

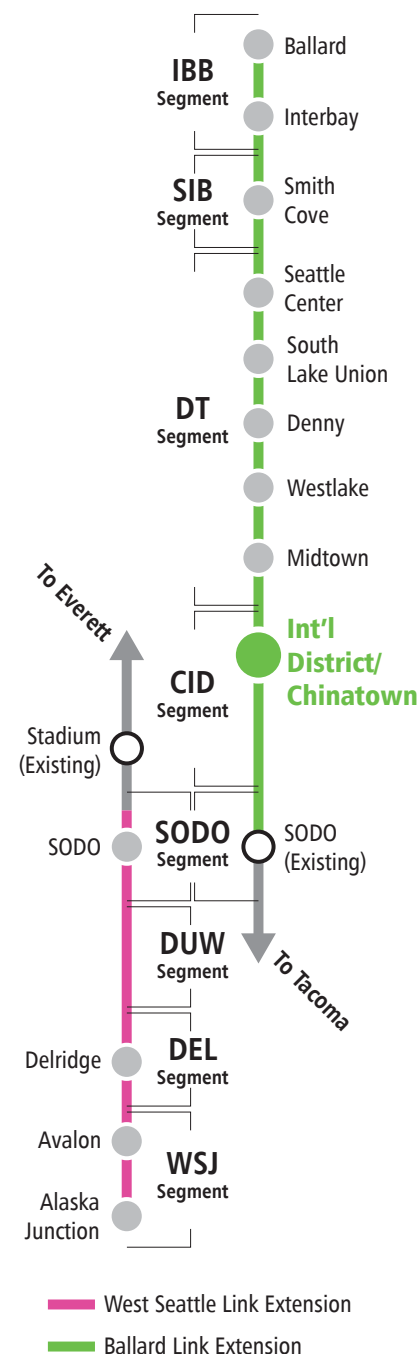
International District/ Chinatown Station

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.

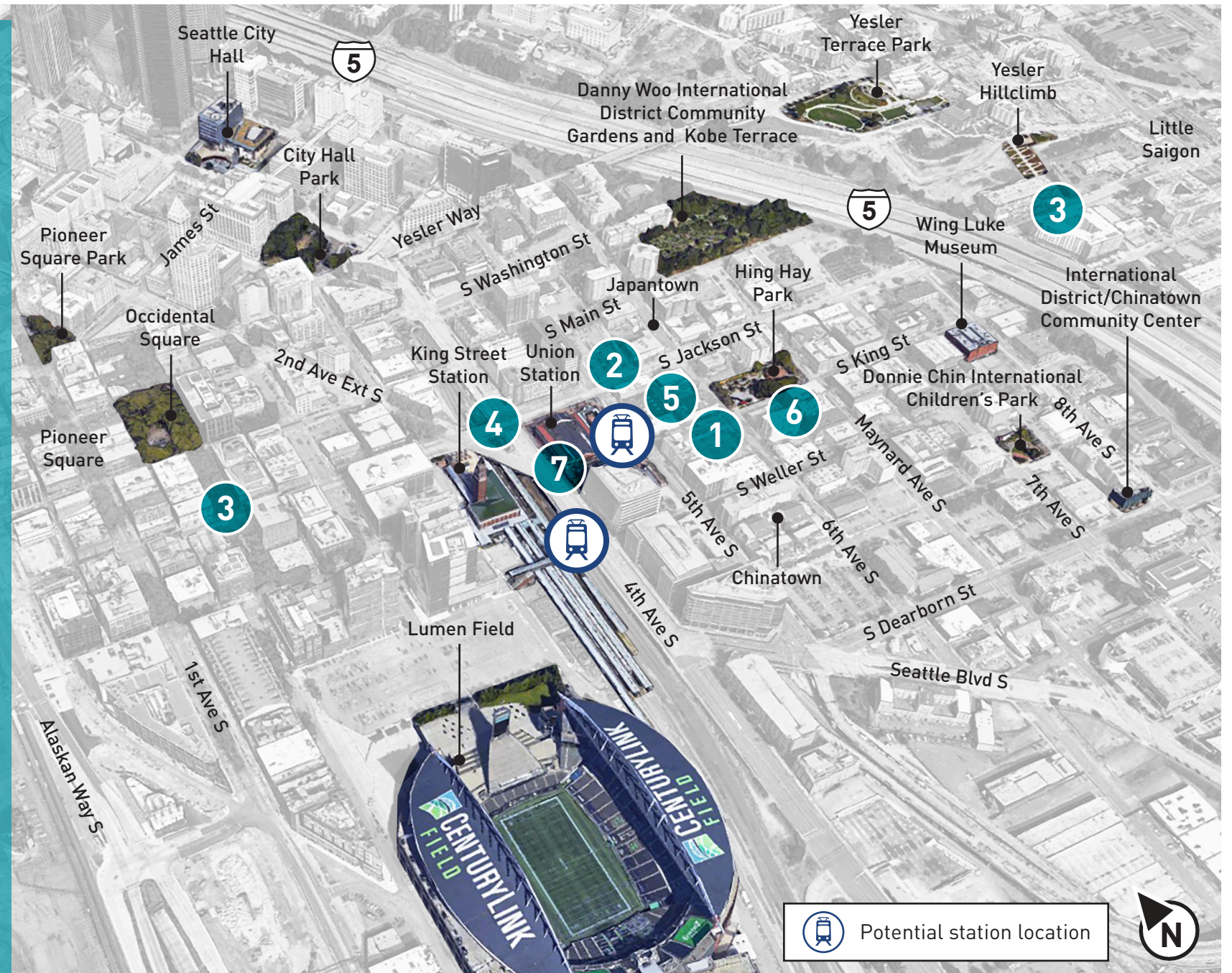
Based on feedback received at the Fall 2019 Neighborhood Forum, communities in Chinatown-International District and Pioneer Square value their rich culture and history, neighborhood businesses, affordable housing, community services, open spaces, and walkability. Displacement of residents and businesses—both 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



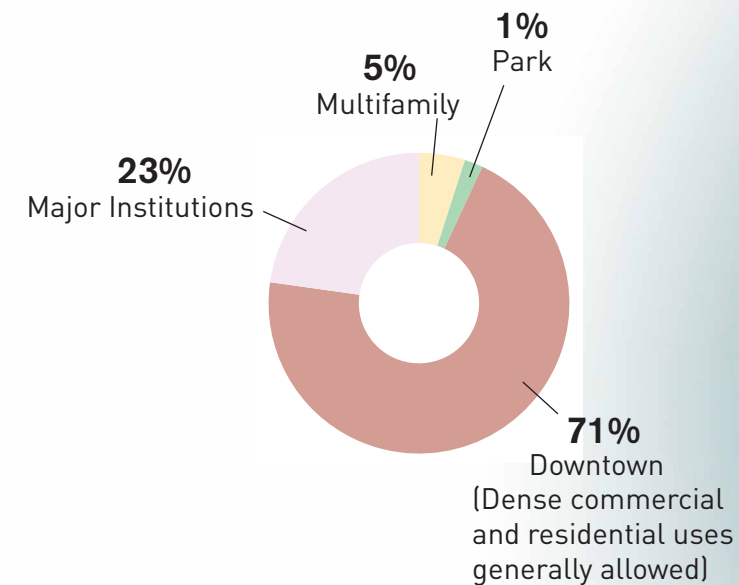
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

International District/ Chinatown Station

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Station area context

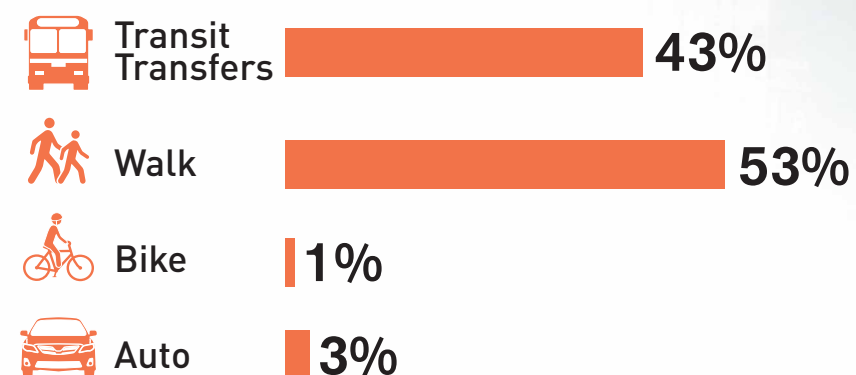
Existing land use in the station area ⁽¹⁾



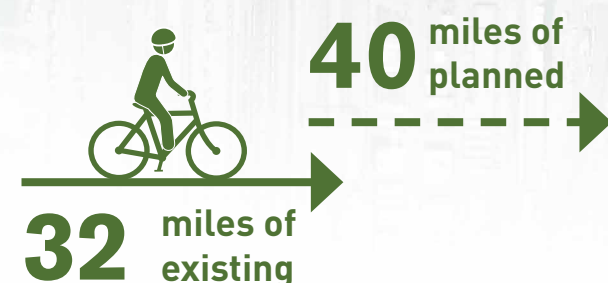
Ridership/daily boardings ⁽²⁾

30,100-34,200

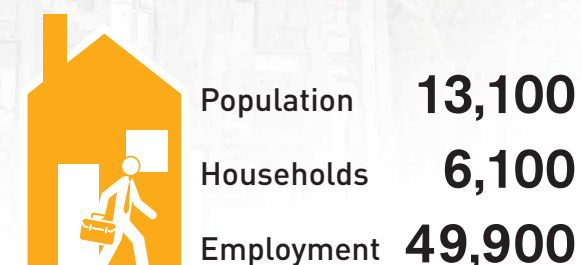
How people will travel to the station ⁽²⁾



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

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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.

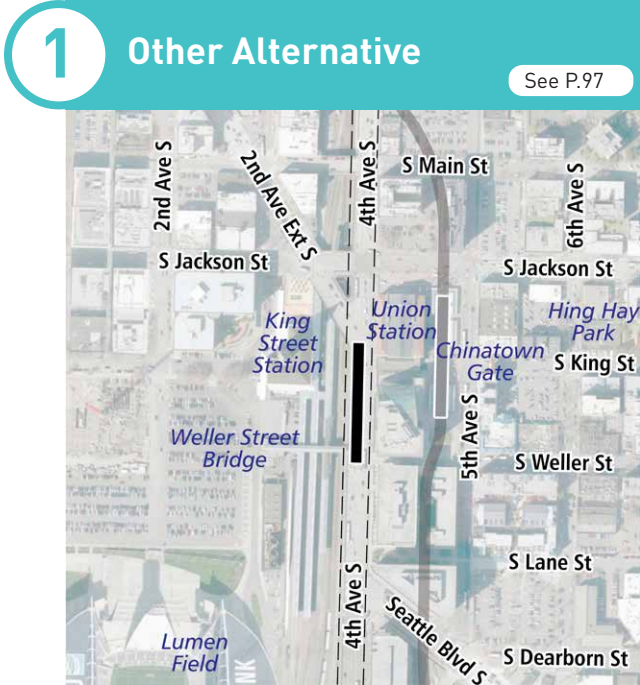


Draft EIS alternatives

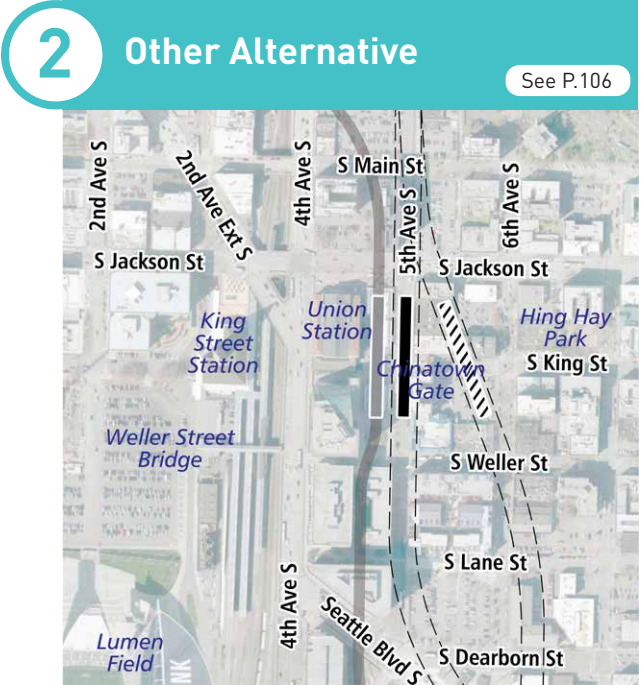
- Preferred alternative
- Other alternatives and design options
- Existing tunnel route and station

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

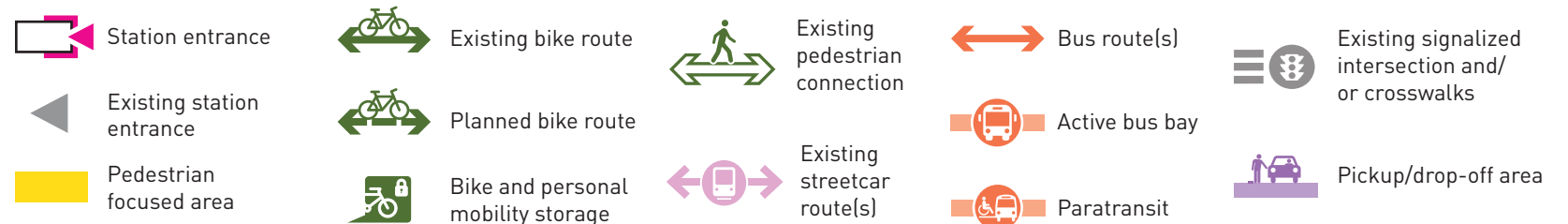
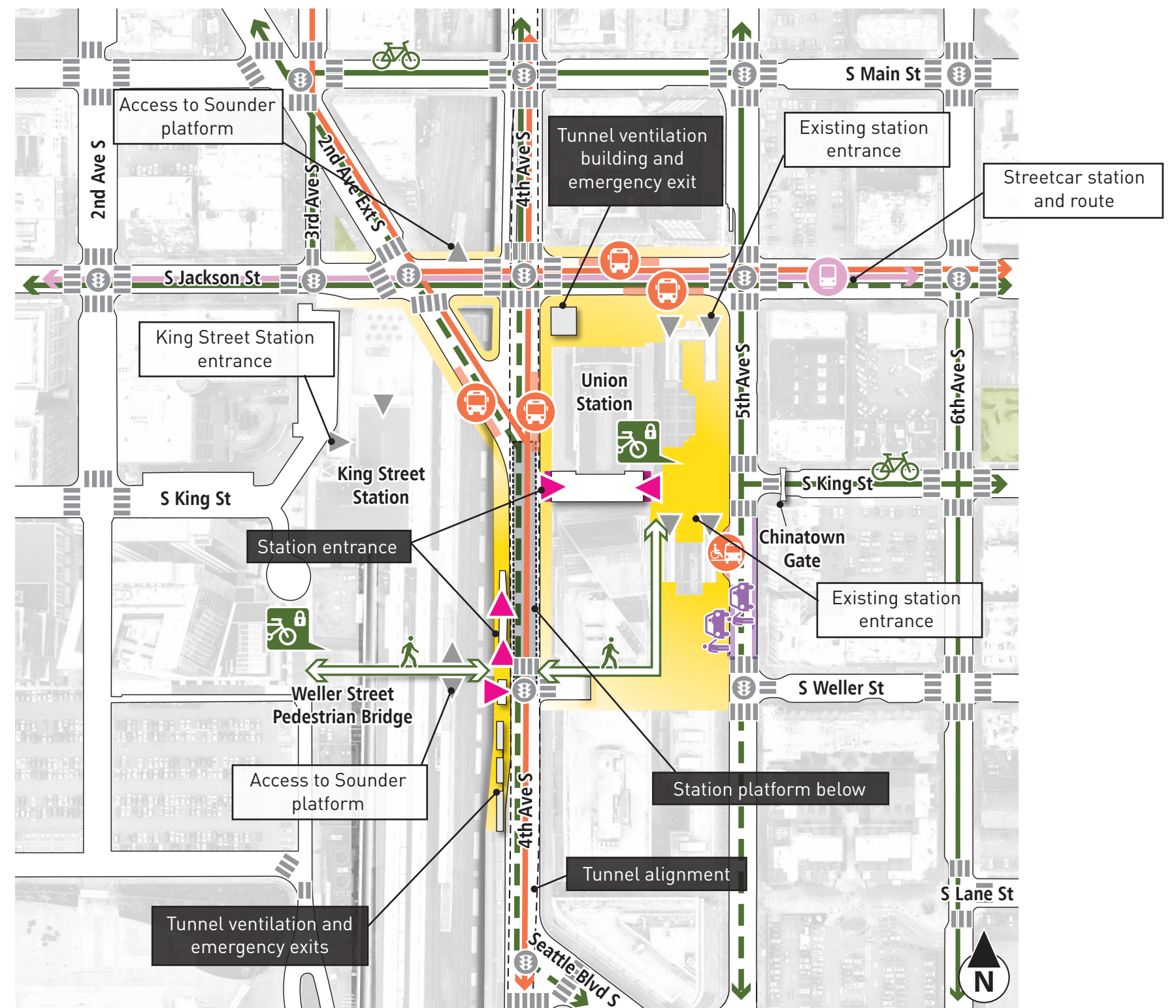
Station context plan

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.

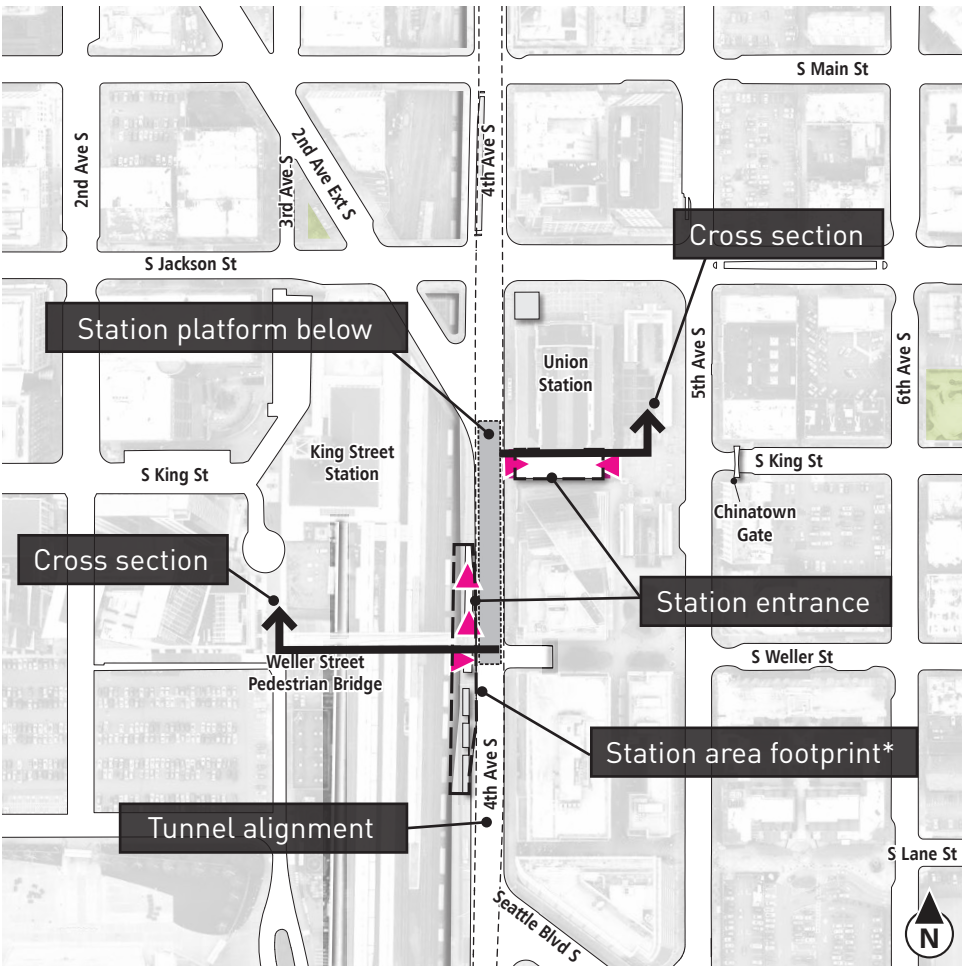
All station entrances would be served by planned or existing bike routes, and bike storage would be available in the existing station plaza and south of King Street Station at the foot of the Weller Street Pedestrian Bridge.

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.



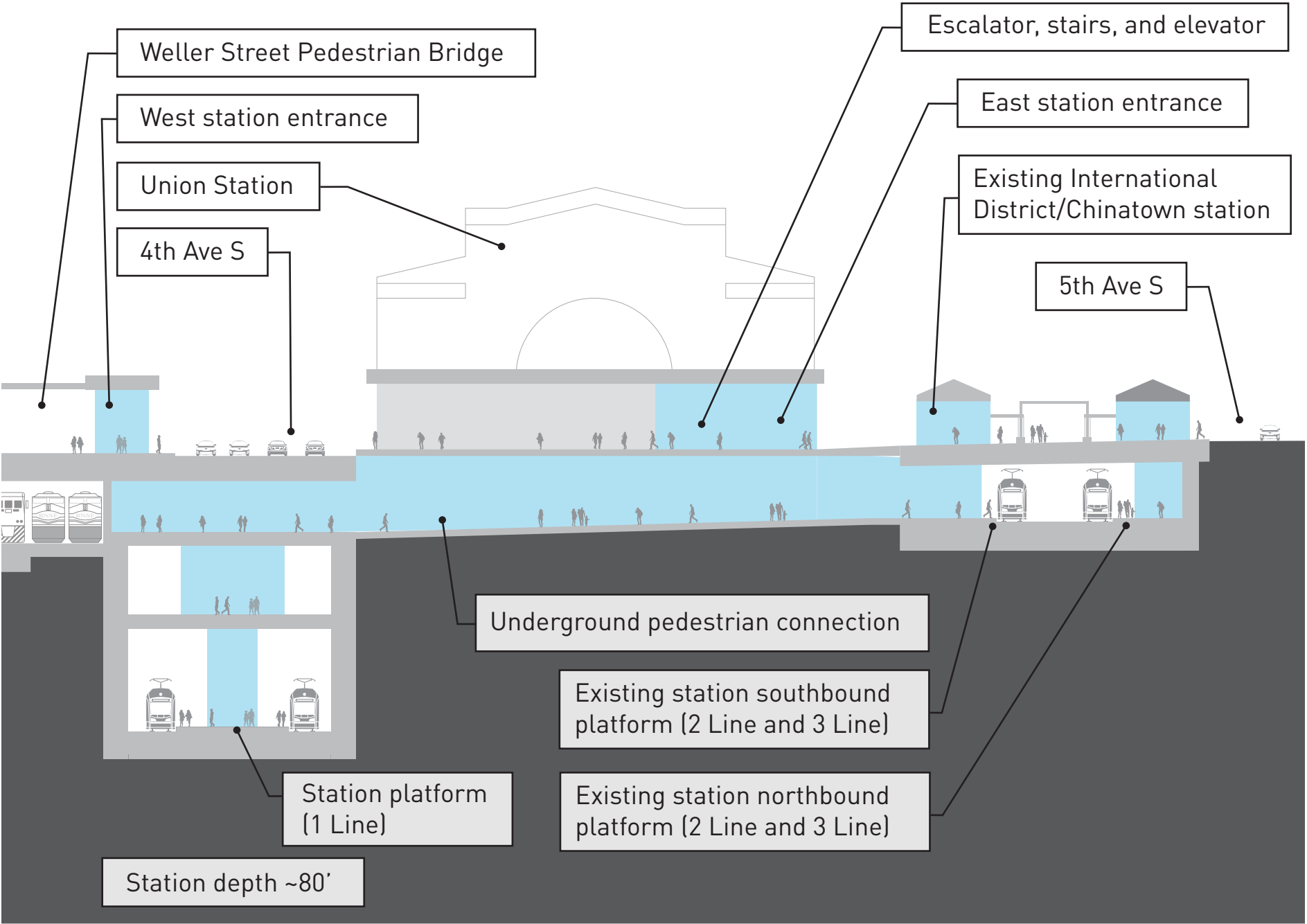
4th Avenue Station
Shallow Alternative (CID-1a)

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

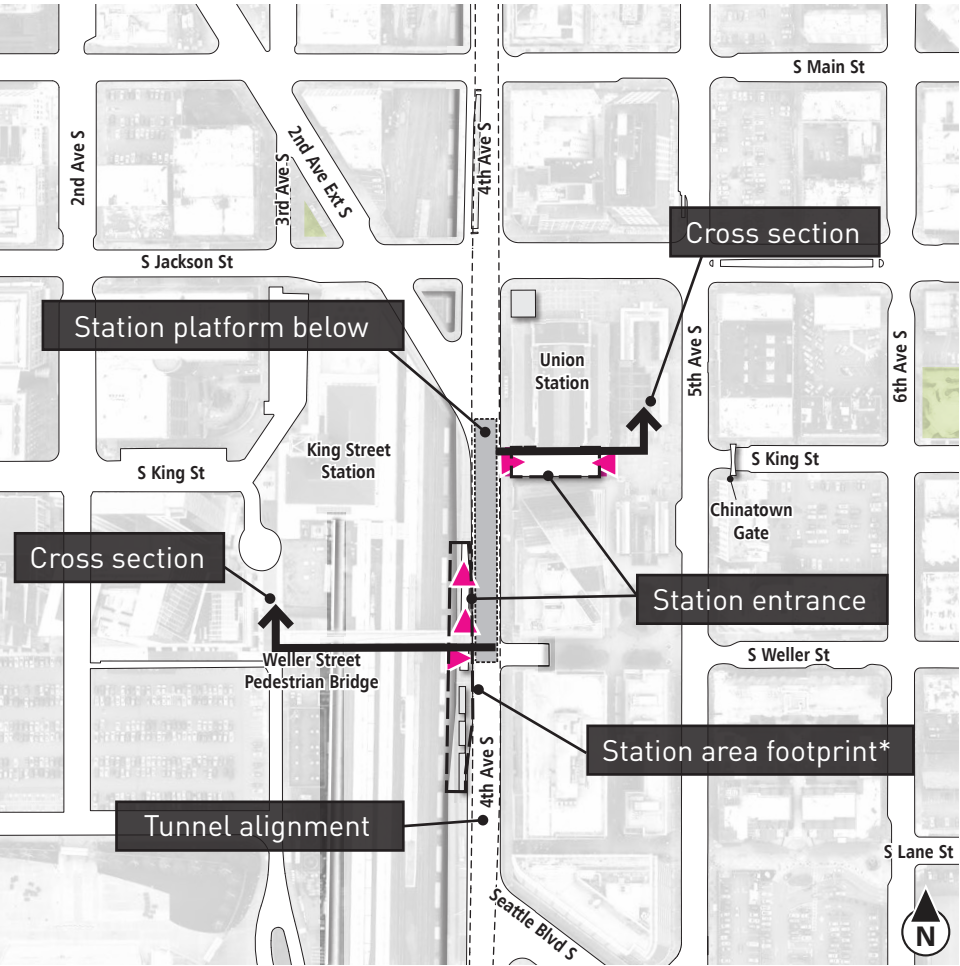
Cross section is an approximate representation of station configuration for illustrative purposes only.
Station architectural and landscape design is not complete.

International District/
Chinatown Station

Ballard
Link Extension

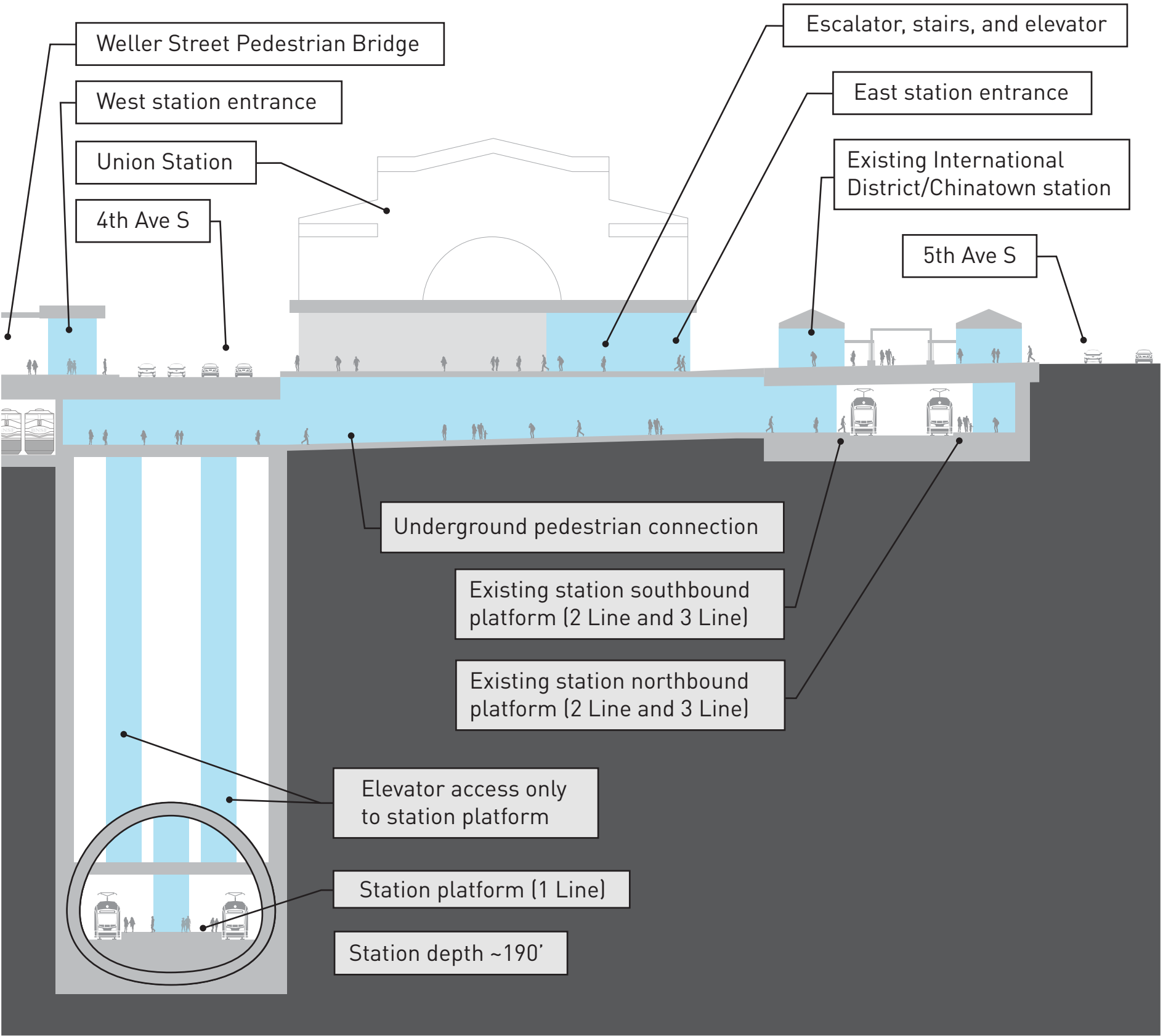
4th Avenue Station
Deep Station Option (CID-1b)

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

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International District/ Chinatown Station

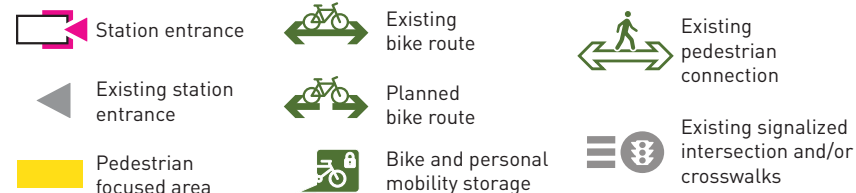
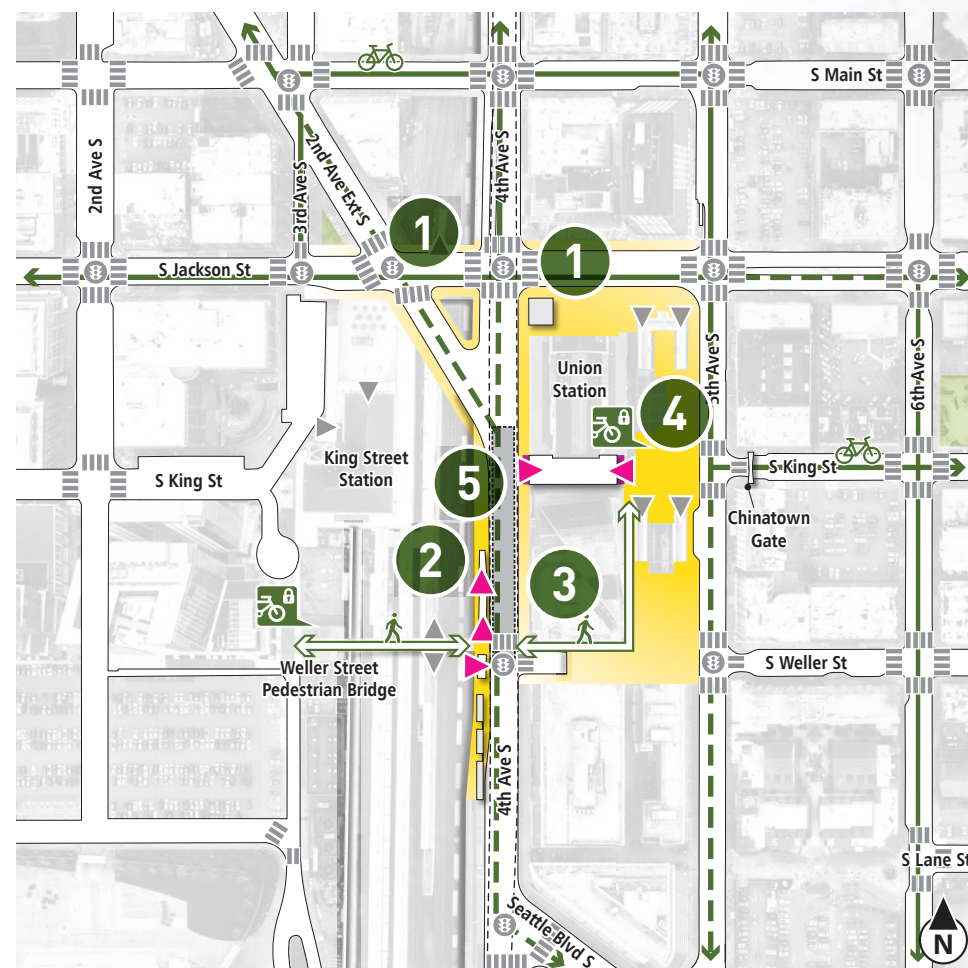
Ballard
Link Extension

4th Avenue Station

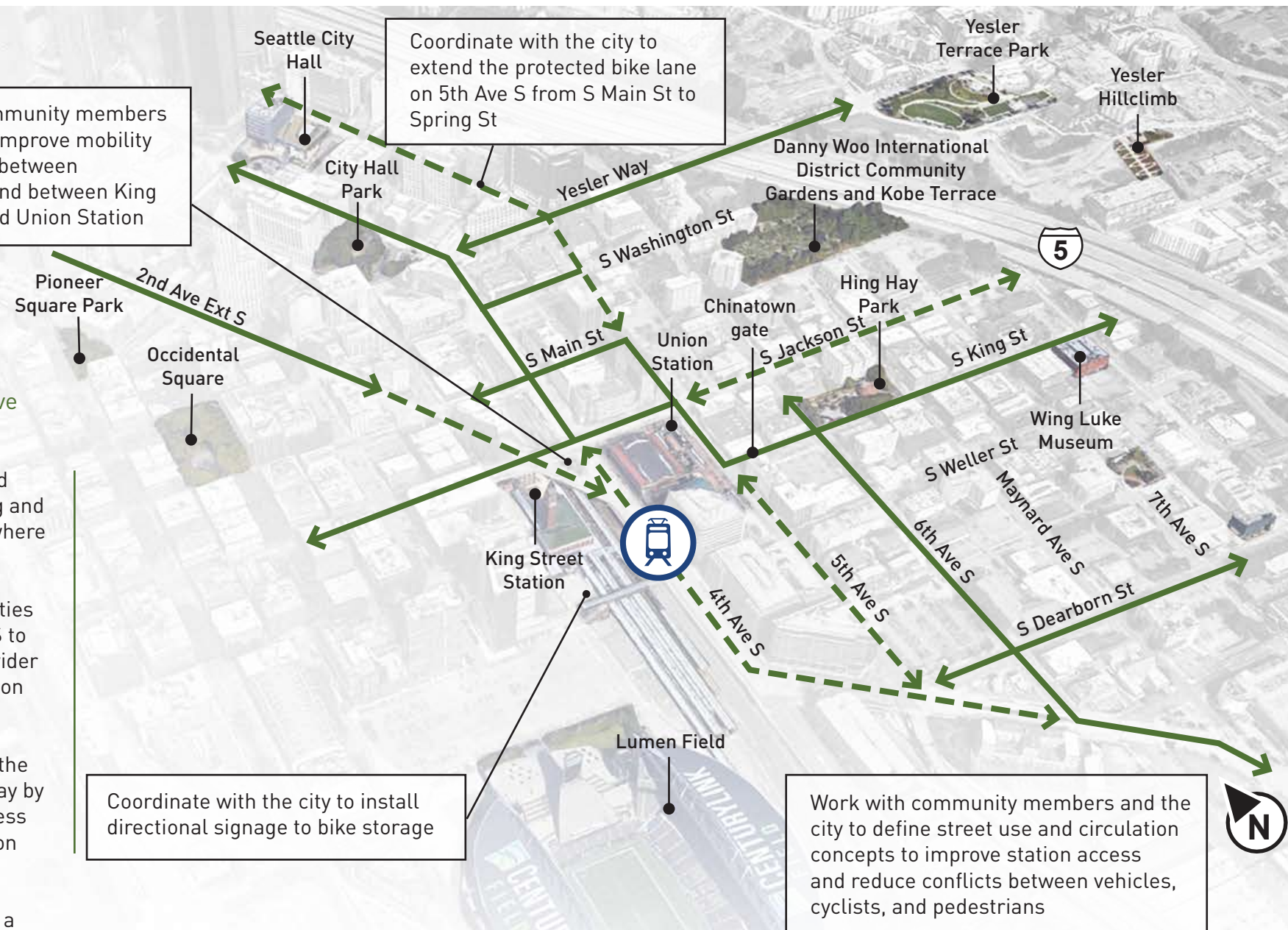
Shallow Alternative (CID-1a)
and Deep Station Option (CID-1b)

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 signalized 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

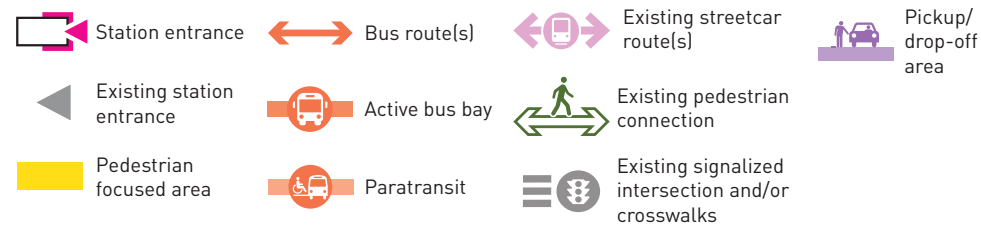
International District/ Chinatown Station

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.



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

- 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

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



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

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



Transit-only block with pedestrian amenities

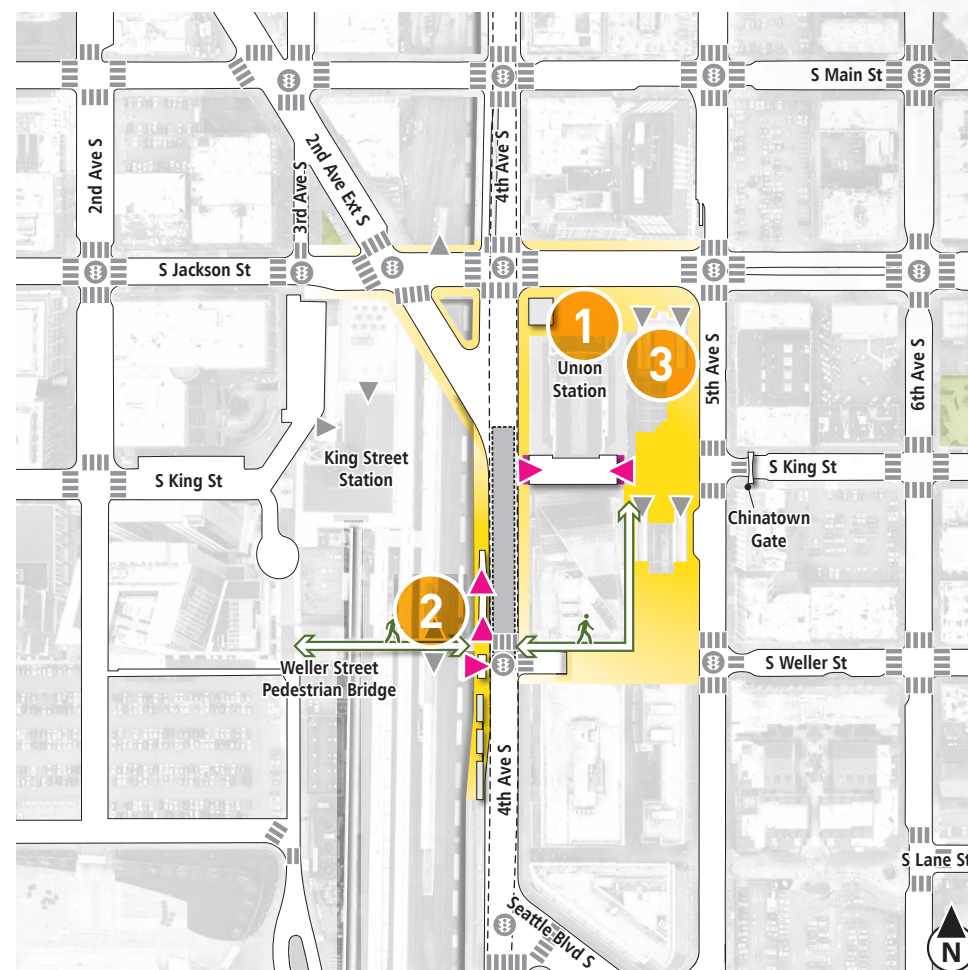
International District/ Chinatown Station

Ballard
Link Extension

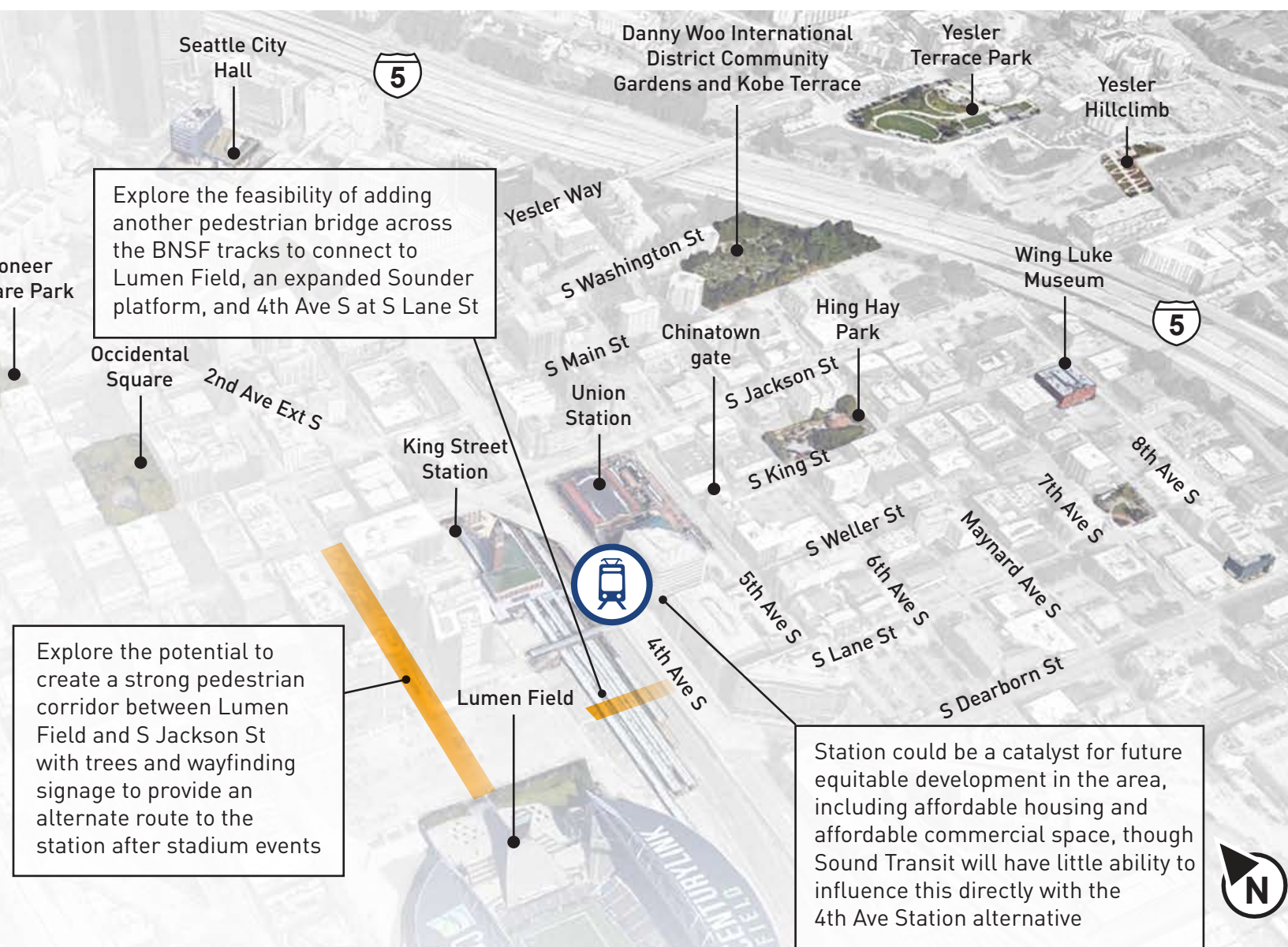
4th Avenue Station Shallow
Alternative (CID-1a)
and Deep Station Option (CID-1b)

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

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Link Extension

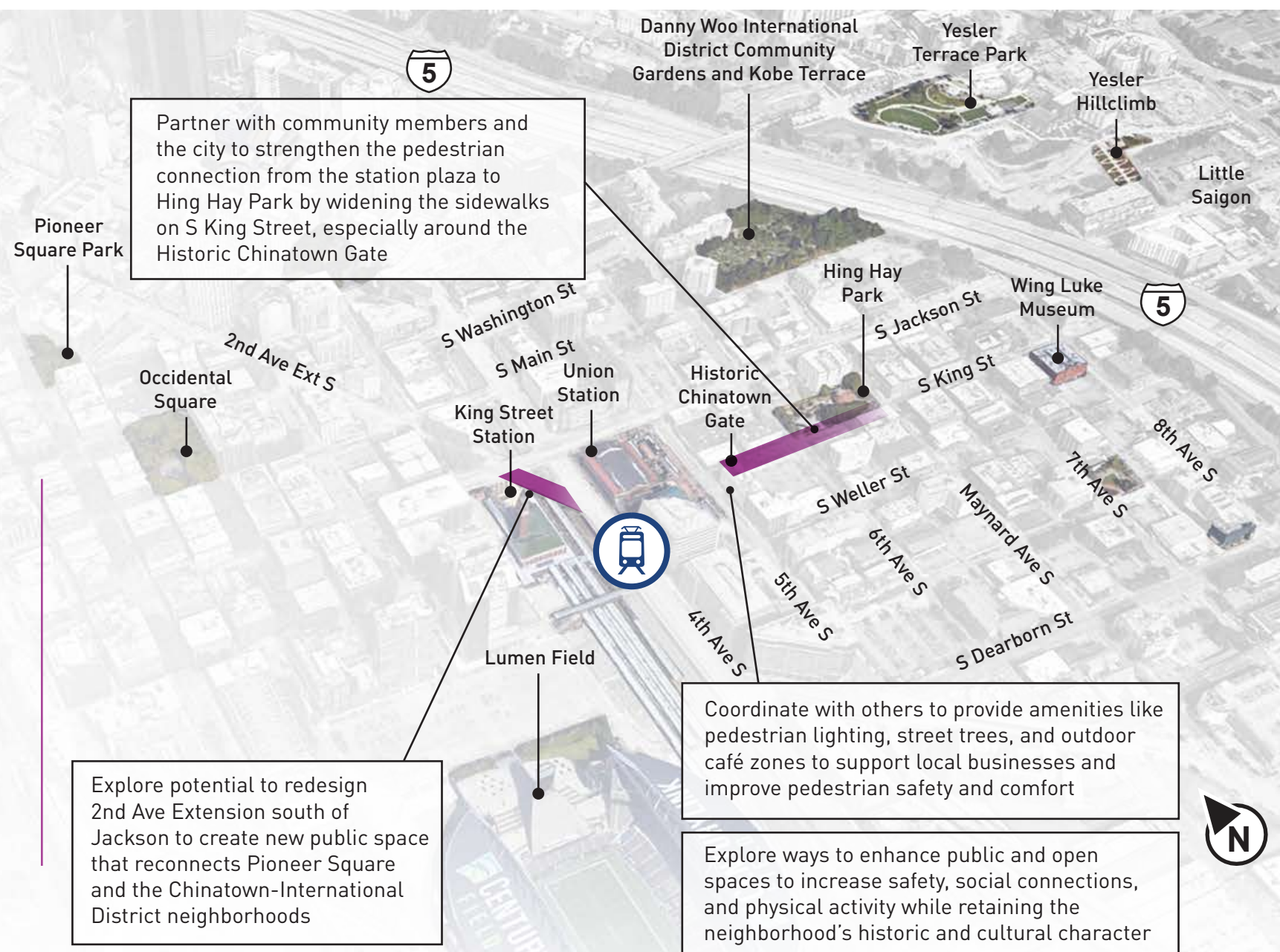
4th Avenue Station
Shallow Alternative (CID-1a)
and Deep Station Option (CID-1b)

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)

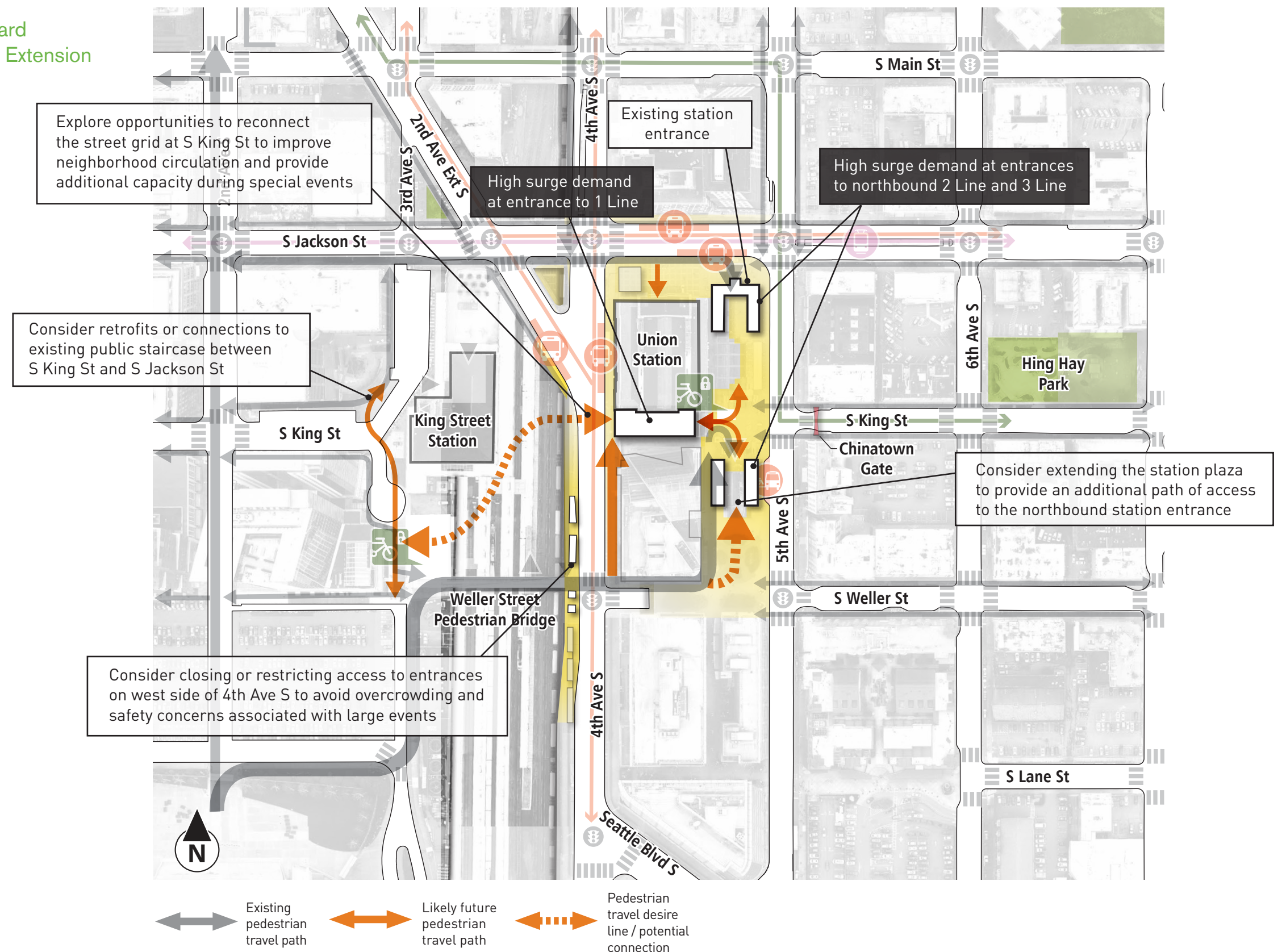
Considering transit hub and special events needs

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

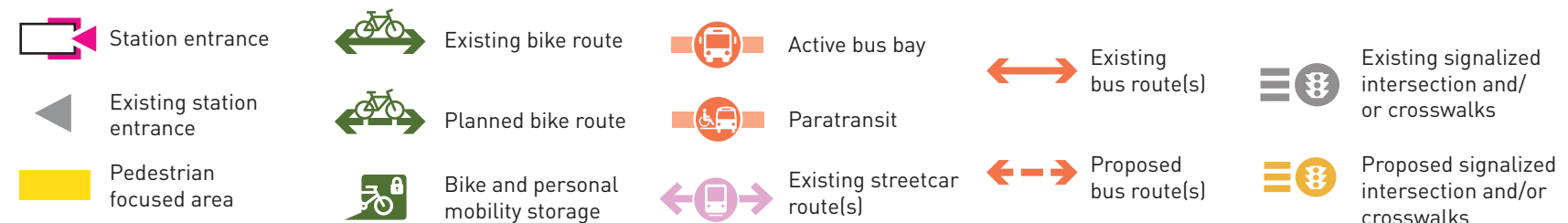
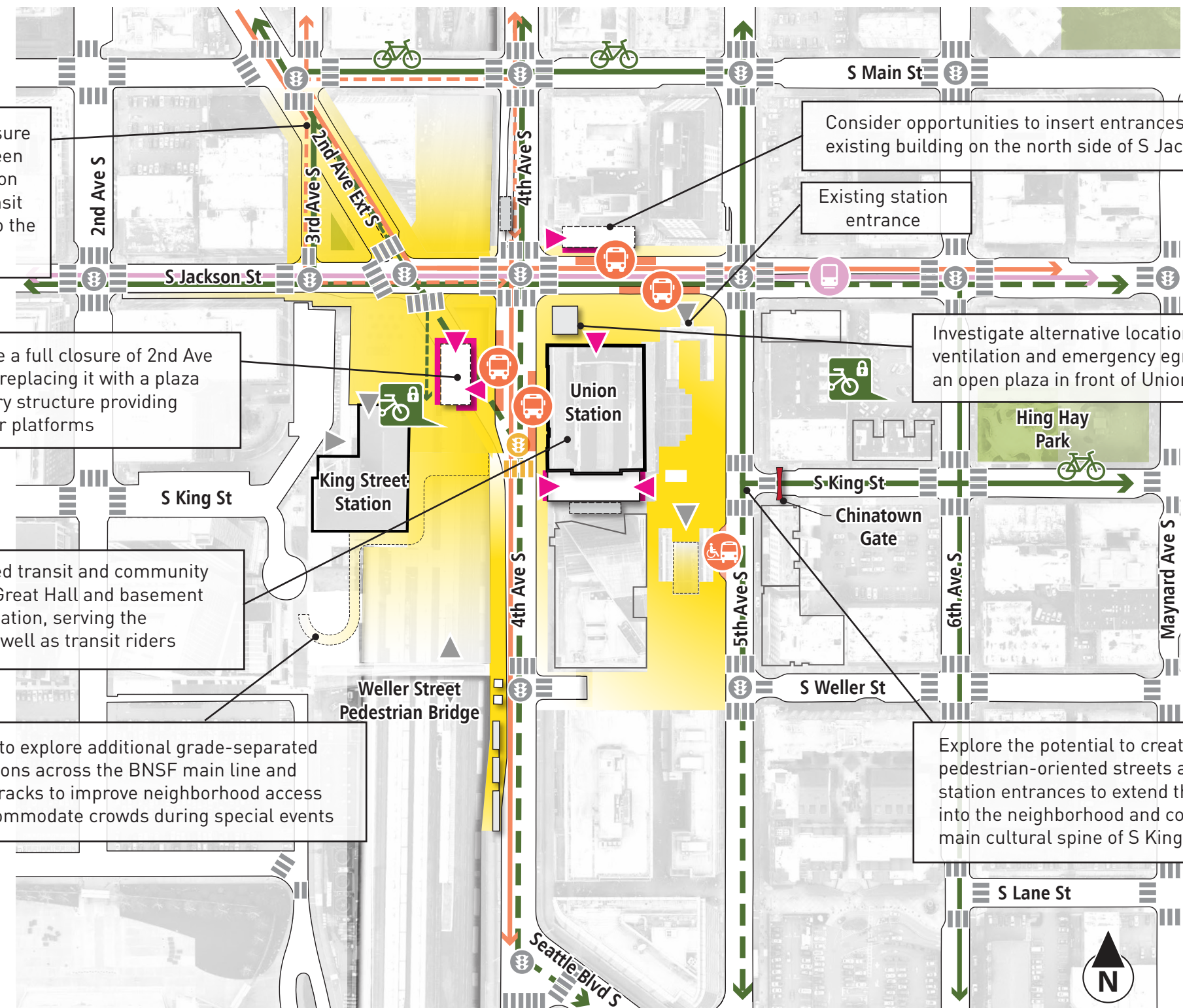
Create a combined transit and community retail hub in the Great Hall and basement levels of Union Station, serving the neighborhood as well as transit riders

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



International District/ Chinatown Station

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

Other Alternative

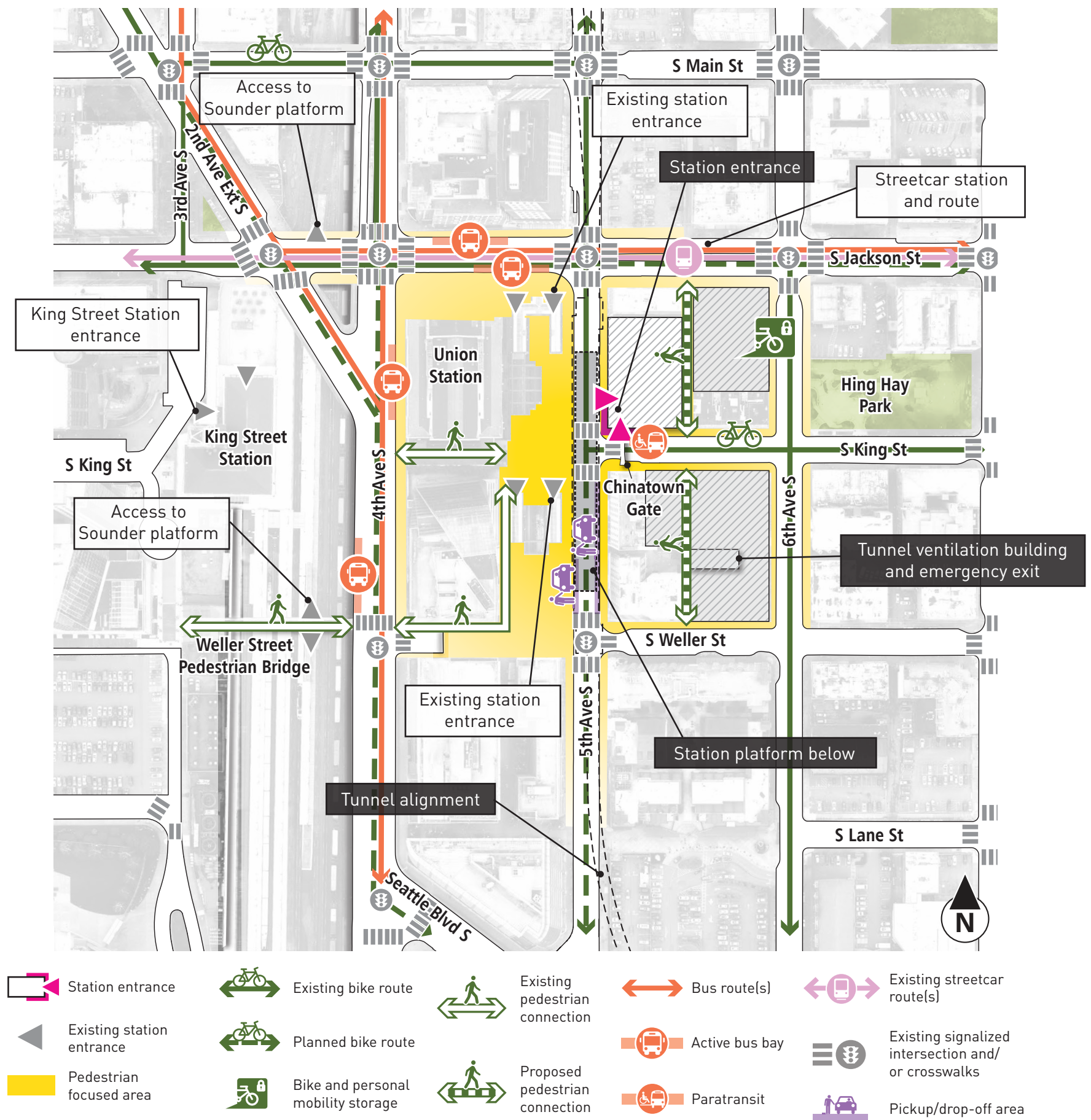
Station context plan

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.

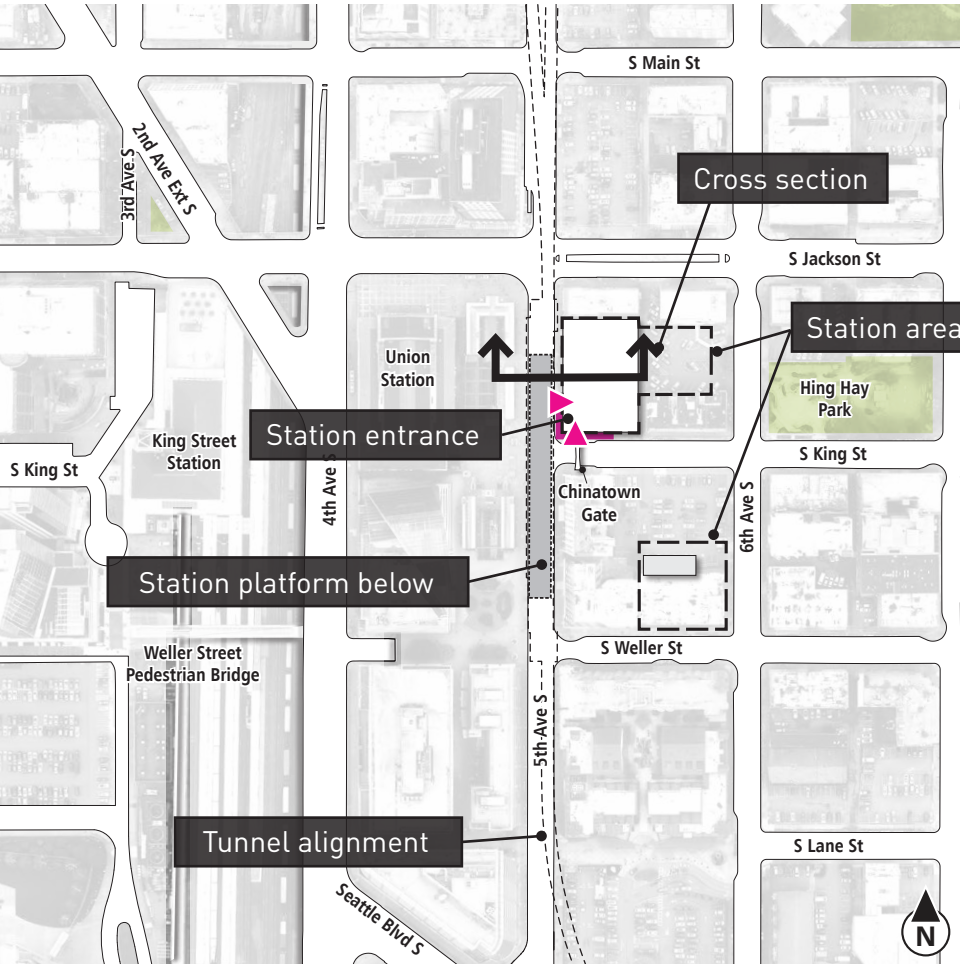
The existing station plaza could be redesigned to accommodate the increased volumes of passengers expected at the expanded International District/Chinatown station, and there would be multiple opportunities for new transit oriented development near the new station entrance that could meet community members'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

Ballard
Link Extension



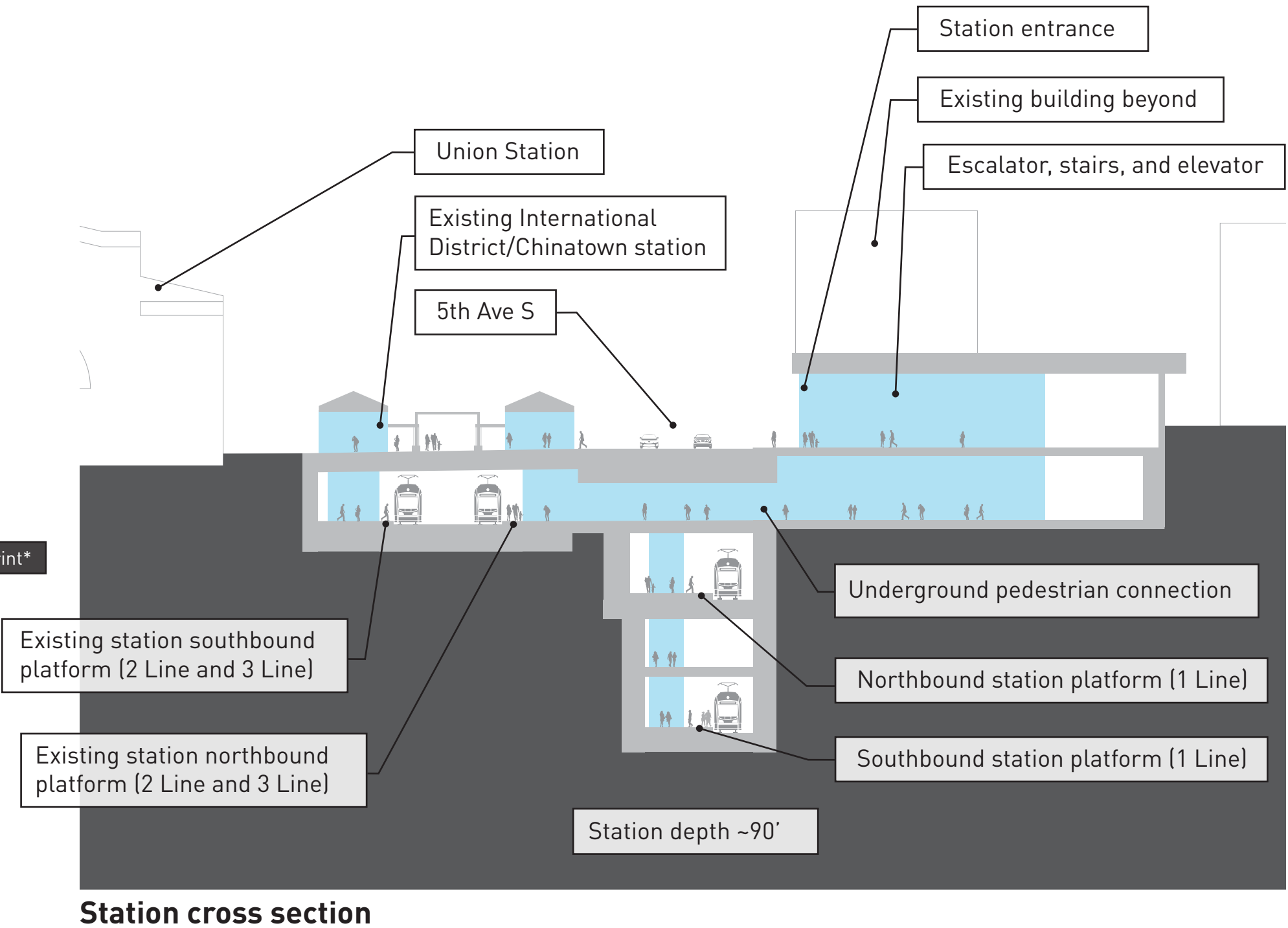
5th Avenue Station
Shallow Alternative (CID-2a)

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

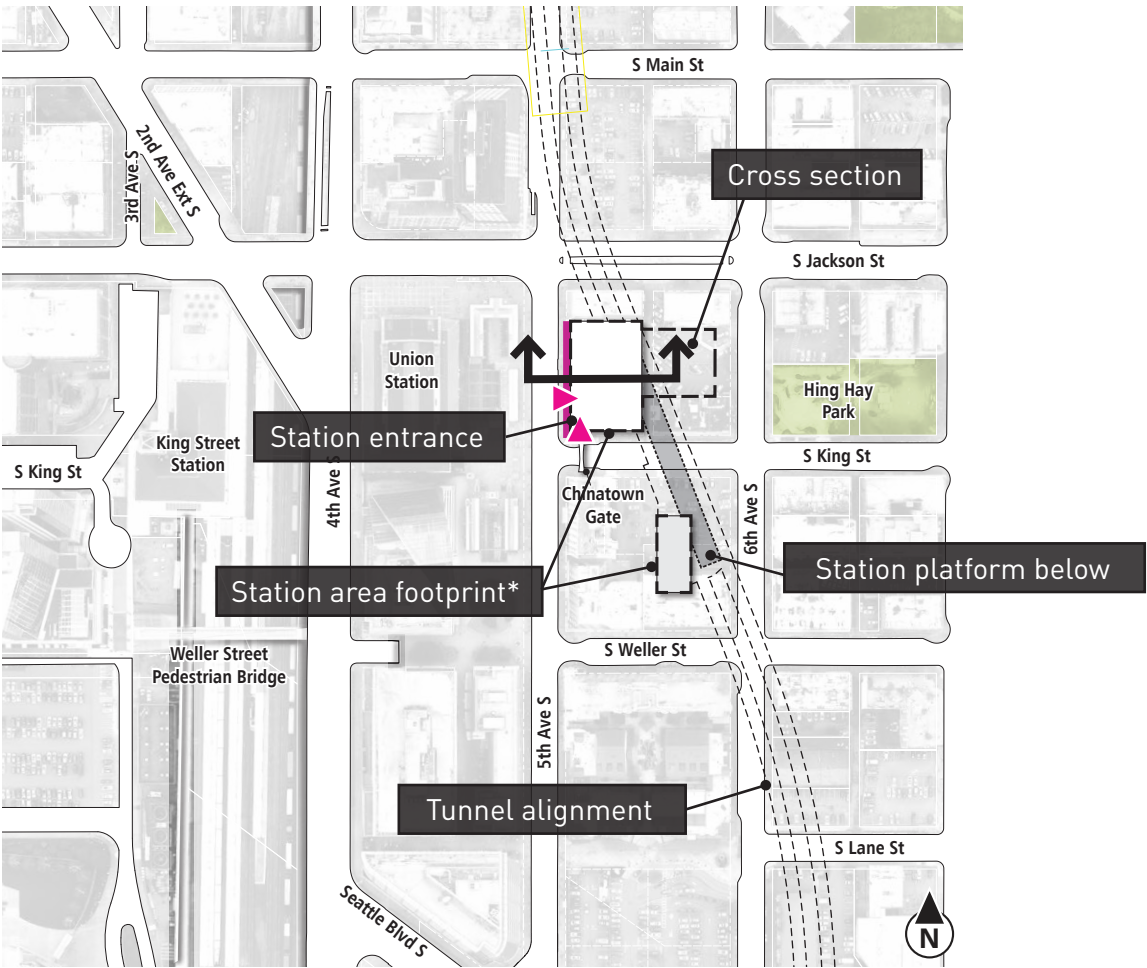
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International District/
Chinatown Station

Ballard
Link Extension

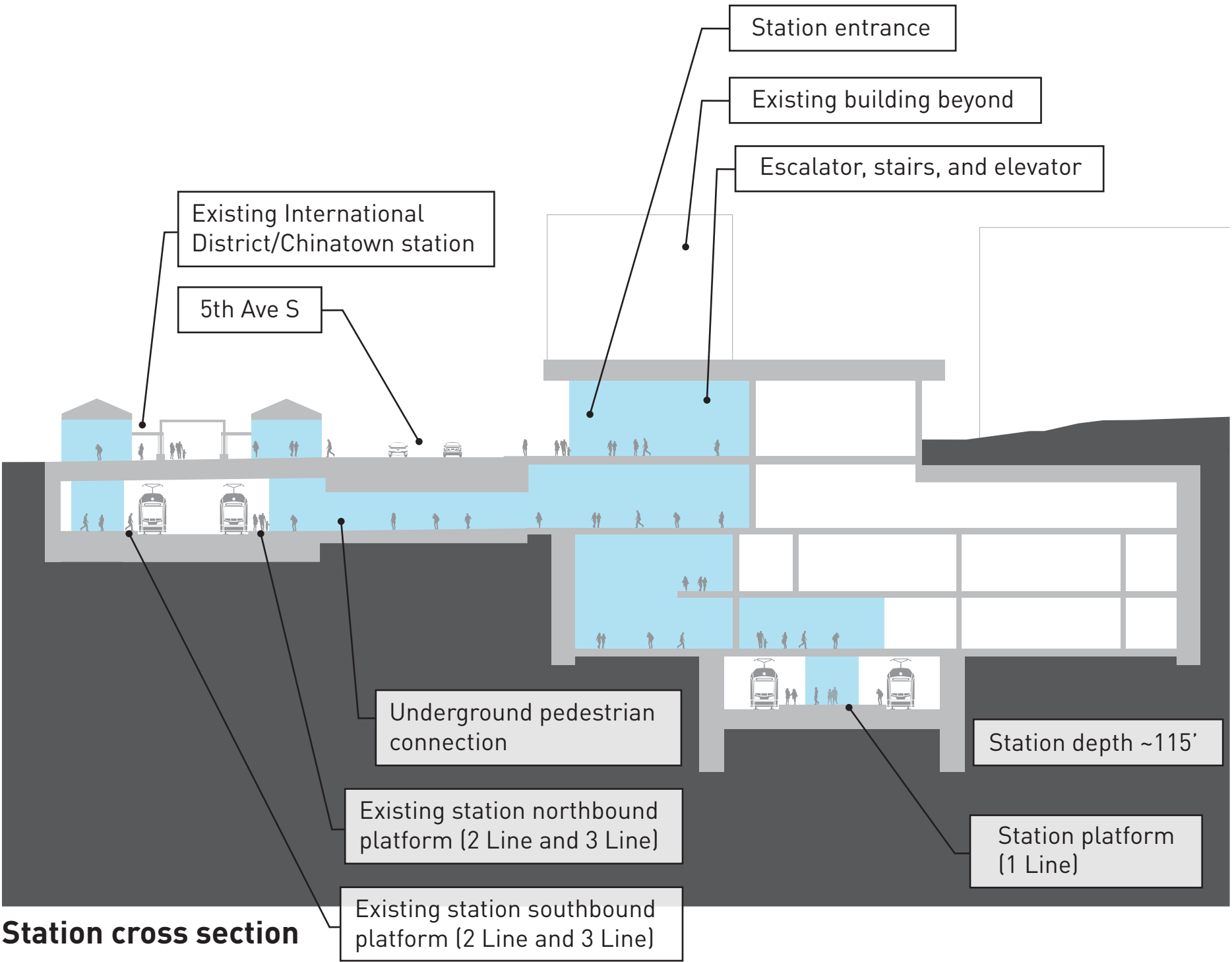
5th Avenue Station
Shallow Alternative (CID-2a)
Diagonal Configuration

Looking inside the station



Station site plan

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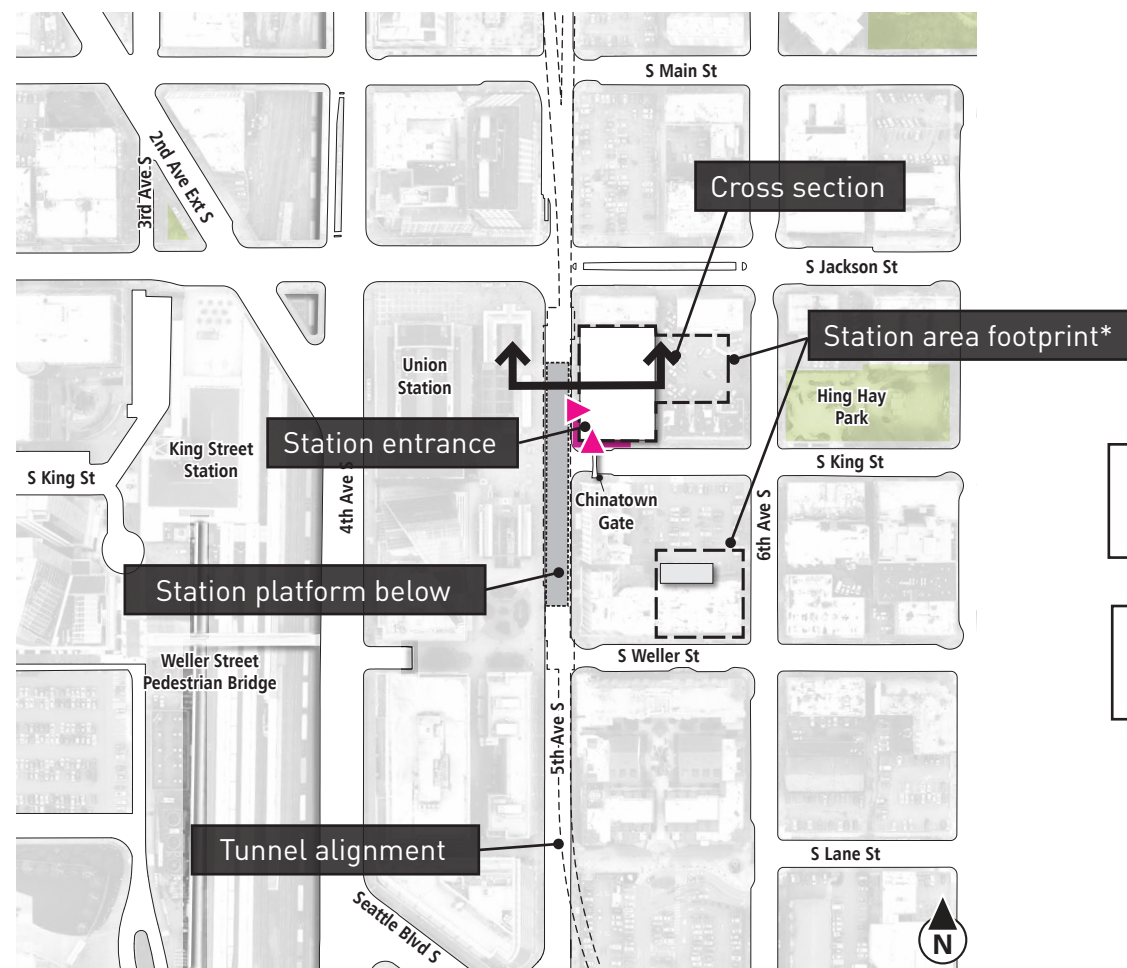
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International District/ Chinatown Station

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Link Extension

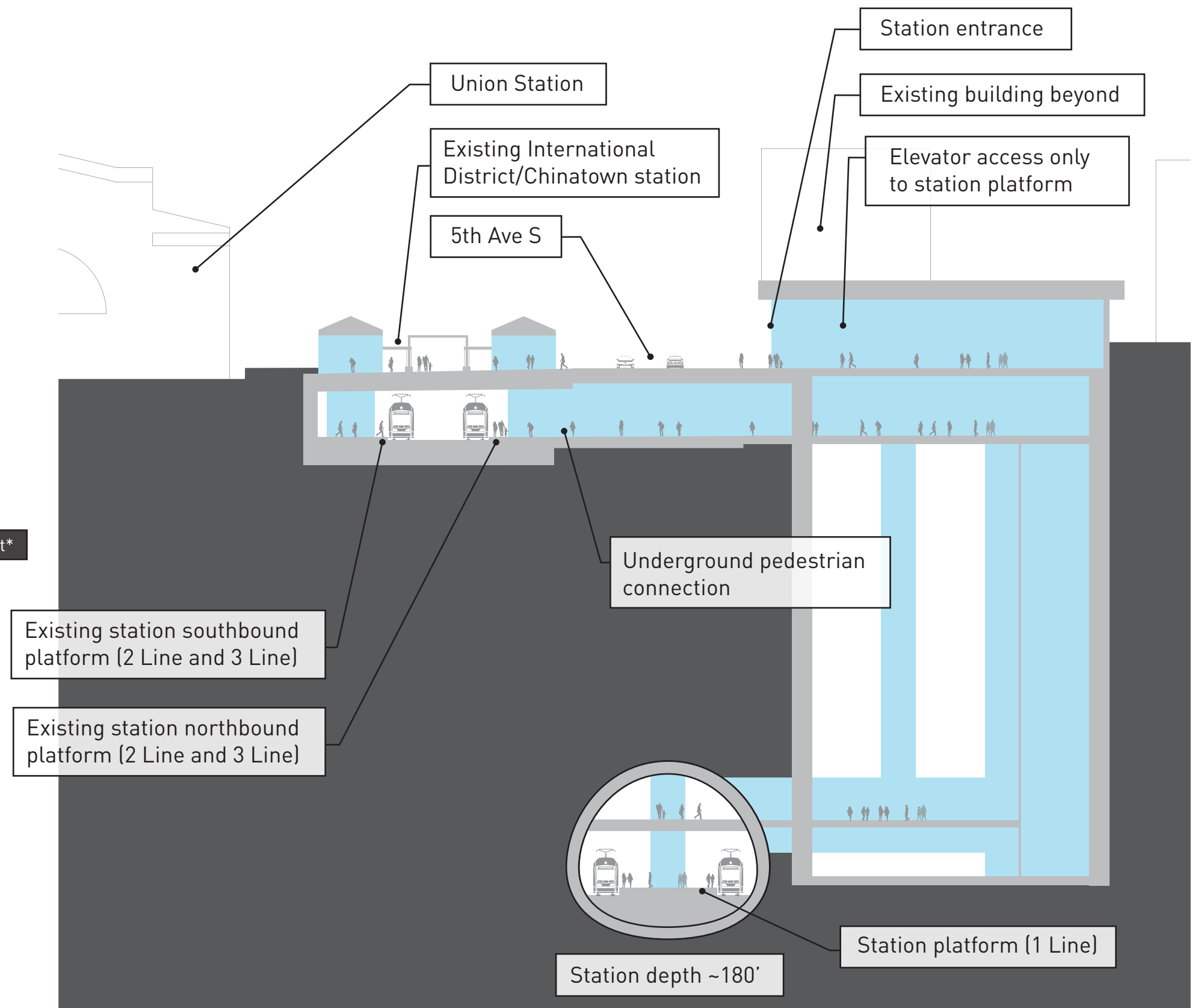
5th Avenue Station
Deep Station Option (CID-2b)

Looking inside the station



Station site plan

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Station cross section

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International District/ Chinatown Station

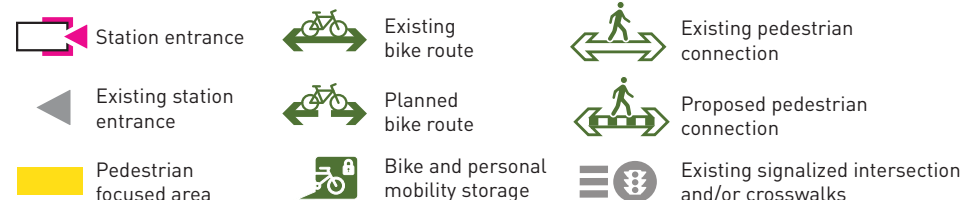
Ballard
Link Extension

5th Avenue Station

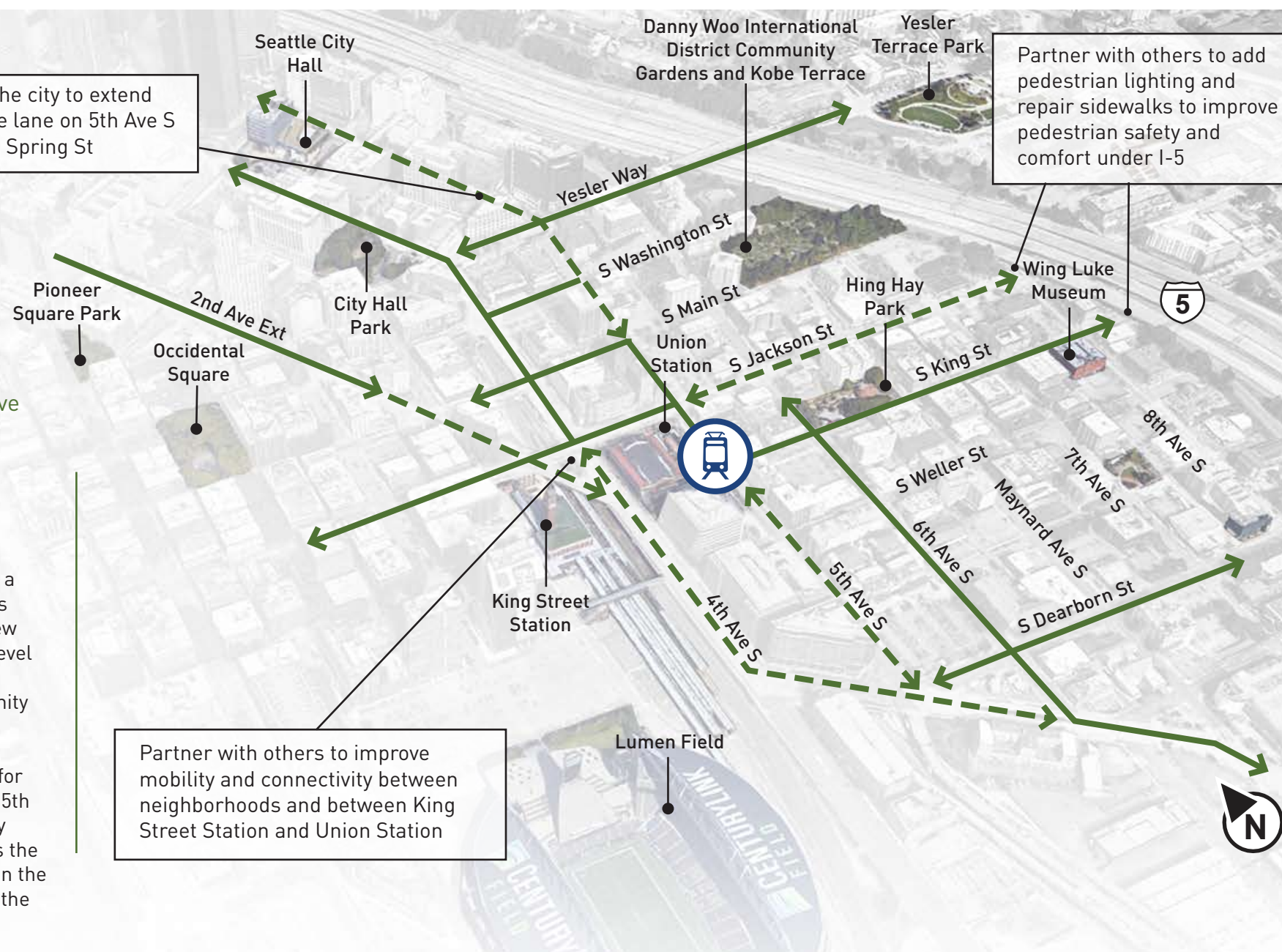
Shallow Alternative (CID-2a)
and Deep Station Option (CID-2b)

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

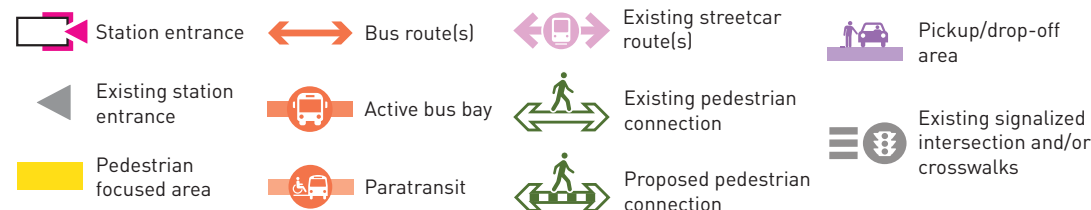
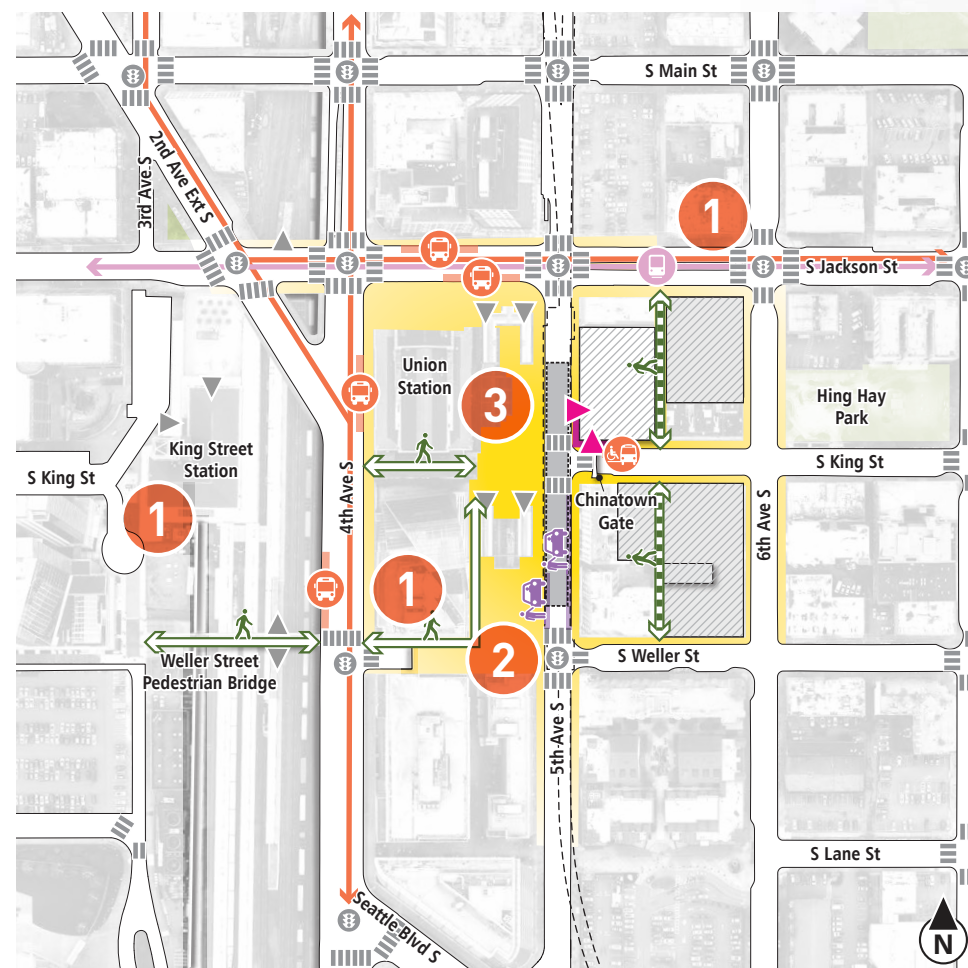
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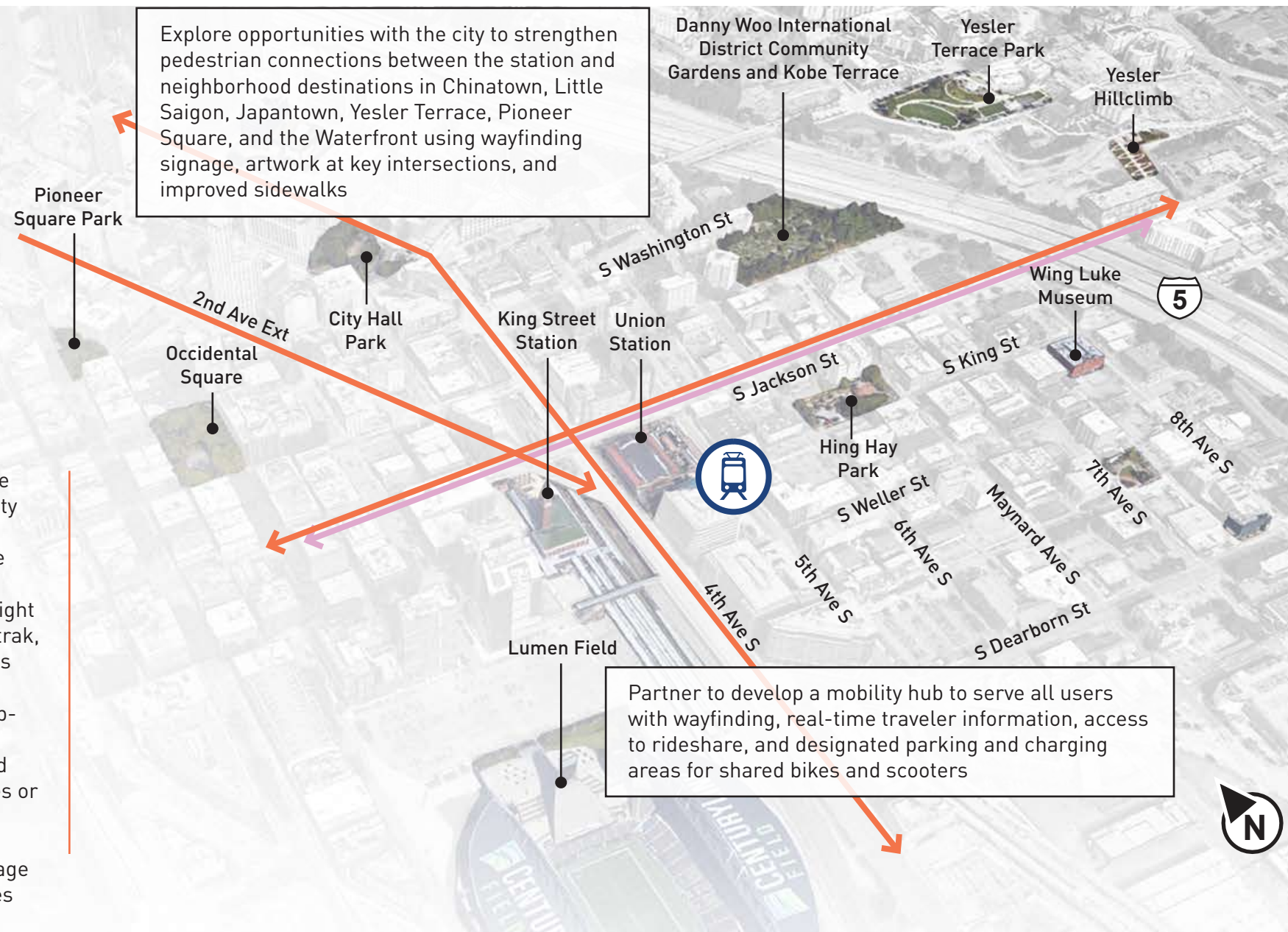
5th Avenue Station
Shallow Alternative (CID-2a)
and Deep Station Option (CID-2b)

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

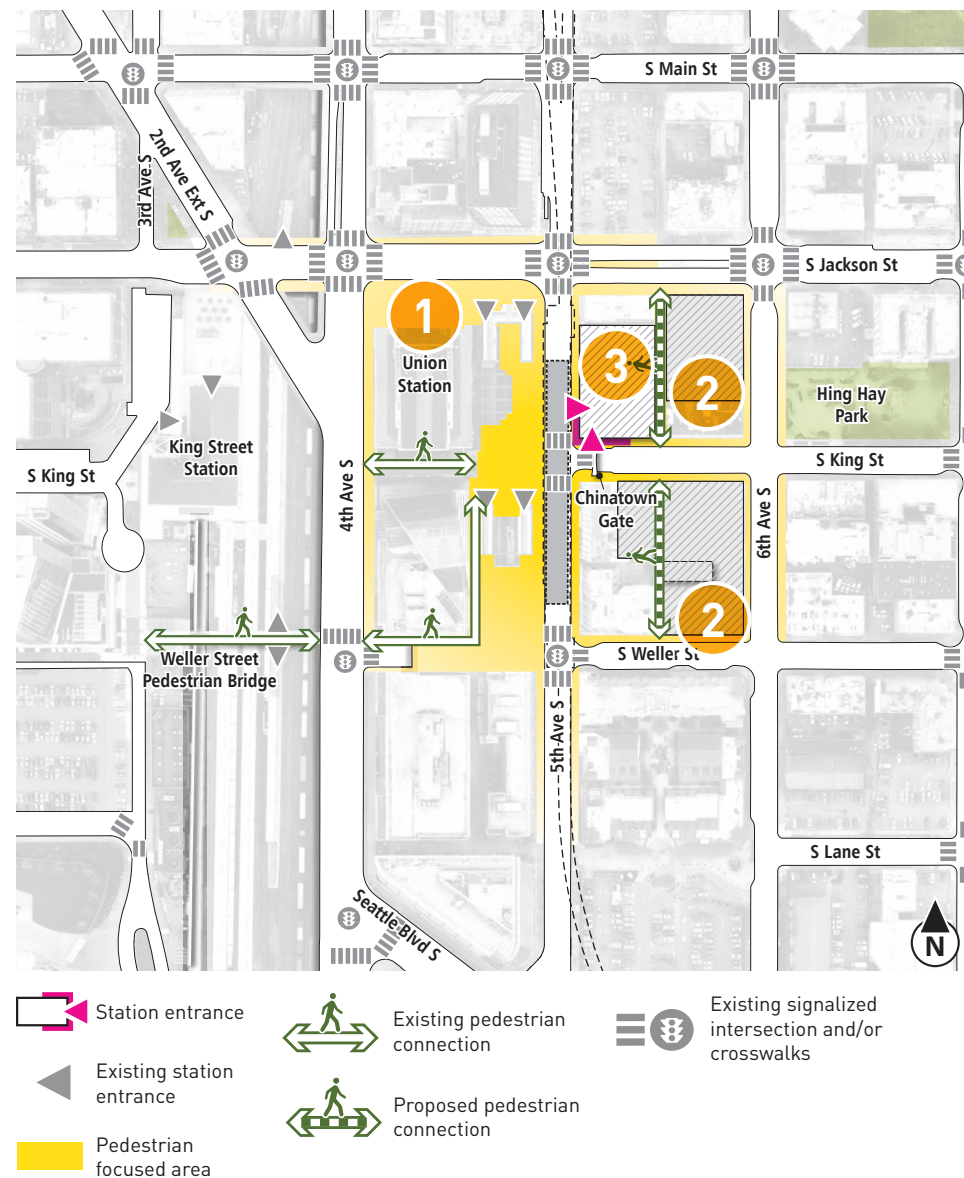
Ballard
Link Extension

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

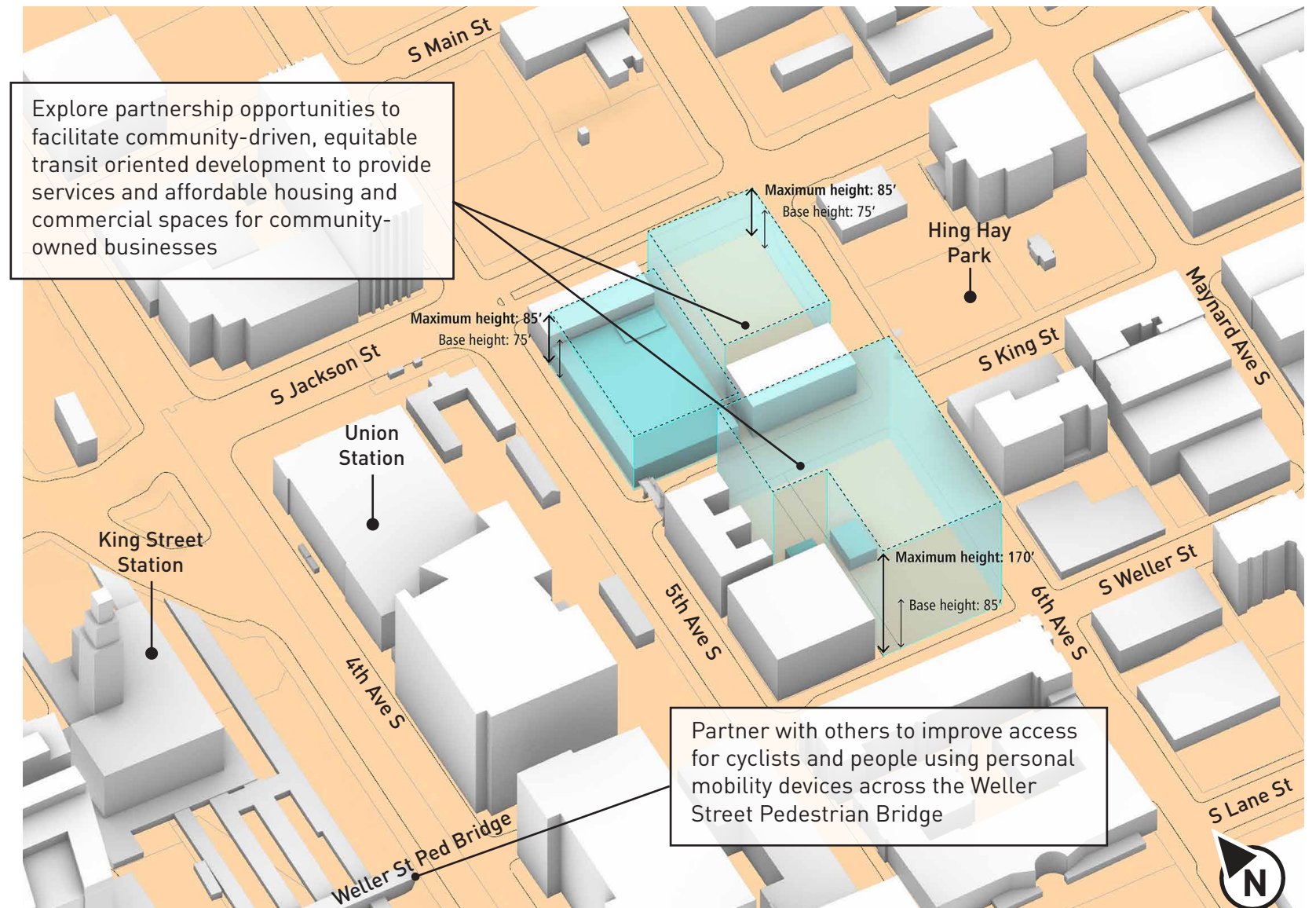


Diagram above depicts potential building envelopes based on current (2021) zoning.



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

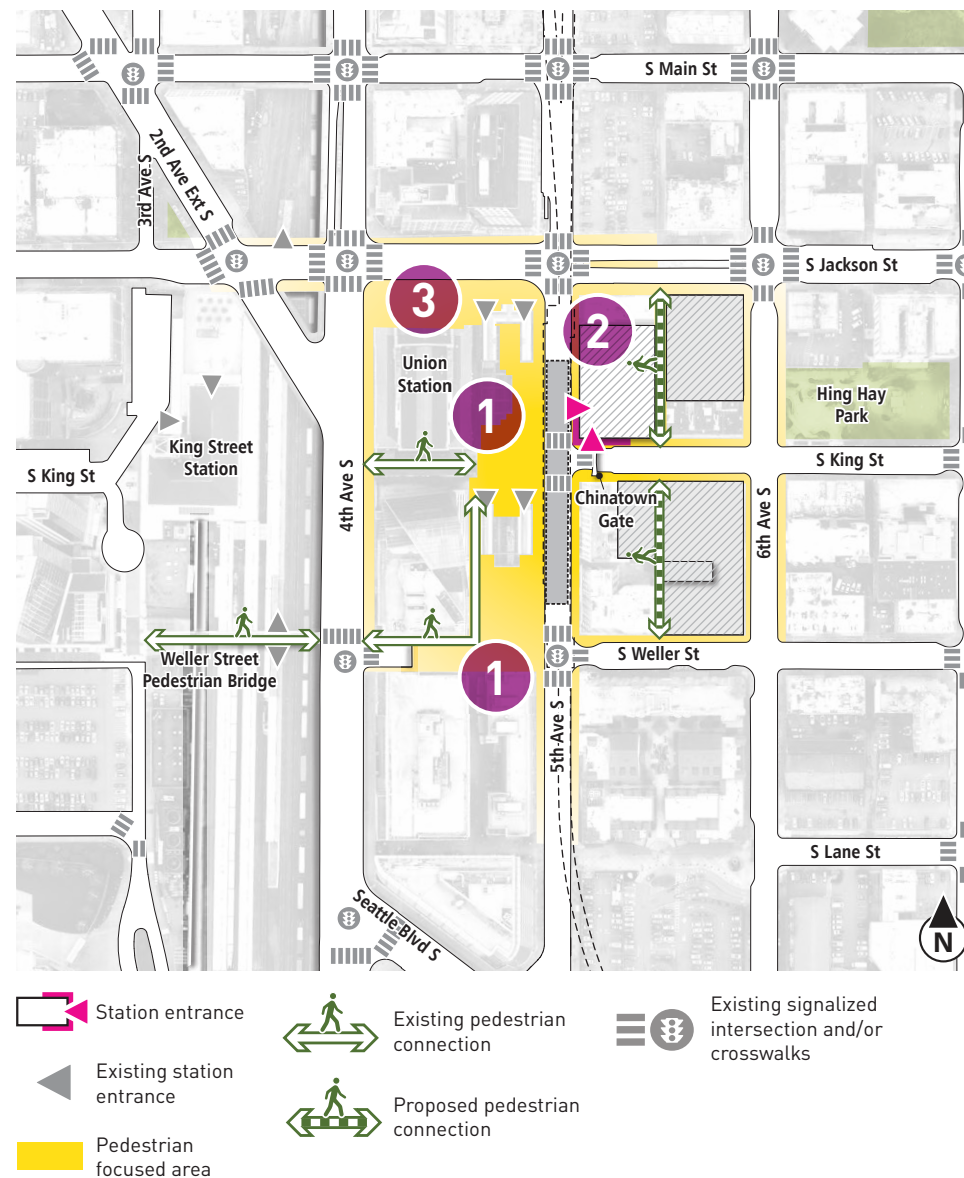
International District/ Chinatown Station

Ballard
Link Extension

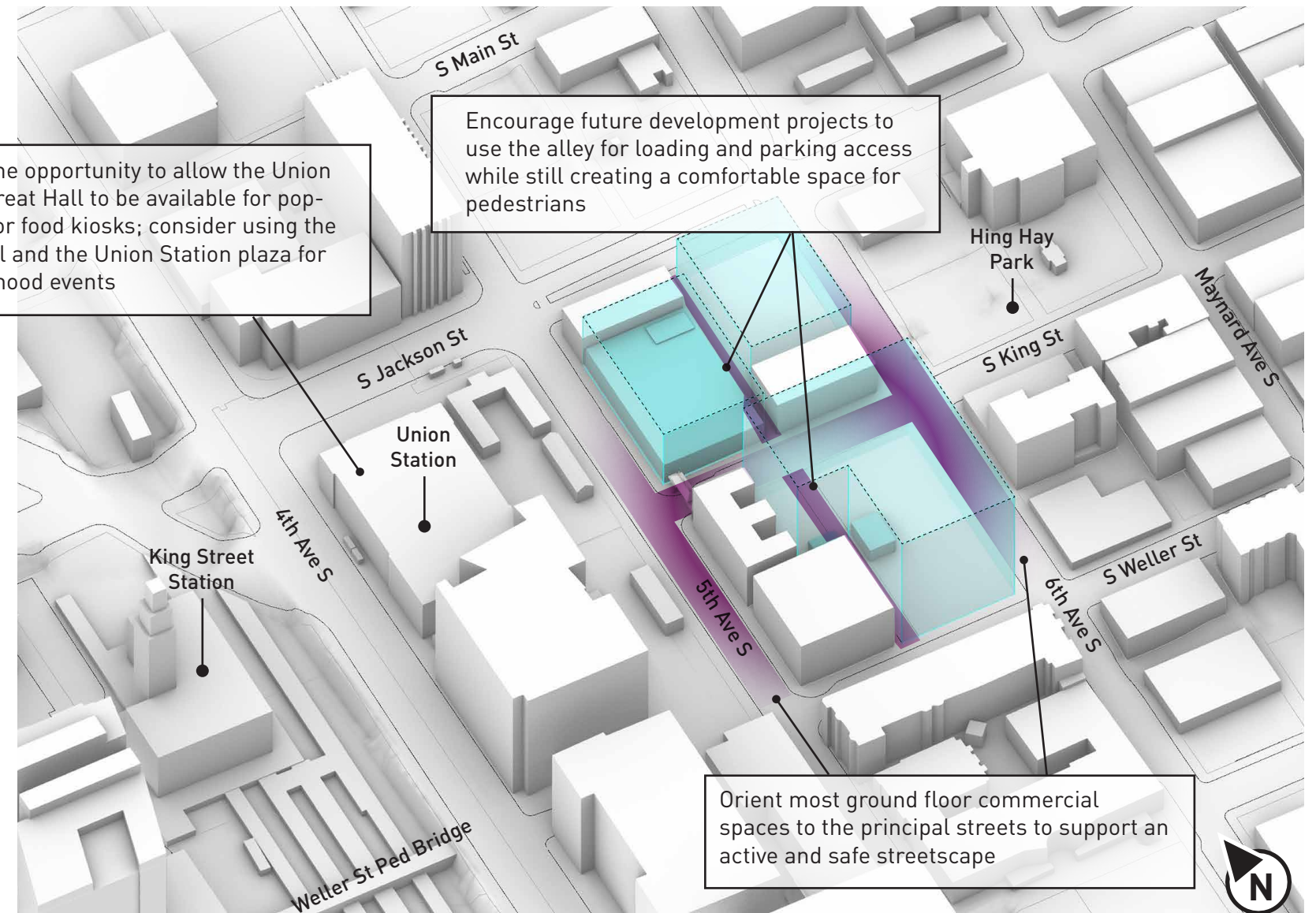
5th Avenue Station
Shallow Alternative (CID-2a)
and Deep Station Option (CID-2b)

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

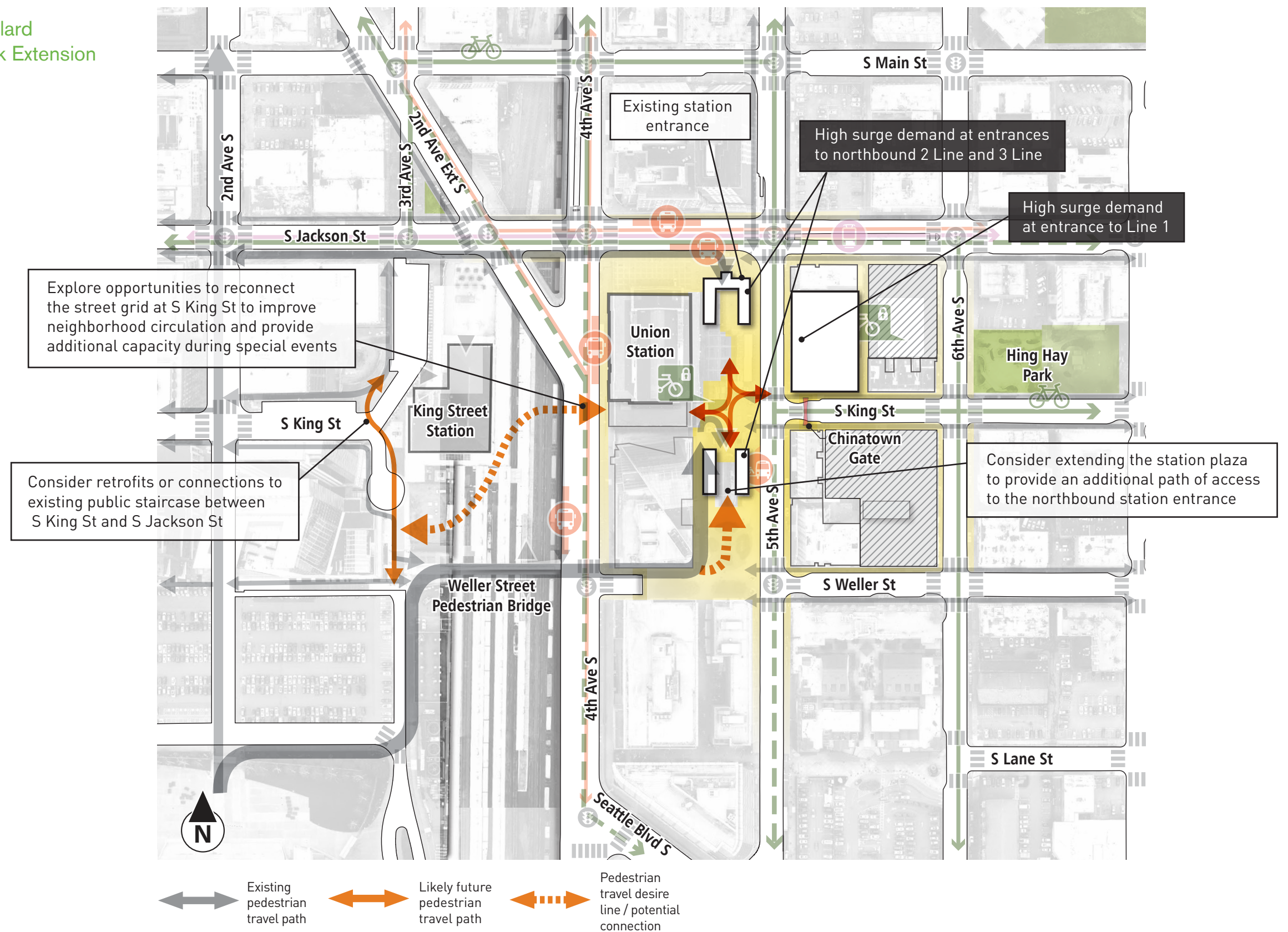
Considering hub and special events needs

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)
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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.

