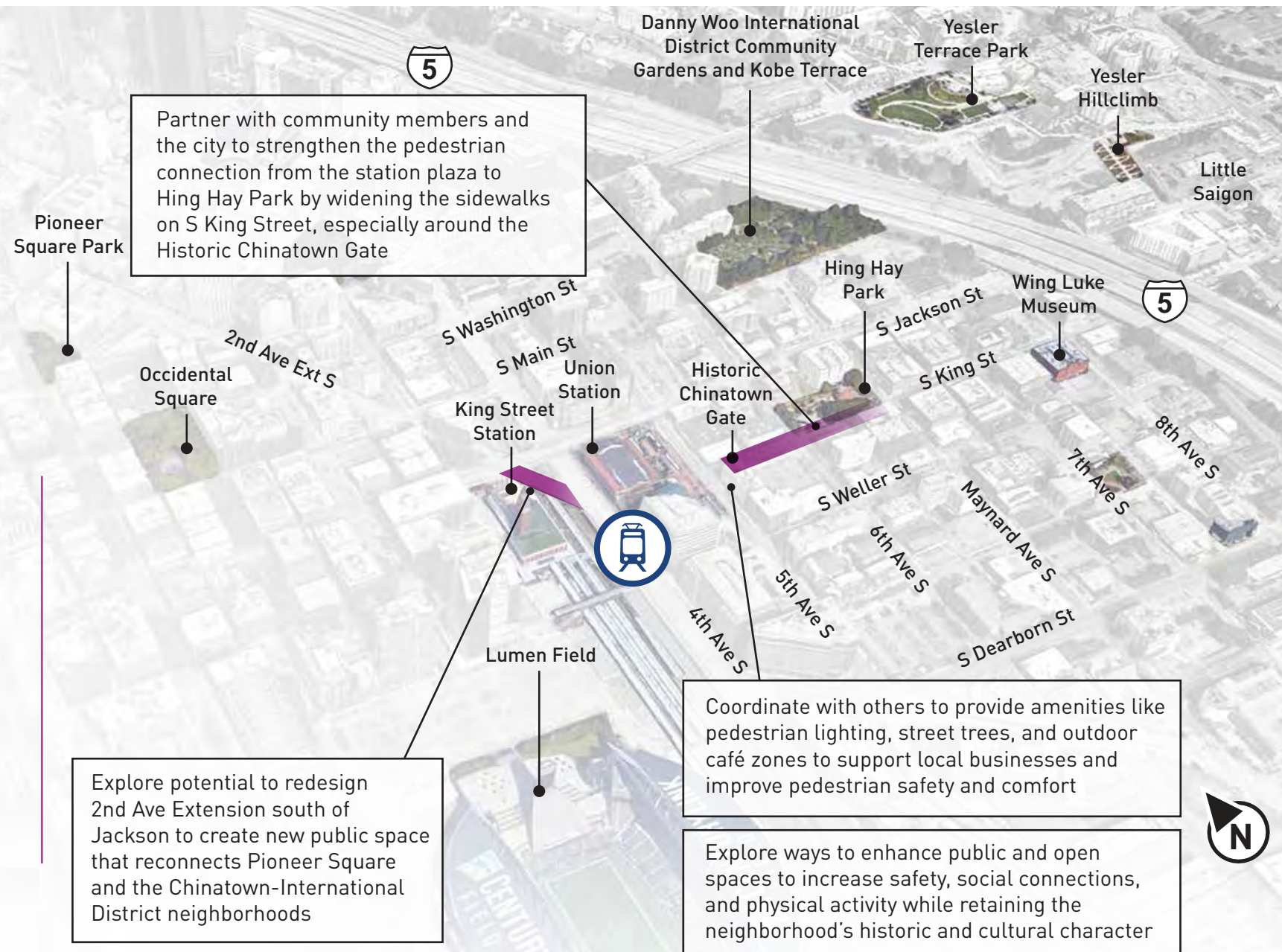
4th Avenue Station
Shallow Alternative (CID-1a)
and Deep Station Option (CID-1b)

Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- 1 Explore opportunities to redesign the plaza to better serve passengers and the surrounding neighborhood; consider seating, landscaping, lighting, weather protection, artwork, and community-driven programming to include local performances, food trucks, and pop-up retail
- 2 Explore opportunities to provide artwork and/or landscaping at this busy and complex intersection in coordination with the city
- 3 Explore alternate locations for tunnel ventilation and emergency egress stairs to maintain an open plaza in front of Union Station



Streets in the Chinatown-International District become bustling and vibrant public spaces during neighborhood festivals and events



Hing Hay Park, located just a block from the light rail station, is a pleasant place to gather, rest, and exercise

International District/ Chinatown Station

Ballard
Link Extension

4th Avenue Station

Shallow Alternative (CID-1a)
and Deep Station Option (CID-1b)

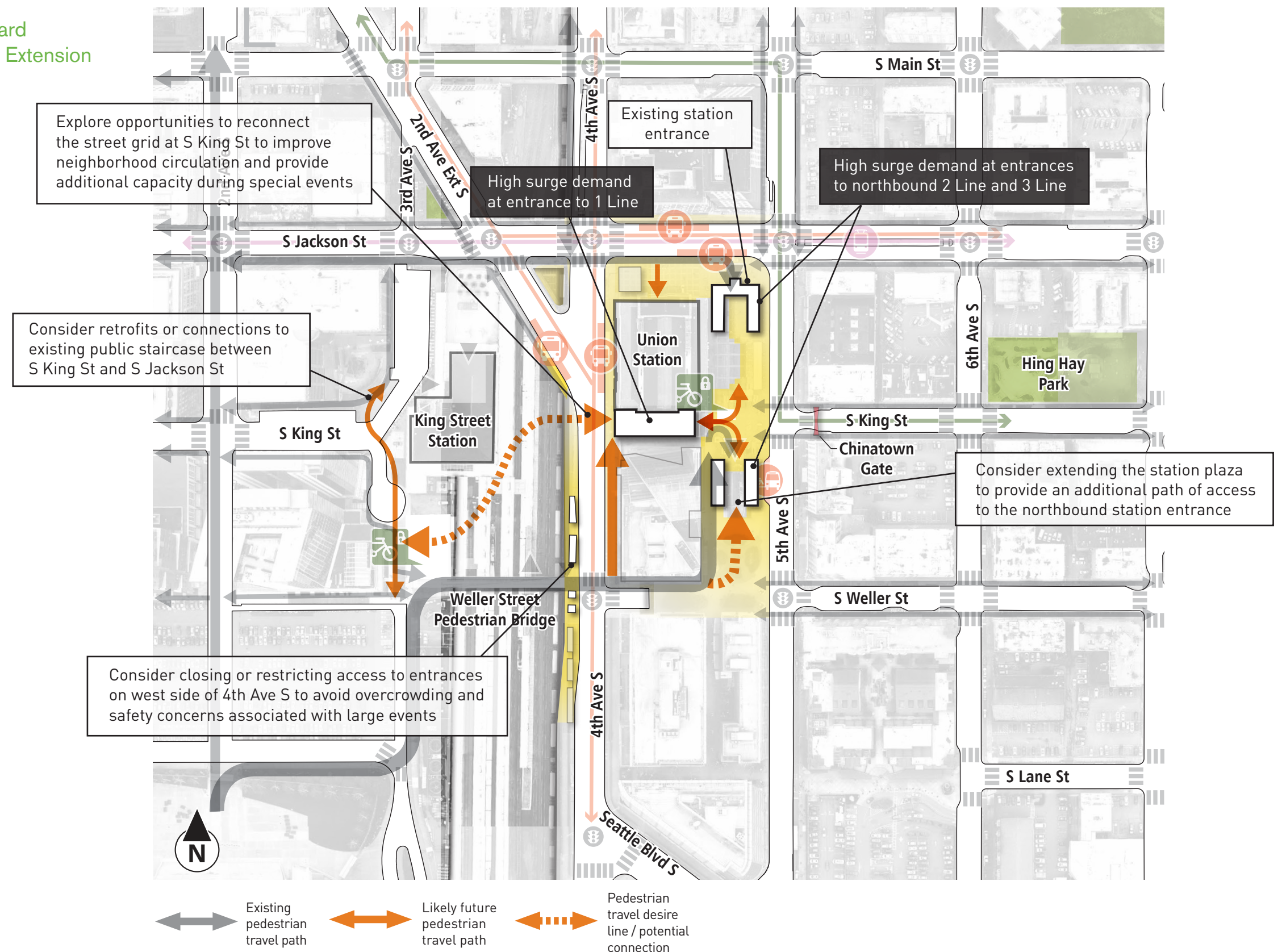
Considering transit hub and special events needs

The expanded International District/Chinatown Station would serve the region's busiest multi-modal hub, with three Link light rail lines, streetcar, bus, Sounder, and Amtrak services all within a two-block vicinity. The station also serves Lumen Field and T-Mobile Park, which host over 70 major sporting events annually, as well as concerts and other events.

As many as 62,000 people could leave a venue within a single hour, with about 20 percent of those patrons heading to light rail. In addition, event patrons may be unfamiliar with transit and with the area, posing additional needs for wayfinding and information.

Designing the station to best integrate into the community involves consideration of how to serve and manage large ridership surges, as well as identifying opportunities for enhanced public spaces that bring riders into the neighborhood as patrons of local businesses.

Balancing crowds during events with the needs of local community members could result in station area improvements and enhanced public spaces that benefit both visitors and local residents. The diagram to the right highlights ideas and opportunities for Sound Transit and partner agencies to consider as design concepts move forward.



International District/ Chinatown Station

4th Avenue Station Shallow Alternative (CID-1a) and Deep Station Option (CID-1b)

Potential refinements to station context plan

Taking into account the needs of community members, transit riders, and event goers, this page illustrates additional refinements and recommendations for the station area and proposed station structures. Many of these ideas emerged from ongoing discussions and coordination on Jackson Hub planning with agency partners and community stakeholders.

- A full or partial closure of 2nd Ave Ext could calm traffic on S Jackson St, improving transit operations and pedestrian safety, and create an opportunity for a new access point to the Sounder Station.
- A replacement structure, or lid, over BNSF tracks could provide more generous public space connecting Chinatown-International District and Pioneer Square neighborhoods, and alleviate crowding and safety concerns for pedestrians.
- A new at-grade crossing and signal at 4th Ave S and S King St could facilitate transfer movements between Link and Sounder, and accommodate surge event crowds coming from the stadium complex.
- A partial return of Union Station to its original use as a transit station could provide space for retail, food and beverage, and other community-oriented uses.

Any of the above proposals would need further study and partnering to advance, as they entail substantial capital investment along with revisions to the street system and traffic circulation.

Ballard Link Extension

Consider a partial closure of 2nd Ave Ext S between S Main St and S Jackson St, with dedicated transit and bike pathways into the Hub station area

Partner to explore a full closure of 2nd Ave Ext S to vehicles, replacing it with a plaza lid and a new entry structure providing access to Sounder platforms

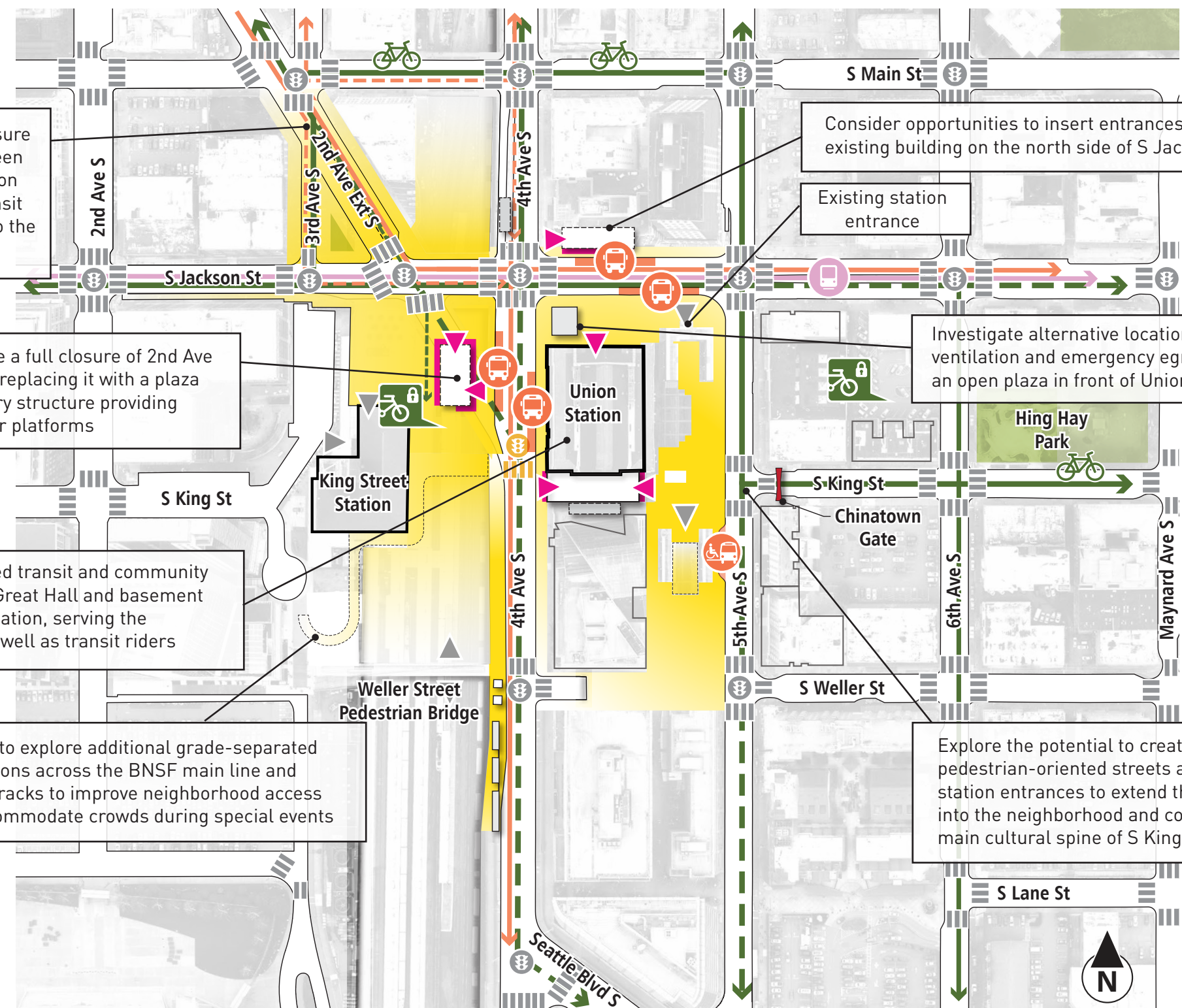
Create a combined transit and community retail hub in the Great Hall and basement levels of Union Station, serving the neighborhood as well as transit riders

Partner to explore additional grade-separated connections across the BNSF main line and station tracks to improve neighborhood access and accommodate crowds during special events

Consider opportunities to insert entrances into an existing building on the north side of S Jackson St

Existing station entrance

Investigate alternative locations for ventilation and emergency egress to maintain an open plaza in front of Union Station



Station entrance

Existing station entrance

Pedestrian focused area

Existing bike route

Planned bike route

Bike and personal mobility storage

Active bus bay

Paratransit

Existing streetcar route(s)

Existing bus route(s)

Proposed bus route(s)

Existing signaled intersection and/or crosswalks

Proposed signaled intersection and/or crosswalks

5th Avenue Station
Shallow Alternative (CID-2a)
and Deep Station Option (CID-2b)

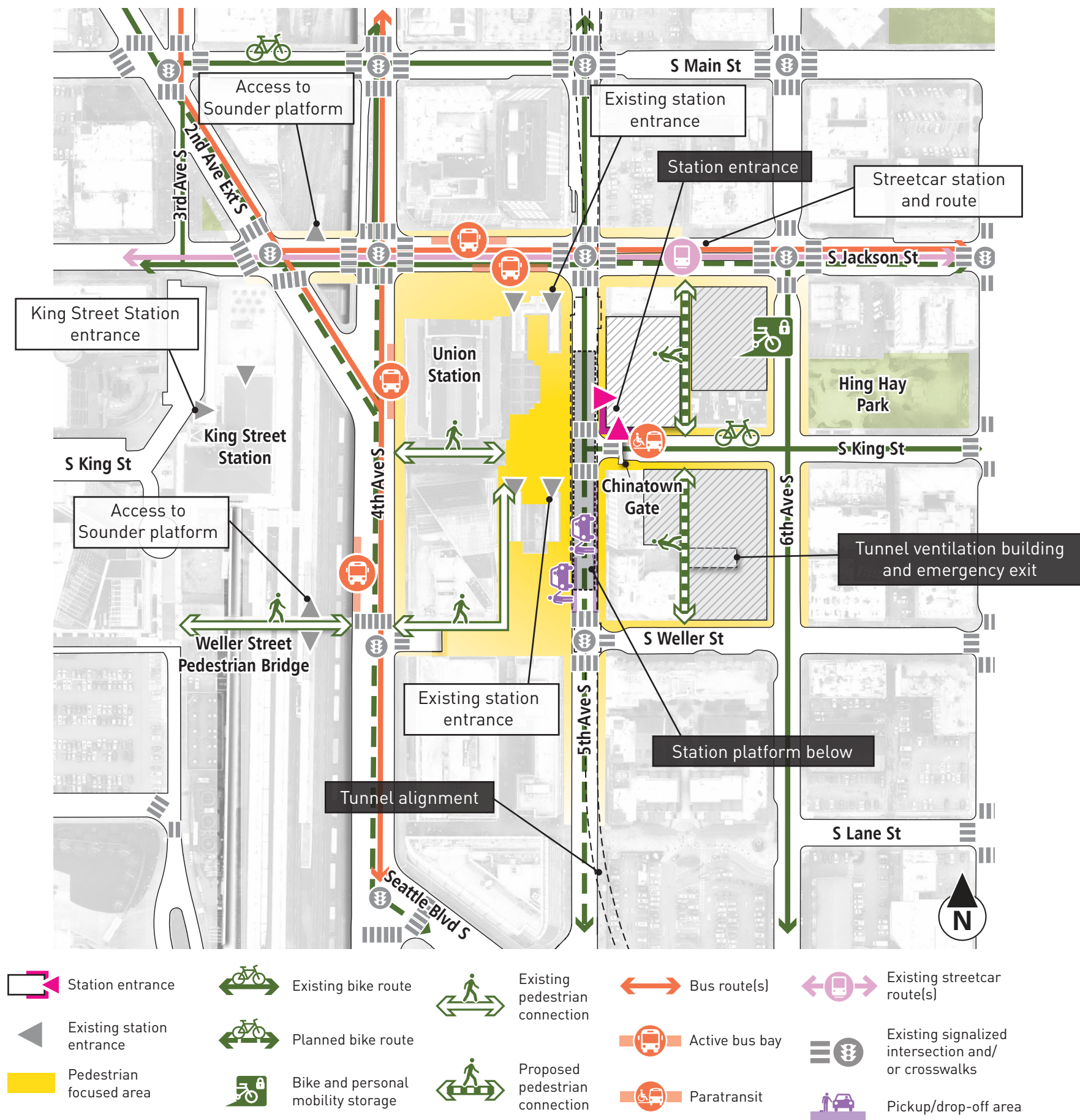
Other Alternative

Station context plan

The 5th Avenue station alternative would expand the International District/Chinatown Station by constructing a new platform under 5th Ave S just east of the existing light rail station. The Shallow Alternative (CID-2a) and Deep Station Option (CID-2b) are the same at street level but have platforms at different depths and in different locations underground. The Shallow Alternative (CID-2a) includes a diagonal configuration intended to balance near-term construction impacts with long-term operations. All alternatives would add a new station entrance just north of the Historic Chinatown Gate and across 5th Ave S from the existing station plaza.

This new station entrance would be convenient to the S Jackson St buses and streetcar and adjacent to existing and planned bike routes on 5th Ave S and S King St. The International District/Chinatown Station is one of only two stations where passengers would be able to transfer between all three light rail lines serving downtown. Bike storage would be just east of the new station entrance and could be integrated with future transit oriented development.

The existing station plaza could be redesigned to accommodate the increased volumes of passengers expected at the expanded International District/Chinatown station, and there would be multiple opportunities for new transit oriented development near the new station entrance that could meet community members’ desires for additional housing, open space, or space for local businesses.

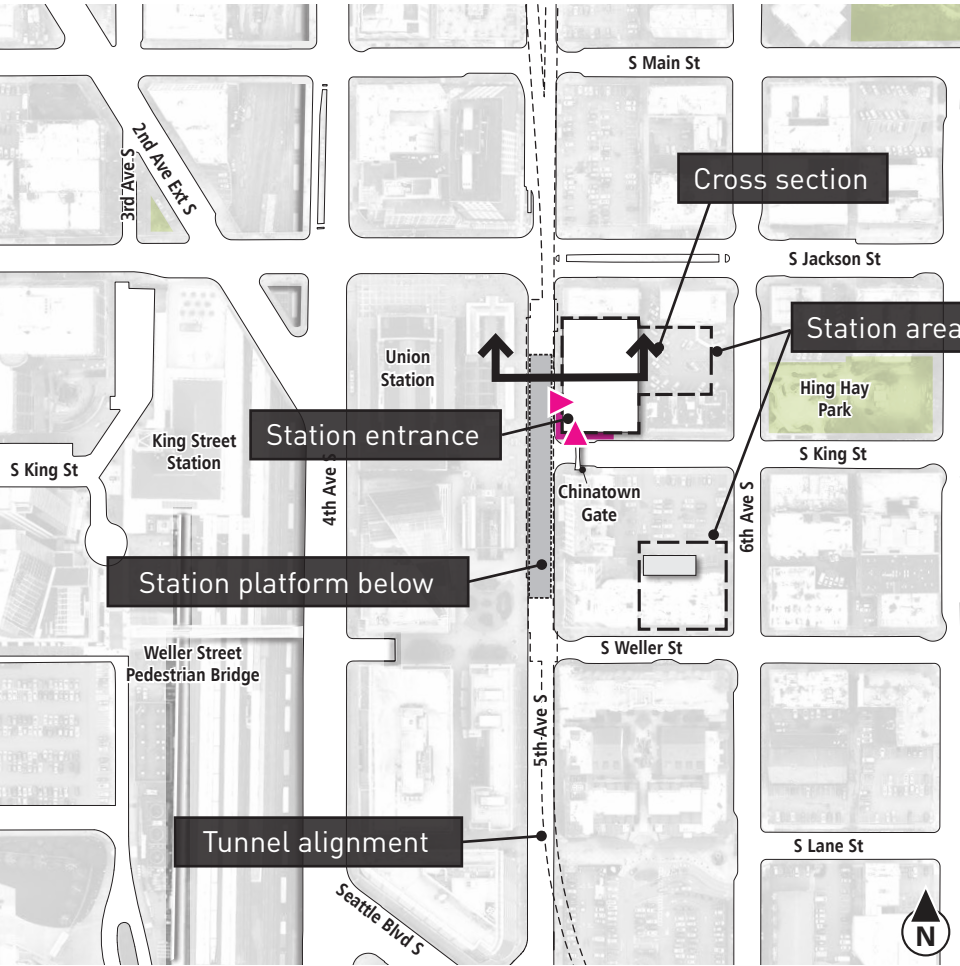


International District/
Chinatown Station

Ballard
Link Extension

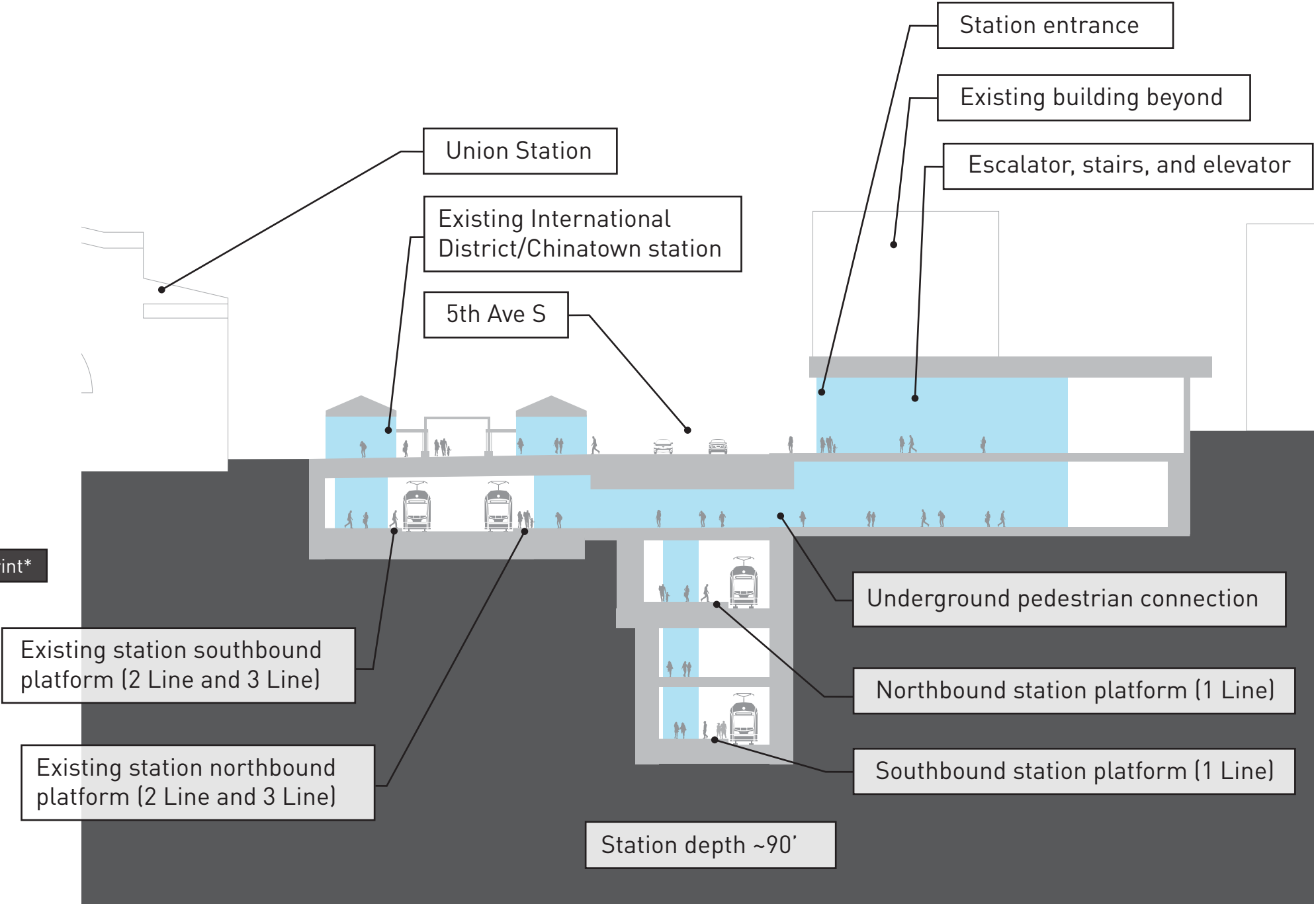
5th Avenue Station
Shallow Alternative (CID-2a)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

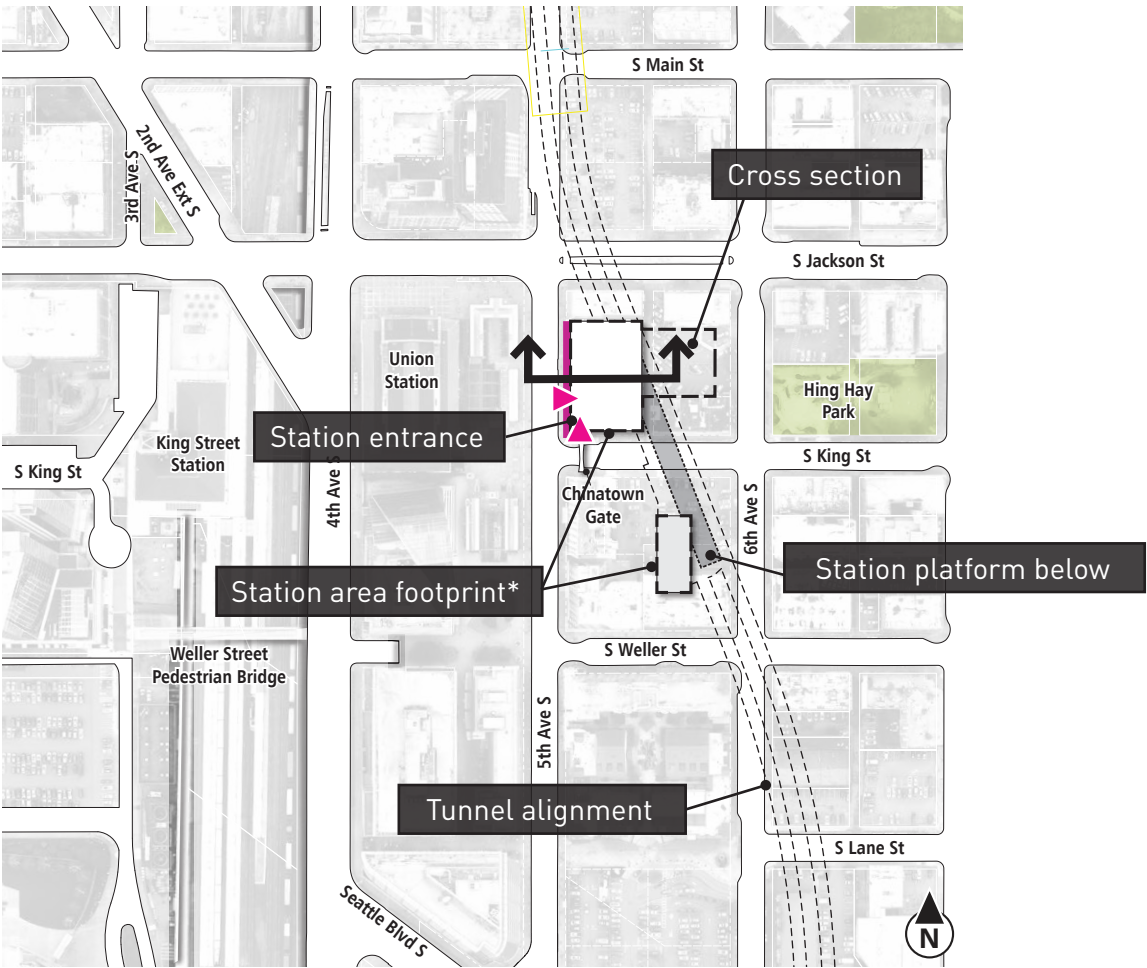
Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

International District/
Chinatown Station

Ballard
Link Extension

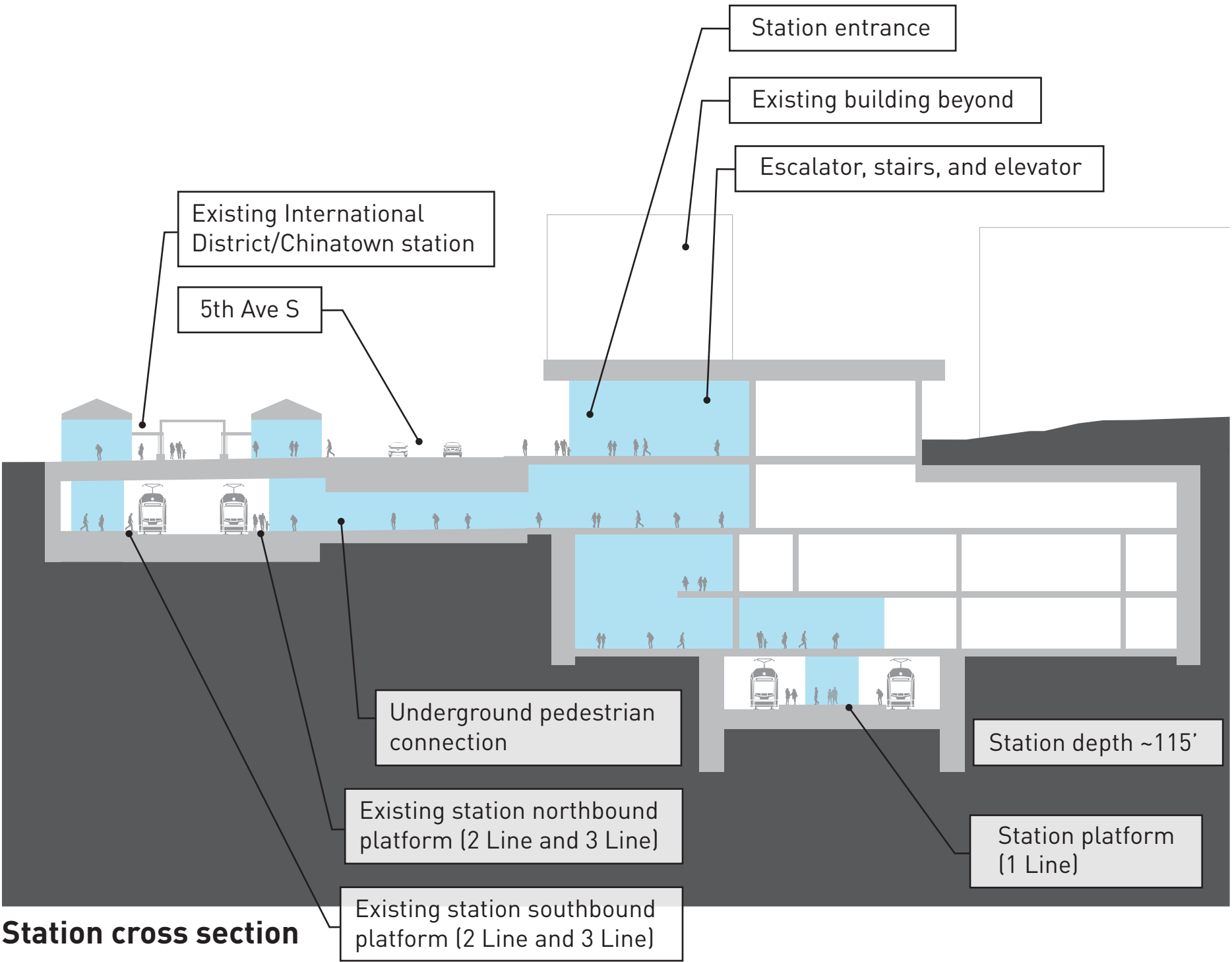
5th Avenue Station
Shallow Alternative (CID-2a)
Diagonal Configuration

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



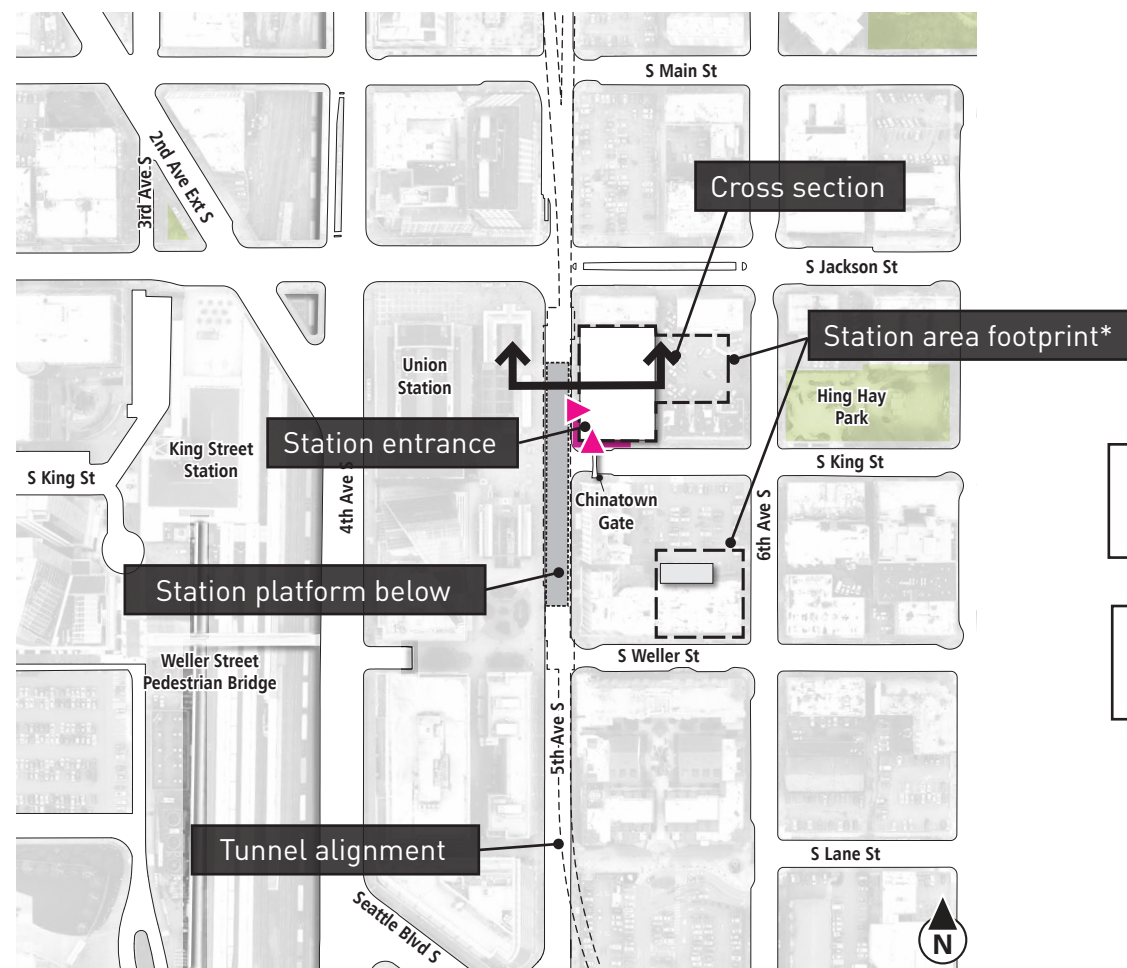
Cross section is an approximate representation of station configuration for illustrative purposes only.
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International District/ Chinatown Station

Ballard
Link Extension

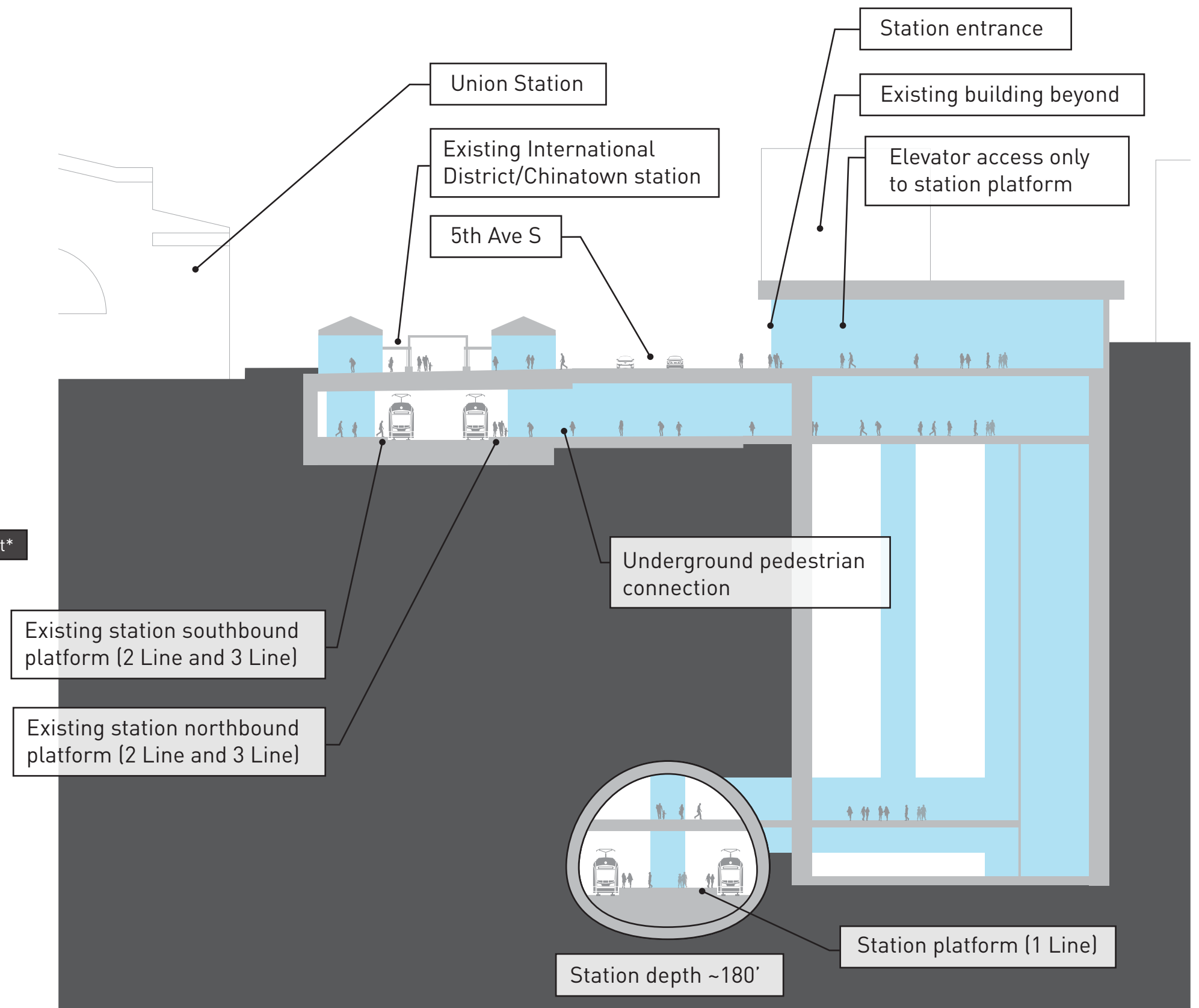
5th Avenue Station
Deep Station Option (CID-2b)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

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Station architectural and landscape design is not complete.

International District/ Chinatown Station

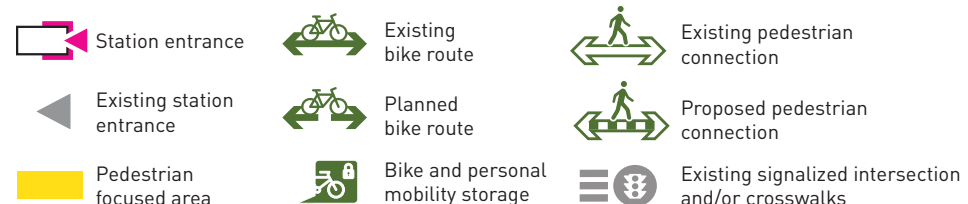
Ballard
Link Extension

5th Avenue Station

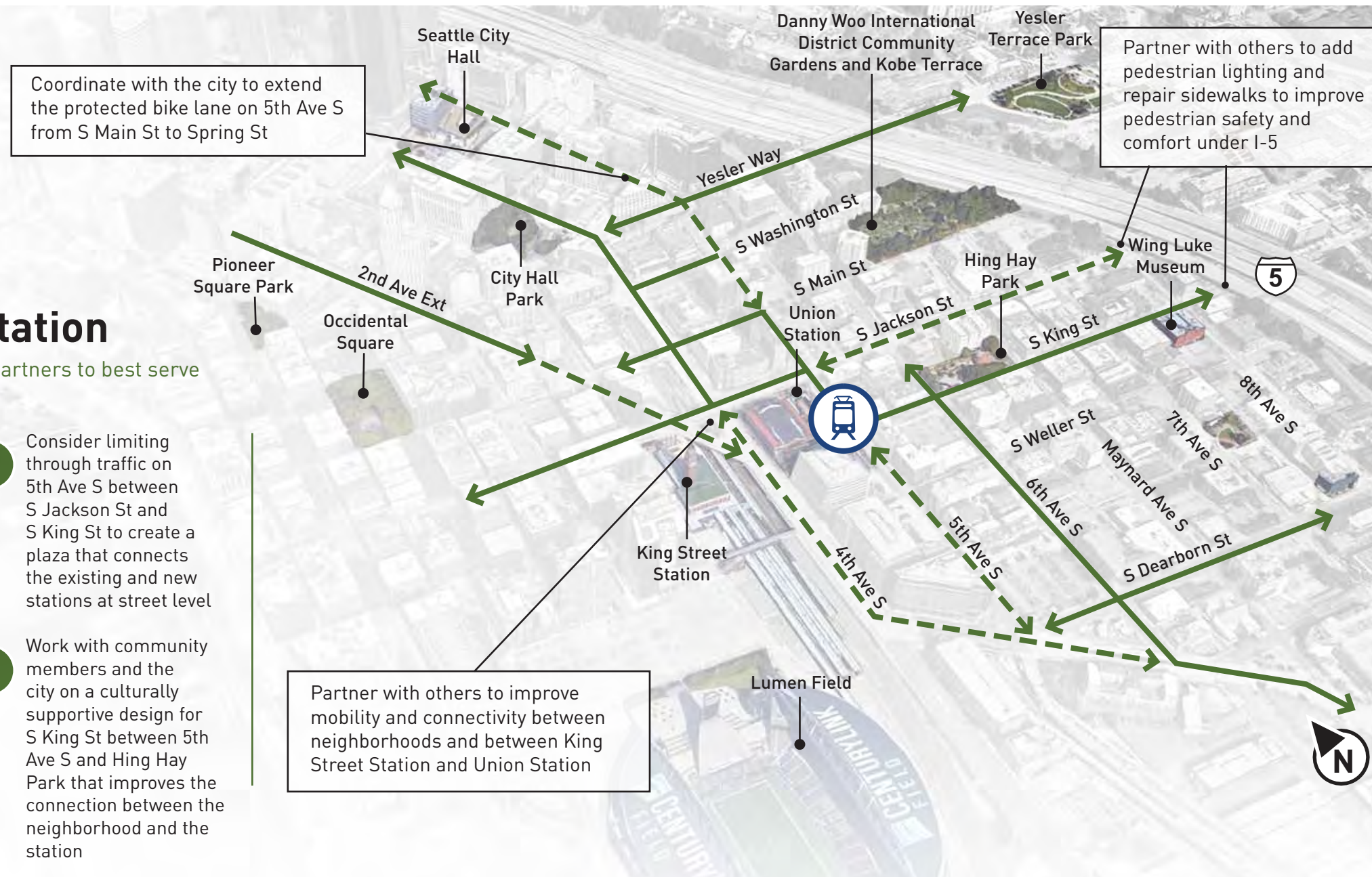
Shallow Alternative (CID-2a)
and Deep Station Option (CID-2b)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Consider limiting through traffic on 5th Ave S between S Jackson St and S King St to create a plaza that connects the existing and new stations at street level
- 2 Work with community members and the city on a culturally supportive design for S King St between 5th Ave S and Hing Hay Park that improves the connection between the neighborhood and the station
- 3 Explore the opportunity to expand the network of activated pedestrian alleys in the neighborhood
- 4 Locate bike and personal mobility storage on the ground floor of a new development
- 5 Partner with others to add a new signalized crosswalk



Personal mobility hub with storage for bikes, bikeshare, and bicycle repair facilities



The Historic Chinatown Gate welcomes people to the Chinatown-International District

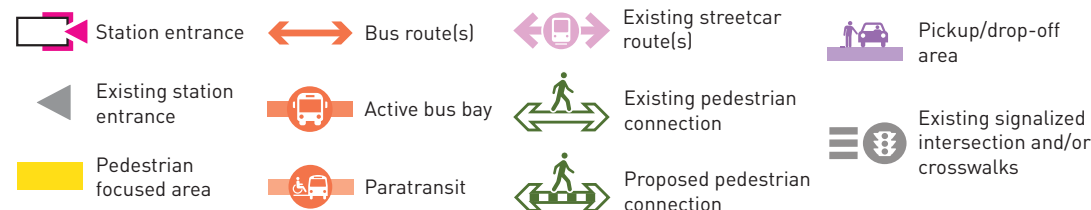
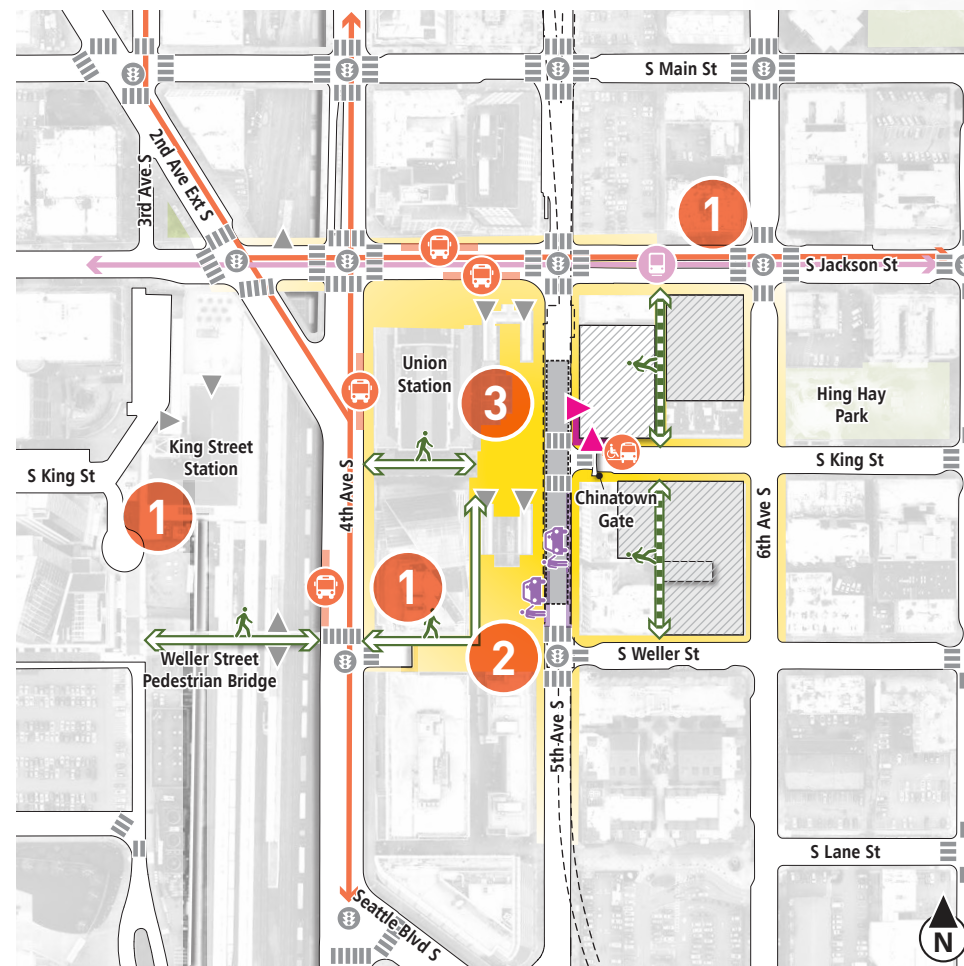
International District/ Chinatown Station

Ballard
Link Extension

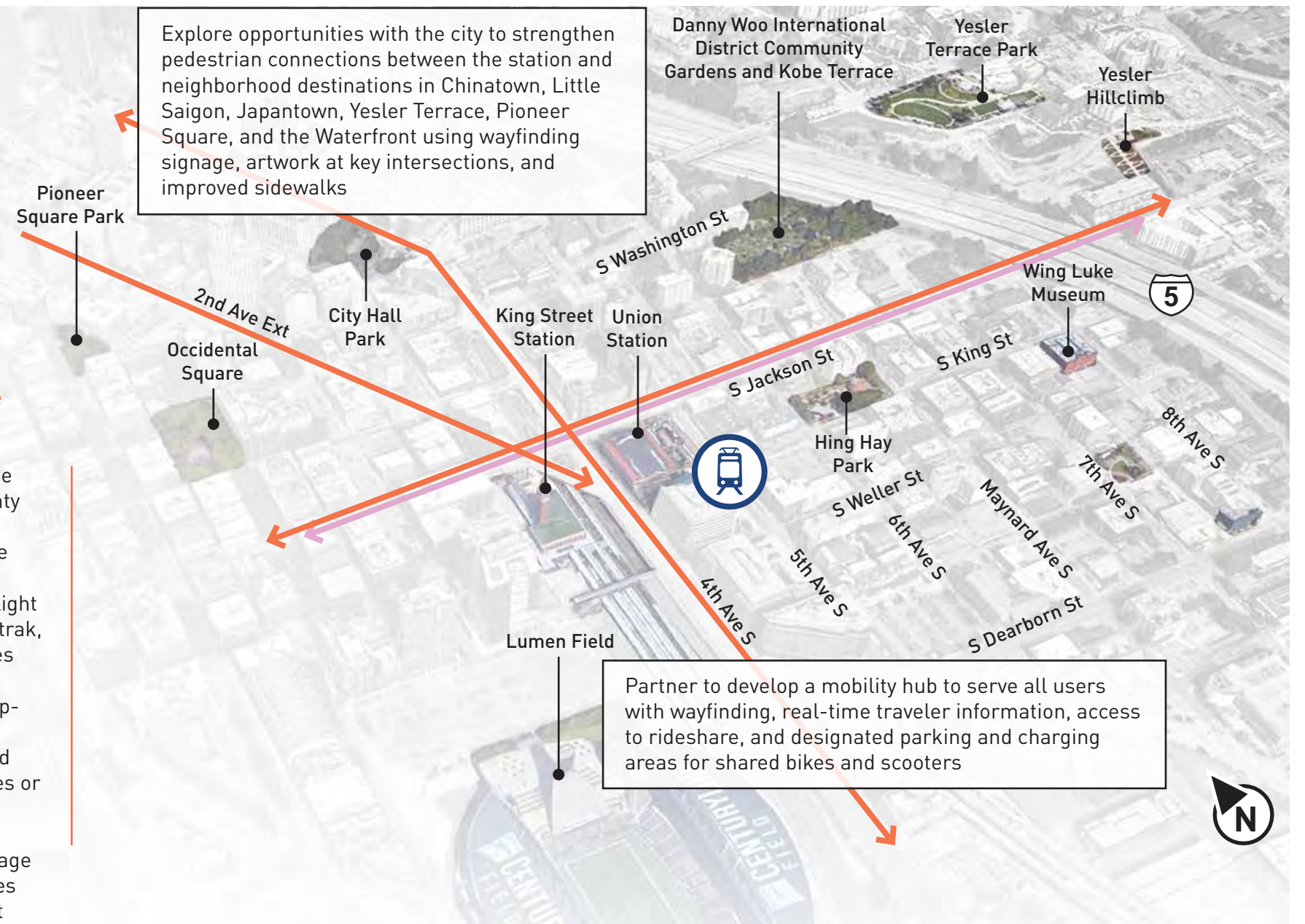
5th Avenue Station
Shallow Alternative (CID-2a)
and Deep Station Option (CID-2b)

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- 1 Coordinate with the city and King County Metro on intuitive wayfinding signage between transit modes, including light rail, streetcar, Amtrak, Sounder, and buses
- 2 Locate pickup/drop-off on 5th Ave S or S Weller St to avoid conflicts with buses or the streetcar
- 3 Provide clear signage at station entrances and platforms that shows passengers how to transfer between lines using a new below-grade concourse



Wayfinding signage with images helps people navigate the neighborhood in any language



Transit-only block with pedestrian amenities

International District/ Chinatown Station

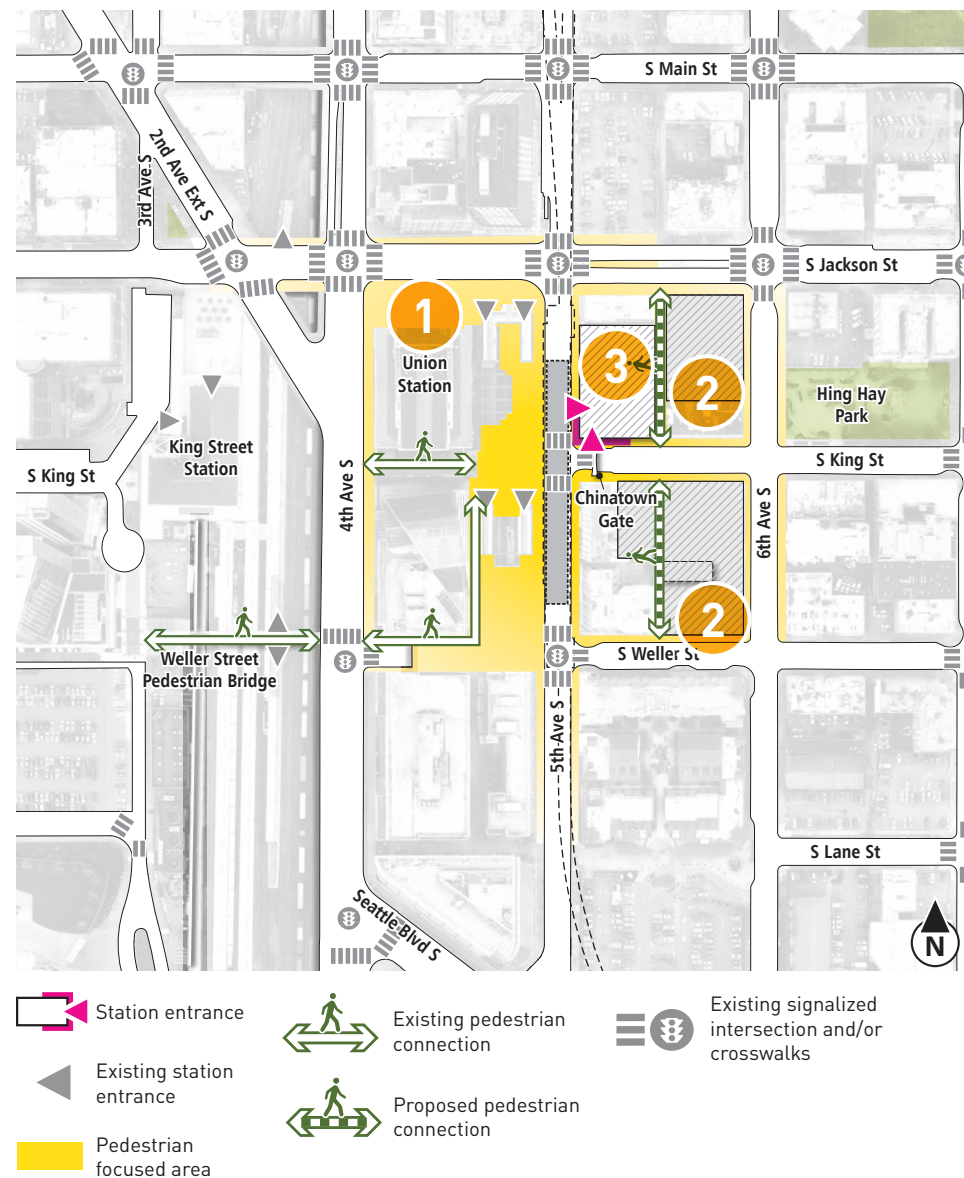
Ballard
Link Extension

5th Avenue Station

Shallow Alternative (CID-2a)
and Deep Station Option (CID-2b)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Explore the opportunity to allow the Union Station Great Hall to be available for pop-up retail or food kiosks; consider using the Great Hall and the Union Station plaza for neighborhood events
- 2 Consider a development project that designs the alley for loading and parking access as well as a comfortable space for pedestrians
- 3 Partner to build affordable housing over the station entrance and consider micro-retail opportunities in the station itself

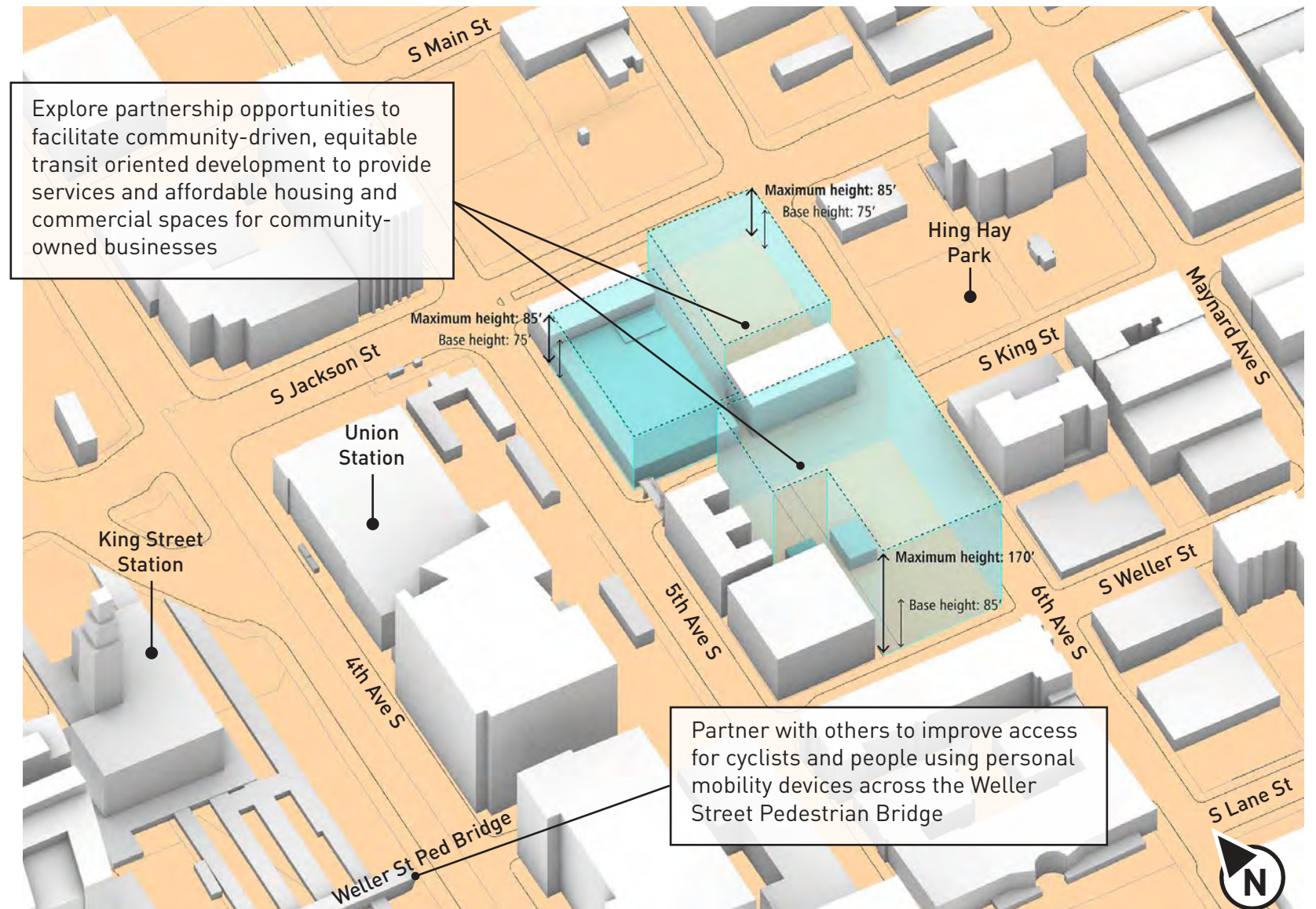


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/
Mixed-Use



Hirabayashi Place offers workforce housing and neighborhood retail just steps from buses, streetcars, and the light rail station



Redesigning alleys and streets for pedestrians could enliven the neighborhood and offer new connections to the station

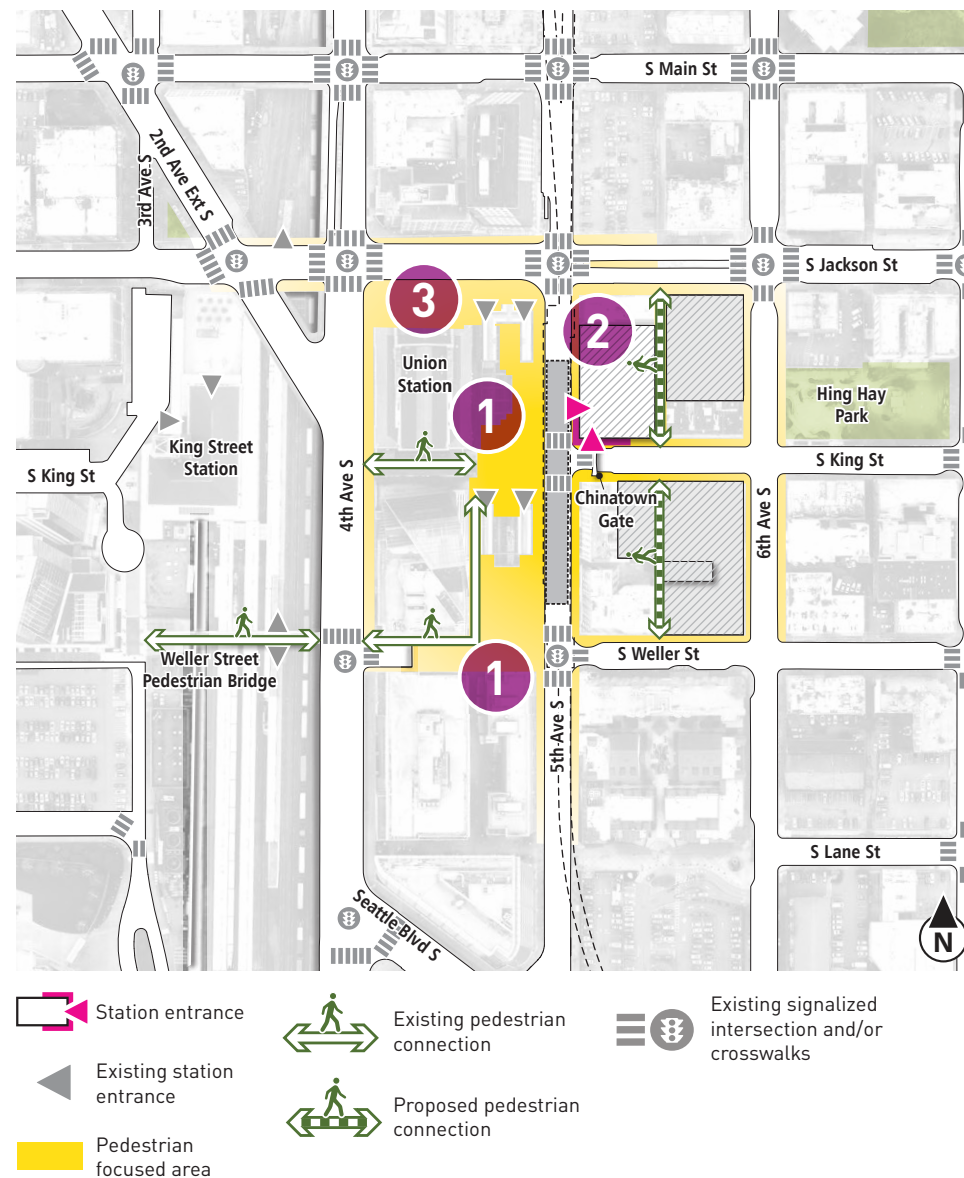
International District/ Chinatown Station

Ballard
Link Extension

5th Avenue Station
Shallow Alternative (CID-2a)
and Deep Station Option (CID-2b)

Enjoying public space near the station

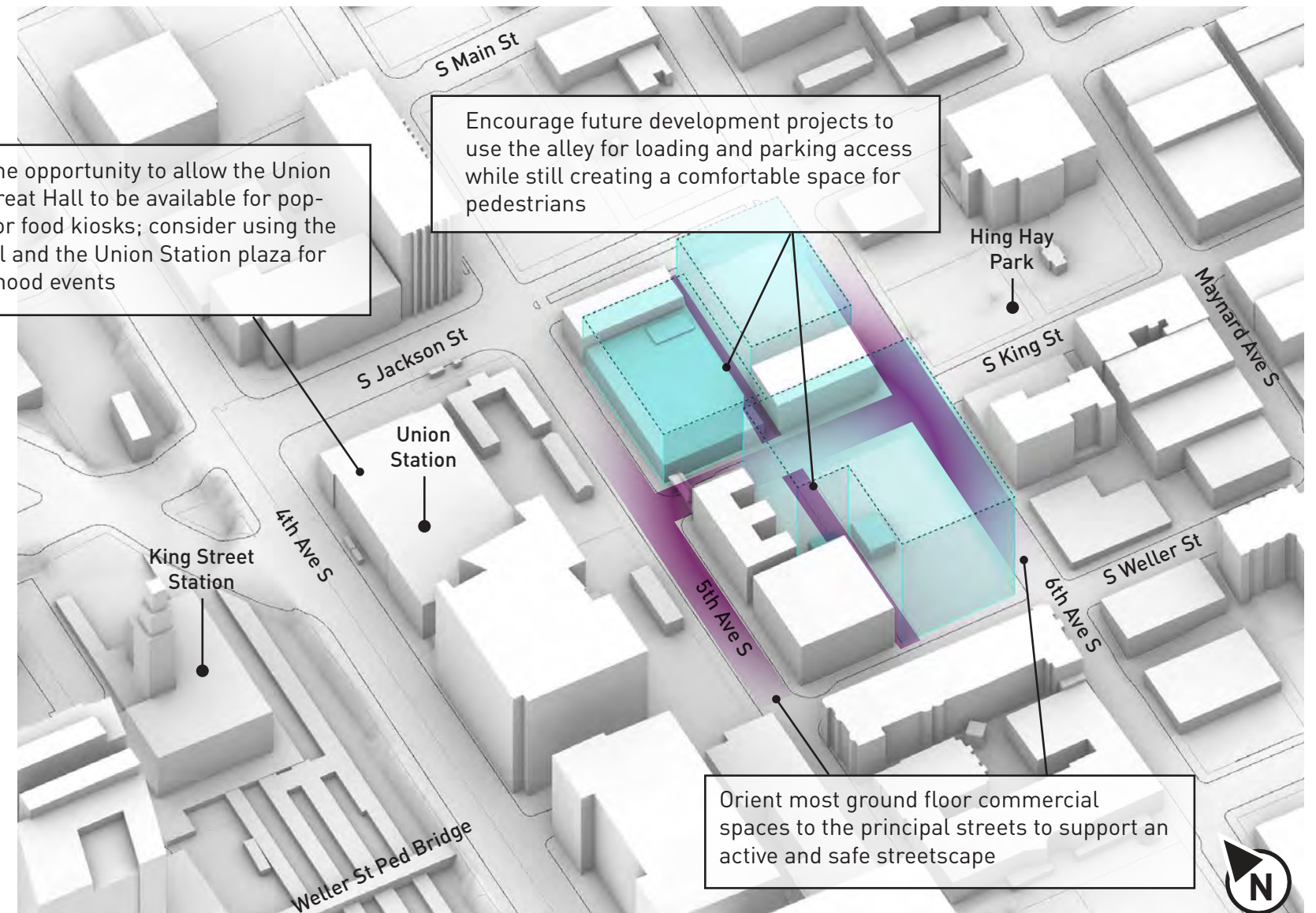
Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



1 Explore opportunities to redesign the existing station plaza to better serve passengers and the surrounding neighborhood; consider seating, landscaping, lighting, weather protection, artwork, and programming to include local performances and food trucks/pop-up retail kiosks

2 Consider repurposing a segment of 5th Ave S to create a plaza that connects the existing and new station entrances at street level; plaza could be seamlessly integrated into the existing plaza, described above

3 Explore opportunities to improve areas in front of Union Station to provide more landscaping and usable plaza space rather than space for vehicles



Hing Hay Park, located just a block from the light rail station, is a pleasant place to gather, rest, and exercise



Streets in the Chinatown-International District become bustling and vibrant public spaces during neighborhood festivals and events

International District/ Chinatown Station

5th Ave Station
Shallow Alternative (CID-2a)
and Deep Station Option (CID-2b)

Ballard
Link Extension

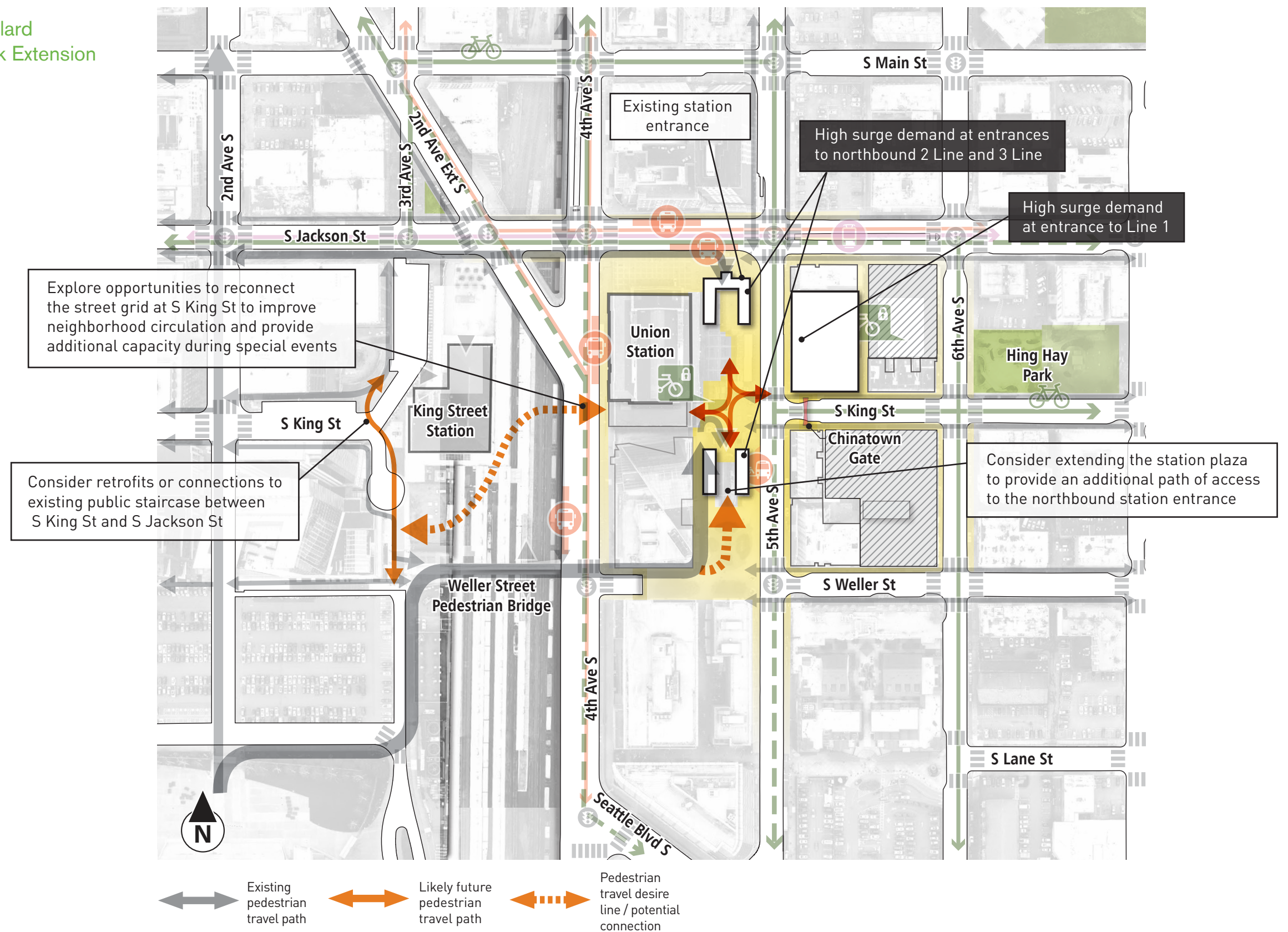
Considering hub and special events needs

The expanded International District/Chinatown station would serve the region's busiest multi-modal hub, with three Link light rail lines, streetcar, bus, Sounder, and Amtrak services all within a two-block vicinity. The station also serves Lumen Field and T-Mobile Park, which host over 70 major sporting events annually, as well as concerts and other events.

As many as 62,000 people could leave a venue within a single hour, with about 20 percent of those patrons heading to light rail. In addition, event patrons may be unfamiliar with transit and with the area, posing additional needs for wayfinding and information.

Designing the station to best integrate into the community involves consideration of how to serve and manage large ridership surges, as well as identifying opportunities for enhanced public spaces that bring riders into the neighborhood as patrons of local businesses.

Balancing crowds during events with the needs of local community members could result in station area improvements and enhanced public spaces that benefit both visitors and local residents. The diagram to the right highlights ideas and opportunities for Sound Transit and partner agencies to consider as design concepts move forward.



International District/ Chinatown Station

Ballard
Link Extension

5th Ave Station

Shallow Alternative (CID-2a)
and Deep Station Option (CID-2b)

Potential refinements to station context plan

Taking into account the needs of community members, transit riders, and event goers, this page illustrates additional refinements and recommendations for the station area and existing station entrances. Many of these ideas have emerged from ongoing discussions and coordination on Jackson Hub planning with agency partners and community stakeholders.

- Improvements to the existing International District/Chinatown station plaza could create more usable space for the neighborhood while clarifying the path for transfers between Link and Sounder.
- Pedestrian-oriented streets on 5th Ave S and S King St could help passengers transfer between light rail lines and provide opportunities for culturally respectful streetscapes that integrate well with the neighborhood.
- Potential new transit oriented development, including affordable housing and commercial space, could anchor the east edge of the station plaza, and connect to a potential network of activated interior alley spaces.
- A partial or full repositioning of Union Station as a hub for community uses, micro-retail, and information or services would help to anchor the west edge of the station plaza.

These recommendations would need further study to advance, as they entail substantial capital investment along with revisions to traffic circulation and the operations of existing transit services.



Midtown Station

Station area context

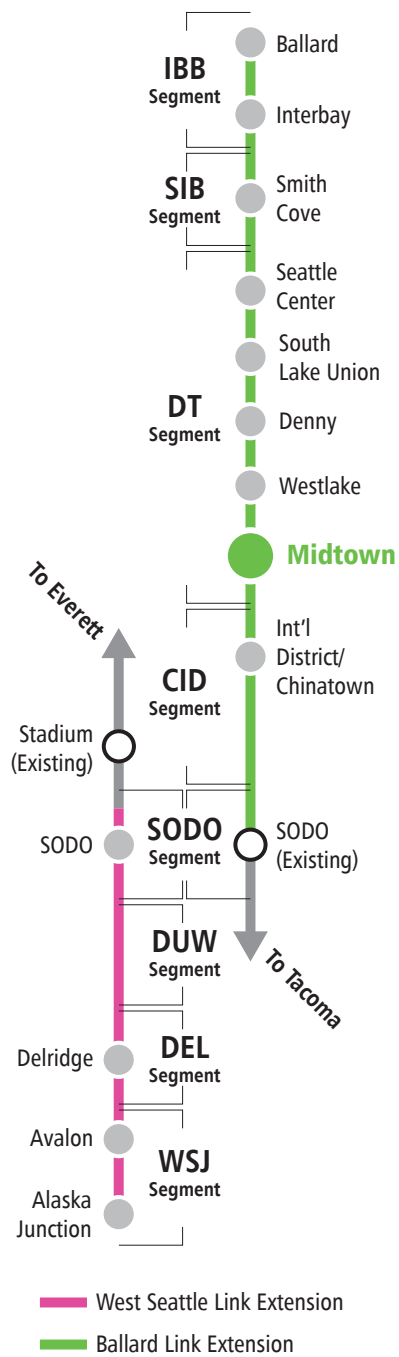
Ballard
Link Extension

Midtown Station would serve the neighborhood around key buildings in Seattle, including the Seattle Municipal Tower, Central Library, City Hall, and U.S. Courthouse, as well as the YWCA, YMCA and many hotels. During the day, street activity in the neighborhood caters largely to office workers and tourists with activity decreasing in the evening.

The First Hill neighborhood is home to many medical facilities, a university and other educational institutions, dense residential

developments, and dining and retail establishments. Spring St and Madison St serve as the primary connections between the station and First Hill destinations.

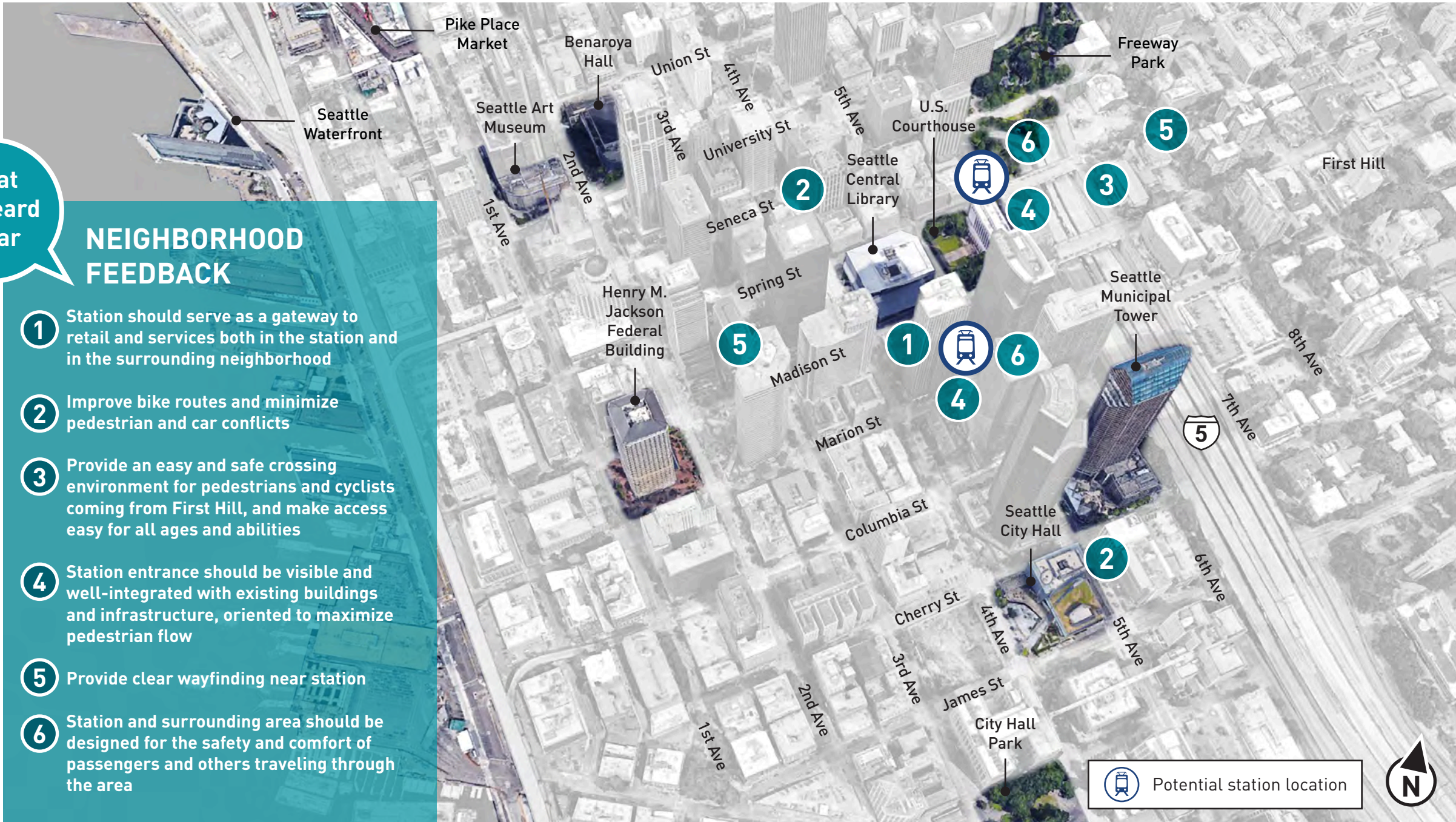
Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the walkability of this city center neighborhood, accessibility to key destinations, and the many transit connections.



What we heard so far

NEIGHBORHOOD FEEDBACK

- 1 Station should serve as a gateway to retail and services both in the station and in the surrounding neighborhood
- 2 Improve bike routes and minimize pedestrian and car conflicts
- 3 Provide an easy and safe crossing environment for pedestrians and cyclists coming from First Hill, and make access easy for all ages and abilities
- 4 Station entrance should be visible and well-integrated with existing buildings and infrastructure, oriented to maximize pedestrian flow
- 5 Provide clear wayfinding near station
- 6 Station and surrounding area should be designed for the safety and comfort of passengers and others traveling through the area



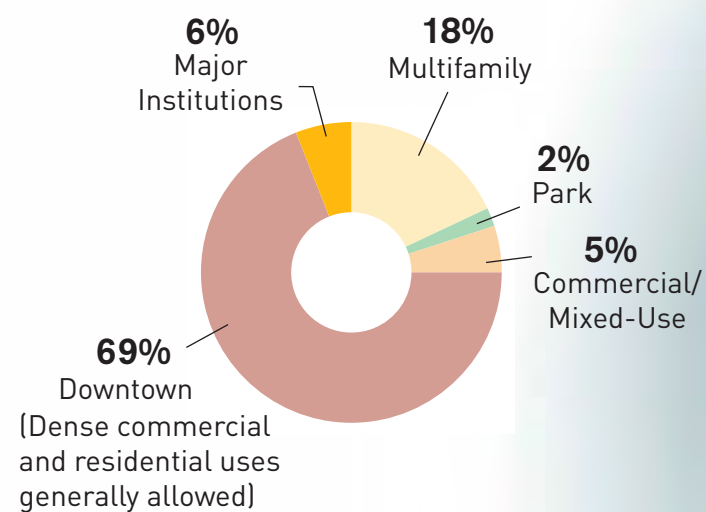
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Midtown Station

Ballard Link Extension

Station area context

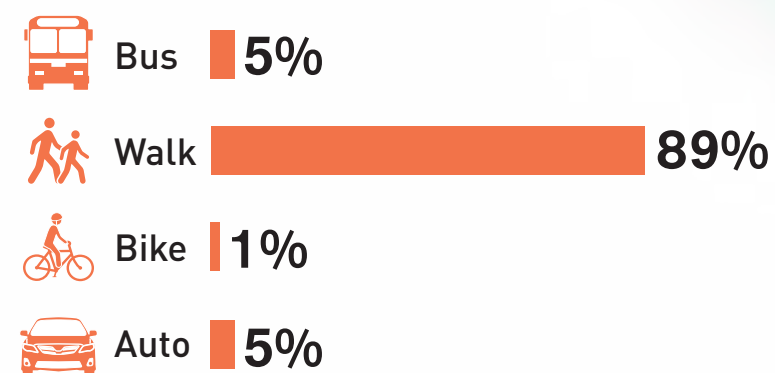
Existing land use in the station area ⁽¹⁾



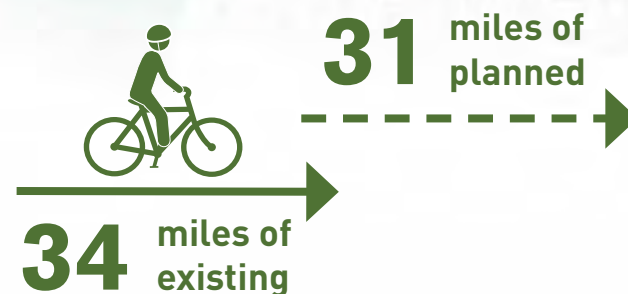
Ridership/daily boardings ⁽²⁾



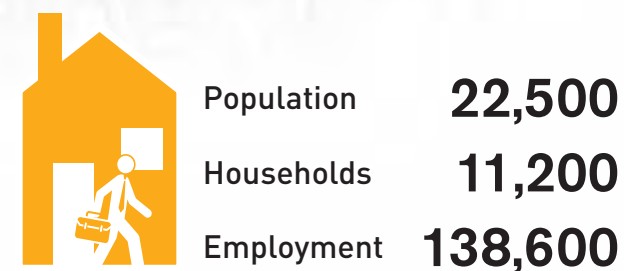
How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾ 10-minute bikeshed



Living and working in the station area 2040 ^(1,4)



Planning and design priorities

Planning and design priorities can help frame how a station and station area will look and function

- Leverage the station to connect to First Hill medical facilities, prioritizing bus connections to the east
- Connect directly to surrounding transportation options
- Provide well-designed open space(s), seamlessly integrated with the public realm
- Prioritize pedestrian and transit access to the station
- Provide a variety of station entrances, including main and secondary entrances to maximize station access where feasible
- Enhance public areas at station entrances, providing adequate space for pedestrian movement

Footnotes:

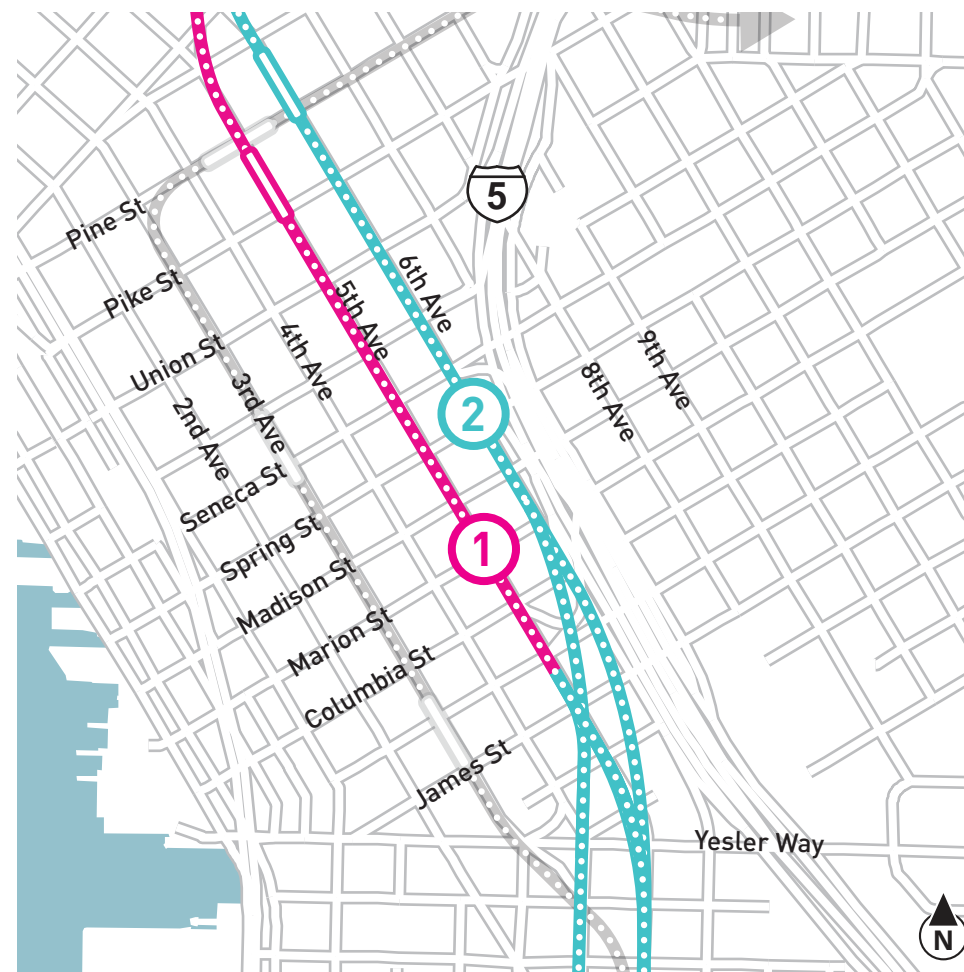
1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

Midtown Station

Ballard
Link Extension

Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains two alternative locations for the Midtown Station.



Draft EIS alternatives

- Preferred alternative
- Other alternative
- Existing tunnel route and station

Route and station profiles

- Tunnel

1 Preferred Alternative

See P.119



Tunnel 5th Avenue Station (DT-1)

Tunnel station under 5th Ave between Madison St and Columbia St

2 Other Alternative

See P.125



Tunnel 6th Avenue Station (DT-2)

Tunnel station under 6th Ave between Seneca St and Madison St

Midtown Station

Ballard Link Extension

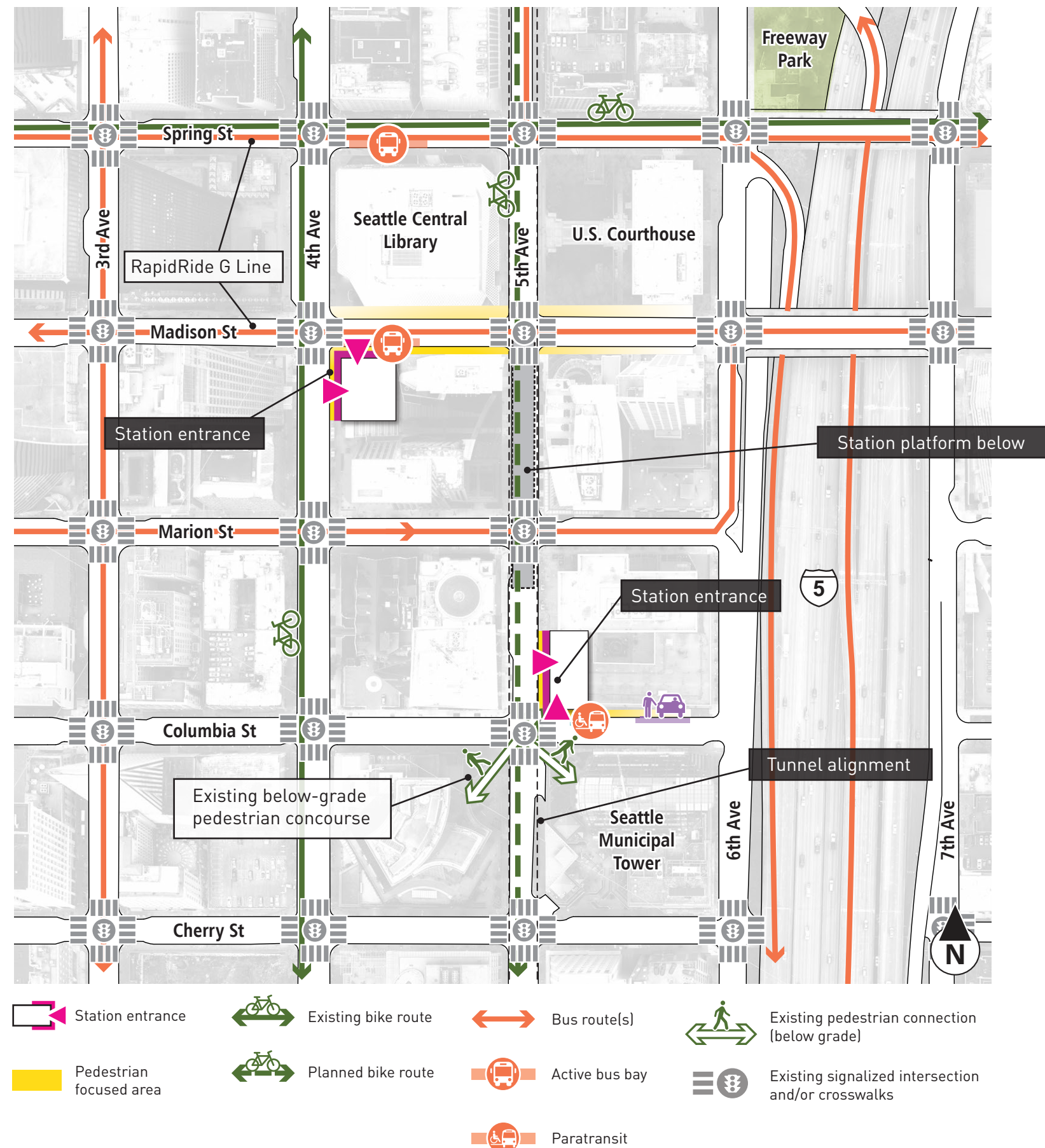
Tunnel 5th Avenue Station (DT-1)

Preferred Alternative

Station context plan

The Tunnel 5th Avenue station alternative includes entrances at 4th Ave and Madison St and at 5th Ave and Columbia St. The north station entrance on Madison St would be across the street from the Seattle Public Library and provide direct access to the future RapidRide G Line, connecting to the waterfront and First Hill. Both station entrances provide access to Seattle's downtown office core, and the south entrance provides direct access to the Seattle Municipal Tower and Columbia Tower, through an existing underground pedestrian concourse.

Planned bike lanes on 5th Ave, Spring St, and Seneca St will improve bike connections to and from the station. While the station itself would be too compact to accommodate bike storage, Sound Transit would work with the city to identify bike storage facilities nearby.

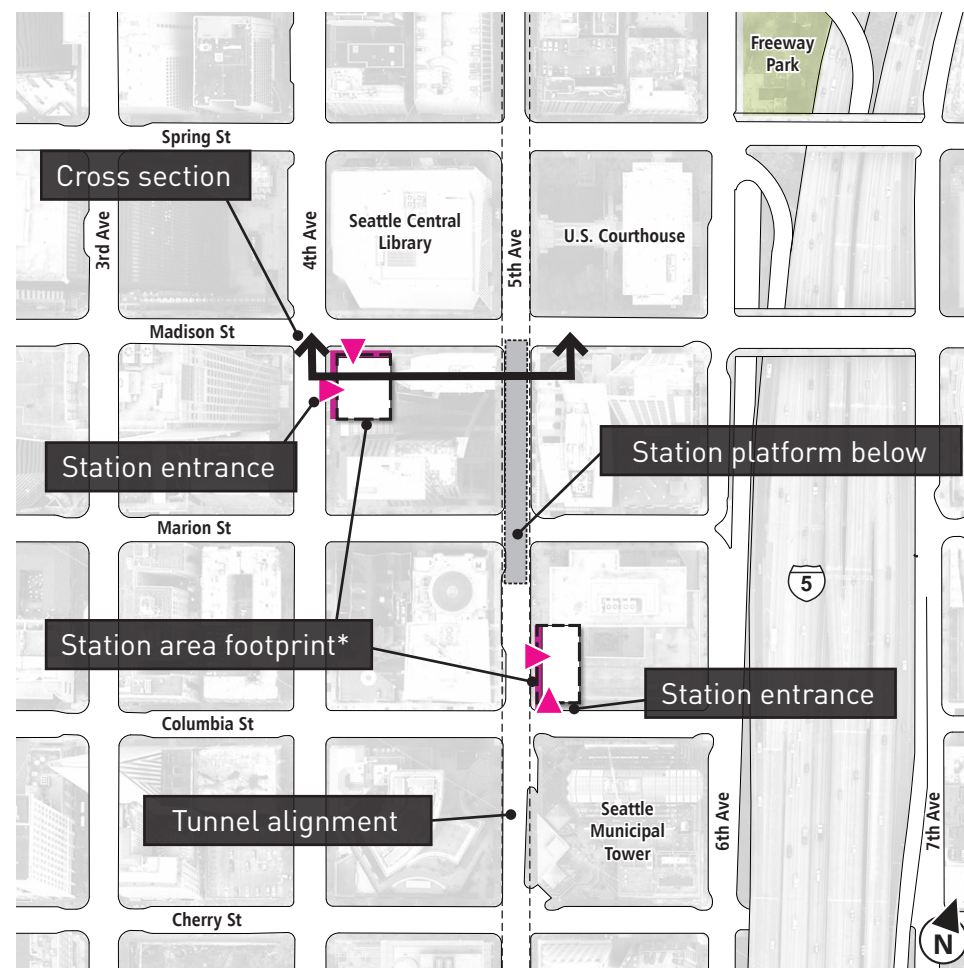


Midtown Station

Ballard Link Extension

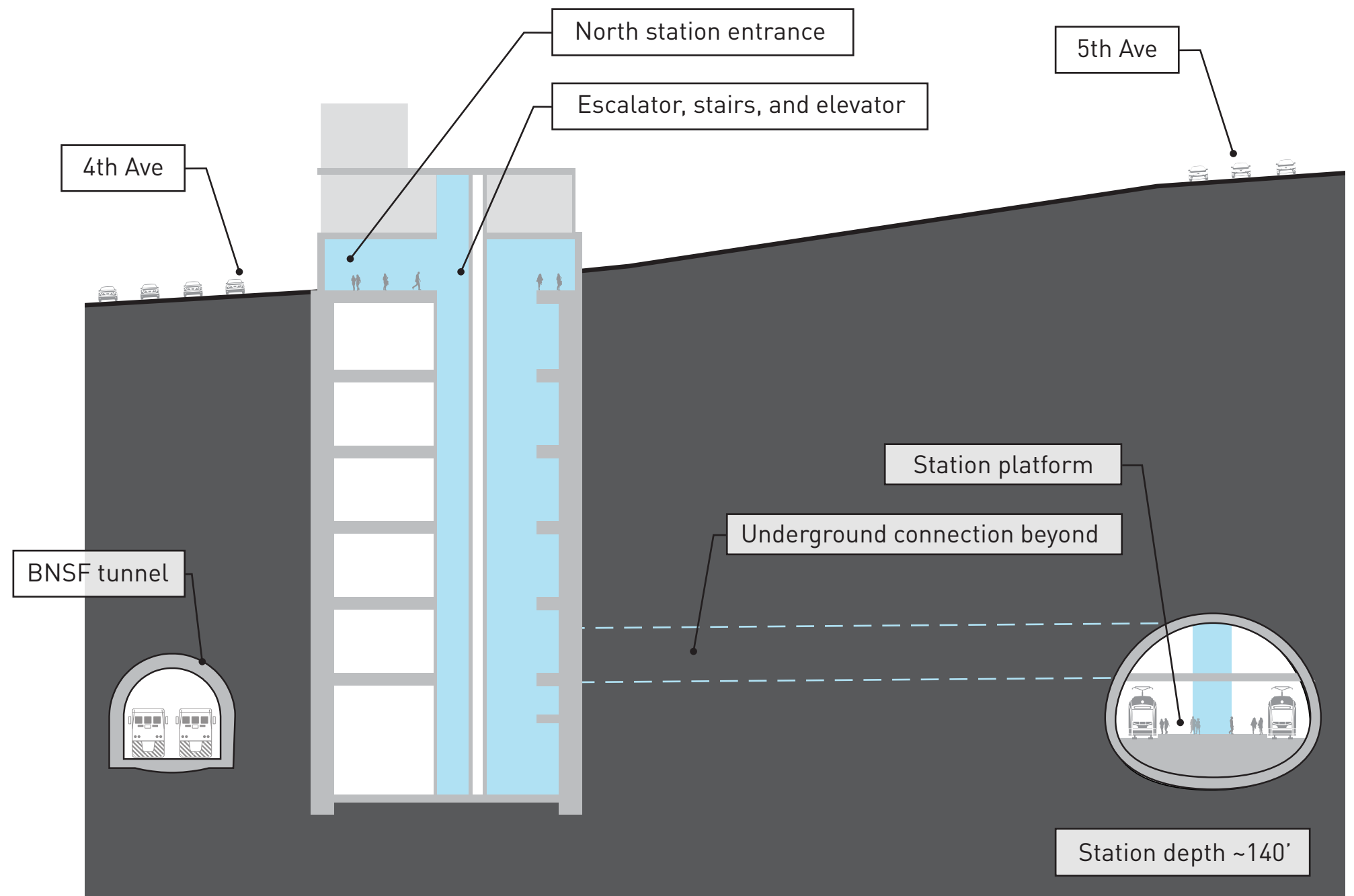
Tunnel 5th Avenue Station (DT-1)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

1. Station depth illustrated above shows the depth of Midtown Station when it connects to the Chinatown/International District, 5th Ave Shallow alternative. The Midtown Station would be approximately 200 feet deep when connecting to other Chinatown/International District alternatives and design options.
2. The south station entrance (not pictured above) would provide elevator-only access to the station platform.

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

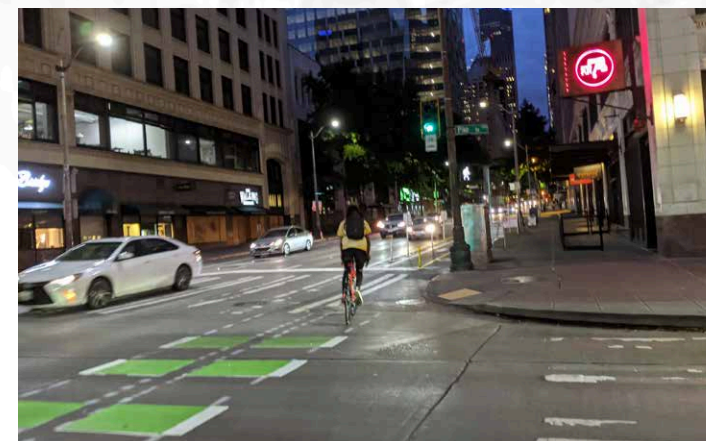
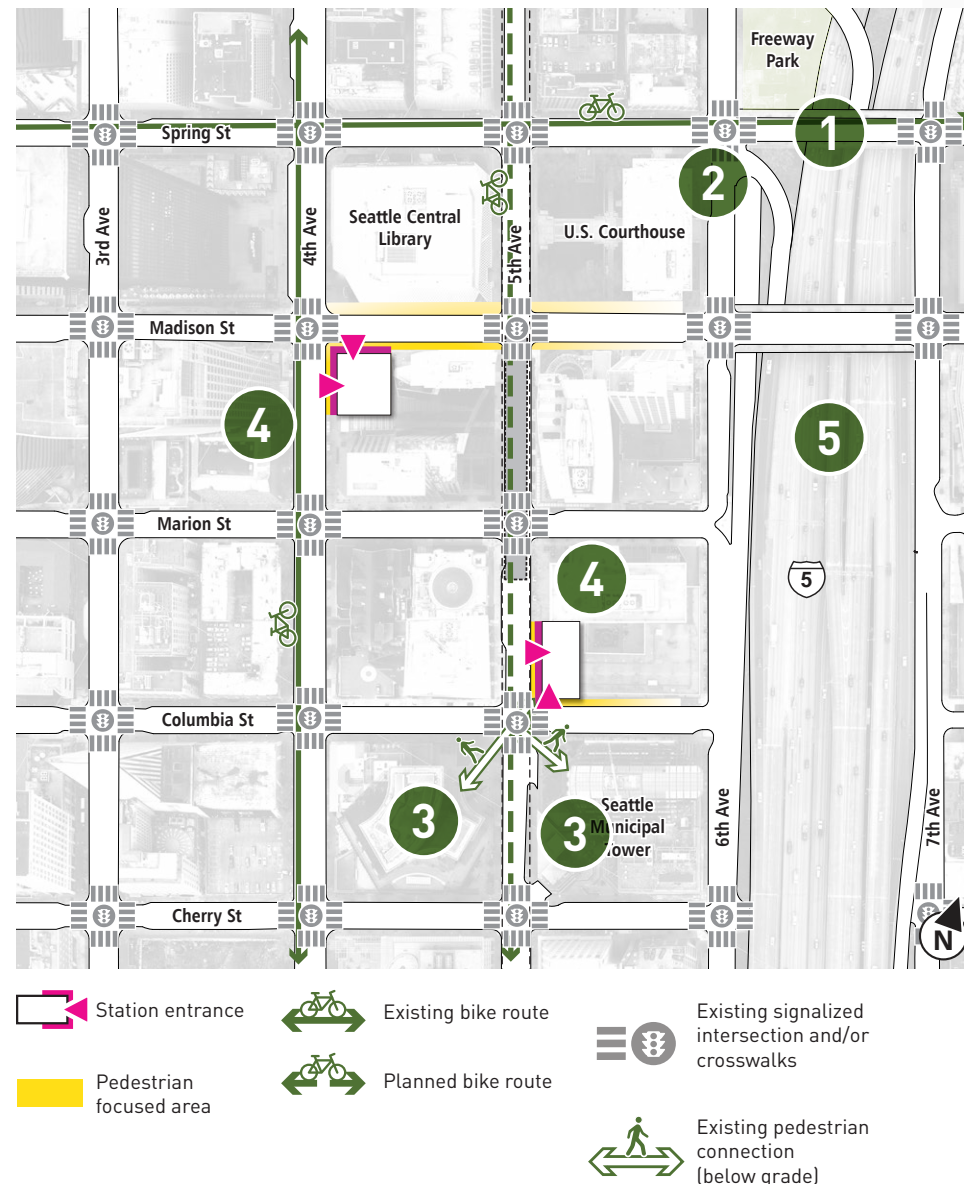
Midtown Station

Ballard Link Extension

Tunnel 5th Avenue Station
(DT-1)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



Protected bike lanes downtown are popular with commuters and tourists alike



Wide sidewalks with weather protection provided by adjacent building canopies

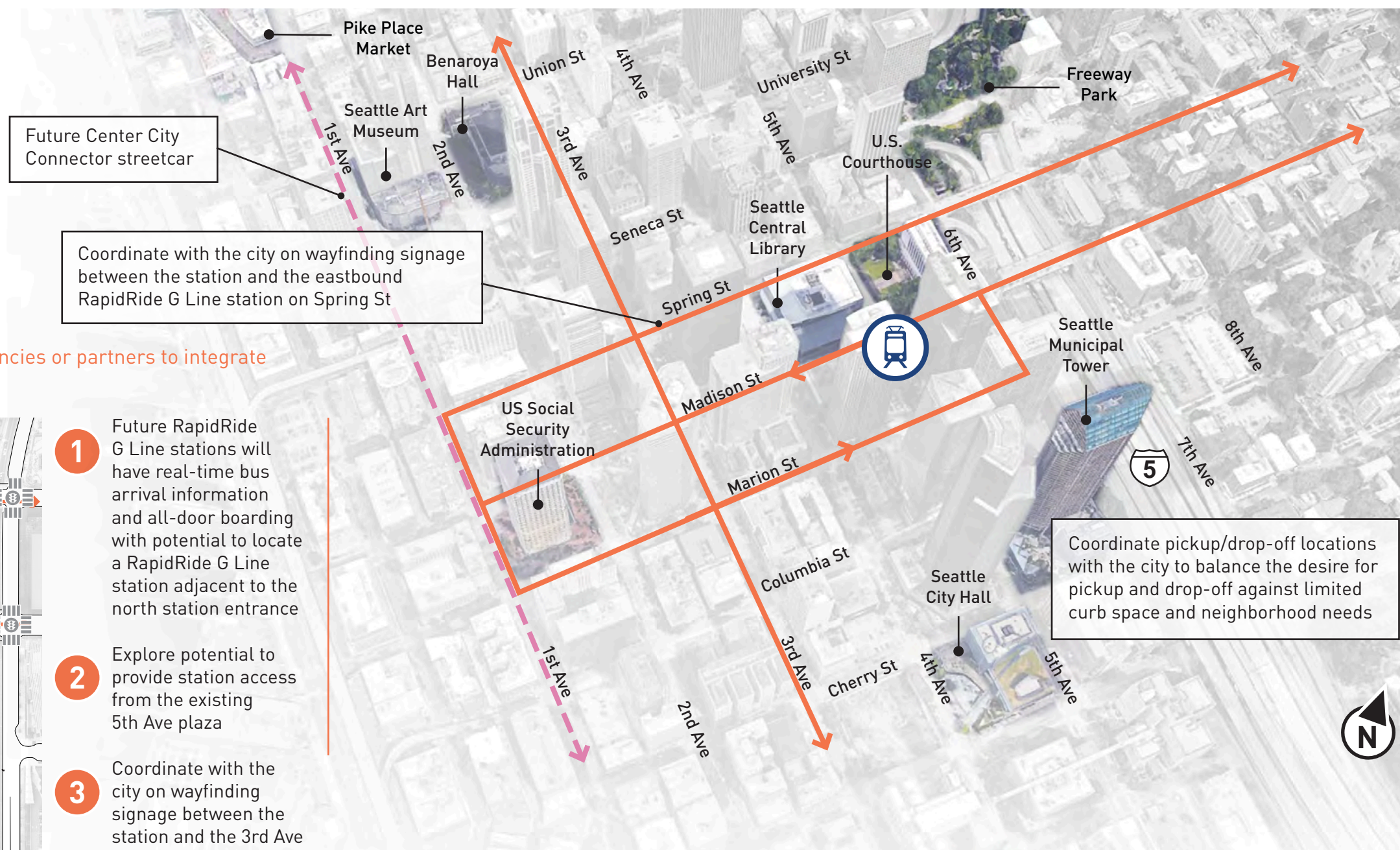
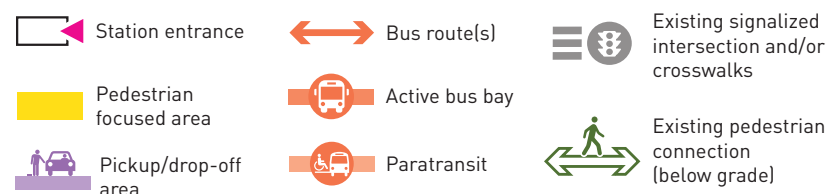
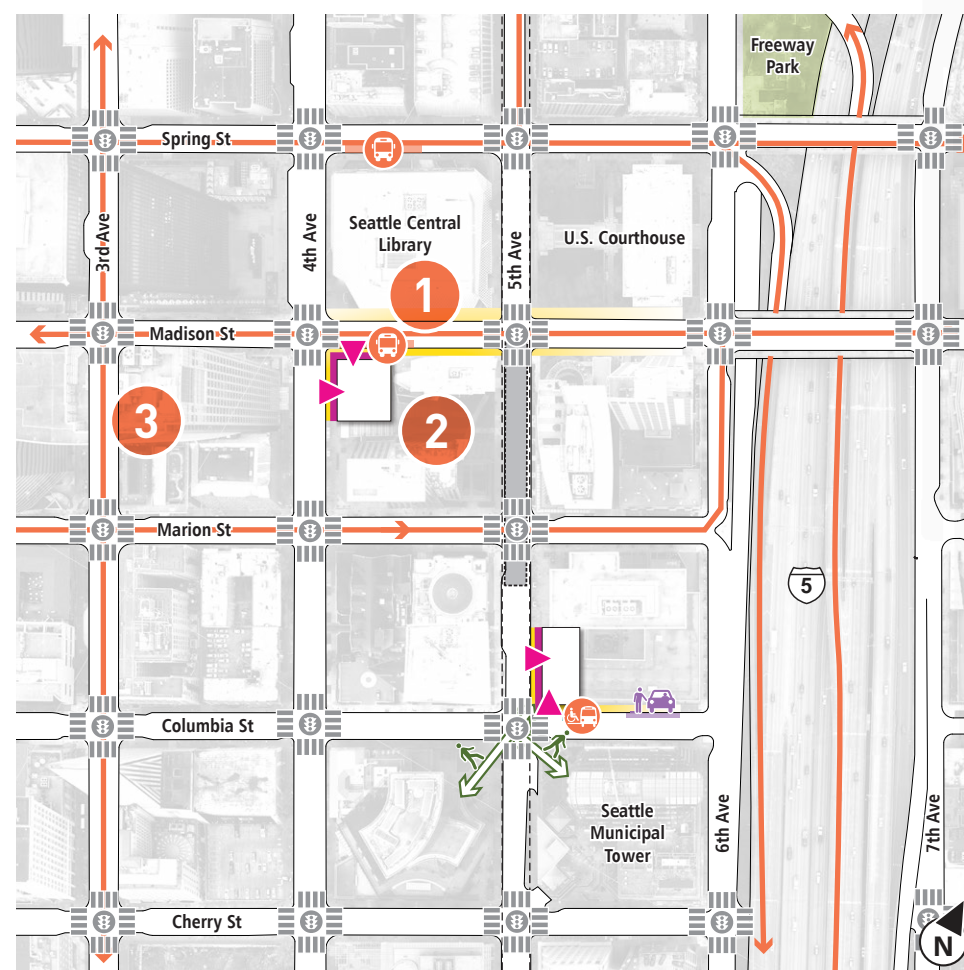
Midtown Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-1)

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- 1 Future RapidRide G Line stations will have real-time bus arrival information and all-door boarding with potential to locate a RapidRide G Line station adjacent to the north station entrance
- 2 Explore potential to provide station access from the existing 5th Ave plaza
- 3 Coordinate with the city on wayfinding signage between the station and the 3rd Ave transit corridor, since passenger transfer volumes to the station are expected to be high



RapidRide stations, such as this one, are planned for Madison and Spring streets to connect to First Hill



Integrated system signage helps passengers make connections between light rail, bus, and other public transit

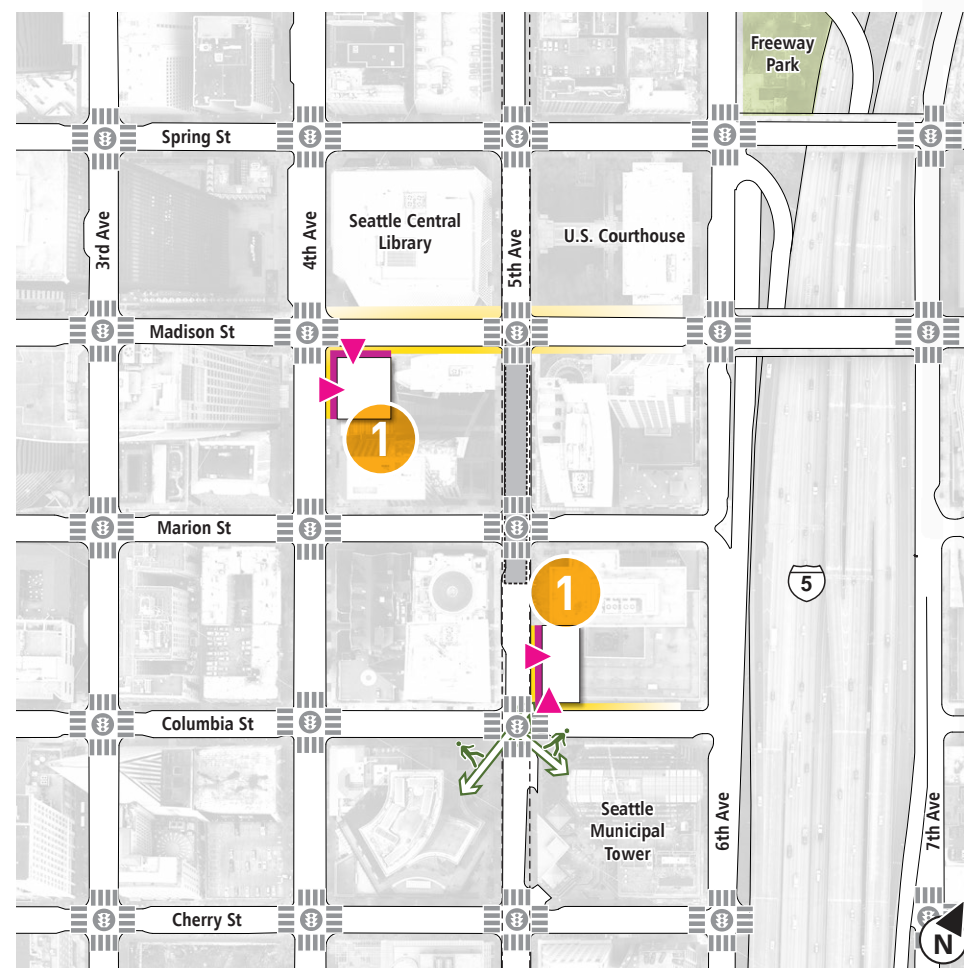
Midtown Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-1)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



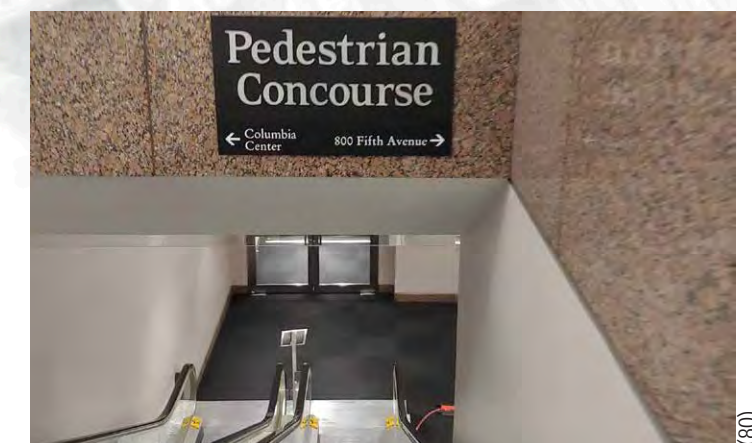
- Station entrance
- Pedestrian focused area
- Existing signalized intersection and/or crosswalks
- Existing pedestrian connection (below grade)

- Design station entrances to be easy to identify while fitting in with surrounding architecture

Connect station to existing underground pedestrian concourse between Columbia Center, the Seattle Municipal Tower, and 800 Fifth Avenue



Seattle Central Library would be across the street from the north station entrance



The station would connect to the existing underground concourse connecting the Seattle Municipal Tower, 800 Fifth Avenue, and Columbia Center

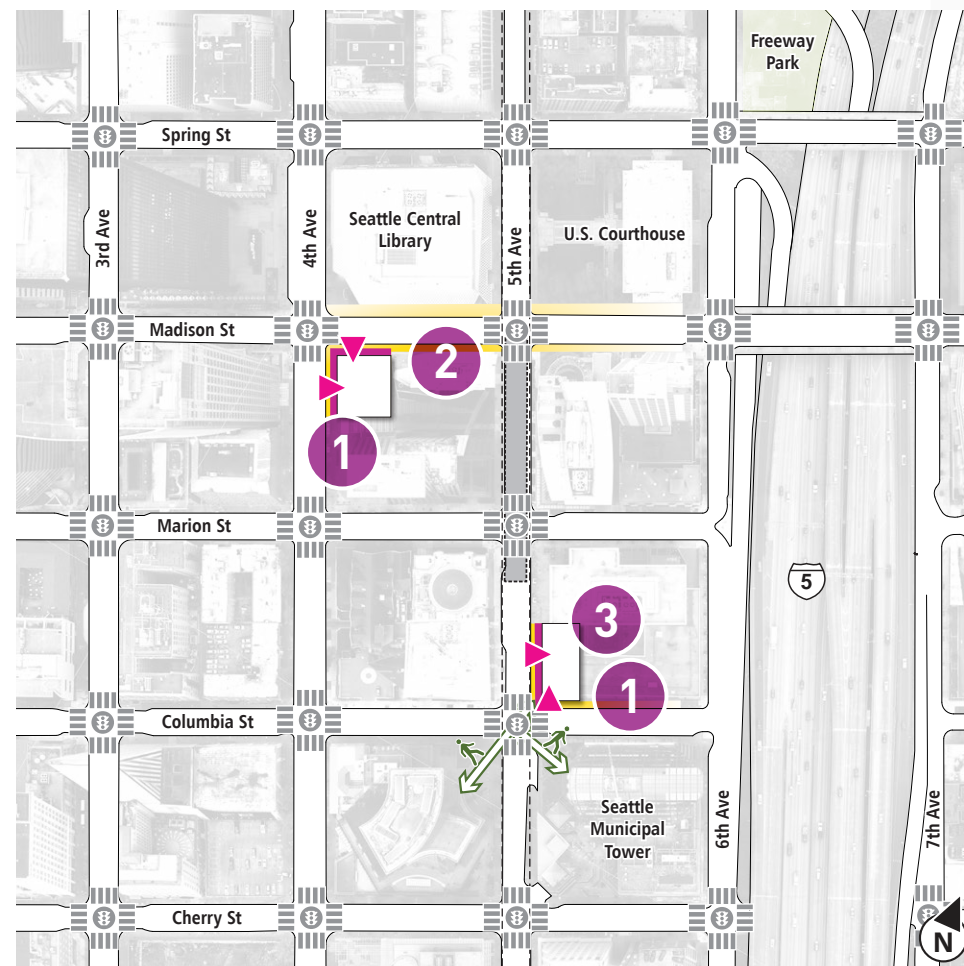
Midtown Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-1)

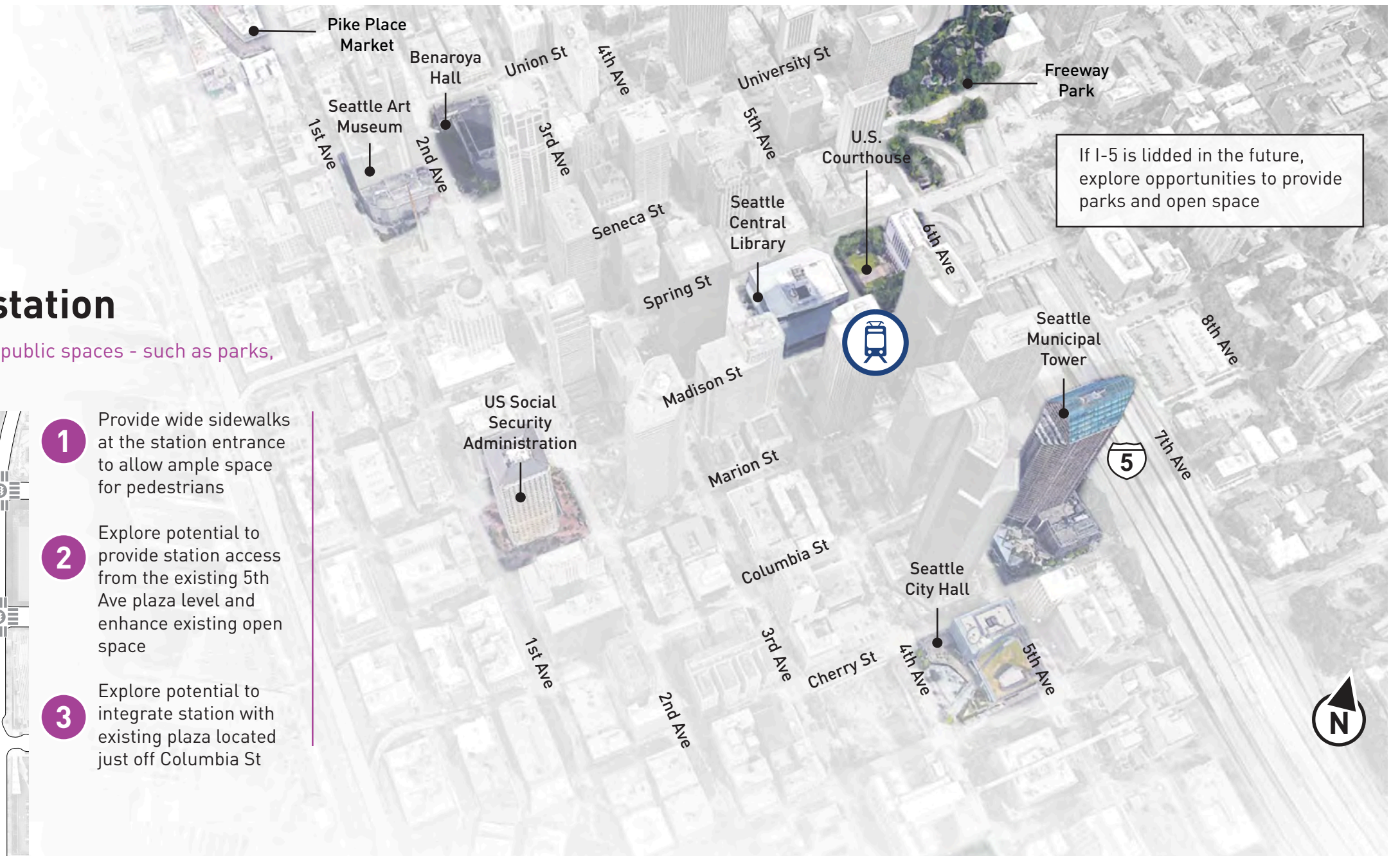
Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- Station entrance
- Pedestrian focused area
- Existing signalized intersection and/or crosswalks
- Existing pedestrian connection (below grade)

- 1 Provide wide sidewalks at the station entrance to allow ample space for pedestrians
- 2 Explore potential to provide station access from the existing 5th Ave plaza level and enhance existing open space
- 3 Explore potential to integrate station with existing plaza located just off Columbia St



Wider sidewalks at station entrances allow opportunities for attractive public space



Station entrance with strong, identifiable features

Midtown Station

Ballard Link Extension

Tunnel 6th Avenue Station (DT-2)

Other Alternative

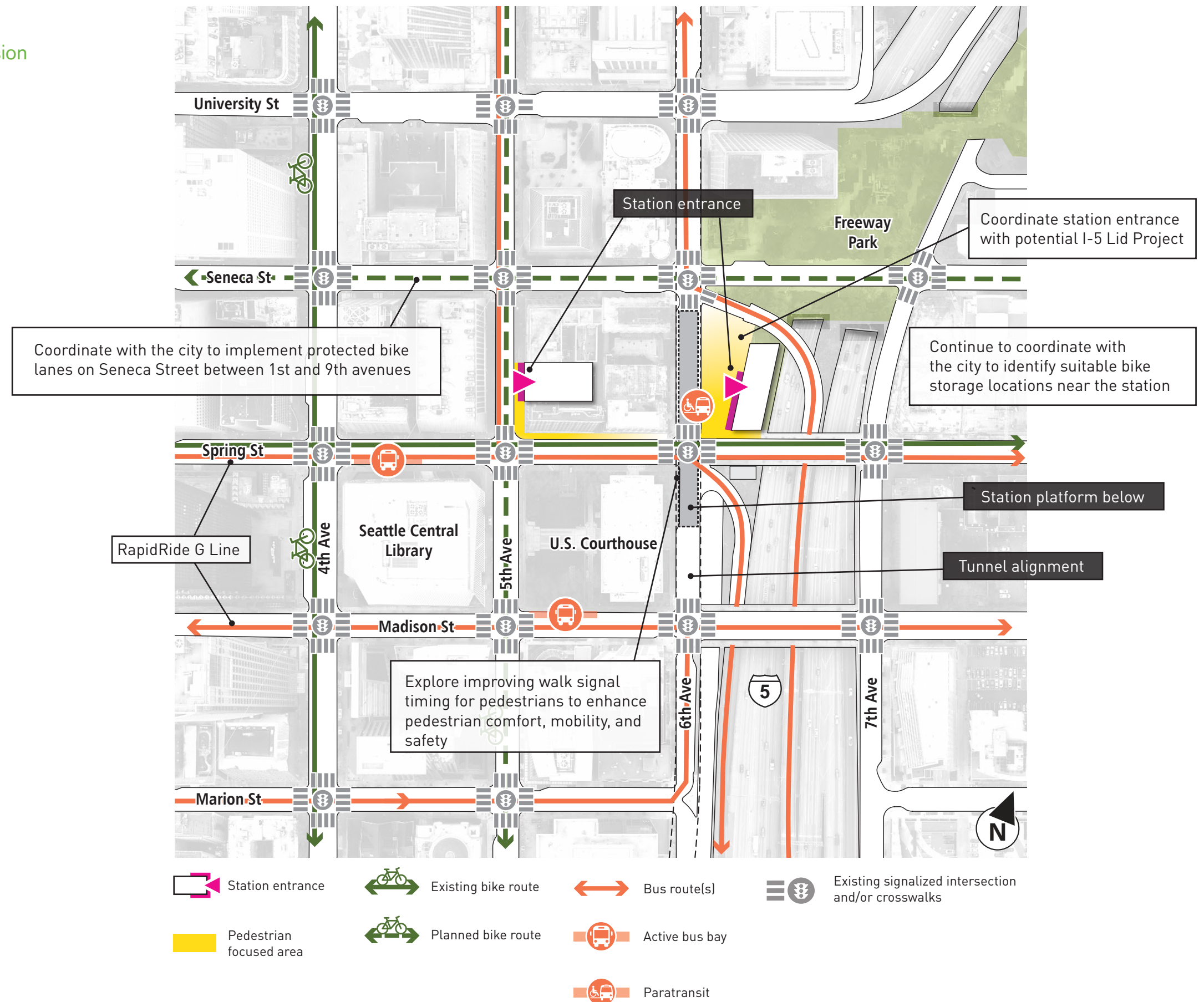
Station context plan

The Tunnel 6th Avenue station alternative includes a west entrance on 5th Ave between Spring and Seneca streets and an east entrance between I-5 and 6th Ave just north of Spring St. While the east entrance would be closer to First Hill, the west entrance would be closer to the RapidRide G Line, which connects the waterfront to Madison Park via First Hill. Wayfinding signage would direct passengers to the RapidRide G Line stations on Madison and Spring streets.

The east entrance would be sited to integrate well with the existing plaza and fountain. The west entrance would be designed to complement adjacent historic buildings.

Planned bike lanes on 5th Ave and Seneca St will improve bike connections to and from the station. While the station itself would be too compact to accommodate bike storage, Sound Transit would work with the city to identify bike storage facilities nearby.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.

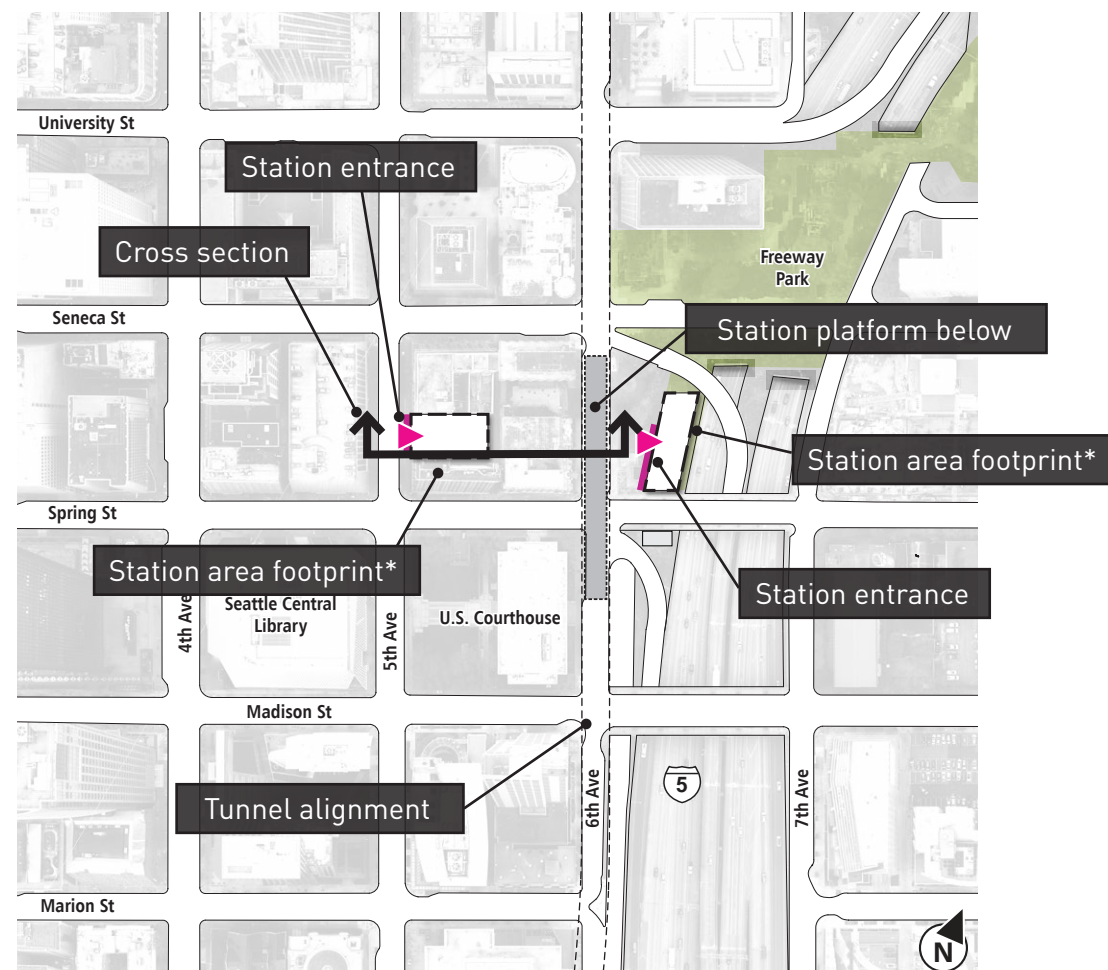


Midtown Station

Ballard
Link Extension

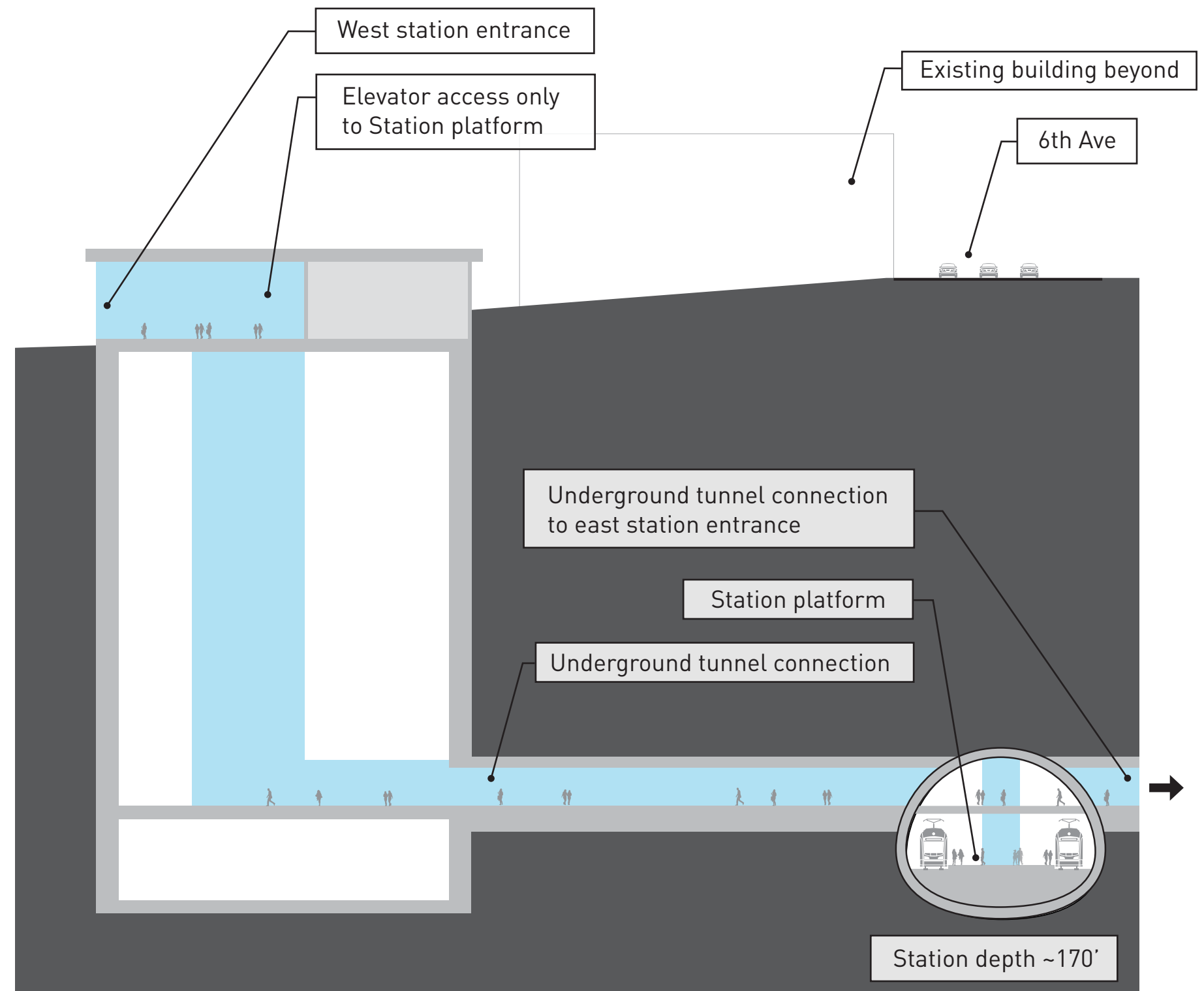
Tunnel 6th Avenue Station
(DT-2)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

Westlake Station

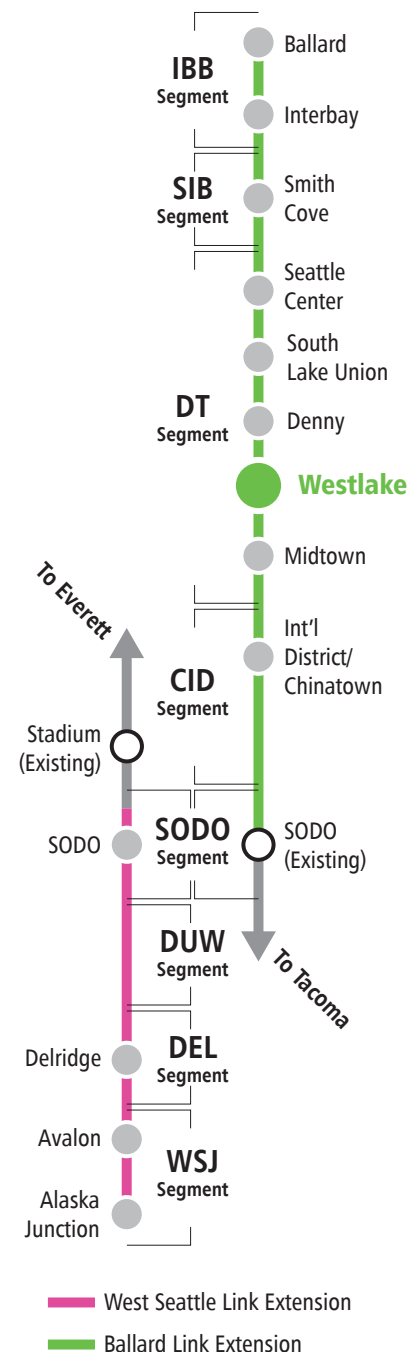
Ballard Link Extension

Station area context

Westlake is a transit and retail hub in downtown Seattle spanning the Pike/Pine corridor between 3rd Ave and 7th Ave. The 1 Line (Ballard to Tacoma Dome), 2 Line (Redmond to Mariner), and 3 Line (West Seattle to Everett) would converge at the Westlake Station. In addition to light rail, the area includes numerous bus routes, two streetcar lines, and the Seattle Center Monorail, which together serve thousands of employees, residents, shoppers, tourists, and convention-goers daily. Westlake Park, at the heart of the area's retail core, includes popular food trucks,

play and sitting areas, holiday decorations, and frequent special events. Westlake Center, the Washington State Convention Center, and many retail shops and eateries make this area one of the most active in Seattle.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the walkability of this neighborhood, the many transit connections, and its vibrant retail core.



What we heard so far

NEIGHBORHOOD FEEDBACK

- 1 Encourage convenient and intuitive connections between the new and existing light rail lines
- 2 Seamlessly integrate the multiple transportation modes in the station area
- 3 Incorporate visible station entrances into existing buildings oriented towards pedestrian flow
- 4 Consider retail inside the station building
- 5 Keep tourists in mind by providing clear wayfinding in the station area in multiple languages
- 6 Station and surrounding area should be designed for safety and comfort of passengers and others traveling through the area



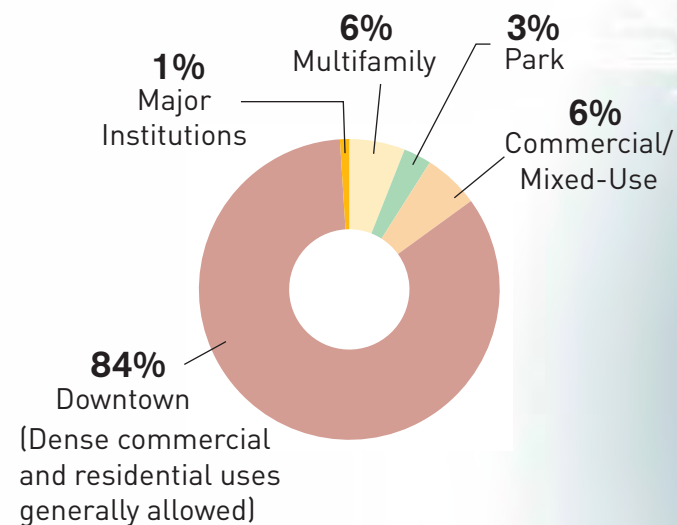
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Westlake Station

Ballard Link Extension

Station area context

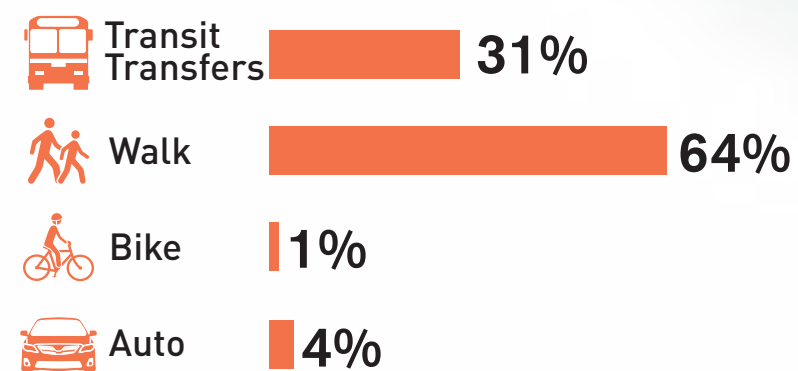
Existing land use in the station area ⁽¹⁾



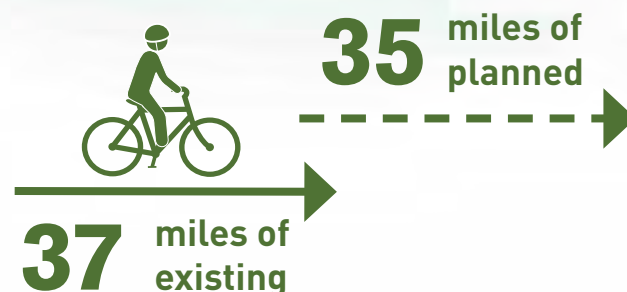
Ridership/daily boardings ⁽²⁾



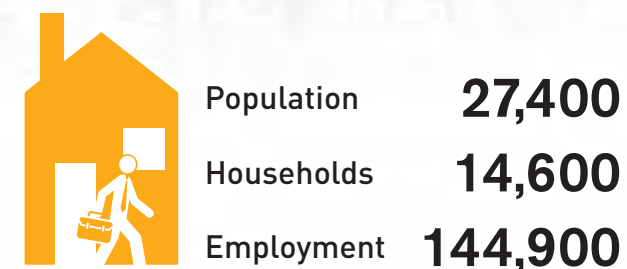
How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾ 10-minute bikeshed



Living and working in the station area 2040 ^(1,4)



Planning and design priorities

Planning and design priorities can help frame how a station and station area will look and function

- Design station as a gateway to the city
- Treat Westlake Station as a primary mobility hub for the region
- Provide seamless integration between the existing and new light rail platforms
- Encourage convenient and intuitive connections to surrounding transportation options (bus, monorail, streetcar)
- Design station and station environment in partnership with local communities, including indigenous communities, to include local culture in the public realm
- Provide well-designed, activated, open space, seamlessly integrated with the public realm
- Prioritize pedestrian and transit access to the station
- Provide a variety of station entrances to serve this major transit hub

Footnotes:

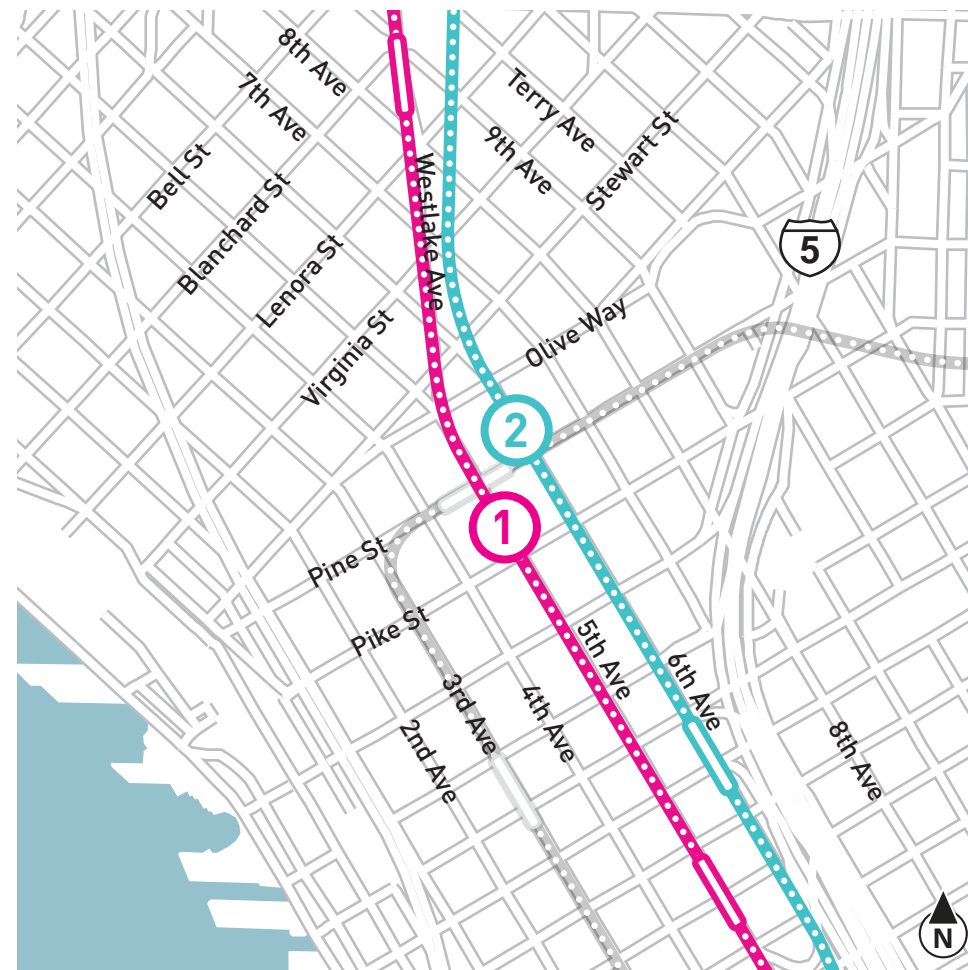
1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar. Includes transfers from existing and new light rail, bus and streetcar.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

Westlake Station

Ballard
Link Extension

Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains two alternatives for expanding Westlake Station.



Draft EIS alternatives

Preferred alternative

Other alternative

Existing tunnel route and station

Route and station profiles

Tunnel

1

Preferred Alternative

See P.130



Tunnel 5th Avenue Station (DT-1)

Tunnel platform under 5th Ave between Pine St and Pike St

2

Other Alternative

See P.136



Tunnel 6th Avenue Station (DT-2)

Tunnel platform under 6th Ave between Pine St and Olive Way

Westlake Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-1)

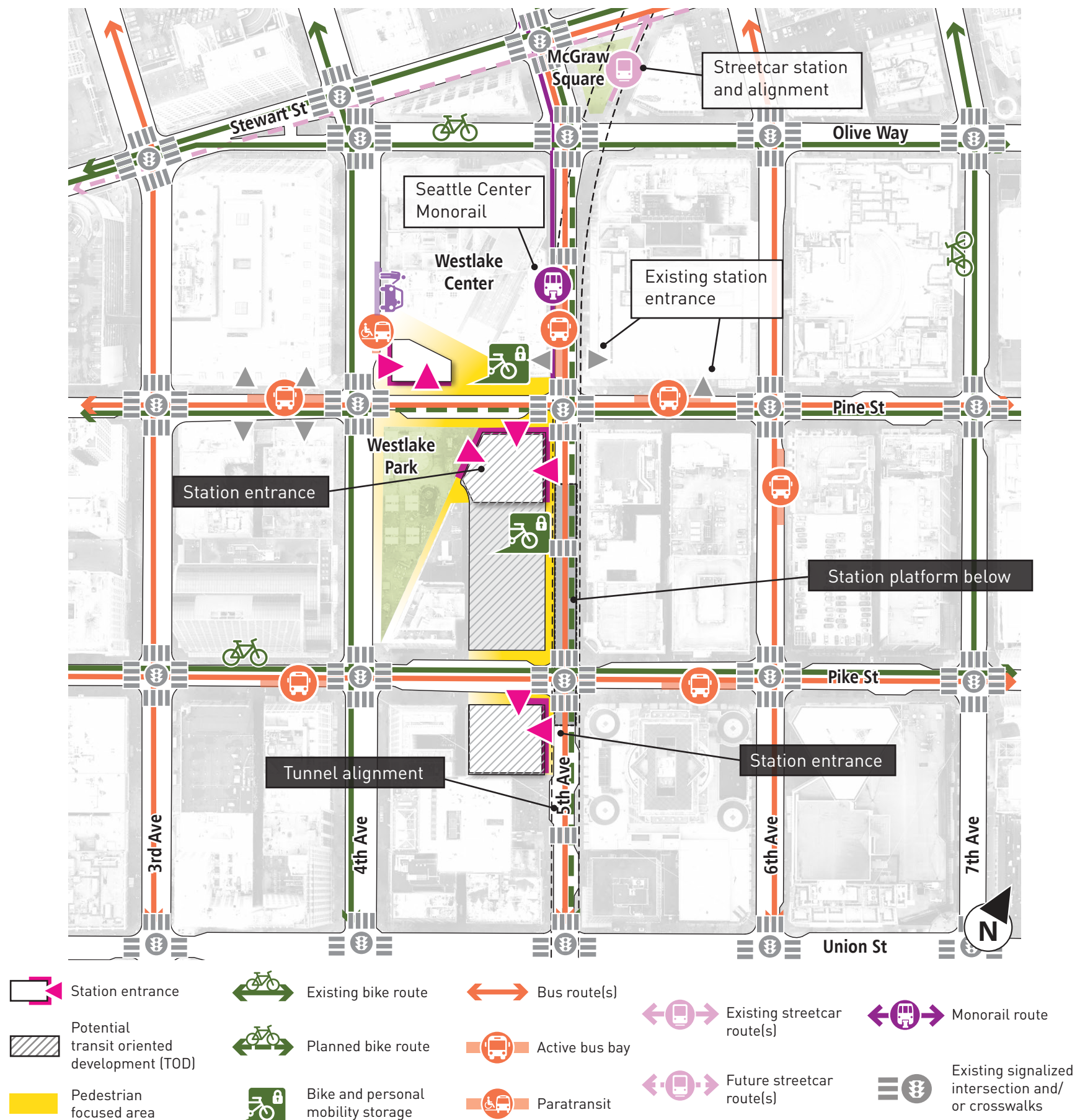
Preferred Alternative

Station context plan

The Tunnel 5th Avenue station alternative would add two entrances along the Pine St corridor to provide access to the existing and new station platforms. These entrances would open onto Westlake Park and the Westlake Center plaza in the heart of the retail core. This alternative would also add an entrance at the corner of Pike St and 5th Ave with access to the new station platform under 5th Ave.

Given the proximity to local bus routes, the Seattle Center monorail, two streetcar lines, and robust bike facilities, this alternative offers opportunities to partner with the city to create a mobility hub, not just between the existing and new light rail lines, but for the entire downtown core.

Westlake Station is one of two stations where passengers would be able to transfer between all three light rail lines serving downtown.

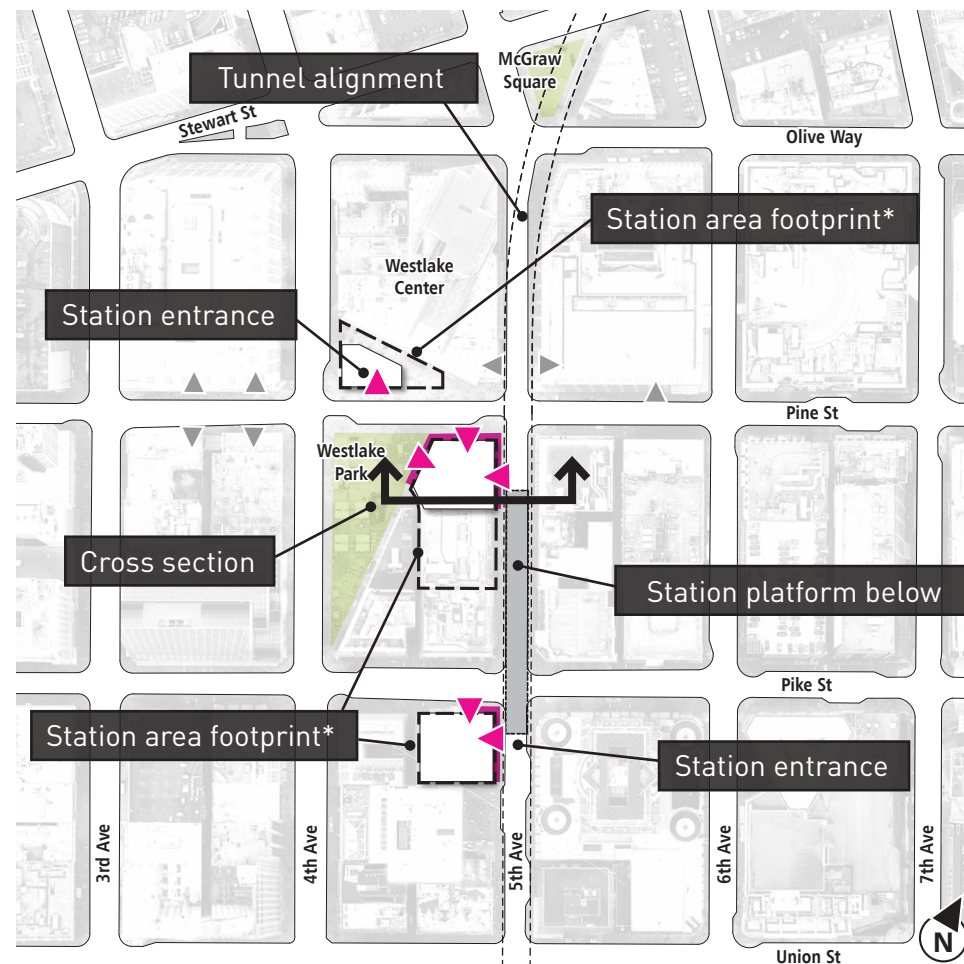


Westlake Station

Ballard Link Extension

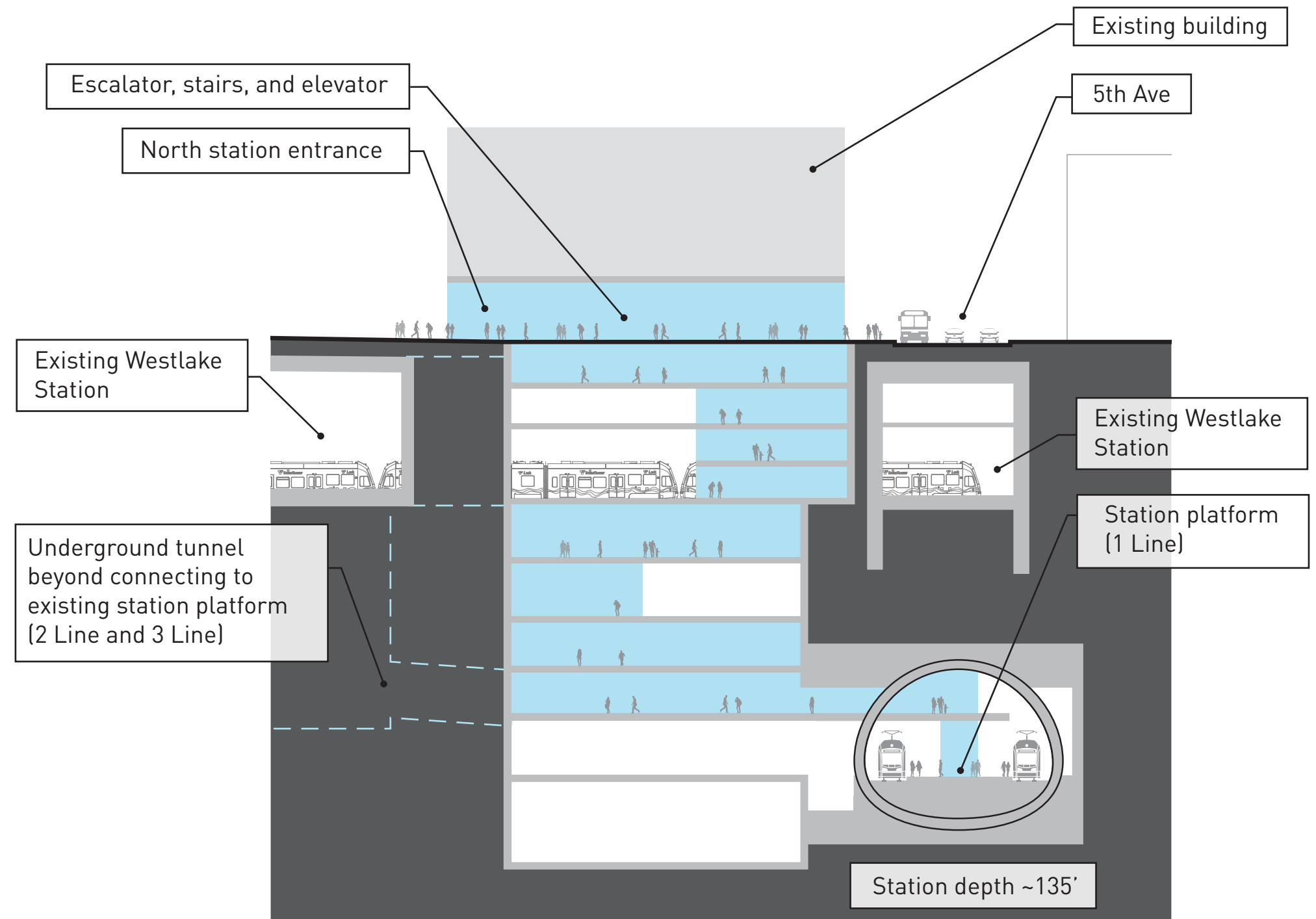
Tunnel 5th Avenue Station (DT-1)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

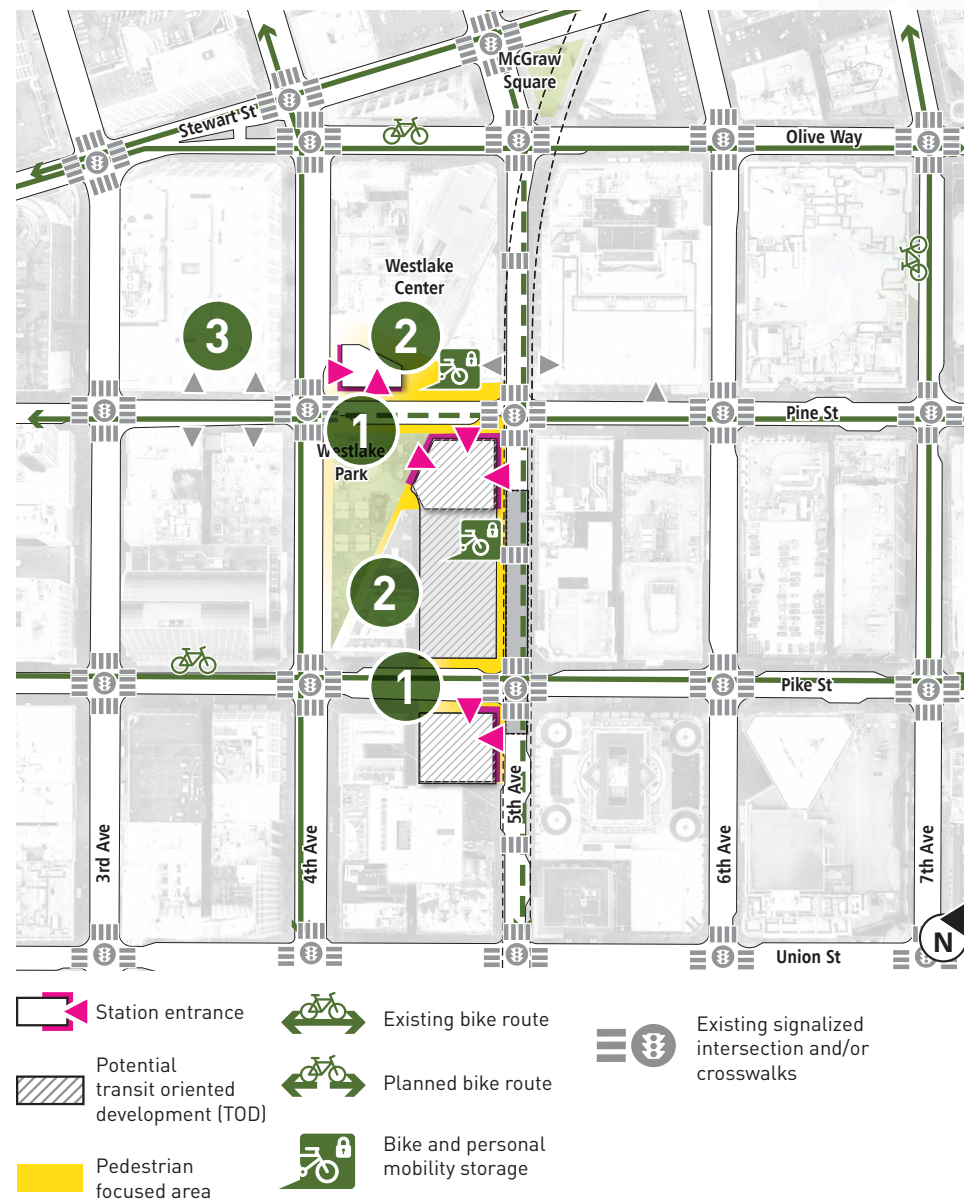
Westlake Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-1)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Provide wide sidewalks, weather protection, and wayfinding signage adjacent to station entrances, and enhance streetscapes at the station to complement the city's Pike/Pine Renaissance Project
- 2 Provide bike parking near new and existing station entrances in locations that minimize conflicts with pedestrians
- 3 Provide wayfinding signage between the existing and new platforms for riders transferring between lines using the existing below-grade concourse



Protected bike lanes and wider sidewalks with landscaping are planned for Pike Street as part of the Pike/Pine Renaissance project



Most people downtown walk or roll, especially near Westlake Park and Pike Place Market

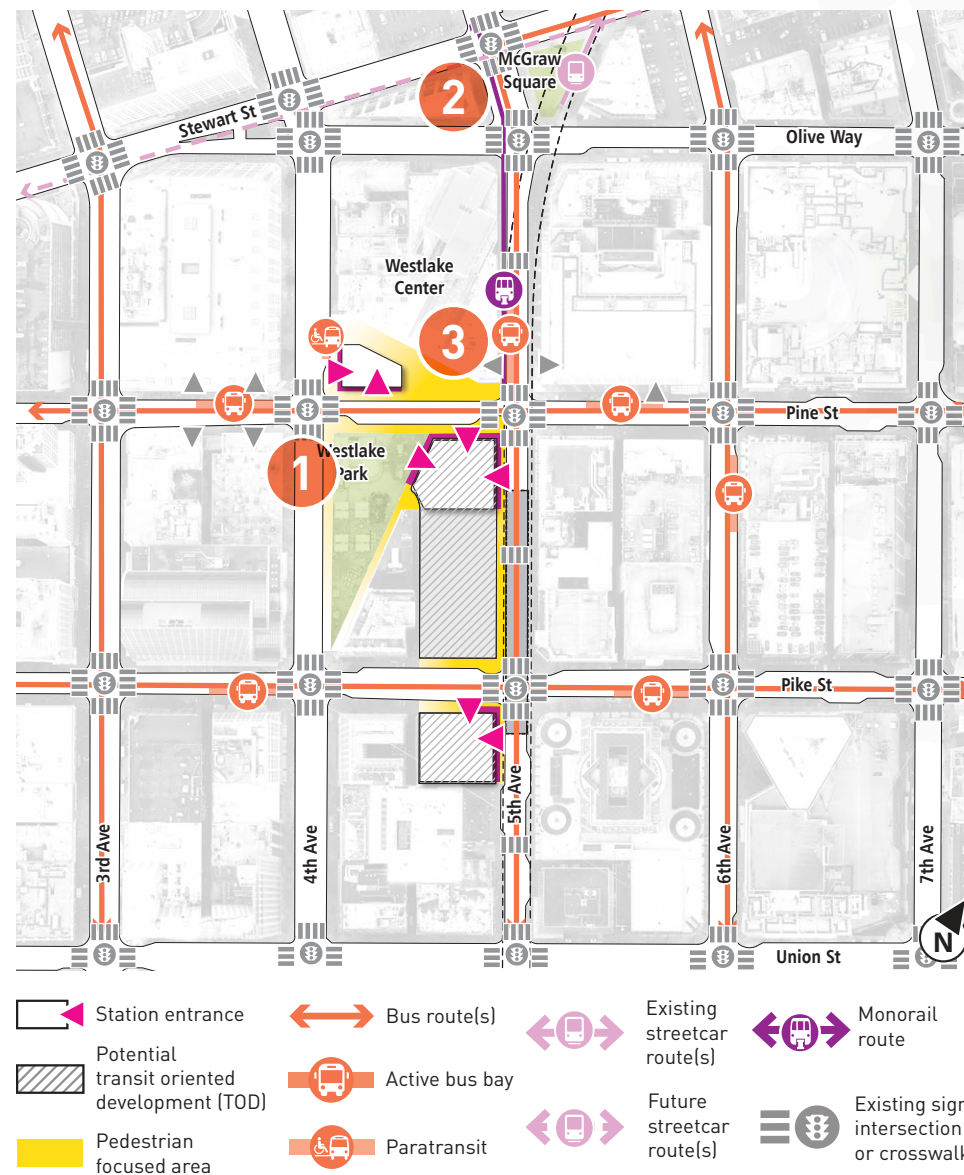
Westlake Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-1)

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- 1 Coordinate with the city on wayfinding signage between the station and the 3rd Ave transit corridor, since passenger transfer volumes to the station are expected to be high
- 2 Coordinate with the Center City Connector project that will connect the South Lake Union Streetcar with the 1st Ave Streetcar
- 3 Coordinate with Seattle Center Monorail to provide wayfinding from the Westlake Center monorail station to the existing and new light rail stations



Westlake serves as a hub for many transit modes, including light rail, streetcar, buses, and monorail



Integrated system signage helps passengers make connections between light rail, bus, and other public transit systems

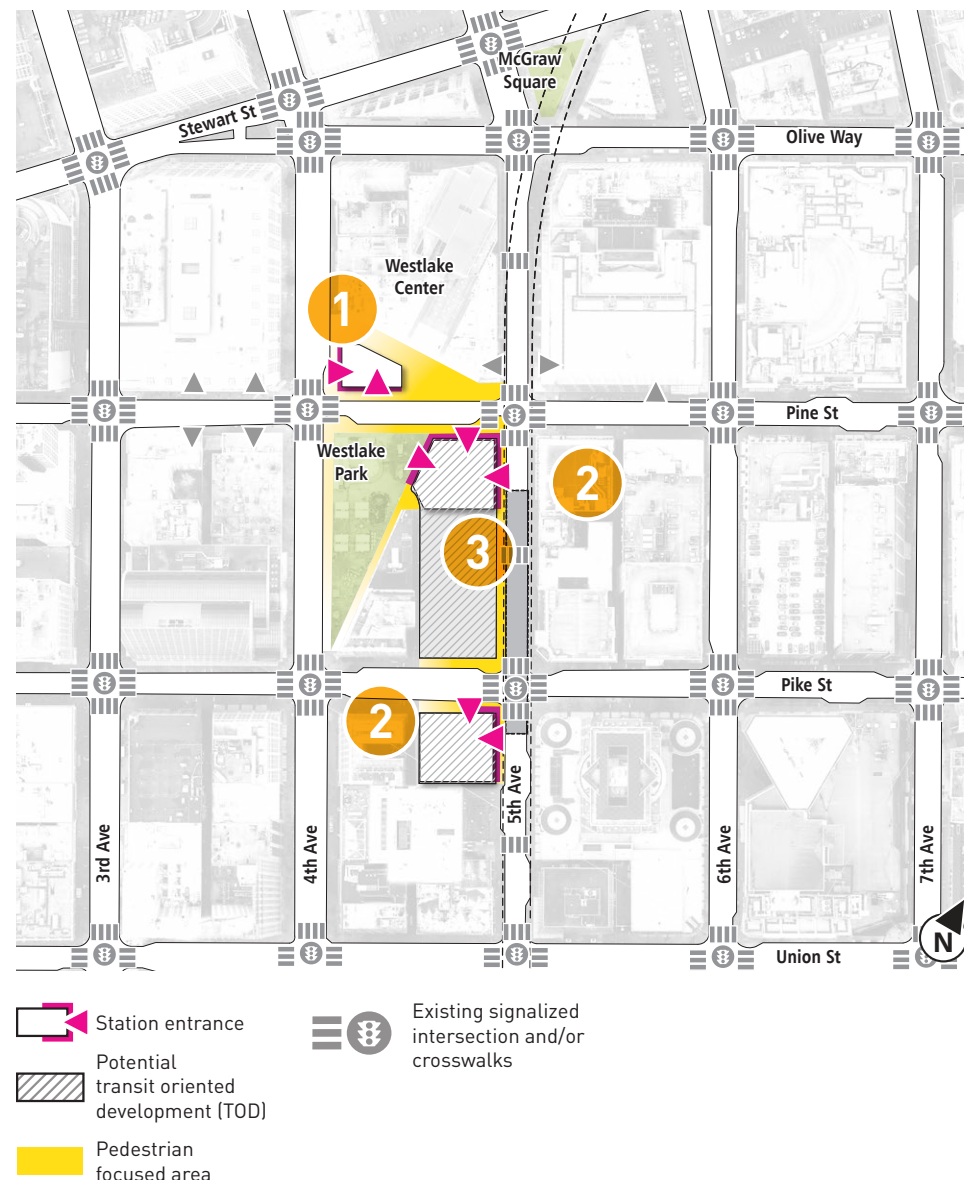
Westlake Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-1)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Explore station entrance configurations that connect directly with Westlake Center
- 2 Consider ways to accommodate small retail spaces in the station at the entrances or concourse levels
- 3 Explore integrating station entrances within a larger transit oriented development project

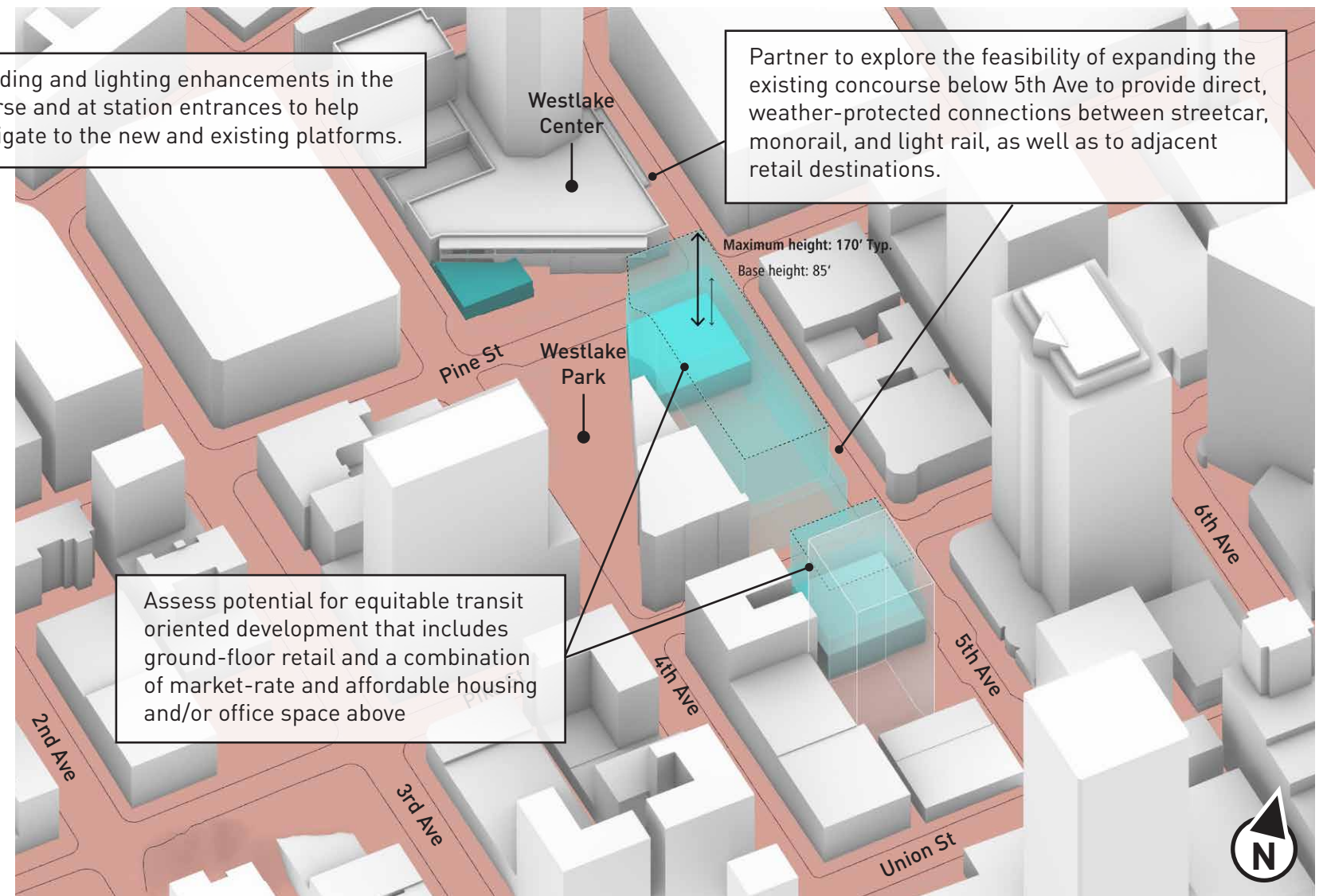


Diagram above depicts potential building envelopes based on current (2021) zoning.

Downtown



This bike repair and rental shop is one example of retail that could strengthen Westlake as a transportation hub



This eye-catching entrance to a transit station is compact but easy to find

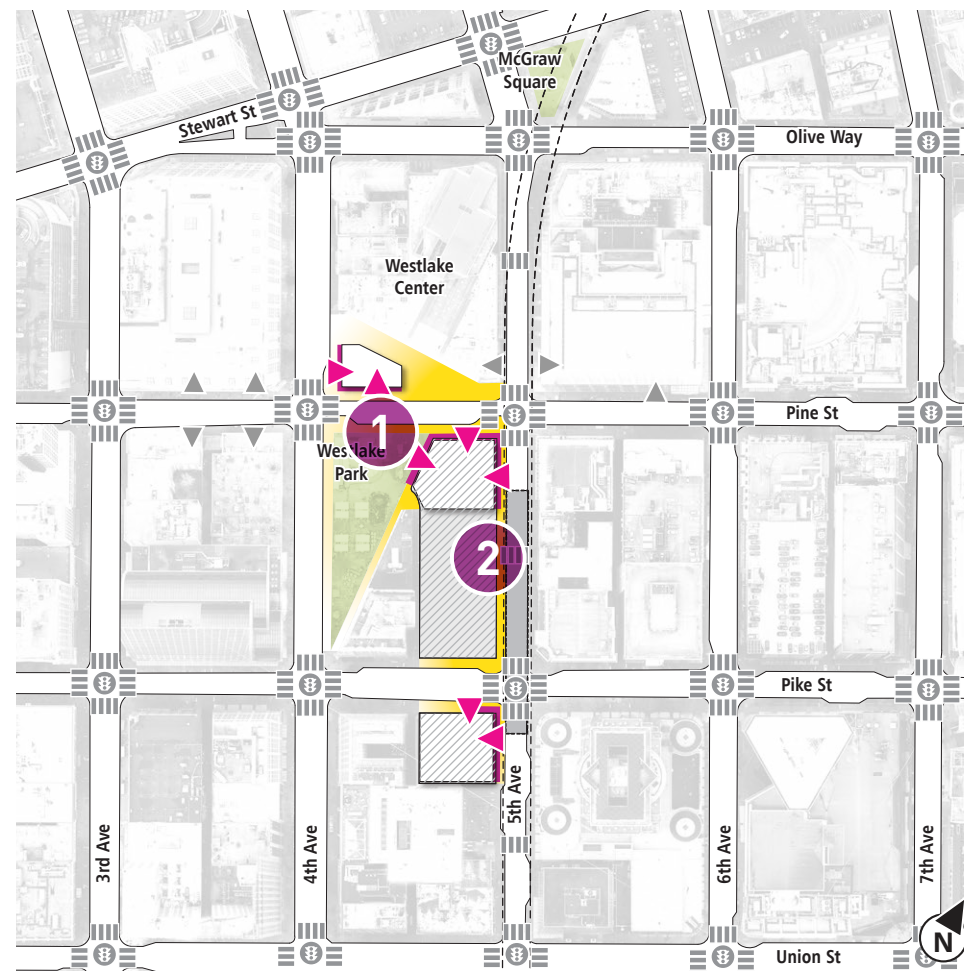
Westlake Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-1)

Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.

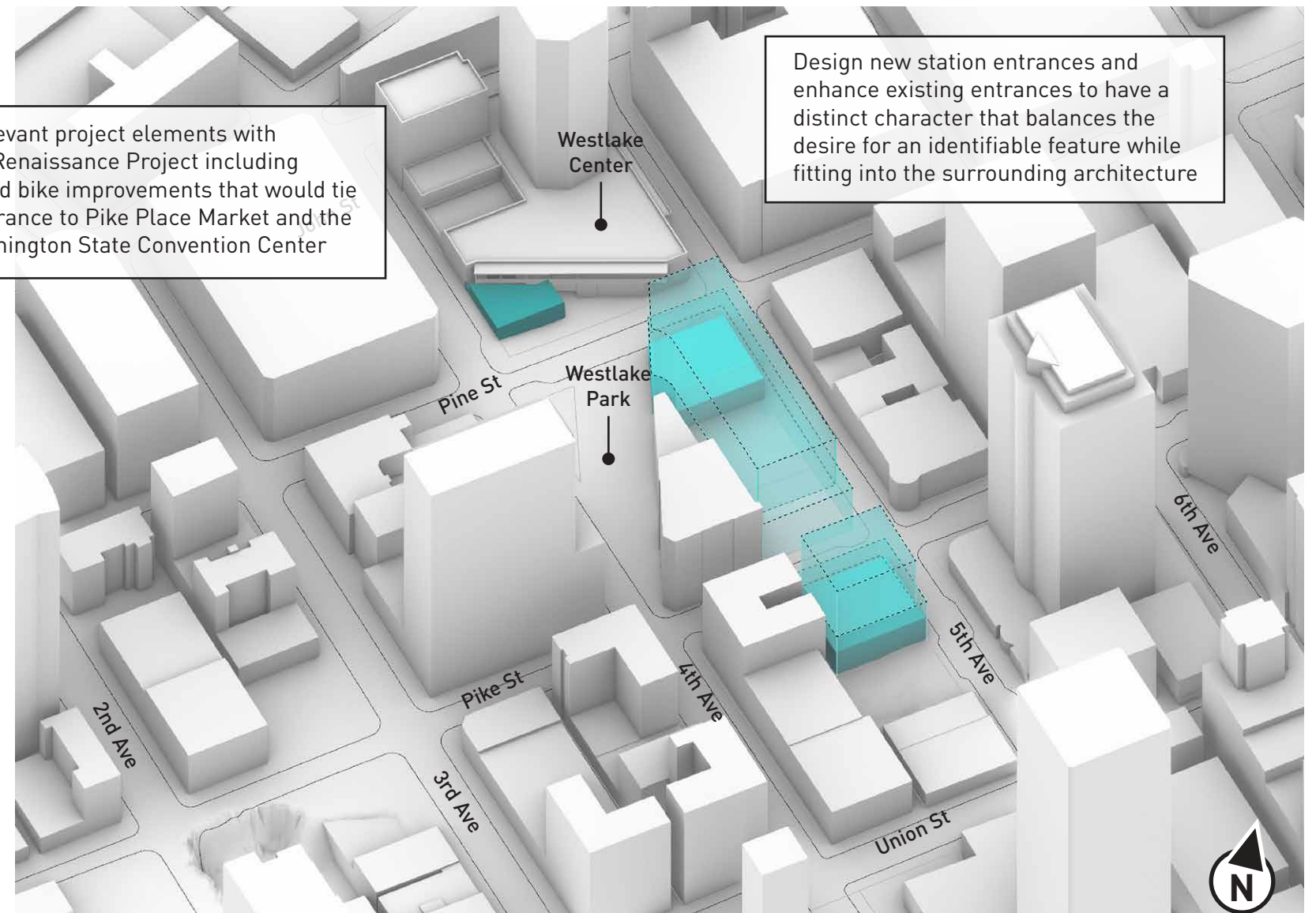


- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Existing signaled intersection and/or crosswalks

- 1 Consider designing station entrance as an open-sided iconic structure that acts as a gateway and extension of public space, complementing Westlake Park and the Westlake Center plaza
- 2 Provide pedestrian-focused streetscape design adjacent to station entrances and future development with wide sidewalks, weather protection, wayfinding signage, and art

Coordinate relevant project elements with the Pike/Pine Renaissance Project including streetscape and bike improvements that would tie the station entrance to Pike Place Market and the expanded Washington State Convention Center

Design new station entrances and enhance existing entrances to have a distinct character that balances the desire for an identifiable feature while fitting into the surrounding architecture



Westlake Park attracts residents and visitors year round



The station's north entrance on Pike Street would provide convenient access to Pike Place Market

Westlake Station

Ballard Link Extension

Tunnel 6th Avenue Station (DT-2)

Other Alternative

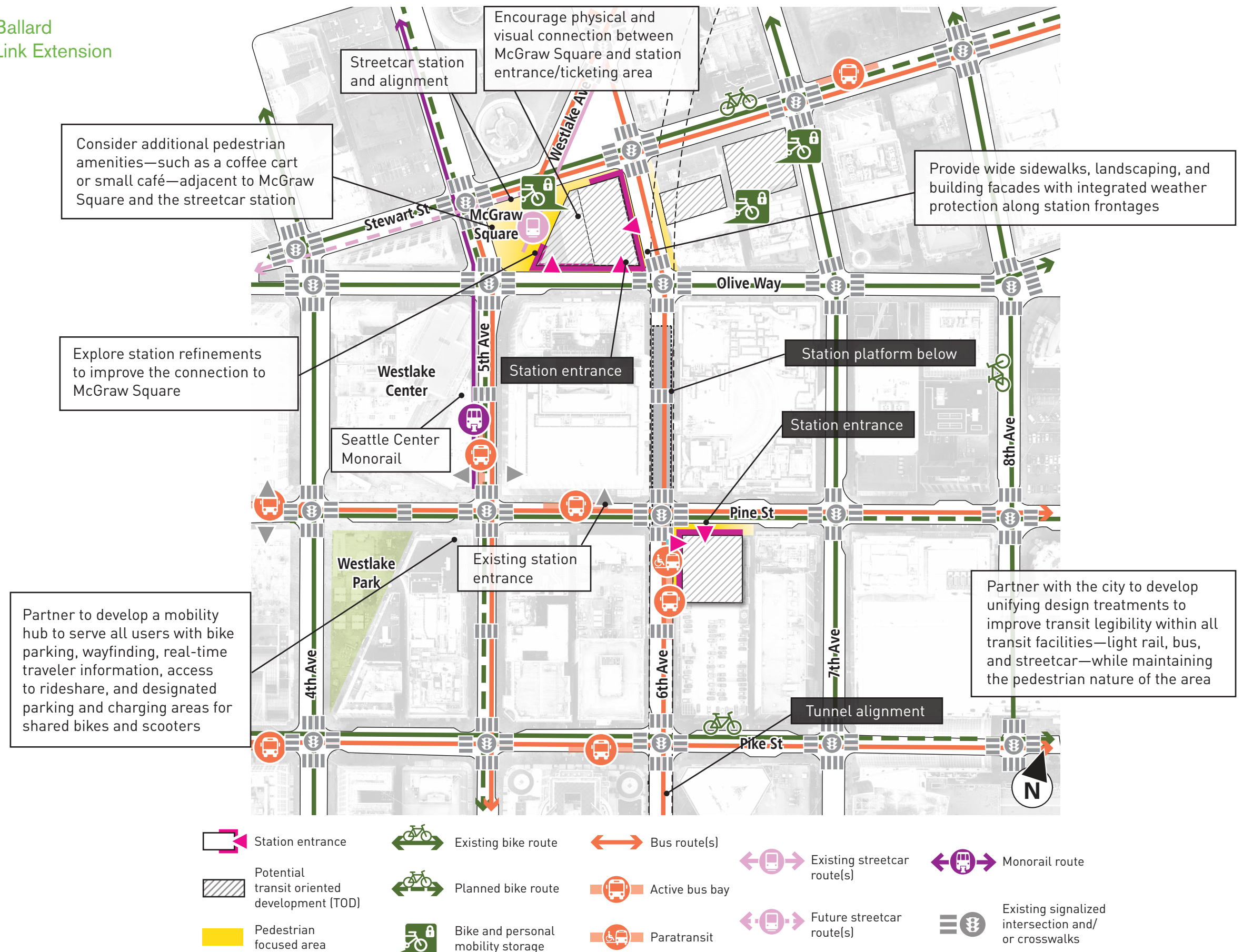
Station context plan

The Tunnel 6th Avenue station alternative would have a south entrance at 6th Ave and Pine St, across from Pacific Place, and a north entrance adjacent to McGraw Square where two streetcars—the South Lake Union streetcar and planned City Center Connector—will meet. In addition, this alternative would enlarge the existing concourse level entrance inside the Nordstrom building on Pine St. New station entrances would provide access to both the existing and new platforms.

Existing and planned bike lanes would improve access to the station for cyclists. Bike racks would be provided at all station entrances with bike lockers available at the north station entrance near McGraw Square. Both the north and south station entrances could be integrated with future transit oriented development.

Westlake Station is one of two stations where passengers would be able to transfer between all three light rail lines serving downtown.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.

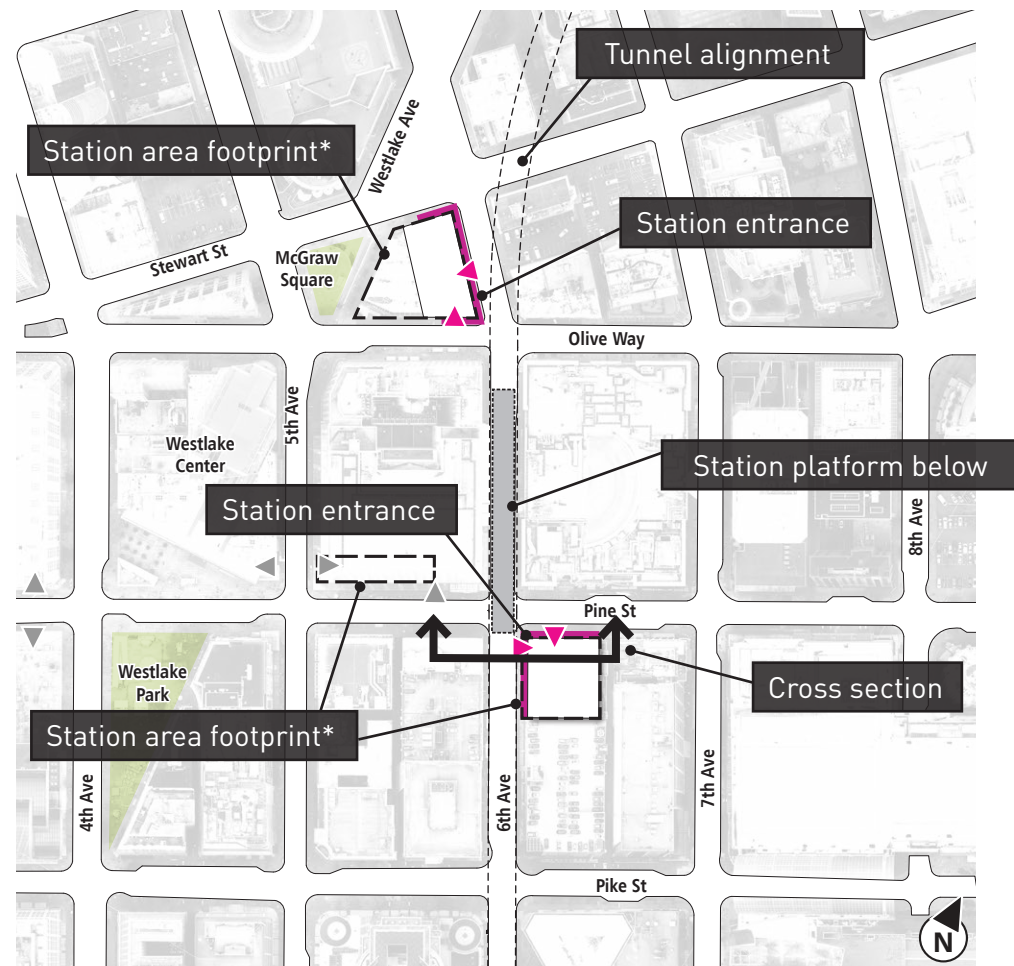


Westlake Station

Ballard Link Extension

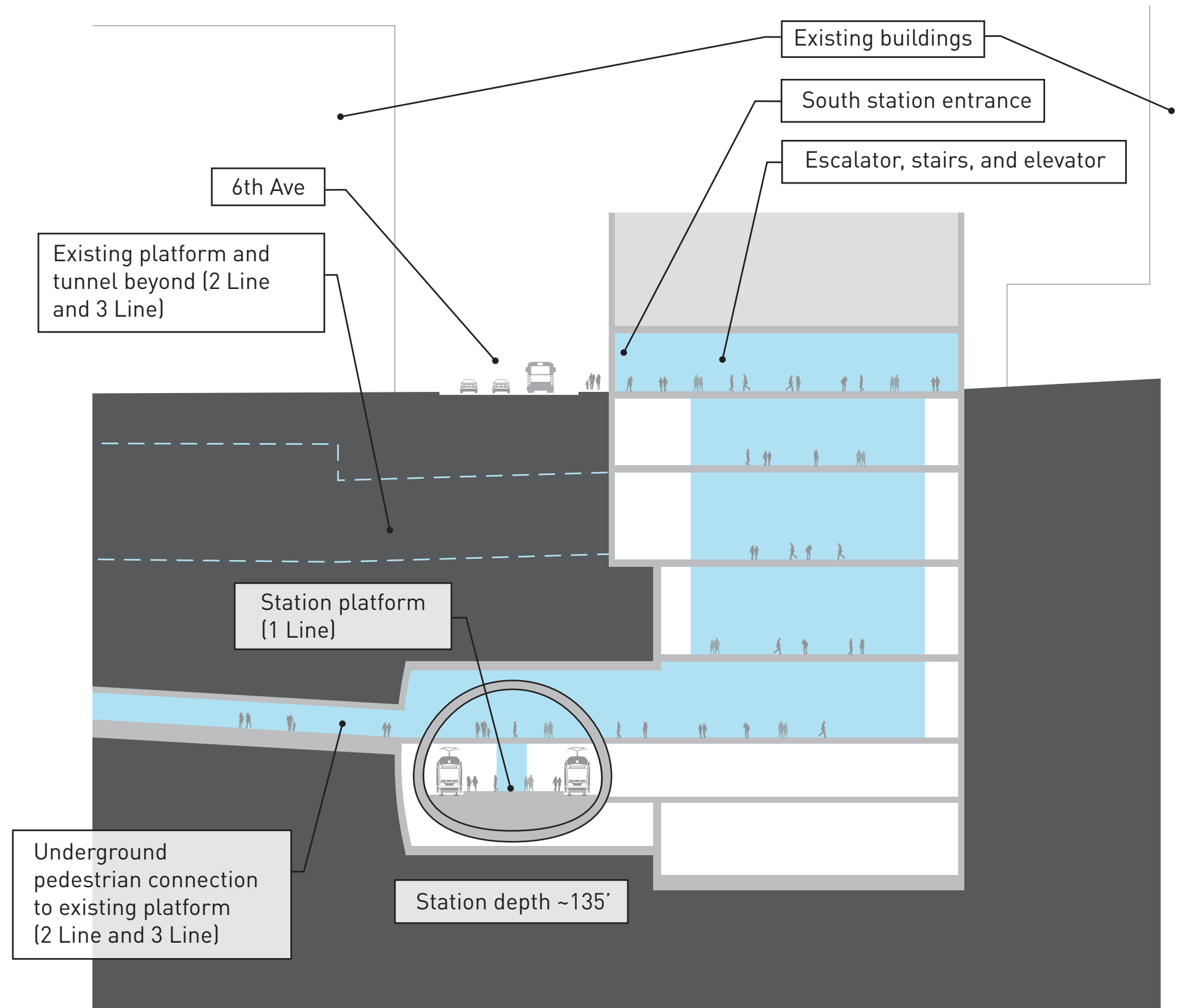
Tunnel 6th Avenue Station (DT-2)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

Denny
Station

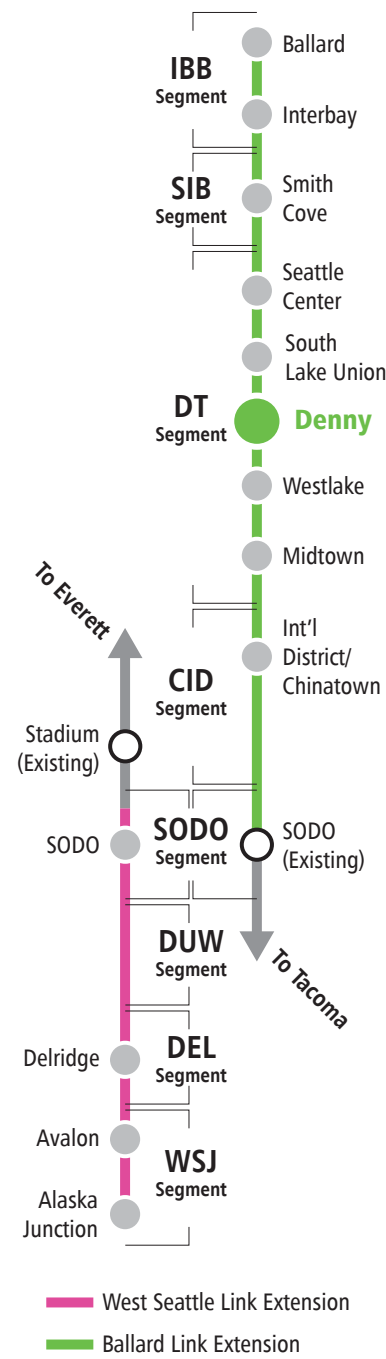
Ballard
Link Extension

Station area context

The Denny station area includes Denny Triangle and portions of the South Lake Union and Cascade neighborhoods. In the past twenty years, the area has transformed from low-intensity commercial and light-industrial uses to mixed-use urban development with several high-rise rentals and condos. In addition to Amazon's headquarters, other major employers in or near the station area include Seattle Children's, PATH, Cornish College of the Arts, and Whole Foods Market. Historic Denny Park and the more recent Urban Triangle Park provide neighborhood open space.

This fast-growing area is easily accessed from surrounding neighborhoods—including Belltown, Capitol Hill and Downtown—by foot, bus, and streetcar.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the neighborhood's walkability, sense of place, denser development, and emergence as a tech and life sciences hub.



What
we heard
so far

NEIGHBORHOOD FEEDBACK

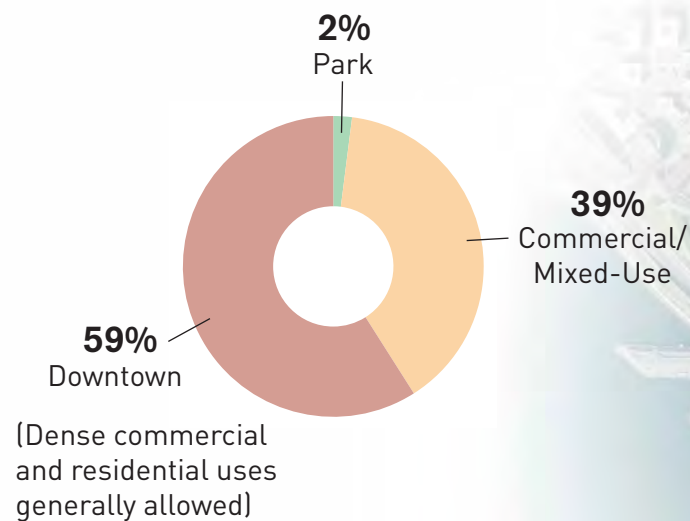
- 1 Denny Way is currently a busy street with narrow sidewalks but it could be improved to provide a more comfortable experience for people walking and biking
- 2 Buses along Denny Way are often delayed due to traffic and people choose to walk instead of waiting for a bus
- 3 Prefer cycling on 8th Ave N and 9th Ave N (protected bike lanes)
- 4 Enhance bike network for safe and convenient access to and from station
- 5 Encourage safe and convenient transfers between bus, streetcar and light rail
- 6 Where possible, establish bike pathways that do not intersect with the Seattle Streetcar tracks
- 7 Promote uses and activities near the station that are outside of typical business hours



Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Station area context

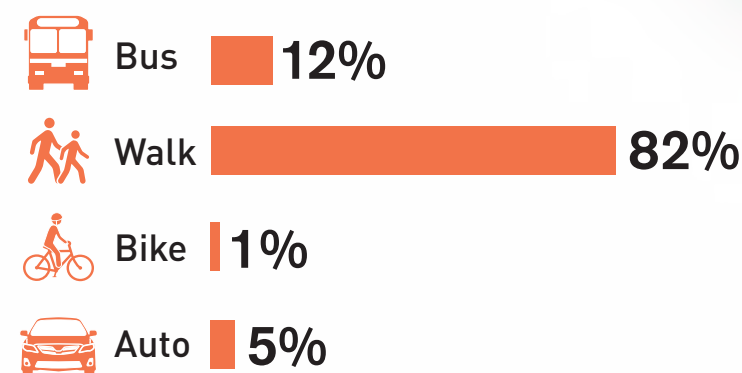
Existing land use in the station area ⁽¹⁾



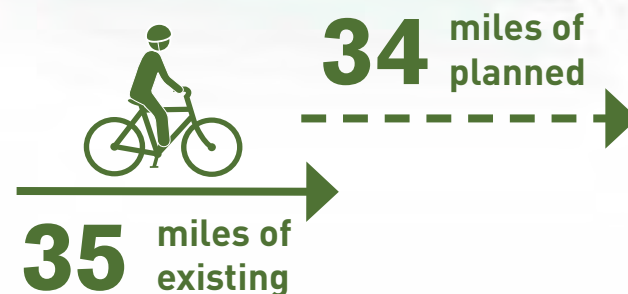
Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area 2040 ^(1,4)



Planning and design priorities can help frame how a station and station area will look and function

Planning and design priorities

- Increase pedestrian connectivity across Denny Way
- Leverage station entrances to navigate east-west grade change
- Provide multiple station entrances; include a mix of main entrances and secondary entrance locations
- Provide setbacks at entrances and wide sidewalks along station frontages to provide ample space for pedestrian movement and orientation to surroundings
- Design station and station environment in partnership with local communities, including indigenous communities, to include local culture in the public realm
- Design station structures with active frontages that maximize access from key paths and directions of travel
- Integrate station entrances into new equitable transit oriented development project if feasible

Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains two alternatives for the Denny Station.



Draft EIS alternatives

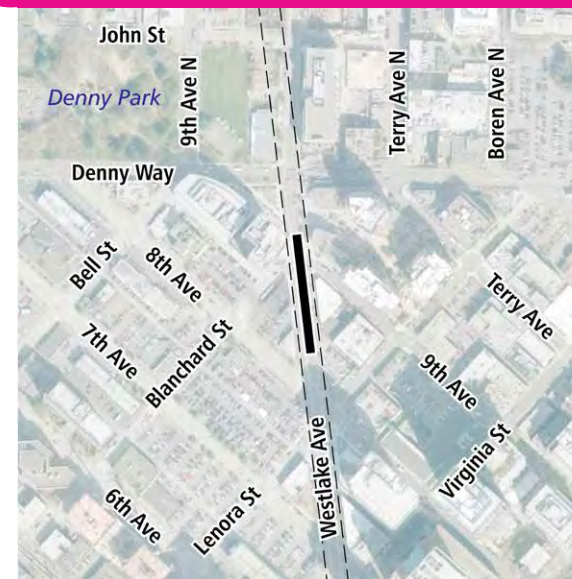
- Preferred alternative
- Other alternative

Route and station profiles

- Tunnel

1 Preferred Alternative

See P.141

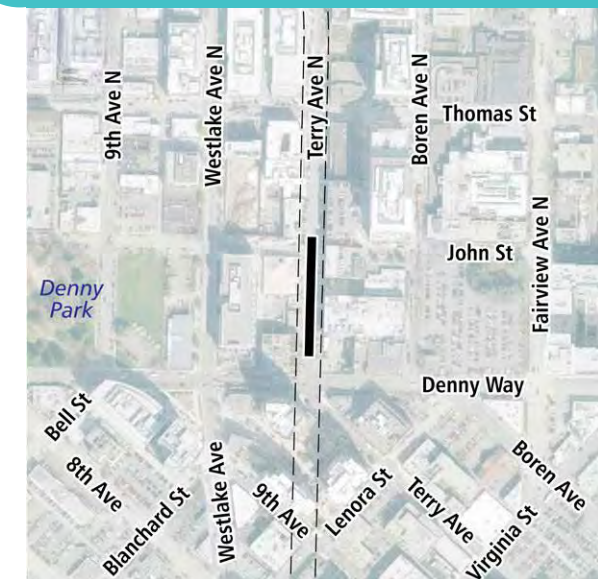


Tunnel Westlake Avenue Station (DT-1)

Tunnel station under Westlake Ave between Denny Way and 8th Ave

2 Other Alternative

See P.147



Tunnel Terry Avenue North Station (DT-2)

Tunnel station under Terry Ave N between Denny Way and John St

Denny Station

Ballard Link Extension

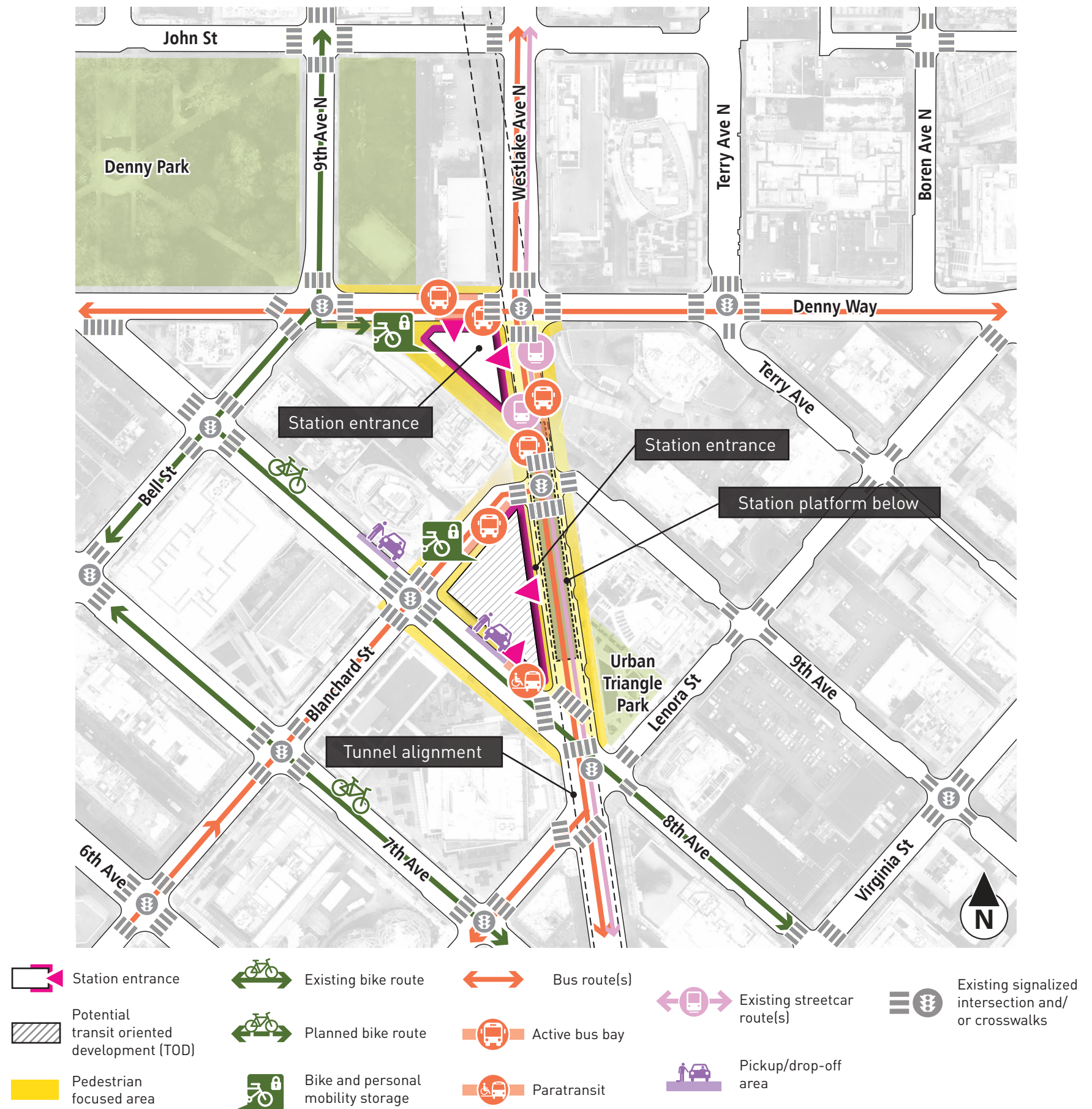
Tunnel Westlake Avenue Station (DT-1)

Preferred Alternative

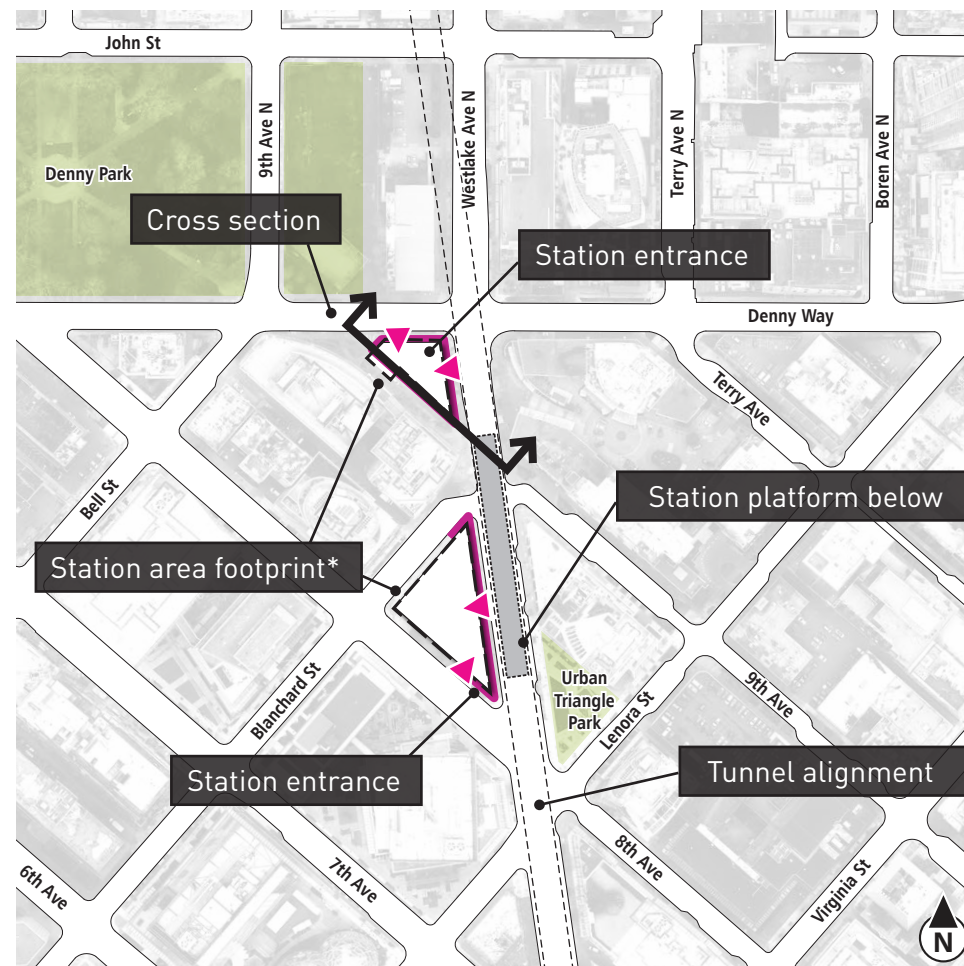
Station context plan

The Tunnel Westlake Avenue station alternative would provide convenient access for workers, residents, and visitors. Passengers arriving by bus or streetcar would access the station directly or by crossing only one street. Bike storage is planned near both station entrances and would be accessible from existing protected bike lanes on 8th Ave and 9th Ave.

The north station entrance on Denny Way would be a notable structure with ample plaza space, especially if 9th Ave could be closed to through traffic between Denny Way and Westlake Ave. The south entrance would provide easy access to the Washington Talking Book & Braille Library and the recently redeveloped neighborhood around the Amazon HQ.

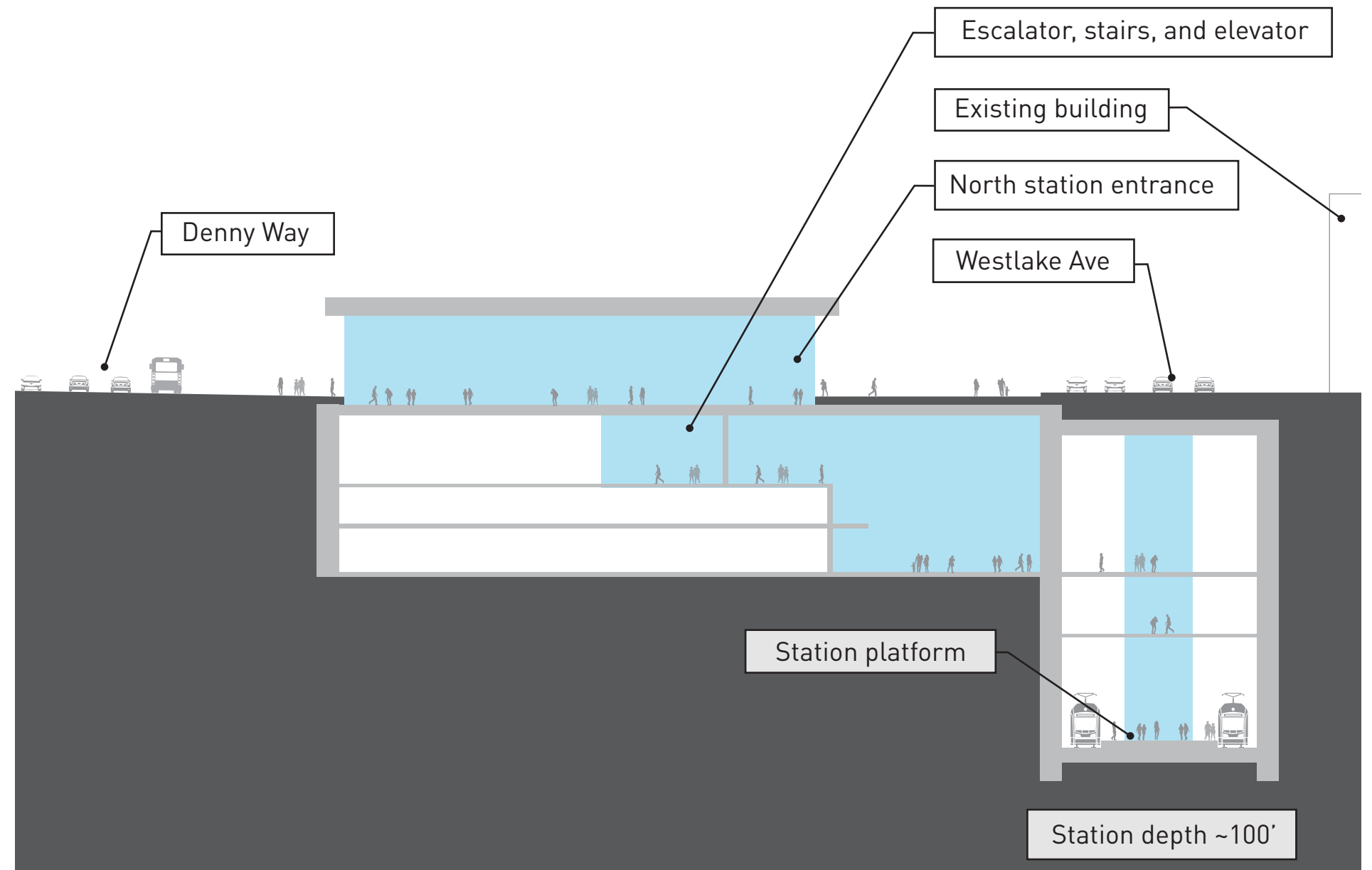


Looking inside the station



Station site plan

** The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.*



Station cross section

*Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.*

Denny Station

Ballard Link Extension

Tunnel Westlake Avenue Station (DT-1)

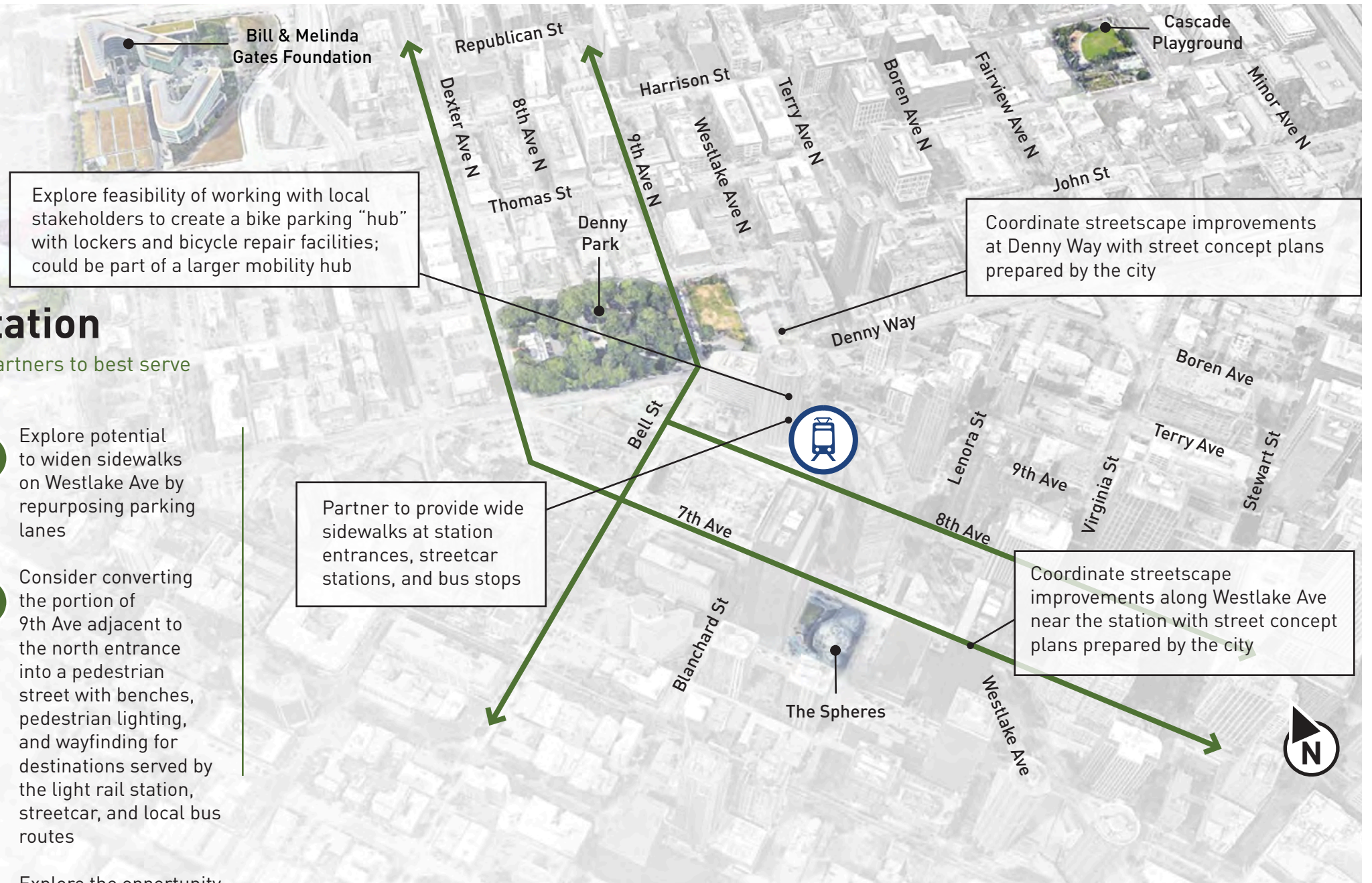
Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Existing bike route
- Planned bike route
- Bike and personal mobility storage
- Existing signalized intersection and/or crosswalks

- Explore potential to widen sidewalks on Westlake Ave by repurposing parking lanes
- Consider converting the portion of 9th Ave adjacent to the north entrance into a pedestrian street with benches, pedestrian lighting, and wayfinding for destinations served by the light rail station, streetcar, and local bus routes
- Explore the opportunity to improve crosswalks and pedestrian signal timing
- Open up space at street corners adjacent to station entrances to provide room for wayfinding signage and additional queuing space for pedestrians



Pedestrian-friendly plaza with seating, trees, landscaping, and pedestrian lighting



Bike storage can be integrated with the station or be included in adjacent development

Denny Station

Ballard Link Extension

Tunnel Westlake Avenue Station (DT-1)

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Bus route(s)
- Active bus bay
- Paratransit
- Existing streetcar route(s)
- Pickup/drop-off area
- Existing signalized intersection and/or crosswalks

- 1 Consider another station entrance along Blanchard St for direct station access from the eastbound bus stop and pedestrians arriving from the west
- 2 Explore potential to convert Westlake Ave to a transit-only street between Denny Way and 8th Ave
- 3 Explore adding a bus-only lane and signal for buses turning north on Westlake Ave from Blanchard St

Continue to coordinate pickup/drop-off locations with the city and balance the desire for pickup and drop-off against limited curb space and neighborhood needs

Partner with the city to develop unifying design treatments to improve transit legibility within all transit facilities—light rail, bus, and streetcar—while maintaining the pedestrian nature of the area

Partner to develop a mobility hub to serve all users with wayfinding, real-time traveler information, access to rideshare, and designated parking and charging areas for shared bikes and scooters



Integrated system signage helps passengers make connections between light rail, bus, and other public transit systems



Transit-only street with amenities for cyclists and pedestrians

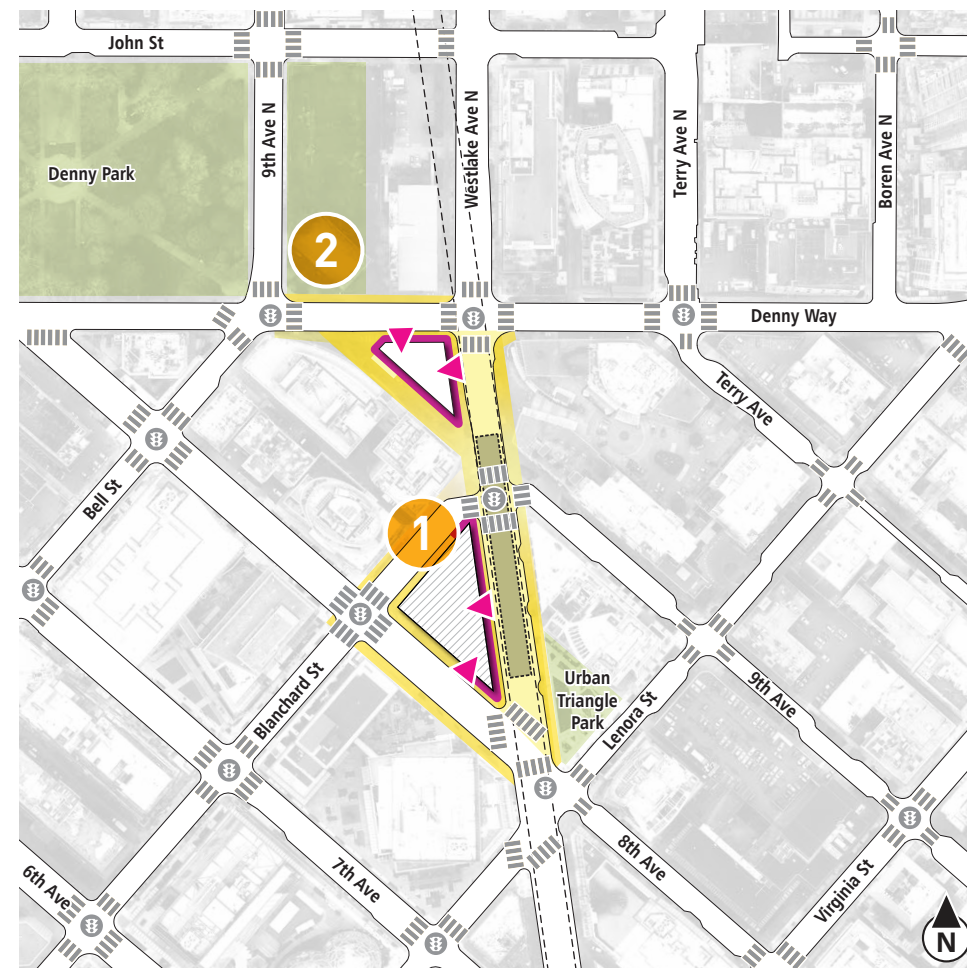
Denny Station

Ballard Link Extension

Tunnel Westlake Avenue Station (DT-1)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Consider including leasable space for small-scale retail within the station
- 2 Explore potential to create a station entrance on the north side of Denny Way in partnership with others

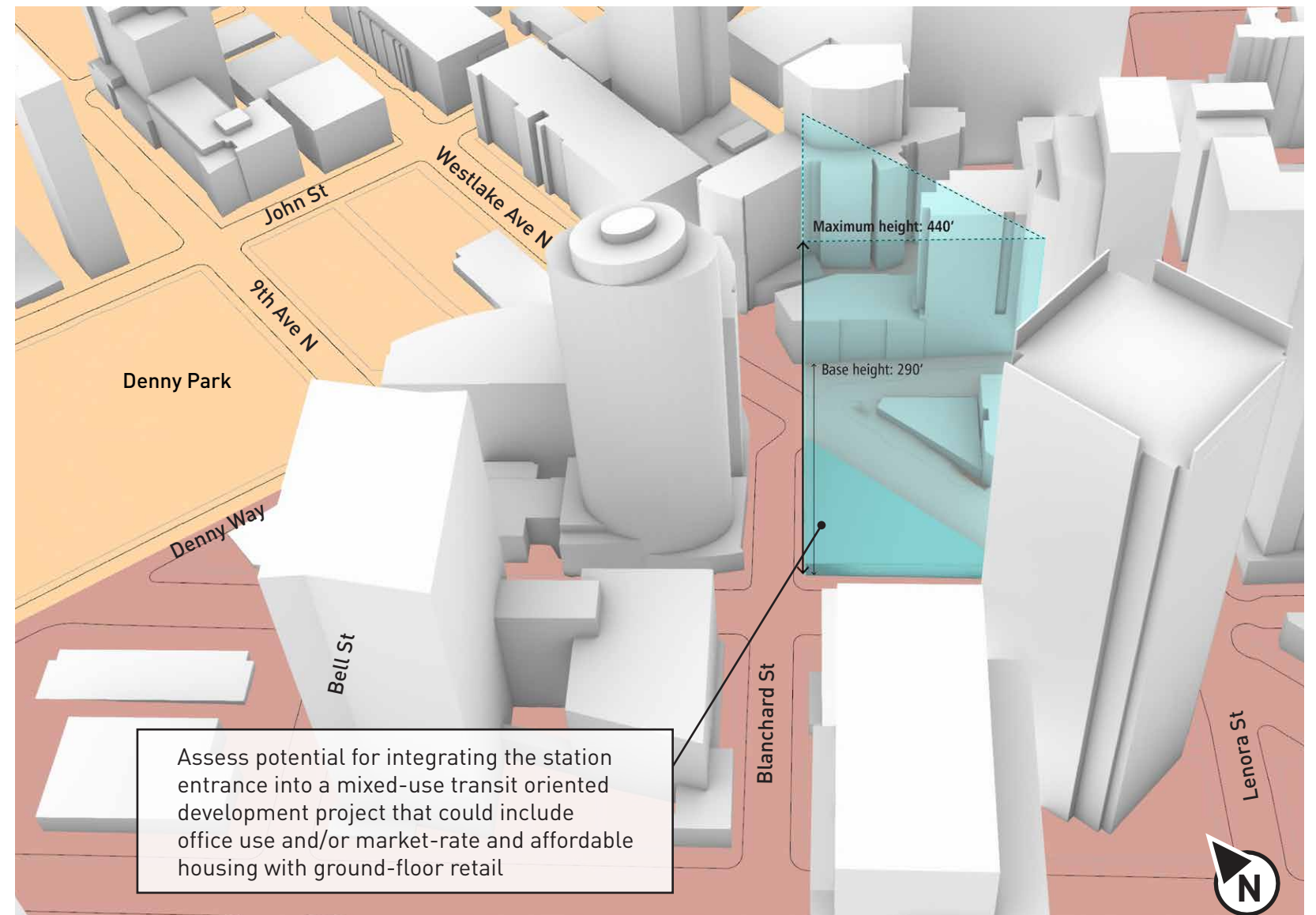
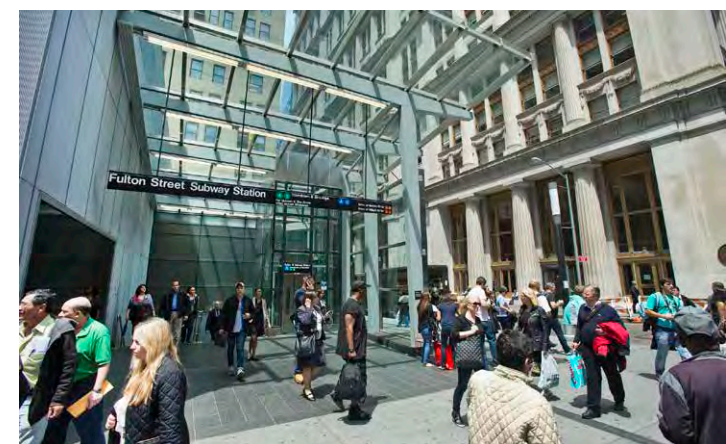


Diagram above depicts potential building envelopes based on current (2021) zoning.



Mixed-use building with integrated station entrance



This bike repair and rental shop is one example of retail that could be included in stations to complement transit

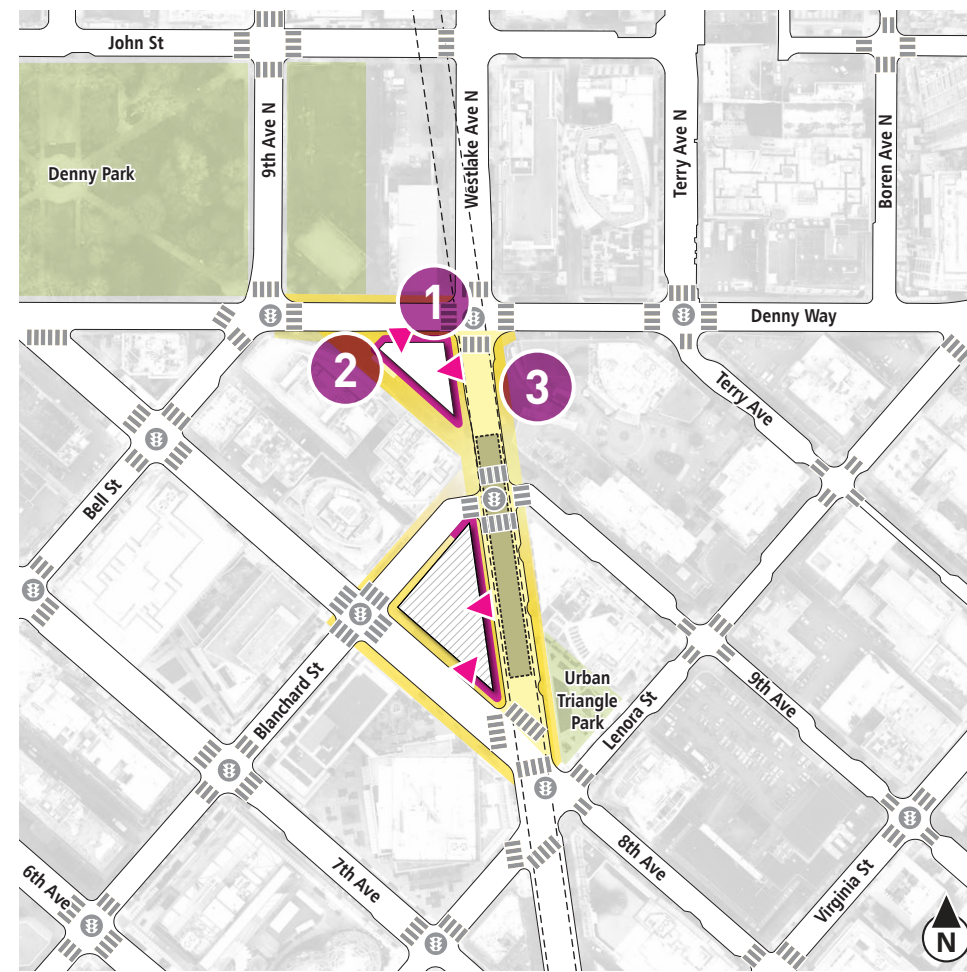
Denny Station

Ballard Link Extension

Tunnel Westlake Avenue Station (DT-1)

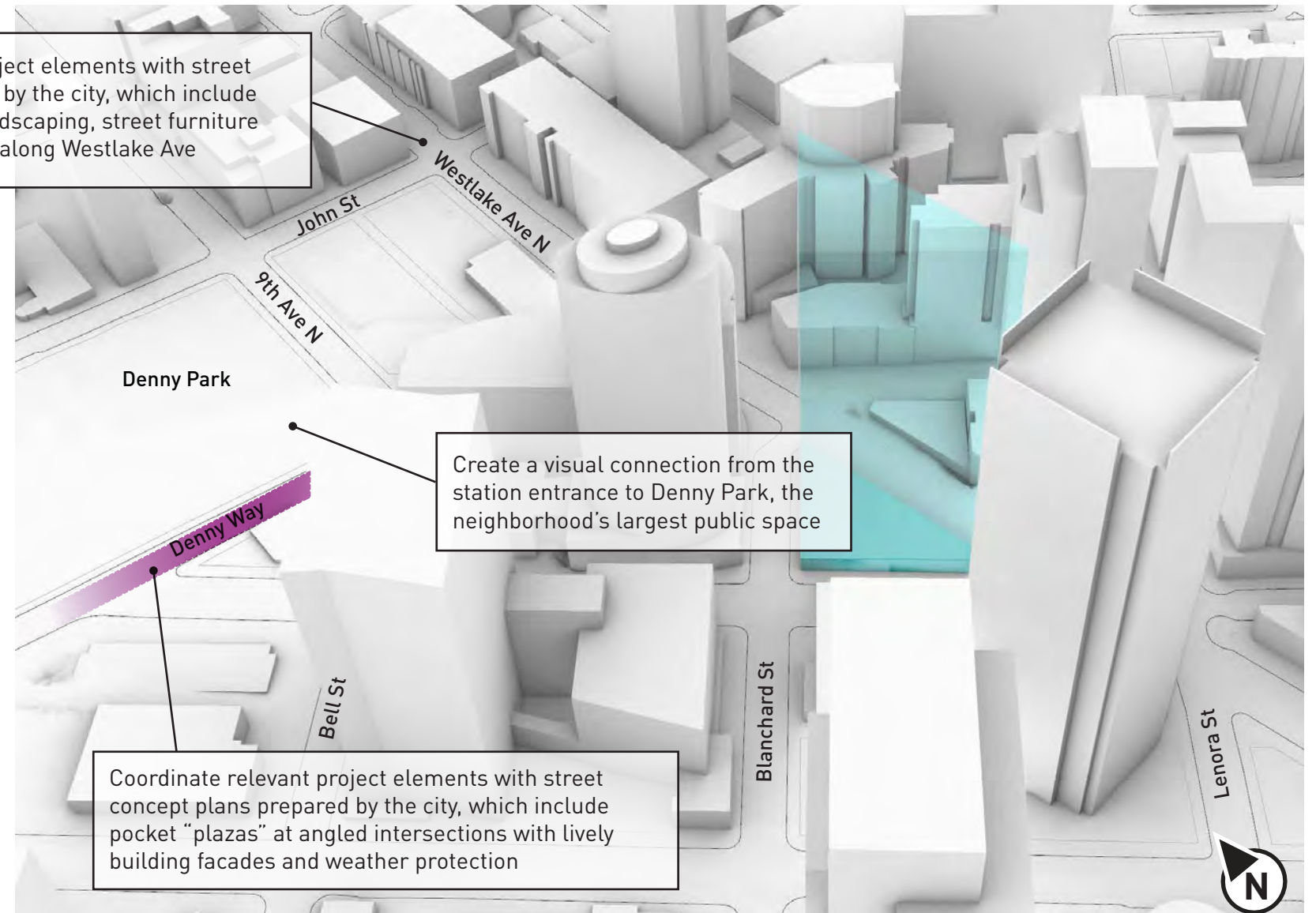
Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.

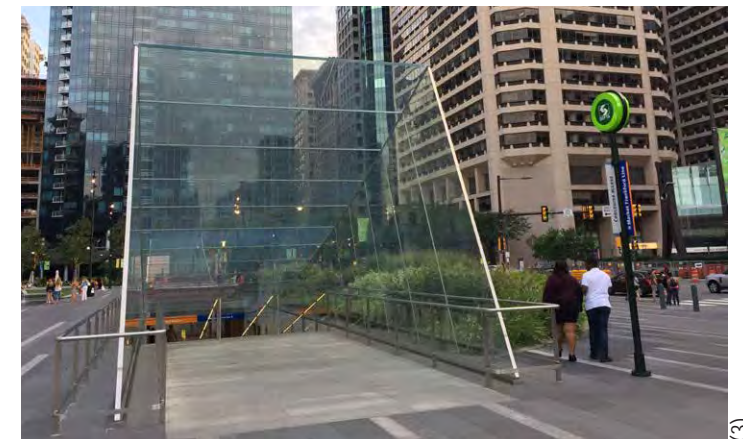


- 1 Consider designing station entrance as an open-sided iconic structure that faces all streets and provides access and public amenities to surrounding open space
- 2 Consider converting street into a plaza with seating, landscaping, lighting, wayfinding, and potential for café space or food trucks
- 3 Consider transforming a portion of Westlake Ave to prioritize pedestrians and transit; explore opportunities to provide wide sidewalks, street trees, pedestrian lighting, seating, and enhanced bus stops

Coordinate relevant project elements with street concept plans prepared by the city, which include wide sidewalks with landscaping, street furniture and pedestrian lighting along Westlake Ave



Public plaza with food trucks enlivens a neighborhood



Compact station entrance integrated with public space

Denny Station

Ballard Link Extension

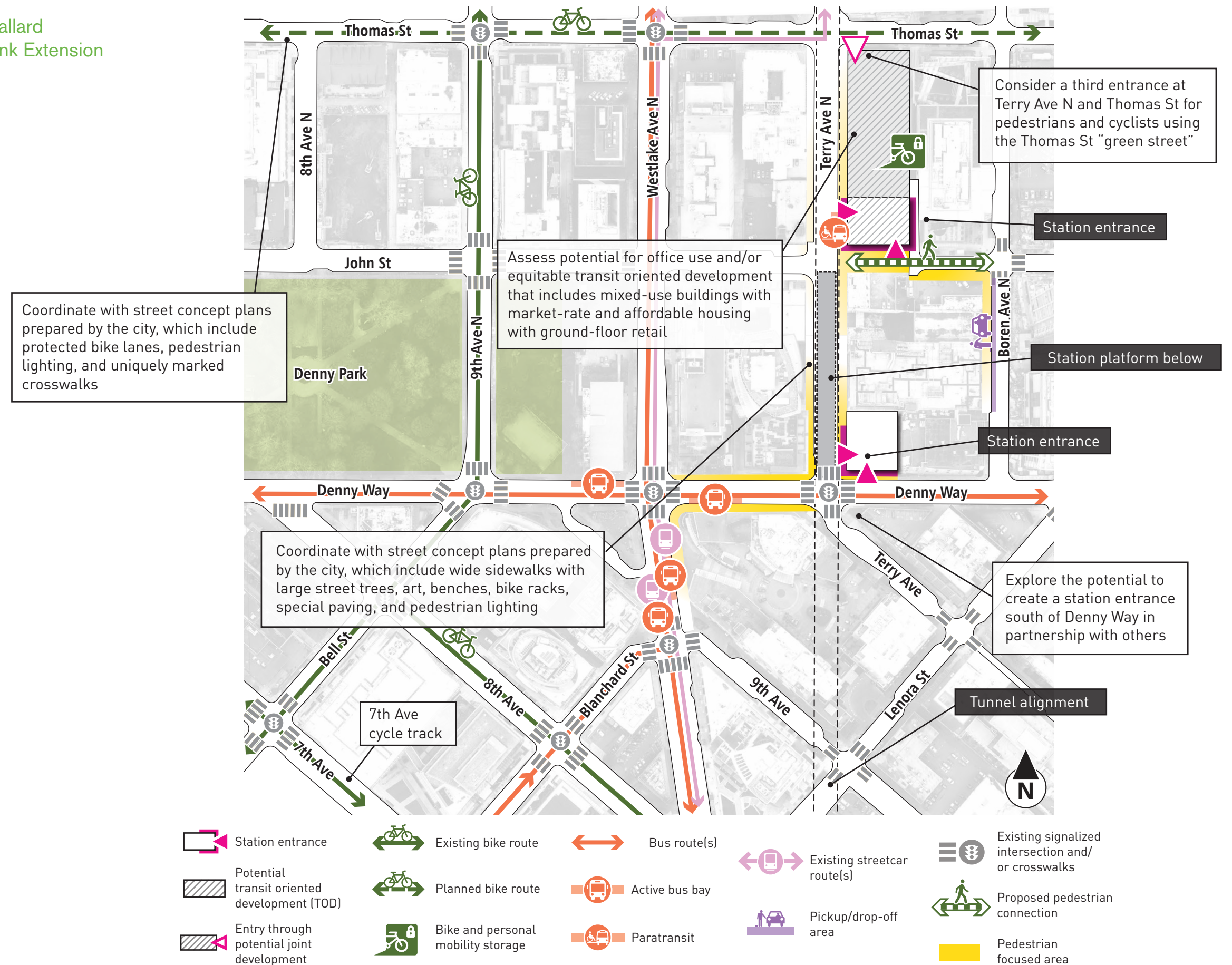
Tunnel Terry Avenue Station (DT-2)

Other Alternative

Station context plan

The Tunnel Terry Avenue station alternative would have two entrances on Terry Ave N—one at John St and one at Denny Way. These entrances would provide easy access to jobs, housing, and retail in South Lake Union, as well as the rapidly-developing Cascade neighborhood east of the station. The north entrance would have entrances at the top and bottom of the hill between Terry Ave N and Boren Ave N. Cyclists using the planned Lake2Bay trail and improved Thomas St would have easy access to bike storage at the north entrance. The south station entrance on Denny Way would provide access to destinations south of Denny Way with wide sidewalks planned at the corner site.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.

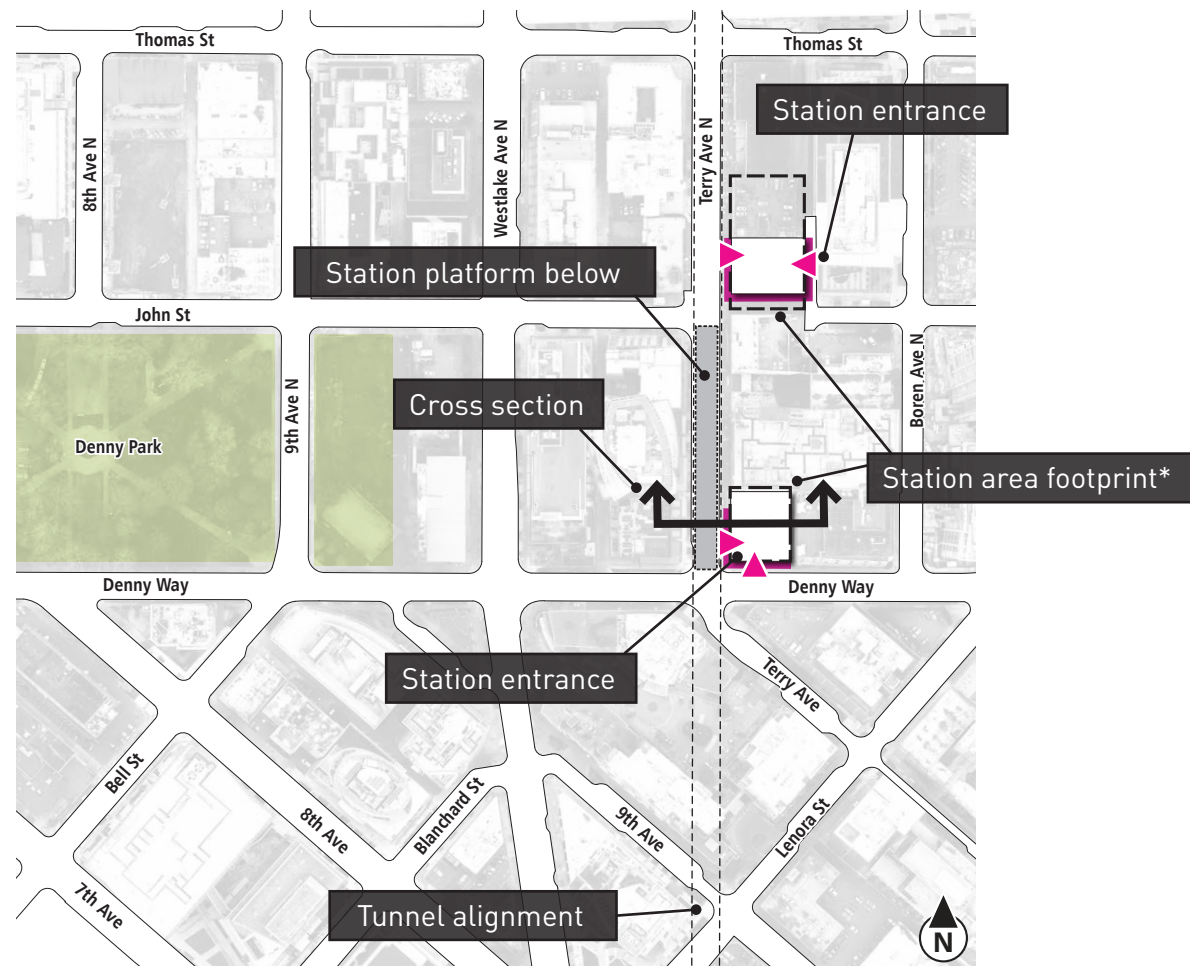


Denny Station

Ballard
Link Extension

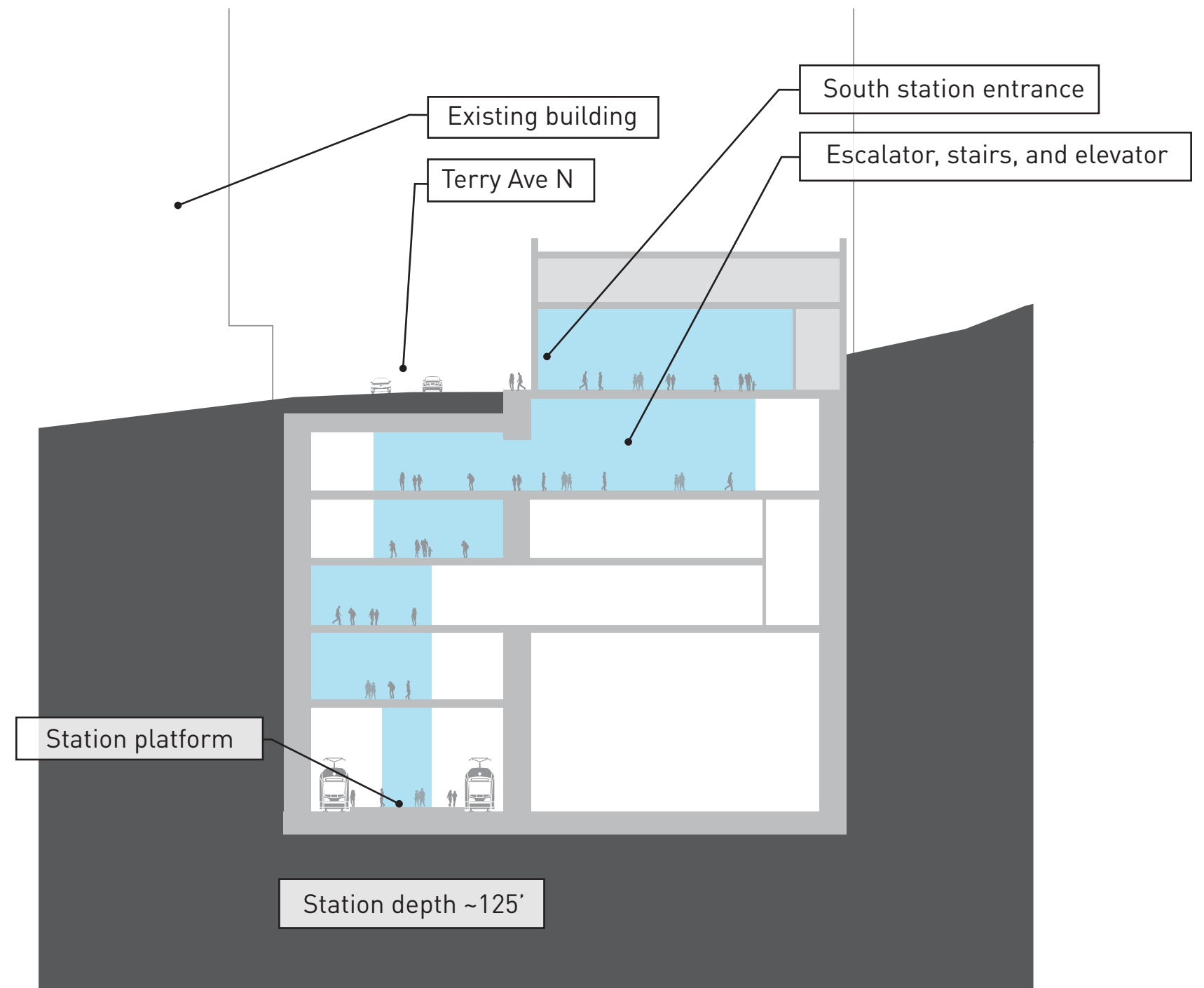
Tunnel Terry Avenue Station
(DT-2)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

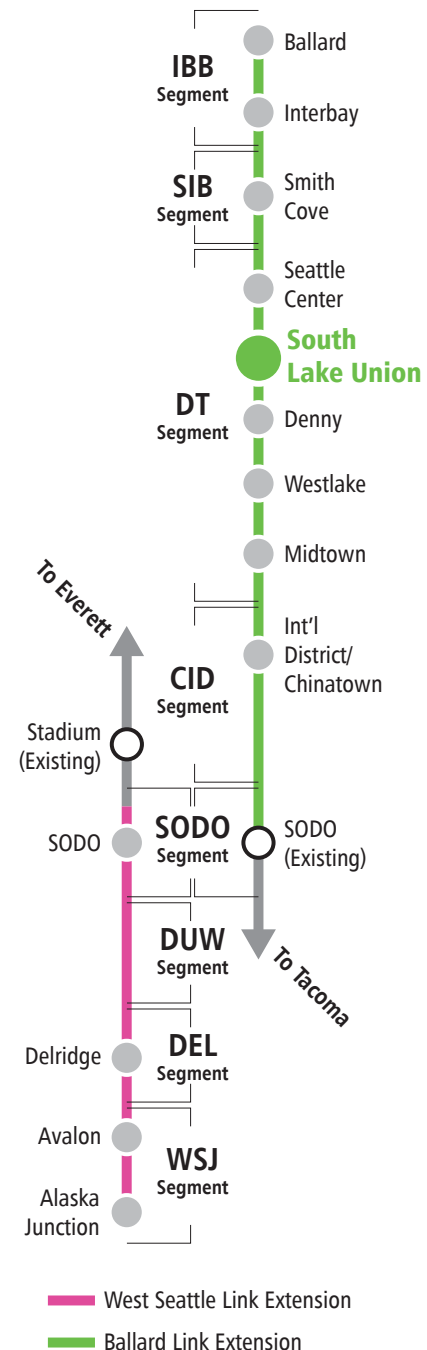
South Lake Union Station

Ballard Link Extension

Station area context

Once home to industry and mill workers, South Lake Union today hums with the activity of major businesses, including medical research facilities and tech companies. The area attracts visitors and locals with its food trucks, Cheshiahud Lake Union Loop, the Center for Wooden Boats, and Museum of History and Industry—a nod to the area’s industrial past. In addition to office space, mixed-use buildings house apartments, condos, and restaurants geared towards the neighborhood’s many young professionals.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the neighborhood’s walkability, parks, diverse development, and sense of place.



What we heard so far

NEIGHBORHOOD FEEDBACK

- 1 Mercer St is challenging for pedestrians and cyclists to cross
- 2 Station location needs to serve the South Lake Union hub
- 3 Prefer to cycle on 8th Ave N and 9th Ave N where there are protected bike lanes
- 4 Enhance bike network for safe and convenient access to and from station
- 5 Encourage safe and convenient transfers between bus and light rail
- 6 Where possible, build bike pathways with safe crossings where they intersect with the Seattle Streetcar tracks
- 7 Promote uses and activities near the station that are outside of typical business hours



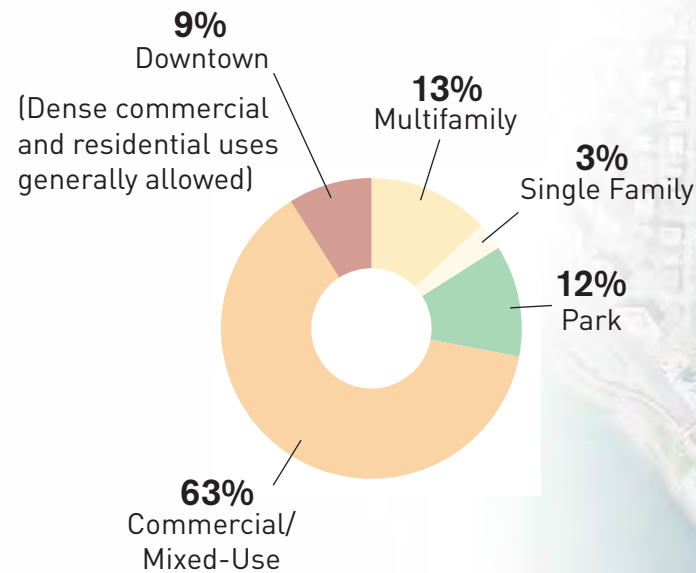
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

South Lake Union Station

Ballard Link Extension

Station area context

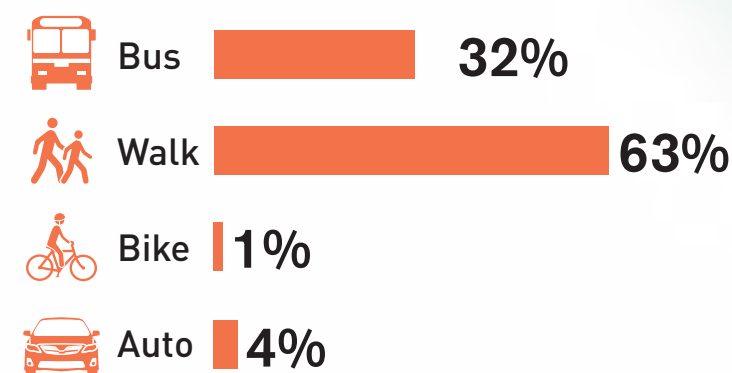
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



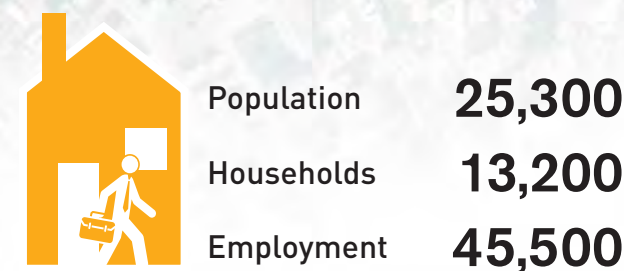
How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area 2040 ^(1,4)



Planning and design priorities

Planning and design priorities can help frame how a station and station area will look and function

- Embrace and advance unique character of South Lake Union; station would be located within a transition area between two neighborhoods
- Support the development of workforce housing
- Design station structure and entrances to accommodate equitable transit oriented development where possible
- Encourage logical and efficient connection to buses on SR 99/Aurora Ave N/7th Ave N
- Consider access from bike lanes on Dexter Ave N
- Consider access and wayfinding to and from Seattle Center
- Design station and station environment in partnership with local communities, including indigenous communities, to include local culture in the public realm

Footnotes:

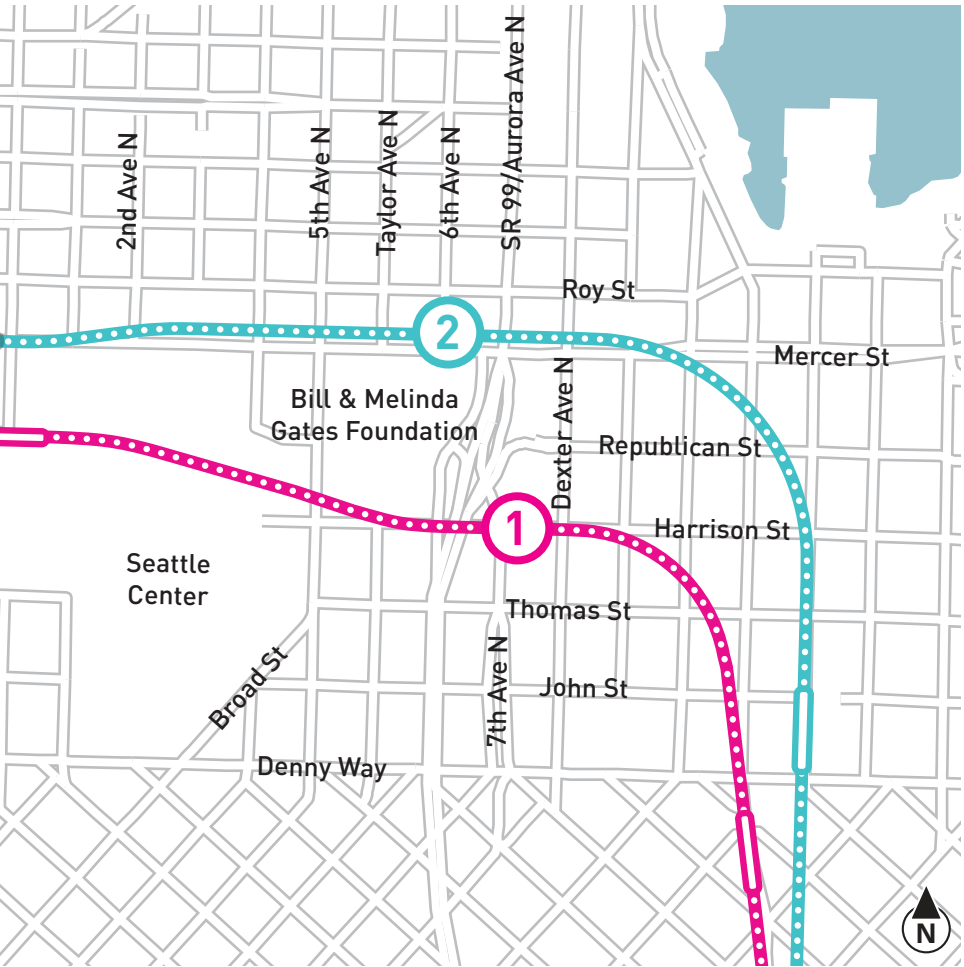
1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar. Daily ridership does not include special event boardings.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

South Lake Union Station

Ballard
Link Extension

Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains two alternatives for the South Lake Union Station.



Draft EIS alternatives

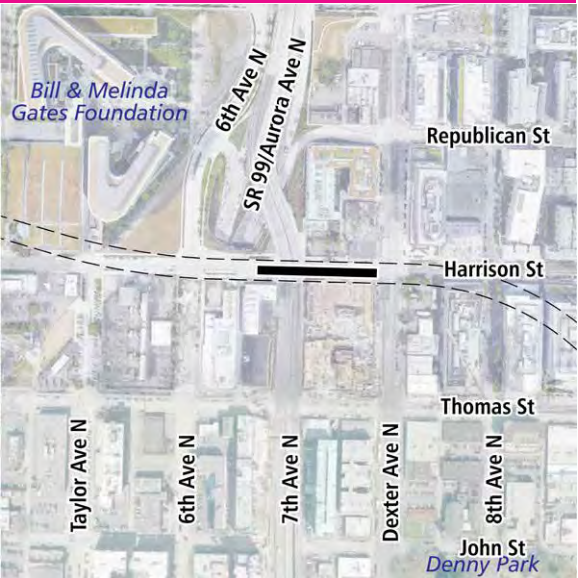
- Preferred alternative
- Other alternative

Route and station profiles

Tunnel

1 Preferred Alternative

See P.152



Tunnel Harrison Street Station (DT-1)

Tunnel station under Harrison St between SR 99/ Aurora Ave N and Dexter Ave N

2 Other Alternative

See P.158



Tunnel Mercer Street Station (DT-2)

Tunnel station on the north side of Mercer St between Taylor Ave N and SR 99/Aurora Ave N

South Lake Union Station

Ballard
Link Extension

Tunnel Harrison Street Station
(DT-1)

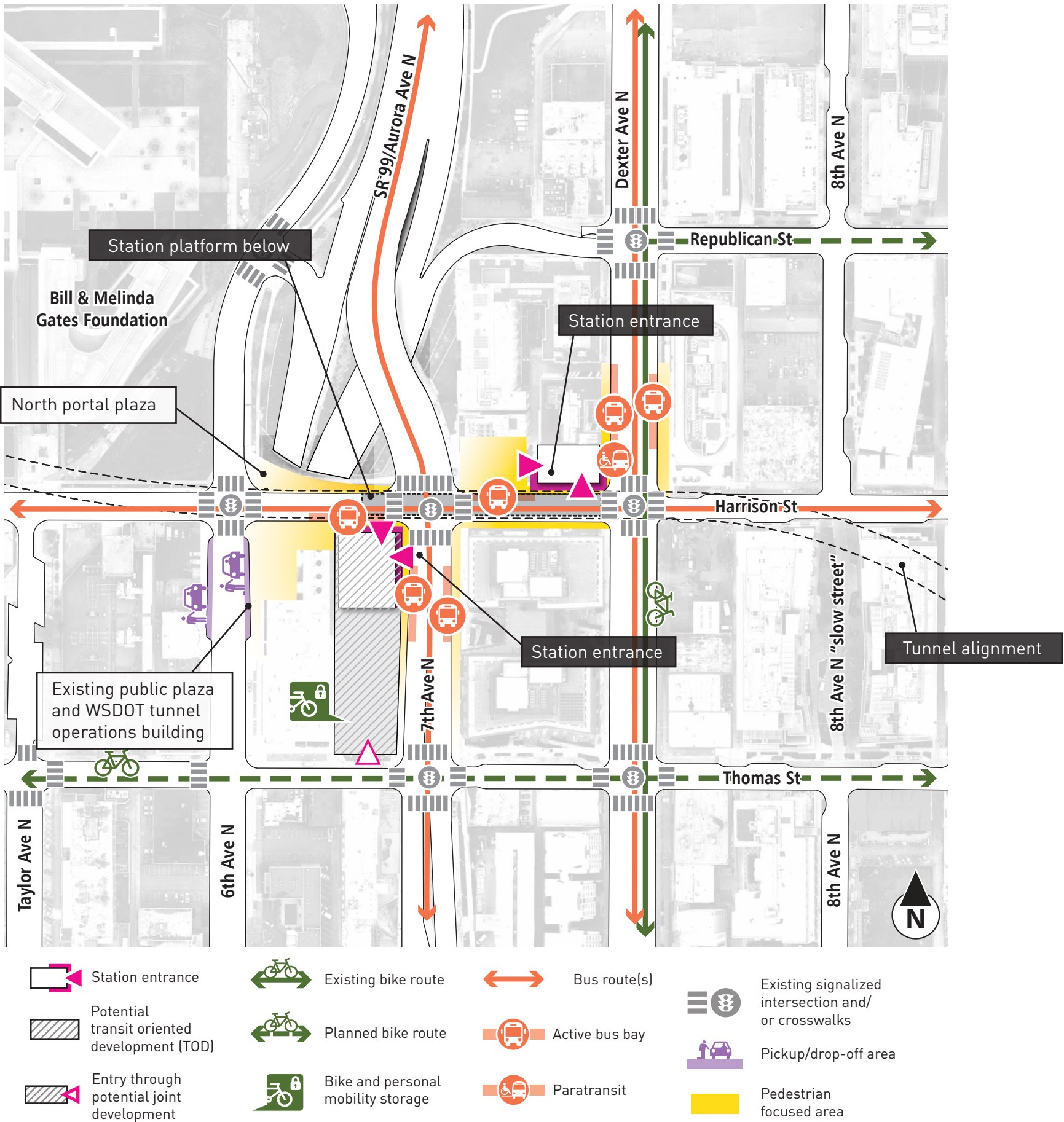
Preferred Alternative

Station context plan

The Tunnel Harrison Street station alternative would serve an area of South Lake Union with apartments, large employers, local businesses, and hotels, located just a few blocks from the east edge of Seattle Center. Denny Park would be two blocks southeast of a station entrance and the Bill & Melinda Gates Foundation would be located two blocks west of an entrance.

The station would have entrances on either side of Harrison St—one near 7th Ave N and the other at Dexter Ave N. Buses on 7th Ave N and Dexter Ave N would connect light rail passengers with neighborhoods to the north, while bus routes on Harrison St would connect passengers to destinations in the neighborhoods east and west of the station.

Dexter Ave N is already served by protected bike lanes in both directions, and the future bike network—when completed—will add an east-west connector to Seattle Center on Thomas St with direct access to secure bike storage at Thomas St and 7th Ave N. There is potential for an internal pathway from the bike storage to the station entrance through future development.

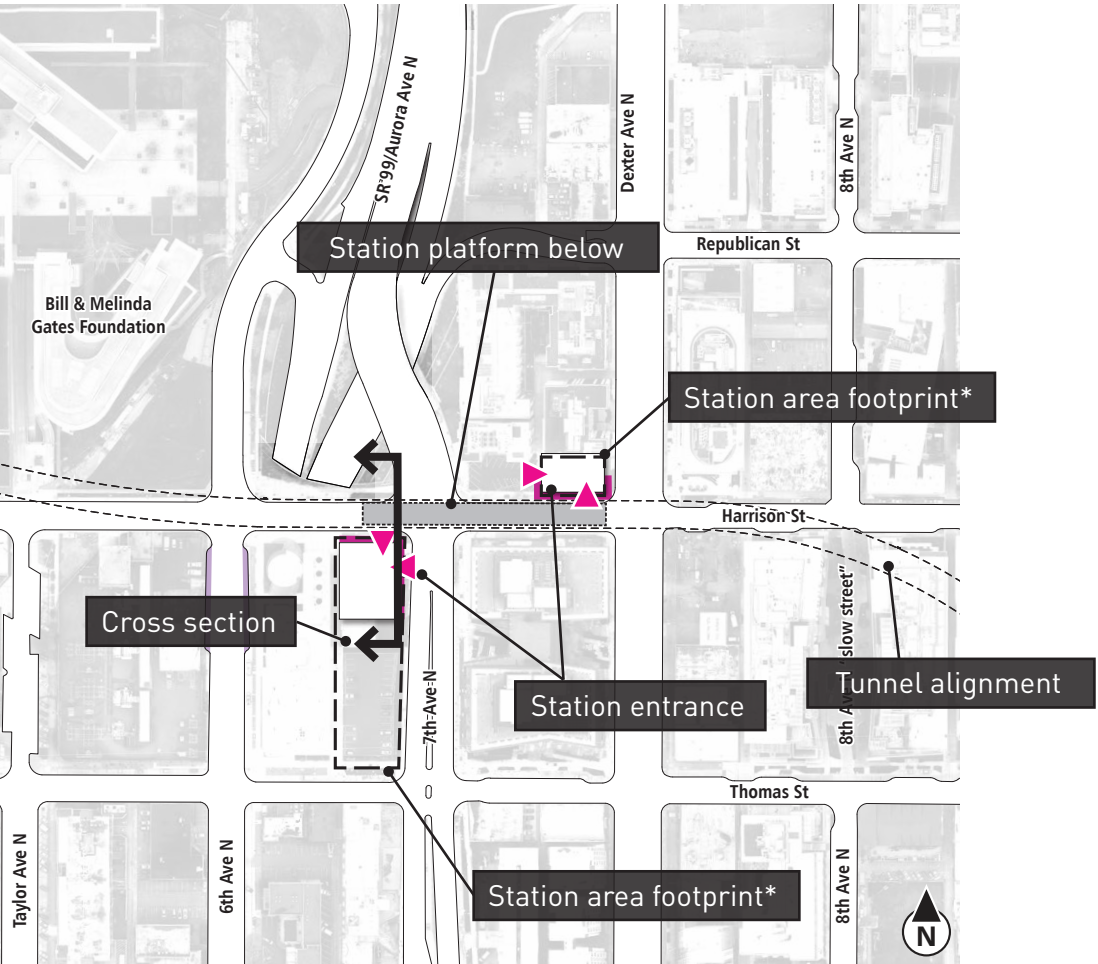


South Lake Union Station

Ballard
Link Extension

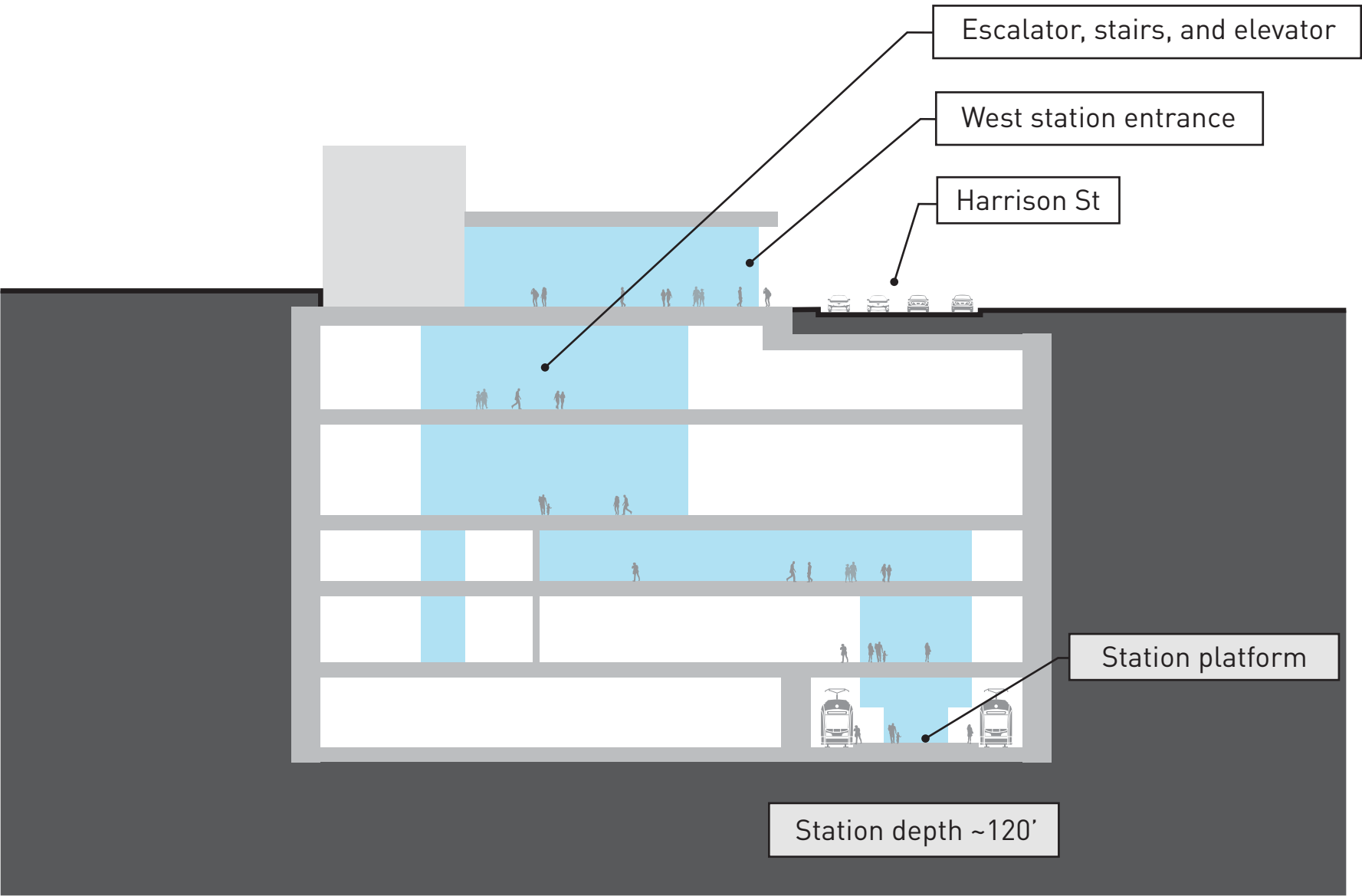
Tunnel Harrison Street Station
(DT-1)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

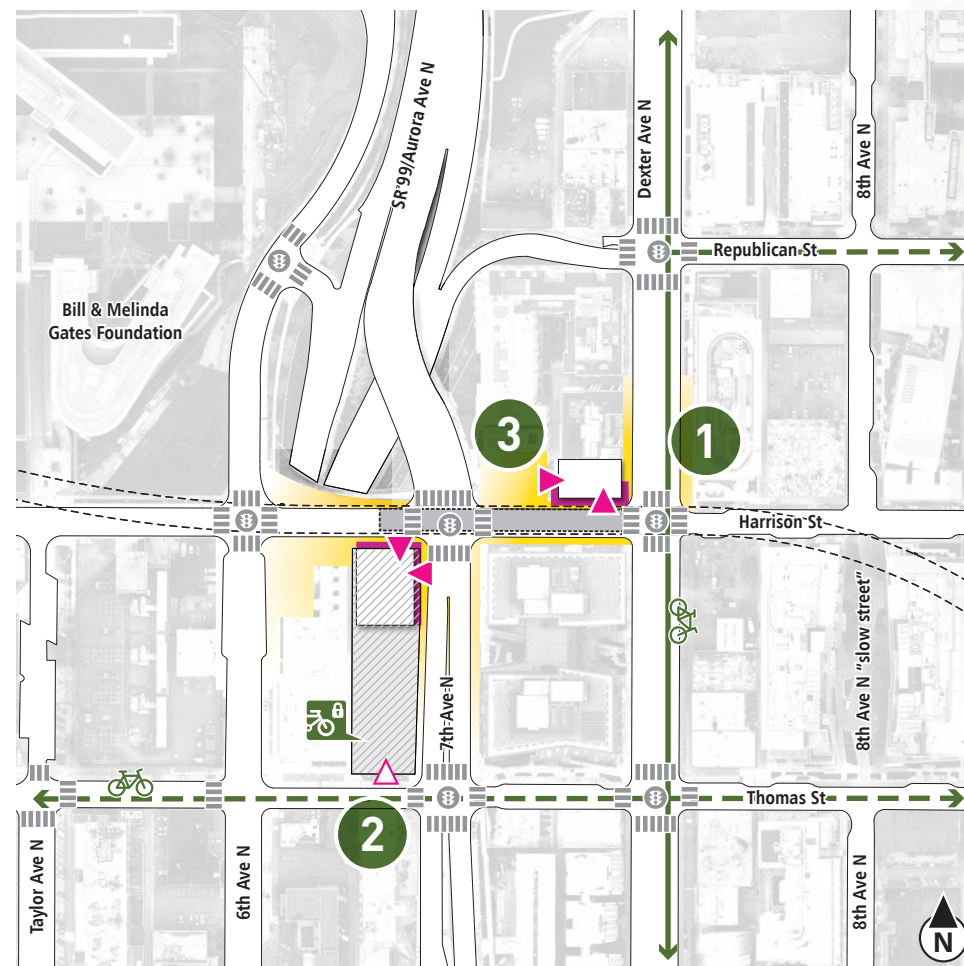
South Lake Union Station

Ballard Link Extension

Tunnel Harrison Street Station (DT-1)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.

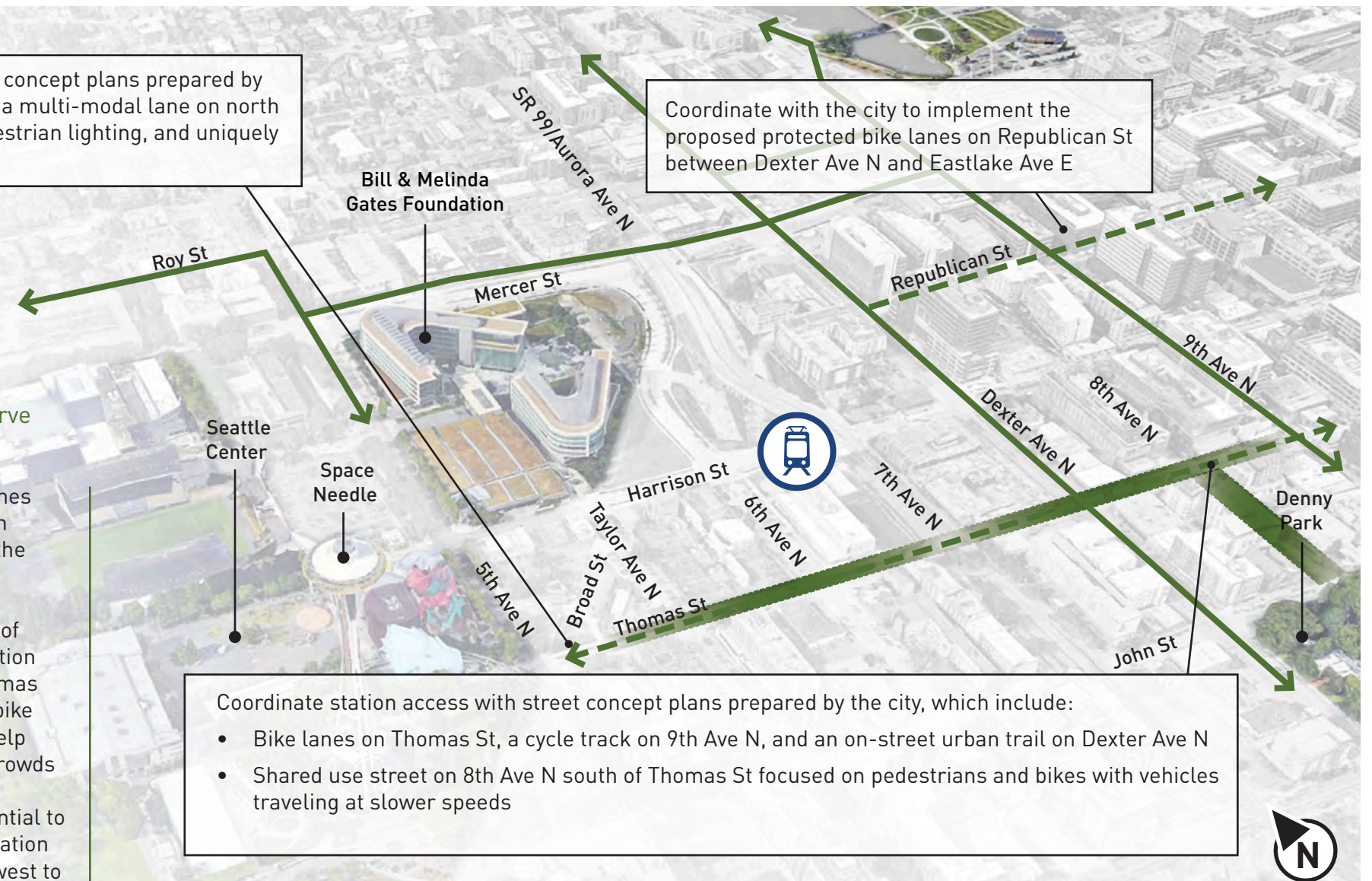


- Station entrance
- Potential transit oriented development (TOD)
- Entry through potential joint development
- Existing bike route
- Planned bike route
- Bike and personal mobility storage
- Existing signalized intersection and/or crosswalks
- Pedestrian focused area

- 1 Integrate bike lanes with bus stops on Dexter Ave N at the station entrance
- 2 Explore the idea of an additional station entrance on Thomas St for access to bike storage and to help disperse event crowds
- 3 Explore the potential to shift the north station entrance to the west to create space for bike storage adjacent to Dexter Ave N

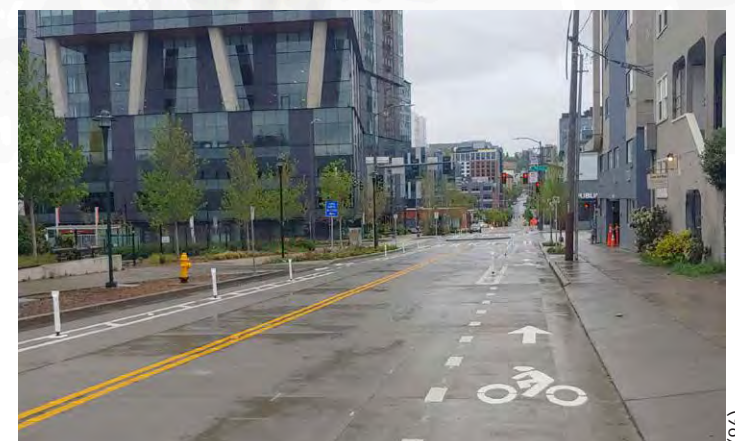
Coordinate with street concept plans prepared by the city, which include a multi-modal lane on north side of the street, pedestrian lighting, and uniquely marked crosswalks

Coordinate with the city to implement the proposed protected bike lanes on Republican St between Dexter Ave N and Eastlake Ave E

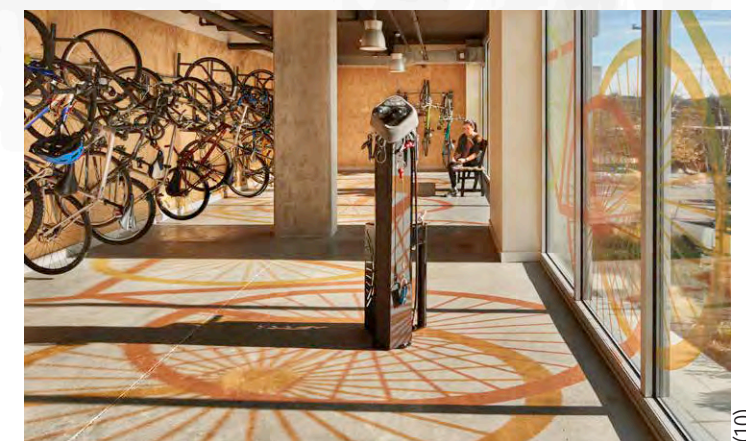


Coordinate station access with street concept plans prepared by the city, which include:

- Bike lanes on Thomas St, a cycle track on 9th Ave N, and an on-street urban trail on Dexter Ave N
- Shared use street on 8th Ave N south of Thomas St focused on pedestrians and bikes with vehicles traveling at slower speeds



The Thomas St bike lanes would connect cyclists to secure bike storage in the same building as the south station entrance



Bike storage integrated into transit oriented development can serve station passengers, building residents, and retail customers

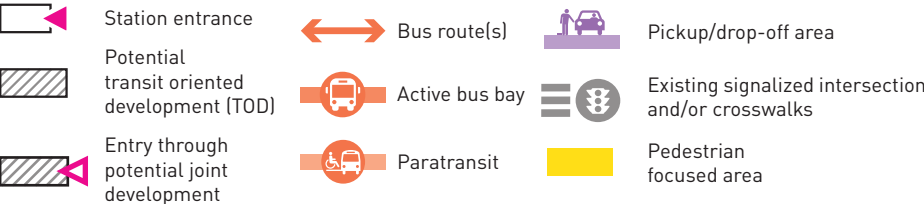
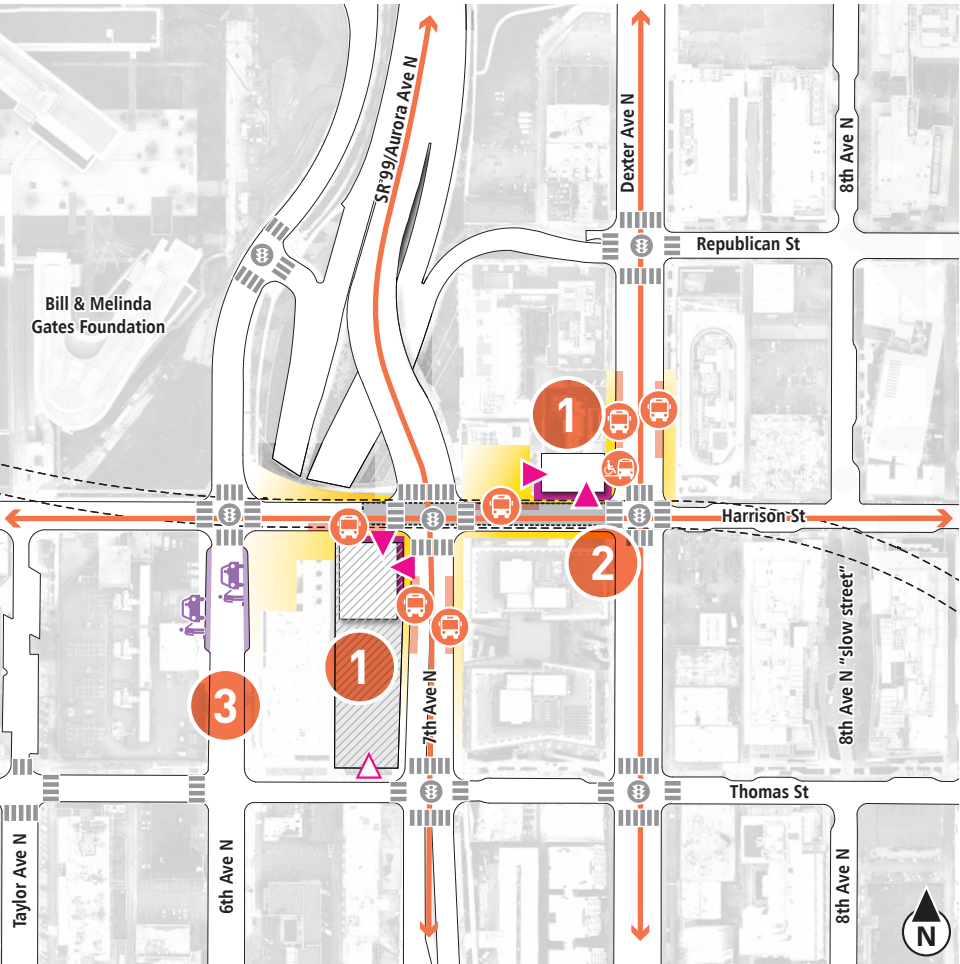
South Lake Union Station

Ballard Link Extension

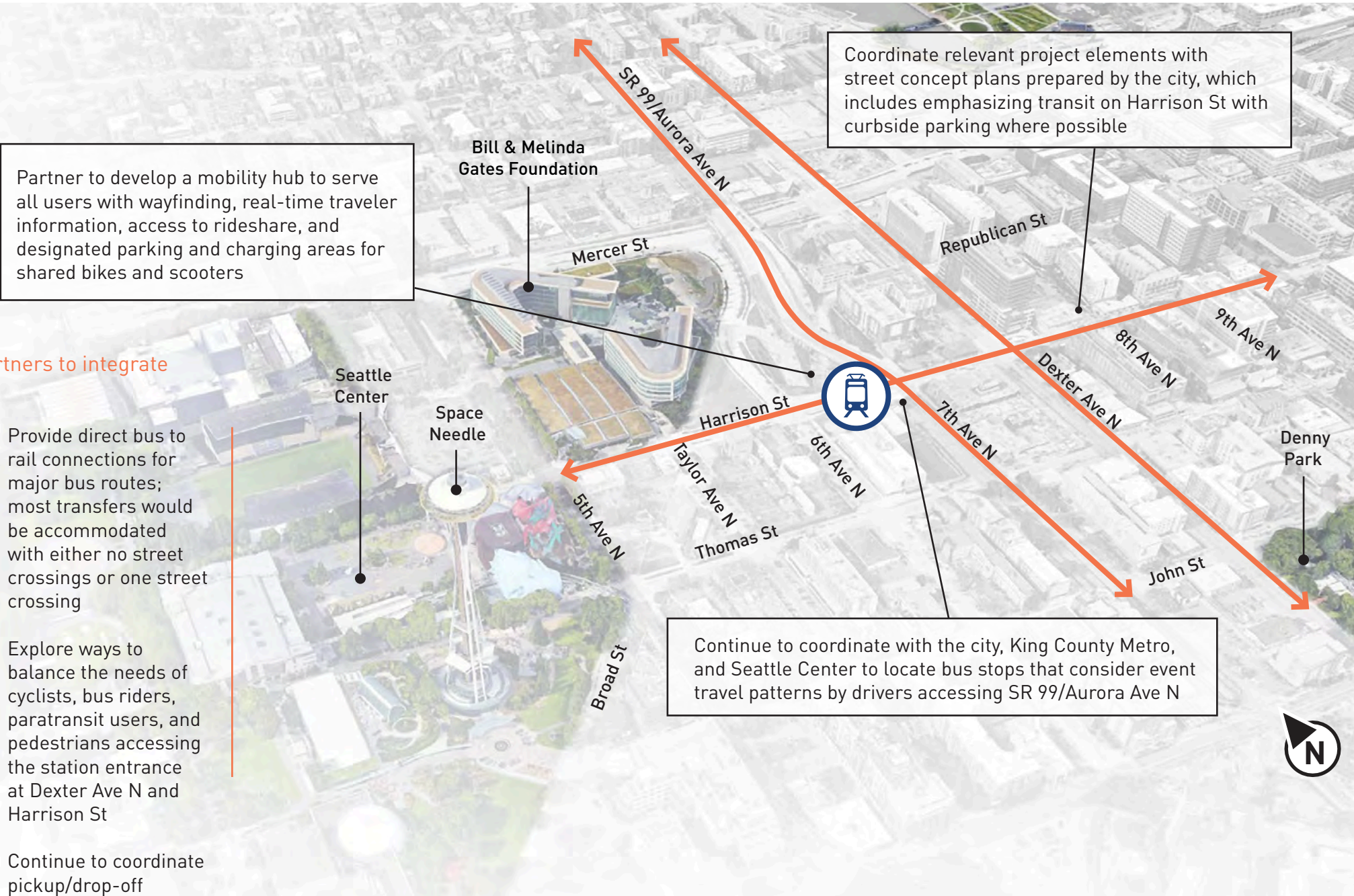
Tunnel Harrison Street Station (DT-1)

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- 1 Provide direct bus to rail connections for major bus routes; most transfers would be accommodated with either no street crossings or one street crossing
- 2 Explore ways to balance the needs of cyclists, bus riders, paratransit users, and pedestrians accessing the station entrance at Dexter Ave N and Harrison St
- 3 Continue to coordinate pickup/drop-off locations with the city and balance the desire for pickup and drop-off against limited curb space and neighborhood needs



Mobility hubs offer connections to transit as well as bike- or scooter-share options



Thoughtful design of bus stops on bike routes keeps everyone moving safely

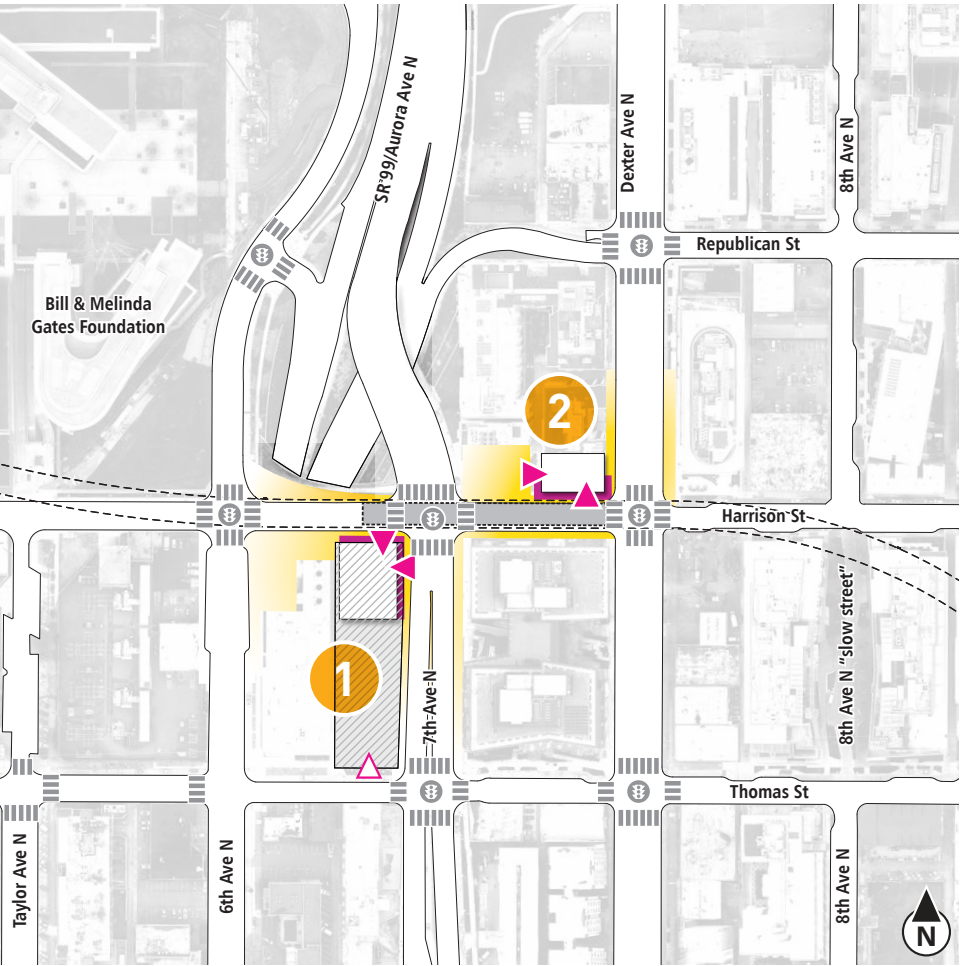
South Lake Union Station

Ballard
Link Extension

Tunnel Harrison Street Station
(DT-1)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



1 Assess potential for office use and/or equitable transit oriented development that includes mixed-use buildings with market-rate and affordable housing over ground-floor retail integrated with the station entrance

2 Explore the potential to integrate the existing alley with the station entrance plaza to better accommodate cyclists and bus transfers

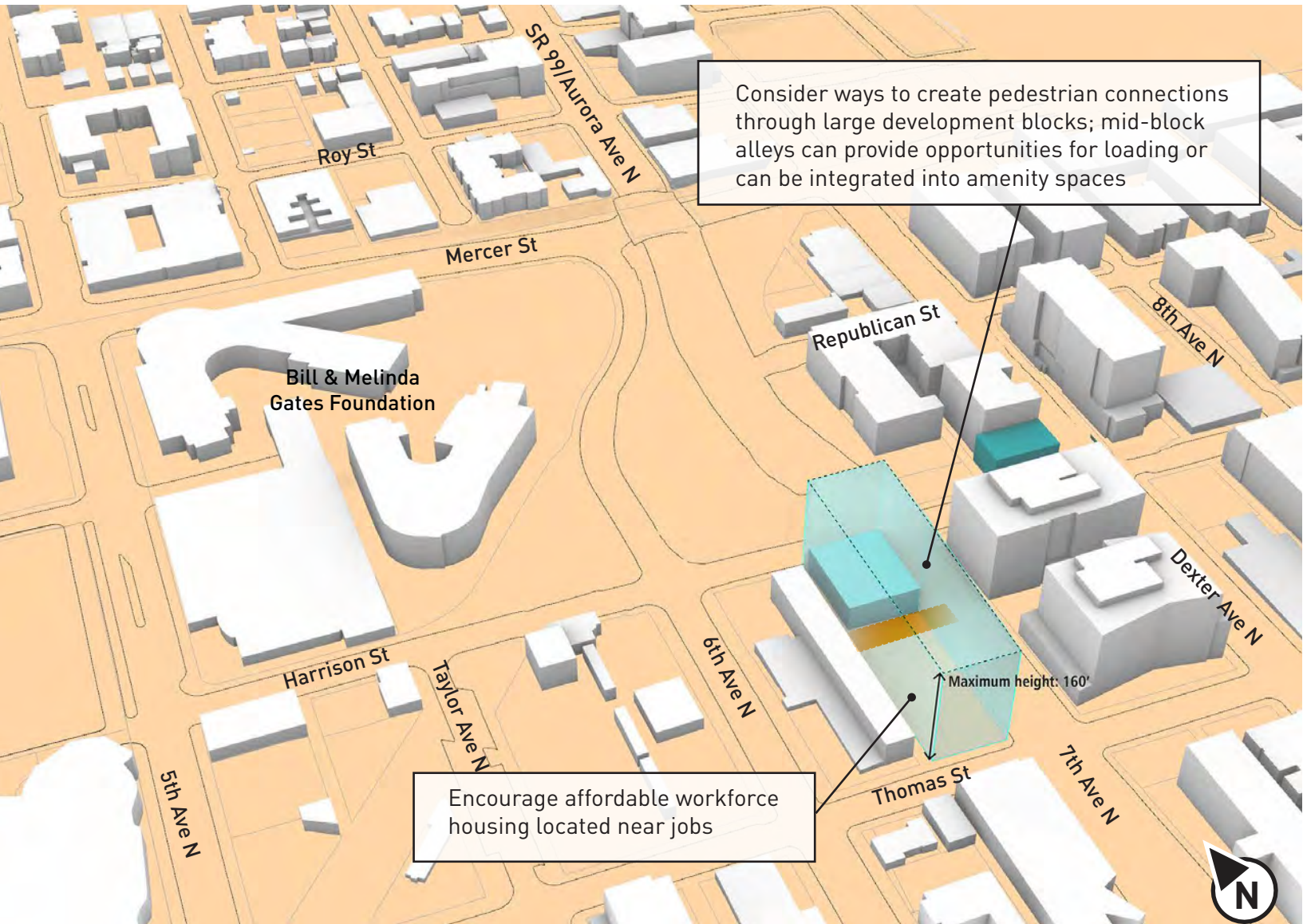
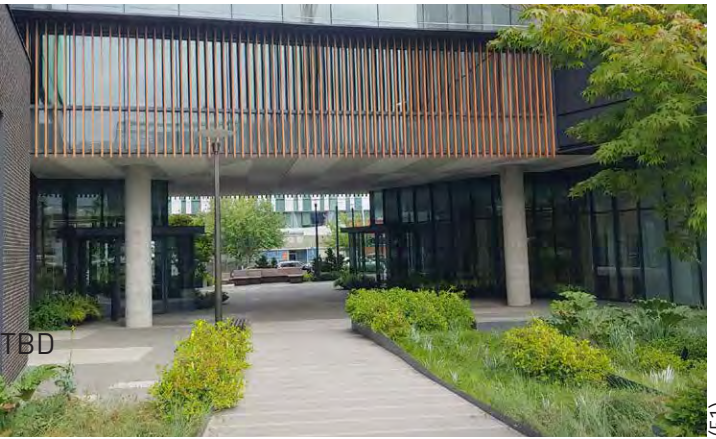


Diagram above depicts potential building envelopes based on current (2021) zoning.



Pedestrian connection integrated with development near the station



Mixed-use building with integrated station entrance

South Lake Union Station

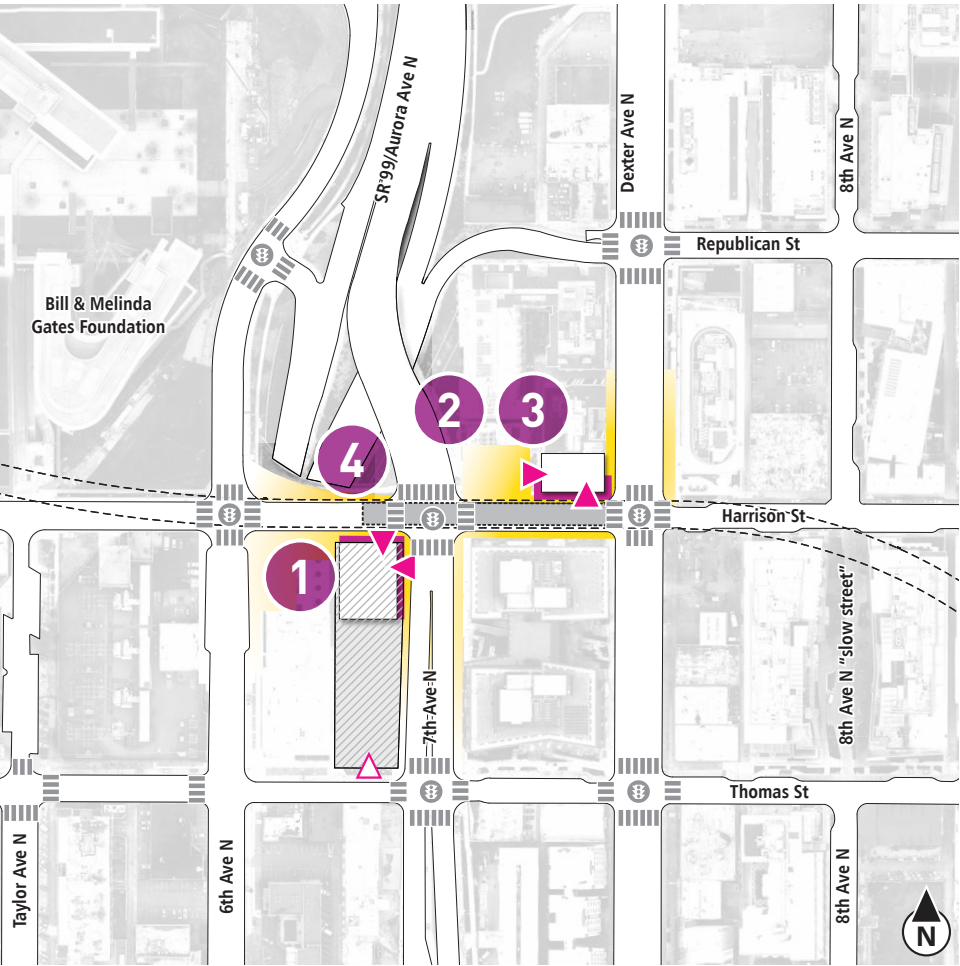
Ballard
Link Extension

Tunnel Harrison Street Station
(DT-1)

- Coordinate relevant project elements with street concept plans prepared by the city for the South Lake Union neighborhood, which include:
- Continuation of street trees, pedestrian lighting, and paving materials to match streetscape plan west of 7th Ave N
 - Space for activities such as dining, sitting, and playing along a well-landscaped 8th Ave N
 - Wide sidewalks with street trees and landscape zones where appropriate along Harrison St

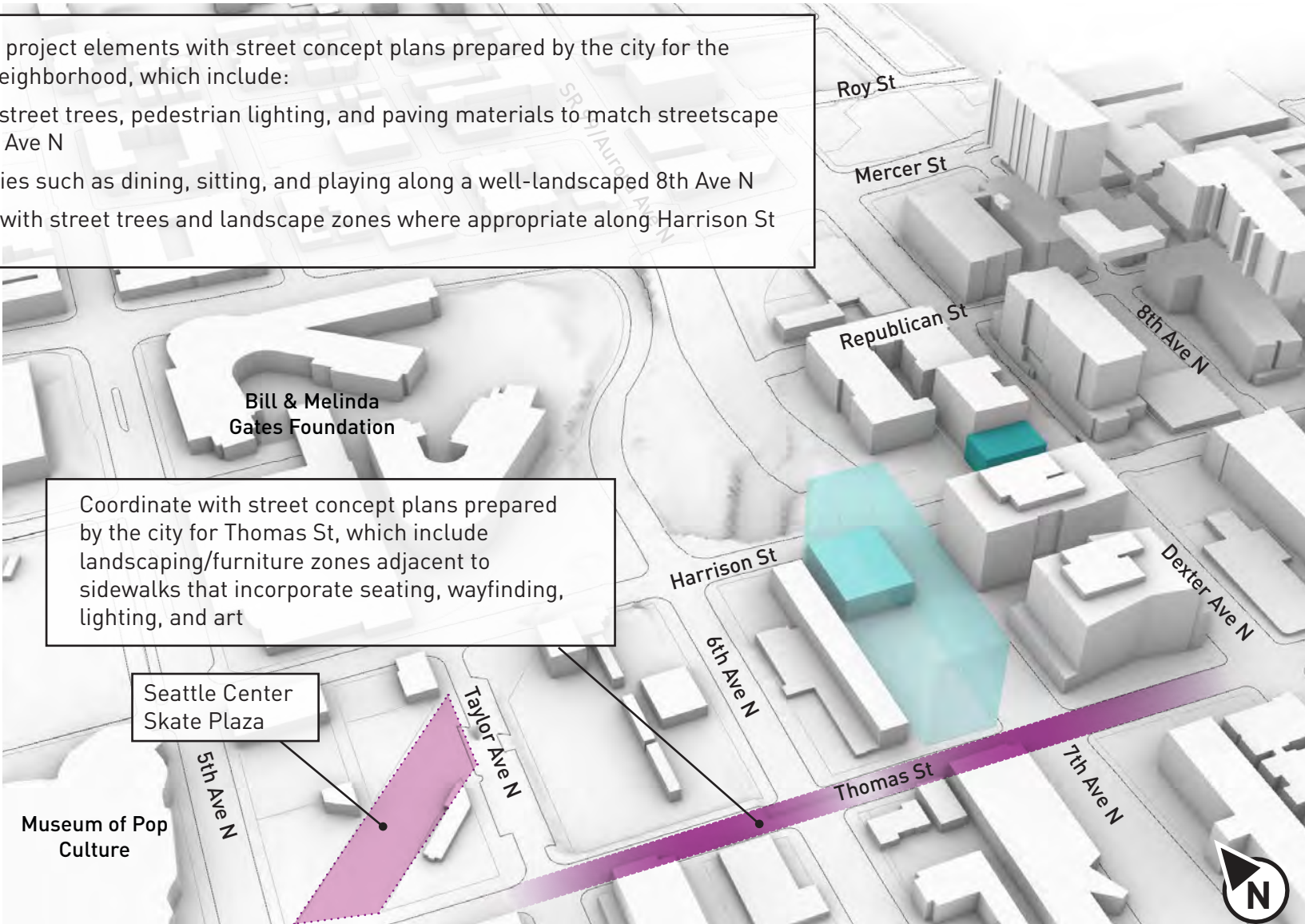
Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- Station entrance
- Potential transit oriented development (TOD)
- Entry through potential joint development
- Existing signalized intersection and/or crosswalks
- Pedestrian focused area

- 1 Leverage existing plaza to create continuity of generous public space and to accommodate potential surge volumes from events; consider matching the building frontage along the north side to help unify this block
- 2 Consider screening of plaza/open space on west side of station entrance; explore the use of sound buffering, landscaping and art
- 3 Explore the potential to close the existing alley to shift the station entrance to the west and provide generous entrance plazas on both sides with public art or other neighborhood amenities
- 4 Explore potential to widen sidewalks at the station entrances to accommodate bus bays, streetscape improvements, and space for crowds during large events at Seattle Center



Streetscape with trees, café zones, bike racks, and special paving



Seattle Center Skate Plaza near the station is a unique example of public space

South Lake Union Station

Ballard Link Extension

Tunnel Mercer Street Station (DT-2)

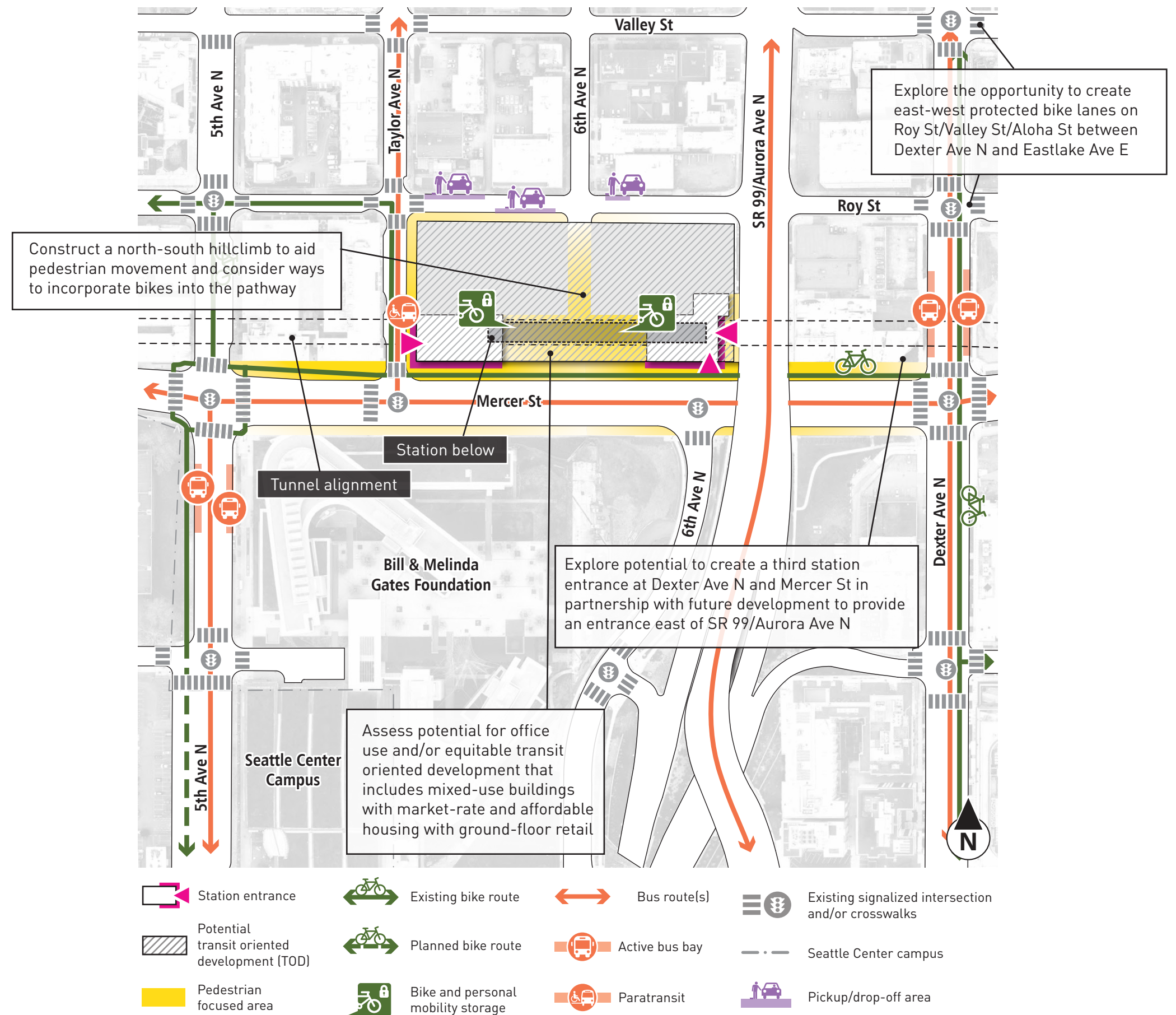
Other Alternative

Station context plan

The Tunnel Mercer Street station alternative would serve the multifamily housing on the southeast slope of Queen Anne as well as local businesses and large employers including the Bill & Melinda Gates Foundation. Both station entrances would be located on the north side of Mercer Street: one at Taylor Ave N and one at SR 99/Aurora Ave N.

Heading east of the station towards the South Lake Union neighborhood, there are generous sidewalks and protected bike lanes that connect pedestrians and cyclists to the Cheshiahud Lake Union Loop and the many amenities that South Lake Union offers. An existing bike route connecting cyclists from Dexter Ave N to Seattle Center runs in front of the station with secure bike storage planned within future development around the station.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.

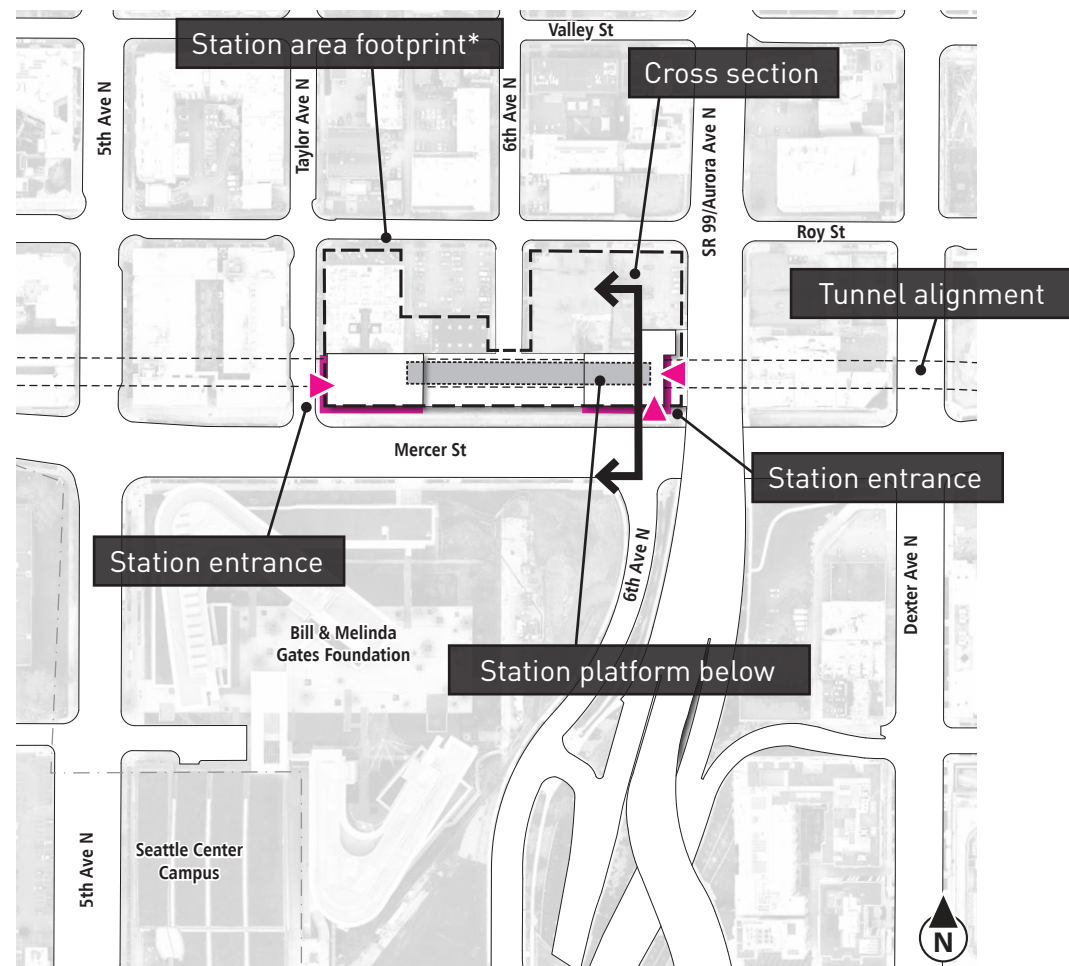


South Lake Union Station

Ballard Link Extension

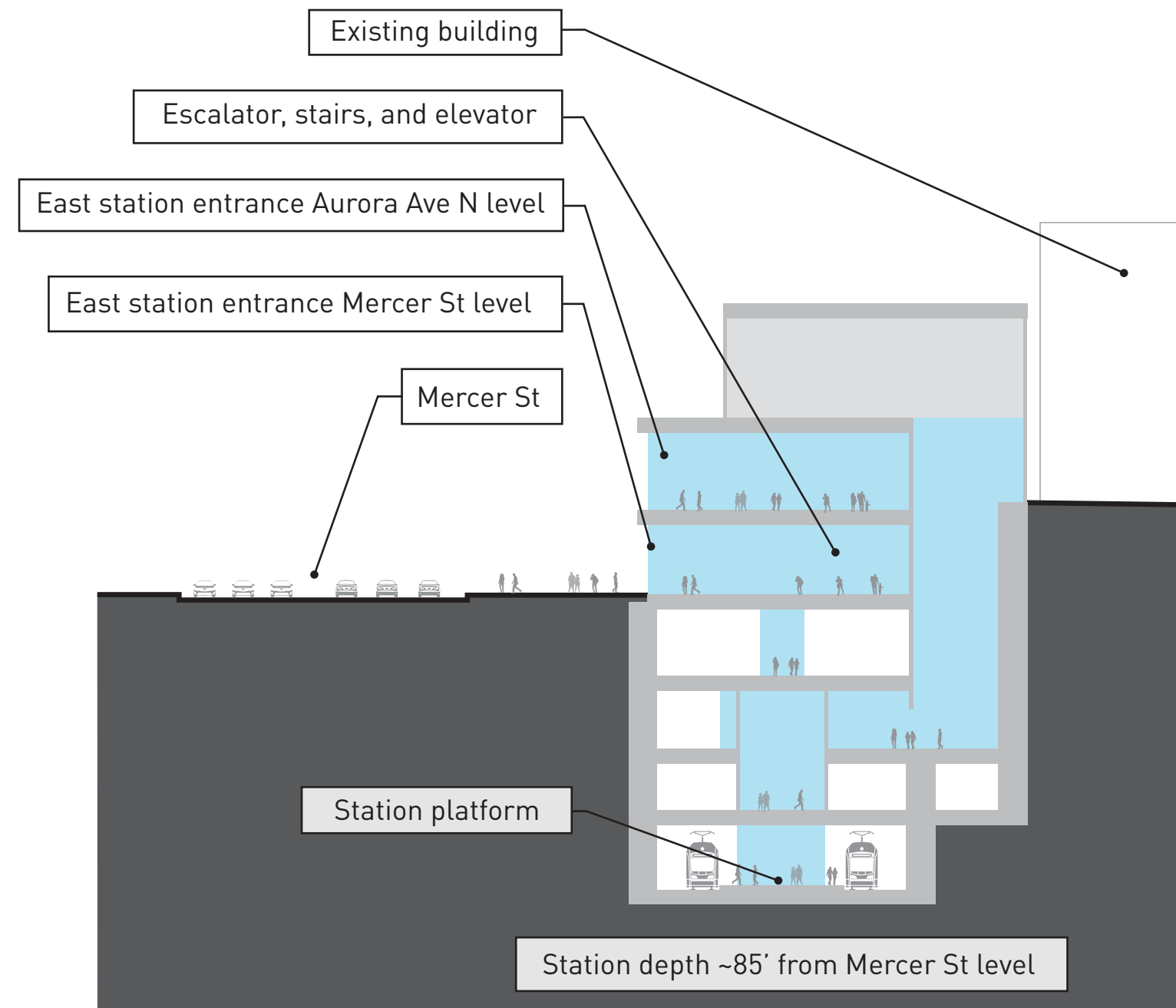
Tunnel Mercer Street Station (DT-2)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

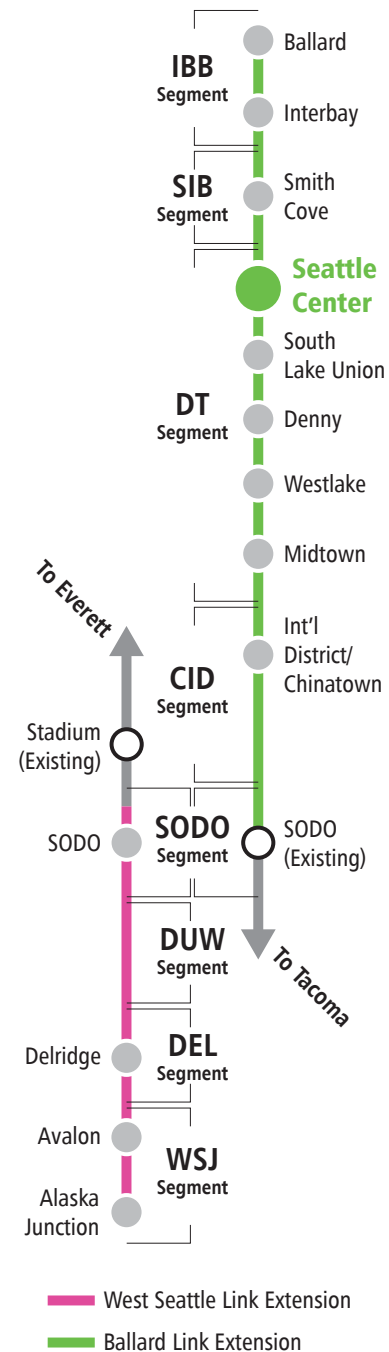
Seattle Center Station

Ballard
Link Extension

Station area context

The Seattle Center Station would serve the Seattle Center campus that includes many of the city's attractions and event venues. The mixed-use Uptown neighborhood, north and west of Seattle Center, is home to many arts and cultural venues, as well as restaurants, bars, retail shops and a variety of housing types, with the Queen Anne commercial district just a half-mile away.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the accessibility, safety and comfort, dense development, and arts and culture within this vibrant historic neighborhood.



What
we heard
so far

NEIGHBORHOOD FEEDBACK

- 1 Desire to have safe connections to the station, particularly crossing Mercer St
- 2 Riders need to have easy access with clear wayfinding to and from the station before and after events
- 3 Desire to have weather protected bike storage and transit security at the station
- 4 Connection through Seattle Center campus to other destinations is important
- 5 Enhance connection from the station to Elliott Bay Trail through W Harrison St and Thomas St Overpass
- 6 Provide safe and convenient connections from the station to Belltown neighborhood and Waterfront
- 7 Interest in denser development with retail options and housing; consider integrating station entrance into larger development
- 8 Maintain existing tree canopy and green spaces in the station area



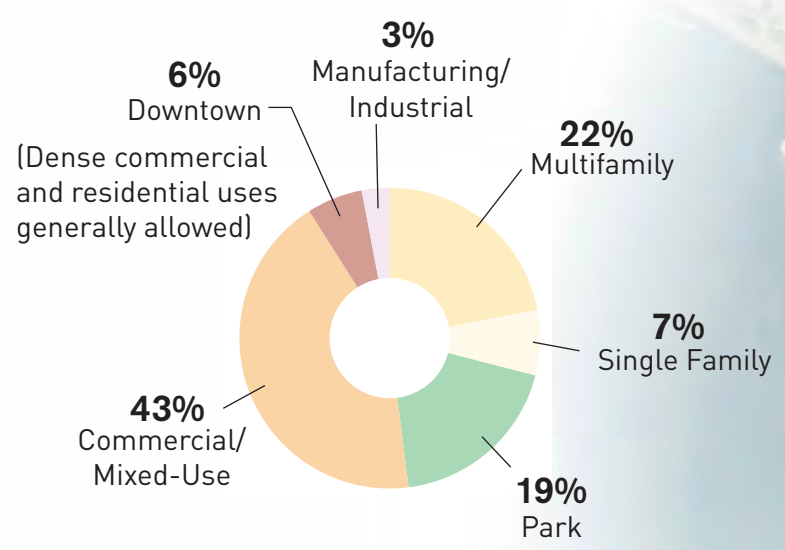
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Seattle Center Station

Ballard Link Extension

Station area context

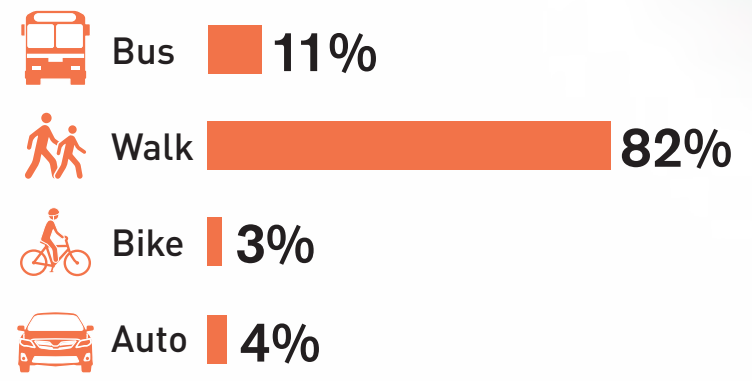
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾ 10-minute bikeshed



Living and working in ^(1,4) the station area 2040



Planning and design priorities

Planning and design priorities can help frame how a station and station area will look and function

- Provide public space in the station area to accommodate crowds during special events and prevent overcrowding at the station platform
- Explore dropped curbs at major intersections one to two blocks from station entrances to help with pedestrian flow
- Locate storage for bikes, scooters, etc. close to station entrances and bike routes; minimize conflicts with pedestrians
- Orient west station entrance towards Uptown and consider a co-development project that integrates well with the neighborhood
- Design the east station entrance to reinforce the iconic architecture on the Seattle Center campus and complement Seattle Center operations
- Explore Warren St and possibly Republican St as pedestrian-priority streets
- Encourage ways to enhance the station area as the "front door" to Seattle Center

Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar. Daily ridership does not include special event boardings.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains two alternatives for the Seattle Center Station.



Draft EIS alternatives

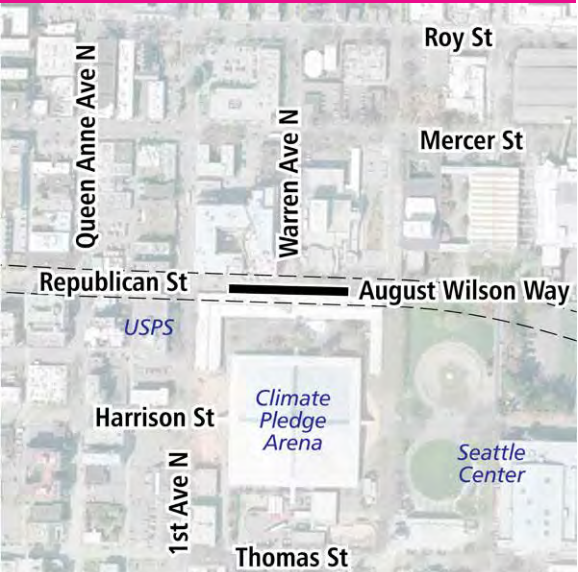
- Preferred alternative
- Other alternative

Route and station profiles

- Tunnel
- Tunnel portal

1 Preferred Alternative

See P.163

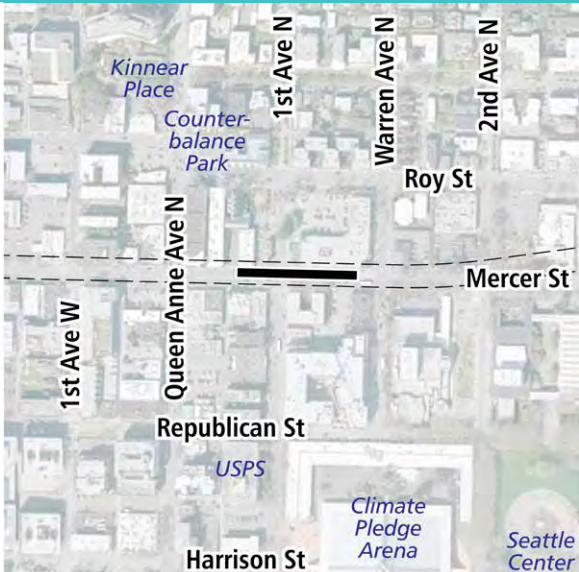


Tunnel Republican Street Station (DT-1)

Tunnel station under Republican St between Queen Anne Ave N and Seattle Center

2 Other Alternative

See P.169



Tunnel Mercer Street Station (DT-2)

Tunnel station under Mercer St between Queen Anne Ave N and Warren Ave N

Seattle Center Station

Ballard Link Extension

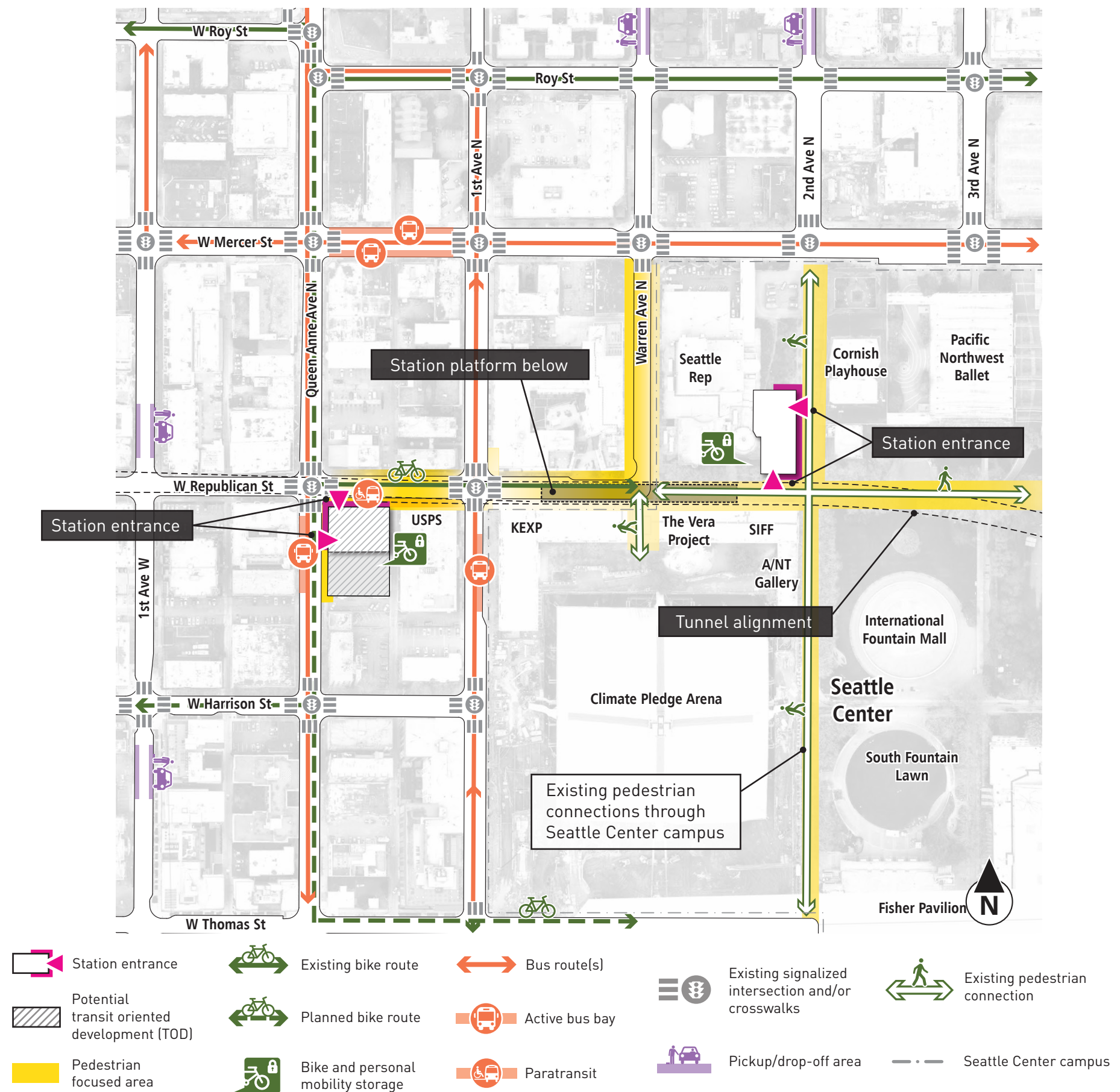
Tunnel Republican Street Station (DT-1)

Preferred Alternative

Station context plan

The Tunnel Republican Street station alternative would have one entrance on the Seattle Center campus and one entrance in Uptown at Queen Anne Ave N and Republican St. The Uptown entrance would be near buses on Queen Anne Ave N and 1st Ave N and a block away from buses on W Mercer St. The entrance located on the Seattle Center campus would provide access to many cultural and recreational venues including Seattle Rep, Pacific Northwest Ballet, Climate Pledge Arena, Seattle Center Skate Plaza, Cornish Playhouse, and the organizations sharing the historic Northwest Rooms, including AN/T Gallery, KEXP, SIFF, and the Vera Project. It may be possible to orient the station entrances towards Seattle Center and the Uptown neighborhood to integrate the entrances into the surrounding area.

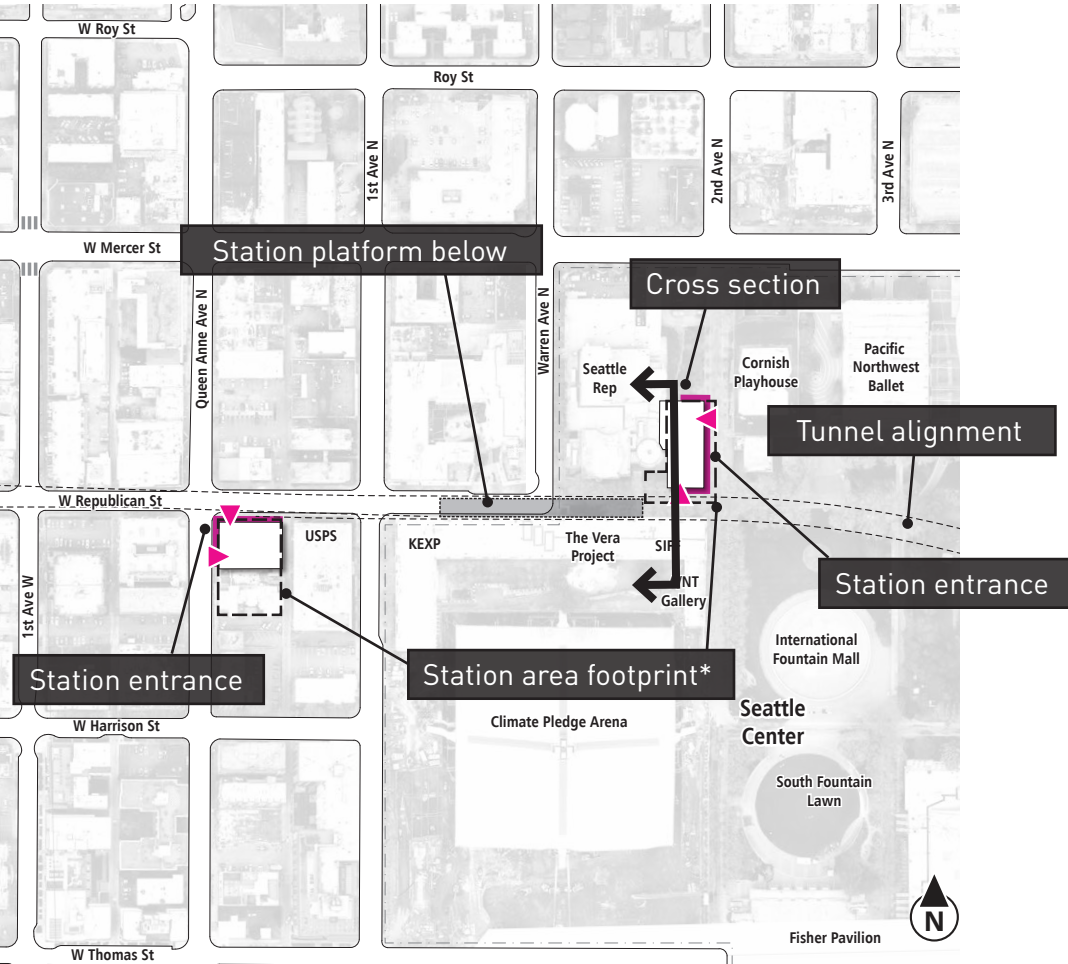
During special events, Warren Ave N and W Republican St could be transformed into festival streets with food trucks and buskers to entertain crowds coming and going from Seattle Center. The city's planned bike network—when completed—will provide access to Queen Anne and Uptown as well as the Seattle Waterfront via Thomas St.



Seattle Center Station Ballard Link Extension

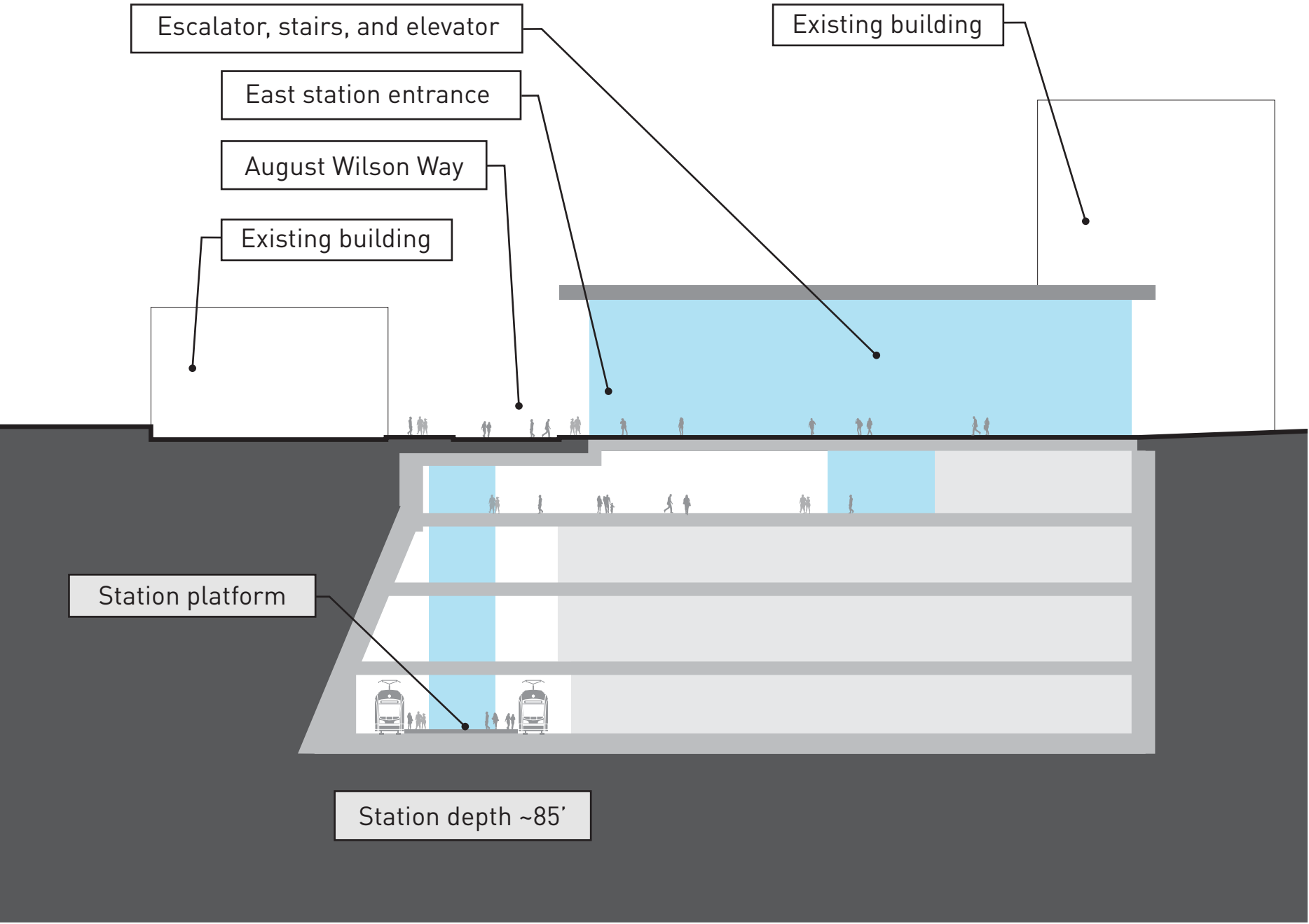
Tunnel Republican Street
Station (DT-1)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

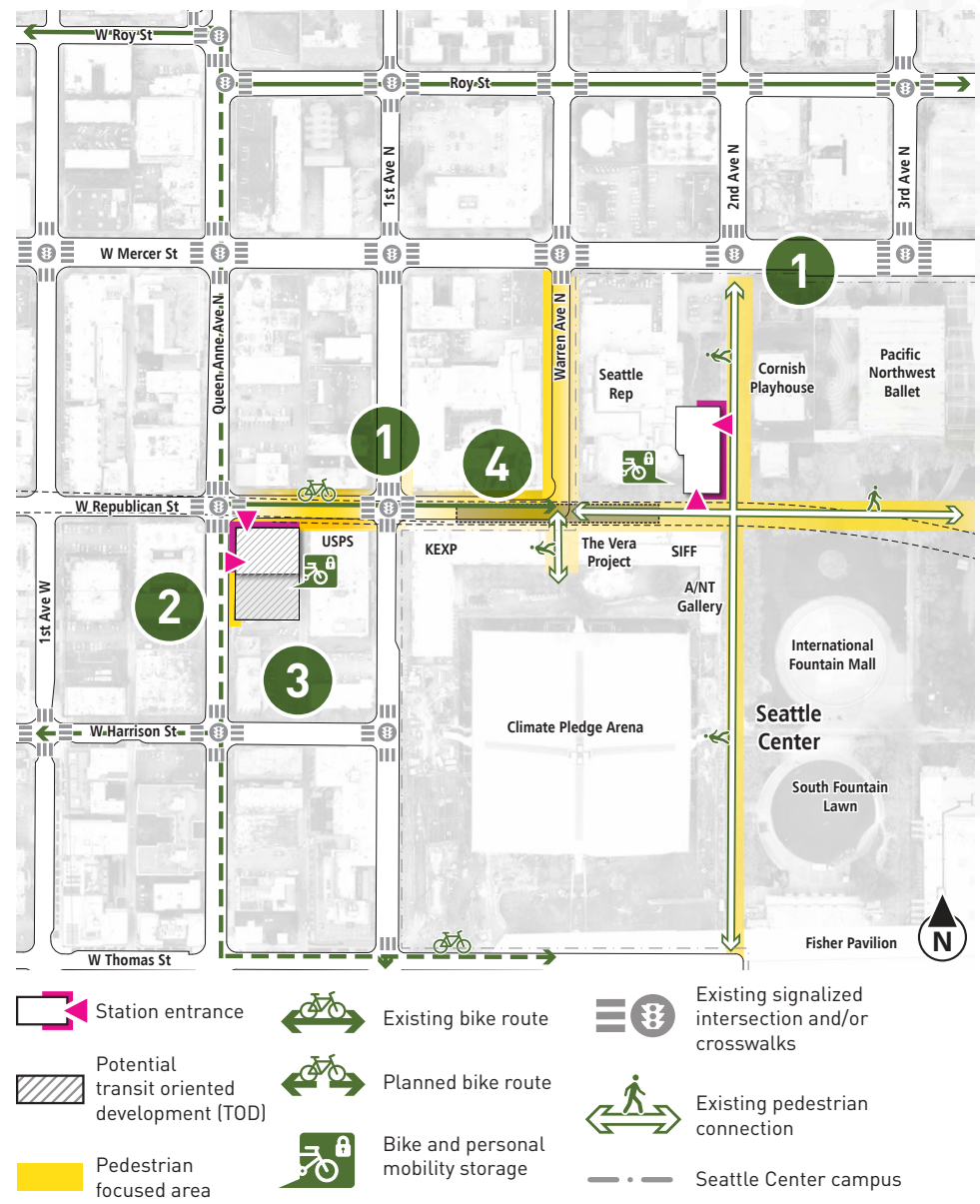
Seattle Center Station

Ballard Link Extension

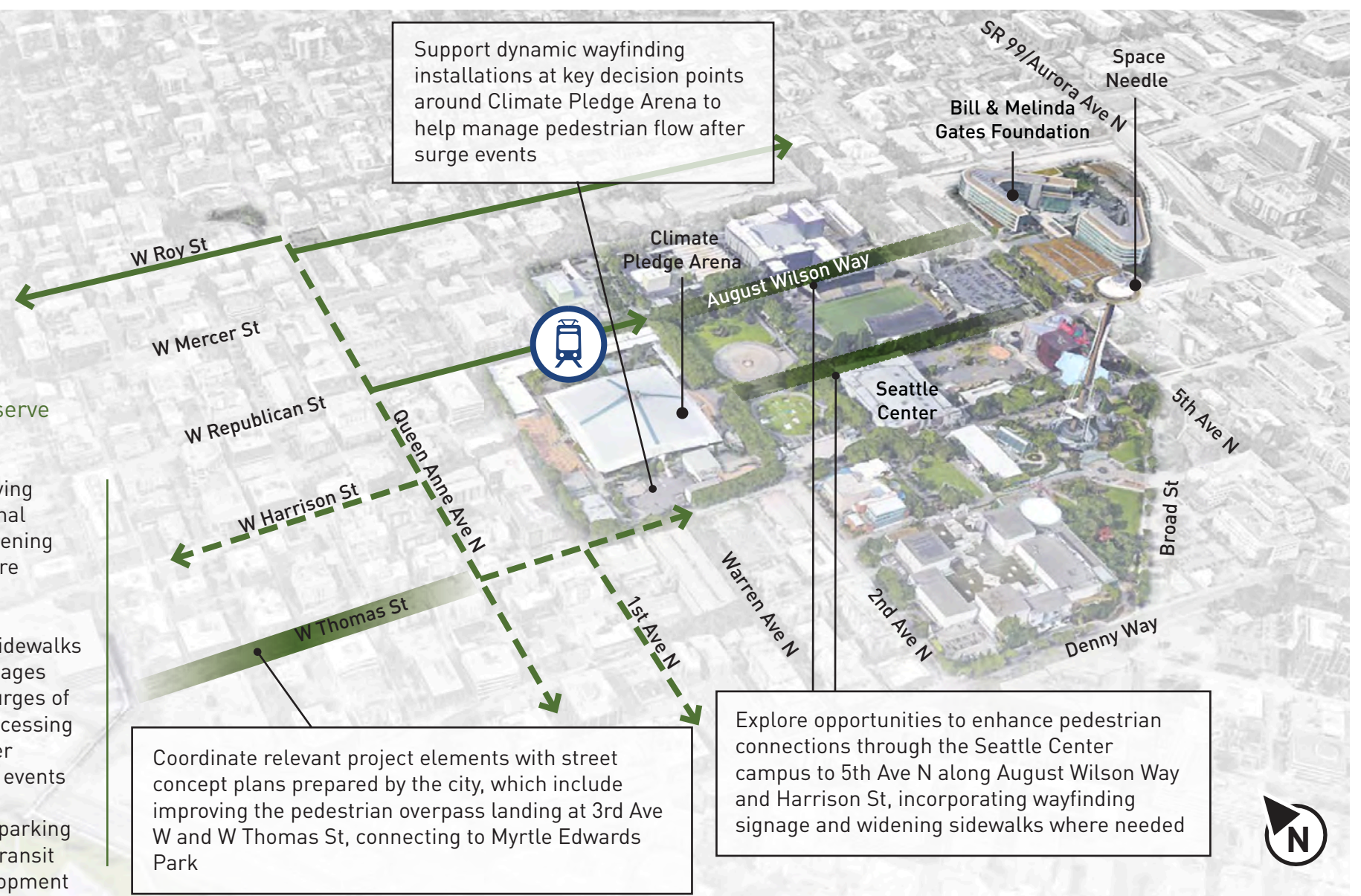
Tunnel Republican Street Station (DT-1)

Walking, biking, and rolling to the station

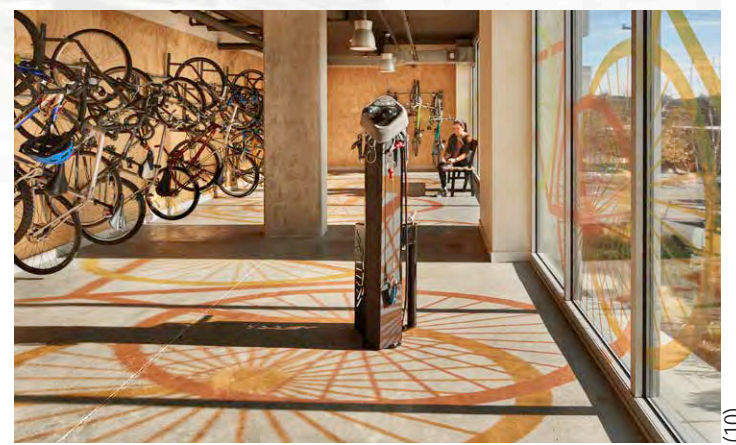
Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Explore improving pedestrian signal timing and widening sidewalks where feasible
- 2 Provide wide sidewalks at station frontages and plan for surges of pedestrians accessing the station after Seattle Center events
- 3 Integrate bike parking into potential transit oriented development adjacent to the west station entrance
- 4 Consider designing W Republican St and Warren Ave N as “slow streets” that prioritize pedestrians and cyclists while allowing local vehicle access and Seattle Center loading; consider closing the street to all vehicles during festivals or large events



“Slow streets” offer flexible space during events and pedestrian- and bike-friendly space year-round



Bike storage can be standalone or integrated into future development

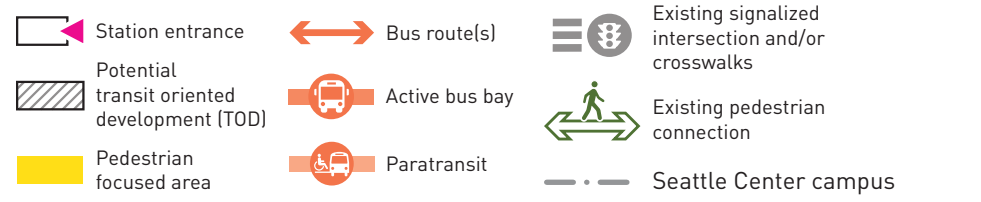
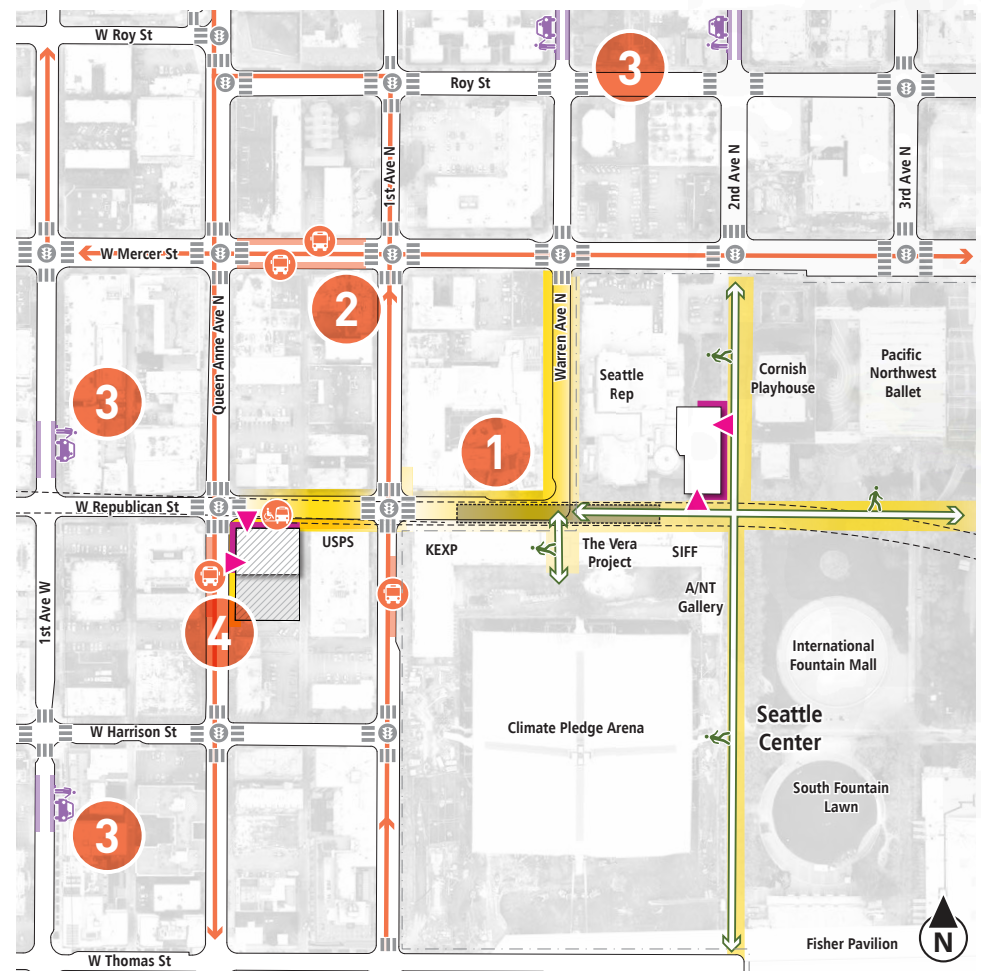
Seattle Center Station

Ballard Link Extension

Tunnel Republican Street Station (DT-1)

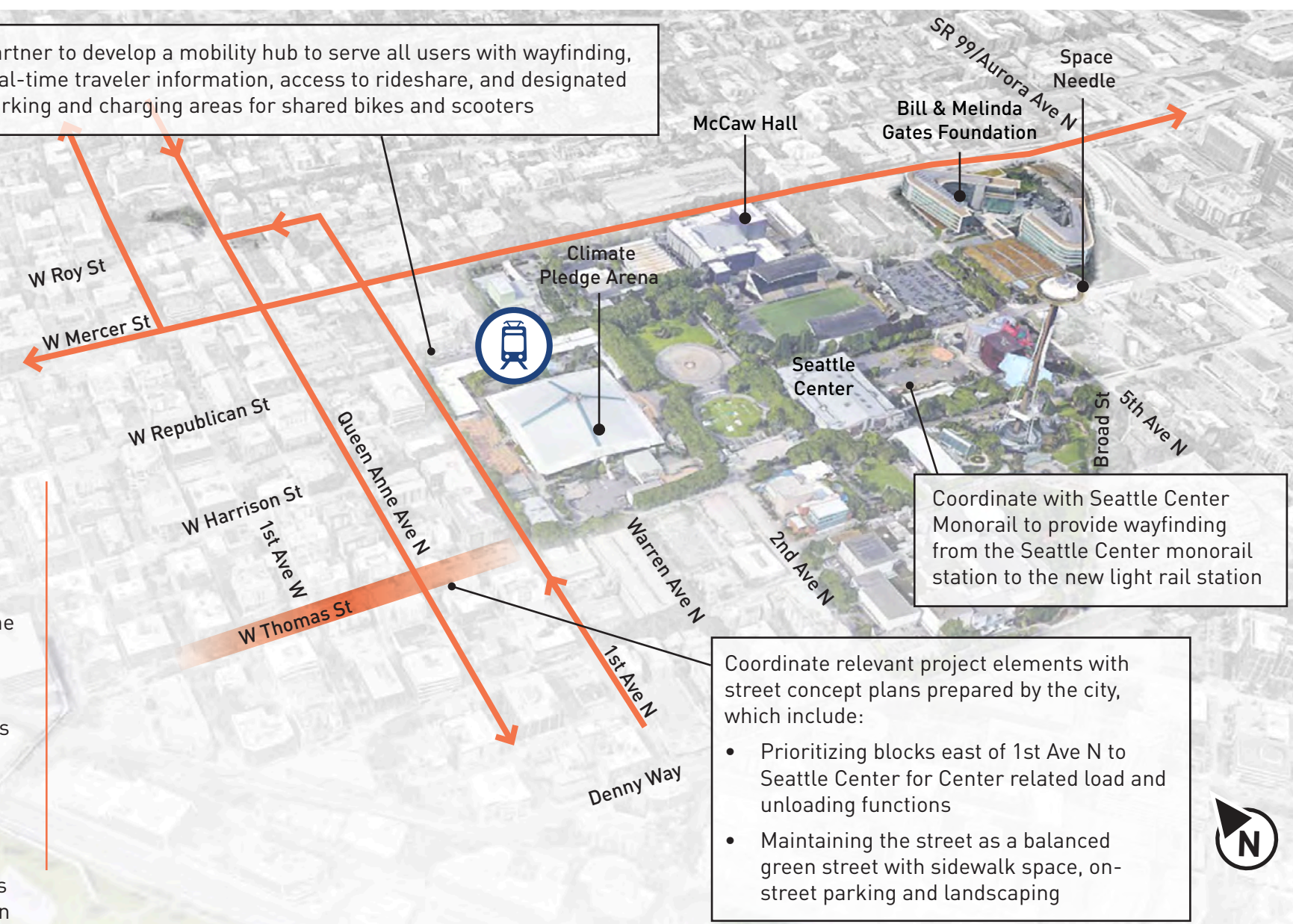
Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- 1 Coordinate loading and unloading needs for Seattle Center with pedestrian and bike access between Seattle Center and the station to minimize conflicts
- 2 Partner with agencies to provide wayfinding signage for riders transferring to light rail from buses on Mercer St and from pickup/drop-off areas north of Roy St and on 1st Ave W
- 3 Continue to coordinate pickup/drop-off areas with the city; strategically site locations away from Seattle Center to reduce congestion during special events
- 4 Coordinate bus stops and bike lanes on Queen Anne Ave N at west station entrance to minimize conflicts

Partner to develop a mobility hub to serve all users with wayfinding, real-time traveler information, access to rideshare, and designated parking and charging areas for shared bikes and scooters



- Coordinate relevant project elements with street concept plans prepared by the city, which include:
- Prioritizing blocks east of 1st Ave N to Seattle Center for Center related load and unloading functions
 - Maintaining the street as a balanced green street with sidewalk space, on-street parking and landscaping



Mobility hubs offer connections to transit as well as bike- or scooter-share options



Integrated system signage helps passengers make connections between light rail, bus, and other public transit systems

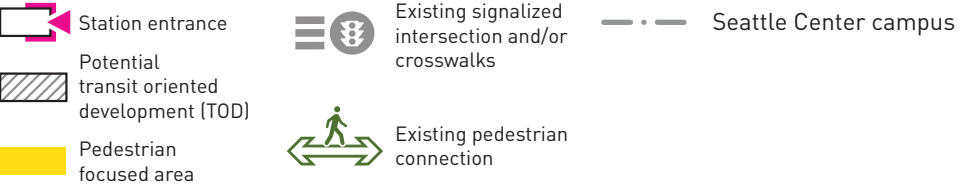
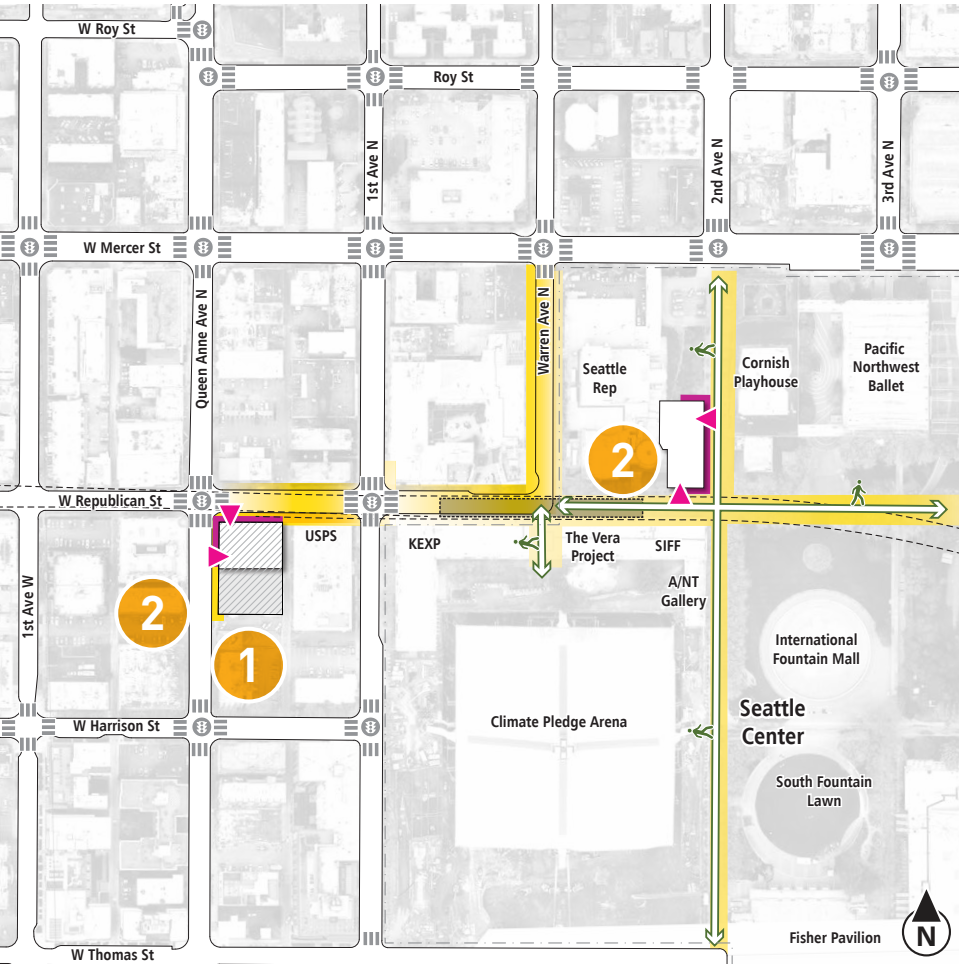
Seattle Center Station

Ballard Link Extension

Tunnel Republican Street Station (DT-1)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Explore integrating the station entrance into a mixed-use transit oriented development project with wide sidewalks, overhead protection, and landscaping
- 2 Consider ways to better orient station entrances towards Seattle Center and the Uptown neighborhood and integrate station entrances into the surrounding area

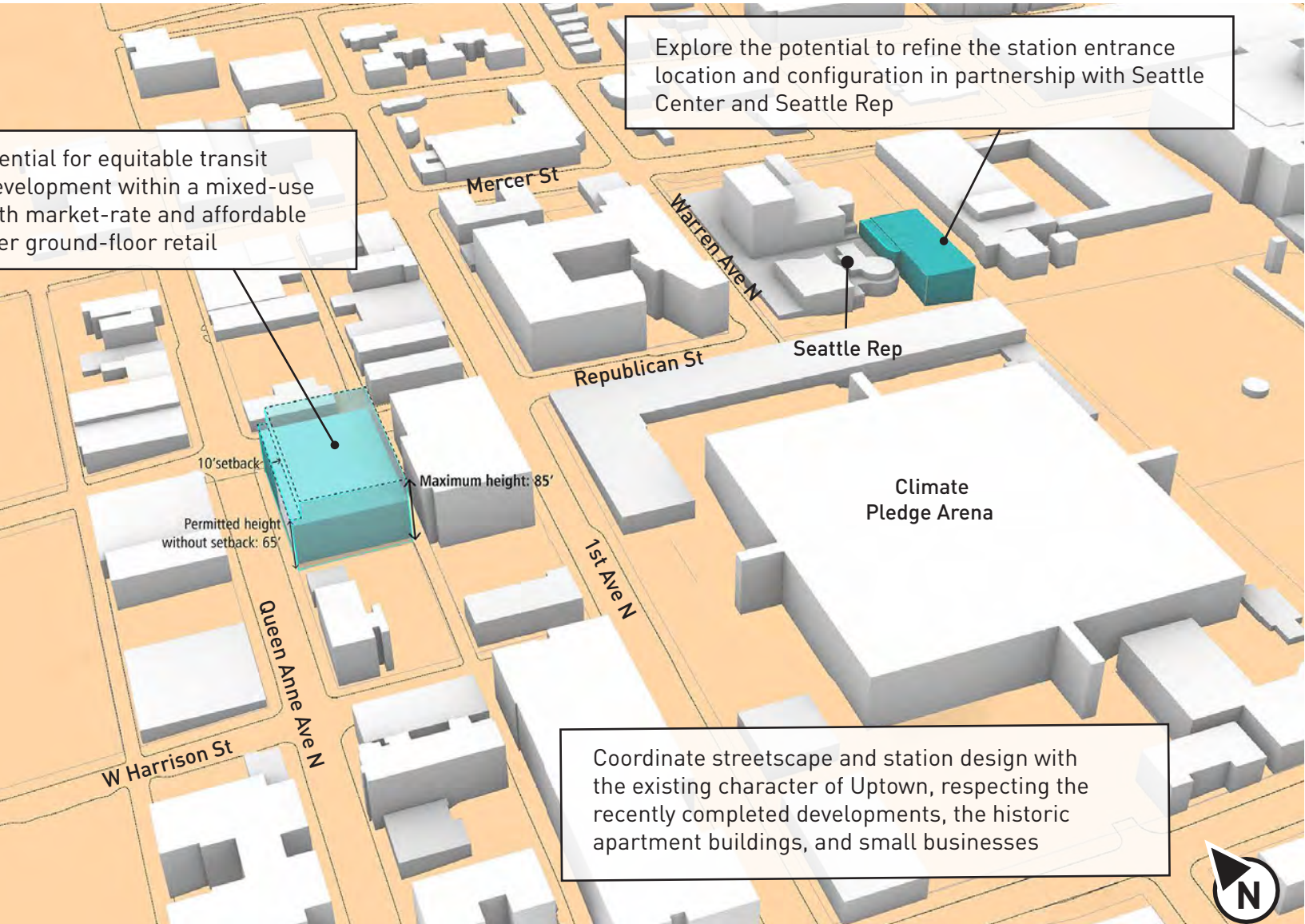
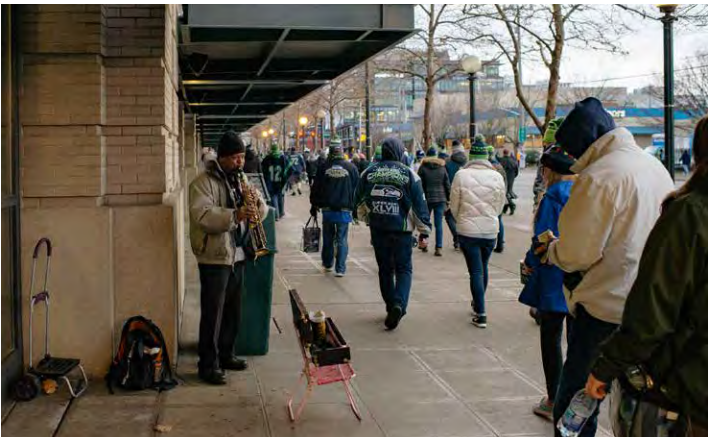


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/
Mixed-Use



(21)



(29)

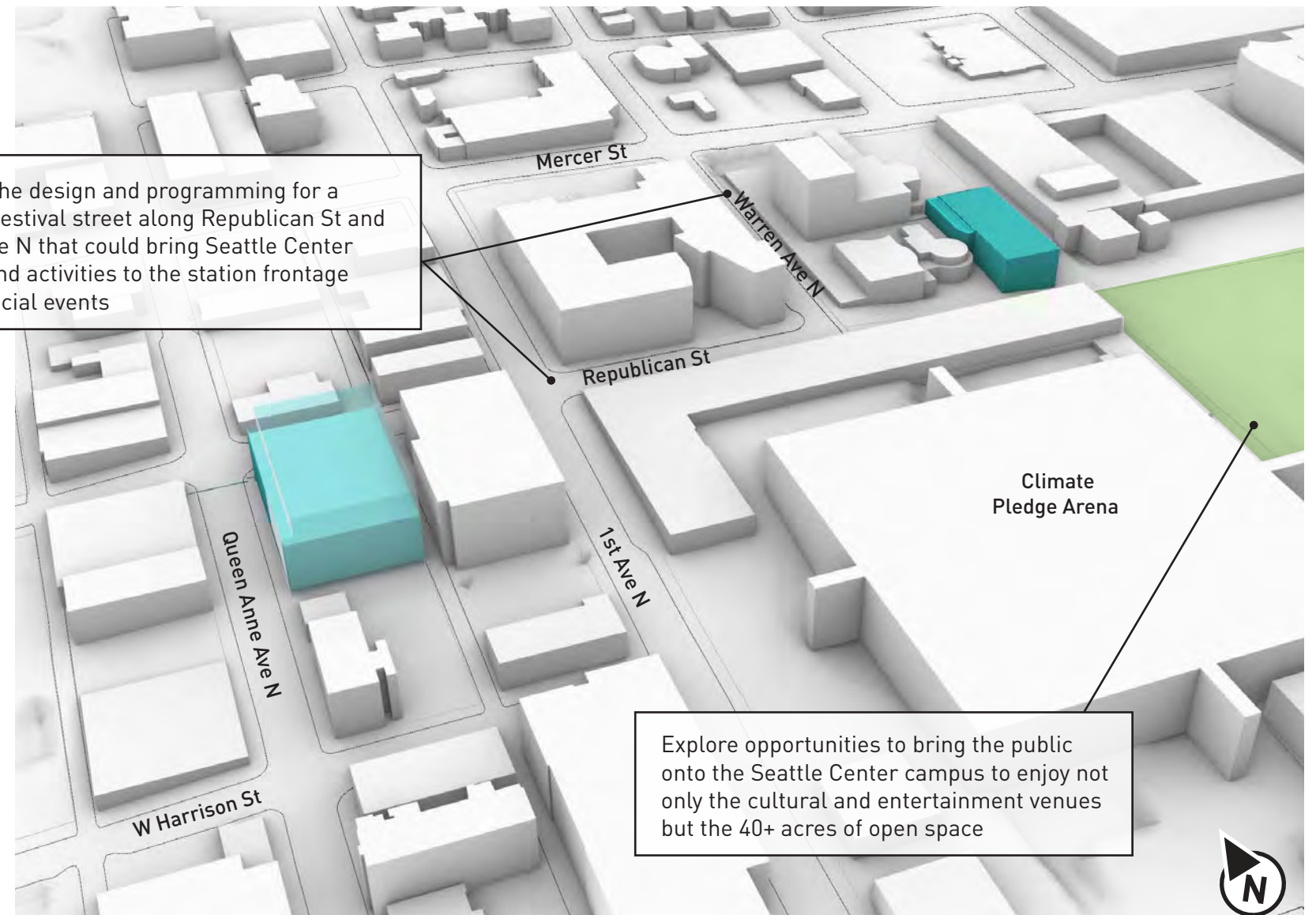
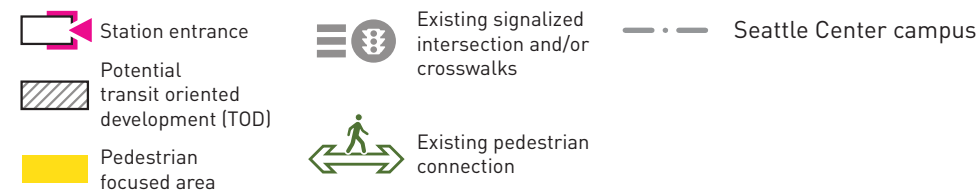
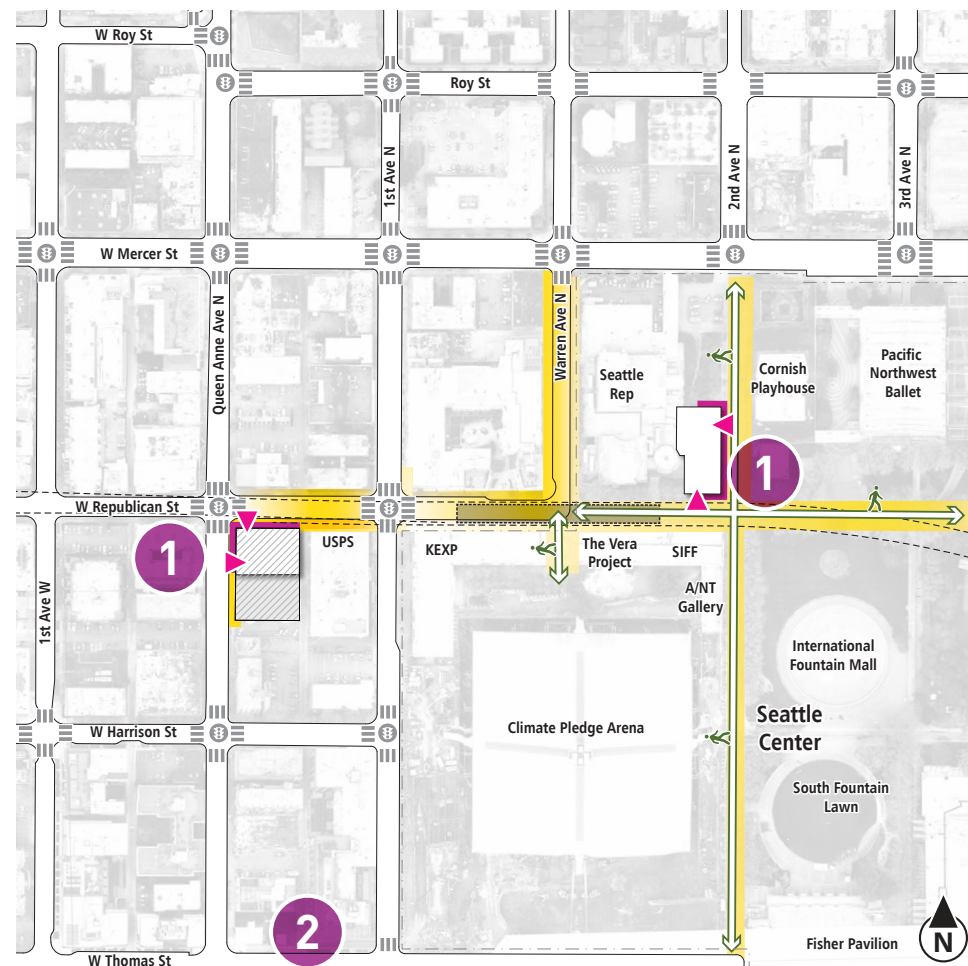
Seattle Center Station

Ballard Link Extension

Tunnel Republican Street Station (DT-1)

Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



Consider the design and programming for a proposed festival street along Republican St and Warren Ave N that could bring Seattle Center features and activities to the station frontage during special events

Climate Pledge Arena

Explore opportunities to bring the public onto the Seattle Center campus to enjoy not only the cultural and entertainment venues but the 40+ acres of open space

1 Encourage building frontages that are inviting and lively; focus on pedestrian scale for building and streetscape design in the station area that is compatible with the existing context and provides adequate space for people to linger while accommodating surge flows from arena events

2 Coordinate relevant project elements with street concept plans prepared by the city, which include a wide planting strip between the curb and sidewalk with distinctive large trees and curb bulbs at street corners where feasible



Building frontages that are active and lively invite people to linger



Outdoor dining on a festival street helps to slow and accommodate crowds before and after events

Seattle Center Station

Tunnel Mercer Street Station (DT-2)

Other Alternative

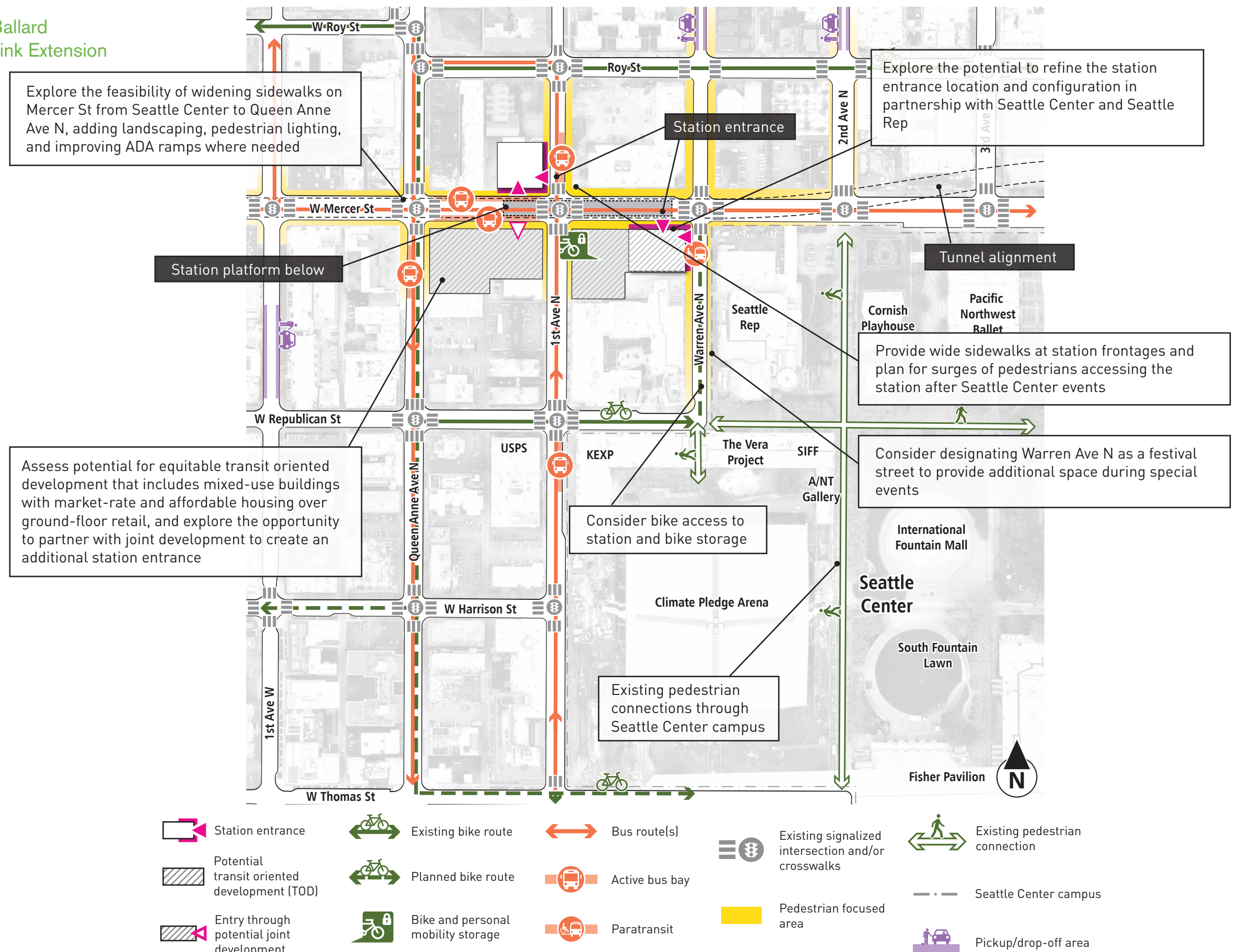
Ballard Link Extension

Station context plan

The Tunnel Mercer Street station alternative would have two entrances on Mercer St. The entrance at Warren Ave N and Mercer St would be across the street from the northwest corner of Seattle Center. The entrance on 1st Ave N and Mercer St would be closest to the stops for buses that connect with Queen Anne.

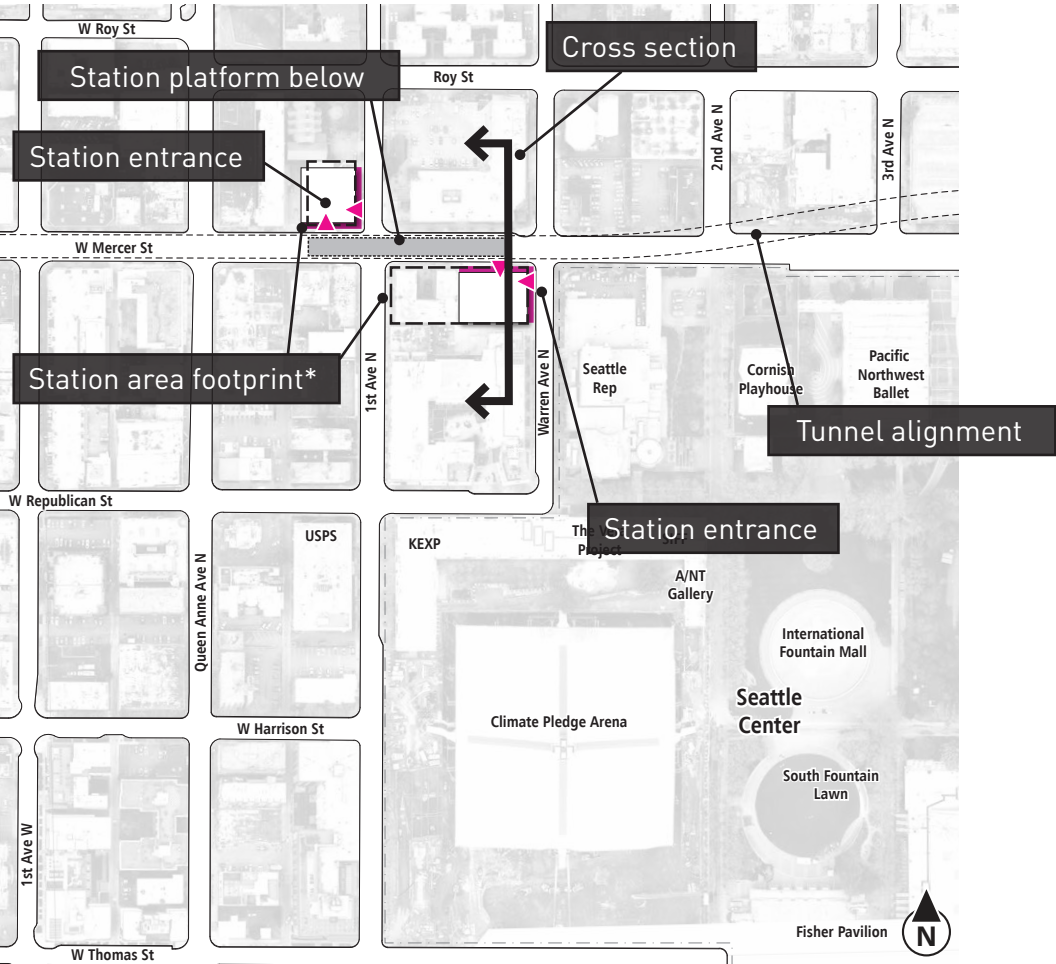
Mercer St today is a busy arterial with narrow sidewalks. A light rail station could be a catalyst for pedestrian improvements to intersections and sidewalks in the station area and could spur transit oriented development with potential for market-rate and affordable housing over ground-floor retail. The city's planned bike network—when completed—will provide access to Queen Anne and Uptown, as well as the Seattle Waterfront via Thomas St.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.



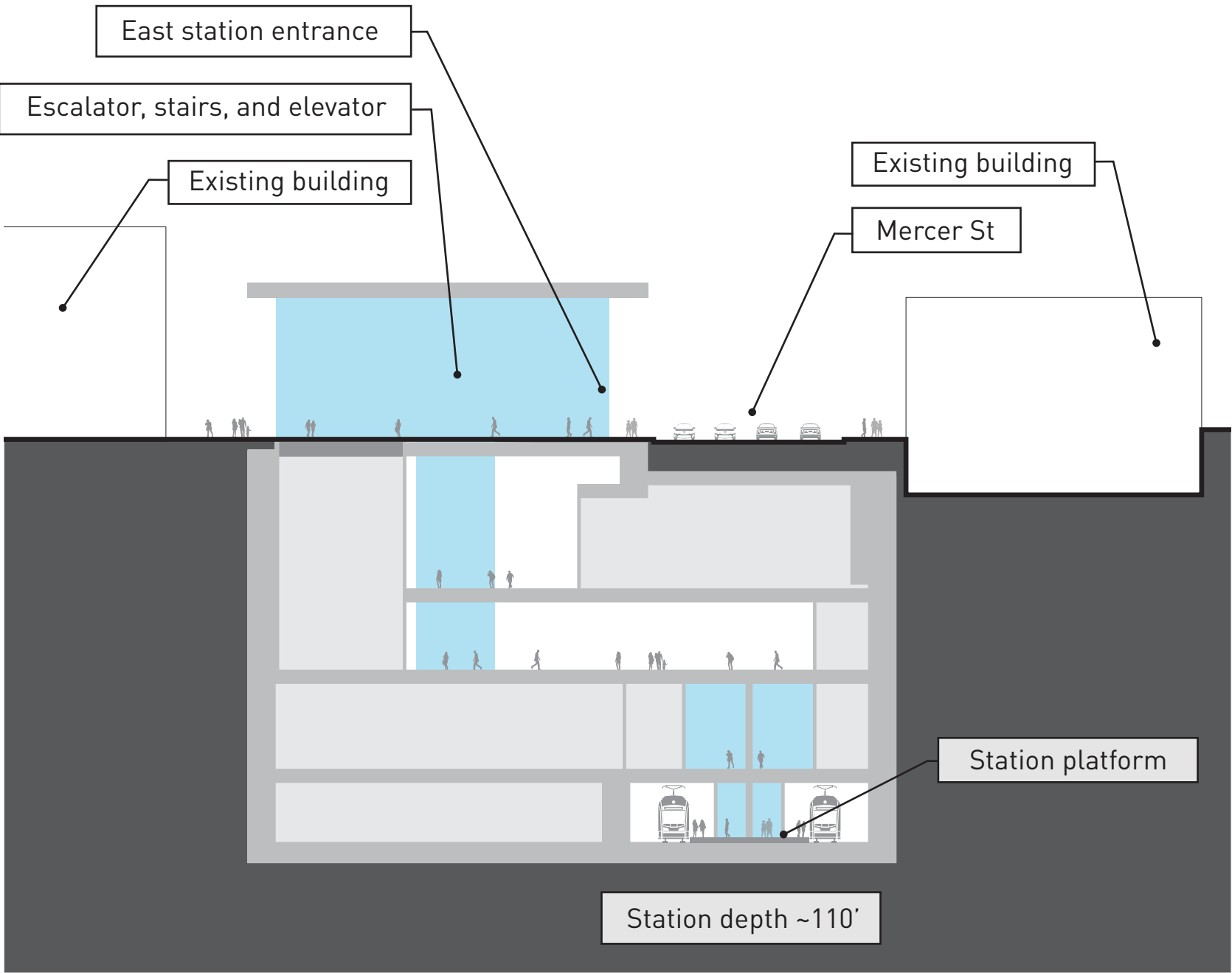
Tunnel Mercer Street Station
(DT-2)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

Smith Cove Station

Ballard Link Extension

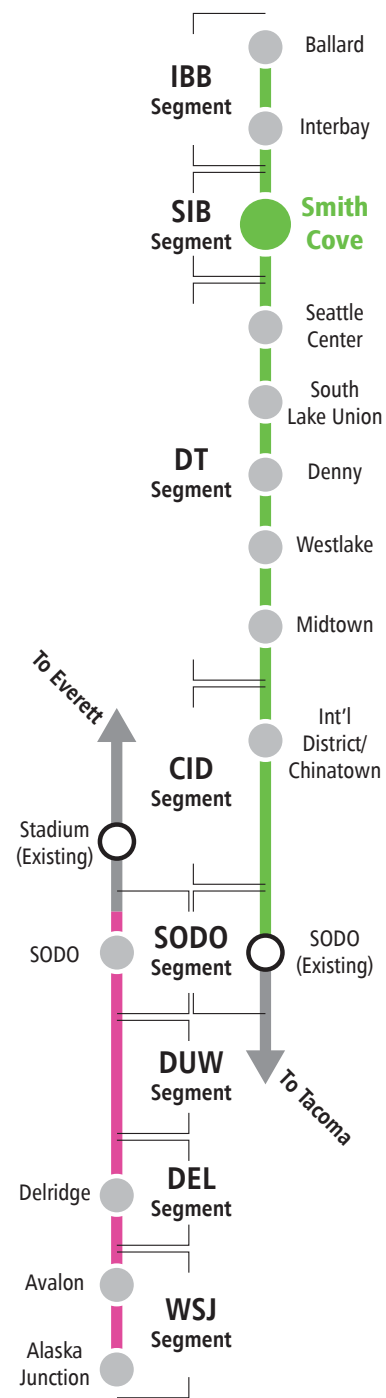
Station area context

Bounded by Interbay and the Magnolia Bridge to the north, Smith Cove runs along the coastline between Elliott Bay Marina in the northwest to Myrtle Edwards Park in the southeast. The area north of Smith Cove, on the filled in tide flats, is home to Port of Seattle Piers 90 and 91 (including the Cruise Terminal), Elliott Bay Marina, Smith Cove Park, and Expedia International Headquarters.

The 25-acre Interbay Armory site north of the Magnolia Bridge, currently owned by Washington state, may eventually be redeveloped to include a mix of uses such as industrial, office, and makerspaces. The City of Seattle has studied

options for replacing the Magnolia Bridge but has yet to determine the bridge's type, size, or location. These projects, as well as the proposed light rail station, would transform the area in the future.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the industry and jobs in the area, tourism generated by the cruise terminal, and the existing and planned bike connections.



What we heard so far

NEIGHBORHOOD FEEDBACK

- 1 Integrate station with the surrounding neighborhood and with multiple modes of transportation
- 2 Interest in additional development/attractions in the neighborhood
- 3 Improve connections to and between public spaces and to the waterfront
- 4 Improve and enhance Elliott Bay Trail connection
- 5 Enhance connection to/from Queen Anne neighborhood
- 6 Design new Magnolia Bridge to support connectivity and development
- 7 Provide safe and convenient connection across Elliott Ave W and BNSF tracks
- 8 Capitalize on publicly-owned land to draw more jobs and people to the area



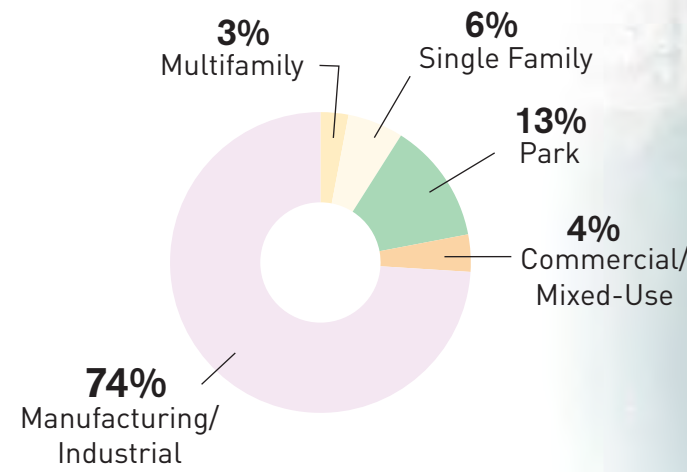
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Smith Cove Station

Ballard Link Extension

Station area context

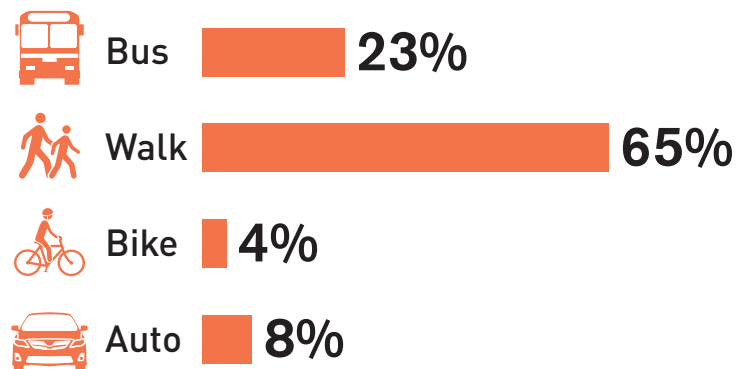
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area 2040 ^(1,4)



Planning and design priorities

Planning and design priorities can help frame how a station and station area will look and function

- Provide a well-integrated multi-modal system that connects the station to nearby employment hubs, including Pier 91, Expedia, and other businesses
- Create comfortable and convenient crossings and access along Elliott Ave W
- Address infrastructure barriers that limit access to nearby destinations
- Prioritize access for bikes, pedestrians, and bus transfers at the station
- Balance freight and vehicular movement on 15th Ave W and Elliott Ave W with multi-modal access to the station
- With other agencies, coordinate the multiple infrastructure investments planned near the station
- Coordinate development and land use proposals in the larger station area with the station design and associated potential transit oriented development

Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

Smith Cove Station

Ballard Link Extension

Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains three alternatives for the Smith Cove Station.



Draft EIS alternatives

- Preferred alternative
- Other alternatives

Route and station profiles

- Elevated
- At-grade
- Retained cut
- Tunnel
- Tunnel portal

1 Preferred Alternative

See P.174



Elevated Galer Street Station (SIB-1)

Elevated station on the west side of Elliott Ave W straddling W Galer St

2 Other Alternative

See P.180



Elevated Prospect Street Station (SIB-2)

Elevated station on the east side of Elliott Ave W at W Prospect St

3 Other Alternative

See P.182



Retained Cut Prospect Street Station (SIB-3)

Below-grade station on the east side of Elliott Ave W at W Prospect St

Smith Cove Station

Ballard Link Extension

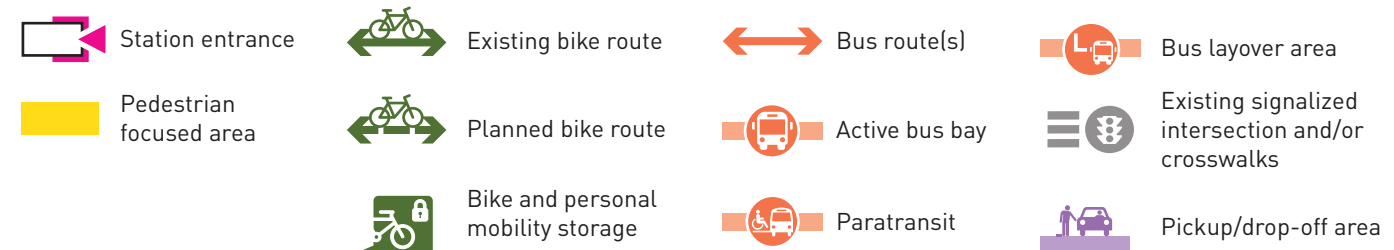
Elevated Galer Street Station (SIB-1)

Preferred Alternative

Station context plan

The Elevated Galer Street station alternative would serve residents of South Magnolia and West Queen Anne as well as Expedia campus employees and cruise terminal passengers. The immediate station area is dominated by auto-oriented uses along Elliott Ave W, which is a busy arterial and major freight corridor, but the station location on the west side of Elliott Ave W offers locals and tourists alike easy access to nearby destinations, such as Centennial Park and the popular Elliott Bay Trail.

Marine and railroad uses along with topography constrain the station area; however, the Expedia campus and the thriving commercial development north of the Magnolia Bridge could be joined by the potential redevelopment of the Interbay Armory site, creating a unique opportunity for this station to serve a wide range of users.

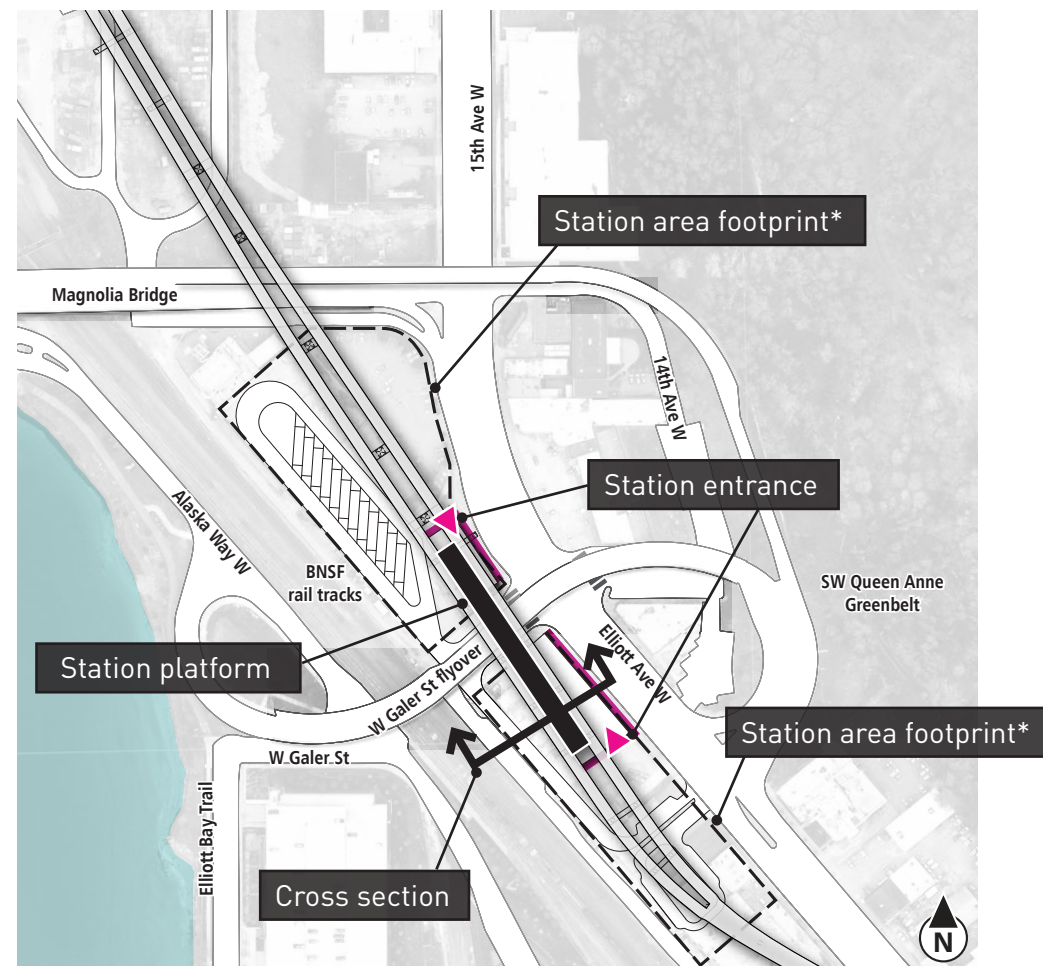


Smith Cove Station

Ballard Link Extension

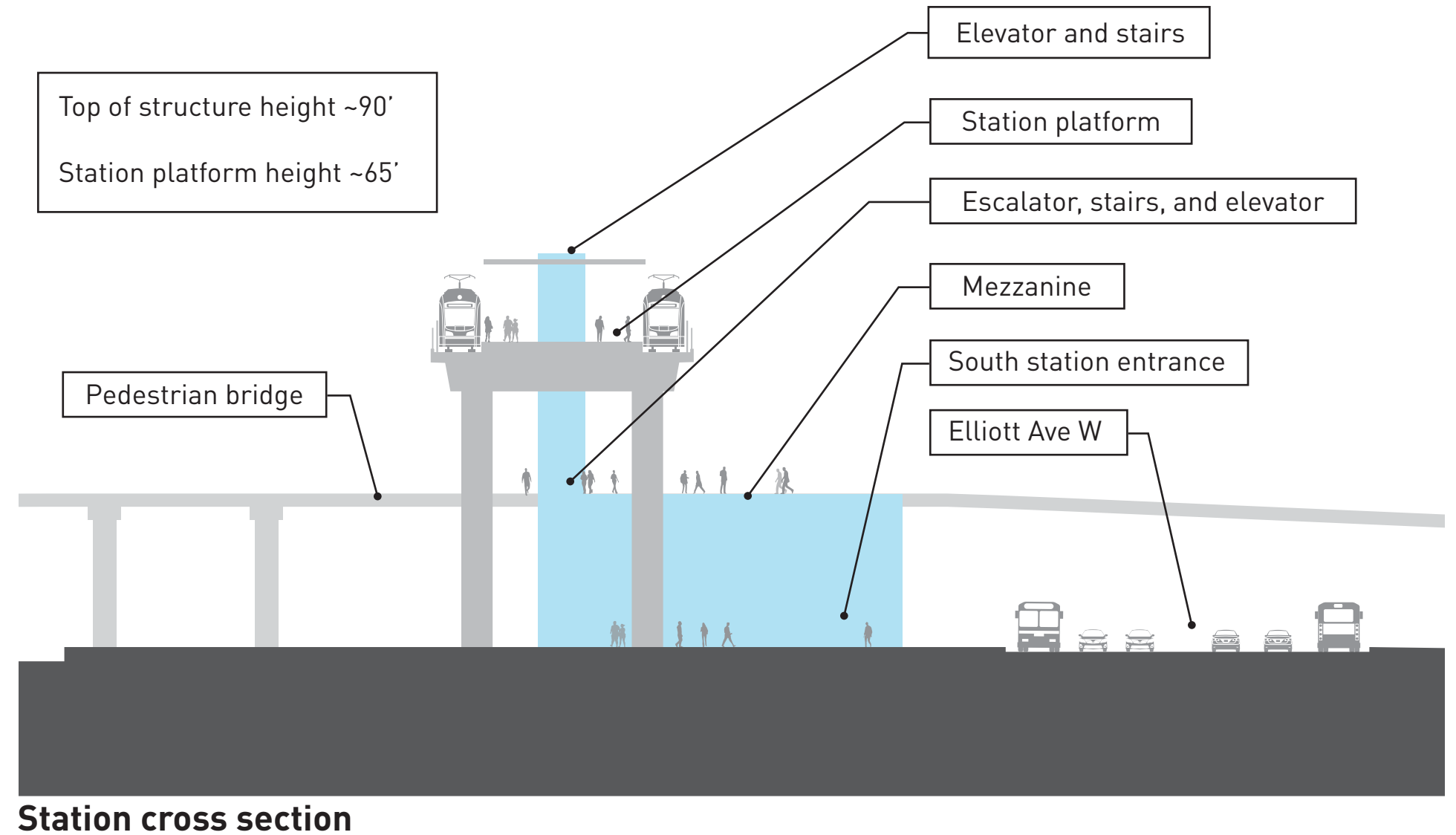
Elevated Galer Street Station (SIB-1)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

Smith Cove Station

Ballard
Link Extension

Elevated Galer Street Station
(SIB-1)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Existing bike route
- Planned bike route
- Bike and personal mobility storage
- Existing signalized intersection and/or crosswalks

- 1 Consider a multi-use trail under the guideway to connect the station with the potential Interbay Armory site redevelopment
- 2 Explore the opportunity to widen sidewalks and provide pedestrian refuge islands under the Galer Street Flyover
- 3 Partner with the city to lengthen the walk signal for pedestrians and add a Rectangular Rapid Flash Beacon to the crosswalk at the free right-turn lane
- 4 Prioritize adding sidewalks, crosswalks, curb ramps, landscaping, and pedestrian lighting along Elliott Ave W
- 5 Explore opportunities to provide shared bike and scooter parking areas along planned and existing bike connections

Partner to create new east-west connections for pedestrians and cyclists at W Wheeler St and W Garfield St

Partner to create a multi-use trail east of the BNSF tracks connecting people to the station

Explore access improvements west of the station and over the BNSF tracks for pedestrians heading to the cruise ship terminal

Explore an enhanced connection to Upper Queen Anne neighborhood through the Galer to Blaine (GTB) trail

Consider wider sidewalks along Elliott Ave W/15th Ave W with a buffer from traffic, and add landscaping and lighting between Magnolia Bridge and W Mercer Place



Urban design treatments under guideway



Elliott Bay Trail just west of the station

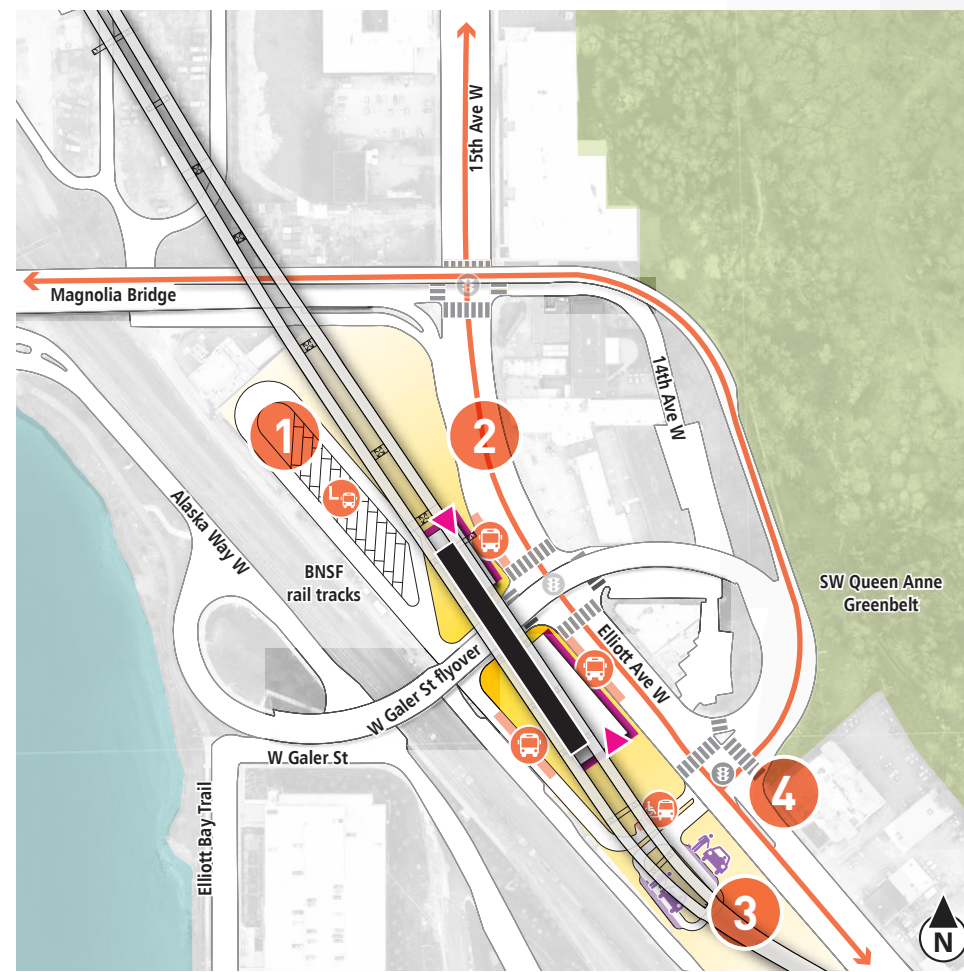
Smith Cove Station

Ballard Link Extension

Elevated Galer Street Station (SIB-1)

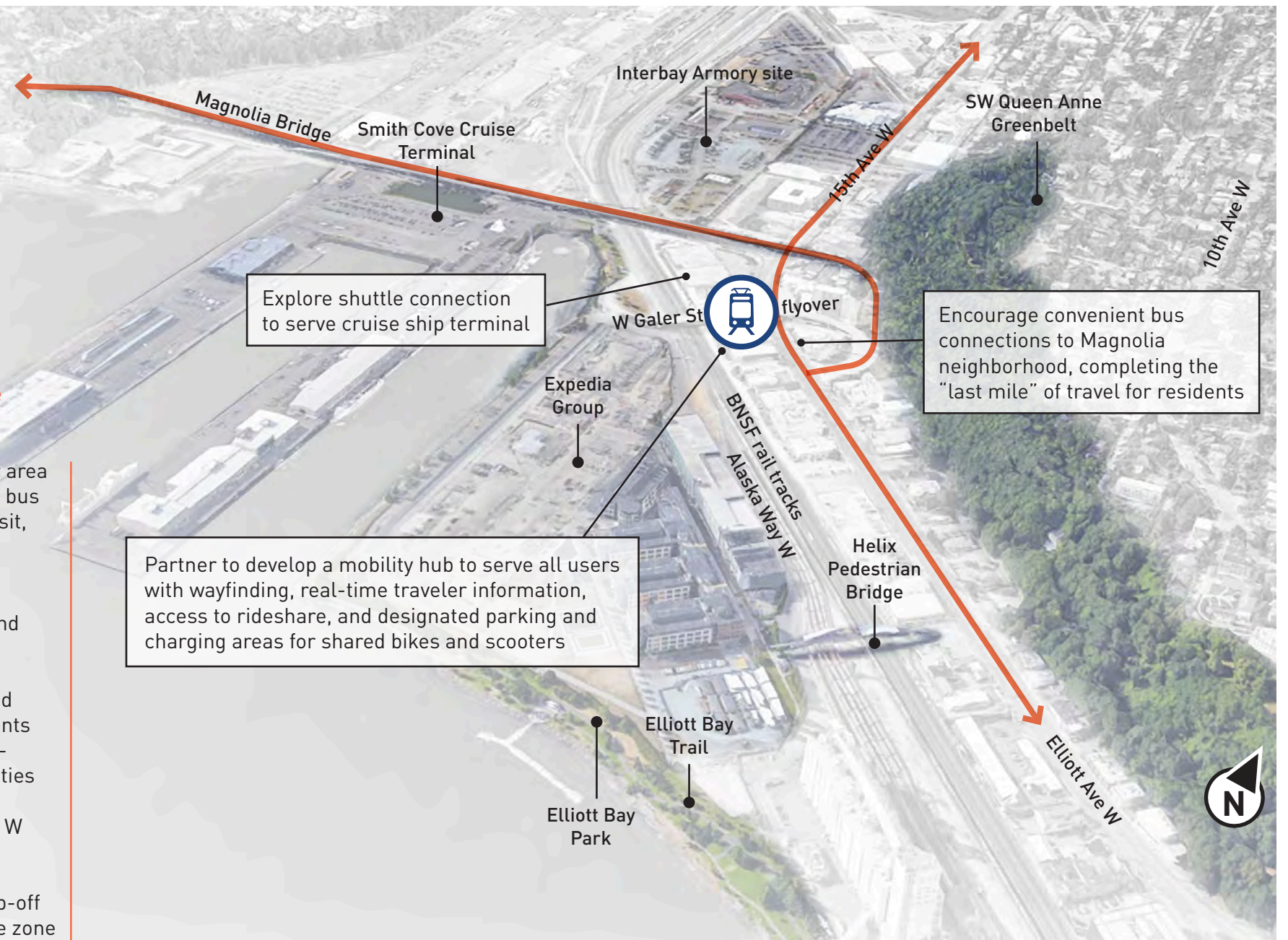
Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Bus layover area
- Active bus bay
- Paratransit
- Existing signalized intersection and/or crosswalks
- Pickup/drop-off area
- Bus route(s)

- 1 Refine bus layover area to better integrate bus bays and paratransit, and to provide convenient station access for people walking, rolling, and biking
- 2 Balance freight and vehicular movements with need for high-performance facilities for buses and bus riders on 15th Ave W and Elliott Ave W
- 3 Refine pickup/drop-off area and rideshare zone and consider shared use with potential cruise ship shuttle services
- 4 Assess the need for speed and reliability improvements for buses at Elliott Ave W and the W Galer St Flyover ramp



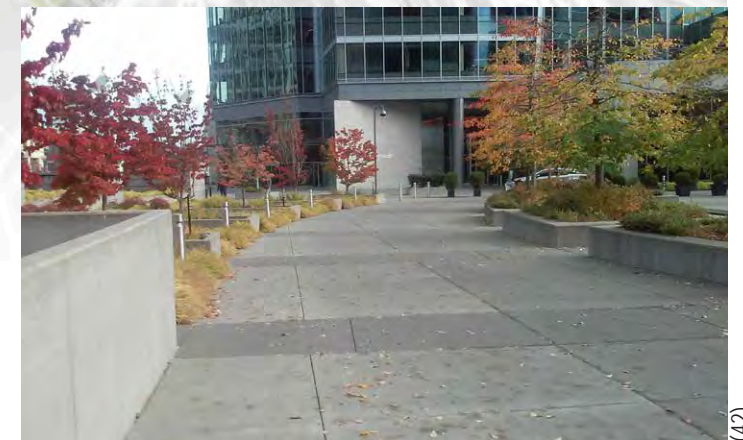
Explore shuttle connection to serve cruise ship terminal

Encourage convenient bus connections to Magnolia neighborhood, completing the "last mile" of travel for residents

Partner to develop a mobility hub to serve all users with wayfinding, real-time traveler information, access to rideshare, and designated parking and charging areas for shared bikes and scooters



Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers



Pickup/drop-off loops can be integrated with plazas that include landscaping, lighting, and seating

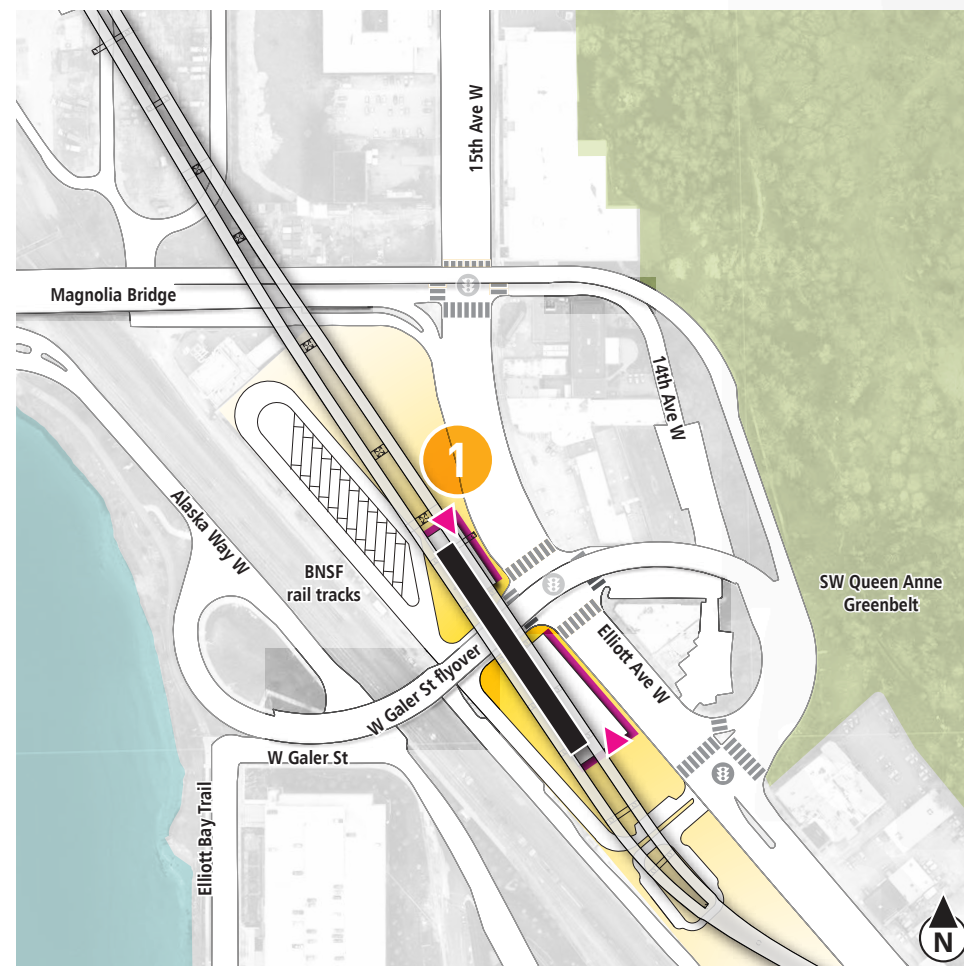
Smith Cove Station

Ballard
Link Extension

Elevated Galer Street Station
(SIB-1)

Living and working near the station

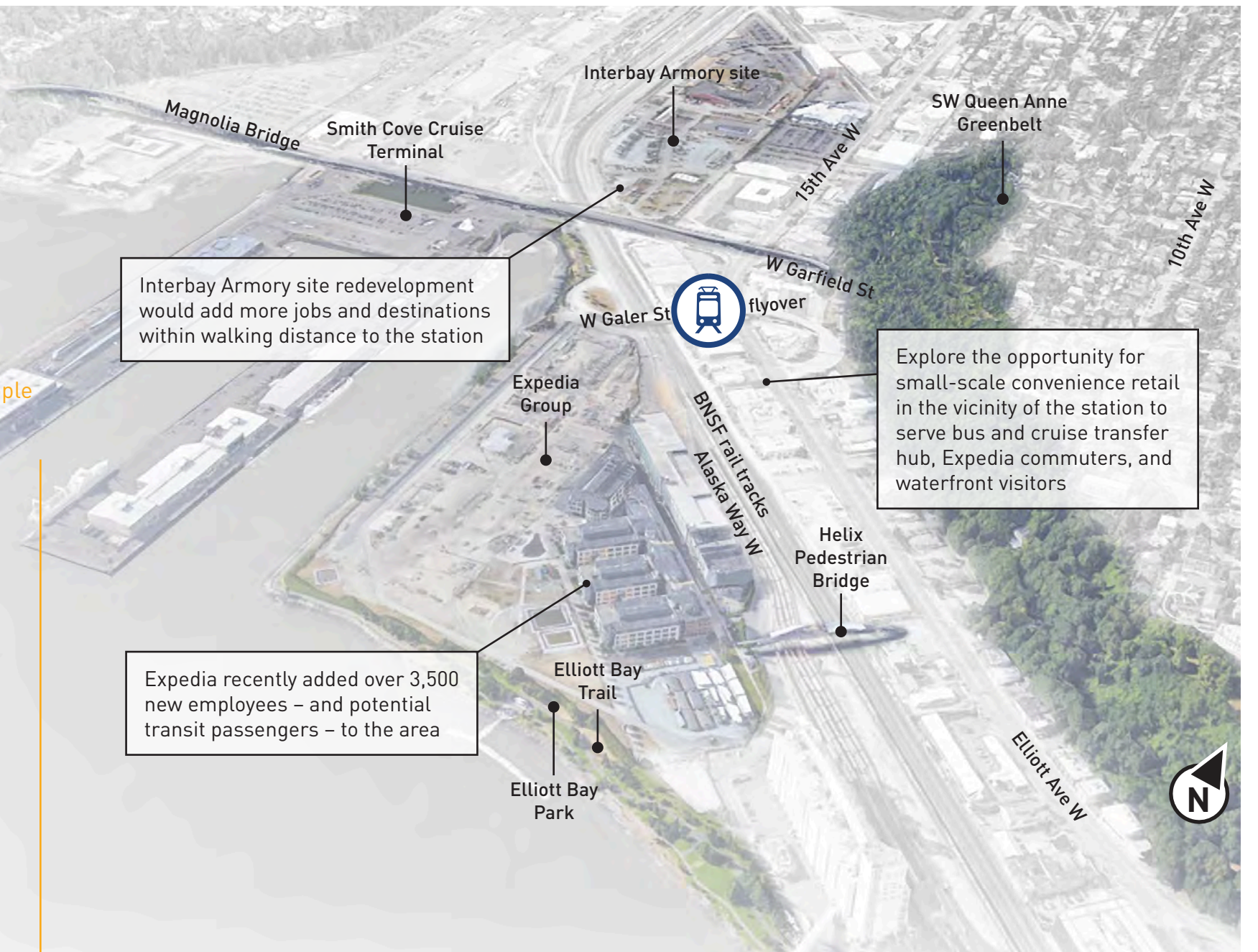
Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area

Existing signalized intersection and/or crosswalks

- Constrained site size, land features and geometry limit opportunities for future development integrated with the station



Interbay Armory site redevelopment would add more jobs and destinations within walking distance to the station

Explore the opportunity for small-scale convenience retail in the vicinity of the station to serve bus and cruise transfer hub, Expedia commuters, and waterfront visitors

Expedia recently added over 3,500 new employees – and potential transit passengers – to the area



Expedia campus near the station



Pier 91 and Cruise Ship Terminal

Smith Cove Station

Ballard
Link Extension

Elevated Galer Street Station
(SIB-1)

Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area

- Existing signalized intersection and/or crosswalks

- 1 Explore opportunities for public space closer to the station and under the guideway to establish a stronger street-level presence

Given the constrained environment at this station, focus on connections to existing public space in the vicinity of the station

Consider enhanced wayfinding between the station and open spaces including the Elliott Bay Trail, Kinnear Park, and the recent waterfront renovation near Expedia



Elliott Bay Park walking distance to the station



Kinnear Park near the station

Smith Cove Station

Elevated Prospect Street (SIB-2)

Other Alternative

Ballard Link Extension

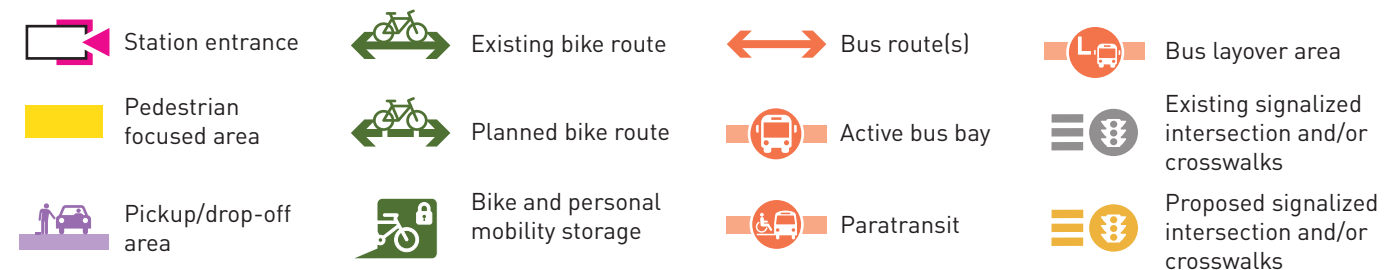
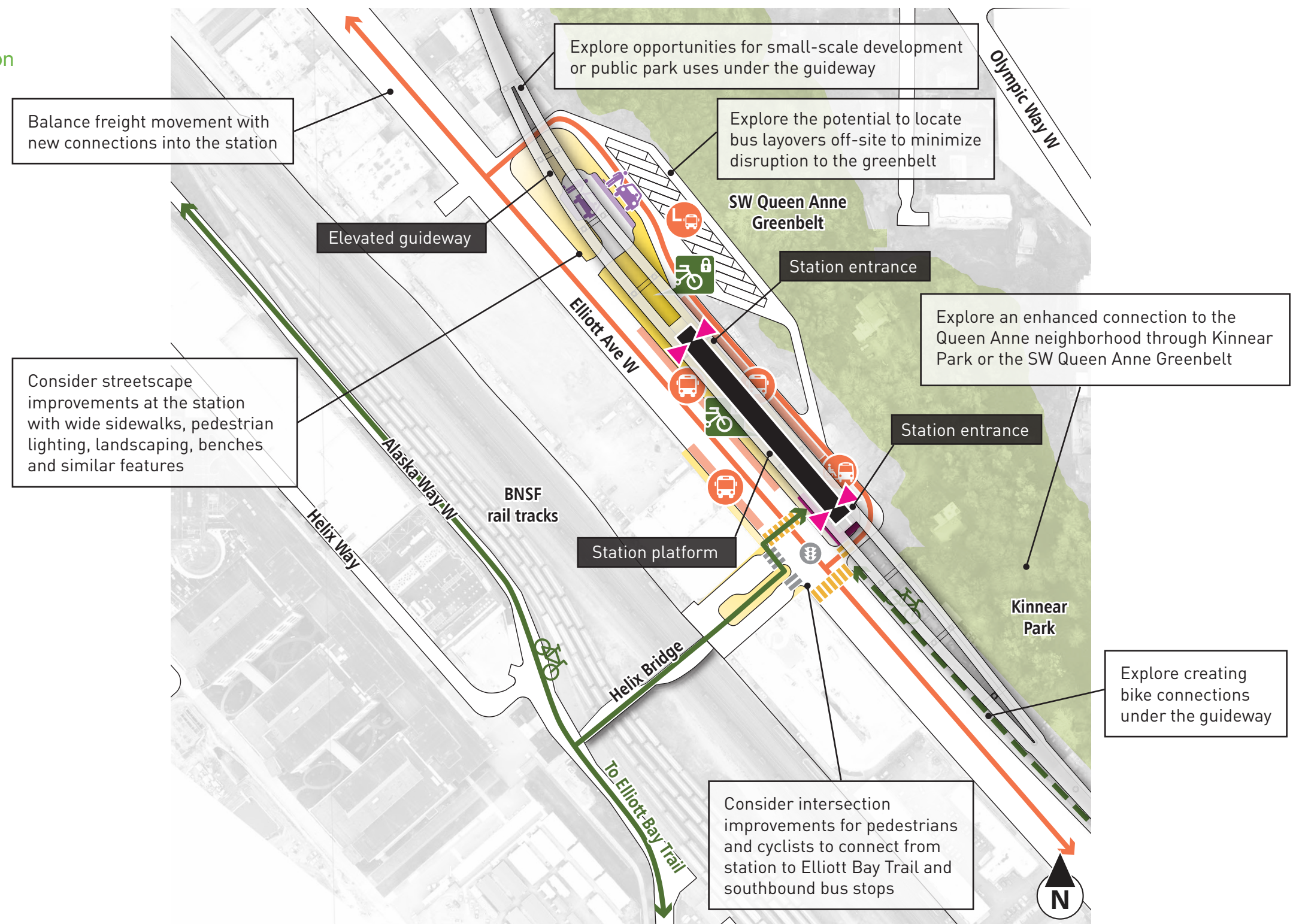
Station context plan

The Elevated Prospect Street Station alternative, located between Elliott Ave W and the SW Queen Anne Greenbelt, would serve residents of South Magnolia and West Queen Anne. Though the immediate station area is dominated by auto-oriented uses on Elliott Ave W, the Helix Bridge over Elliott Ave W would connect pedestrians and cyclists to the Expedia campus and Centennial Park.

There is potential to develop a bike connection to the station under the guideway from Mercer Place, and it may be possible to provide connections to Queen Anne through Kinnear Park, expanding the bikeshed and pedestrian connections to the station.

The constrained site conditions at this location would result in few opportunities for development near the station.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.

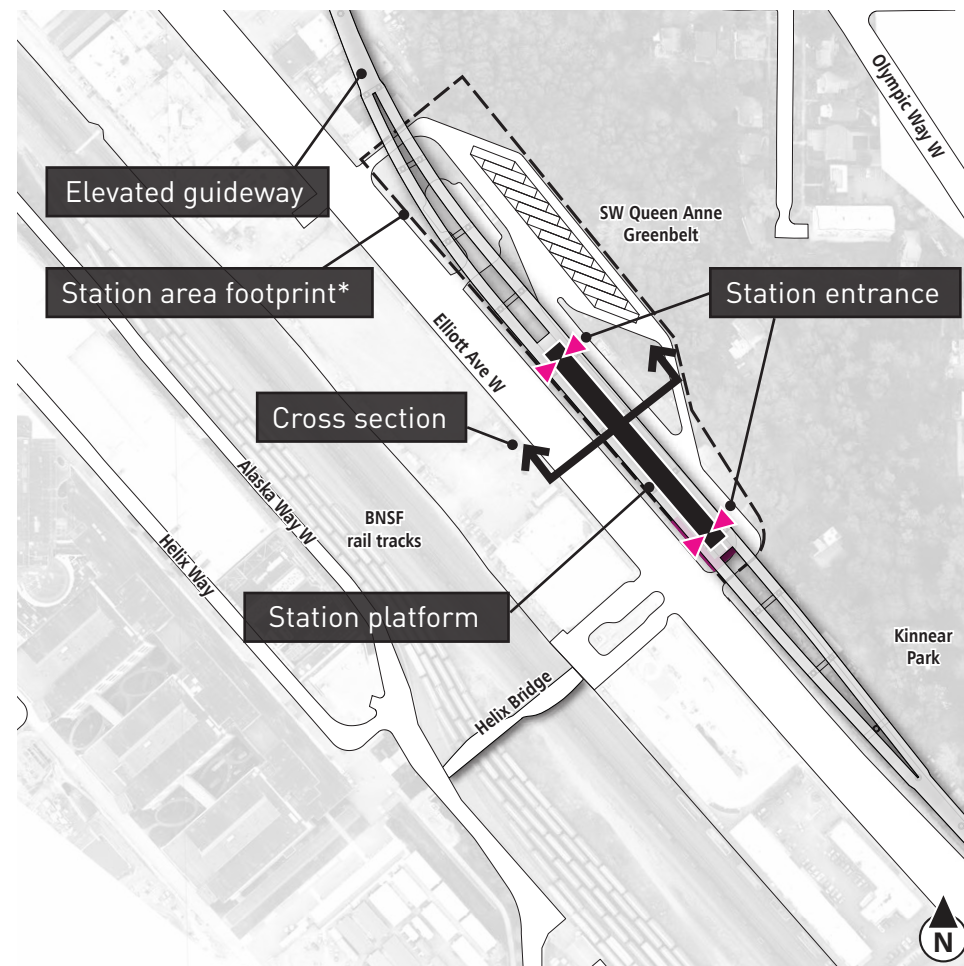


Smith Cove Station

Ballard
Link Extension

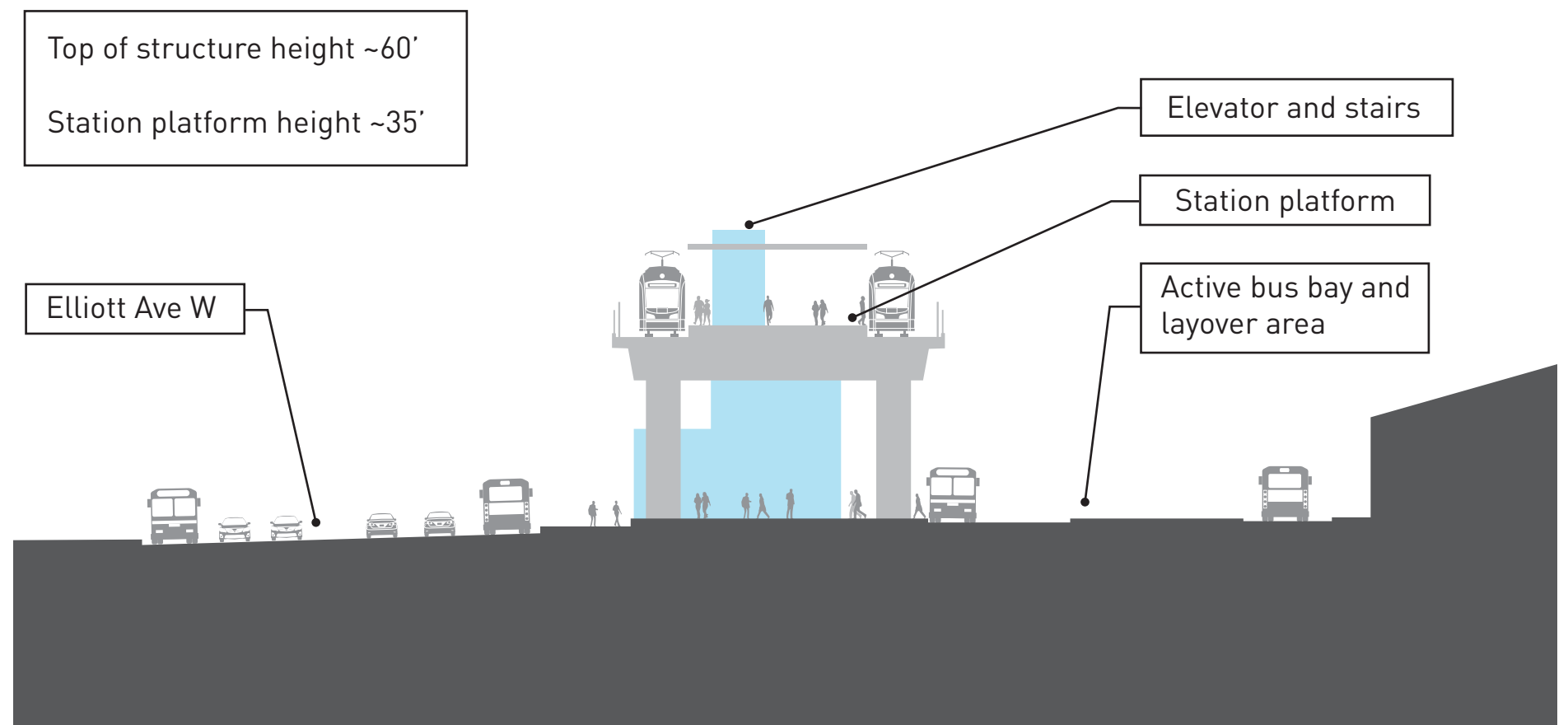
Elevated Prospect Street
(SIB-2)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

Smith Cove Station

Ballard Link Extension

Retained Cut Prospect Street Station (SIB-3)

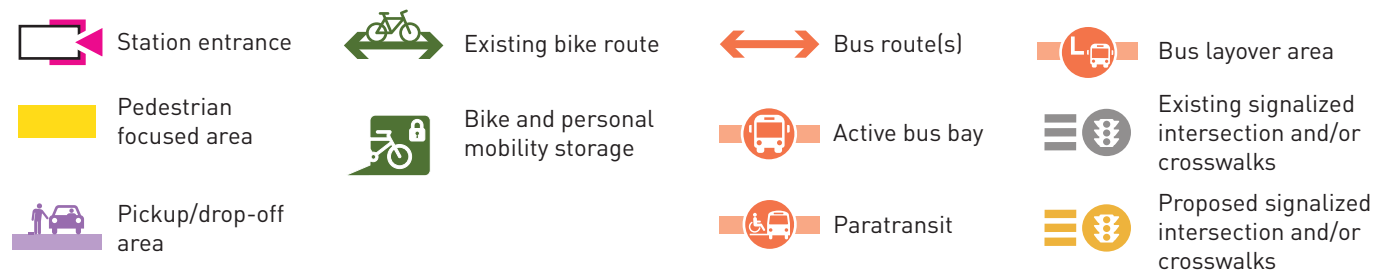
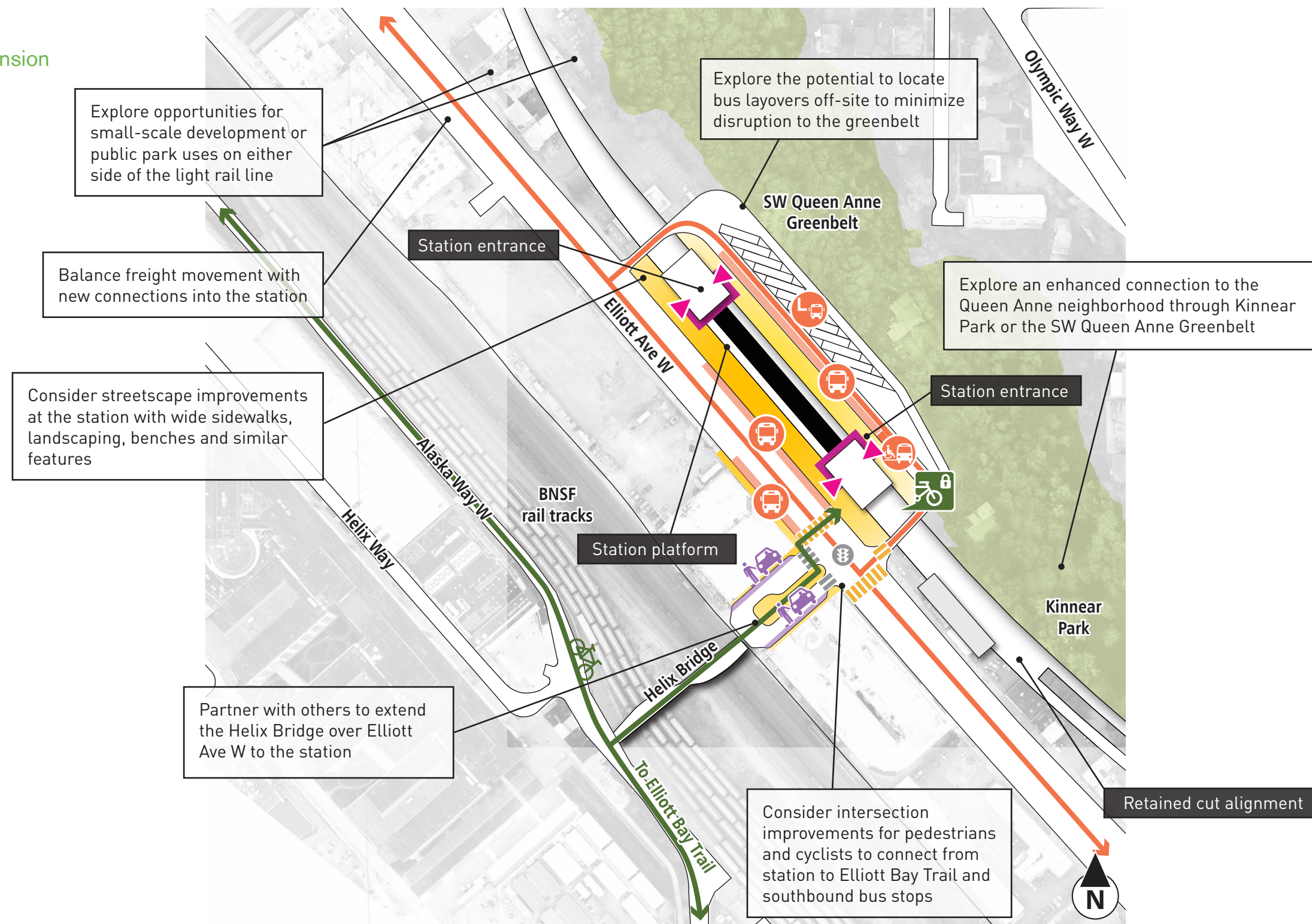
Other Alternative

Station context plan

The Retained Cut Prospect Street station alternative would serve residents of South Magnolia and West Queen Anne. The Helix Bridge, crossing over Elliott Ave W, would connect pedestrians and cyclists to the Expedia campus and Centennial Park. The immediate station area is dominated by auto-dependent uses along Elliott Ave W—a busy arterial and major freight corridor—and the SW Queen Anne Greenbelt to the east of the station.

There is potential to provide connections to Queen Anne through Kinnear Park, expanding the bikeshed and connections to the station. The constrained site conditions at this location would likely result in the station performing as a simple, functional transit hub, and there are few opportunities for development or other enhancements near the station.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.

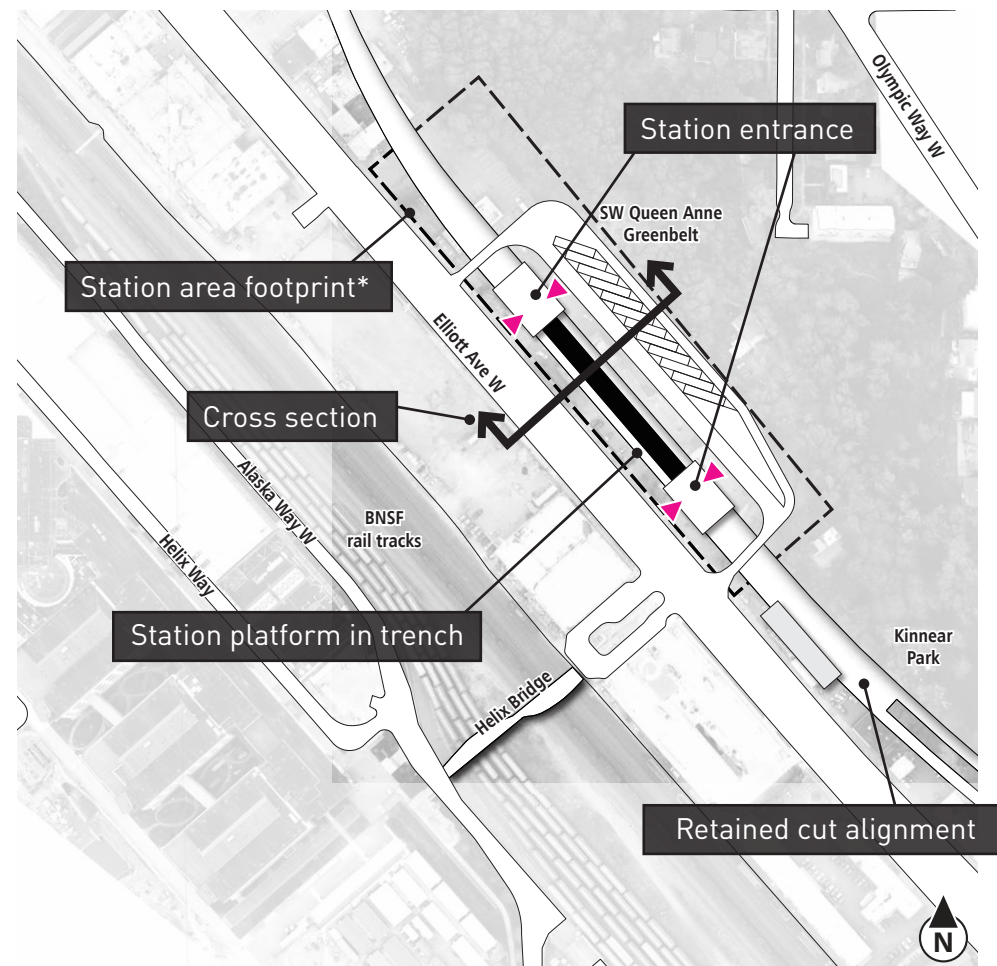


Smith Cove Station

Ballard
Link Extension

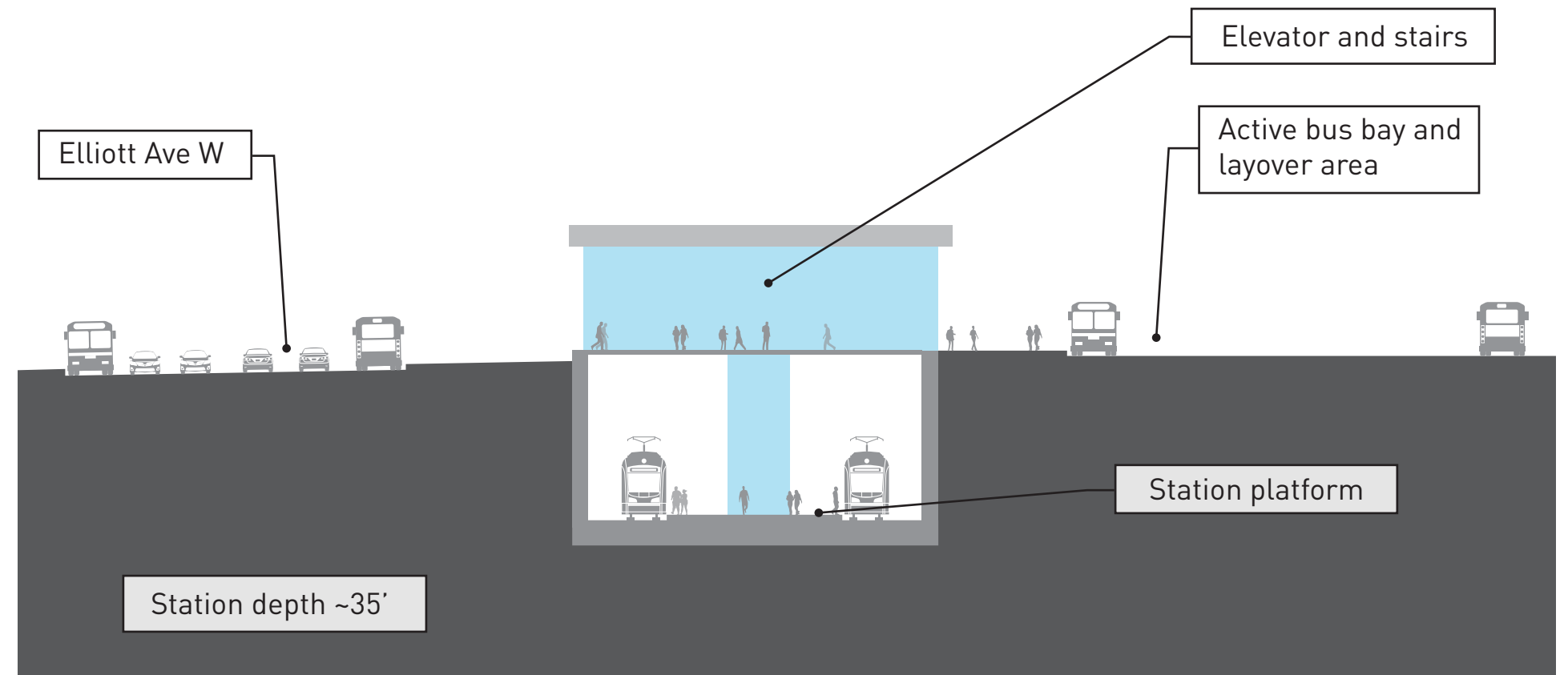
Retained Cut Prospect
Street Station (SIB-3)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

Interbay Station

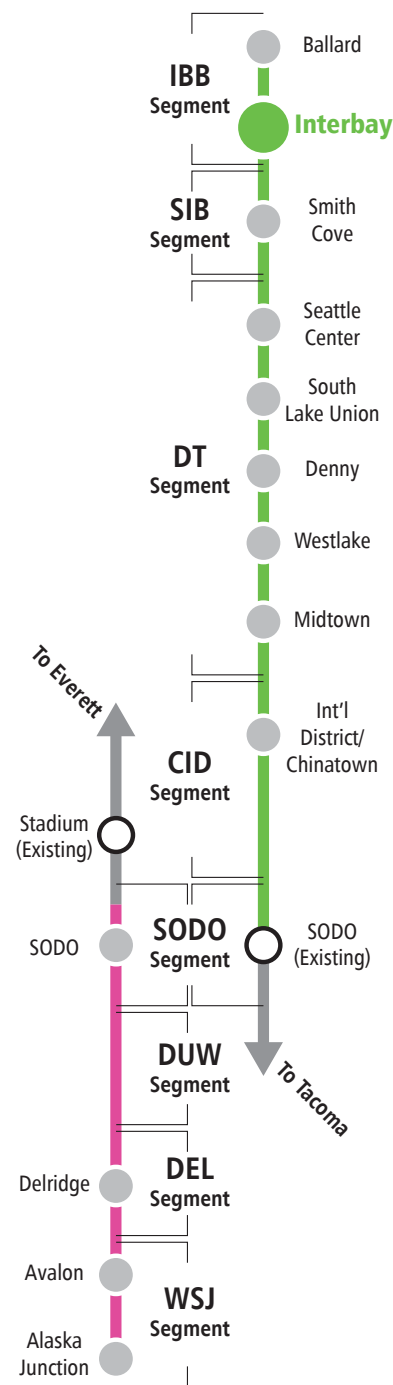
Ballard Link Extension

Station area context

Situated between Queen Anne Hill and Magnolia, the fast-changing Interbay neighborhood includes a mix of light industrial, warehouse, wholesale, and retail businesses, as well as a growing number of professional offices and multifamily housing.

Based on feedback at the Fall 2019 Neighborhood Forum, community members value the mix of uses in the area, as well as its current affordability while recognizing the opportunity for future development.

The neighborhood is bounded on the west by the railroad tracks, on the east by 15th Ave W, on the north by Fishermen's Terminal and Salmon Bay, and on the south by the Interbay Athletic Complex and a P-patch community garden.



What we heard so far

NEIGHBORHOOD FEEDBACK

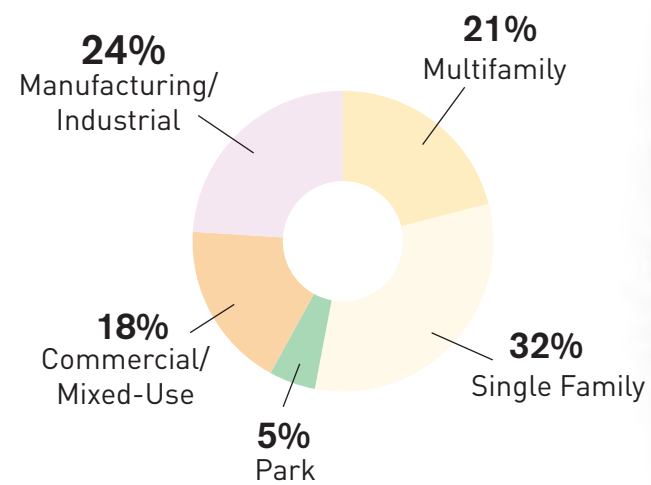
- 1 Desire to widen the Dravus Street Bridge to create better pedestrian and bike amenities
- 2 Concerns about potential impacts to industrial uses and businesses
- 3 Desire to have station connect the Magnolia, Interbay and Queen Anne neighborhoods
- 4 Would like station area to include restaurant, retail/commerce, apartments and open space
- 5 Complete bike and pedestrian connection from station to Ship Canal Trail



Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Station area context

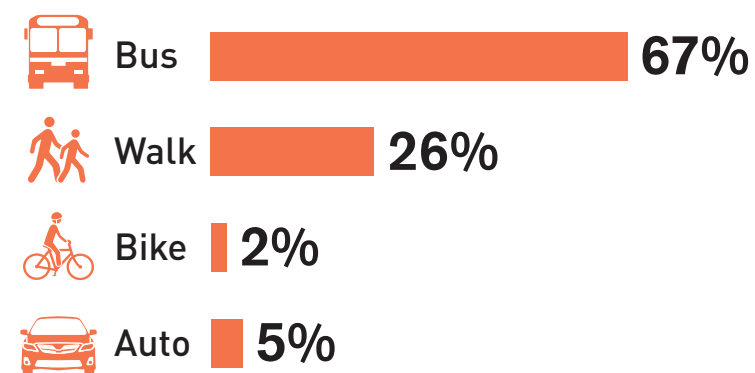
Existing land use in the station area⁽¹⁾



Ridership/daily boardings⁽²⁾



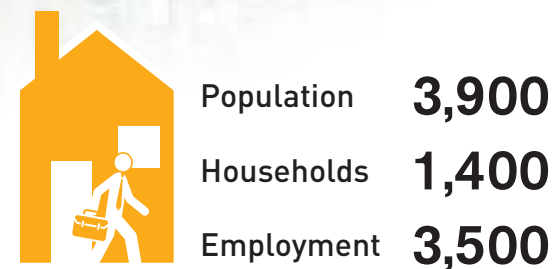
How people will travel to the station⁽²⁾



Bike facilities within⁽³⁾ 10-minute bikeshed



Living and working in^(1,4) the station area 2040



Planning and design priorities

Planning and design priorities can help frame how a station and station area will look and function

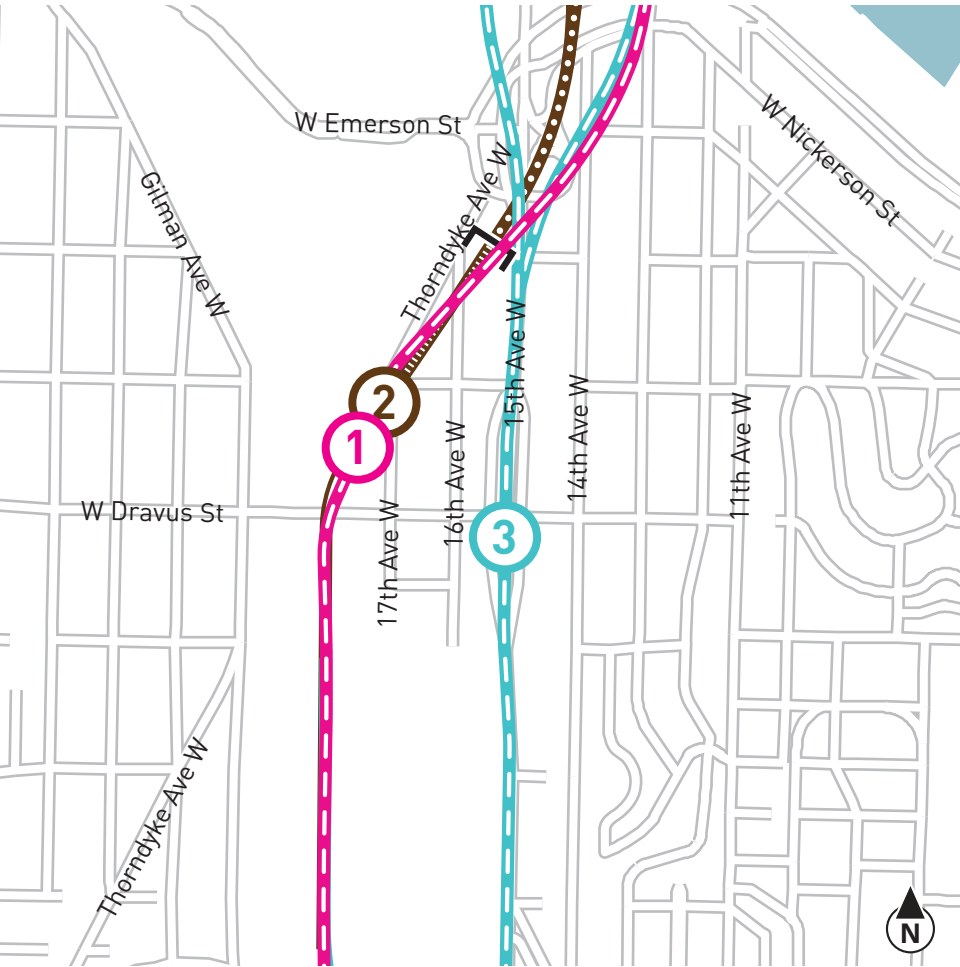
- Position station to catalyze a mixed-use employment hub with strong connections to the industrial area and the Magnolia and Queen Anne neighborhoods
- Upgrade and complete bike connections along W Dravus St and routes connecting to Elliott Bay and Ship Canal Trails
- Prioritize pedestrian, bike, and bus transfer access along W Dravus St while accommodating vehicular traffic
- Provide a well-integrated multi-modal system that prioritizes bus transfers and pedestrians and cyclists
- Preserve vehicle access for transit and freight along 15th Ave W
- Consider how ongoing future development in the station area can support additional open space opportunities and vibrant street-front uses
- Encourage equitable transit oriented development near the station consistent with existing zoning

Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains three alternatives for the Interbay Station.



Draft EIS alternatives

- Preferred alternative
- Preferred alternative with third-party funding
- Other alternative

Route and station profiles

- Elevated
- At-grade
- Retained cut
- Tunnel
- Tunnel portal

1 Preferred Alternative

See P.187



Elevated 17th Avenue Station (IBB-1a)

Elevated station on the west side of 17th Ave W north of W Dravus St

2 Preferred Alternative with Third-Party Funding

See P.193

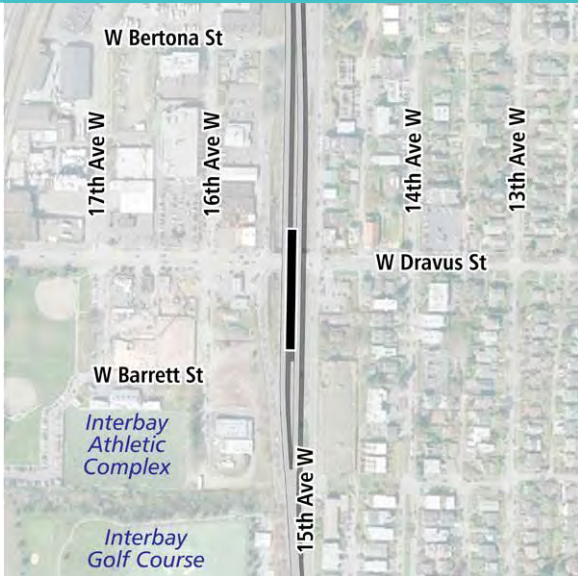


Retained Cut 17th Avenue Station (IBB-2a, IBB-2b)

Below-grade station on the west side of 17th Ave W north of W Dravus St

3 Other Alternative

See P.199



Elevated 15th Avenue Station (IBB-1b, IBB-3)

Elevated station on 15th Ave W straddling W Dravus St

Interbay
Station

Ballard
Link Extension

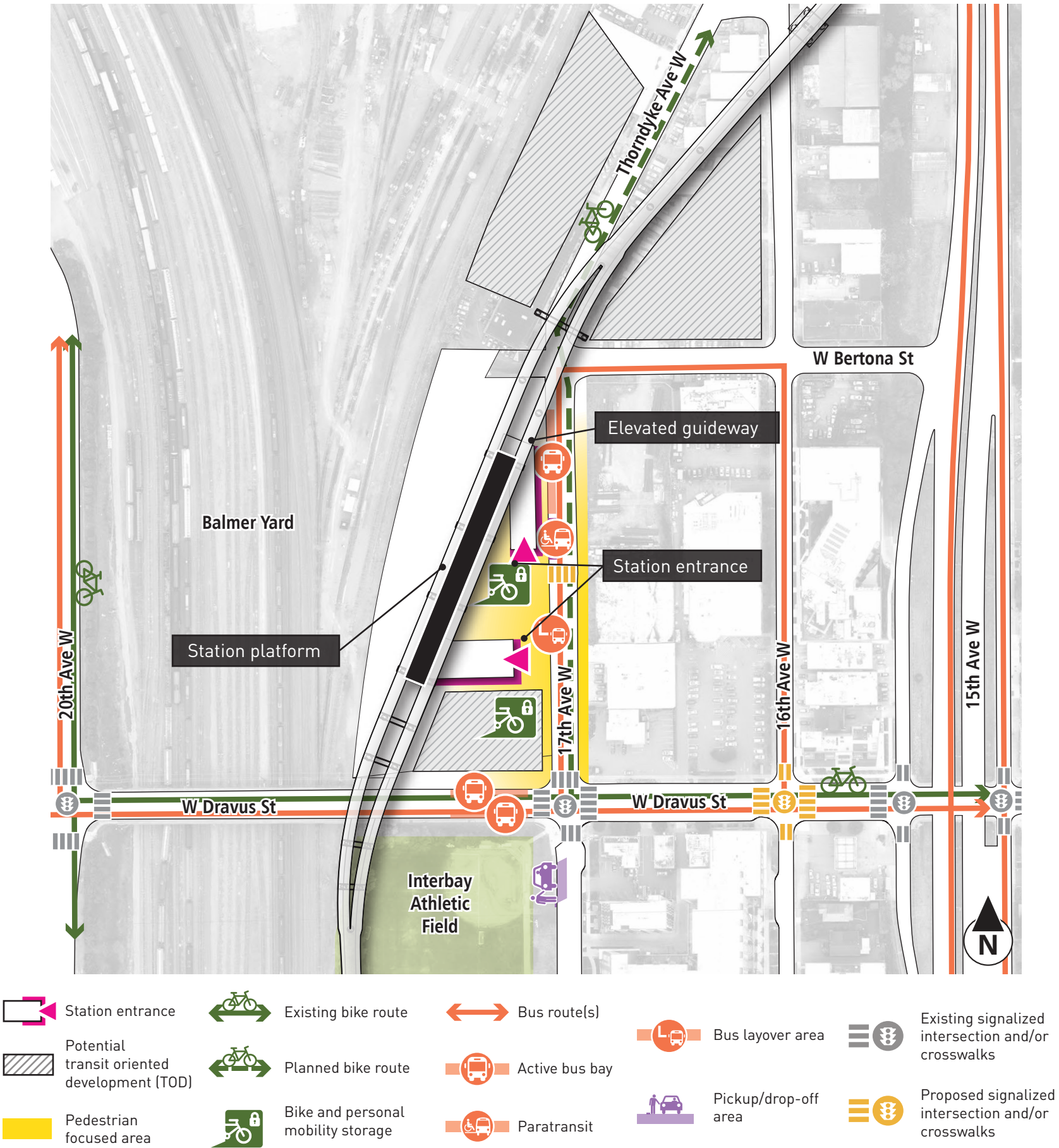
Elevated 17th Avenue Station
(IBB-1a)

Preferred Alternative

Station context plan

The Elevated 17th Avenue station alternative could become a transit hub for the Interbay, North Magnolia and Queen Anne neighborhoods with integrated pedestrian, bike, and bus connections. The elevated guideway would run parallel with the BNSF tracks west of 17th Ave W, and then cross Thorndyke Ave W to head east north of W Bertona St. Development at and around the station could complement both the existing light industrial and mixed-use/residential character.

The Dravus Street Bridge is a major east-west connection. The existing bridge is challenging for cyclists and pedestrians, but better station connections may be possible. The city has long-range plans to improve this corridor, and the Ballard Interbay Regional Transportation System (BIRT) report proposes specific investment recommendations.

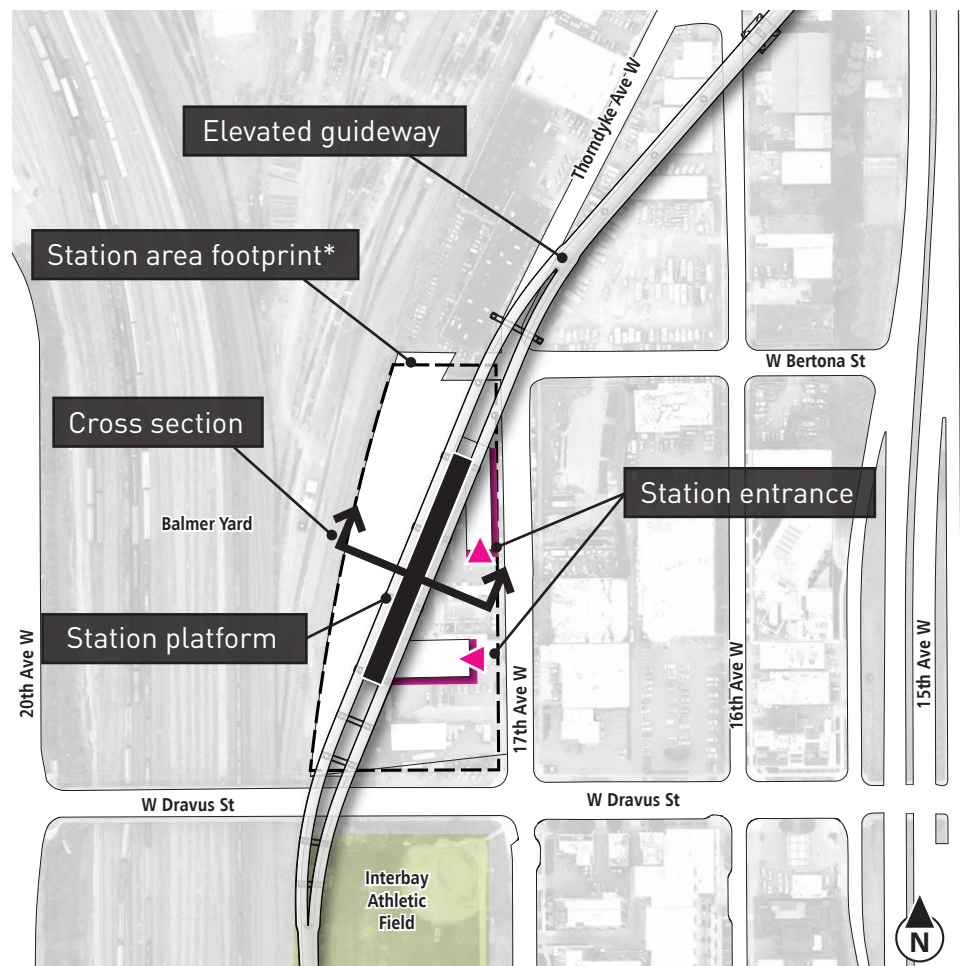


Interbay Station

Ballard
Link Extension

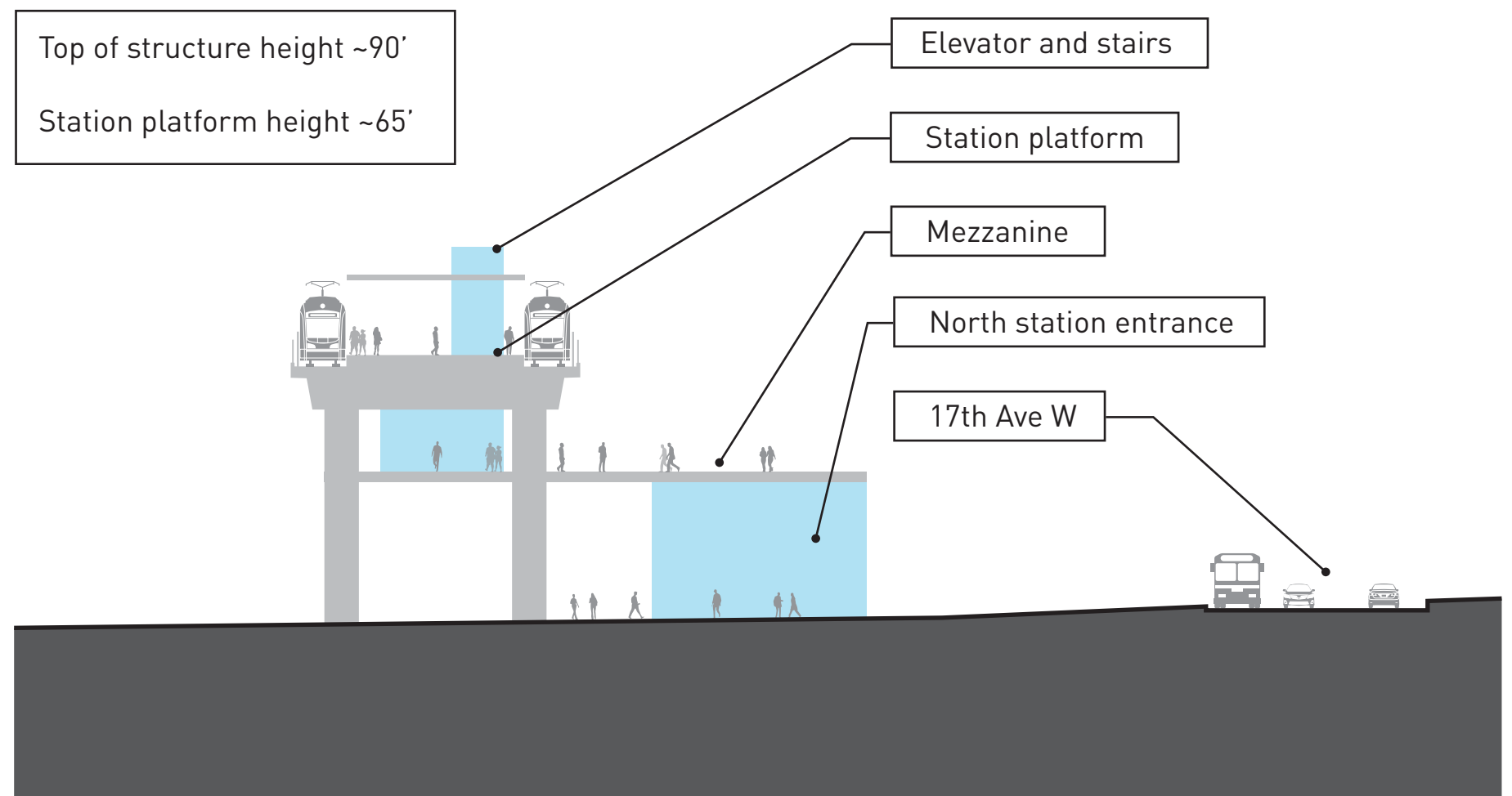
Elevated 17th Avenue Station
(IBB-1a)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

Interbay Station

Ballard Link Extension

Elevated 17th Avenue Station (IBB-1a)

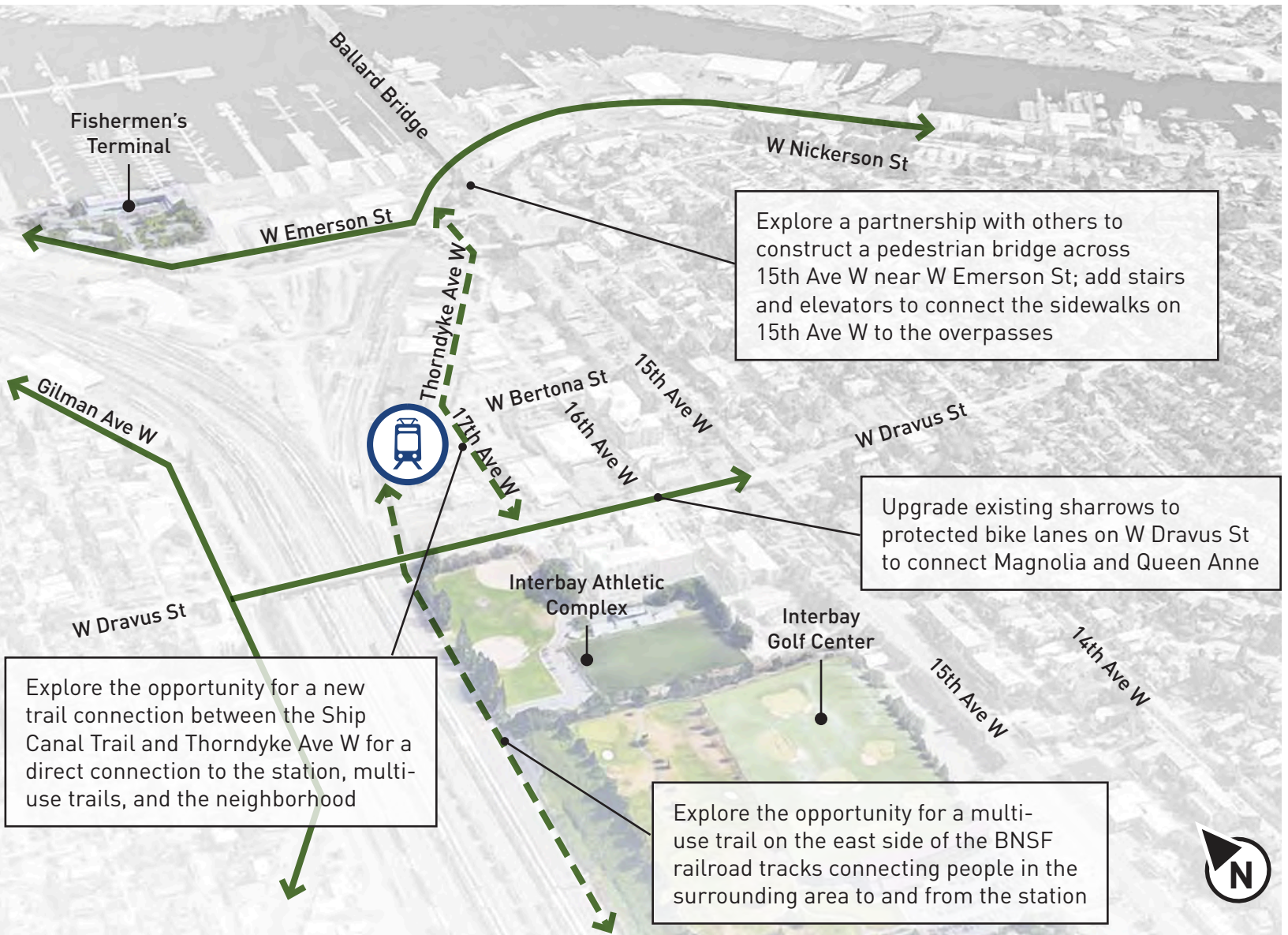
Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- Station entrance
- Existing bike route
- Proposed signaled intersection and/or crosswalks
- Potential transit oriented development (TOD)
- Planned bike route
- Existing signaled intersection and/or crosswalks
- Pedestrian focused area
- Bike and personal mobility storage

- 1 Explore orienting the station entrance to provide a more direct connection from W Dravus St, potentially integrated with transit oriented development
- 2 Coordinate with others to improve multiple crossings for people walking, rolling, and biking to and from the station
- 3 Explore the opportunity to construct a protected bike lane and wide sidewalks with lighting and landscaping
- 4 Consider widening sidewalks, adding protected bike lanes, and improving intersections for pedestrians as part of the city's Dravus Street Bridge replacement project



Urban design treatments under guideway



Cycle track with buffer from vehicles

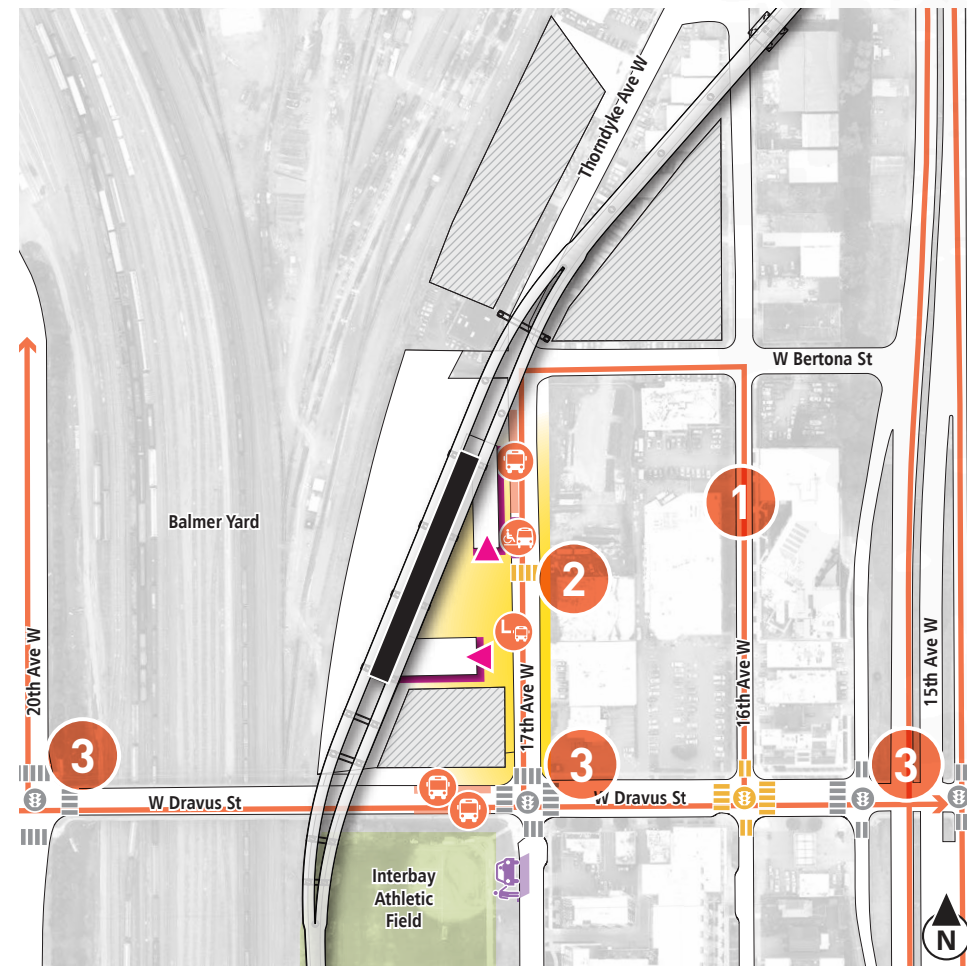
Interbay Station

Ballard Link Extension

Elevated 17th Avenue Station (IBB-1a)

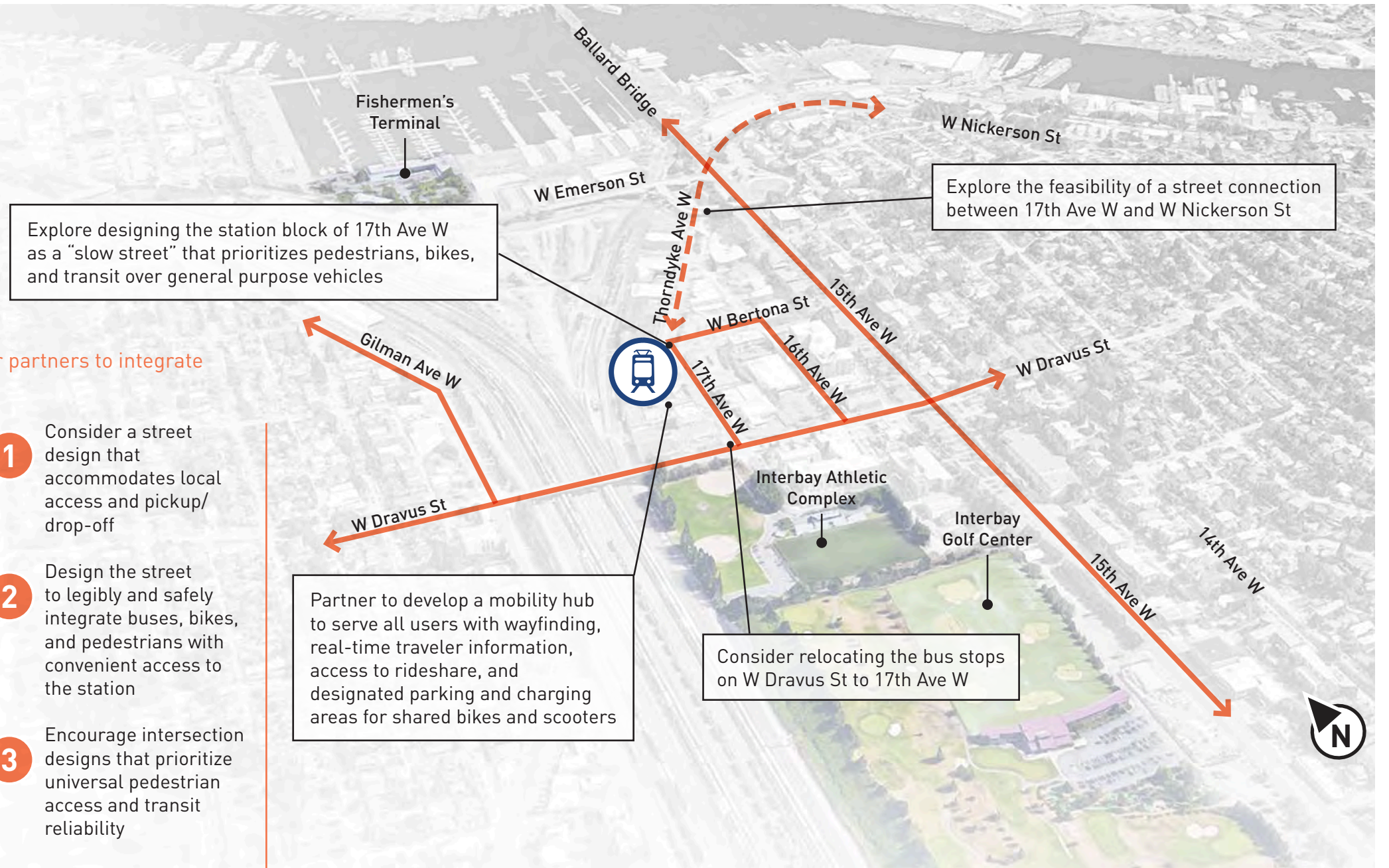
Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Bus route(s)
- Active bus bay
- Paratransit
- Proposed signalized intersection and/or crosswalks
- Existing signalized intersection and/or crosswalks
- Pickup/drop-off area

- 1 Consider a street design that accommodates local access and pickup/drop-off
- 2 Design the street to legibly and safely integrate buses, bikes, and pedestrians with convenient access to the station
- 3 Encourage intersection designs that prioritize universal pedestrian access and transit reliability



Example of a "slow street" that accommodates buses, pedestrians, cyclists, and local traffic



Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers

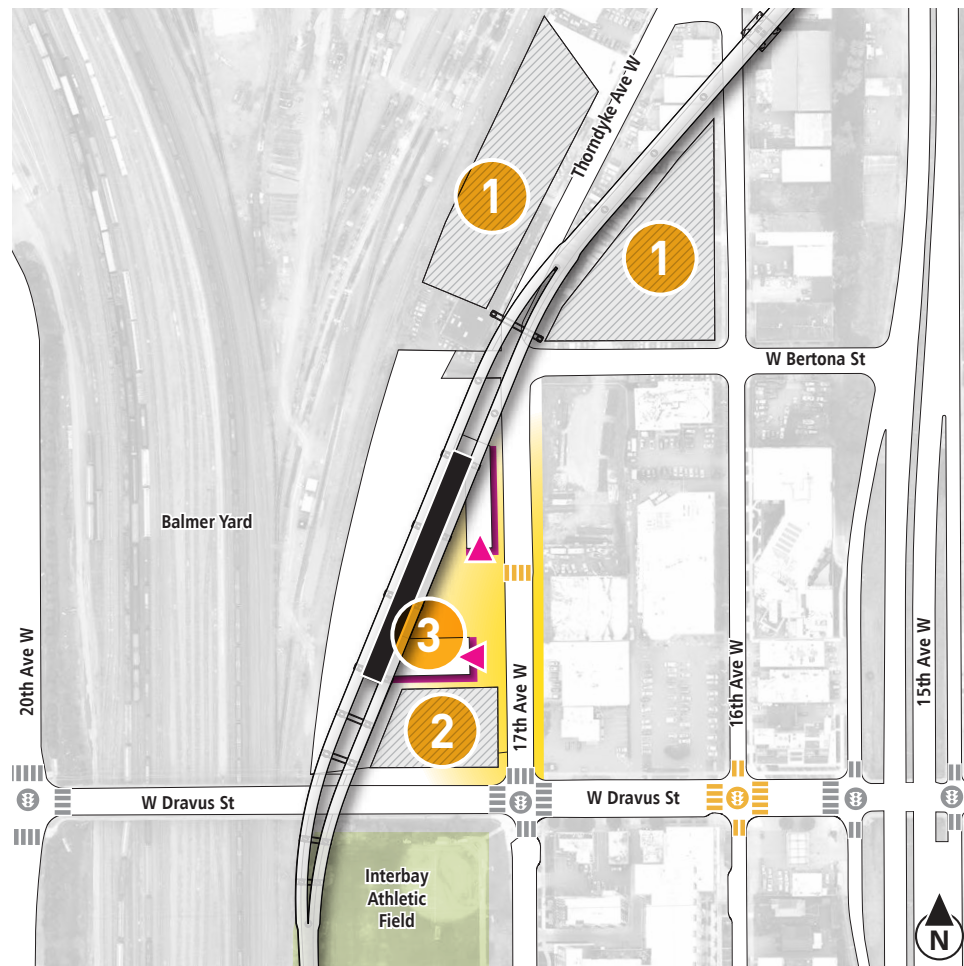
Interbay Station

Ballard Link Extension

Elevated 17th Avenue Station (IBB-1a)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Proposed signaled intersection and/or crosswalks
- Existing signaled intersection and/or crosswalks

- 1 Assess development opportunities that could include industrial and office mixed-uses consistent with city-adopted zoning
- 2 Explore development opportunities that could include civic uses or retail that complement athletic facilities nearby
- 3 Consider incorporating station entrance into larger development; entrance could be modified for direct access to W Dravus St

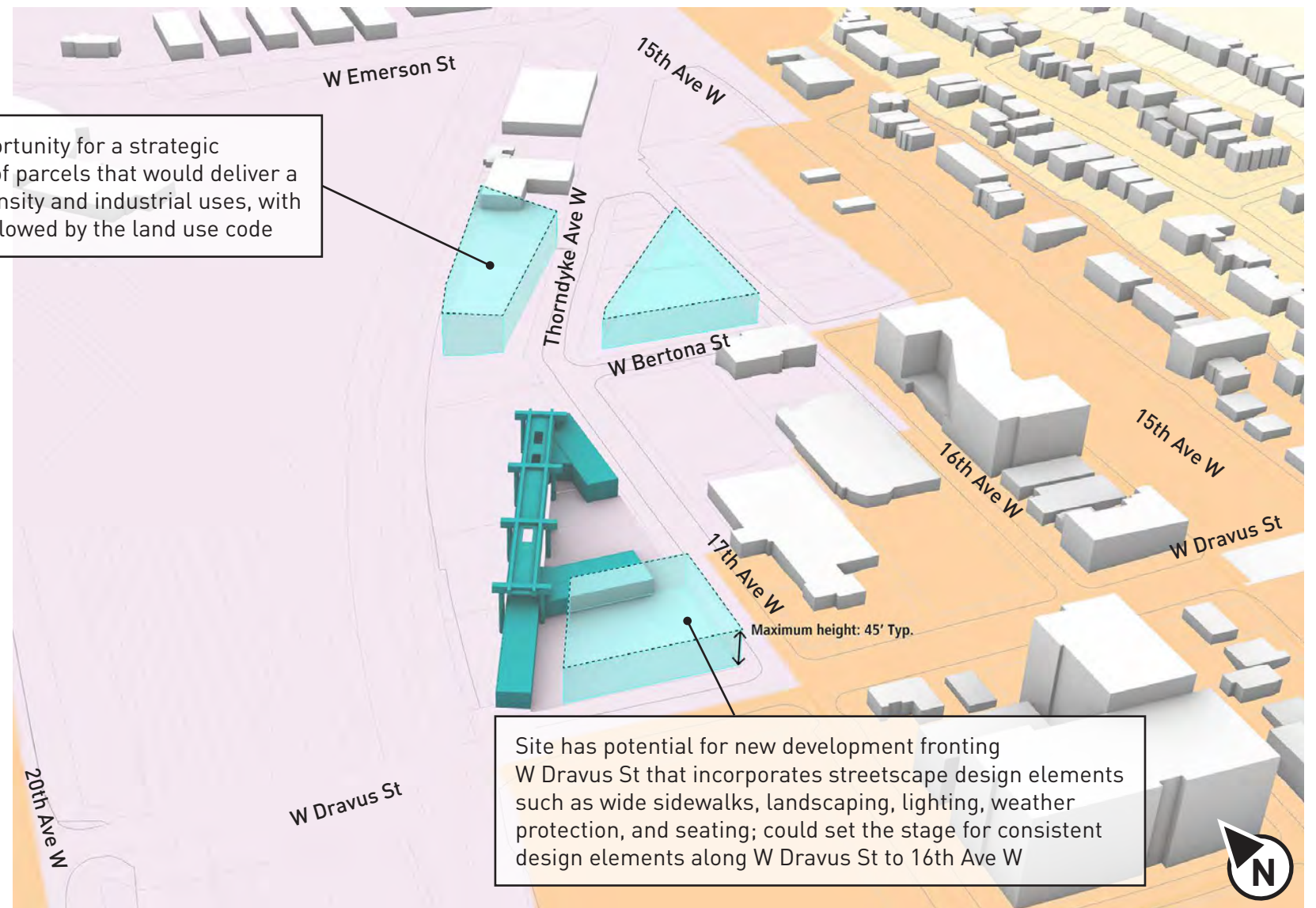
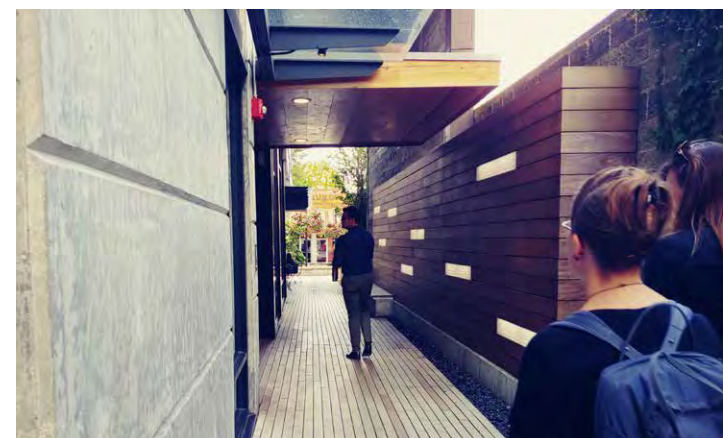
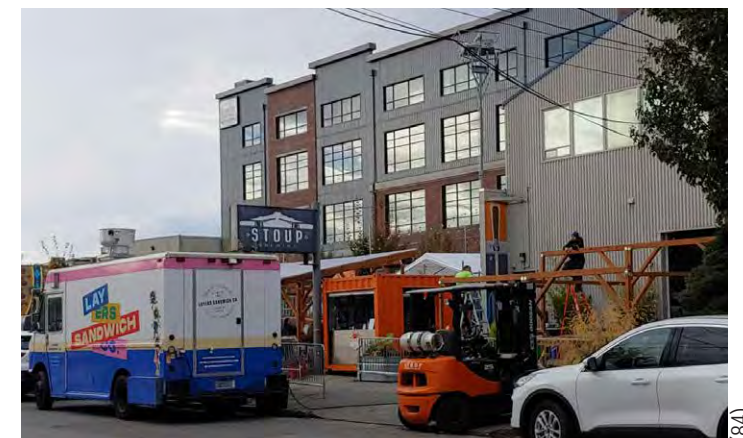


Diagram above depicts potential building envelopes based on current (2021) zoning.

- Commercial/Mixed-Use
- Industrial
- Multifamily
- Single Family



Connection through development



Example of "craft" businesses integrating retail and light industrial use

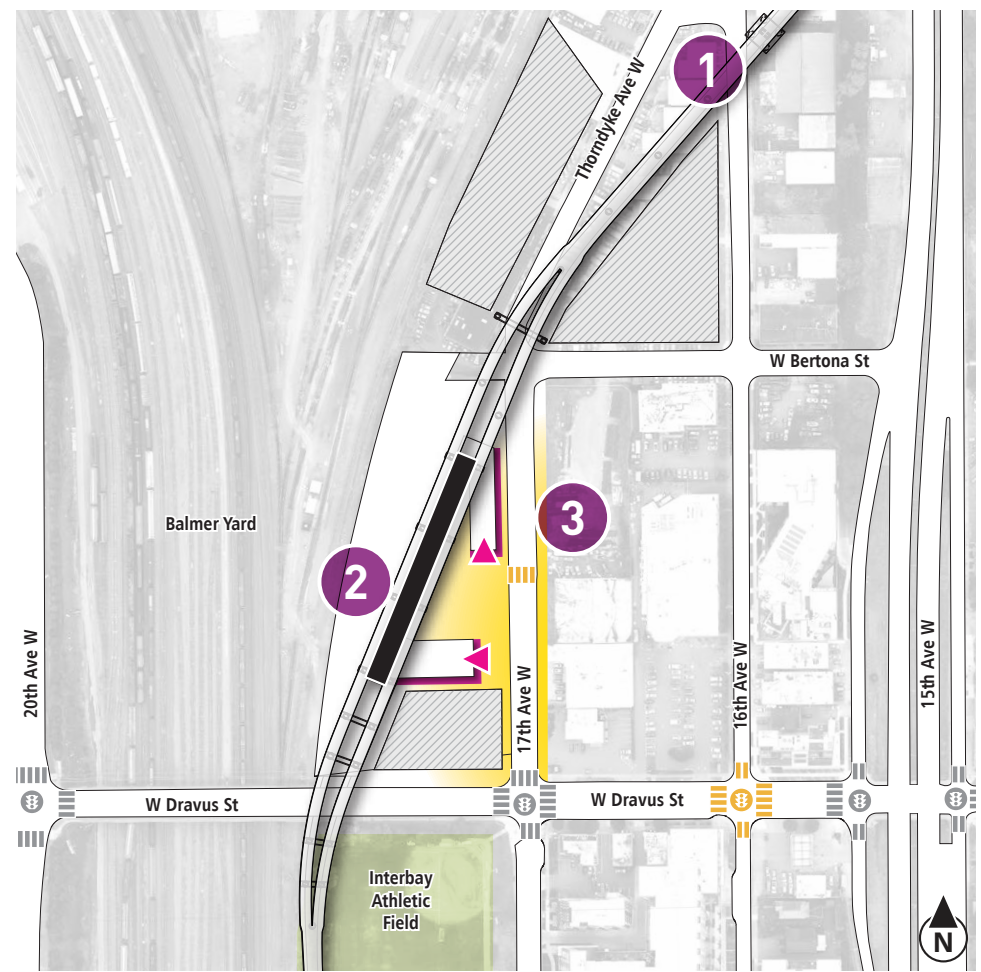
Interbay Station

Ballard Link Extension

Elevated 17th Avenue Station (IBB-1a)

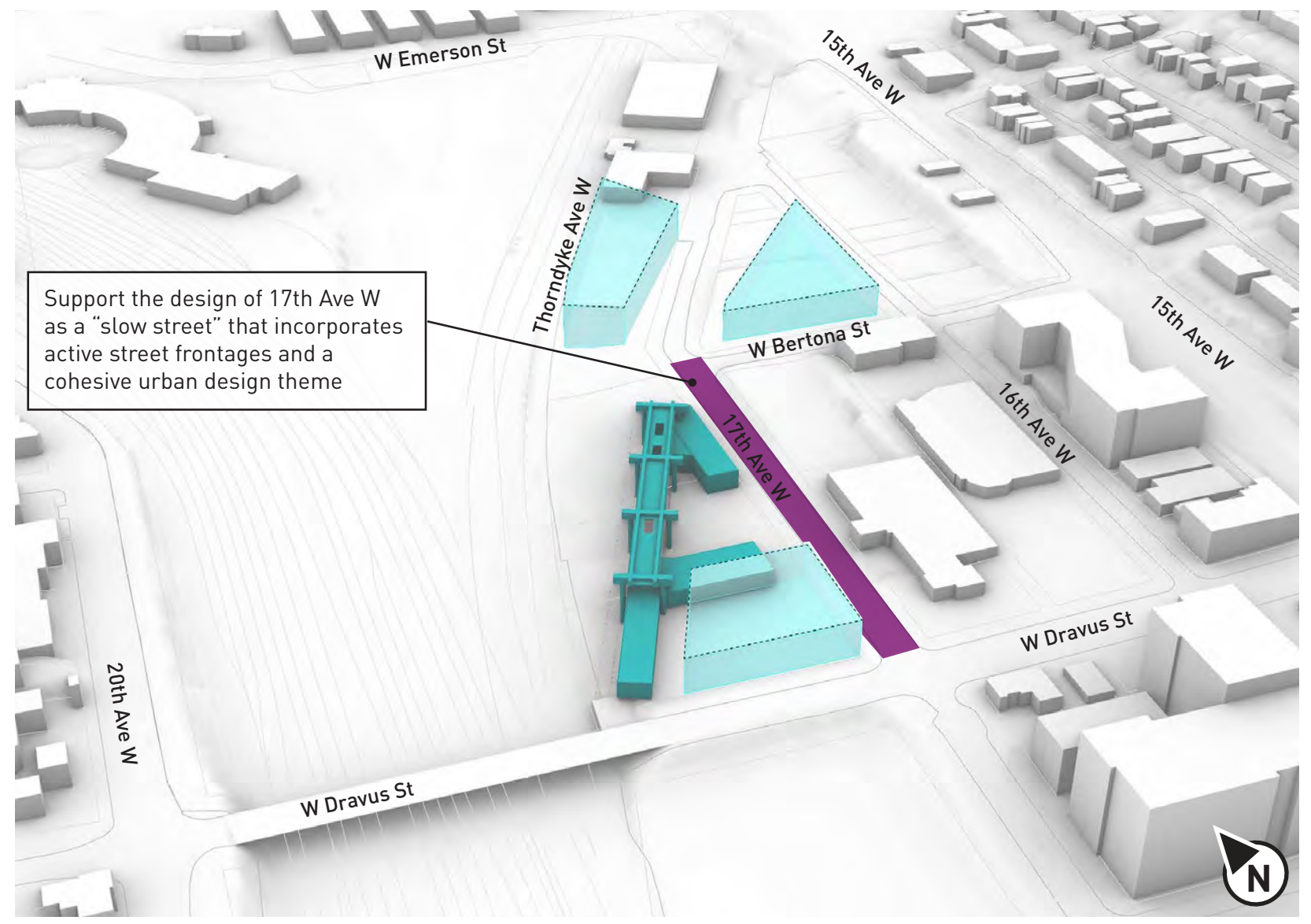
Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.

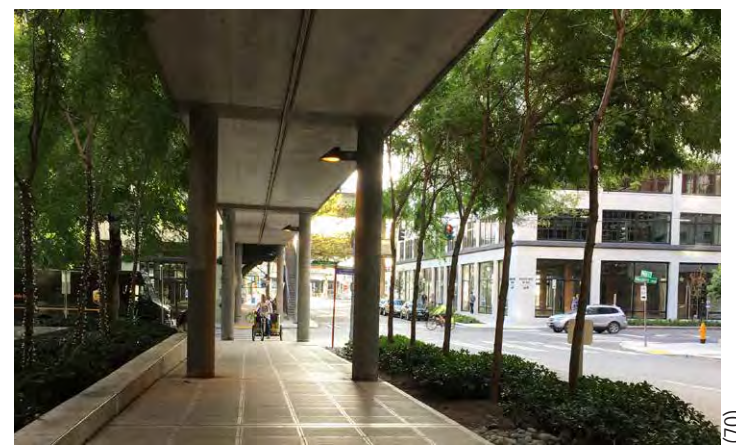


- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Proposed signaled intersection and/or crosswalks
- Existing signaled intersection and/or crosswalks

- 1 Work with community members on how best to integrate the elevated structure into the neighborhood by intentionally designing and programming space under the guideway for pocket parks, community gardens, and trails
- 2 Create plazas and open space adjacent to station entrances; explore the opportunity to provide public space on the west side of the station overlooking the Balmer Yard
- 3 Encourage the design of future development in the station area that can provide mid-block connections to the station, additional open space, and active street-level uses



Development that contributes to creating attractive public space



Example of potential use of space under guideway

Interbay Station

Ballard
Link Extension

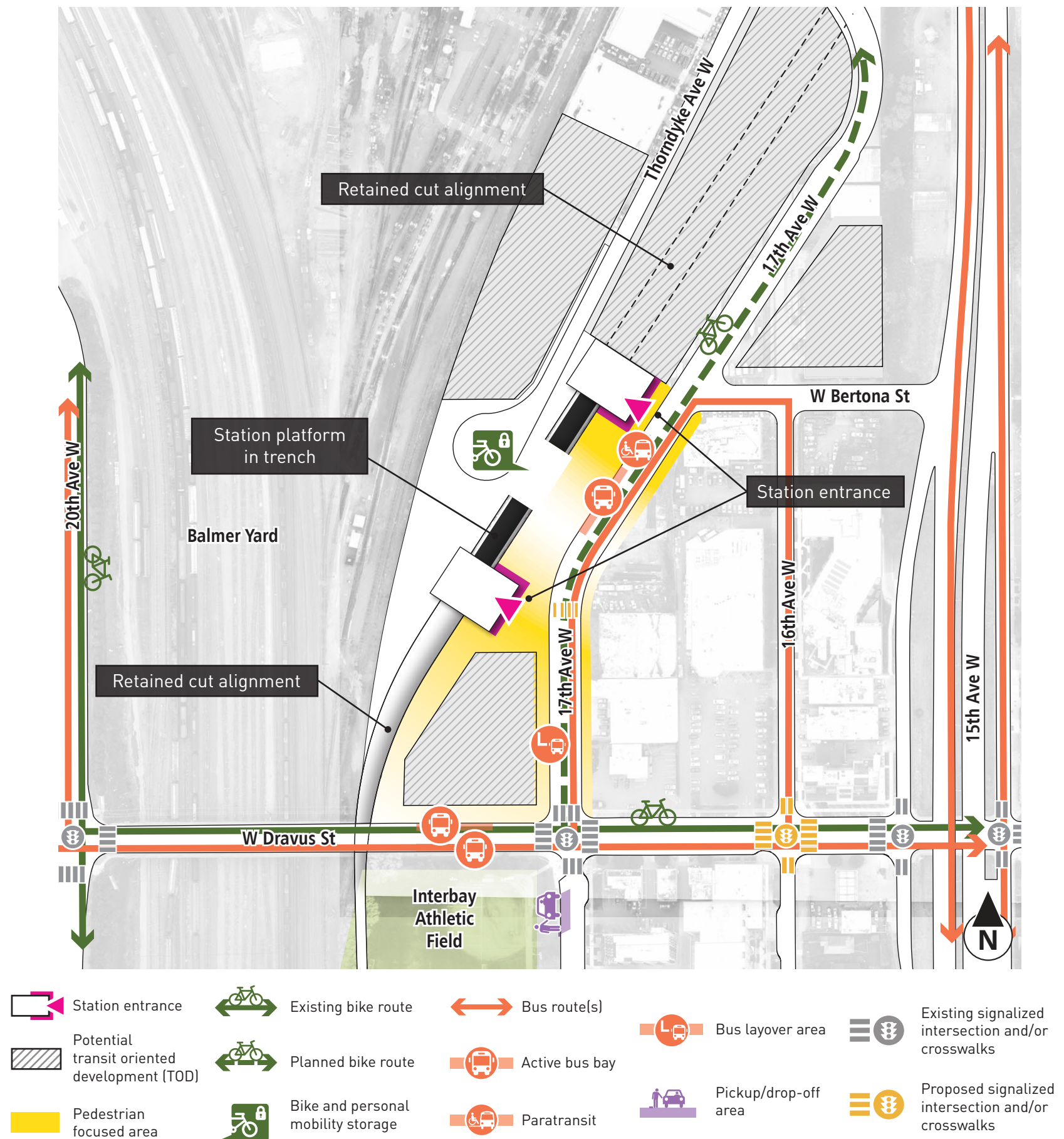
Retained Cut 17th Avenue Station (IBB-2a, IBB-2b)

Preferred Alternative with Third-Party Funding

Station context plan

Like the Elevated 17th Avenue station alternative, the Retained Cut 17th Ave station alternative could become a transit hub for the Interbay, North Magnolia and Queen Anne neighborhoods. The light rail tracks in the Retained Cut 17th Avenue station alternative would run in an open trench to the proposed light rail tunnel, bisecting the street grid and resulting in changes to 17th Ave W, W Bertona St, and Thorndyke Ave W.

Development at and around the station could complement the existing light industrial and mixed-use character of the neighborhood. The Dravus Street Bridge is a major east-west connector. The existing bridge is challenging for cyclists and pedestrians, but better station connections may be possible. The city has long-range plans to improve this corridor, and the Ballard Interbay Regional Transportation System (BIRT) report includes specific investment recommendations.

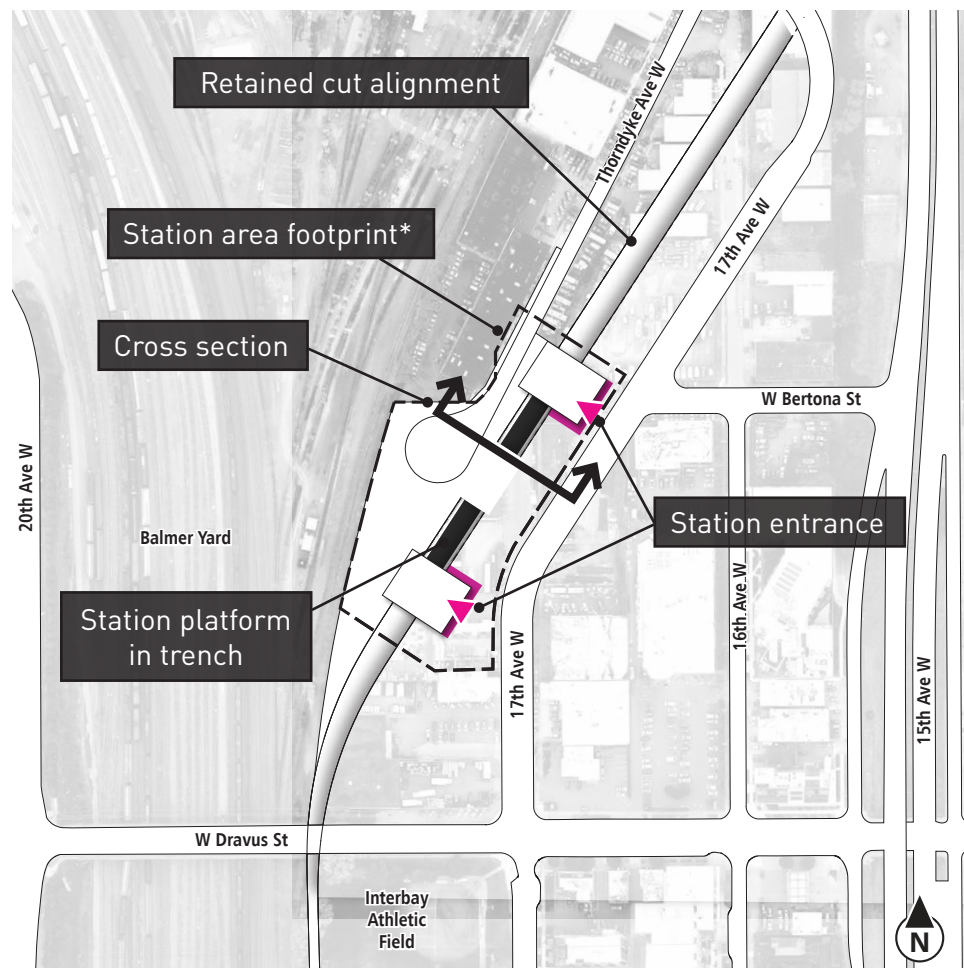


Interbay Station

Ballard
Link Extension

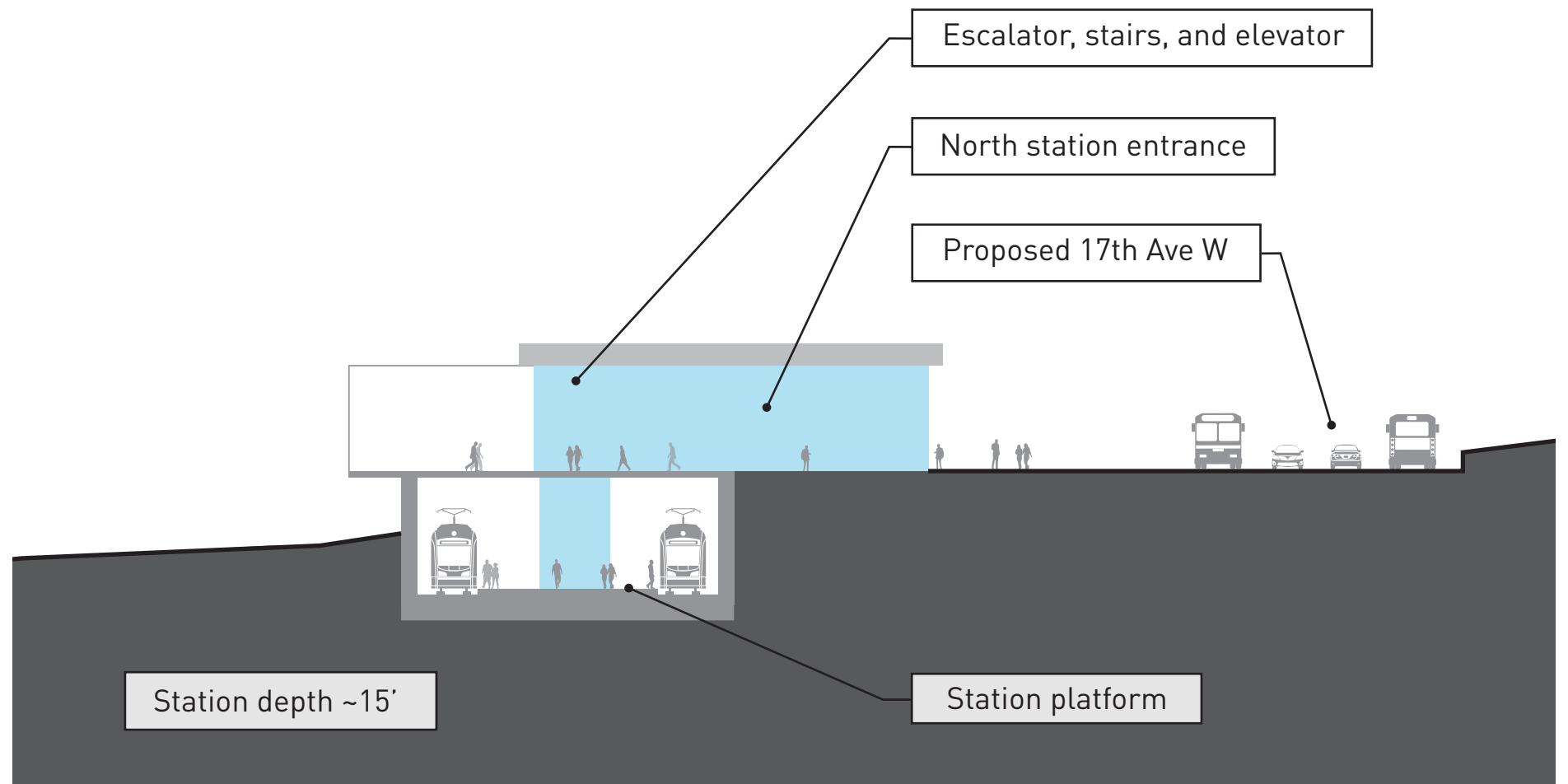
Retained Cut 17th Avenue Station
(IBB-2a, IBB-2b)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

Interbay Station

Ballard Link Extension

Retained Cut 17th Avenue Station
(IBB-2a, IBB-2b)

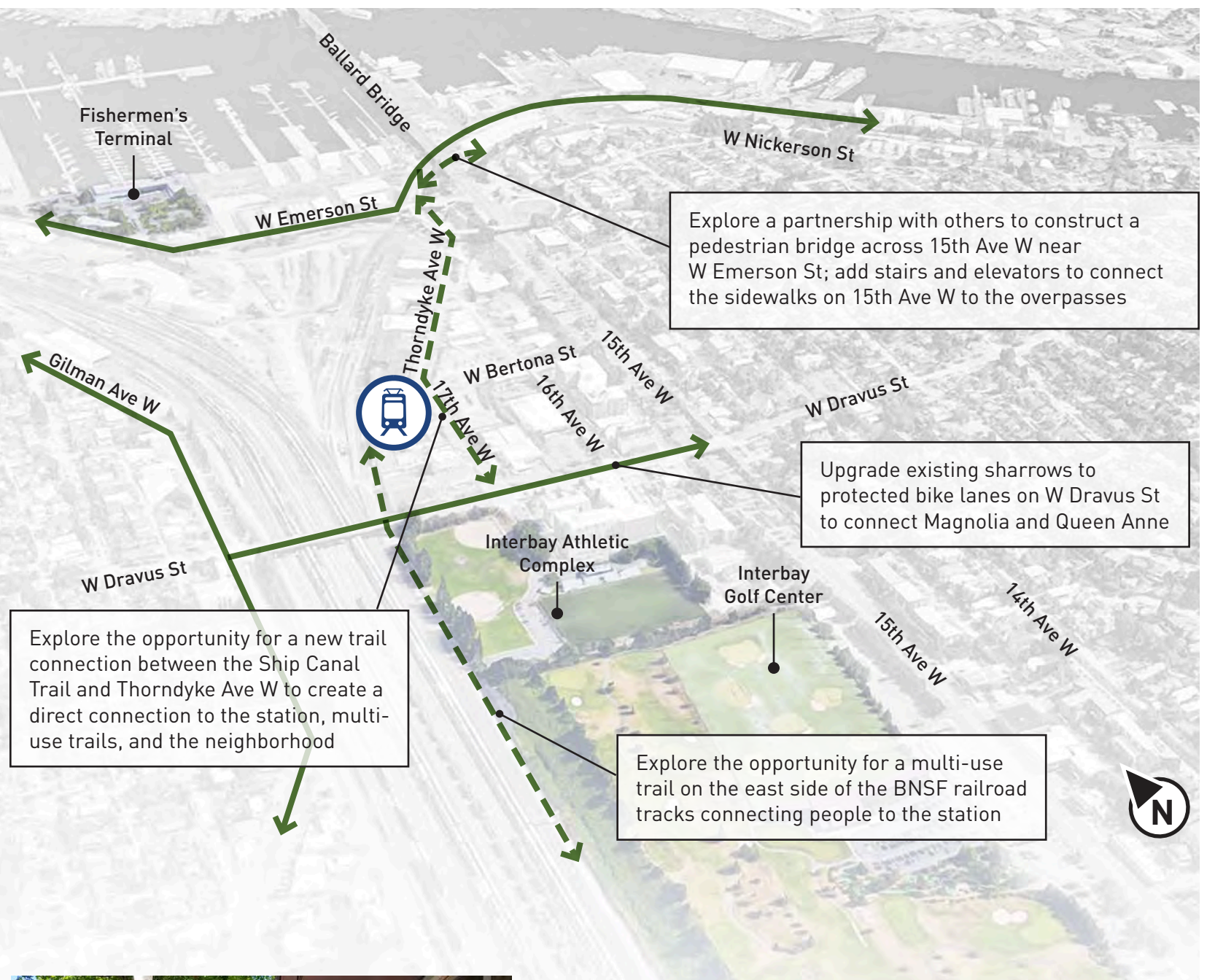
Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- Station entrance
- Existing bike route
- Proposed signaled intersection and/or crosswalks
- Potential transit oriented development (TOD)
- Planned bike route
- Existing signaled intersection and/or crosswalks
- Pedestrian focused area
- Bike and personal mobility storage

- 1 Coordinate with others to improve multiple crossings for people walking, rolling, and biking to and from the station
- 2 Partner with others to improve pedestrian environment along street with wide sidewalks, lighting, and landscaping
- 3 Consider widening sidewalks, adding protected bike lanes, and improving intersections for pedestrians as part of any future Dravus Street Bridge replacement or modifications by the city



Wide sidewalks with active storefronts make walking pleasant



Cycle track with buffer from vehicles

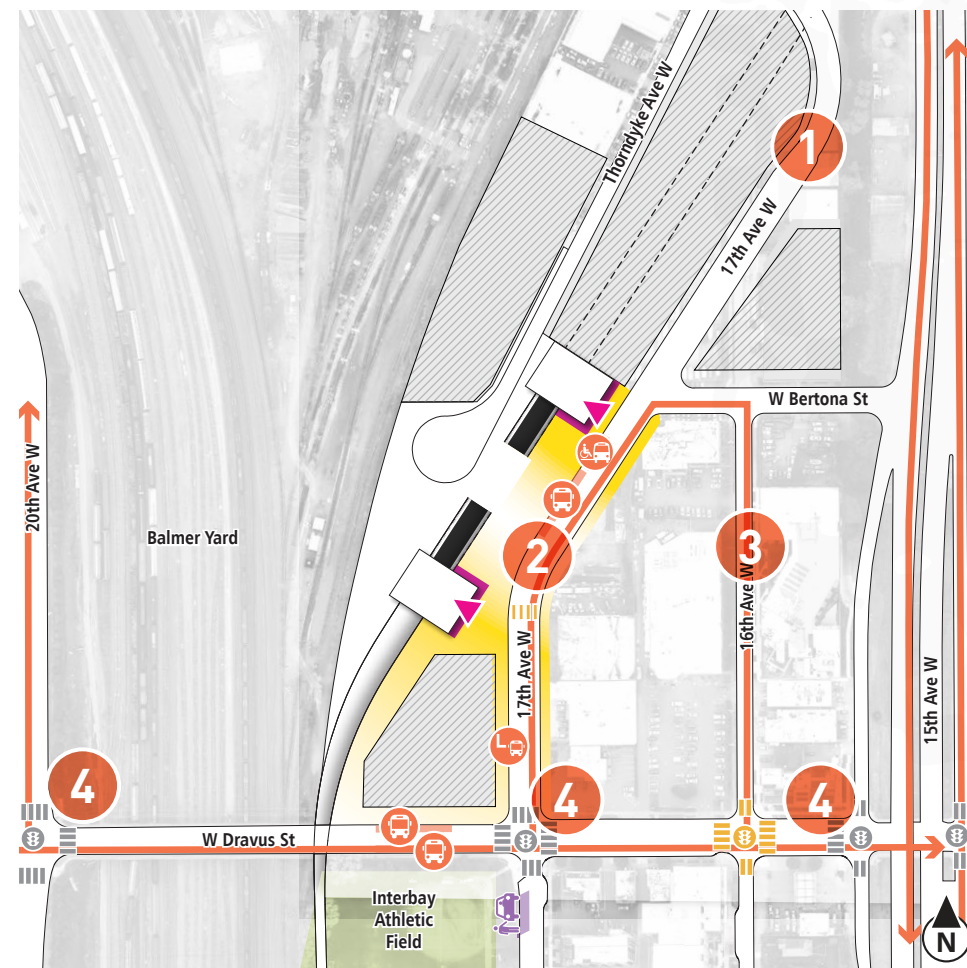
Interbay Station

Ballard
Link Extension

Retained Cut 17th Avenue Station
(IBB-2a, IBB-2b)

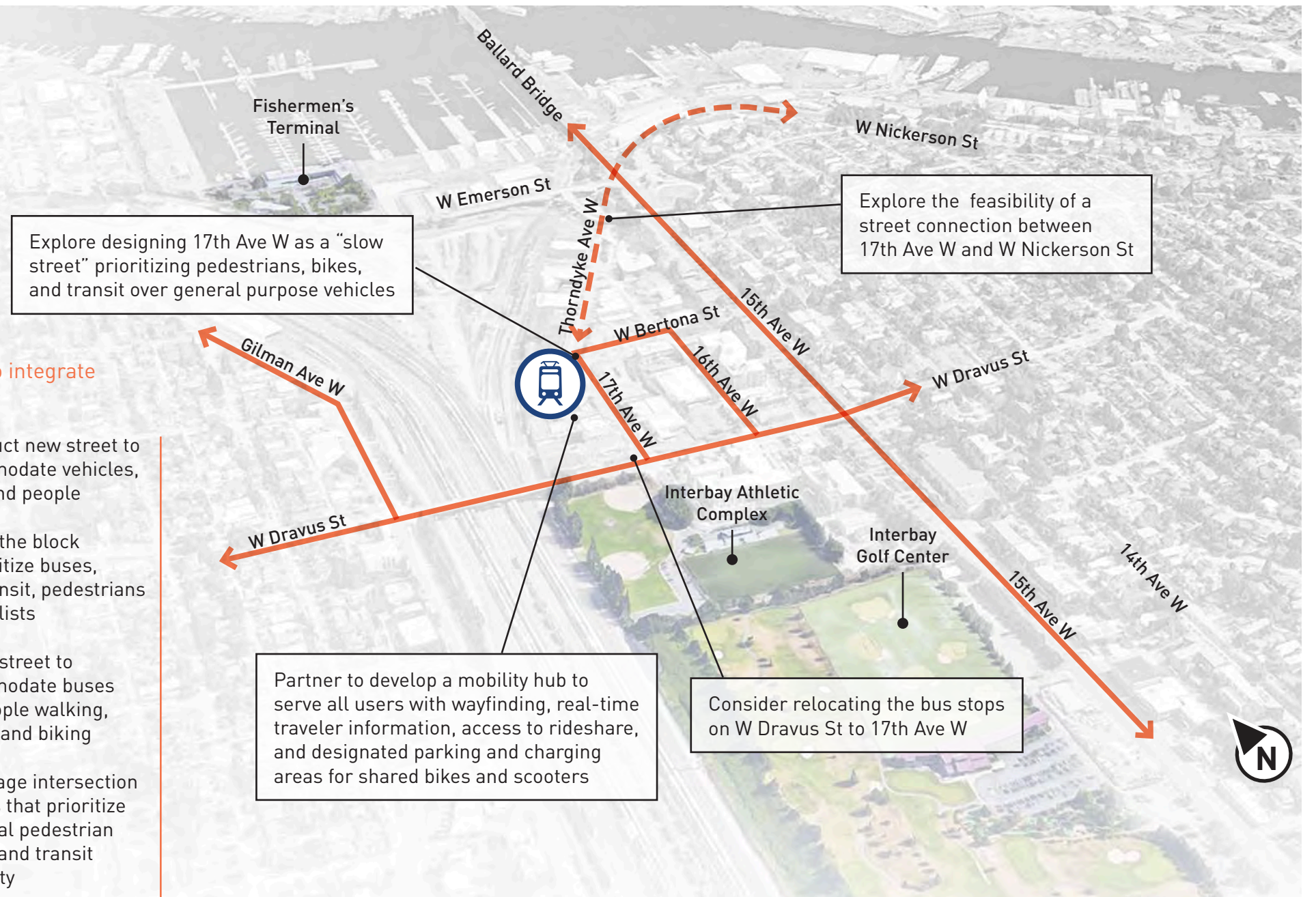
Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off.



- Station entrance
- Bus route(s)
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Active bus bay
- Paratransit
- Proposed signalized intersection and/or crosswalks
- Existing signalized intersection and/or crosswalks
- Pickup/drop-off area

- 1 Construct new street to accommodate vehicles, bikes and people
- 2 Design the block to prioritize buses, paratransit, pedestrians and cyclists
- 3 Design street to accommodate buses and people walking, rolling, and biking
- 4 Encourage intersection designs that prioritize universal pedestrian access and transit reliability



Example of a "slow street" that accommodates buses, pedestrians, cyclists, and local traffic



Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers

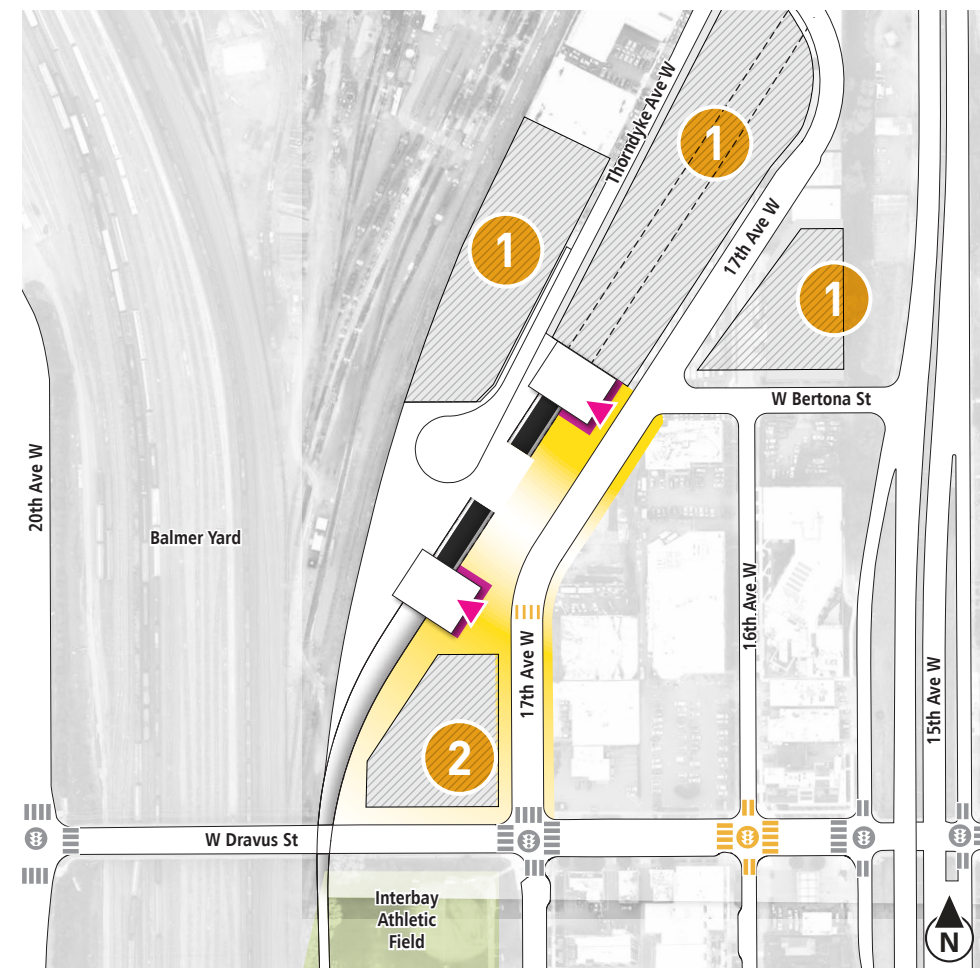
Interbay Station

Ballard Link Extension

Retained Cut 17th Avenue Station (IBB-2a, IBB-2b)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Assess development opportunities that could include industrial and office mixed-uses consistent with city-adopted zoning
- 2 Explore development opportunities that could activate the corner of W Dravus St and 17th Ave W, such as corner retail or a small public plaza

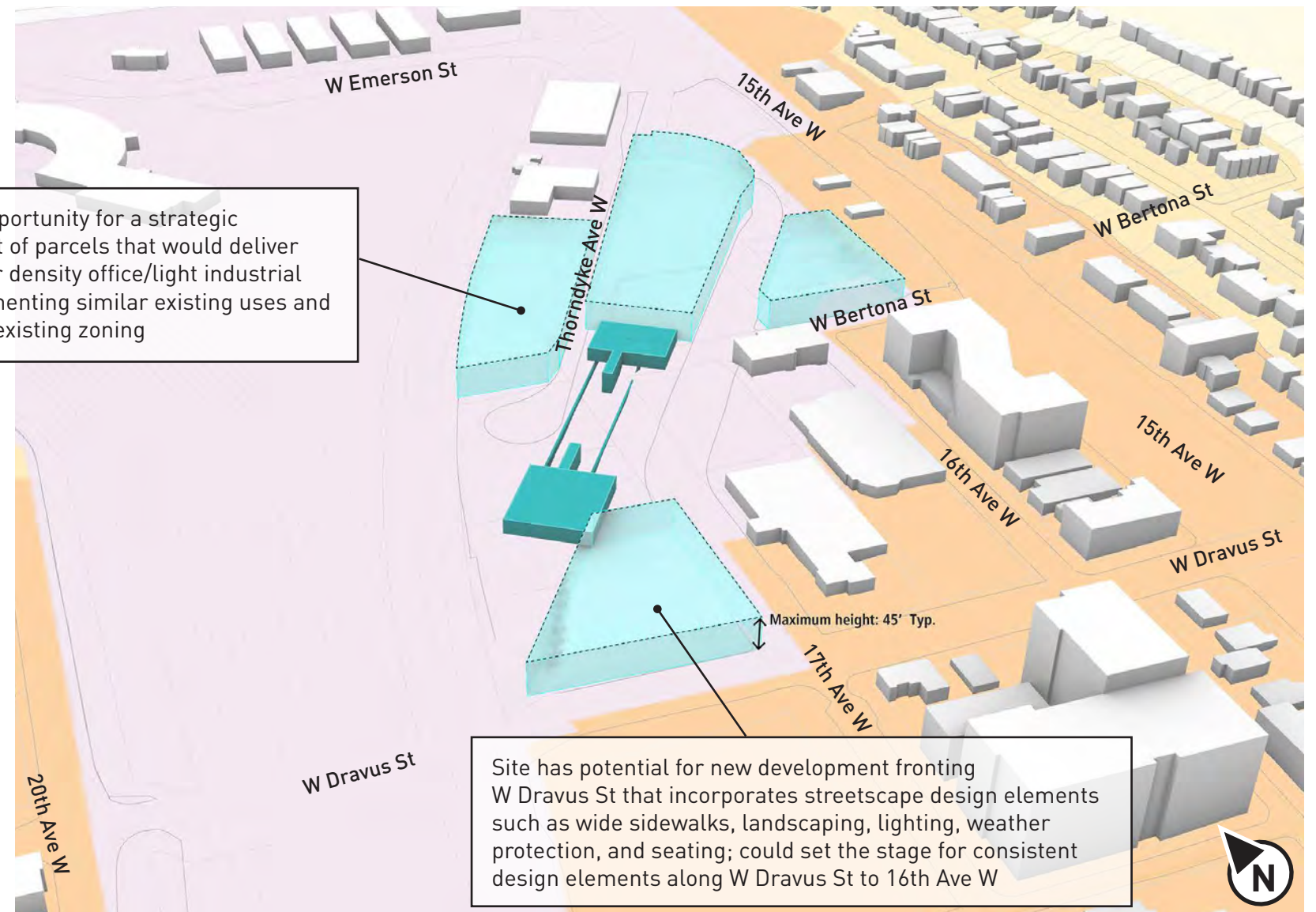
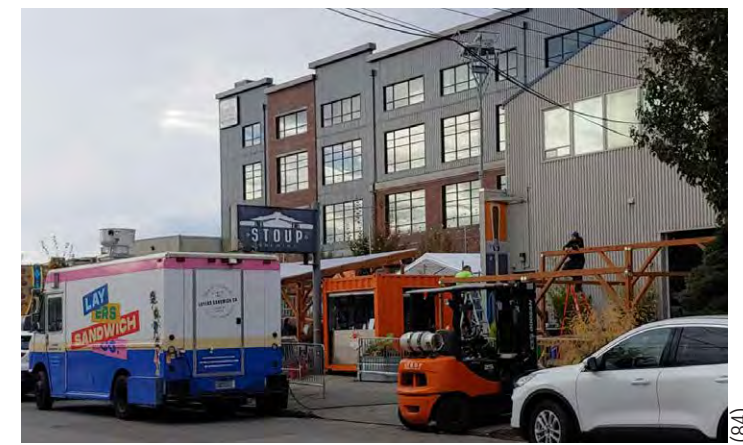


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/Mixed-Use Industrial Multifamily Single Family



Mixed-use development near the future station in an area zoned as commercial/mixed-use



Example of "craft" businesses integrating retail and light industrial use

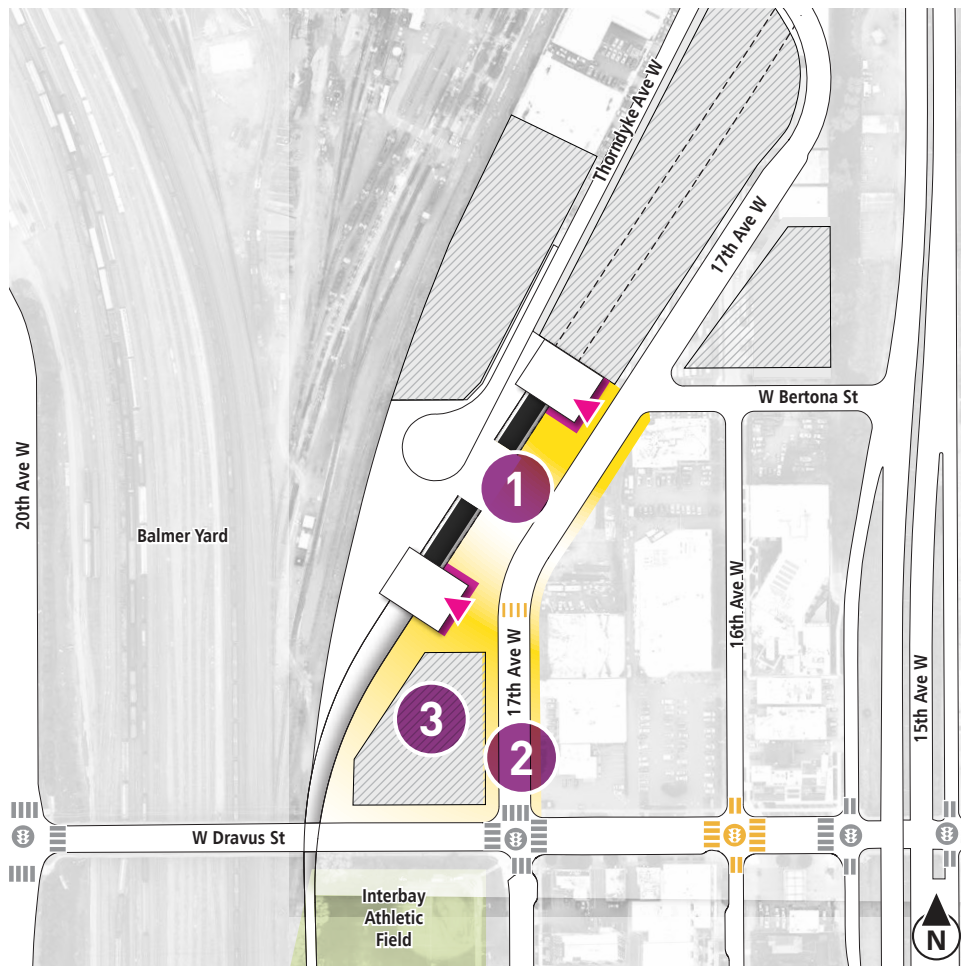
Interbay Station

Ballard
Link Extension

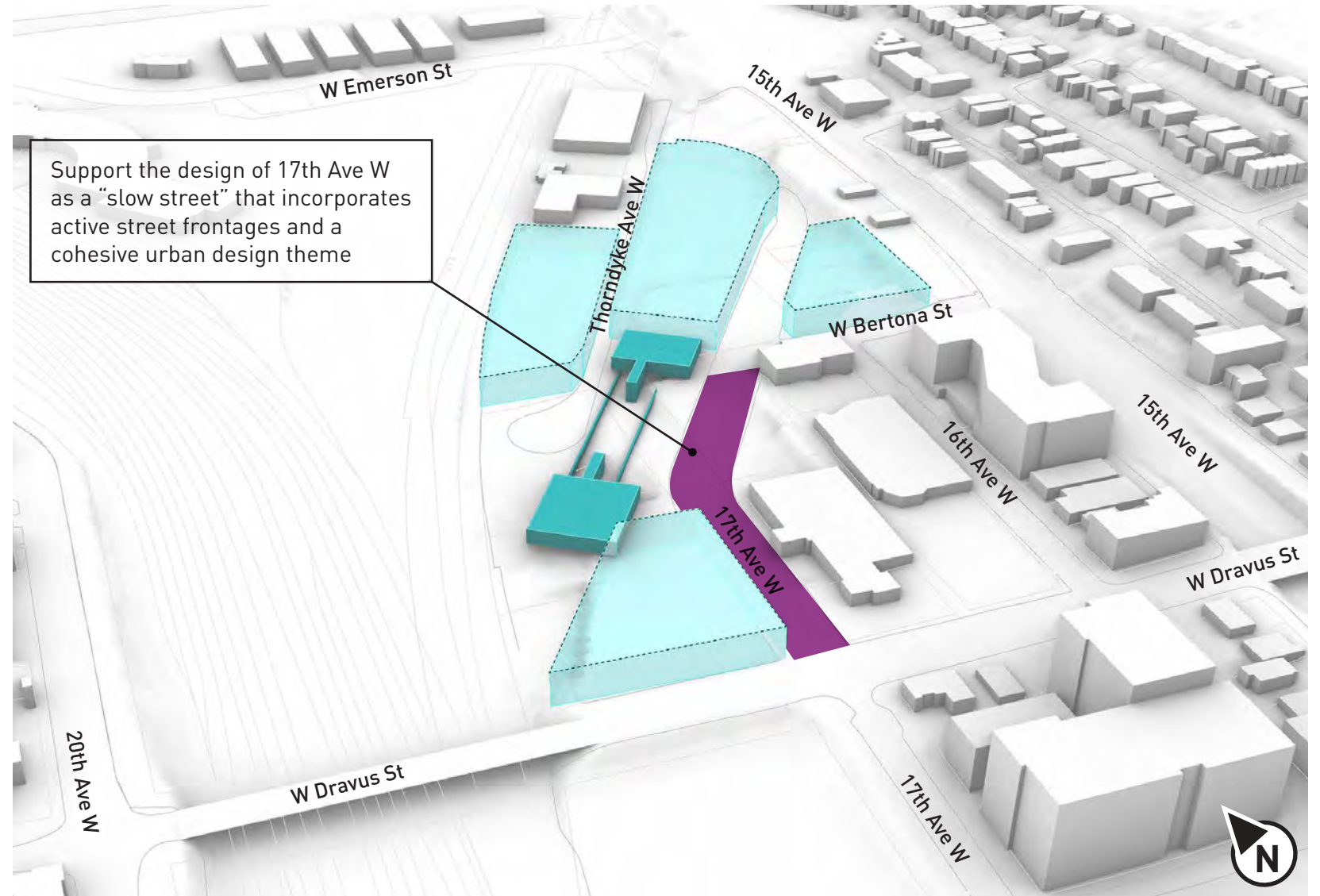
Retained Cut 17th Avenue Station
(IBB-2a, IBB-2b)

Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- 1 Create plazas and open space adjacent to station entrances and other active uses
- 2 Develop a street design that includes enhancements to the public space
- 3 Encourage the design of future development in the station area that can provide additional public open space and active street-level uses



Large plaza space associated with a building entrance



Example of a "slow street" with outdoor cafés

Interbay Station

Ballard
Link Extension

Elevated 15th Avenue Station (IBB-1b, IBB-3)

Other Alternative

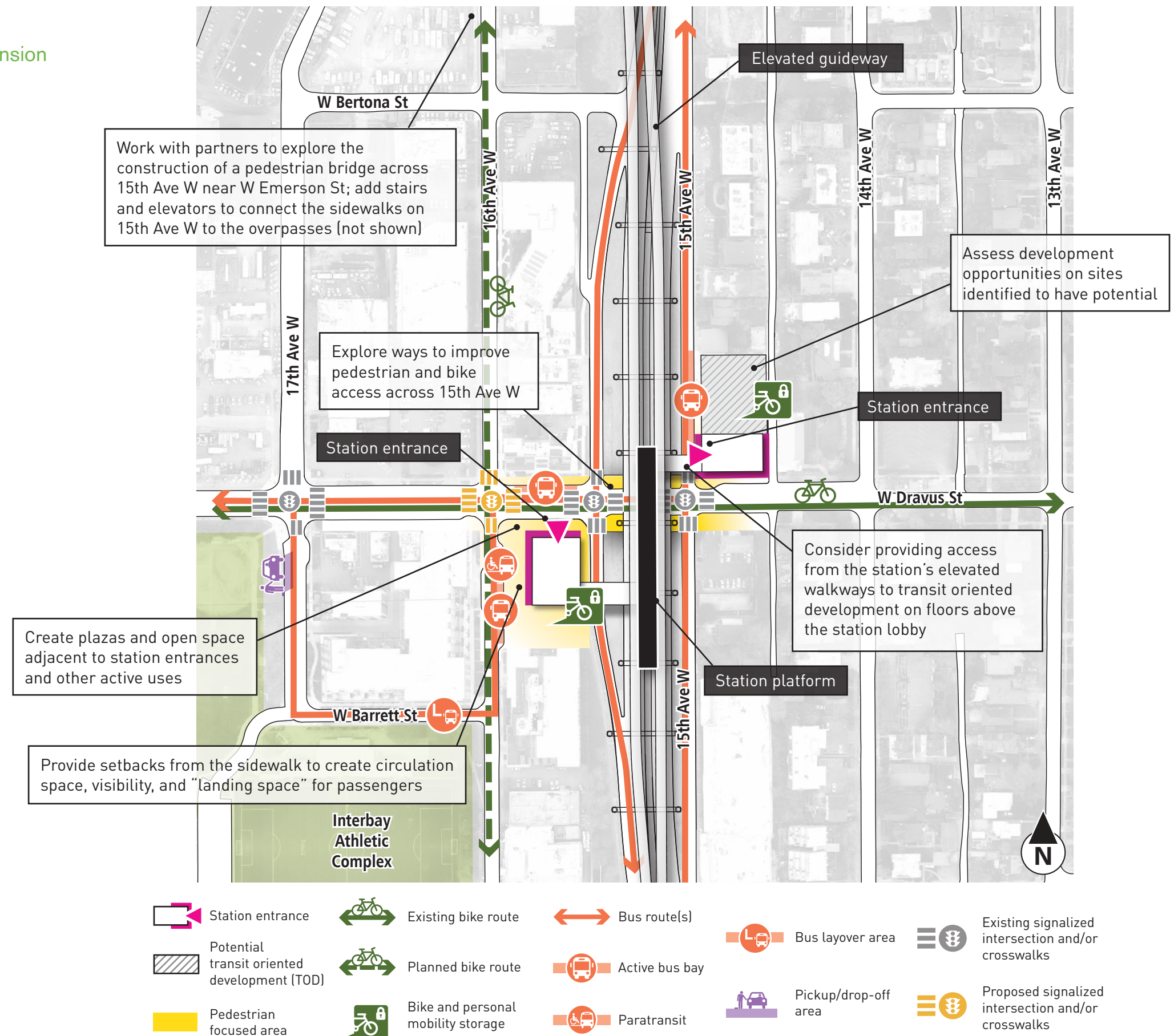
Station context plan

The Elevated 15th Avenue station alternative would support the growing residential/mixed-use area west of the station and could potentially support new development east of 15th Ave W. This station would also serve Interbay, North Magnolia and Queen Anne with integrated pedestrian, bike, and bus connections.

15th Ave W is a principal arterial and a major freight route, but the station would include entrances on both sides of the arterial, so that passengers transferring from buses would not have to cross 15th Ave W.

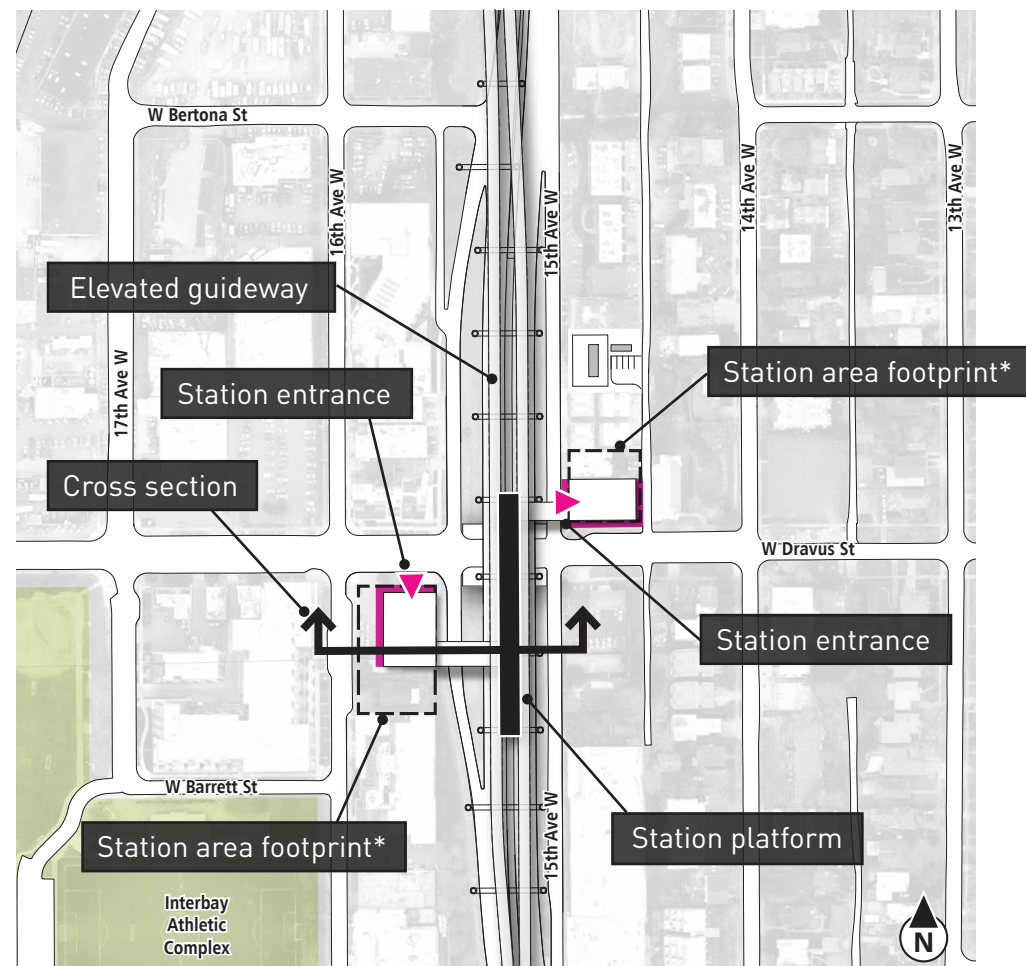
The Dravus Street Bridge is a major east-west connector. The existing bridge is challenging for cyclists and pedestrians, but better station connections may be possible. The city has long-range plans to improve this corridor, and the Ballard Interbay Regional Transportation System (BIRT) report includes specific investment recommendations.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.



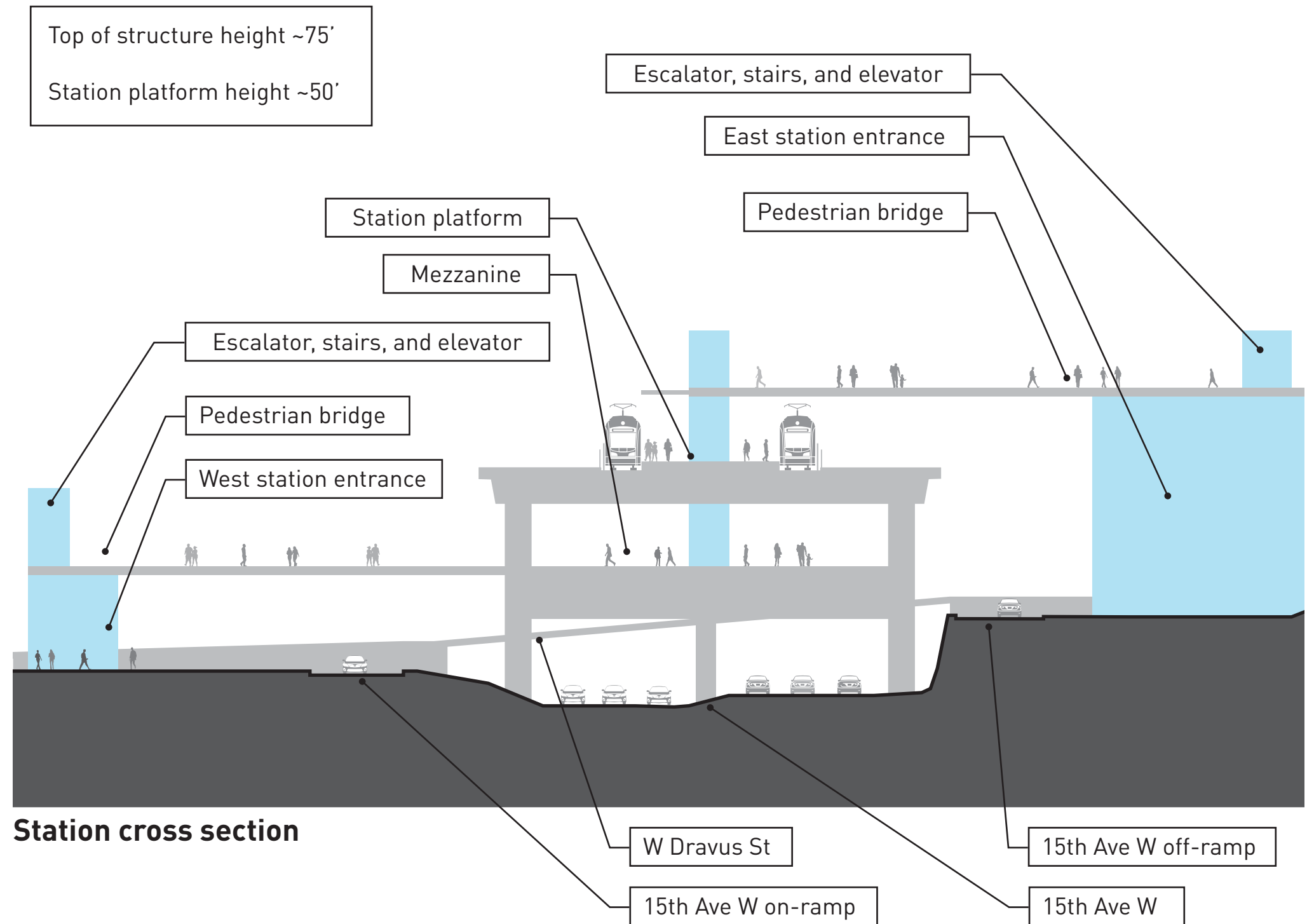
Elevated 15th Avenue Station
(IBB-1b, IBB-3)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

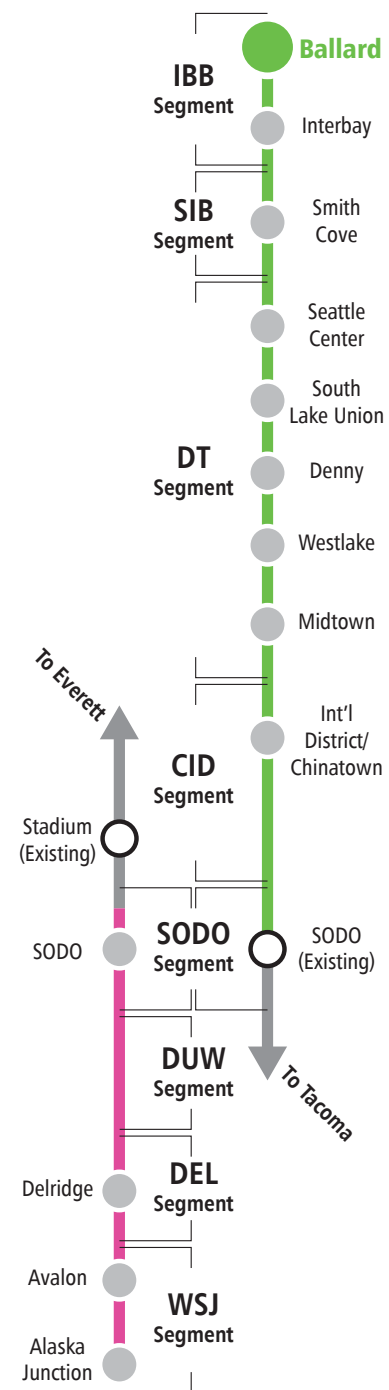
Ballard Station

Ballard Link Extension

Station area context

Ballard is a historic waterfront neighborhood known for its eateries, craft breweries, Olympic Mountain views, and Scandinavian maritime roots. The Ballard Avenue Landmark district includes boutiques, art galleries, and a year-round farmers market adjacent to active maritime industrial uses. The Hiram M. Chittenden Locks and Golden Gardens Park attract locals and tourists alike, and Swedish Medical Center is a major employer. One of Seattle's fastest growing neighborhoods, Ballard's core is dense with multifamily and mixed-use buildings.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the scale, walkability, and vibrancy of the area, which is home to many local businesses.



What we heard so far

NEIGHBORHOOD FEEDBACK

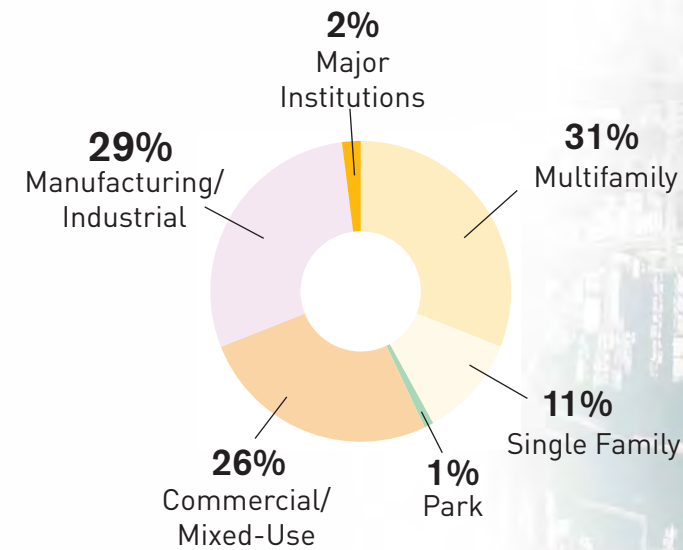
- 1 Intersection of 15th Ave NW and NW Market St is a difficult environment for pedestrians
- 2 Concerned about how light rail will be extended north in the future
- 3 Extending Gemenskap Park south along on 14th Ave NW is important
- 4 14th Ave NW is a planned pedestrian route
- 5 New development is bringing more foot traffic to industrial area, but area is not safe for pedestrians
- 6 Desire to maintain and support current and future industrial uses
- 7 Opportunity to mix light industry with housing



Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

Station area context

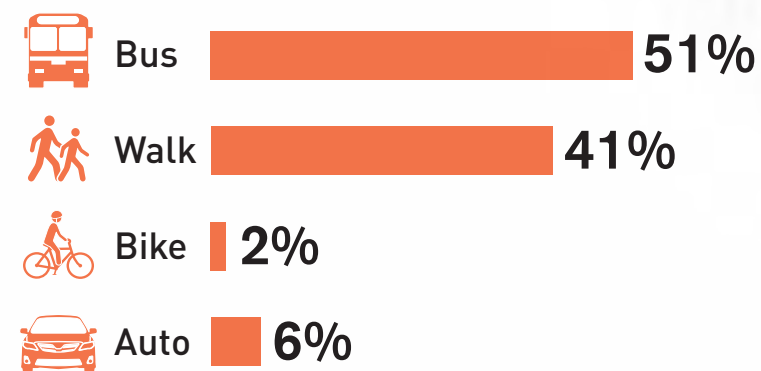
Existing land use in the station area ⁽¹⁾



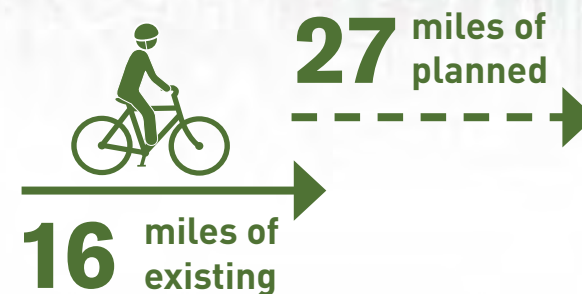
Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



Living and working in the station area 2040 ^(1,4)



Planning and design priorities

Planning and design priorities can help frame how a station and station area will look and function

- Explore a protected bike lane on NW Market Street
- Maximize equitable transit oriented development and retail opportunities
- Integrate station entrances into transit oriented development at street corners
- Provide generous public space along NW Market St
- Incorporate plazas and open space only where activated by adjacent uses

Footnotes:

1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed.
4. Based on PSRC future year forecasts and allocated to combined 10-minute walkshed.

Ballard Station

Ballard Link Extension

Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains four alternatives for the Ballard Station.



Draft EIS alternatives

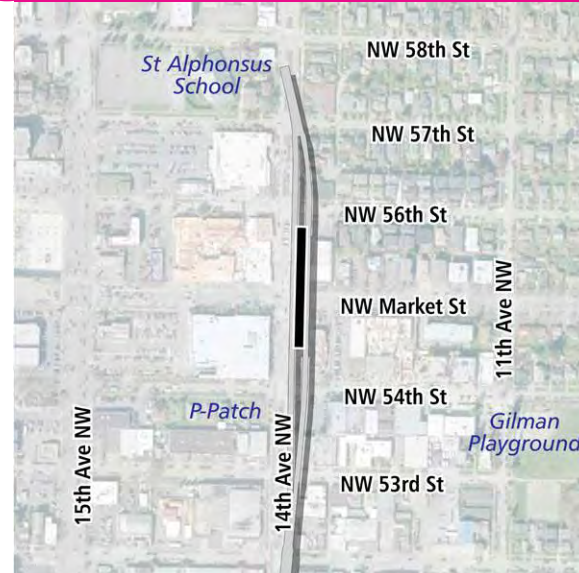
- Preferred alternative
- Preferred alternatives with third-party funding
- Other alternative

Route and station profiles

- Elevated
- Tunnel
- Tunnel portal

1 Preferred Alternative

See P.204



Elevated 14th Avenue Station (IBB-1a)

Elevated station on the east side of 14th Ave NW straddling NW Market St

2 Preferred Alternative with Third-Party Funding

See P.210

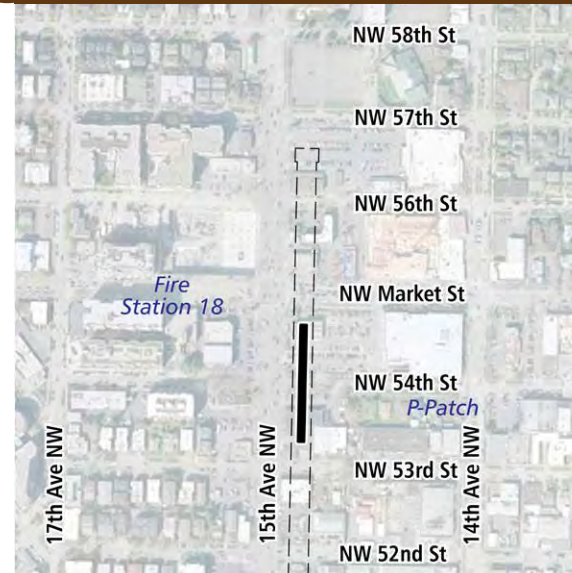


Tunnel 14th Avenue Station (IBB-2a)

Tunnel station beneath 14th Ave NW under NW Market St

3 Preferred Alternative with Third-Party Funding

See P.216



Tunnel 15th Avenue Station (IBB-2b)

Tunnel station on the east side of 15th Ave NW south of NW Market St

4 Other Alternative

See P.222



Elevated 15th Avenue Station (IBB-3)

Elevated station on the east side of 15th Ave NW south of NW Market St

Ballard Station

Ballard Link Extension

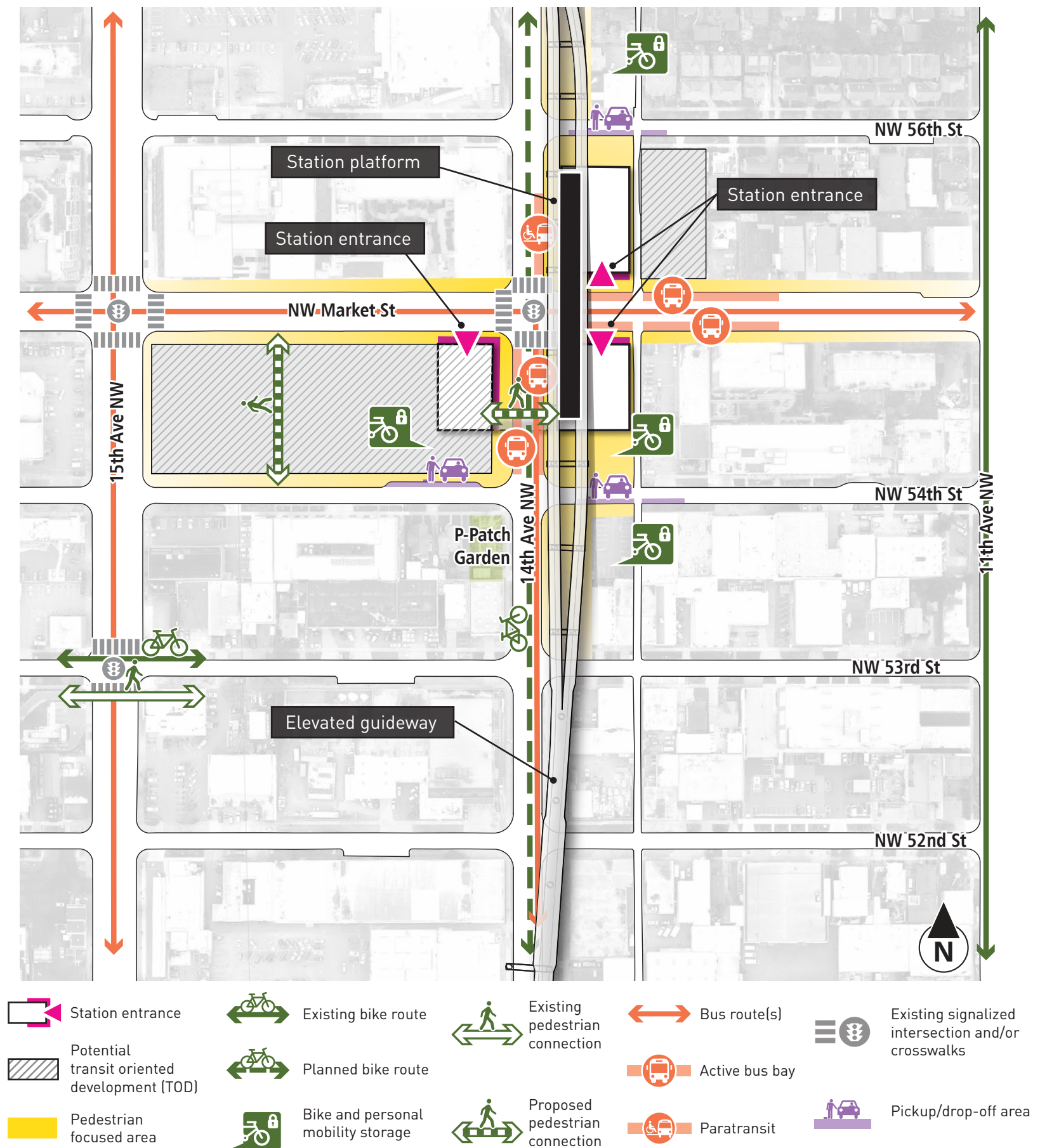
Elevated 14th Avenue Station (IBB-1a)

Preferred Alternative

Station context plan

The Elevated 14th Avenue station alternative would be located on a former streetcar route one block east of the busy 15th Ave NW corridor. To the north is a multifamily neighborhood with schools, grocery stores, and a church. To the south, light-industrial uses coexist with a lively mix of breweries, a P-patch, a church, and distinctive small businesses.

A former streetcar route, 14th Ave NW is a wide street with parking on both sides and in the median. The elevated guideway associated with this alternative would offer an opportunity to reconfigure 14th Ave NW. Starting four blocks north of the station, Gemenskap Park represents a design that could be continued south, extending the linear park for exercise, play and relaxation. In the industrial area, space under and adjacent to the guideway could be used for parking, a separated bike facility, outdoor café tables and seating, or other uses.

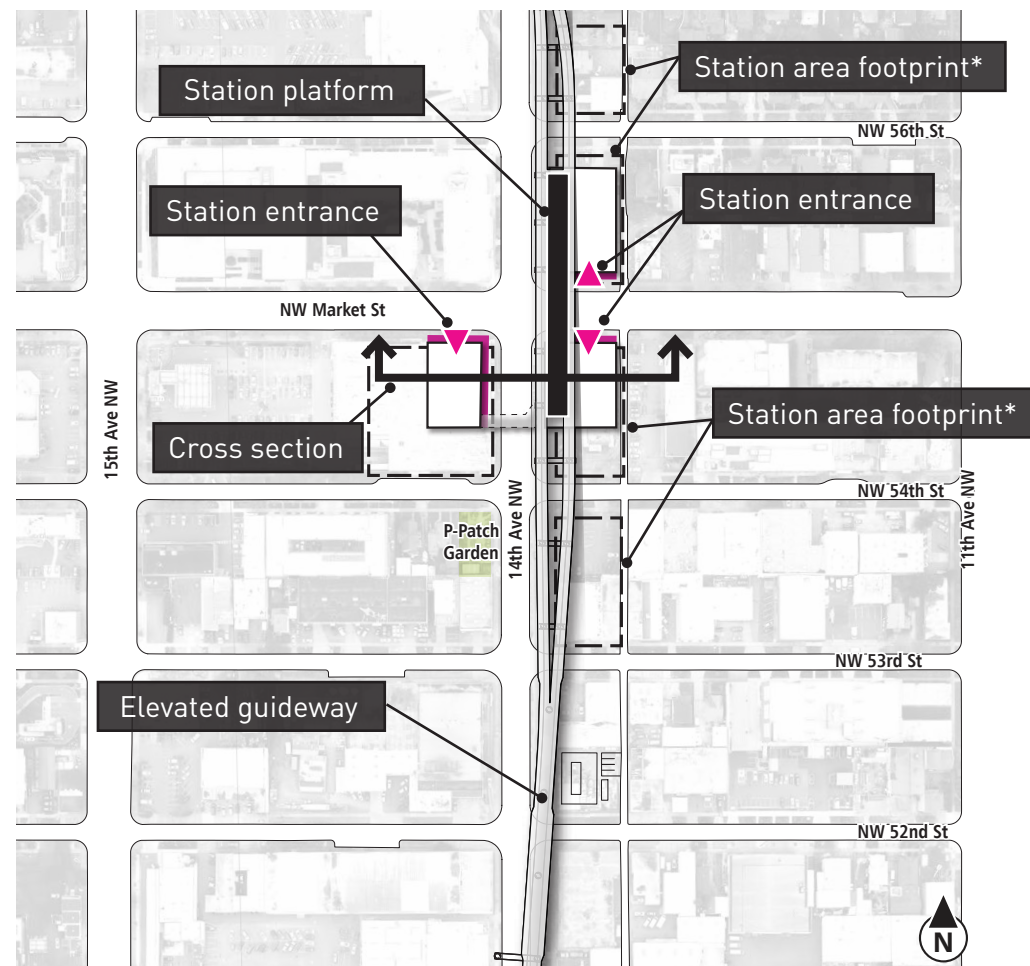


Ballard Station

Ballard Link Extension

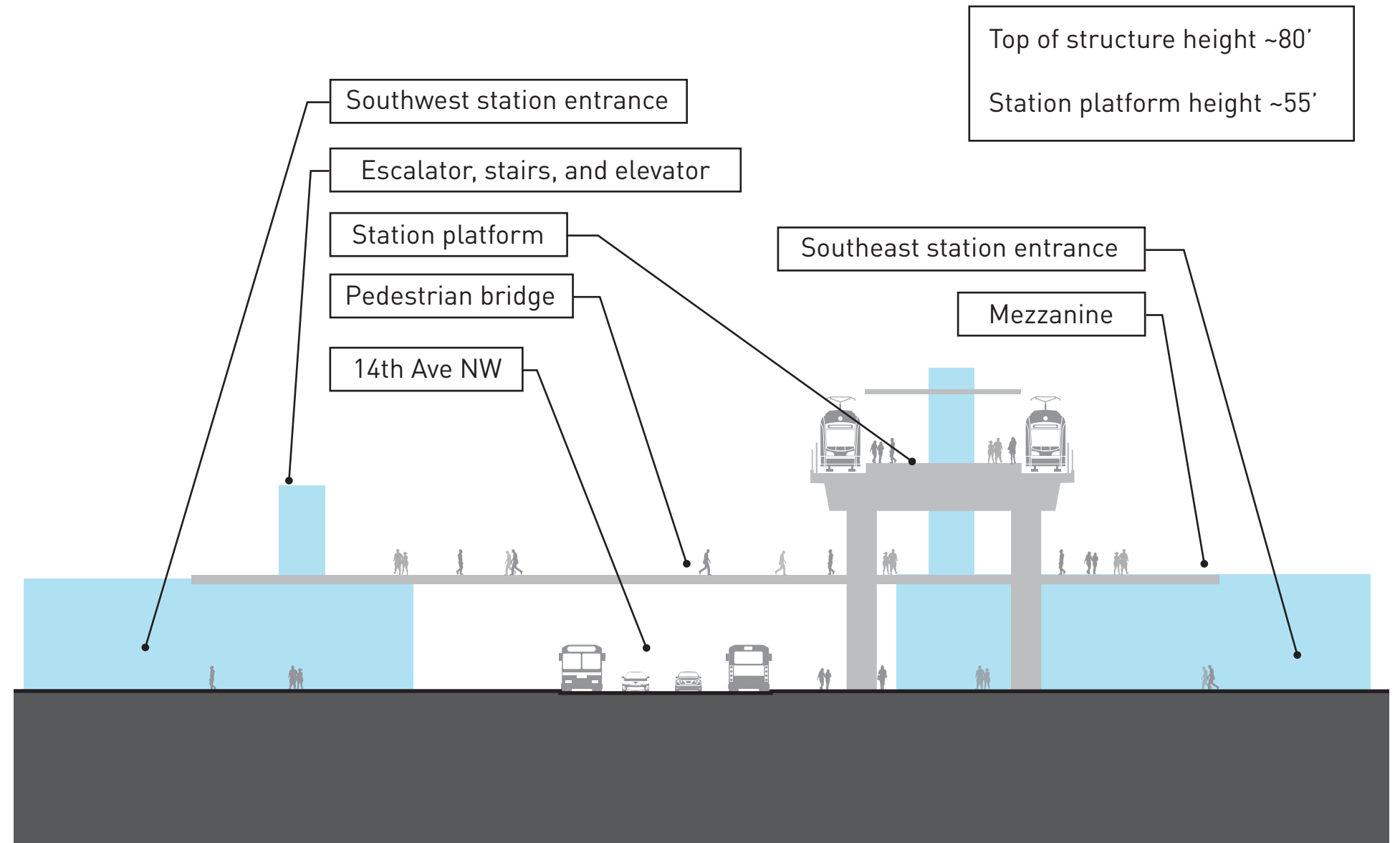
Elevated 14th Avenue Station (IBB-1a)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

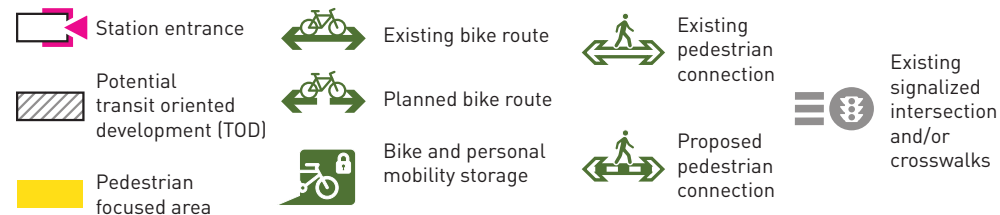
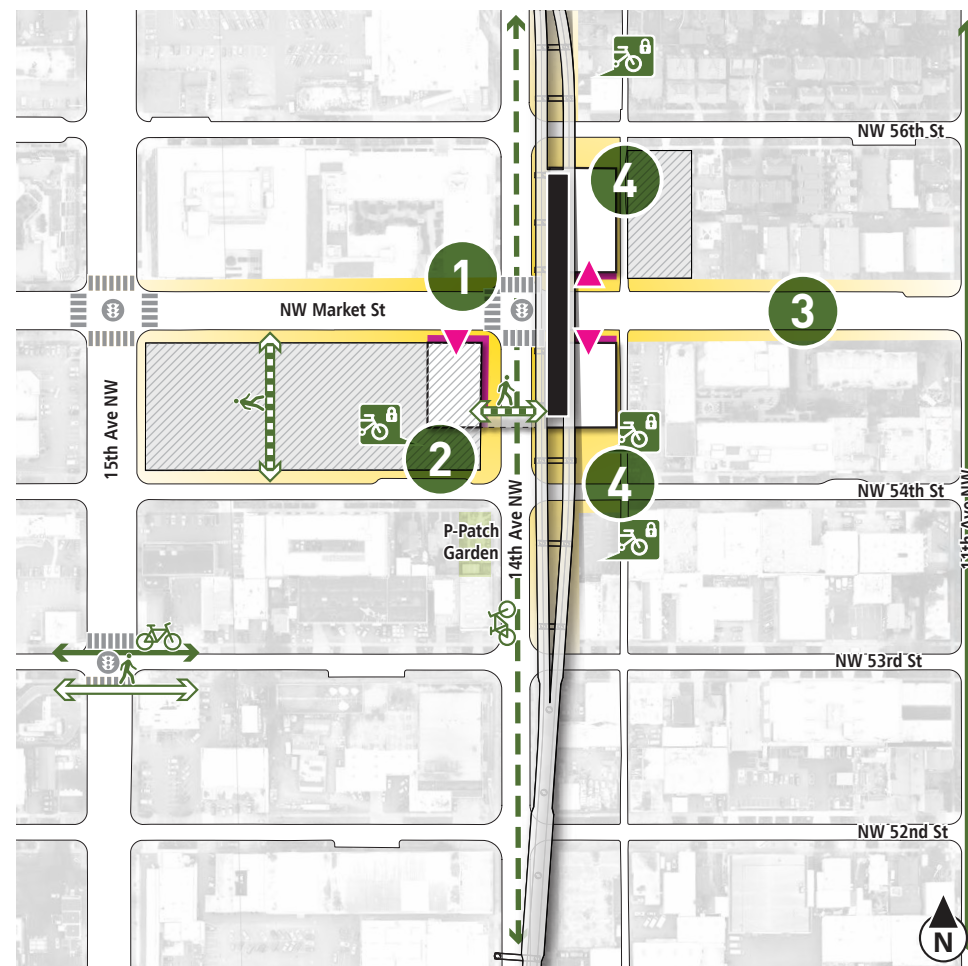
Ballard Station

Ballard Link Extension

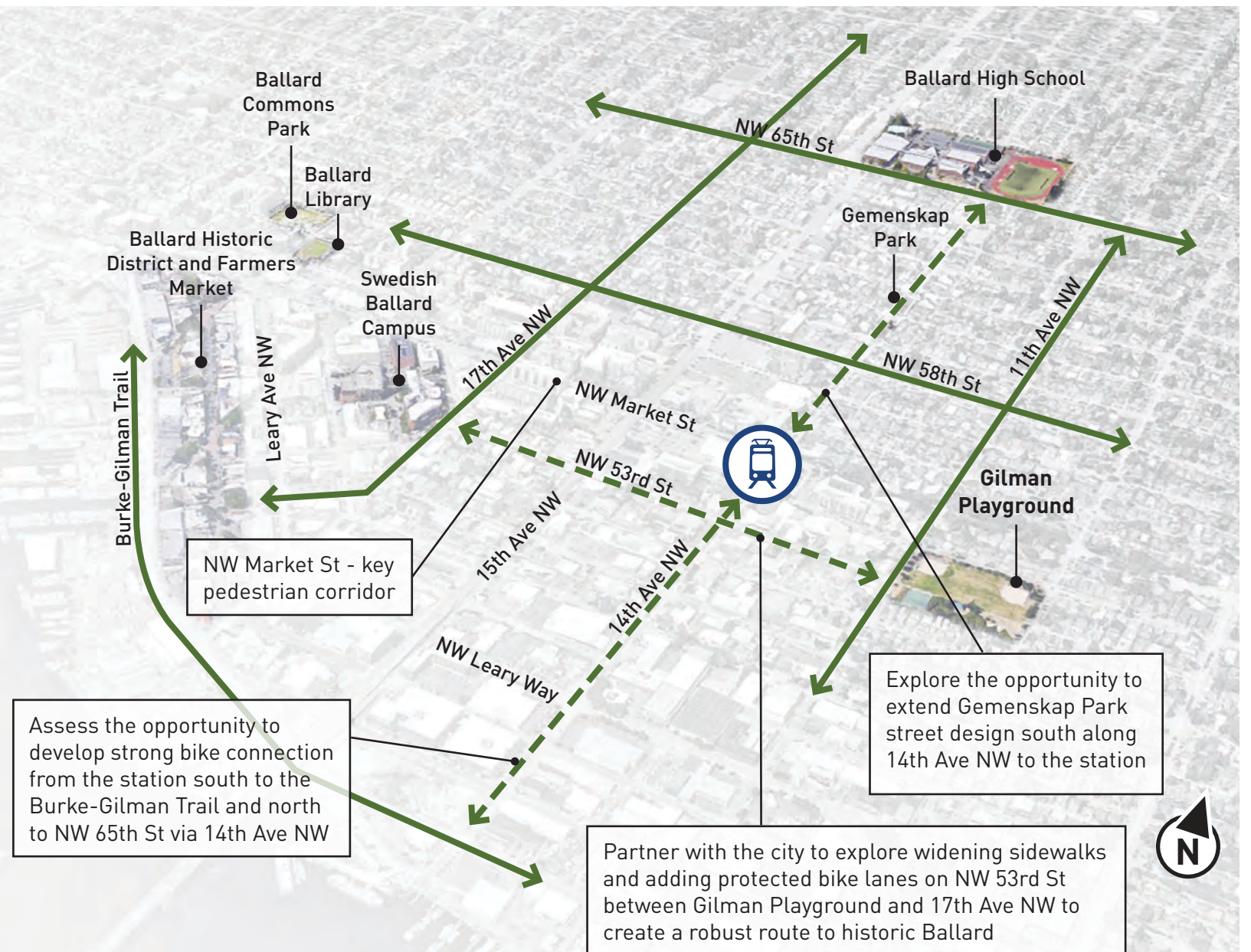
Elevated 14th Avenue Station (IBB-1a)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Consider longer walk signals for pedestrians and enhanced crosswalks
- 2 Consider connections between upper level(s) of adjacent buildings and the station platform
- 3 Partner with the city to explore pedestrian improvements, including landscaping, on NW Market St between historic Ballard and 11th Ave NW to encourage walking to the station
- 4 Explore opportunities to locate storage for bikes and personal mobility devices closer to station entrances while minimizing conflicts with pedestrians



Urban design treatments under guideway



Cycle center with storage, rental, and repair

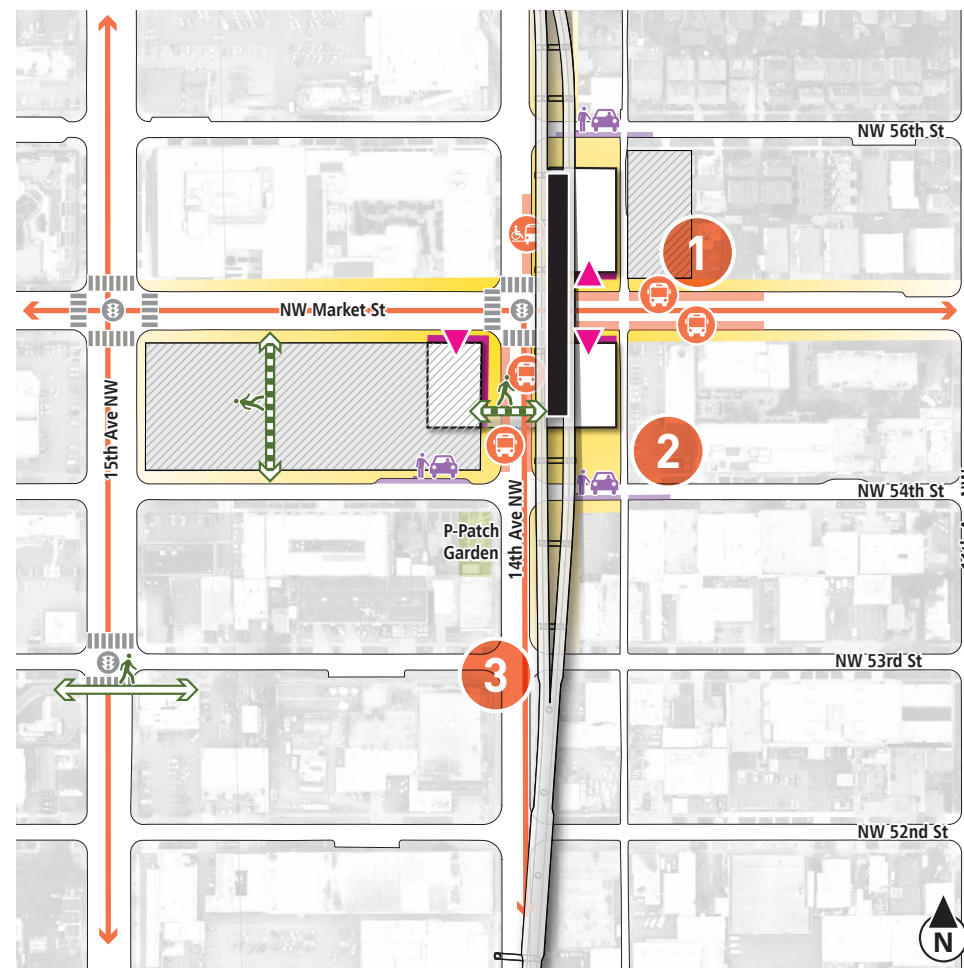
Ballard Station

Ballard Link Extension

Elevated 14th Avenue Station (IBB-1a)

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Bus route(s)
- Active bus bay
- Paratransit
- Existing pedestrian connection
- Proposed pedestrian connection
- Existing signaled intersection and/or crosswalks
- Pickup/drop-off area

- 1 Passengers coming from buses don't need to cross NW Market St to access station entrance
- 2 Refine pickup/drop-off areas and consider locations away from bus zones and bike facilities
- 3 Explore ways to reconfigure the street to better accommodate station access



Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers



Transit-only block with pedestrian lights and benches

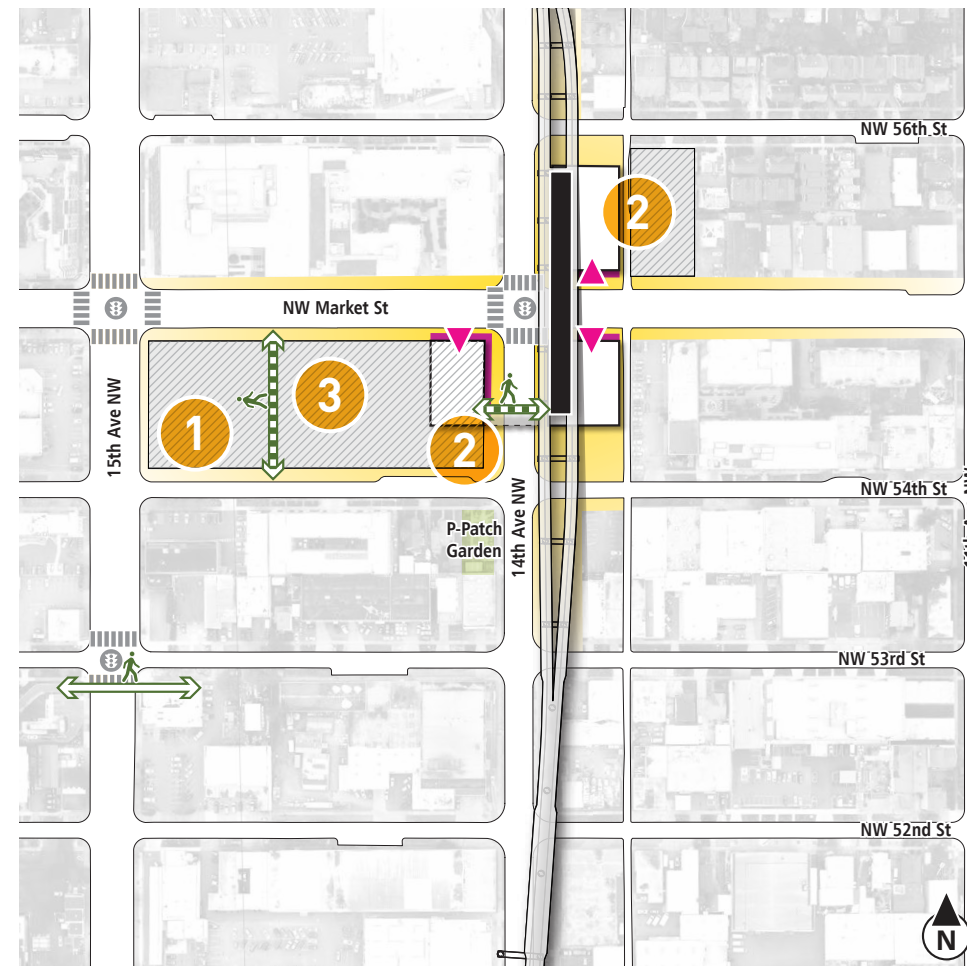
Ballard Station

Ballard Link Extension

Elevated 14th Avenue Station (IBB-1a)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Explore residential and retail development opportunities around the station
- 2 Consider multi-floor development that includes the station entrance and access to station platform
- 3 Explore the opportunity to introduce connectivity and circulation through midblock connections, alley or street reconfiguration, and development strategies that allow for public access through the site

Full-block site with potential for transit oriented development provides opportunities for transit-supportive uses that could strengthen the walkability of the station area

As development occurs in the station area, encourage uses that complement the existing mix of retail, small businesses, and open space while allowing for denser residential development

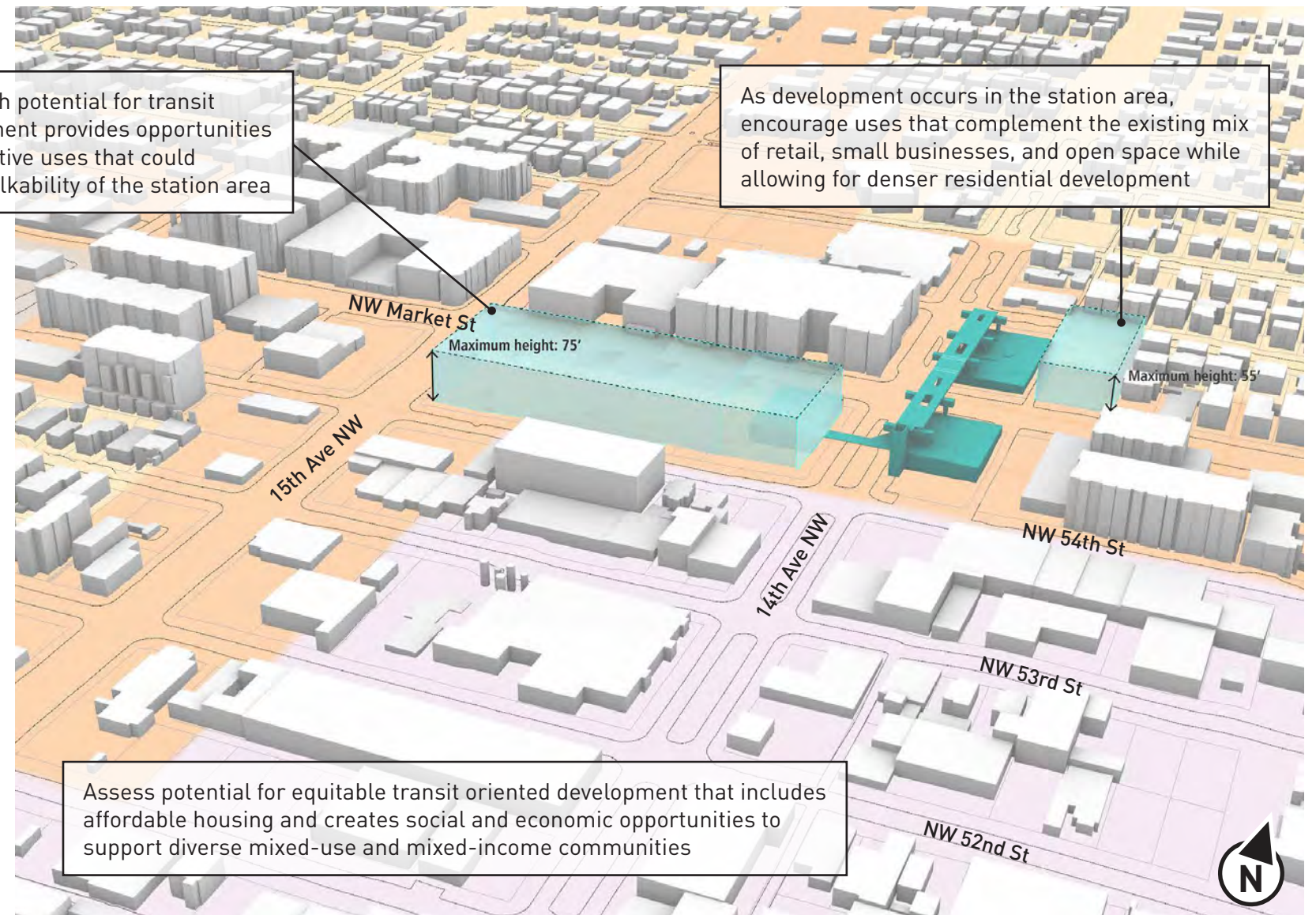
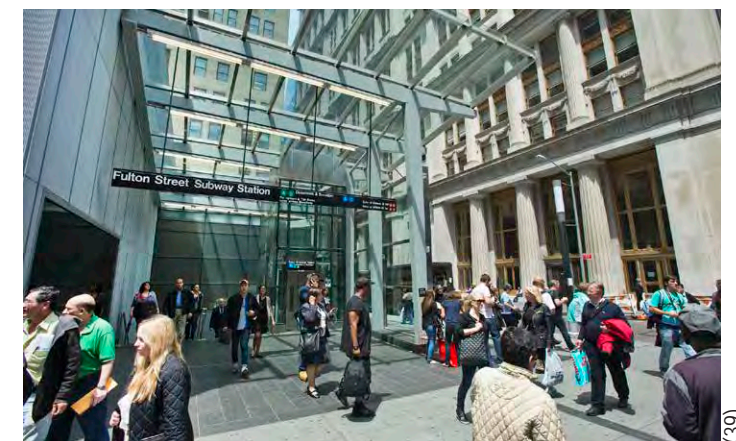


Diagram above depicts potential building envelopes based on current (2021) zoning.



Lively plaza near station entrance with space for pedestrian through-traffic and other active uses



Transit station integrated with mixed-use development

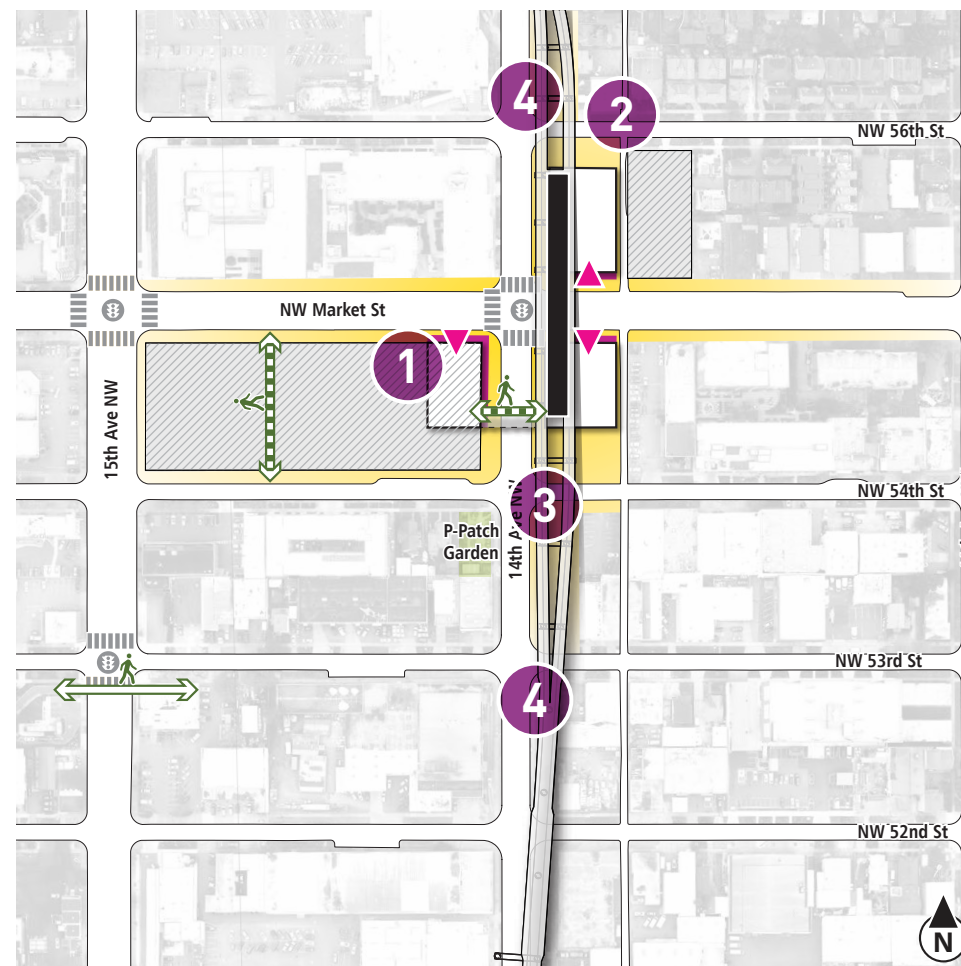
Ballard Station

Ballard Link Extension

Elevated 14th Avenue Station (IBB-1a)

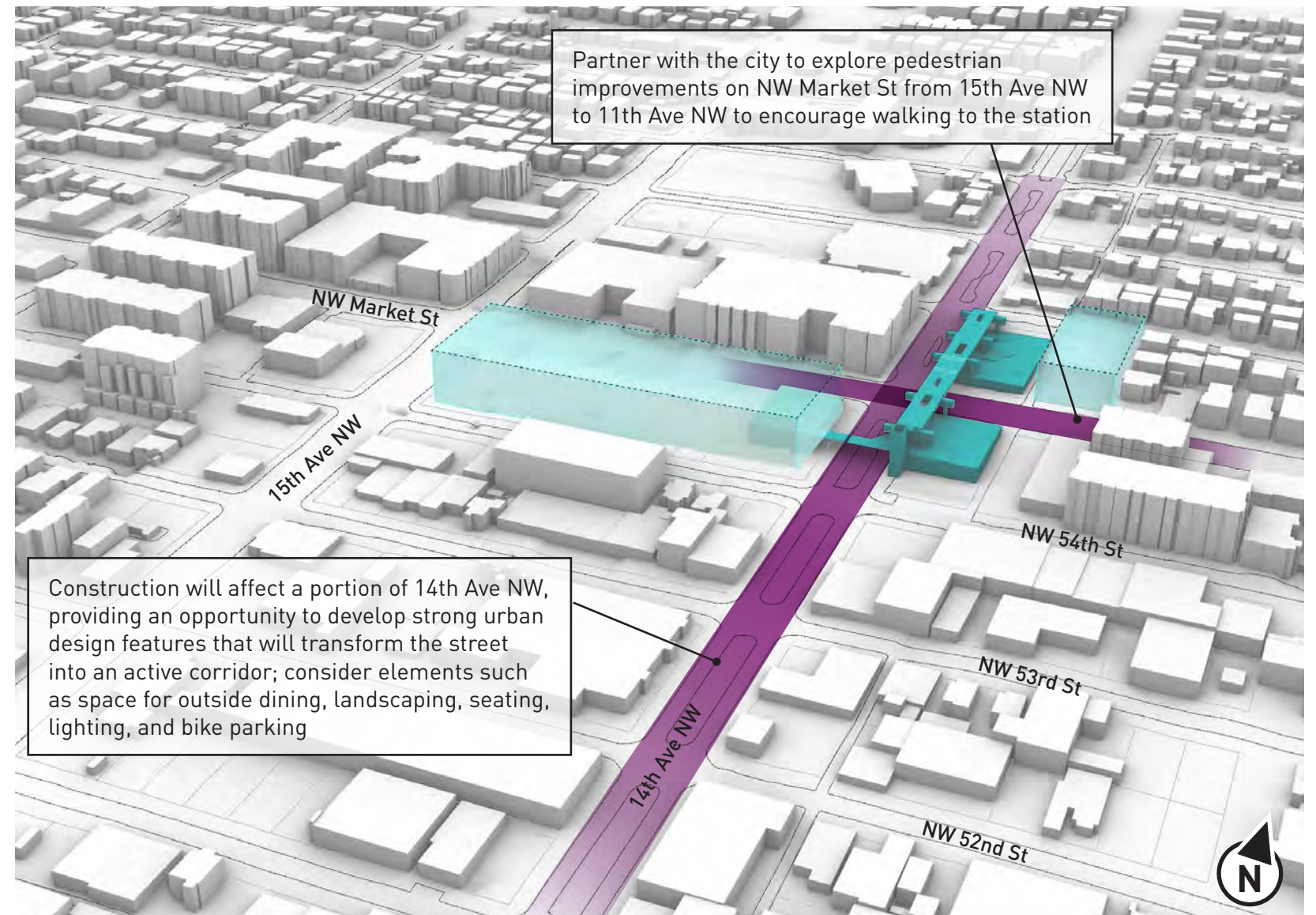
Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Existing pedestrian connection
- Proposed pedestrian connection
- Existing signalized intersection and/or crosswalks

- 1 Encourage building frontages that are inviting and lively
- 2 Create plazas and open spaces around station entrances and other active uses
- 3 Focus on pedestrian scale for building and streetscape design in the station area
- 4 Work with community members on how best to integrate the elevated structure into the neighborhood by intentionally designing and programming space under the guideway for pocket parks, community gardens, and trails



Sidewalk designed with pedestrians in mind



Lively plaza near a building entrance

Ballard Station

Ballard Link Extension

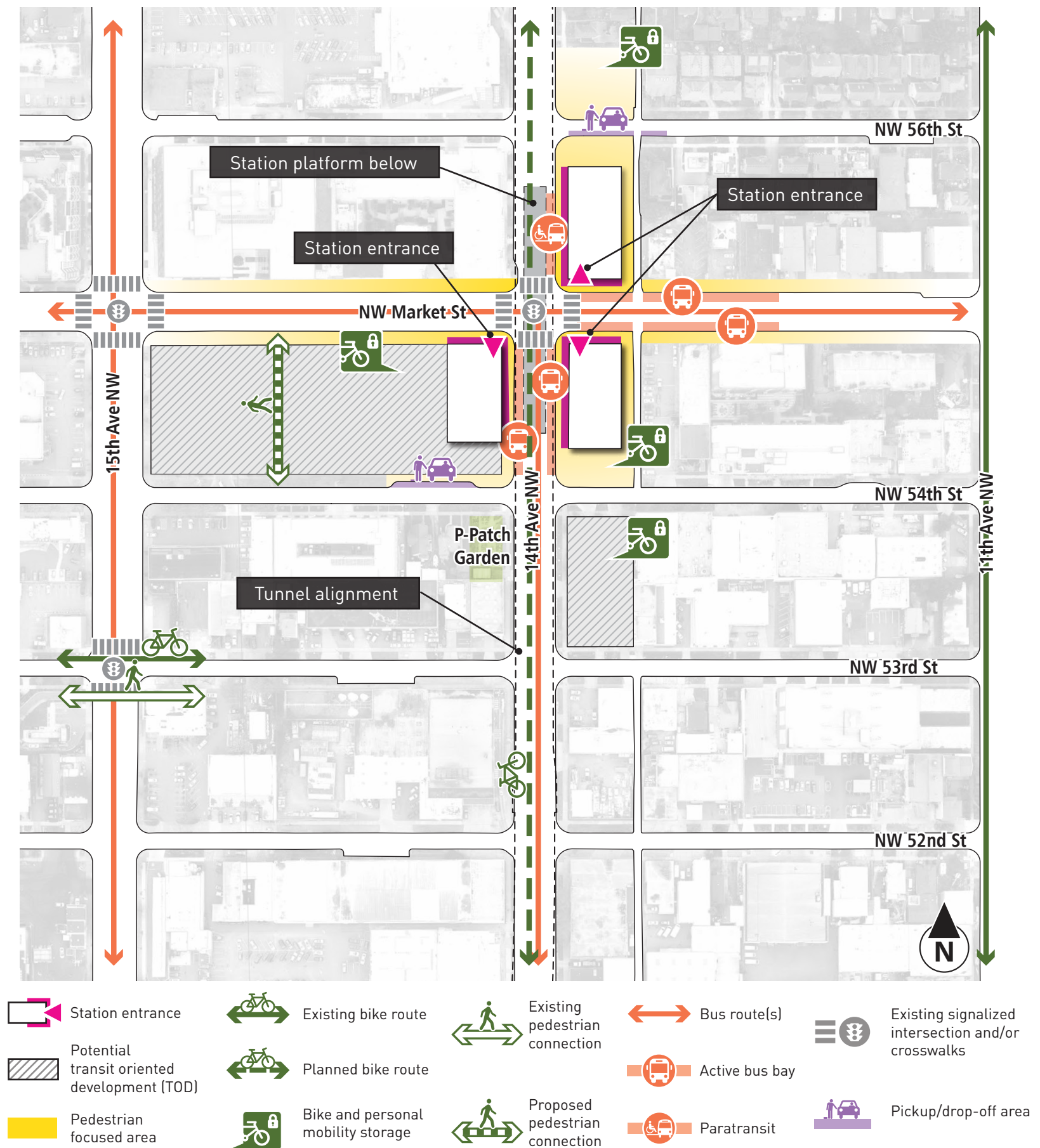
Tunnel 14th Avenue Station (IBB-2a)

Preferred Alternative with Third-Party Funding

Station context plan

The Tunnel 14th Avenue station alternative would be located in the same location as the Elevated 14th Avenue station alternative on a former streetcar route, one block east of the busy 15th Ave NW corridor. To the north is a multifamily neighborhood with schools, grocery stores, and a church. To the south, light-industrial uses coexist with a lively mix of breweries, a P-patch, retail and unique small businesses.

While the tunnel construction associated with this alternative would not offer the same opportunities to reconfigure 14th Ave NW as the elevated alternative, the immediate station vicinity could provide space for recreation, parking, a separated bike facility, outdoor café tables or seating, and other uses. Station entrances on three corners of the intersection could be designed to emphasize the station area as a “gateway” to Ballard.

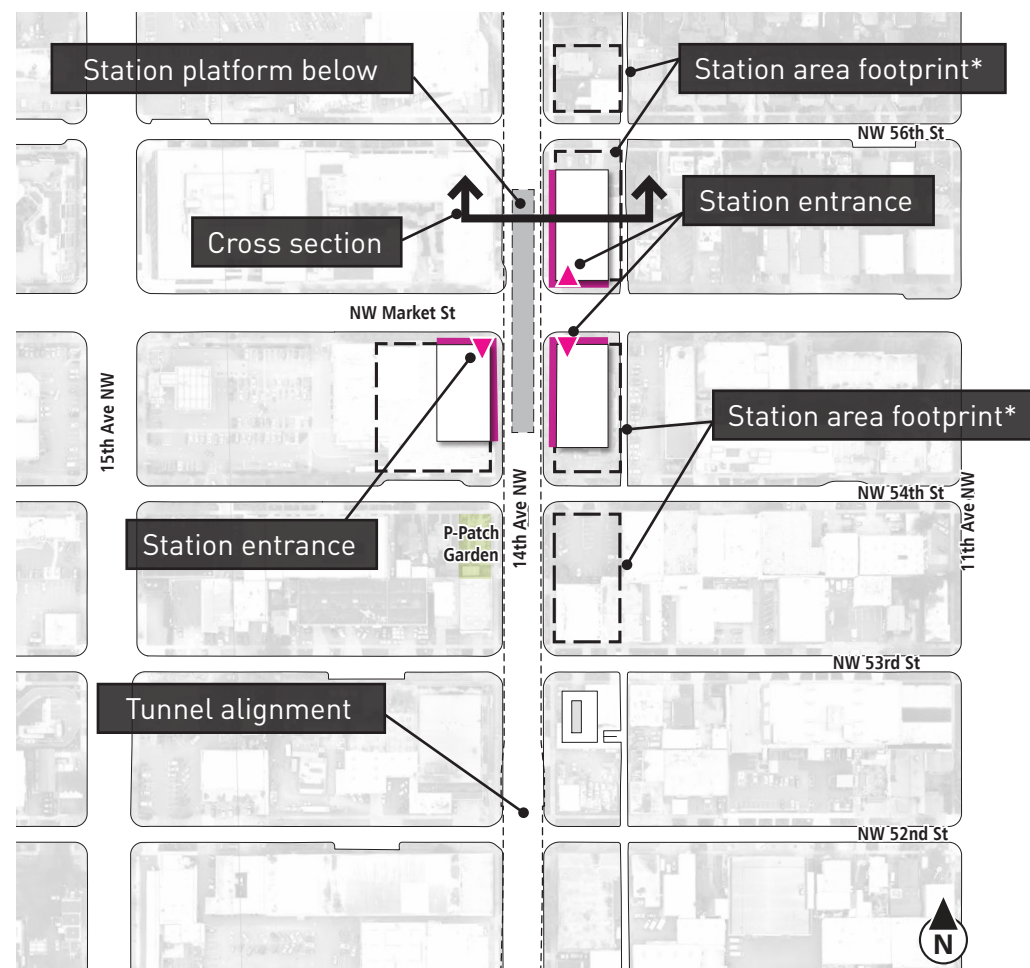


Ballard Station

Ballard Link Extension

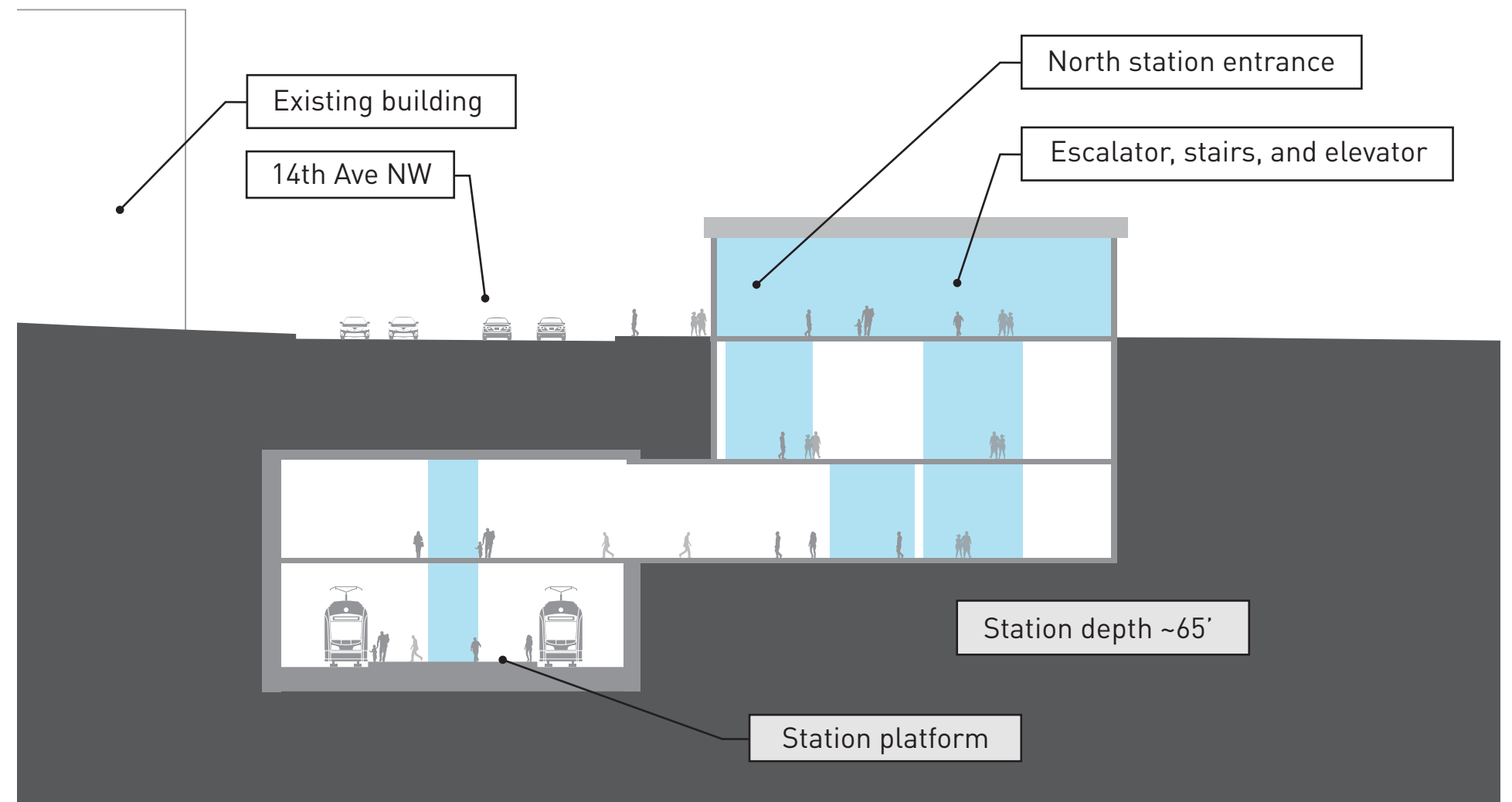
Tunnel 14th Avenue Station (IBB-2a)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

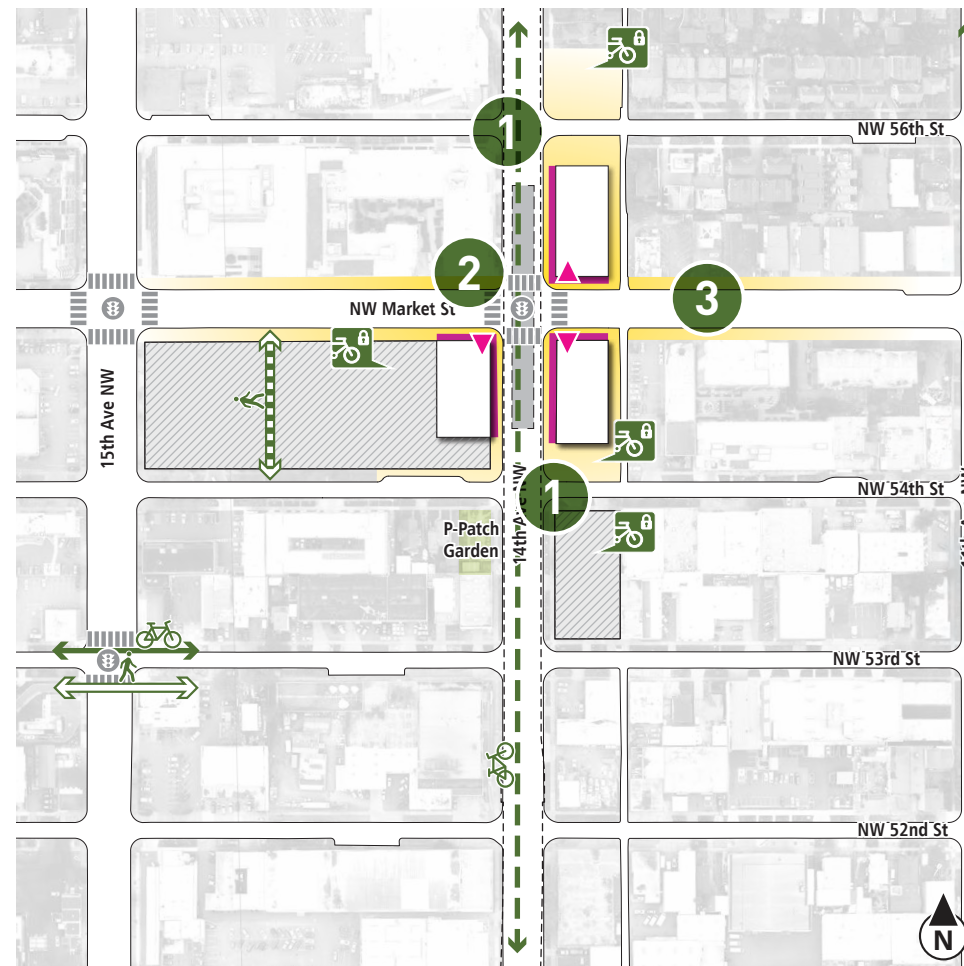
Ballard Station

Ballard Link Extension

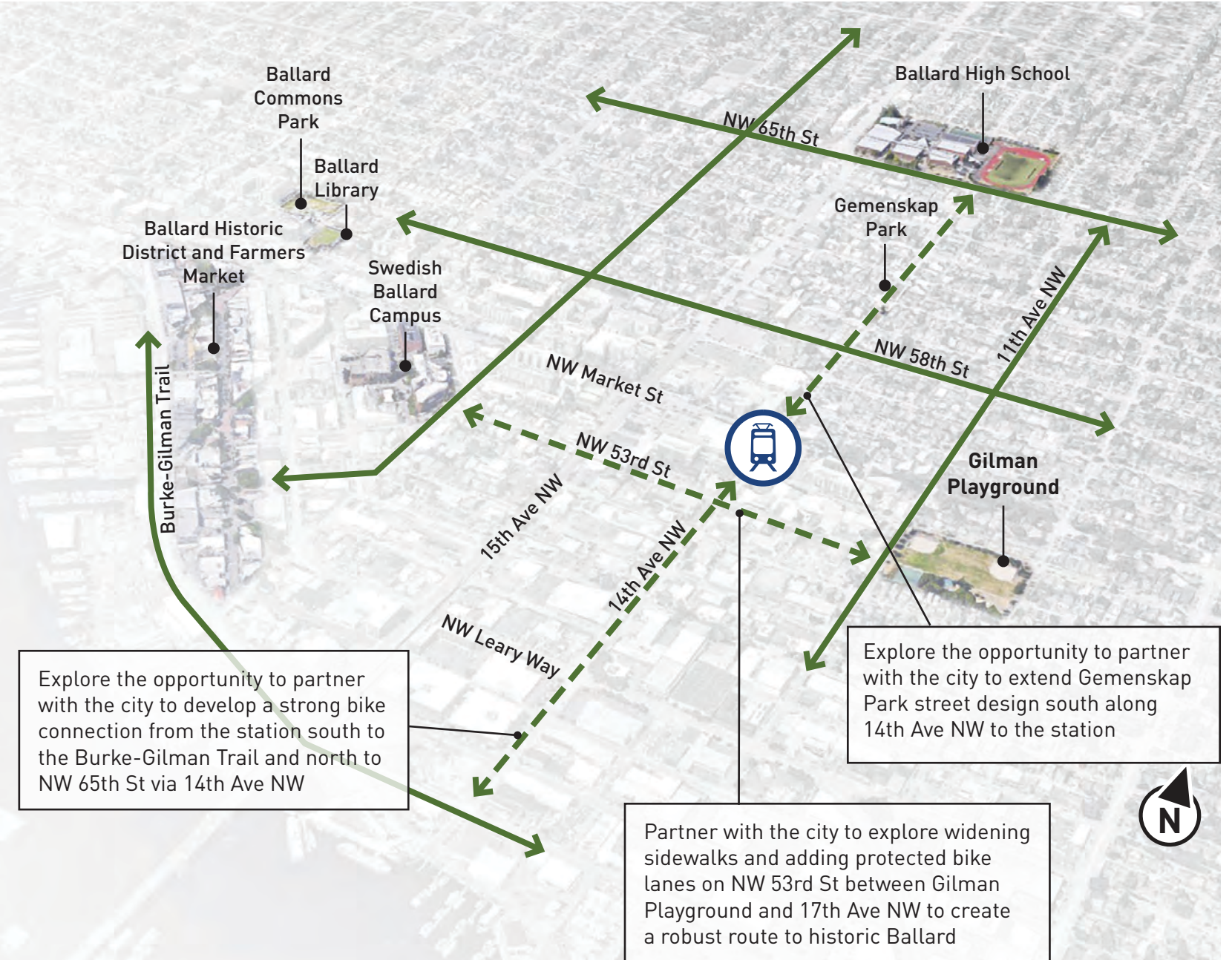
Tunnel 14th Avenue Station (IBB-2a)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Explore intersection improvements including ADA accessible crosswalks with pedestrian refuge islands
- 2 Consider longer walk signals for pedestrians and enhanced crosswalks
- 3 Explore the opportunity to partner on pedestrian improvements, including landscaping, on NW Market St between historic Ballard and 11th Ave NW to encourage walking to the station



Lively plaza near station entrance with space for pedestrian through-traffic and other active uses



Sidewalk designed with pedestrians in mind

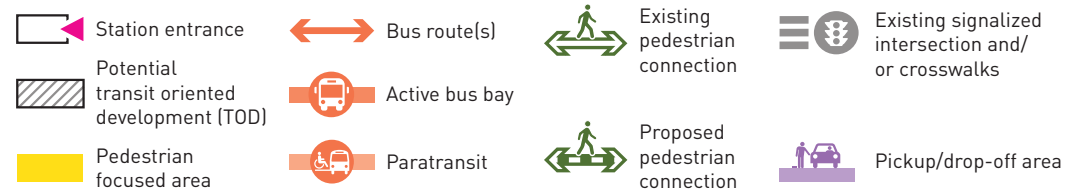
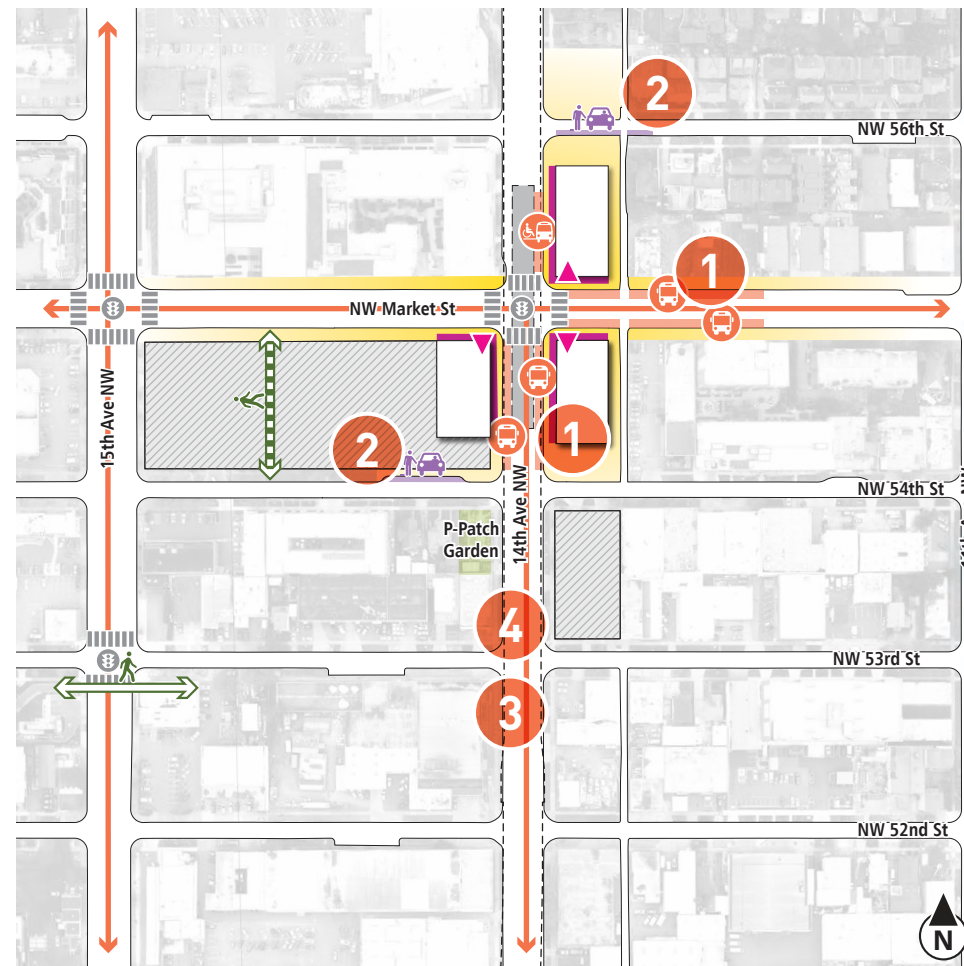
Ballard Station

Ballard Link Extension

Tunnel 14th Avenue Station (IBB-2a)

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off.



- 1 Locate bus stops adjacent to station entrances for easy passenger transfers to the station
- 2 Refine pickup/drop-off areas and consider locations away from bus zones and bike facilities
- 3 Explore ways to reconfigure the street to better accommodate station access
- 4 Route buses from 15th Ave NW to 14th Ave NW, where feasible, to provide a direct bus to rail connection



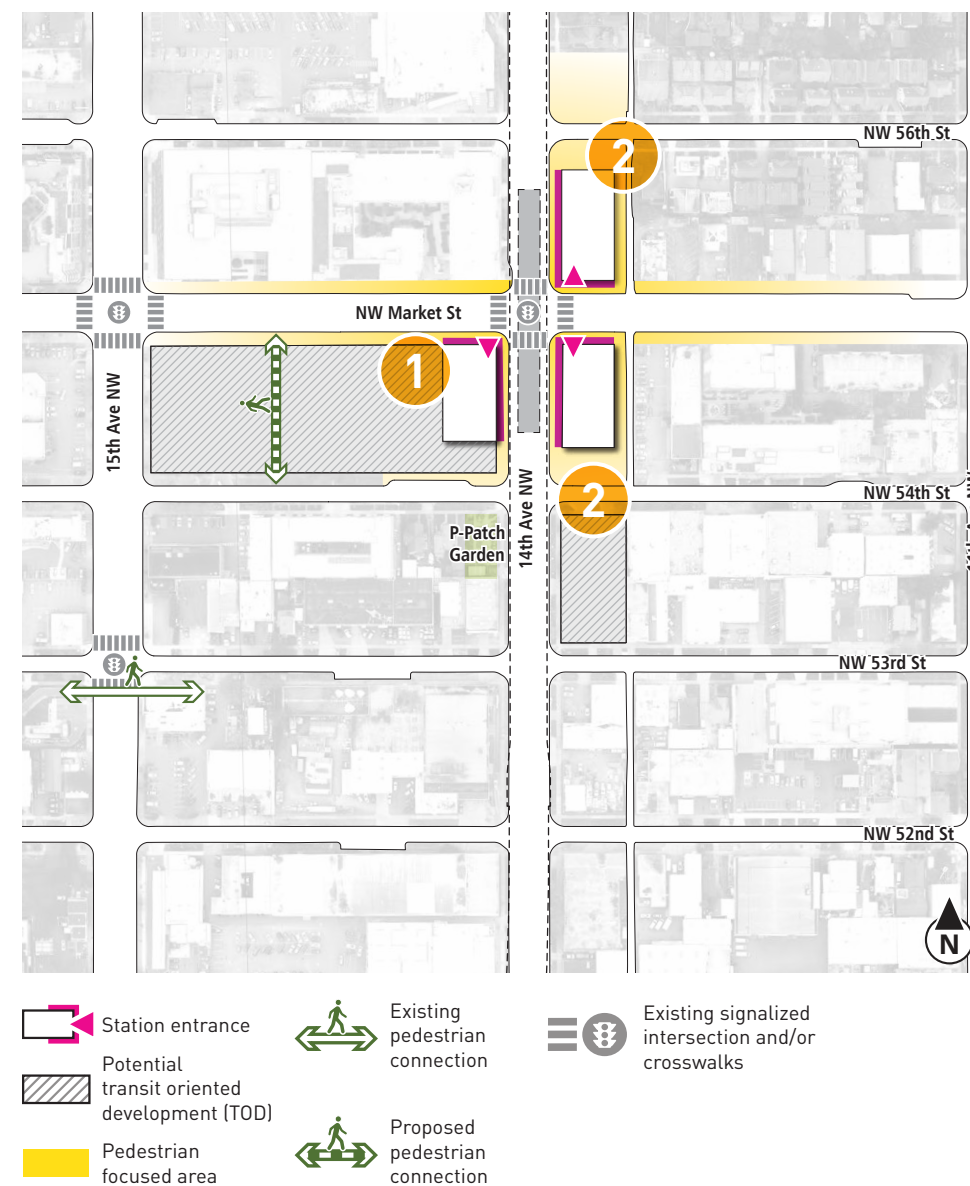
Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers



Transit-only block with pedestrians and cyclists using the street

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Consider a full-block, multi-floor development that includes the station entrance and access to the station platform
- 2 Create plazas and open spaces around station entrances and other active uses

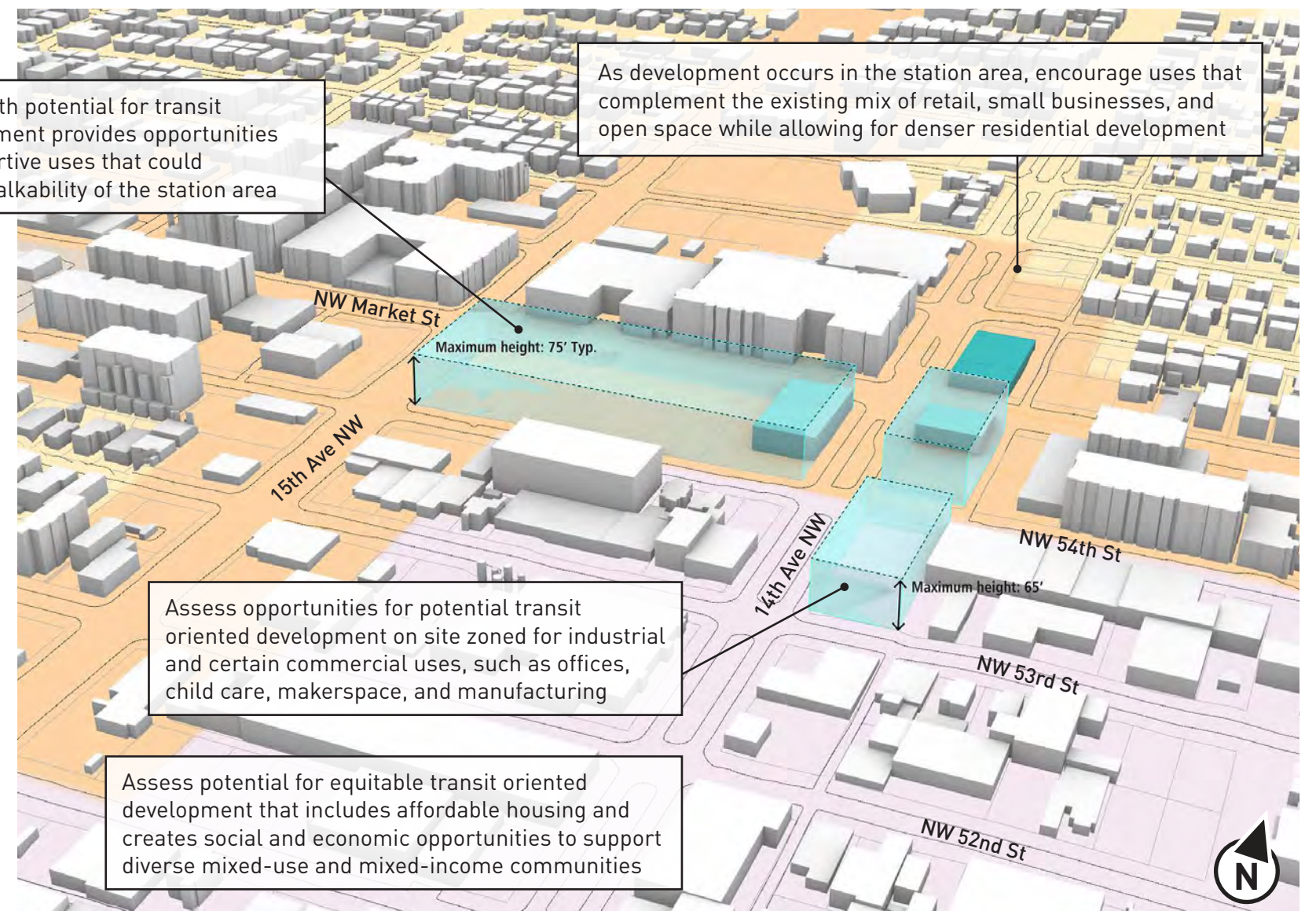



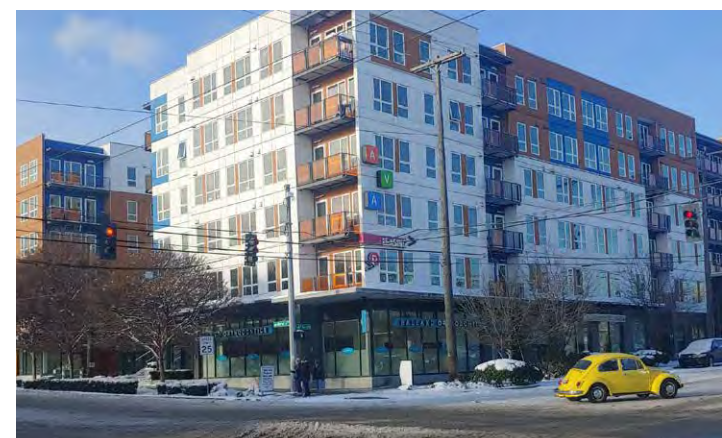
Diagram above depicts potential building envelopes based on current (2021) zoning.

 Commercial/
Mixed-Use

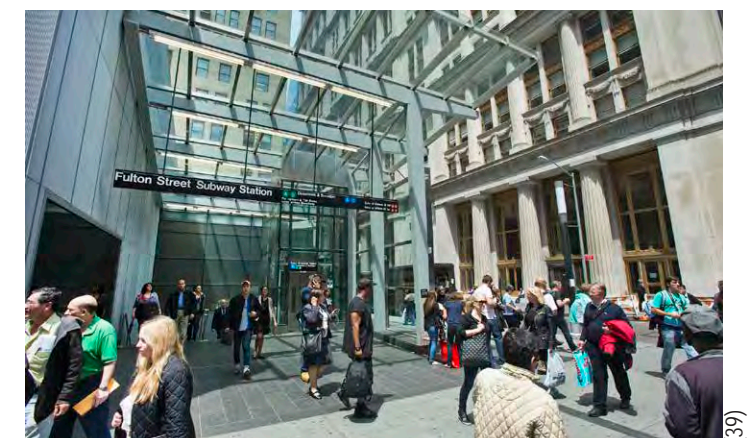
 Industrial

 Multifamily

 Single Family



Mixed-use development near the potential station



Transit station integrated with mixed-use development

Ballard Station

Ballard Link Extension

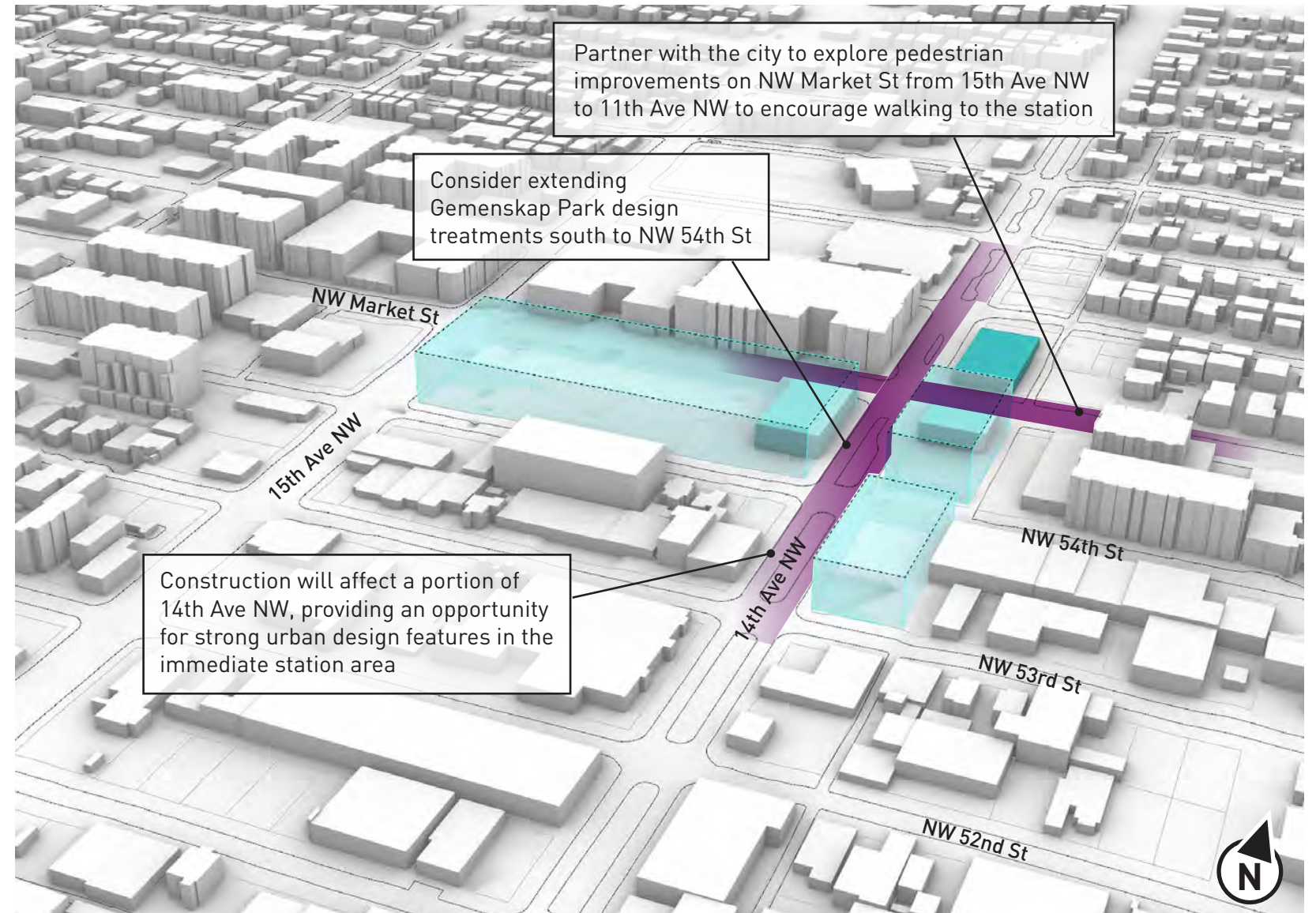
Tunnel 14th Avenue Station (IBB-2a)

Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Existing pedestrian connection
- Proposed pedestrian connection
- Existing signalized intersection and/or crosswalks



Lively plaza near a building entrance



Urban design treatments extending park-like features

Ballard Station

Ballard Link Extension

Tunnel 15th Avenue Station (IBB-2b)

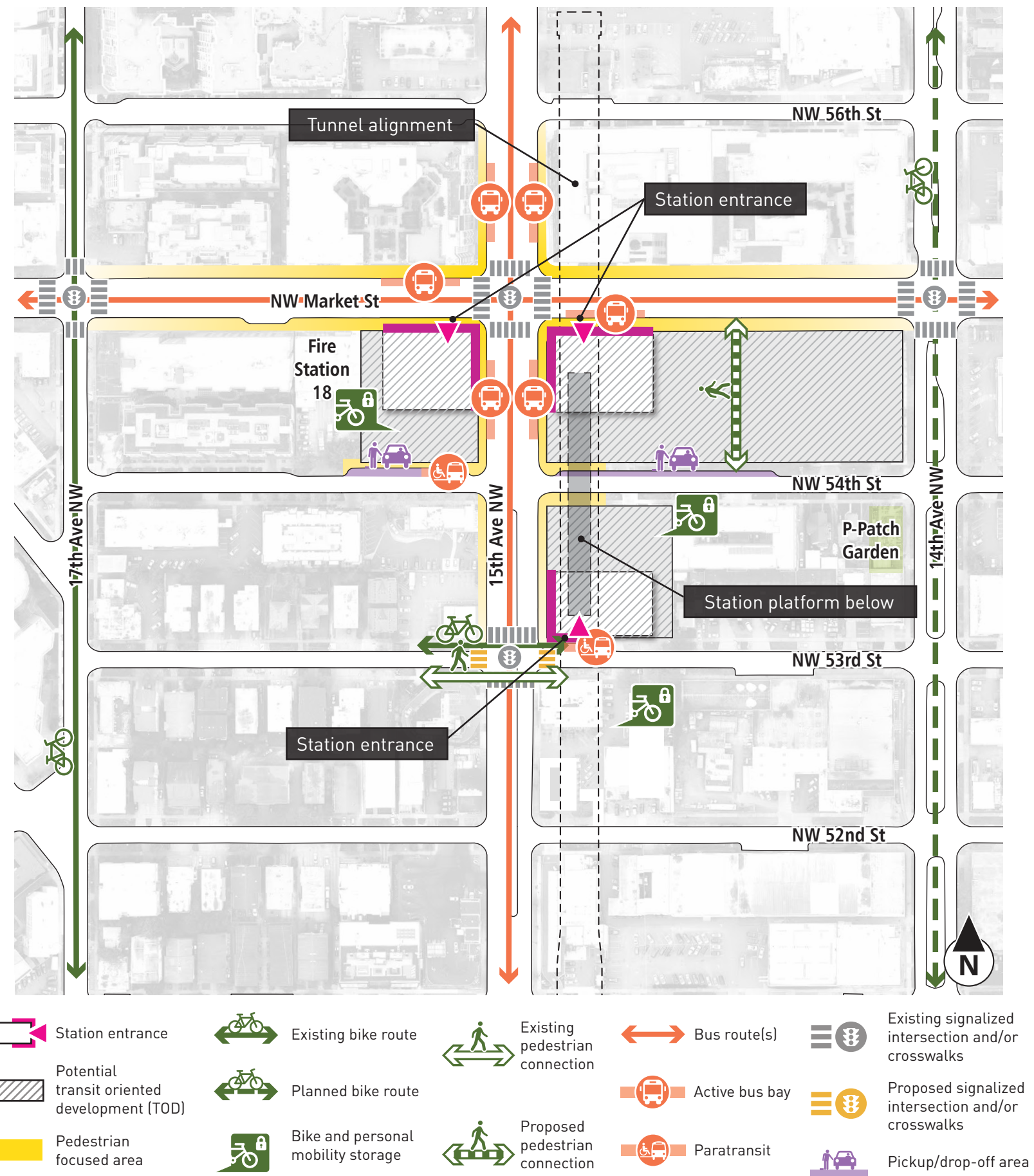
Preferred Alternative with Third-Party Funding

Station context plan

The Tunnel 15th Avenue station alternative south of NW Market St would give passengers quick access to the Ballard Avenue Landmark district and the entire Ballard Urban Village. The immediate area is dominated by older retail uses with surface parking, while more recent mixed-use development integrates parking into the buildings and attracts new residents and shoppers.

15th Ave NW is a principal arterial and a major freight route. Crossing this street can be a challenge, but station entrances on both sides would give bus riders safe and easy access to entrances from most bus stops. Bus riders coming from the stops north of NW Market St, however, would need to cross the street to get to the station.

Tunnel station entrances on both sides of 15th Ave NW, potentially integrated into a larger development, could serve as a “gateway” to Ballard.

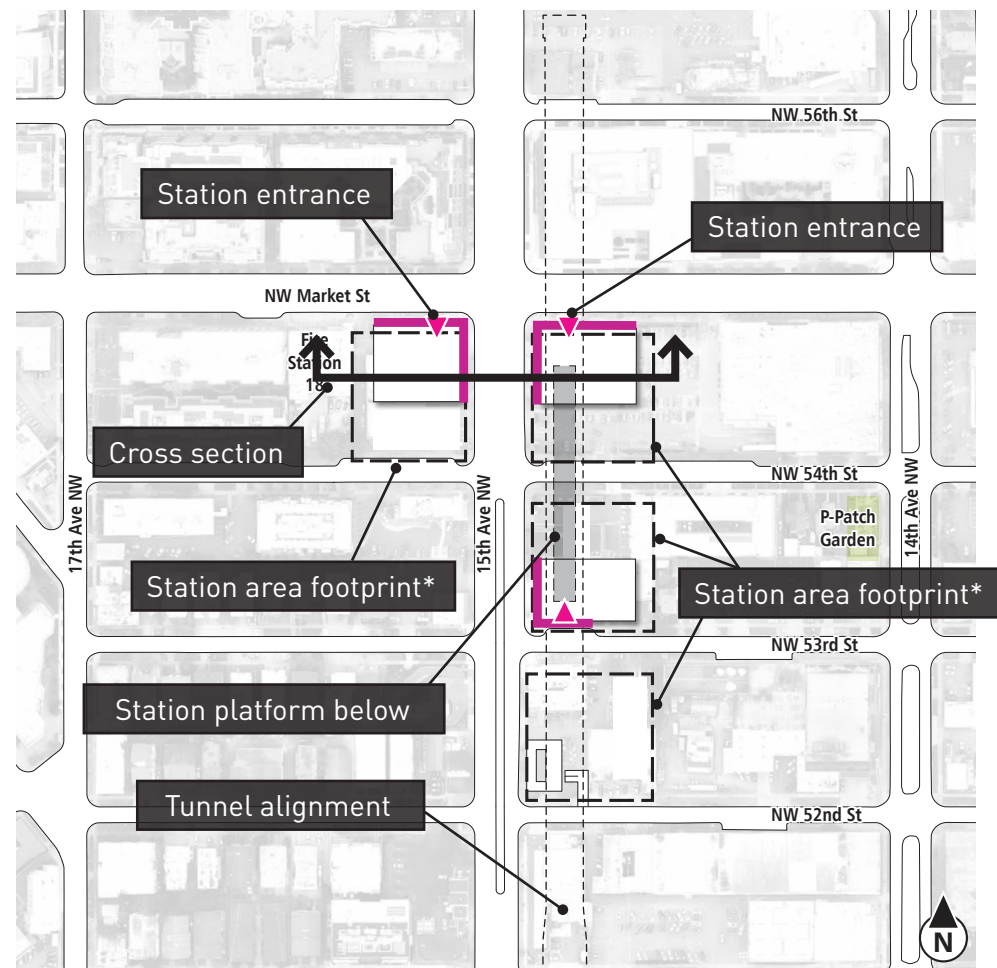


Ballard Station

Ballard Link Extension

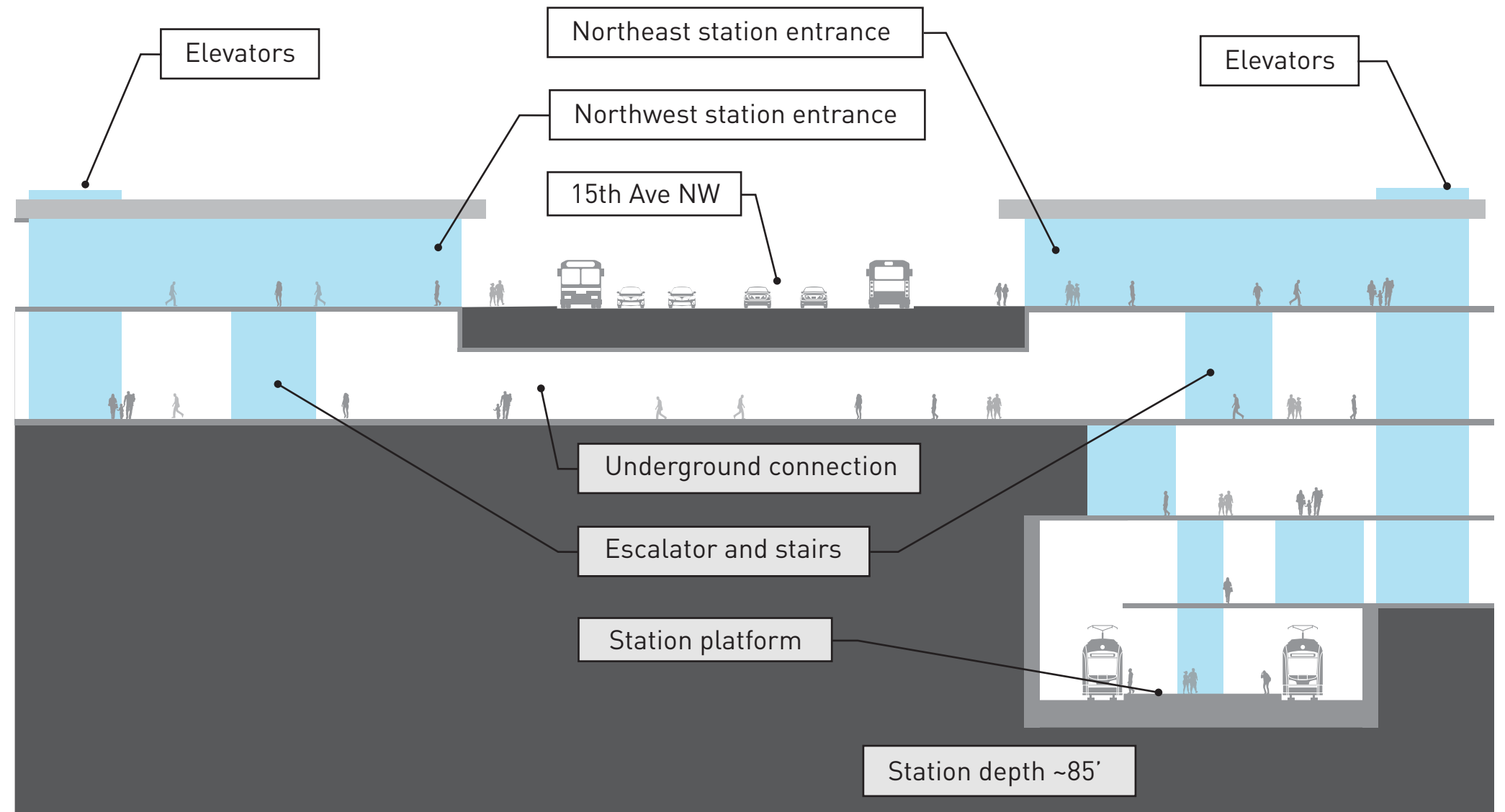
Tunnel 15th Avenue Station (IBB-2b)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

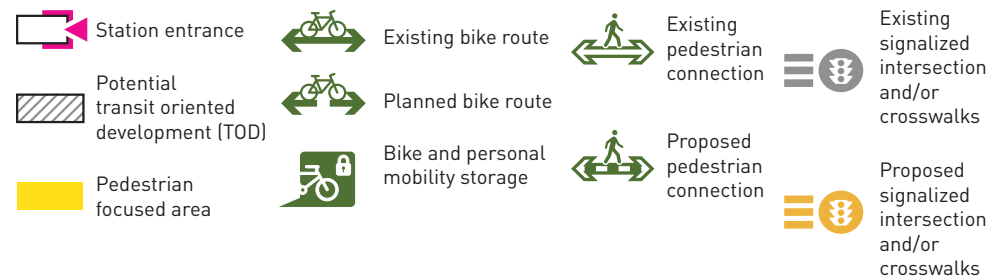
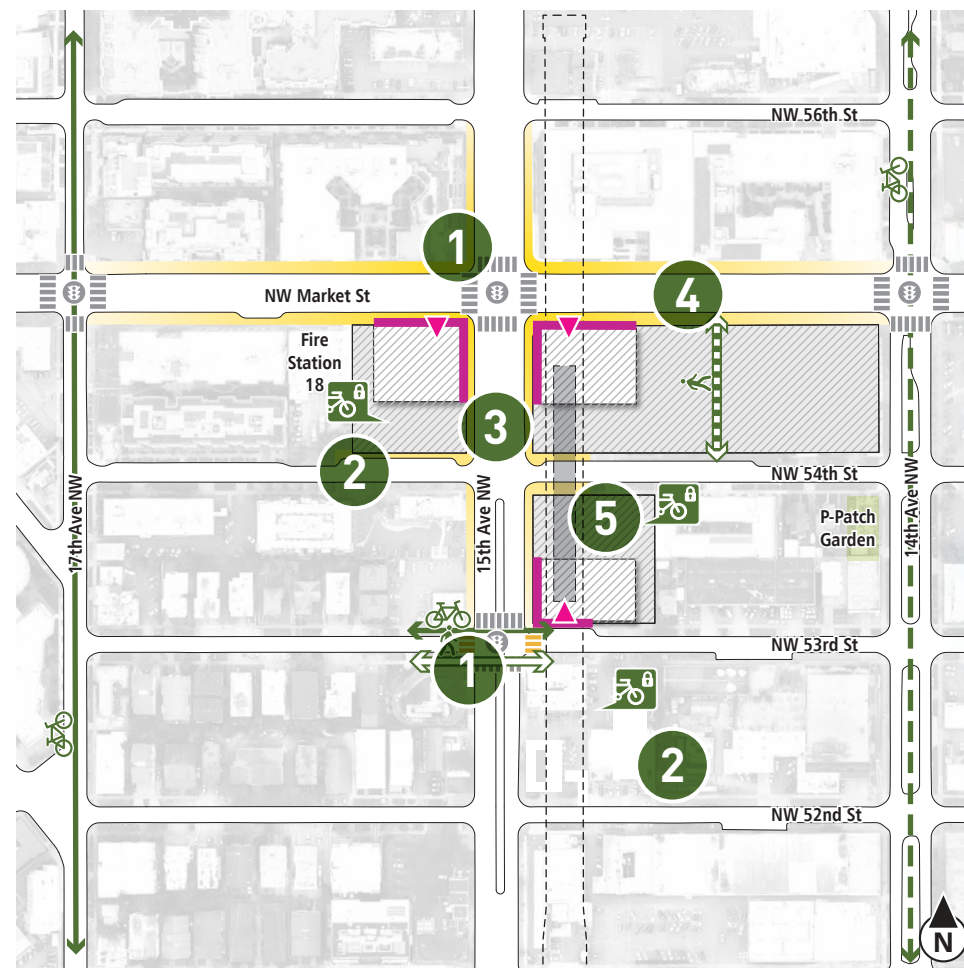
Ballard Station

Ballard Link Extension

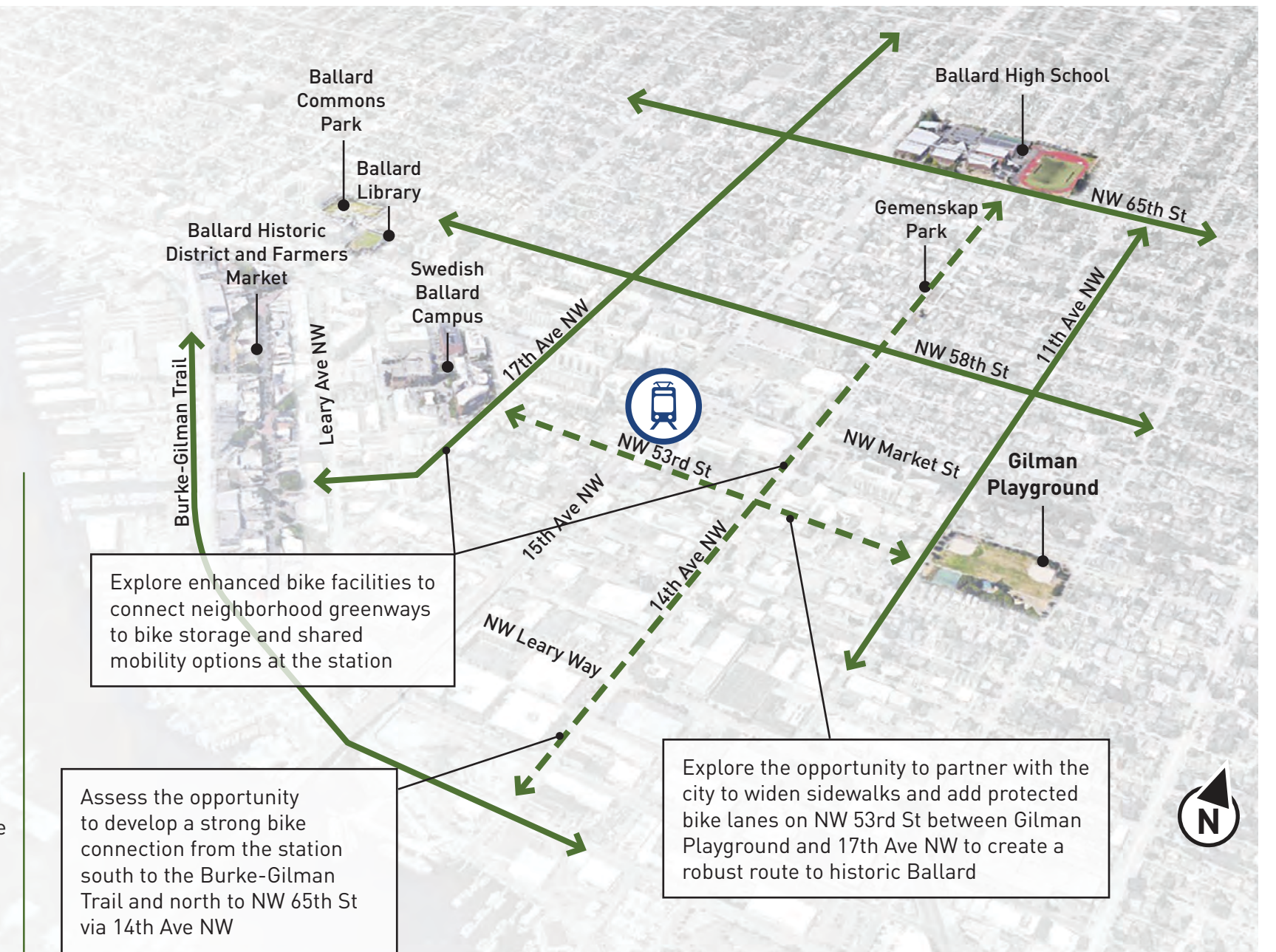
Tunnel 15th Avenue Station (IBB-2b)

Walking, biking, and rolling to the station

Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Explore lengthening walk signals for pedestrians and enhancing crosswalks
- 2 Locate bike storage convenient to passengers from all directions to avoid the need to cross 15th Ave NW
- 3 Partner to widen the station concourse so the general public can use this connection to cross under 15th Ave NW
- 4 Explore the opportunity to partner on pedestrian improvements, including landscaping, on NW Market St between historic Ballard and 11th Ave NW to encourage walking to the station
- 5 Explore locating bike storage at the station concourse or future transit oriented development



Bike facility integrated with a new street



Sidewalk designed with pedestrians in mind

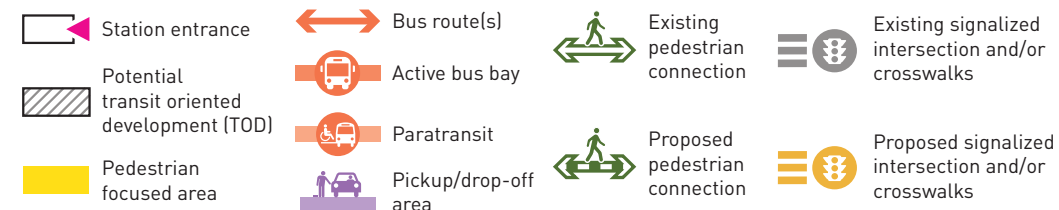
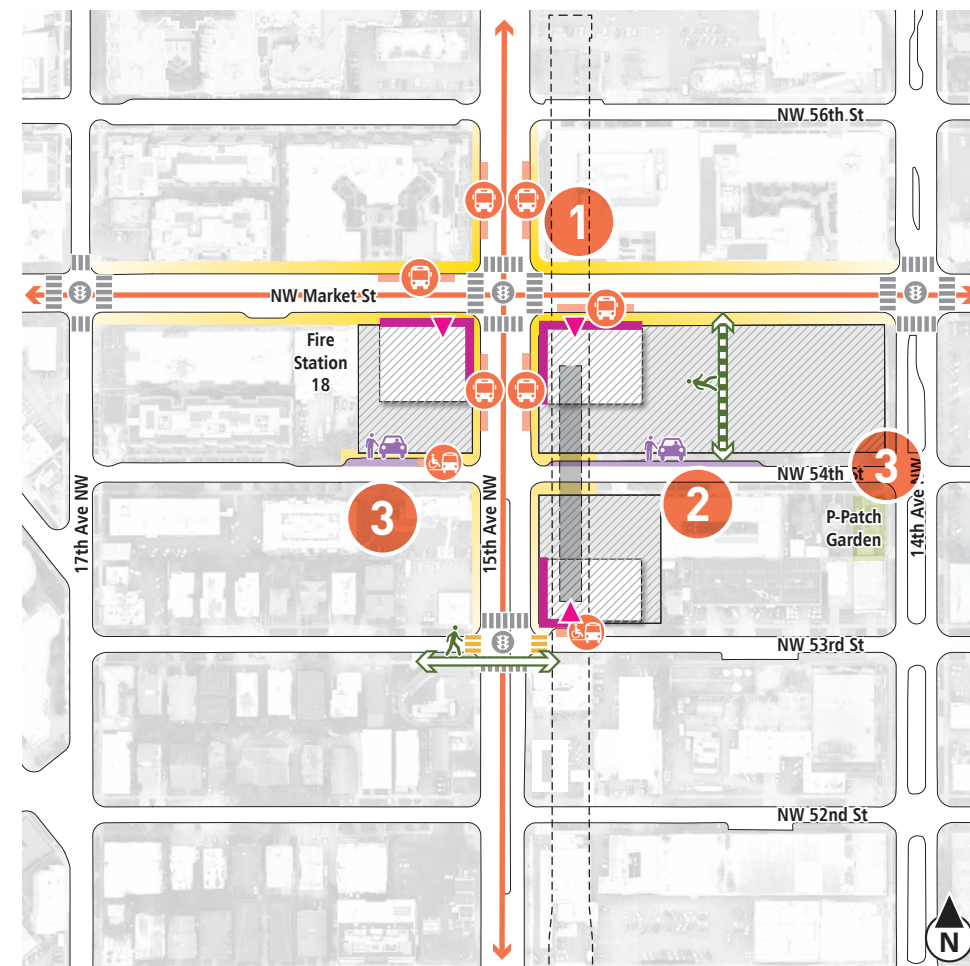
Ballard Station

Ballard Link Extension

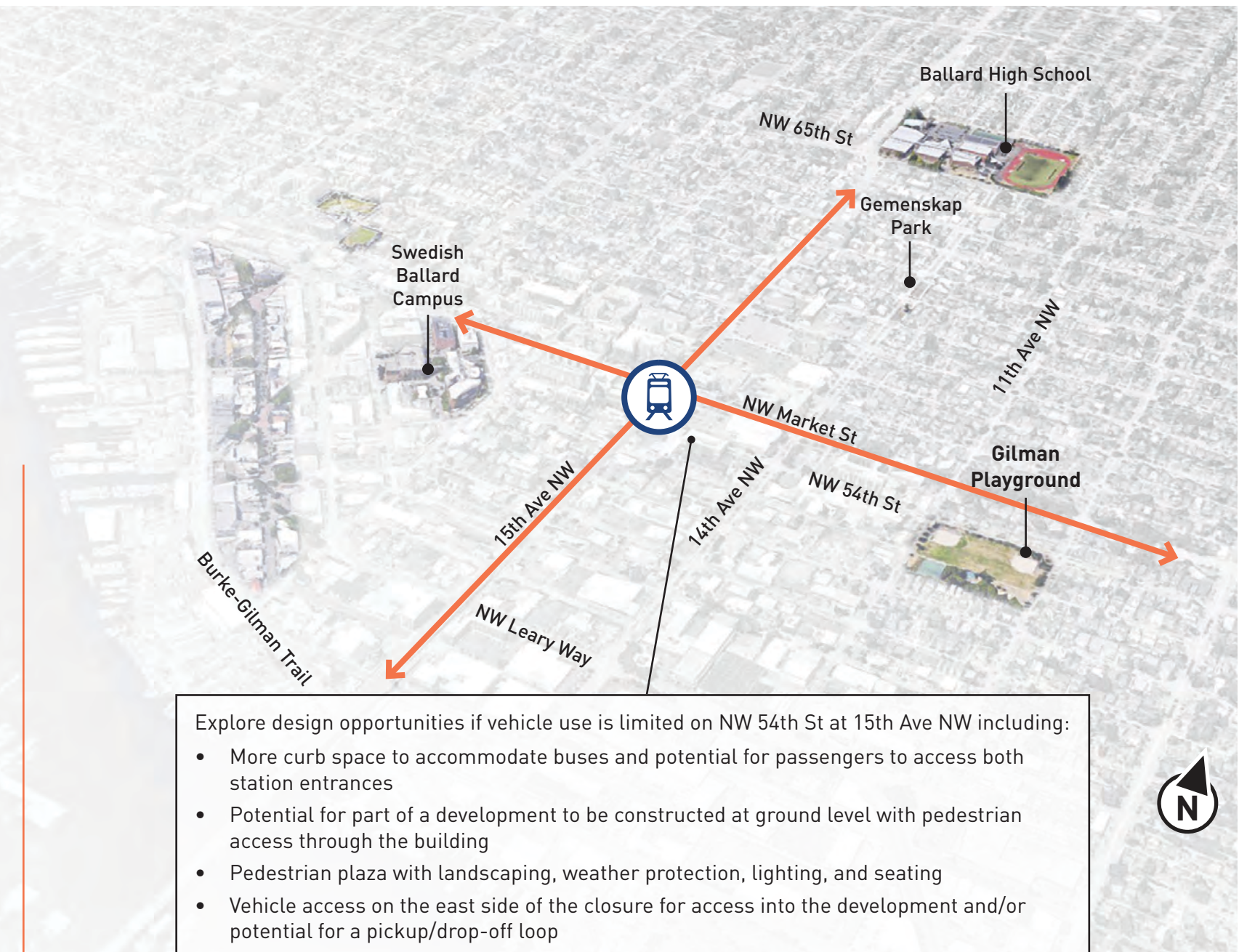
Tunnel 15th Avenue Station (IBB-2b)

Connecting to the station

Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- 1 Partner with the city and King County Metro to improve bus speed and reliability with improvements such as dedicated bus lanes and a bus-only signal at NW Market St
- 2 Explore limiting vehicle use on NW 54th St to minimize conflicts with bus stops on 15th Ave NW
- 3 Refine pickup/drop-off areas and consider multiple locations to disperse vehicles and to avoid 15th Ave NW



Explore design opportunities if vehicle use is limited on NW 54th St at 15th Ave NW including:

- More curb space to accommodate buses and potential for passengers to access both station entrances
- Potential for part of a development to be constructed at ground level with pedestrian access through the building
- Pedestrian plaza with landscaping, weather protection, lighting, and seating
- Vehicle access on the east side of the closure for access into the development and/or potential for a pickup/drop-off loop



A bus queue jump allows buses to cross an intersection before other vehicles to improve transit travel times



Wide sidewalks at station entrances provide ample space for pedestrians heading to the station, waiting for a bus, or just passing through

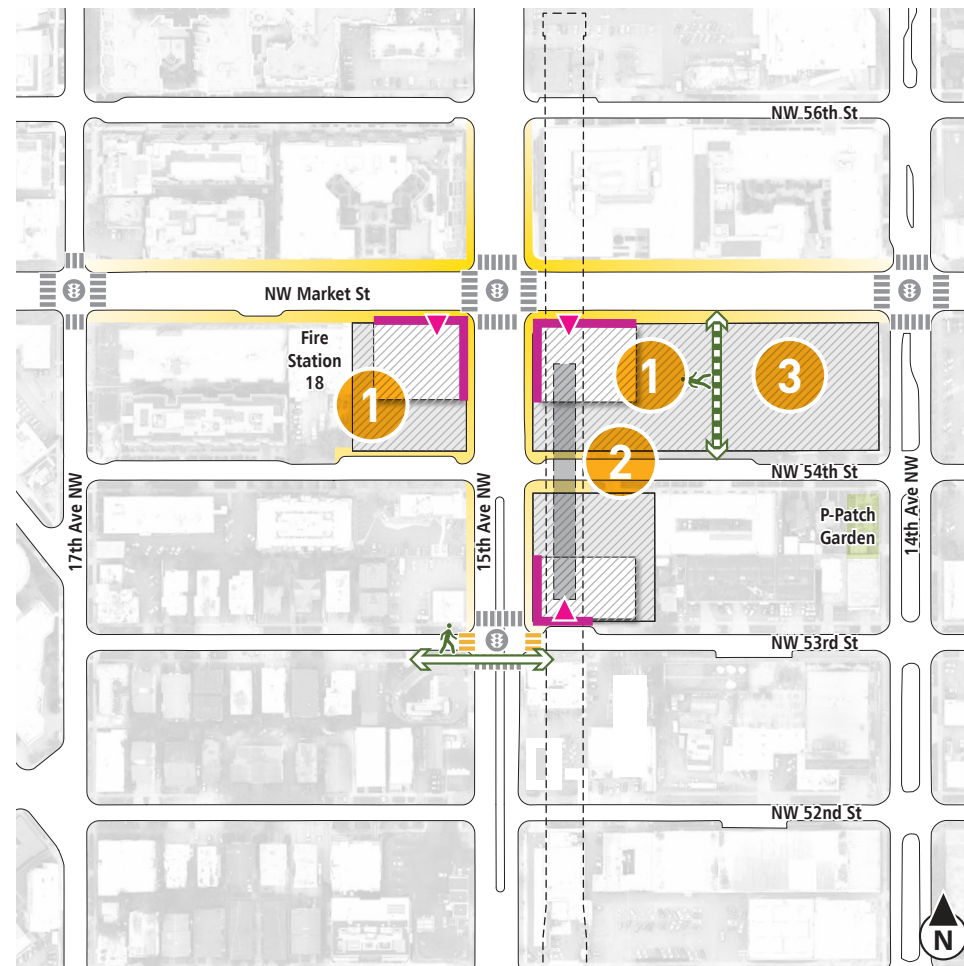
Ballard Station

Ballard Link Extension

Tunnel 15th Avenue Station (IBB-2b)

Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1 Assess residential and retail opportunities on sites identified to have development potential
- 2 Explore the idea of an overhead connection between upper floors of two future transit oriented developments
- 3 Design station entrances to accommodate development above

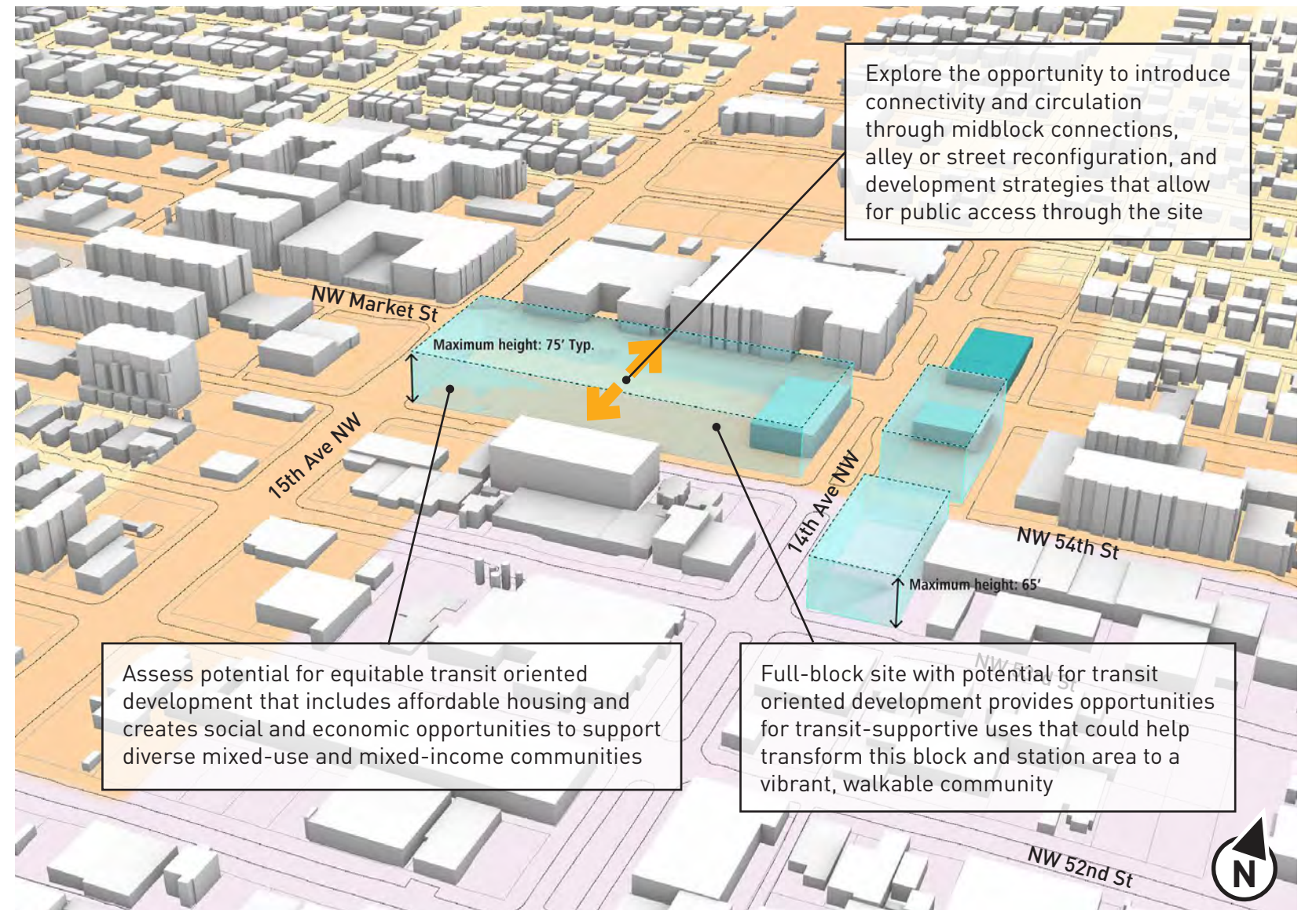
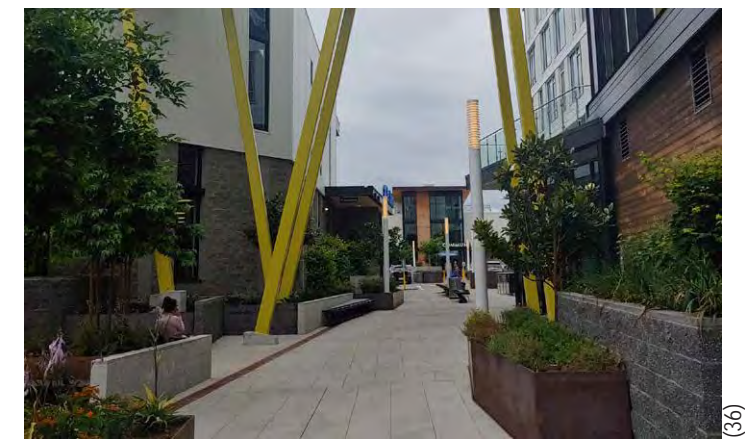


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/Mixed-Use Industrial Multifamily Single Family



Full-block development



Pedestrian connection through development

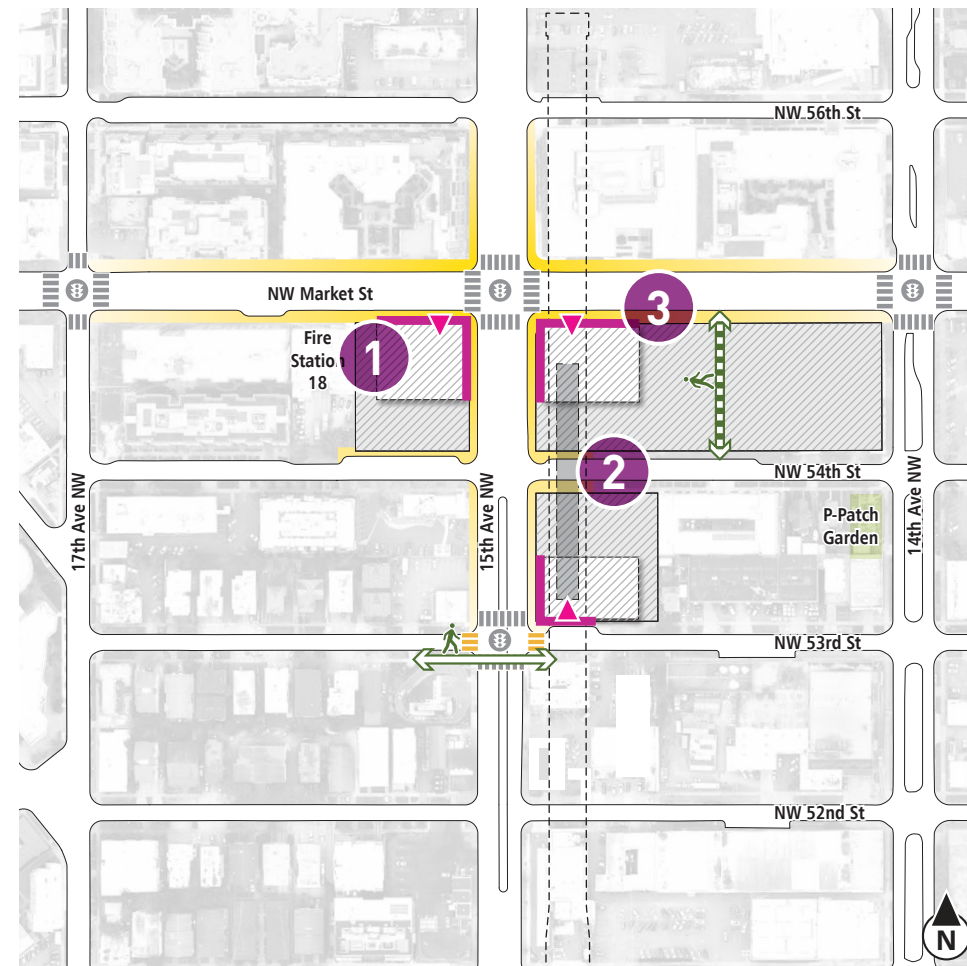
Ballard Station

Ballard Link Extension

Tunnel 15th Avenue Station (IBB-2b)

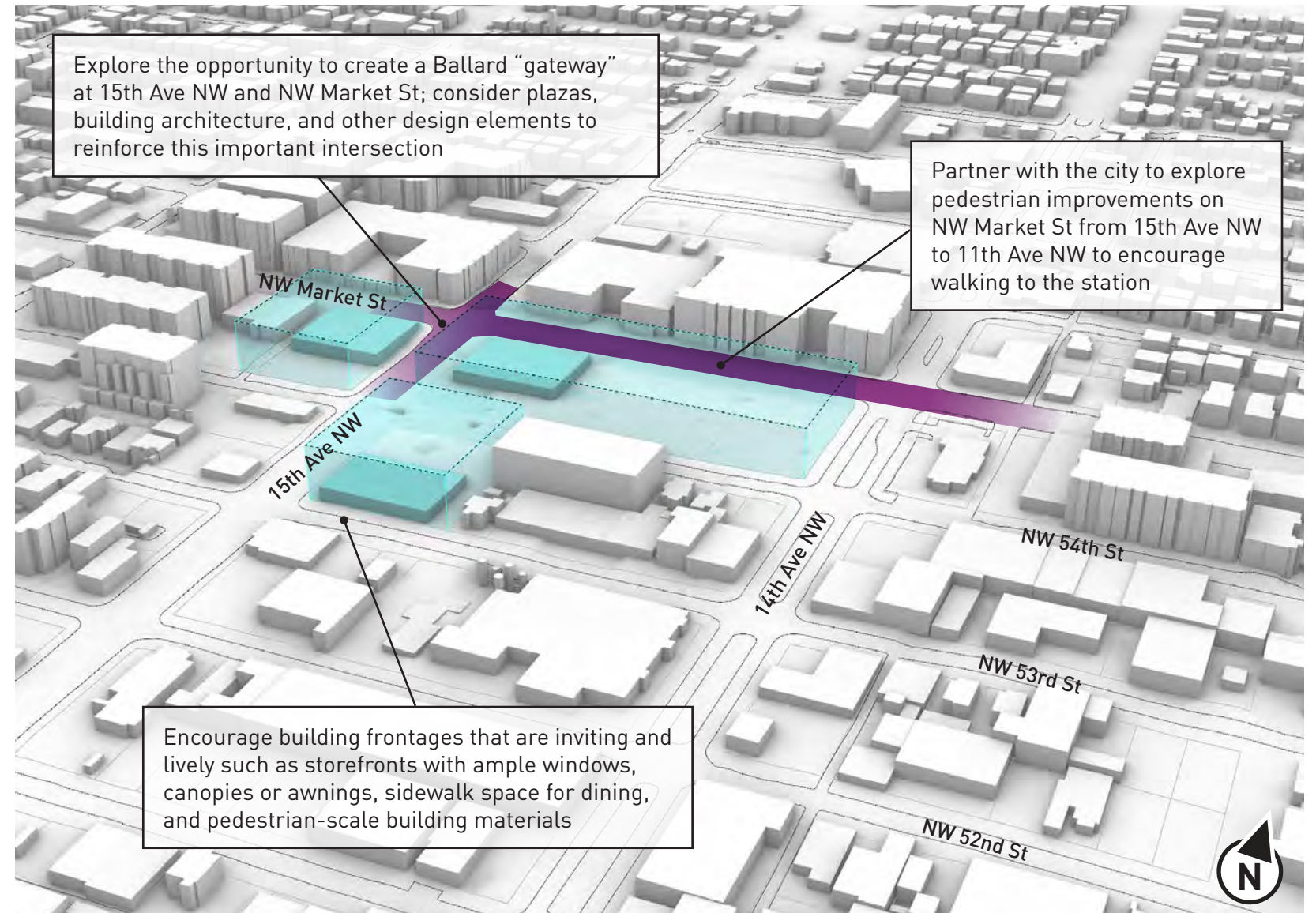
Enjoying public space near the station

Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.

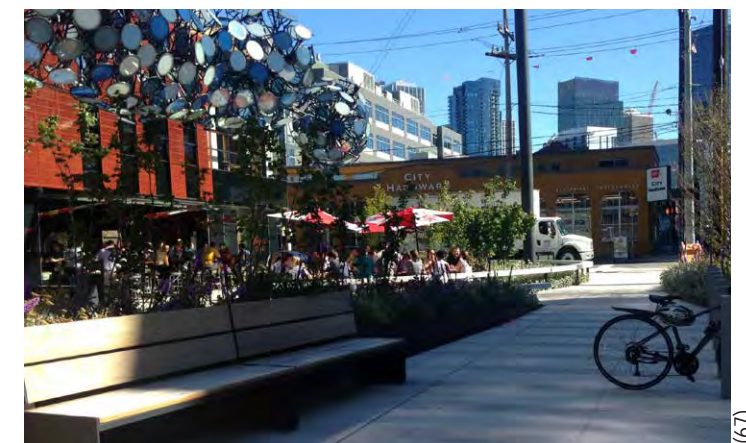


- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Existing pedestrian connection
- Proposed pedestrian connection
- Existing signaled intersection and/or crosswalks
- Proposed signaled intersection and/or crosswalks

- 1 Create plazas and open space adjacent to station entrances and other active uses
- 2 Explore limiting vehicle use for one block to create a pedestrian-friendly festival street or transit plaza with raised pavement or retractable bollards
- 3 Provide setbacks from the sidewalk or plazas to create circulation space, visibility, and "landing space" for passengers while still creating a strong and active building edge at street corners



Neighborhood gateway – corner plazas with strong design elements



Building frontage with benches, bike racks, and outdoor seating/dining

Ballard Station

Ballard Link Extension

Elevated 15th Avenue Station (IBB-3)

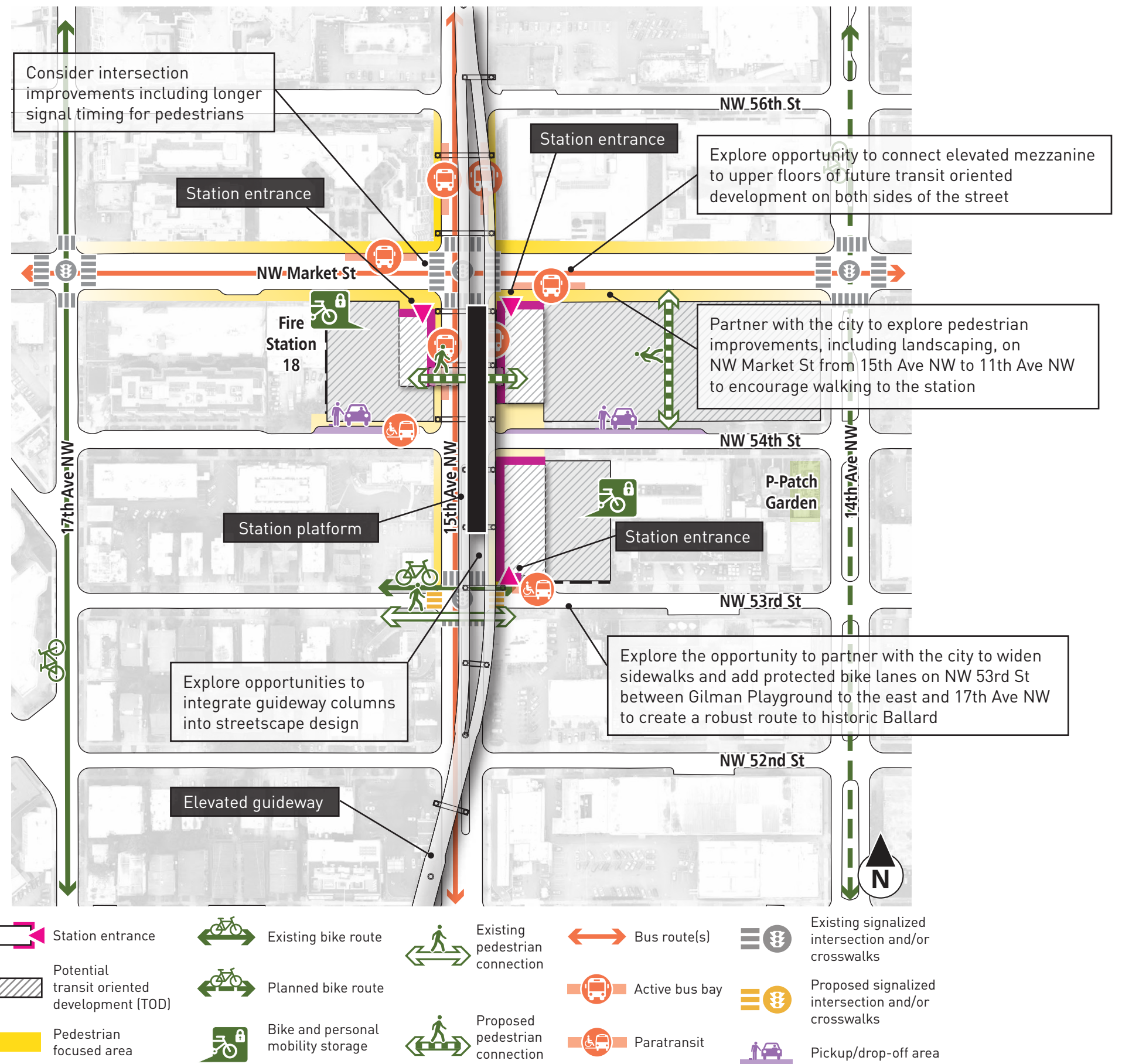
Other Alternative

Station context plan

The Elevated 15th Avenue station alternative would be located on the east edge of 15th Ave NW just south of NW Market St with station entrances on both sides of 15th Ave NW to provide safe and easy access to the station from most bus stops. As with the Tunnel 15th Avenue station alternative, bus riders coming from the east would need to cross the street to get to the station. The elevated station entrances, potentially integrated into a larger development, could serve as a “gateway” to Ballard.

With the elevated alternative, many of the older retail buildings on the east side of 15th Ave NW would be demolished to make room for the elevated guideway. New development on the east side of 15th Ave NW could take advantage of the space under the elevated guideway to provide parking, bike or scooter storage, outdoor café tables or seating, and other uses.

This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.

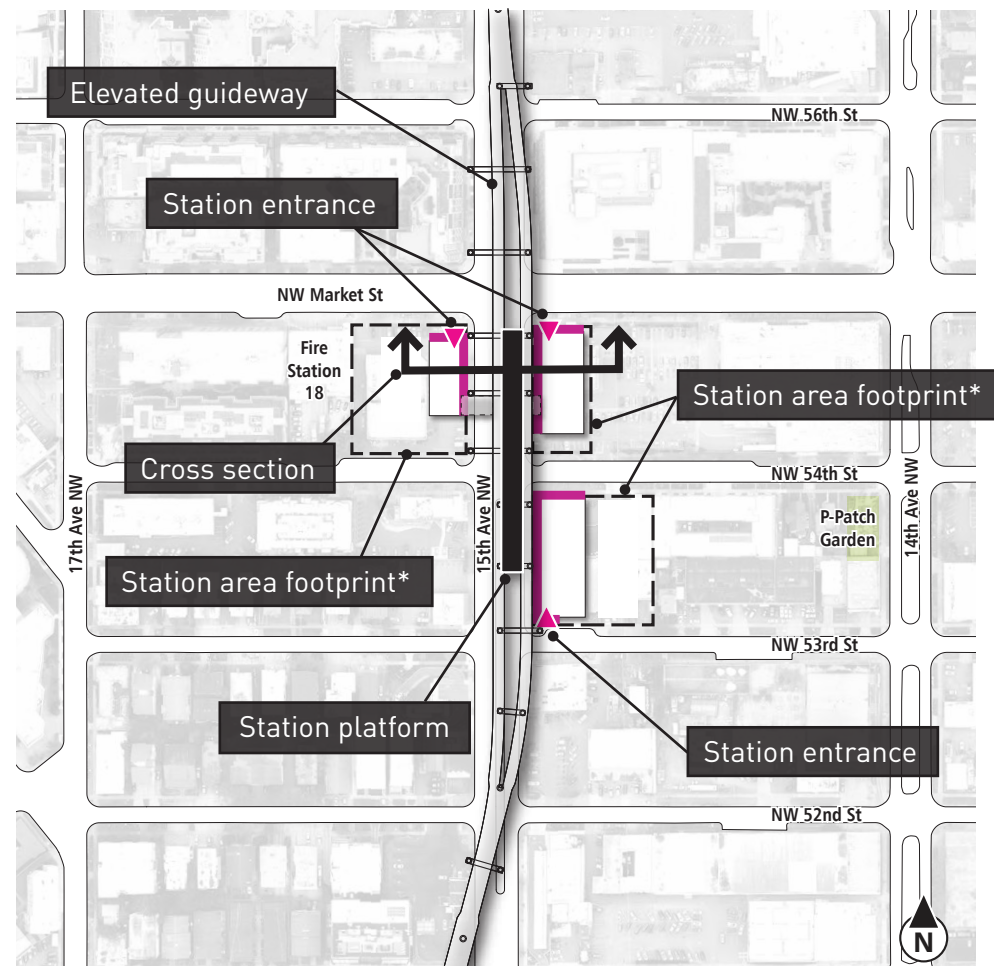


Ballard Station

Ballard Link Extension

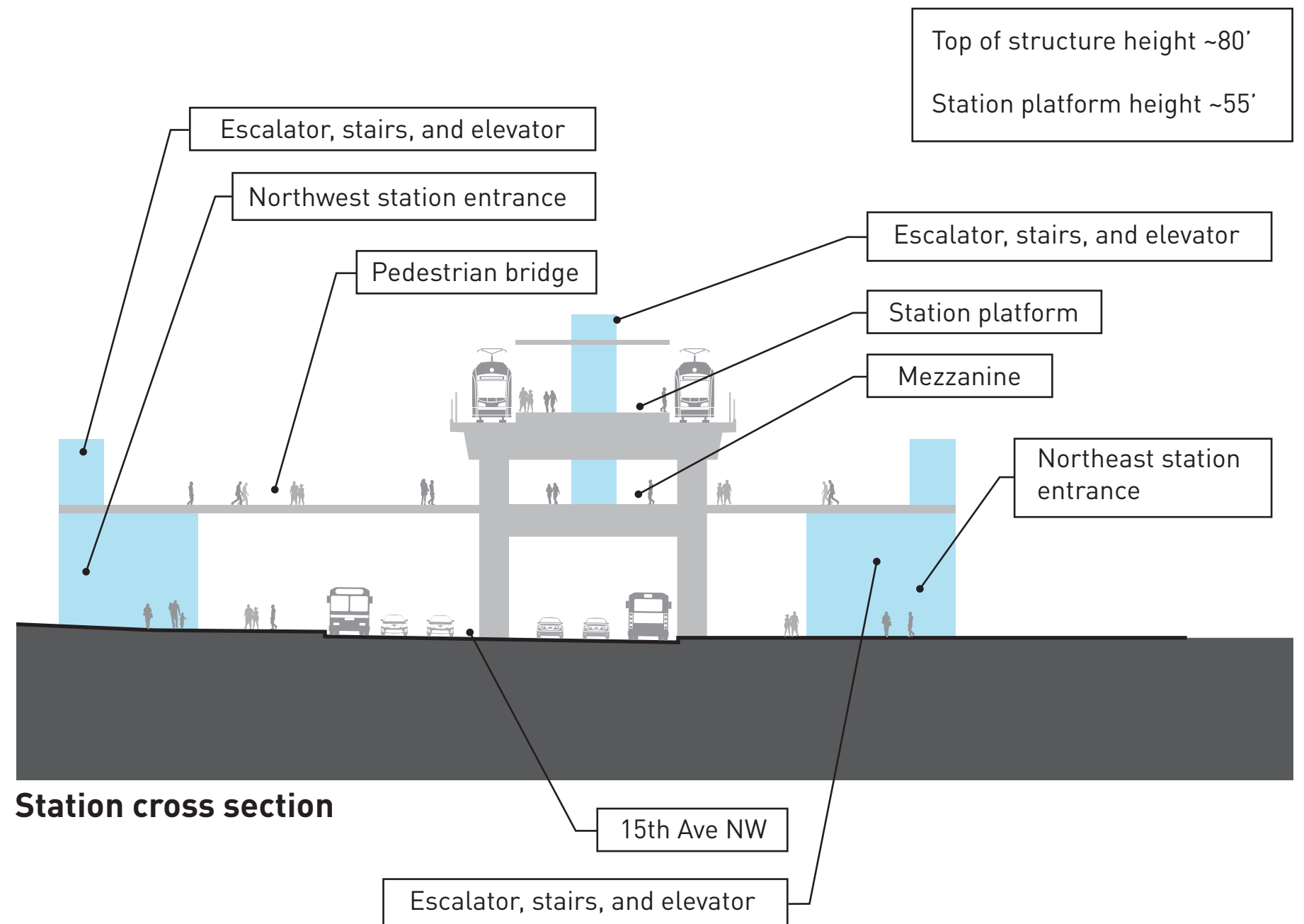
Elevated 15th Avenue Station (IBB-3)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.

Concourse

A self-contained intermediate level above or below a station platform that allows people to gather or pass through. A concourse might be elevated or below ground, leading passengers to and from the station platforms.

Equitable transit oriented development

Development within a 1/2 mile of a light rail station that includes housing affordable to a range of income levels with direct access to transit.

Mezzanine

An intermediate level at a station that surrounds a double-height space. A mezzanine can be elevated or below ground.

Mixed-use development

Project that contains more than one use; for example, a building with commercial uses, such as retail or dining on the ground floor and residential uses above.

Multi-modal

Multi-modal refers to a plan, corridor, or location that supports more than one transportation mode. Transportation modes include walking, cycling, rolling, taking public transit, traveling by rideshare or personal vehicles.

Neighborhood greenway

Local street with low speeds and traffic volumes that is designated as a cycling route with sharrows, wayfinding signage, and improved crossings at major street intersections.

Paratransit

Paratransit transportation provides individualized rides for people with mobility challenges that prevent them from using accessible, fixed-route bus service.

Pedestrian refuge island

Protected sidewalk space between vehicle lanes where cyclists or pedestrians can wait between signals to finish crossing the street.

Pedestrian signal timing

Determines the timing and duration that a “WALK” signal is on, indicating that pedestrians can safely cross the street at a signalized intersection.

Personal mobility device

A wheeled device that facilitates transportation by an individual. Devices could include powered wheelchairs, bikes, tricycles, scooters, skateboards, hoverboards, uni-wheels, and onewheels.

Real-time traveler information

Digital signs that provide up-to-date information to riders about transit operations, such as when the next bus will arrive, notification of service delays, and contact information.

Slip lane

A travel lane that allows for free right turns at a signalized intersection, provided vehicles can safely merge into oncoming traffic on the intersecting street.

Speed bump or speed hump

Gently raised areas of roadway that are intended to slow traffic on low volume, low speed roads.

Streetscape

A broad term to mean everything that makes up the scene on a street. The typical elements include the road, buildings, sidewalks, street trees, lights, benches, trash receptacles, and adjoining open spaces.

Transit oriented development (TOD)

Pattern of development that includes a mix of residential, commercial, and civic uses near a transit station, including affordable housing and other community-oriented uses. TOD helps to harmonize the relationship between land use and transit, with more residences and jobs accessible from transit, and vice versa. TOD is influenced through real estate markets, zoning, and location of transit and is implemented through individual decisions by property owners and developers.

Geographic limit of how far a cyclist could travel in ten minutes from a proposed station using the existing and proposed streets and bike network.

Geographic limit of how far a person could walk in ten minutes from a proposed station using the existing and proposed streets and pedestrian network.

Ramp that enables people using wheeled personal mobility devices (such as walkers, wheelchairs, or strollers) to safely transition between a crosswalk and curbed sidewalk.

Green rectangle at the head of a traffic lane at a signalized intersection that provides cyclists with a safe and visible way to get ahead of queuing vehicles when the traffic signal is red.

Widened sidewalk areas that visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available sidewalk space for street furniture, benches, plantings, and street trees.

Area designated for parking of buses that are not currently in service.

A street design method to slow down traffic on a residential or low volume street that uses staggered curb edges to narrow a short section of roadway so that just one vehicle can proceed at a time.

References

West Seattle
and Ballard
Link Extensions

The following documents are mentioned elsewhere in this report and helped to inform the ideas and recommendations captured here. You can view these documents at the links below.

[Ballard Interbay Regional Transportation System \(BIRT\)](#)
<http://www.seattle.gov/transportation/projects-and-programs/current-projects/ballard-interbay-regional-transportation-system>

[Center City Connector](#)
<https://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/center-city-connector>

[Fauntleroy Way SW Boulevard Project](#)
<http://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/fauntleroy-way-sw-boulevard-project>

[King County Metro Connects Long Range Plan](#)
<http://www.kcmetrovision.org/>

[Madison BRT \(RapidRide G Line\)](#)
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[Pike/Pine Renaissance](#)
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[Seamless Seattle Pedestrian Wayfinding Program](#)
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[The Interbay Project: The Interbay Public Development Advisory Committee’s Recommendations and Implementation Plan](#)
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Note: The links above were current as of January 2022, when this document was prepared for publication.

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