The Avalon station would be a gateway to West Seattle, serving community members that—based on feedback received at the Fall 2019 Neighborhood Forum—value the family-friendly neighborhood character, multiple small local businesses, and the area’s walkability and convenience.

The station location at the crossroads of two principal arterials—Fauntleroy Way SW and 35th Ave SW—currently lends itself to auto-oriented commercial uses; however, there is potential for denser development to maximize the location near the station with expanded retail options and multifamily housing, including market-rate and affordable residential.

The Avalon station could complement the city’s planned Fauntleroy Way SW Boulevard Project by providing bike storage, improving pedestrian, bike, and bus access to the station, and creating attractive public spaces near station entrances.

Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.
Planning and design priorities can help frame how a station and station area will look and function:

- **Prioritize pedestrian safety at major intersections and arterials.**
- **Create logical pedestrian and bike flow for the station and surrounding neighborhood.**
- **Provide access for all users, prioritizing bus transfers, walking, and biking.**
- **Provide wayfinding to existing neighborhood assets, including the Alaska Junction core.**
- **Leverage light rail investment to create new and enhanced public spaces in and around the station area.**
- **Support the development of affordable housing.**
- **Locate and design station to maximize transit oriented development opportunities.**

Station area context

**Existing land use in the station area**

- Multifamily: 18%
- Commercial/Mixed-Use: 19%
- Manufacturing/Industrial: 3%
- Single Family: 49%
- Park: 11%
- 3% Manufacturing/Industrial

**Ridership/daily boardings**

- **1,200**

**How people will travel to the station**

- Bus: 32%
- Walk: 53%
- Bike: 4%
- Auto: 11%

**Bike facilities within 3**

- **23 miles of planned**
- **12 miles of existing**

**Living and working in the station area 2040**

- Population: 5,400
- Households: 2,600
- Employment: 3,200

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

1. **Preferred Alternative**
   - **Elevated Avalon Station (WSJ-1, WSJ-2)**
     - Elevated station south of SW Genesee St and east of Fauntleroy Way SW

2. **Preferred Alternative with Third-Party Funding**
   - **Tunnel Avalon Station (WSJ-3a, WSJ-3b)**
     - Tunnel station south of SW Genesee St under Fauntleroy Way SW and 35th Ave SW

3. **Other Alternative**
   - **Retained Cut Avalon Station (WSJ-5)**
     - Below-grade station on the south side of Fauntleroy Way SW under SW Genesee St and 35th Ave SW
Station context plan

The Elevated Avalon station platform would sit atop an elevated guideway that emerges from behind buildings north of SW Avalon Way to become a prominent feature along Fauntleroy Way SW, highlighting the station’s role as a gateway to West Seattle. The city’s planned mobility improvements on Fauntleroy Way SW would make this street more comfortable for people walking and riding bikes.

Public space around the station would complement the planned pedestrian and bike improvements on Fauntleroy Way with amenities, such as landscaping, seating, and lighting, that would enliven the area, even at non-peak hours. New transit oriented development with public space and active ground-floor uses would also enhance the existing neighborhood.
Looking inside the station

* 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. Station architectural and landscape design is not complete.
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. **Create new connections for pedestrians through the station site**
   - Explore the opportunity to implement traffic calming measures, such as a festival street, speed bumps, chicanes, bulb outs, etc.
   - Explore lane reconfigurations to ensure bus priority and pedestrian safety

2. **Explore the potential to create a bike connection from Avalon Way SW to the station**

3. **Coordinate with the city’s planned Fauntleroy Way SW Boulevard Project to implement recommendations and consider:**
   - Bike facilities to connect to existing bike network
   - Landscaping and street trees along sidewalks and in roadway medians
   - Intersection improvements for pedestrians and cyclists

Pedestrian-friendly transit plaza at a station

“Slow streets” offer flexible space during events and pedestrian friendly space year-round
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 wide sidewalks between building edges and curb to allow ample space for riders transferring from buses.
2. Design intersections to prioritize universal pedestrian access and transit reliability.
3. Explore the opportunity to create a "slow street," prioritizing pedestrians, bikes, and pickup/drop-off.
4. Refine pickup/drop-off area and explore the potential to develop a pickup/drop-off loop on the station site with right-in only access from 55th and access from SW Genesee St.

Wide sidewalks at station entrances provide ample space for pedestrians entering the station, waiting for the bus, or just passing through.
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 ground floor uses oriented to community services, such as child care and gathering space, in new development north of the station.

2. Encourage active ground-floor uses serving passengers accessing light rail at potential transit oriented development sites.

3. Work with developers to provide ample building setbacks, lighting, and overhead weather protection to support walkability.

Assess potential for equitable transit oriented development that includes housing to create social and economic opportunities and supports vibrant, mixed-use and mixed-income communities.

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

New development with ground floor retail and ample sidewalk width/entrance plaza.

Transit oriented development near a light rail station.

Elevated Avalon Station
(WSJ-1, WSJ-2)
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. Design station plaza with amenities such as landscaping, seating, and lighting to create a lively and safe environment day and night; consider programming of plaza with food trucks and pop-up retail kiosks.

2. Explore potential to extend plaza north and combine improvements with a possible “slow street” on SW Genesee St, tying the station more closely to the neighborhood.

3. Provide wide sidewalks with landscaping, seating and pedestrian lighting to create a place where passengers and others might want to linger.

4. Work with community members on integrating the elevated structure into the neighborhood by encouraging uses under the guideway, such as pocket parks and trails.

Explore the opportunity to create a West Seattle “gateway” near the station; consider plazas, public art, building architecture, and other design elements to reinforce this.

Consider the existing site topography and surrounding multi-story buildings in the design of the station and plaza.

Neighborhood gateway with strong design elements

Bike storage integrated with transit oriented development
The Tunnel Avalon station alternative would be visually defined by the station entrance structures near SW Avalon Way and Fauntleroy Way SW. Plazas and open spaces around the station entrances could be designed to enhance pedestrian activity with building fronts set back from the curb with wide sidewalks, café seating, landscaping, and pedestrian lighting. Transit oriented development integrated with the station entrances could add market-rate and affordable housing as well as neighborhood-scale commercial spaces for small businesses.

The city’s planned mobility improvements to Fauntleroy Way SW would make this street more comfortable for people walking and riding bikes.

Station context plan

The Tunnel Avalon station alternative would be visually defined by the station entrance structures near SW Avalon Way and Fauntleroy Way SW. Plazas and open spaces around the station entrances could be designed to enhance pedestrian activity with building fronts set back from the curb with wide sidewalks, café seating, landscaping, and pedestrian lighting. Transit oriented development integrated with the station entrances could add market-rate and affordable housing as well as neighborhood-scale commercial spaces for small businesses.

The city’s planned mobility improvements to Fauntleroy Way SW would make this street more comfortable for people walking and riding bikes.
**Looking inside the station**

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

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Cross section is an approximate representation of station configuration for illustrative purposes only. Station architectural and landscape design is not complete.
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. Partner with the city to upgrade the facilities on the planned 36th Ave SW neighborhood greenway including the potential for crossing improvements at Fauntleroy Way SW to stitch together north-south and east-west bike facilities.

2. Locate bike storage areas at each station entrance, providing access for cyclists coming from multiple directions without the need to cross the busy arterial; consider incorporating bike parking into potential transit oriented development projects.

3. Explore potential to eliminate the slip lane that allows right turns to the West Seattle Bridge from 35th Ave SW.

Coordinate with the planned Fauntleroy Way SW Boulevard Project to implement recommendations and consider:
- Bike facilities to connect to existing bike network
- Landscaping and street trees along sidewalks and in roadway medians
- Intersection improvements for pedestrians and cyclists.

Cycle center with storage, rental, and repair

Separated bike lanes on SW Avalon Way

Station entrance

Potential transit oriented development (TOD)

Pedestrian focused area
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 wide sidewalks between building edges and curb to allow ample space for riders transferring from buses.
2. Explore “slow street” design and potentially incorporate pickup/drop-off area.
3. Coordinate traffic signals to encourage traffic operations to flow smoothly with a priority on transit speed and reliability.
4. Refine pickup/drop-off area(s) and explore location away from arterials, bus zones and bike facilities on the east and west sides of Fauntleroy Way SW.

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.

Provide strong wayfinding/signage to the station for cyclists coming from Fauntleroy Way SW or SW Avalon Way and from side streets near the station.

Wide sidewalks at station entrances provide ample space for pedestrians entering the station, waiting for the bus, or just passing through.

Streetscape with pedestrian amenities.
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. Design station entrances to accommodate potential development above
2. Encourage active ground-floor uses at potential transit oriented development sites with ample building setbacks, lighting, and overhead weather protection to support walkability
3. Consider incorporating public space at corner of irregularly shaped potential transit oriented development site

Assess potential for equitable transit oriented development that includes housing to create social and economic opportunities and supports vibrant, mixed-use and mixed-income communities

Explore the opportunity to create a gateway expression at this prominent corner, through public art or architecture

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

Pedestrian connection through new development

Transit station integrated with mixed-use development
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/wide sidewalks around station entrances, to accommodate bus transfer facilities and pedestrian amenities.

2. Consider creating plaza space outside the station entrance and repurpose 36th Ave SW and SW Genesee St intersections to prioritize pedestrian and bike uses.

3. Explore potential public uses for this strategically placed parcel, such as a community facility or gathering space.

Encourage building frontages and streetscapes that are inviting, lively, and designed to support a vibrant pedestrian environment.

Explore the opportunity to create a West Seattle “gateway” near the station; consider plazas, public art, building architecture, and other design elements to reinforce this.

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

Neighborhood gateway with strong design elements

Large plaza space associated with a building entrance
Station context plan

The Retained Cut Avalon station alternative would bring daylight into the below-grade station platform with views open to the sky. This station alternative would provide an opportunity to create at-grade plazas where bike storage, seating, landscaping, pedestrian lighting, art, and potential gateway elements could be located. Plaza space could become an attractive gateway to West Seattle and function as a neighborhood hub, while potential transit oriented development sites may have direct access to shared plaza space with uses opening directly towards the station.

The city’s planned mobility improvements to Fauntleroy Way SW would make this street more comfortable for people walking and riding bikes. This station alternative was not identified as preferred by the Sound Transit Board. This page summarizes the ideas and recommendations that are unique to this alternative as well as those that apply to all alternatives.

Explore the opportunity to create a West Seattle “gateway” near the station; consider plazas, public art, building architecture, and other design elements to reinforce this.

Explore the potential to create a multi-use trail east of the station that parallels the guideway, connecting to the pedestrian bridge crossing the West Seattle Bridge, and continuing along SW Avalon Way to SW Yancy St.

Consider smaller scale or non-traditional TOD uses on small or irregular shaped sites; uses could include community-serving spaces/meeting rooms, small business hubs, non-profit offices, or retail kiosks.

Explore the opportunity to construct a new roadway that would be used for paratransit access and pickup/drop-off, creating a new transit oriented development block.

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.
Looking inside the station

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