Avalon West Seattle Station Link Extension

Station area context

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 autooriented 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.

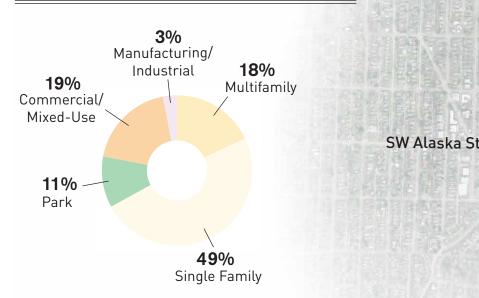


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

West Seattle Link Extension

Station area context

Existing land use in the station area

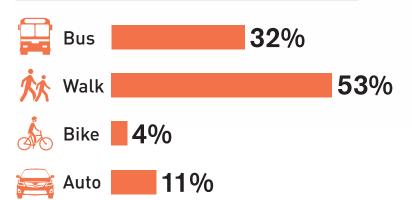


Ridership/daily boardings (2)



1,200

How people will travel to the station (2)



West Seattle Bridge SW Avalon Way SW Andover St 28th Ave SW 26th Ave SW Delridge Way SW SW Dakota St SW Genesee St SW Genesee St SW West Seattle SW Oregon St Stadium 37th Ave SW **West Seattle** 35th Ave SW Golf Course Fauntleroy Way SW

Potential station location

Planning and design priorities

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

Bike facilities within ⁽³⁾ 10-minute bikeshed



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



Population 5,400

Households 2,60

Employment 3.200

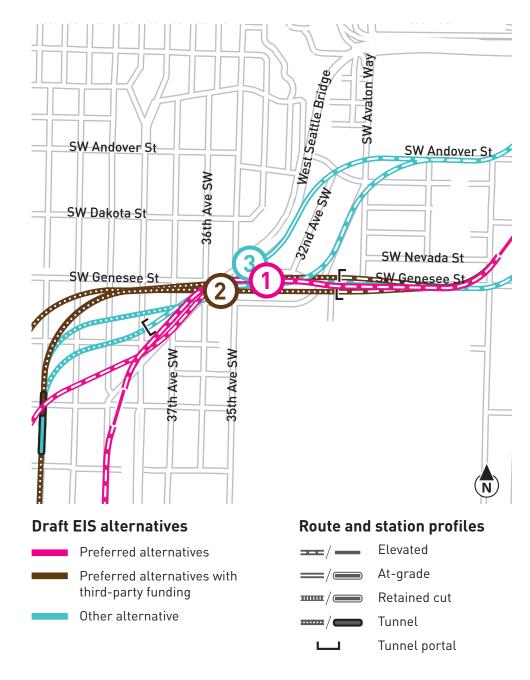
Footnotes:

- 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.

Avalon West Seattle Station Link Extension

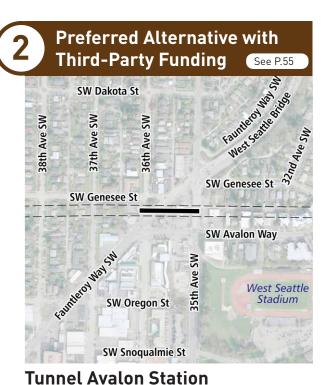
Draft EIS station alternatives

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





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



(WSJ-3a, WSJ-3b)
Tunnel station south of SW Genesee St
under Fauntleroy Way SW and 35th Ave SW



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

West Seattle Link Extension

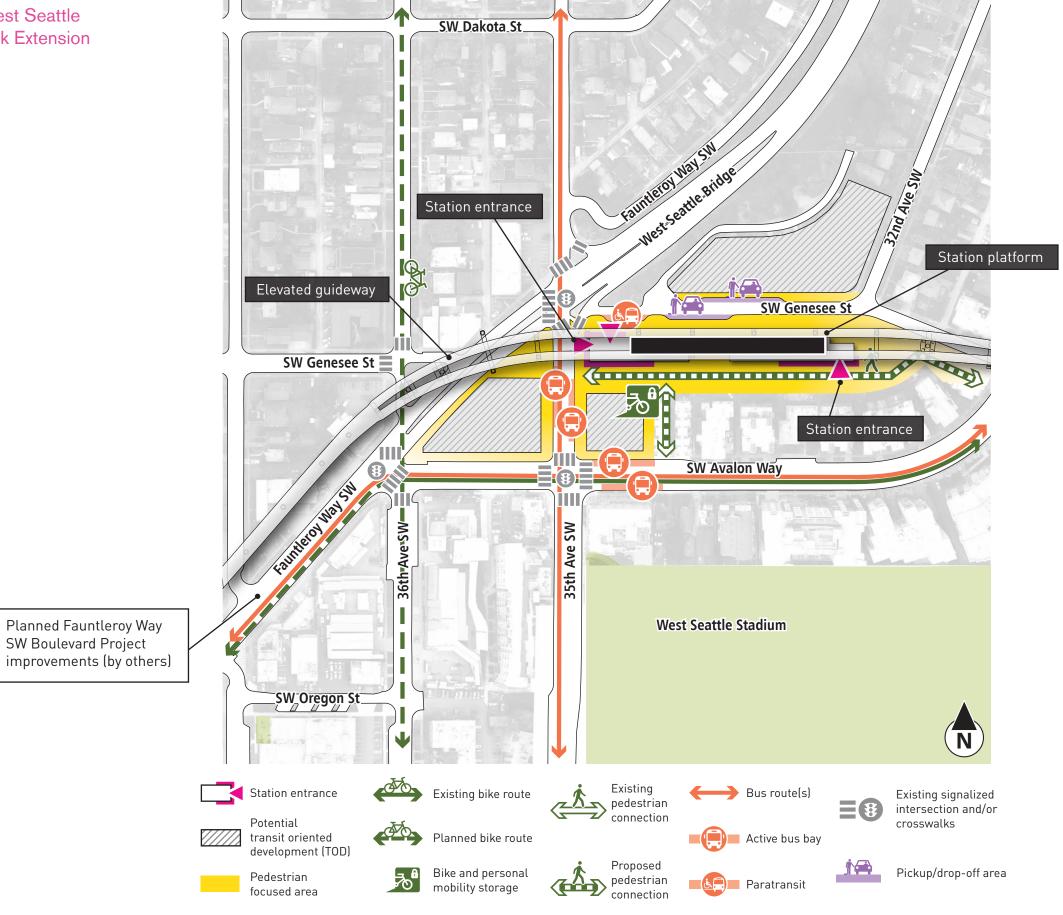
Elevated Avalon Station (WSJ-1, WSJ-2)

Preferred Alternative

Station context plan

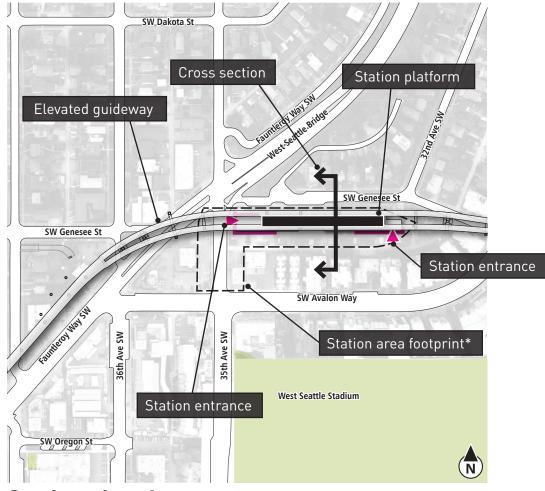
The Elevated Avalon station platform would sit atop an elevated guideway that emerges from behind buildings north of SW Avalon Way to become a prominent feature along Fauntleroy Way SW, highlighting the station's role as a gateway to West Seattle. The city's planned mobility improvements on Fauntleroy 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.

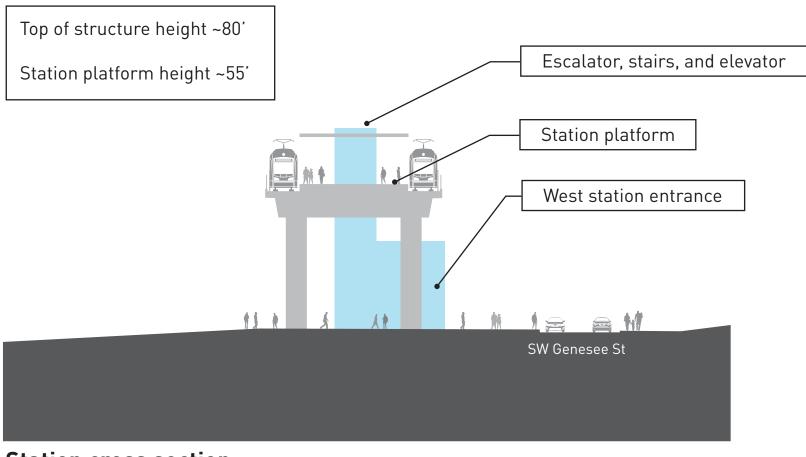




Looking inside the station



Station site plan



Station cross section

Cross section is an approximate representation of station configuration for illustrative purposes only.

Station architectural and landscape design is not complete.

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

West Seattle Link Extension

Elevated Avalon Station • (WSJ-1, WSJ-2)

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.



- 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
- Explore the potential to create a bike connection from Avalon Way SW to the station



Coordinate with the city's planned Fauntleroy Way SW Boulevard Project to implement recommendations and consider:

Dragonfly Garden

Longfellow Creek

- Bike facilities to connect to existing bike network
- Landscaping and street trees along sidewalks and in roadway medians
- Intersection improvements for pedestrians and cyclists







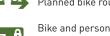
"Slow streets" offer flexible space during events and pedestrian friendly space year-round



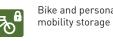
focused area

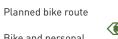














crosswalks

Elevated Avalon Station (WSJ-1, WSJ-2)

West Seattle Link Extension

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

SW Andover St

SW Dakota St

SW Genesee St

Connecting to the station

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

Pickup/drop-off area

Proposed pedestrian connection



Paratransit

Potential transit oriented

focused area

development (TOD)

- Provide wide sidewalks between building edges and curb to allow ample space for riders transferring from buses
- Design intersections to prioritize universal pedestrian access and transit reliability
- Explore the opportunity to create a "slow street," prioritizing pedestrians, bikes, and pickup/drop-off
- 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 35th 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



Dragonfly Garden and Pavilion

SW Yancy St

West Seattle

Stadium

Longfellow Creek

Provide strong wayfinding/signage to

Fauntleroy Way SW or SW Avalon Way, as

well as from side streets near the station

the station for cyclists coming from

Avalon West Seattle Link Extension

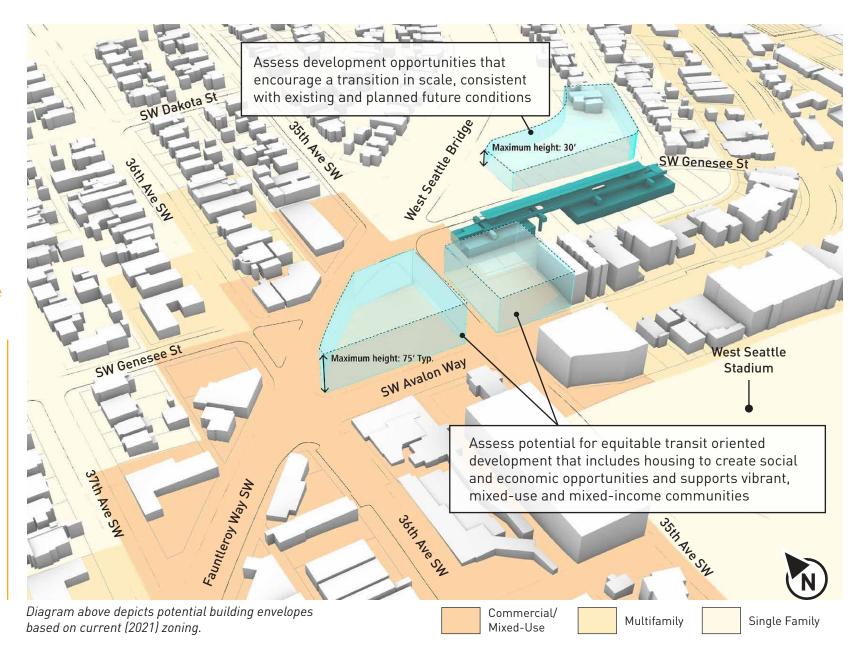
Elevated Avalon Station • (WSJ-1, WSJ-2)

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.



- Consider ground floor uses oriented to community services, such as child care and gathering space, in new development north of the station
- Encourage active ground-floor uses serving passengers accessing light rail at potential transit oriented development sites
- Work with developers to provide ample building setbacks, lighting, and overhead weather protection to support walkability





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



Transit oriented development near a light rail station

Pedestrian focused area

Avalon West Seattle Link Extension

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.



- Existing signalized intersection and/or crosswalks

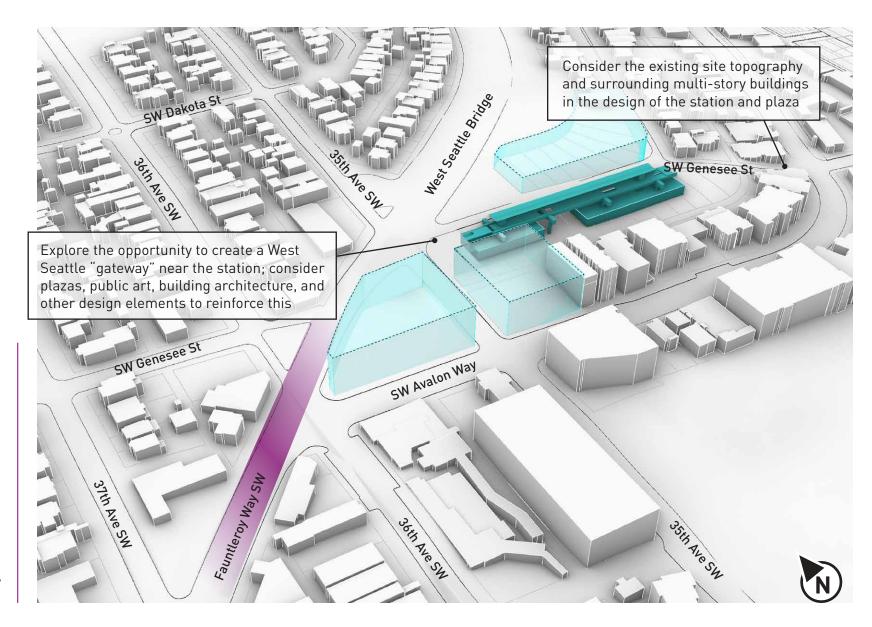
 Proposed pedestrian connection
- Pedestrian focused area

Station entrance

transit oriented

development (TOD)

- 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
 - 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
- Provide wide sidewalks with landscaping, seating and pedestrian lighting to create a place where passengers and others might want to linger
- Work with community members on integrating the elevated structure into the neighborhood by encouraging uses under the guideway, such as pocket parks and trails





Bike storage integrated with transit oriented development



Neighborhood gateway with strong design elements

West Seattle Link Extension

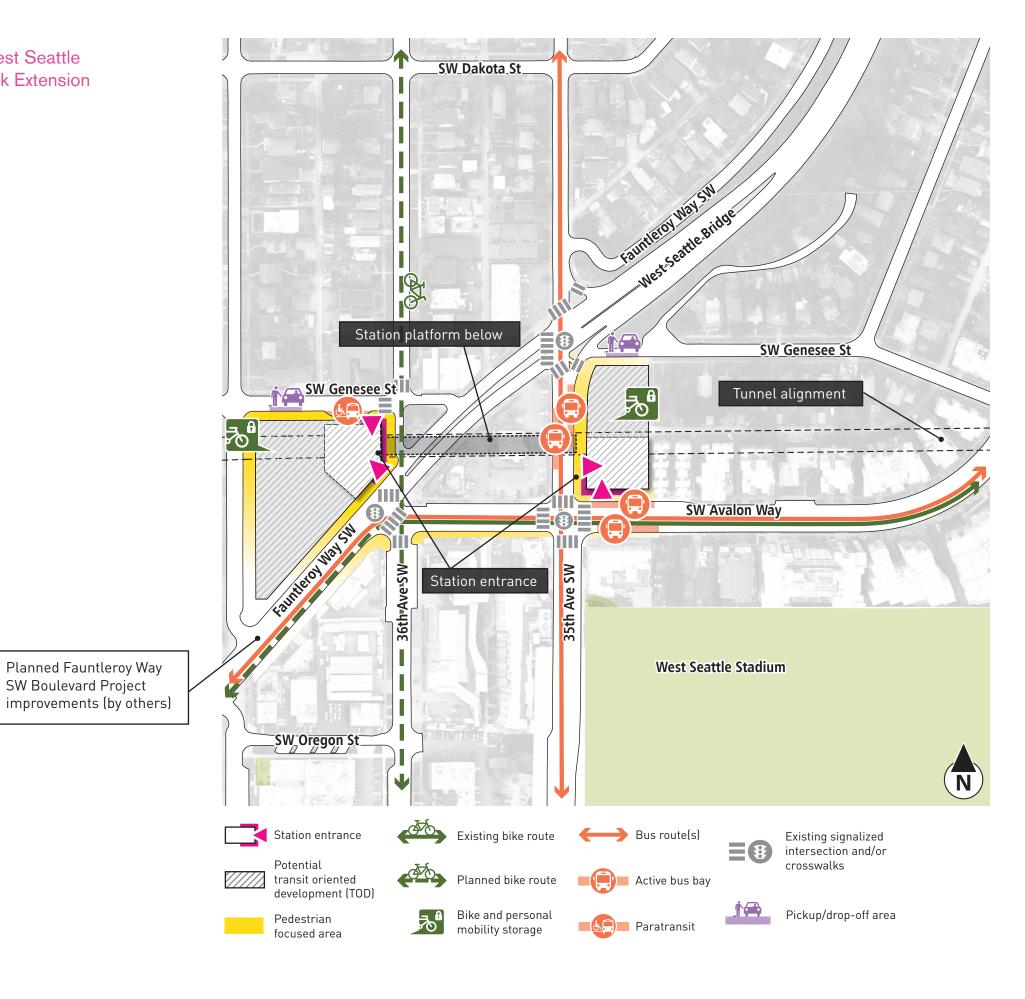
Tunnel Avalon Station (WSJ-3a, WSJ-3b)

Preferred Alternative with Third-Party Funding

Station context plan

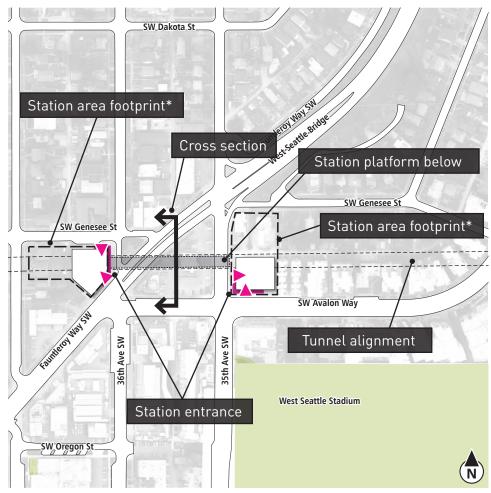
The Tunnel Avalon station alternative would be visually defined by the station entrance structures near SW Avalon Way and Fauntleroy Way SW. Plazas and open spaces around the station entrances could be designed to enhance pedestrian activity with building fronts set back from the curb with wide sidewalks, 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.



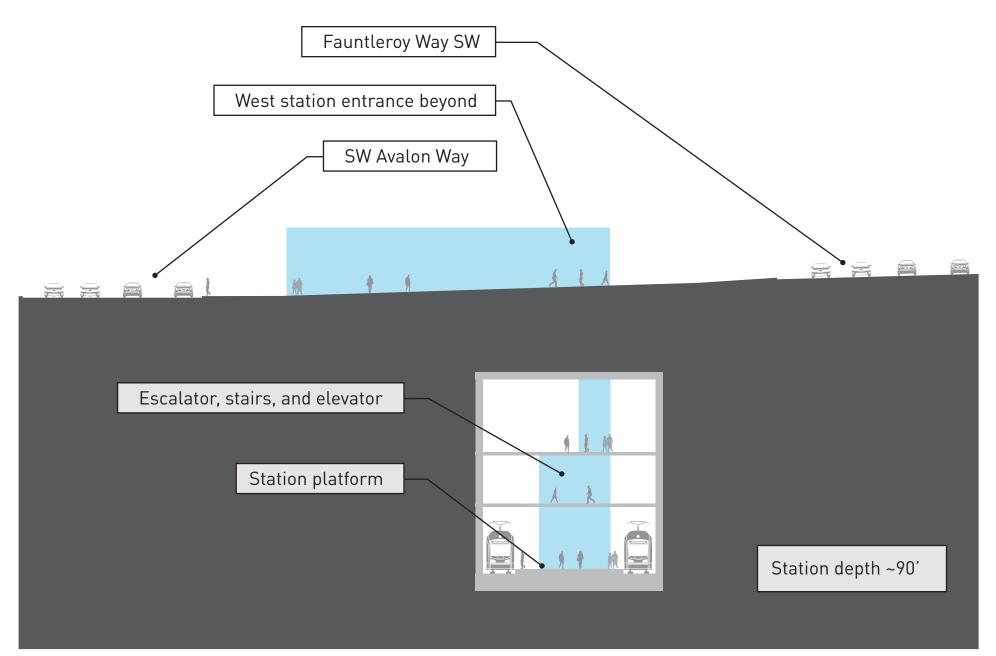


Looking inside the station



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.

West Seattle Link Extension

Tunnel Avalon Station (WSJ-3a, WSJ-3b)

SW Dakota St Walking, biking, and rolling to the station

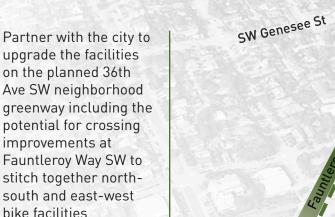
Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



upgrade the facilities on the planned 36th Ave SW neighborhood potential for crossing improvements at Fauntleroy Way SW to stitch together northsouth and east-west bike facilities

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

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



SW Andover St



Cycle center with storage, rental, and repair

Winter 2022

Coordinate with the planned Fauntleroy Way SW Boulevard Project to implement recommendations and consider:

 Bike facilities to connect to existing bike network

Dragonfly Garden and Pavilion

SW Yancy St

West Seattle

Stadium

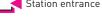
Longfellow Creek

- Landscaping and street trees along sidewalks and in roadway medians
- Intersection improvements for pedestrians and cyclists



Separated bike lanes on SW Avalon Way







focused area





















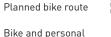




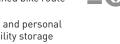












Existing signalized

intersection and/or



West Seattle Link Extension

Tunnel Avalon Station (WSJ-3a, WSJ-3b)

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

SW Dakota St

SW Genesee St

Connecting to the station

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



🗐 🕳 Active bus bay

🔙 🔲 Paratransit

- Provide wide sidewalks between building edges and curb to allow ample space for riders transferring from buses
- Explore "slow street" design and potentially incorporate pickup/ drop-off area
- Coordinate traffic signals to encourage traffic operations to flow smoothly with a priority on transit speed and reliability
- 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



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



Dragonfly Garden and Pavilion

SW Yancy St

West Seattle

Stadium

SW Avalon Way

Longfellow Creek

Provide strong wayfinding/signage to

Fauntleroy Way SW or SW Avalon Way,

and from side streets near the station

the station for cyclists coming from

Station entrance

transit oriented development (TOD)

Potential

Pedestrian

focused area

Existing signalized intersection and/or crosswalks

Pickup/drop-off area



West Seattle Link Extension

Tunnel Avalon Station (WSJ-3a, WSJ-3b)

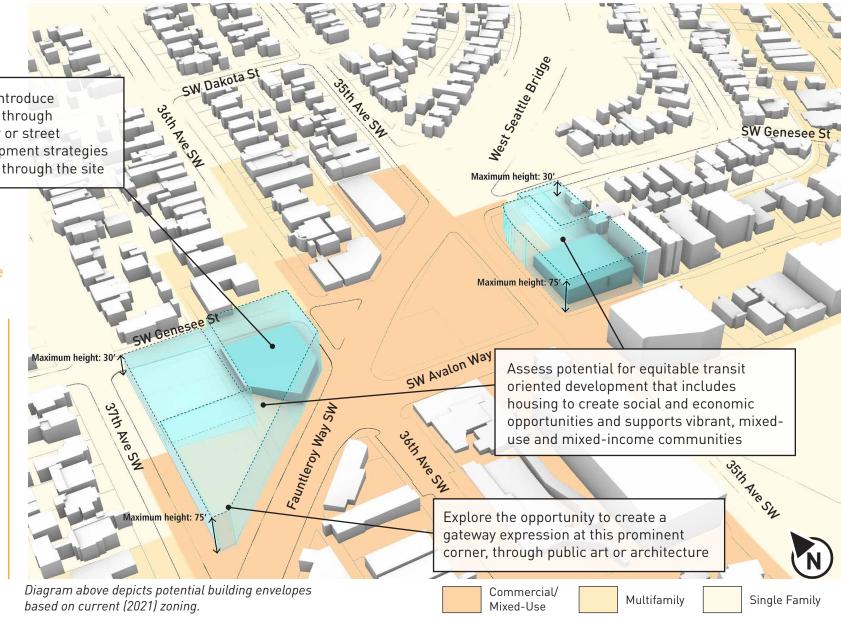
Explore the opportunity to introduce connectivity and circulation through midblock connections, alley or street reconfiguration, and development strategies that allow for public access through the site

Living and working near the station

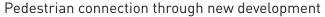
Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



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









Transit station integrated with mixed-use development

transit oriented





Existing signalized intersection





Avalon West Seattle Link Extension

Tunnel Avalon Station • (WSJ-3a, WSJ-3b)

Enjoying public space near the station

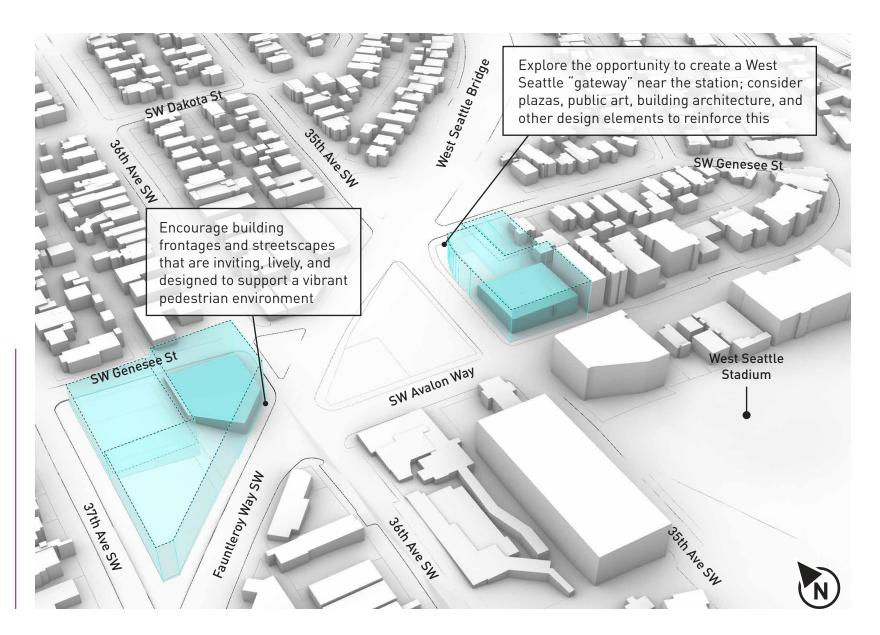
Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



Existing signalized intersection

and/or crosswalks

- Create plazas/wide sidewalks around station entrances, to accommodate bus transfer facilities and pedestrian amenities
- Consider creating
 plaza space outside the
 station entrance and
 repurpose 36th Ave
 SW and SW Genesee
 St intersections to
 prioritize pedestrian
 and bike uses
- Explore potential public uses for this strategically placed parcel, such as a community facility or gathering space





Neighborhood gateway with strong design elements



Large plaza space associated with a building entrance

Potential transit oriented development (TOD)



West Seattle Link Extension

Retained Cut Avalon Station (WSJ-5)

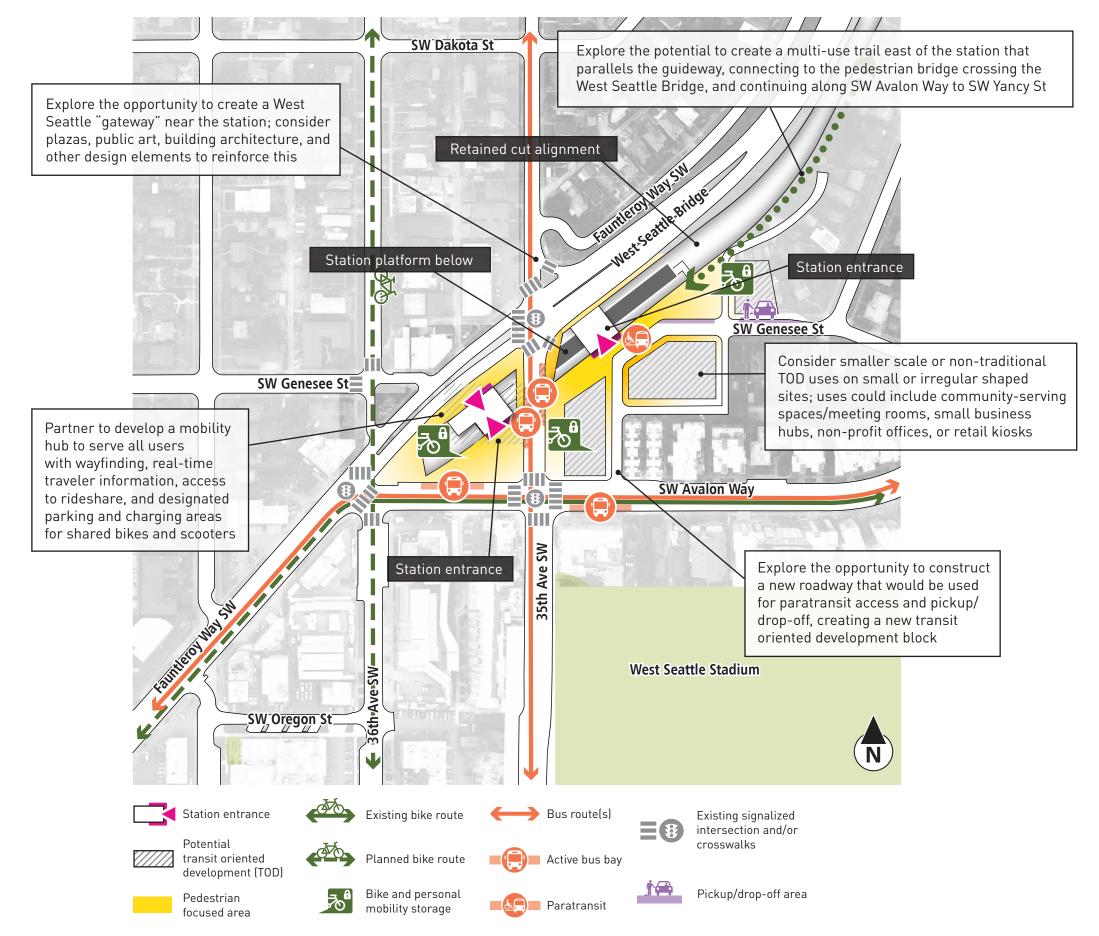
Other Alternative

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.

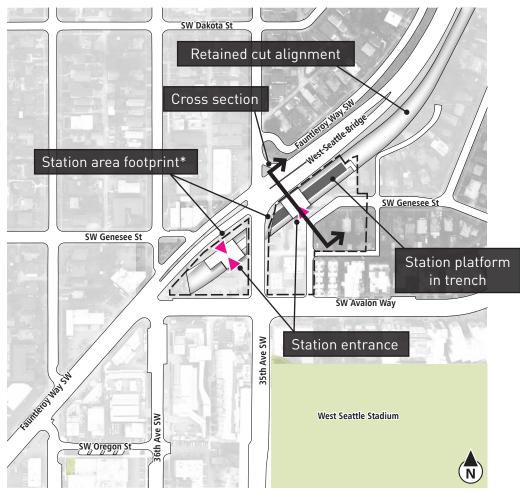
The city's planned mobility improvements to Fauntleroy Way SW would make this street more comfortable for people walking and riding bikes.

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.

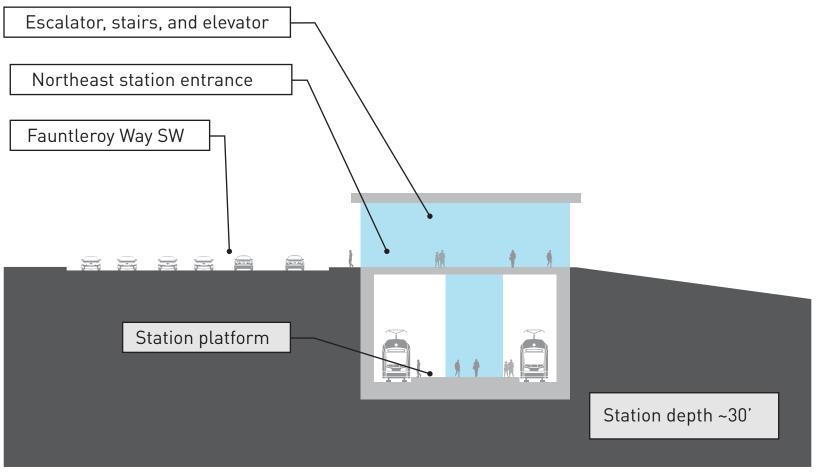




Looking inside the station



Station site plan



Station cross section

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