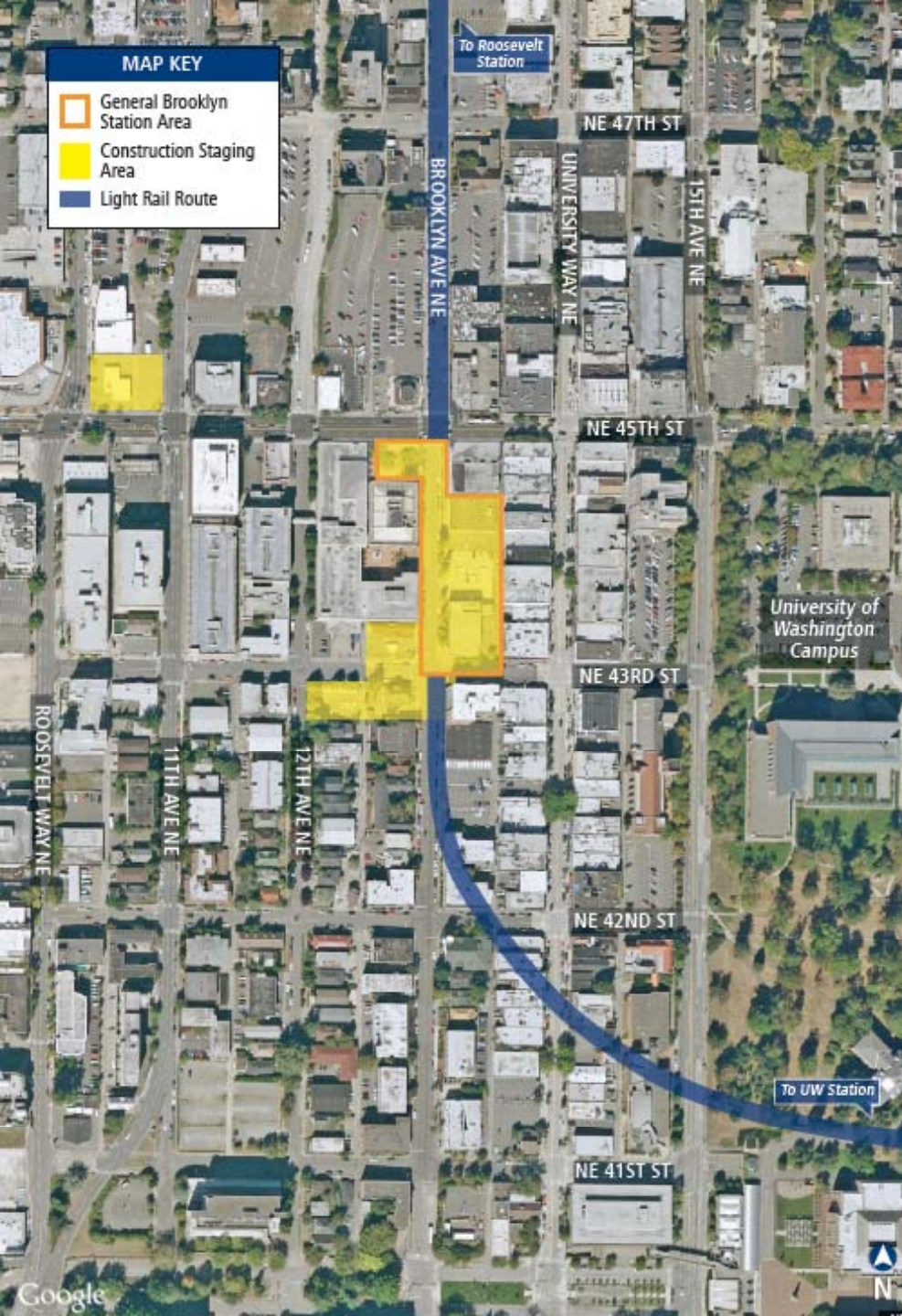


# North Link Brooklyn Station Update

Capital Committee Meeting

February 10, 2011



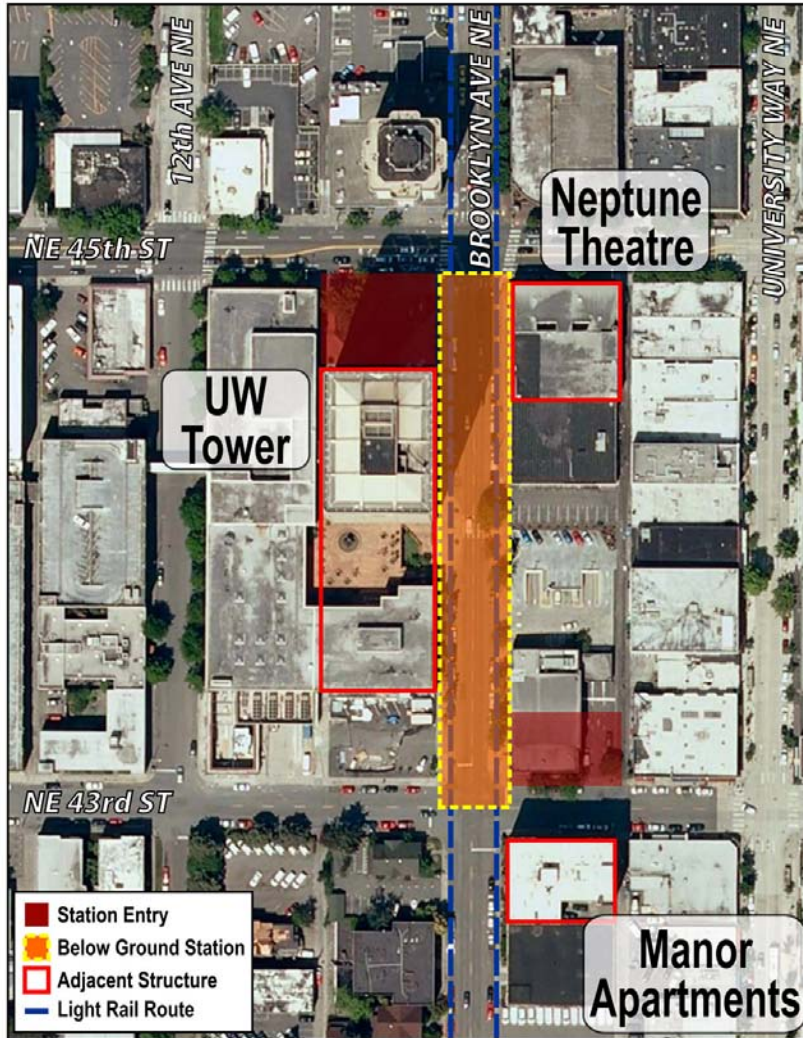


# Brooklyn Station

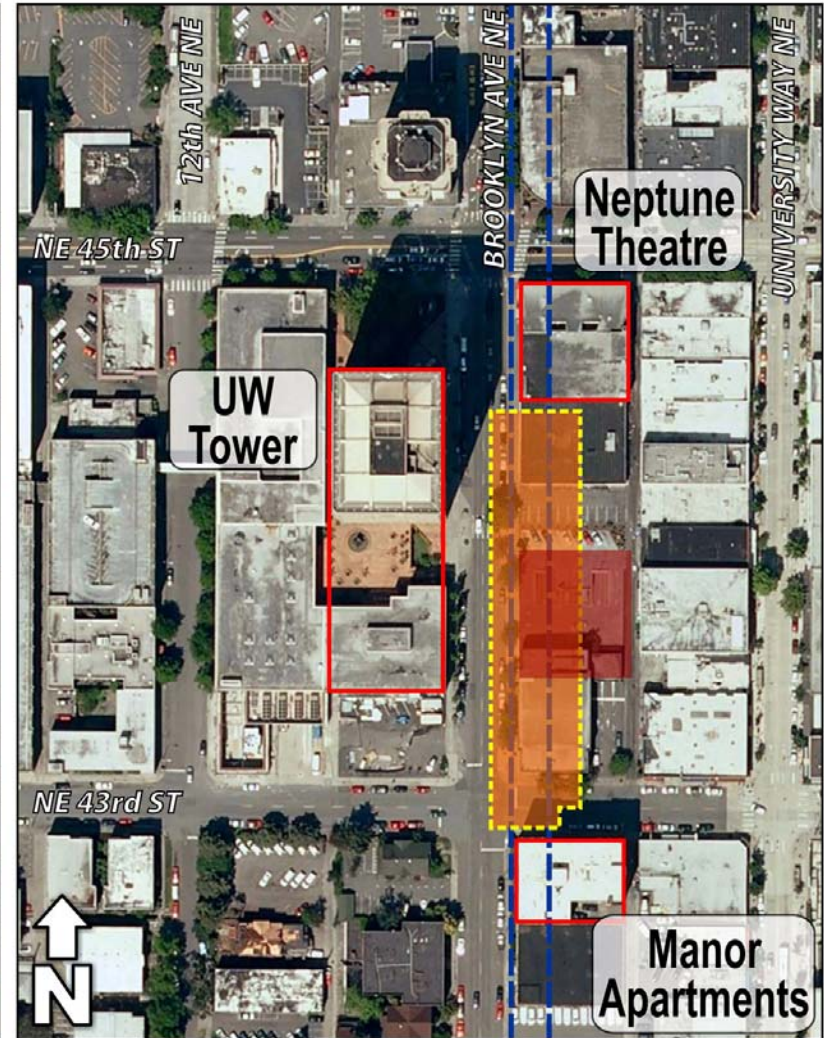
## Current Status:

- Staff presented two station design options at last Capital Committee meeting
- Public and stakeholder outreach conducted to seek feedback on options
- Feedback results and design evaluation conclusions presented today

# Brooklyn Station Options



Option 1 (Modified PE)



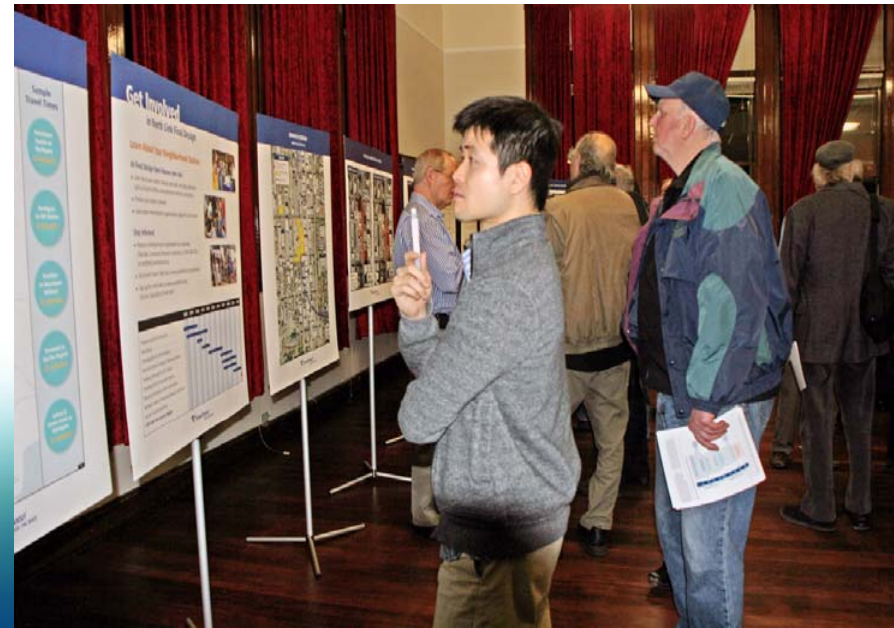
Option 2 (Single Entrance)

# Public Feedback

- Over 150 people attended meeting on January 27
  - strong support for transit and Link station in U-District
  - each option had supporters, while many people appeared to support either option
  - Option 1 supporters liked 2 entrances, easier access to bus stops, better visibility for way-finding
  - Option 2 supporters liked better station circulation, lower construction risk, lower cost
- Blog meeting summary generated 200+ comments

# Other Stakeholder Feedback

- UW staff neutral; can work with either option
  - access during construction and TOD opportunities are major interests going forward
- Neptune owner and Seattle Theatre Group prefer Option 2
  - reduced impacts during construction
- U-District Chamber appears to support either option
  - business access during construction, public safety concerns going forward



# Brooklyn Station Comparison

Issue	Option 1 (Modified PE)	Option 2 (Single Entrance)
Entrance Location(s)	NE 45 <sup>th</sup> St. & NE 43 <sup>rd</sup> St.	Mid-block on Brooklyn Ave
Comparative Capital Costs <ul style="list-style-type: none"> <li>• Construction costs</li> <li>• Property acquisition &amp; relocation costs</li> </ul>	Similar + tower plaza	Approx. \$10 million lower Similar
Station Design <ul style="list-style-type: none"> <li>• Center platform</li> <li>• Pedestrian access to station</li> <li>• Passenger circulation in station</li> </ul>	28' wide ~48 seconds faster	34' wide with columns  ~11 seconds faster
Constructability <ul style="list-style-type: none"> <li>• Temporary access restrictions</li> <li>• Utility relocations</li> <li>• Construction duration</li> <li>• Cost &amp; schedule risk</li> </ul>	Neptune, UW Tower More  Higher	U. Manor Apts., UW Tower Less ~ 5 months shorter  Lower

# Brooklyn Station Comparison

Issue	Option 1 (Modified PE)	Option 2 (Single Entrance)
<b>Environmental/Third Party Issues</b> <ul style="list-style-type: none"> <li>• Historic property review</li> <li>• Construction coordination</li> </ul>	Neptune, UW Tower	U. Manor Apts. U. Manor Apts., UW Tower
<b>Transit Benefits</b> <ul style="list-style-type: none"> <li>• Ridership (in 2030)</li> <li>• Bus transfer connections</li> <li>• Entrance visibility</li> </ul>	12,000 daily boardings Better Corner entry locations	< 0.5% fewer Good Mid-block central entry
<b>Transit Oriented Development</b> <ul style="list-style-type: none"> <li>• TOD square footage (ground floor/total)</li> <li>• TOD street frontage</li> </ul>	18,000/114,300 SF Similar	14,000/102,400 SF Similar
<b>Community Support</b> <ul style="list-style-type: none"> <li>• Business &amp; residential groups</li> <li>• UW</li> </ul>	Supportive Neutral	Supportive Neutral

# Staff Conclusions

- Option 2 is best design to advance forward
  - meets long-term passenger needs
  - lower overall construction impacts
  - lower cost and schedule risk, lower cost (\$10 million)
- ST will explore ways of further improving Option 2 design
  - improve entrance visibility and way-finding
  - refine TOD analysis of station overbuilding
  - continue historic building review process
- Public/stakeholder review step helpful in confirming support



# Brooklyn Station - Next Steps

- Design team will proceed forward on Option 2 concept
- ST will continue to work with UW, other stakeholders on design and construction issues
- 30% station design completed and presented this spring
  - Light Rail Review Panel
  - public open house
- Staff will provide regular updates to Capital Committee on work progress