

# Delridge Station

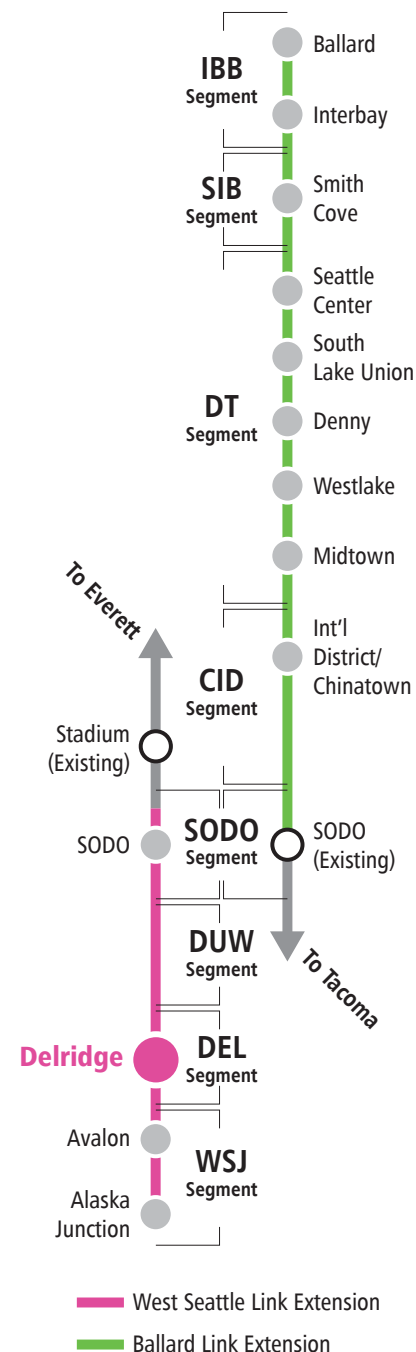
West Seattle Link Extension

## Station area context

West Seattle's Delridge neighborhood, located west of the Duwamish Waterway and south of the West Seattle Bridge, has a mix of residential, commercial, and industrial uses. The greater Delridge area extends south to White Center and is home to individuals and families, including historically underserved communities of color, immigrants, and refugees, all supported by strong social and cultural institutions. For this reason, Delridge is one of the focus areas for the city and Sound Transit's Racial Equity Toolkit (RET) process. Residents and visitors can enjoy nearby trails such as Alki Trail and the Longfellow Creek Legacy Trail, as well as other recreational facilities, such as the Dragonfly

Garden and Pavilion, Delridge Community Center, Delridge Skatepark, and Youngstown Cultural Arts Center.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the natural environment, diversity and affordability, small-town feel, and proximity to local destinations as well as downtown.



What we heard so far

### NEIGHBORHOOD FEEDBACK

- 1 Include mixed-use development with groceries and fresh food retail to serve the neighborhood
- 2 Optimize the light rail experience and community amenities while minimizing displacement of existing uses
- 3 Walking and biking connections are important, but bus transfers should be prioritized
- 4 Strengthen connectivity to informal local trails off 26th Ave SW and provide traffic calming
- 5 Preserve and protect the Longfellow Creek watershed
- 6 Need better east-west connections
- 7 Improve the walking and biking environment on Delridge Way SW, which currently feels unsafe



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

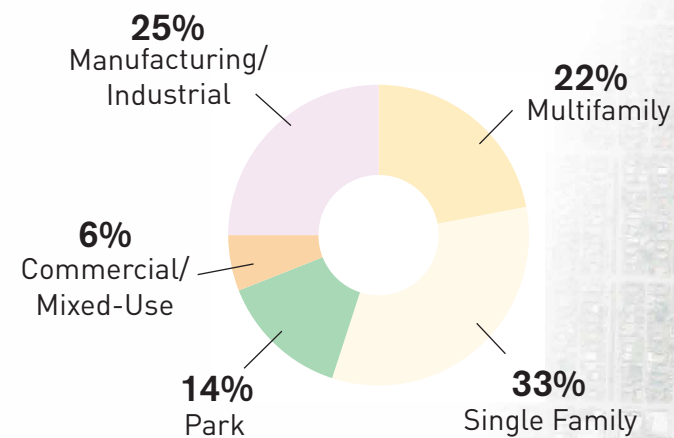


# Delridge Station

West Seattle  
Link Extension

## Station area context

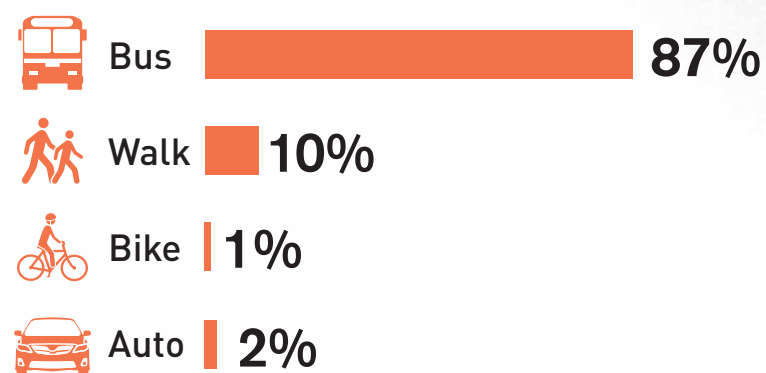
### Existing land use in the station area <sup>(1)</sup>



### Ridership/daily boardings <sup>(2)</sup>



### How people will travel to the station <sup>(2)</sup>



### Bike facilities within <sup>(3)</sup> 10-minute bikeshed



### Living and working in <sup>(1,4)</sup> the station area 2040



#### 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.

### Planning and design priorities

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

- Acknowledge the change brought by new light rail and leverage to meet longtime neighborhood goals
- Encourage intuitive and visible bike connections to the station entrances from existing/future bike network
- Optimize station layout to facilitate seamless transfers between buses and light rail
- Provide convenient, and safe connections to open space and cultural assets
- Encourage the inclusion of family-friendly amenities in the station area
- Encourage and optimize opportunities for equitable transit oriented development to provide affordable housing and serve other community needs, such as a grocery store and space for other small businesses

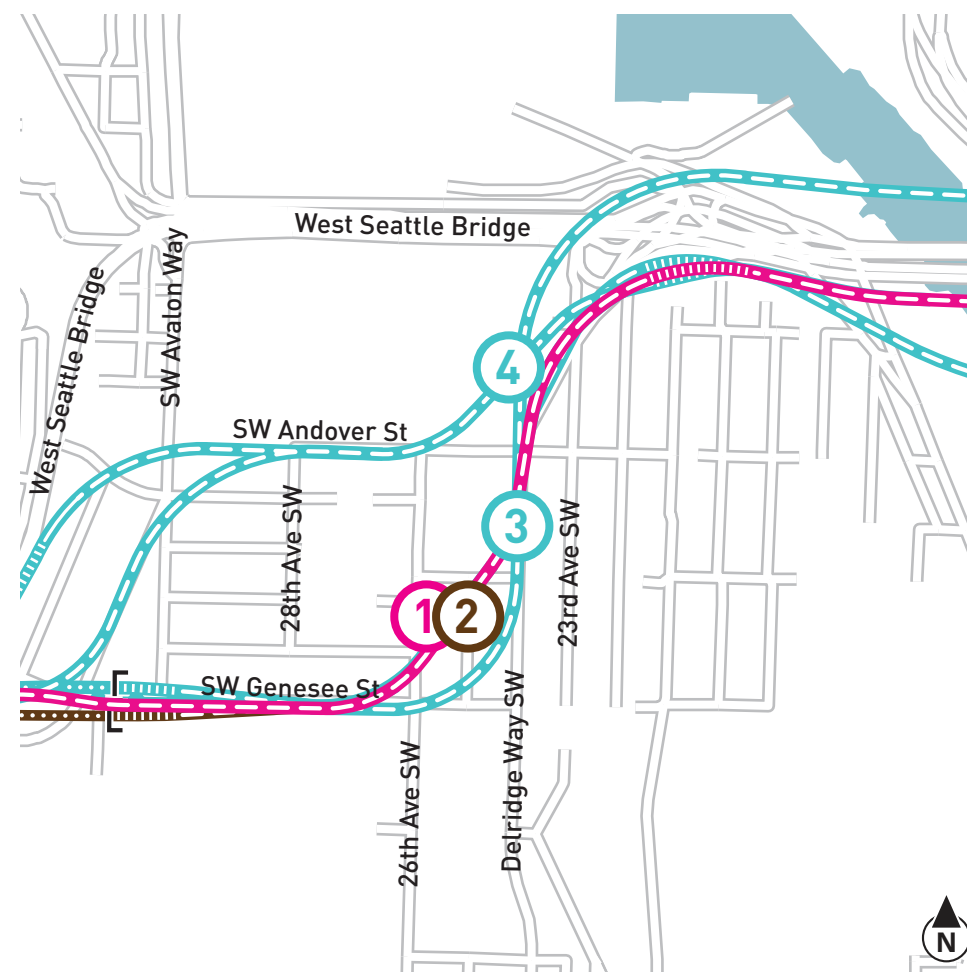


# Delridge Station

West Seattle  
Link Extension

## Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains six alternatives in four locations for the Delridge Station.



### Draft EIS alternatives

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

### Route and station profiles

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

## 1 Preferred Alternative

See P.30

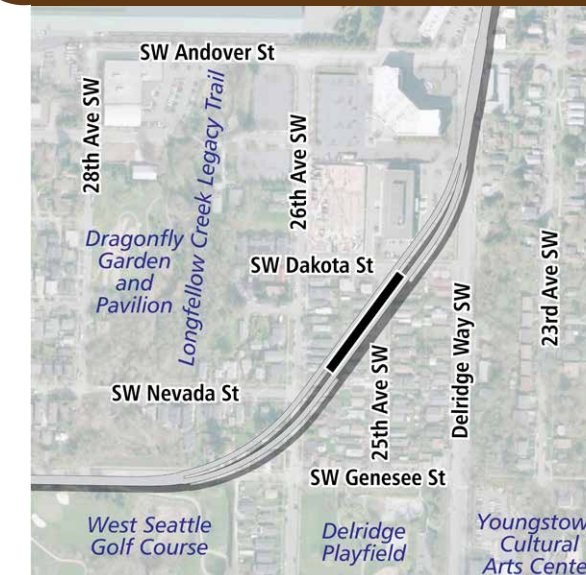


### Elevated Dakota Street Station (DEL-1a)

Elevated station west of Delridge Way SW between SW Dakota St and SW Genesee St

## 2 Preferred Alternative with Third-Party Funding

See P.36



### Elevated Dakota Street Station Lower Height (DEL-2a)

Elevated station (lower height) west of Delridge Way SW between SW Dakota St and SW Genesee St

## 3 Other Alternative

See P.42



### Elevated Delridge Way Station (DEL-3, DEL-4)

Elevated station on Delridge Way SW north of SW Dakota St

## 4 Other Alternative

See P.44



### Elevated Andover Street Station (DEL-5, DEL-6)

Elevated station west of Delridge Way SW and north of SW Andover St

# Delridge Station

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## Elevated Dakota Street Station (DEL-1a)

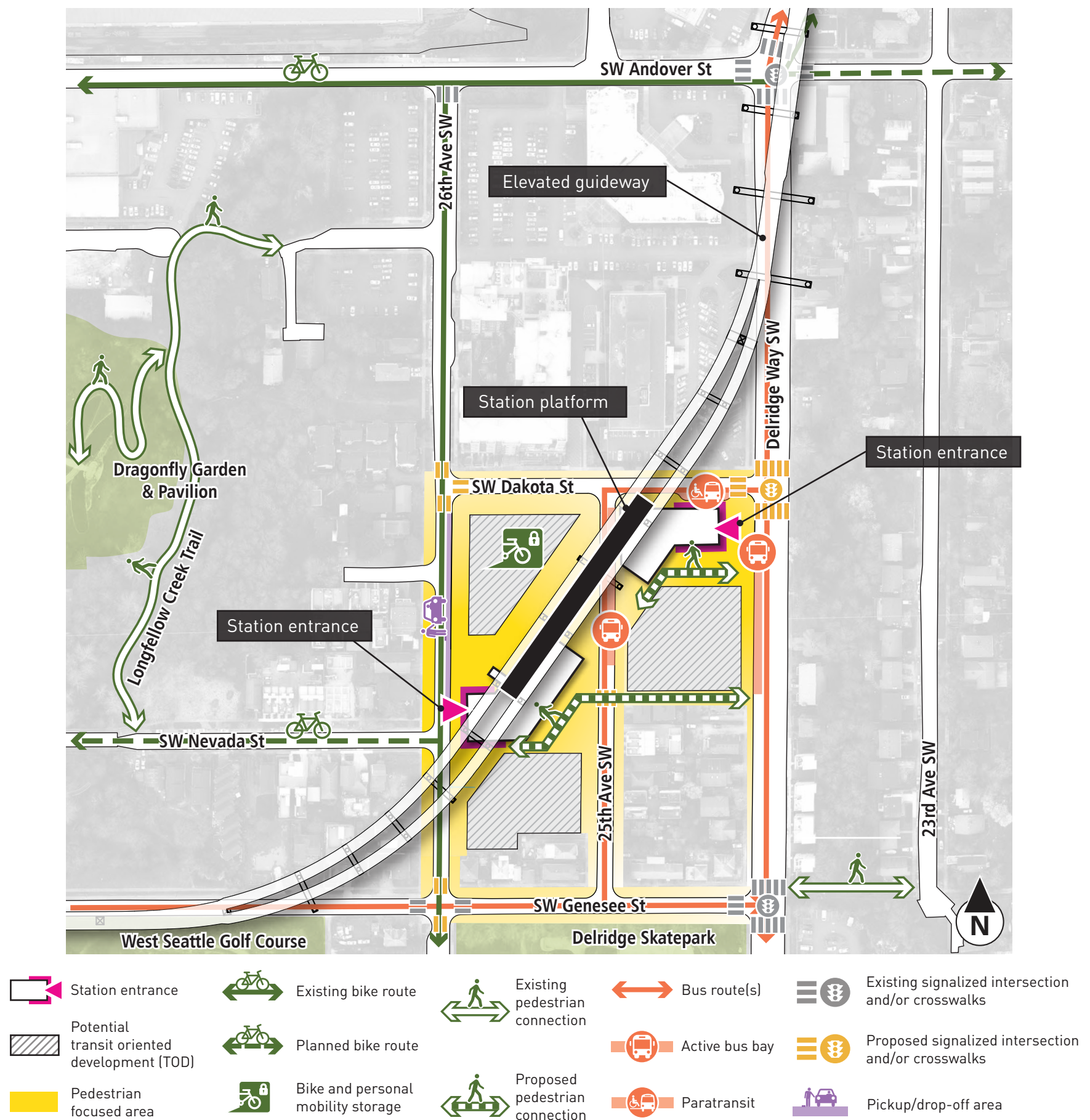
Preferred Alternative

## Station context plan

The Elevated Dakota Street station alternative, located in Youngstown, would be situated midway between commercial and multifamily development to the north and the Delridge Community Center, Skatepark, and Youngstown Cultural Arts Center to the south. Based on the city's and Sound Transit's work with the Racial Equity Toolkit, finding ways to provide excellent transit integration and opportunities for equitable transit oriented development are important for ensuring the project advances racial equity.

This station location has the potential to enhance and expand the community hub anchored by the Delridge Community Center and Youngstown Cultural Arts Center with affordable housing, community-serving uses, such as retail and childcare, and enhanced bike and pedestrian amenities that complement the natural character of Longfellow Creek.

The Elevated Dakota Street station alternative would be approximately 85 feet above the ground, since this station pairs with elevated stations at Avalon and Alaska Junction. The introduction of the elevated guideway would be a change in the Youngstown neighborhood, and it will be important to work with community members on how to best integrate this structure into the neighborhood.





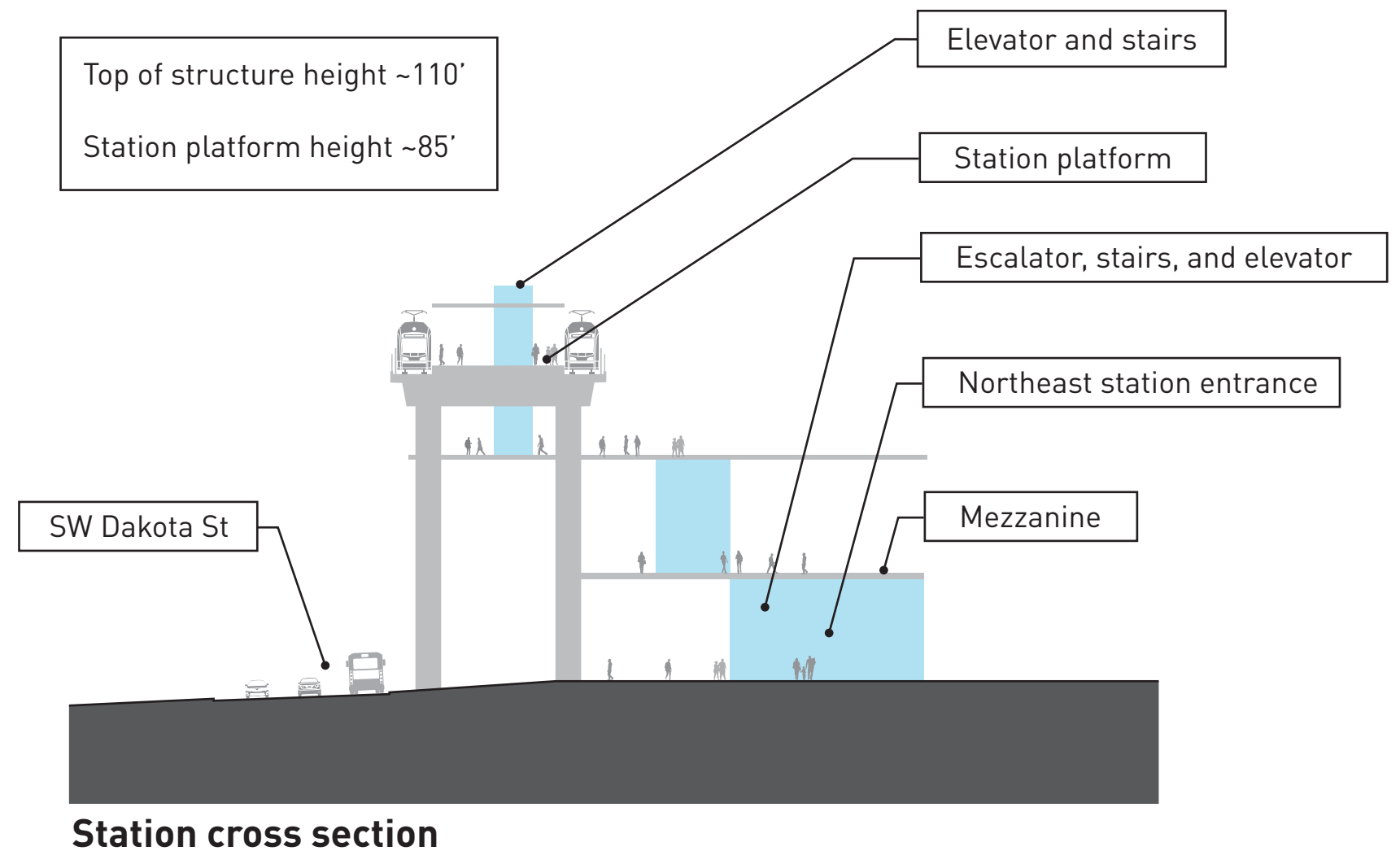
Elevated Dakota Street Station (DEL-1a)

## 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.



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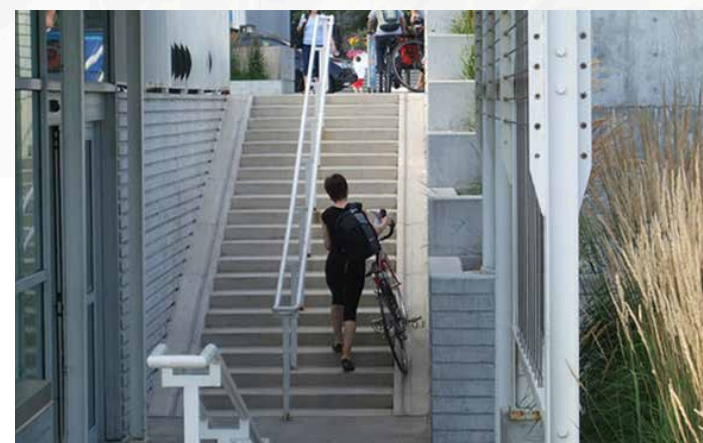
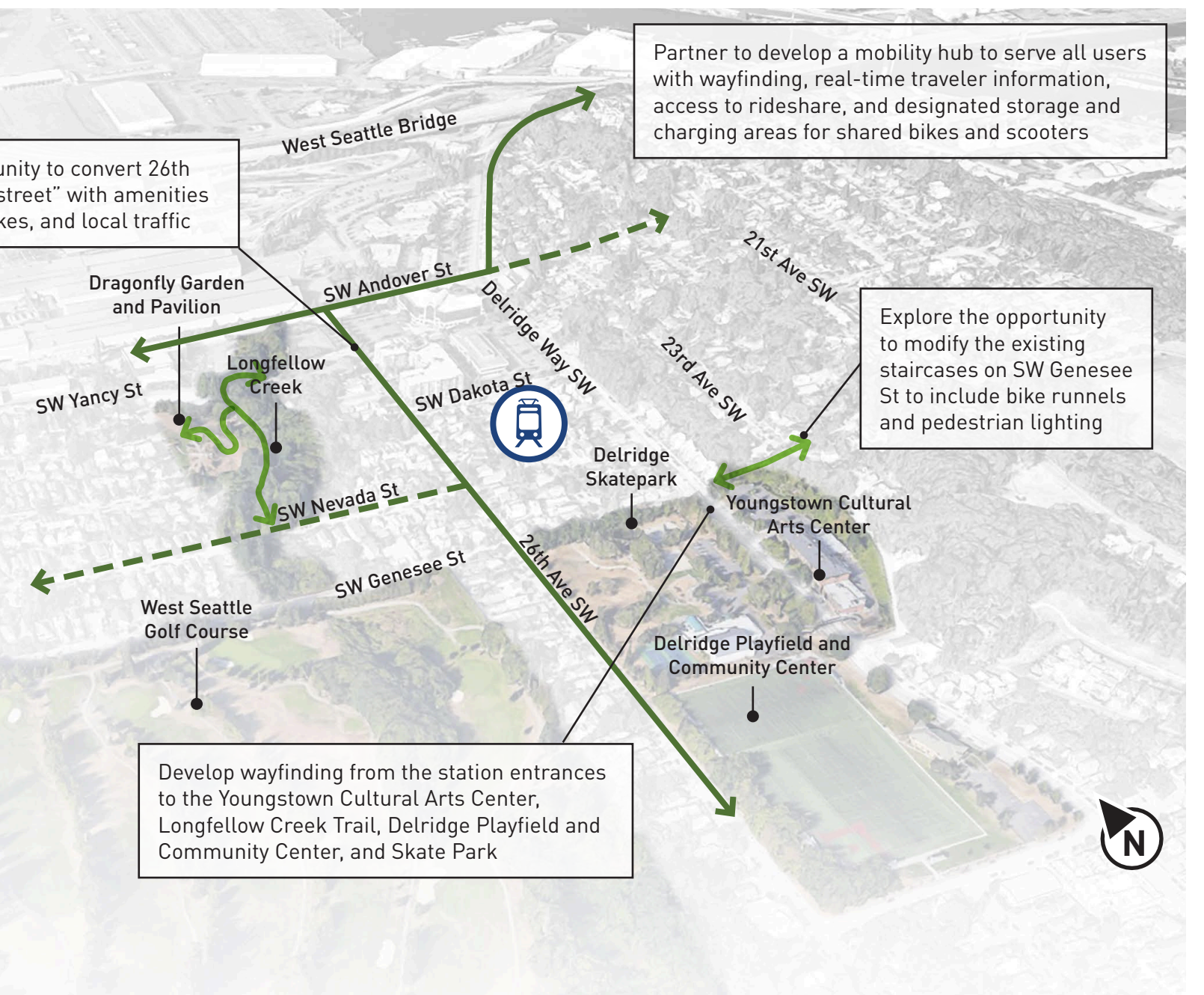
Elevated Dakota Street Station  
(DEL-1a)

## 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 Integrate bike parking into public open spaces, station buildings, or transit oriented development as close as possible to local bike routes
- 2 Explore improving the intersection for people walking, rolling, and cycling: consider adding bike boxes, modifying pedestrian signal timing, and widening sidewalks where feasible
- 3 Explore improving the intersection for people walking, rolling, and cycling: consider new traffic signal, marked crosswalks and ADA curb ramps
- 4 Consider mid-block pedestrian connections to provide shorter and more direct routes for pedestrians accessing the station



Stairs with bike runnel



Mid-block pedestrian connection



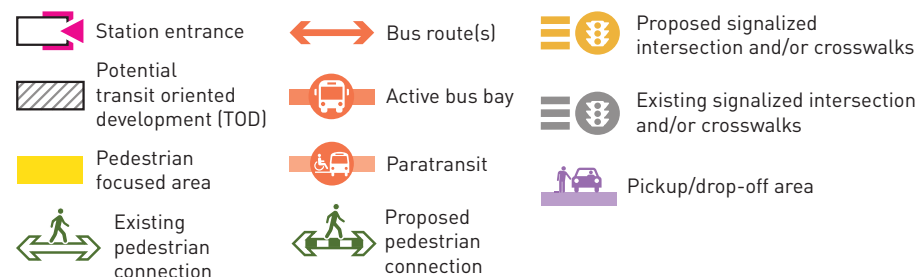
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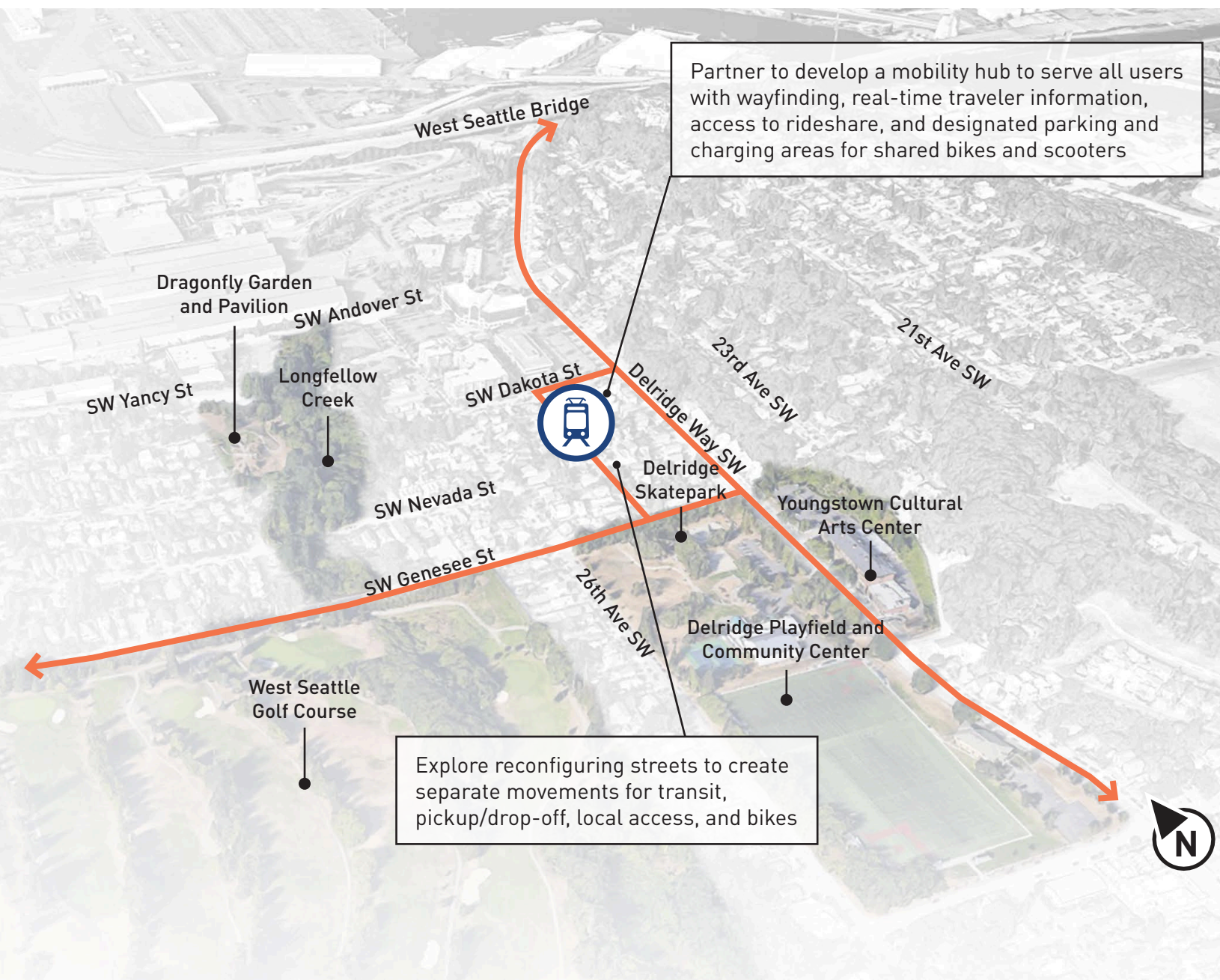
Elevated Dakota Street Station  
(DEL-1a)

## Connecting to the station

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



- 1 Refine pickup/drop-off location(s) to minimize conflicts with cyclists on 26th Ave SW
- 2 Explore the opportunity to prioritize street for use by buses, pedestrians, and local access
- 3 Locate paratransit on SW Dakota St to reduce conflicts with buses
- 4 Explore the opportunity to create transit priority in the design of SW Dakota St to facilitate bus access to the station



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



Transit-only block with pedestrian amenities



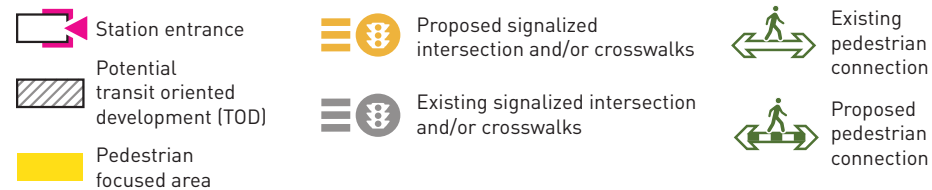
# Delridge Station

West Seattle  
Link Extension

Elevated Dakota Street Station  
(DEL-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 Thoughtfully consider design of new transit oriented development and encourage compatibility with the existing surrounding neighborhood
- 2 Integrate pedestrian-generating land uses on ground floors facing Delridge Way SW, 26th Ave SW and a pedestrian walkway through the site to support a safe and comfortable environment

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

Explore the opportunity to design a cohesive development plan focused on environmental sustainability and the health of the community with walkable connections to transit as well as to natural and cultural resources

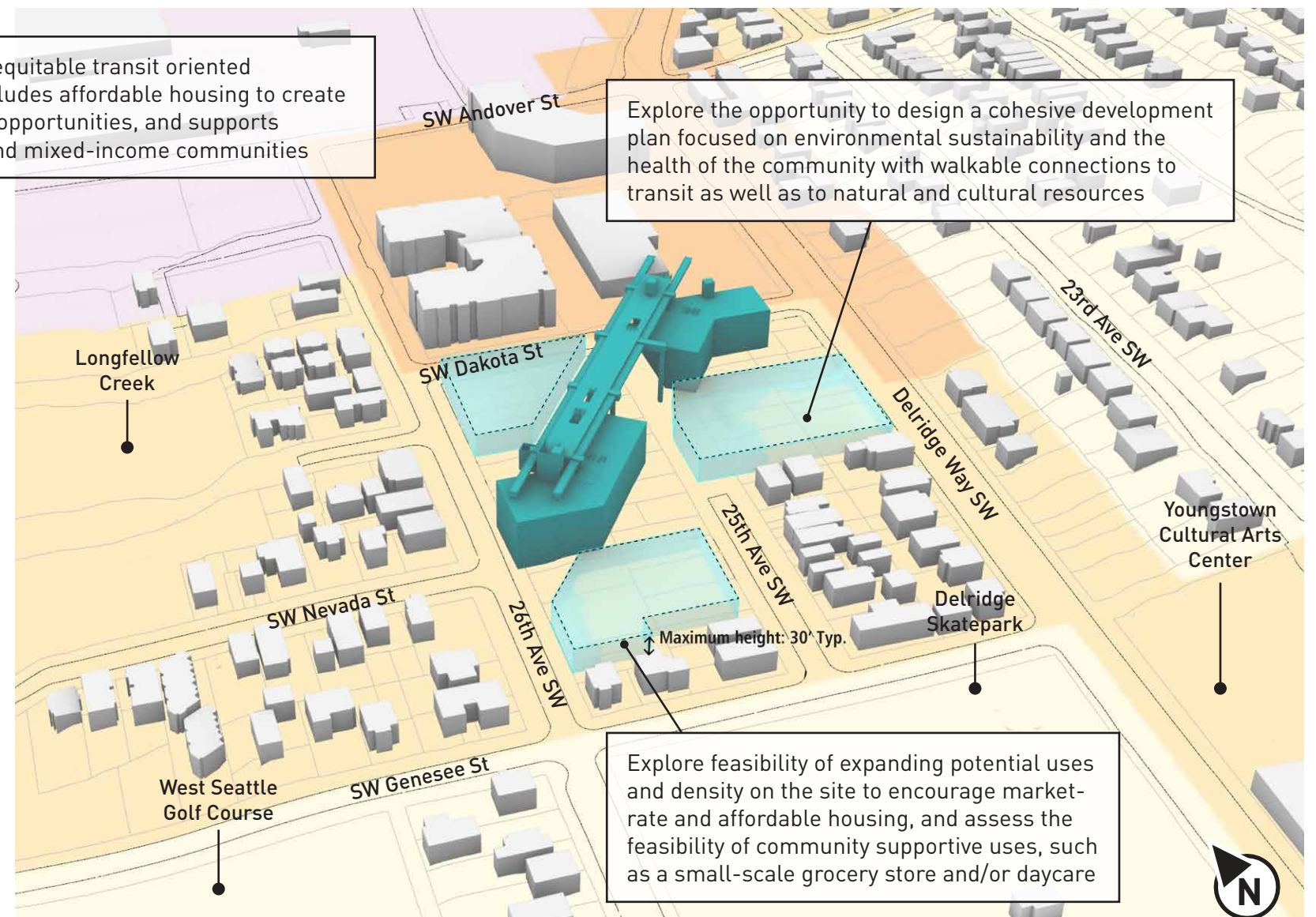


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/Mixed-Use Industrial Multifamily Single Family



Master planned development that focuses on walkable connections and sustainability



Lively plaza near station entrance with space for pedestrians, cyclists, bike racks, through-traffic and other active uses



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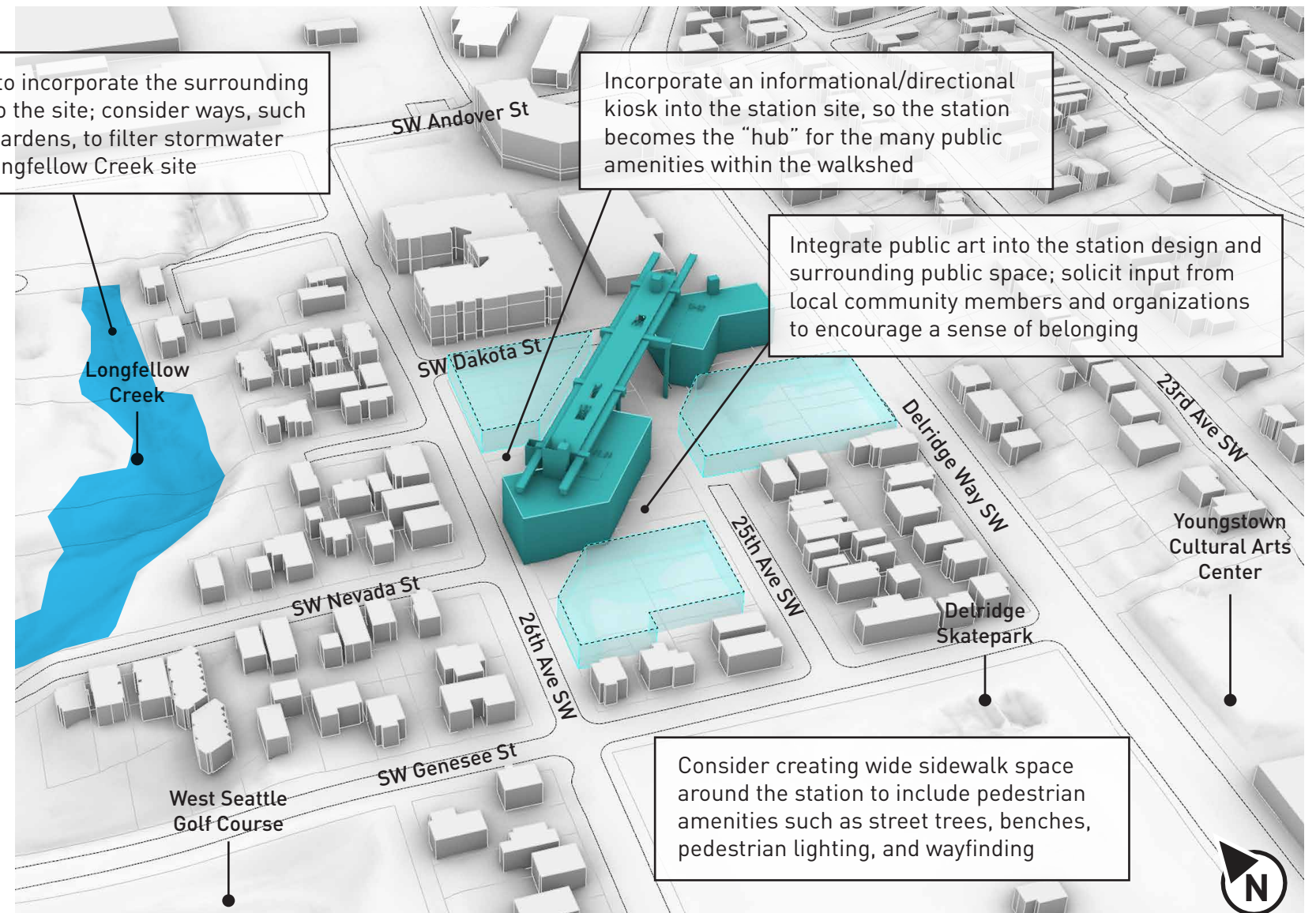
Elevated Dakota Street Station  
(DEL-1a)

## 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.



- 1 Provide plazas between new developments and the station that include pedestrian lighting, wayfinding, benches, bike racks, and accommodations pop-up retail, food trucks, and café seating
- 2 Work with community members on how to best integrate the elevated structure into the neighborhood by intentionally designing and programming space under the guideway, such as pocket parks, community gardens, and trails
- 3 Explore the opportunity to transform the street into a shared transit and pedestrian plaza, particularly at the north end of the block, while providing access to the adjacent transit oriented development at the south end of the block



Community hub with information kiosk



Urban design treatments under guideway



# Delridge Station

West Seattle Link Extension

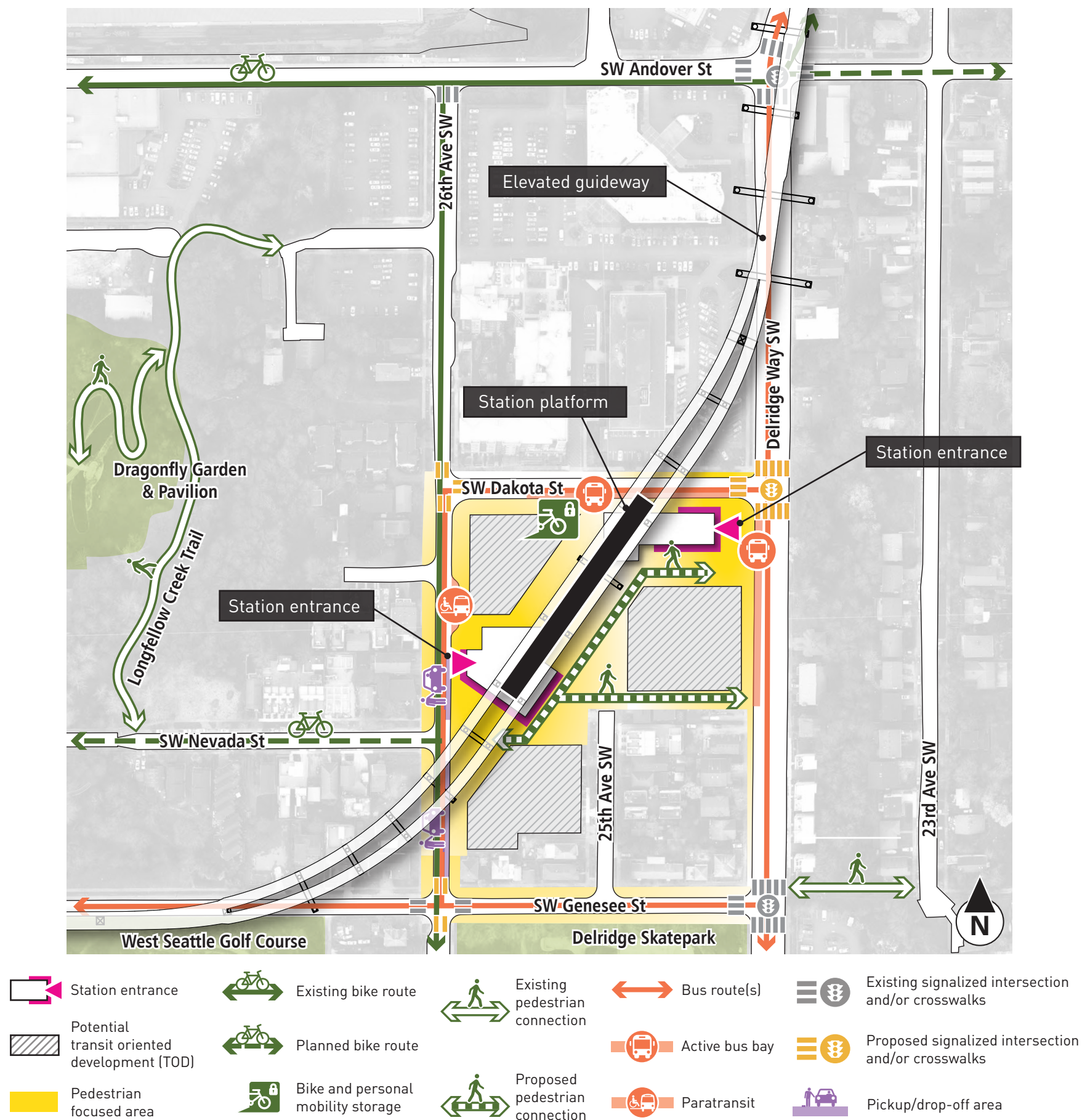
## Elevated Dakota Street Station Lower Height (DEL-2a)

Preferred Alternative with Third-Party Funding

## Station context plan

The Elevated Dakota Street Lower Height station alternative would be located in Youngstown, midway between commercial and multifamily development to the north and the Delridge Community Center, Skatepark, and Youngstown Cultural Arts Center to the south. As with the previous station alternative, this station alternative has the potential to transform the neighborhood into a “hub” with affordable and market-rate housing, neighborhood-scale retail, and enhanced bike and pedestrian amenities that complement the natural character of Longfellow Creek.

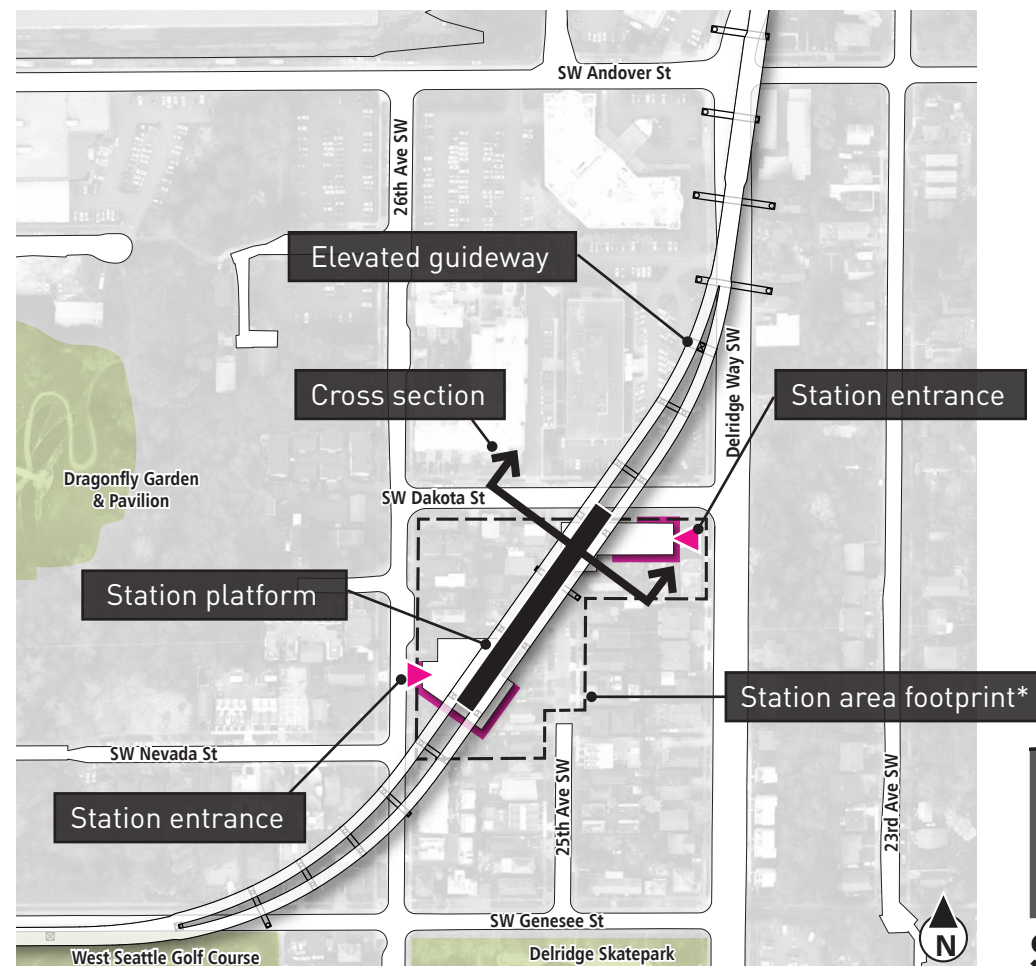
The Elevated Dakota Street – Lower Height station alternative is in a similar location to the Elevated Dakota Street station alternative; however, the station platform would be 35 feet above the ground instead of 85 feet above the ground, since this station pairs with tunnel stations at Avalon and Alaska Junction.





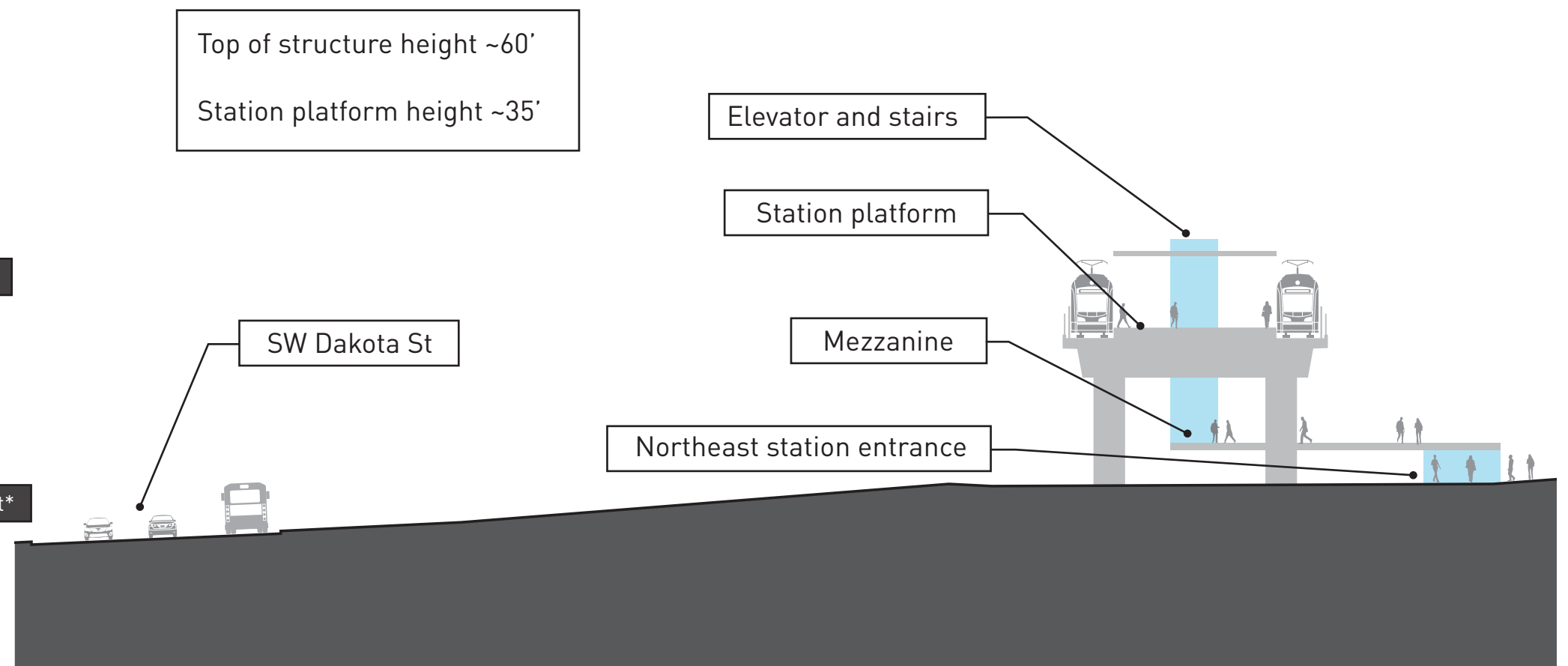
Elevated Dakota Street Station  
Lower Height (DEL-2a)

## 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.



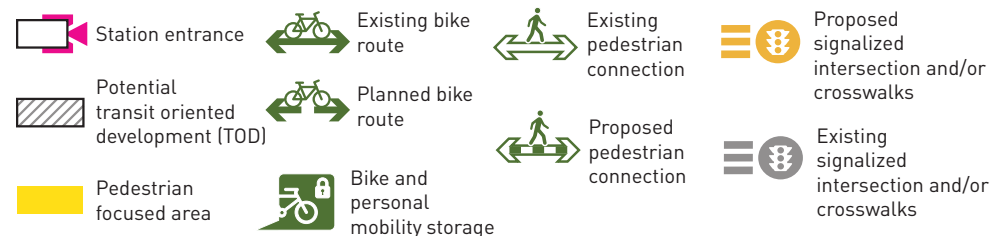
# Delridge Station

West Seattle  
Link Extension

Elevated Dakota Street Station  
Lower Height (DEL-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.

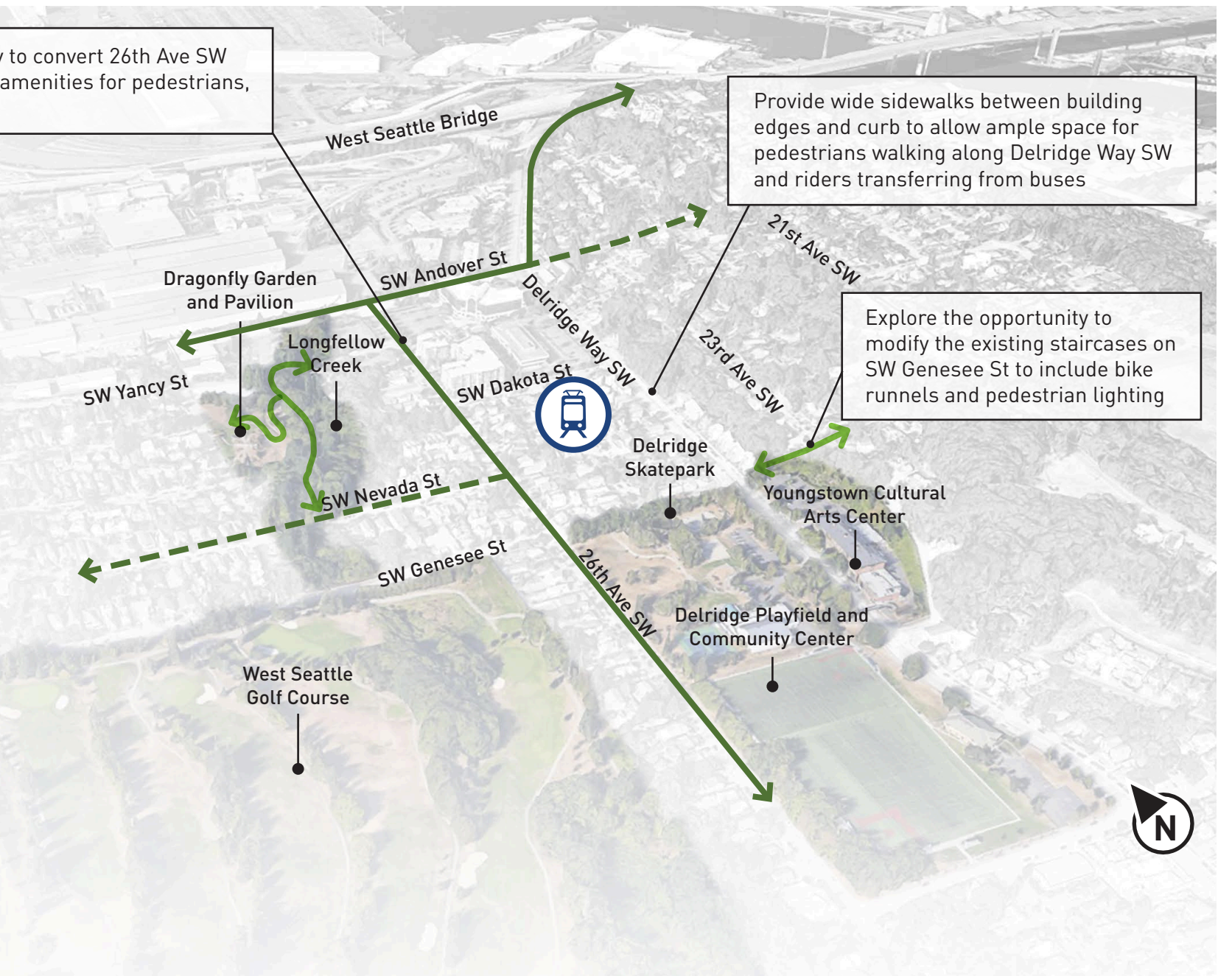


- 1 Integrate bike storage into station entrance buildings and public open spaces where practical
- 2 Explore improving the intersection for people walking, rolling, and cycling: consider adding bike boxes, modifying pedestrian signal timing, and widening sidewalks where feasible
- 3 Explore improving intersection for people walking, rolling, and cycling: consider new traffic signal, marked crosswalks and ADA curb ramps

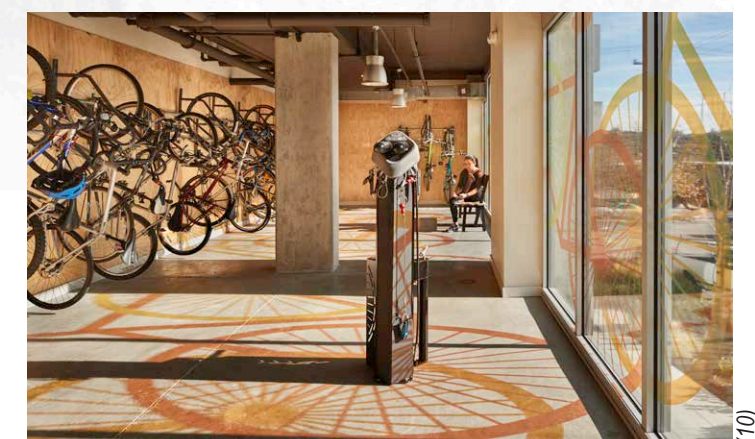
Assess the opportunity to convert 26th Ave SW to a "slow street" with amenities for pedestrians, bikes, and local traffic

Provide wide sidewalks between building edges and curb to allow ample space for pedestrians walking along Delridge Way SW and riders transferring from buses

Explore the opportunity to modify the existing staircases on SW Genesee St to include bike runnels and pedestrian lighting



Pedestrian connection through new development



Bike storage integrated with transit oriented development



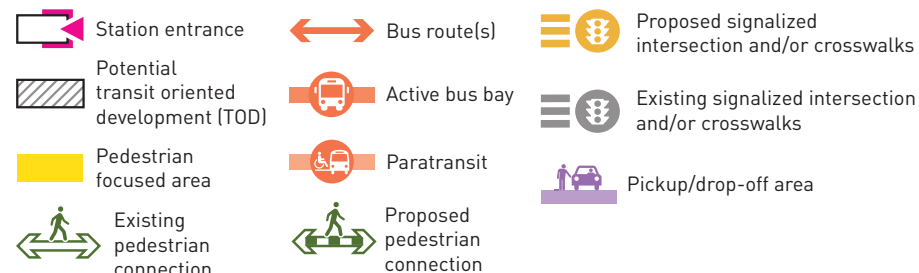
# Delridge Station

West Seattle  
Link Extension

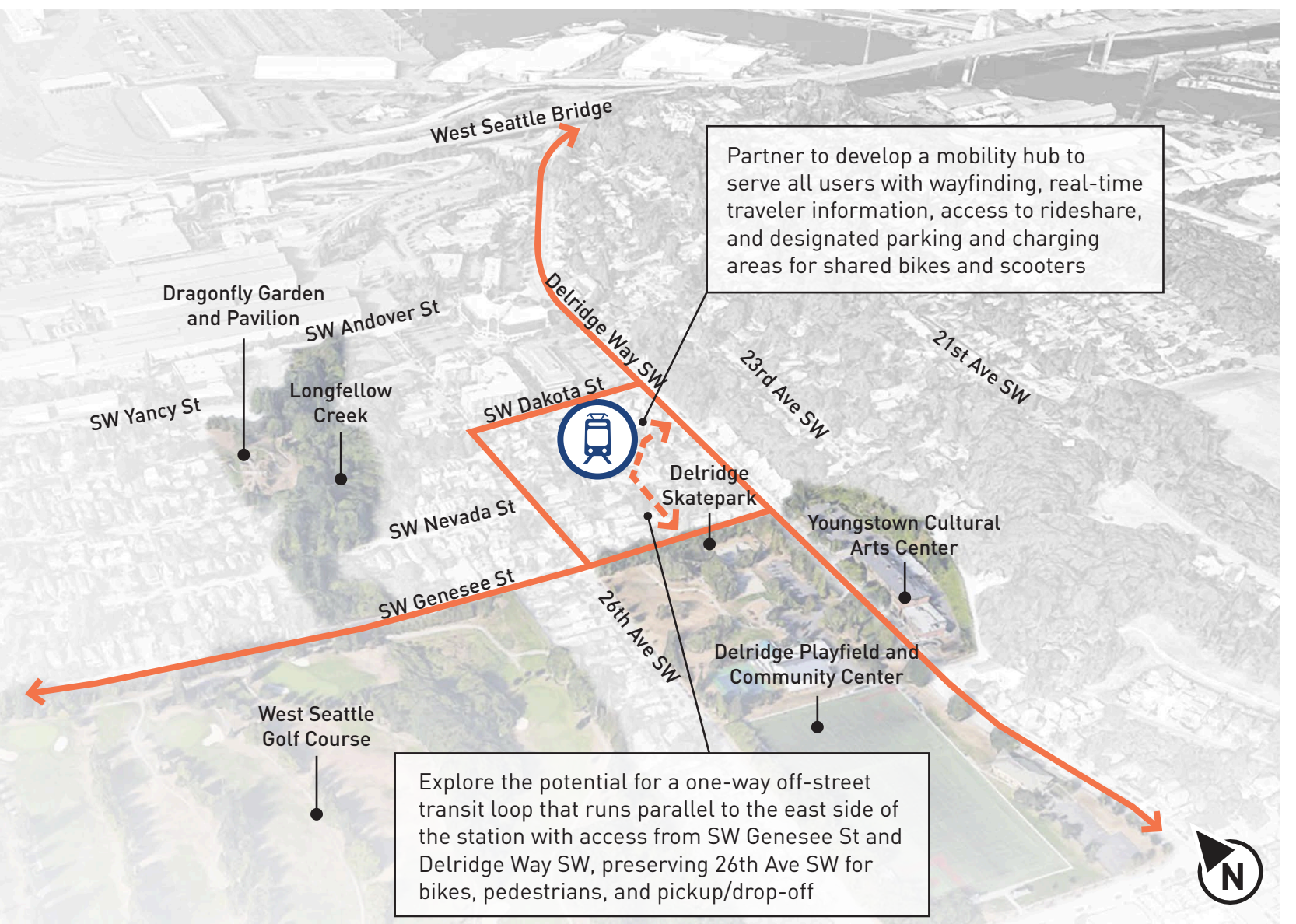
Elevated Dakota Street Station  
Lower Height (DEL-2a)

## Connecting to the station

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



- 1 Develop wayfinding from the west station entrance to the Delridge Community Center and Skatepark
- 2 Refine pickup/drop-off location(s) to minimize conflicts with cyclists on 26th Ave SW
- 3 Explore the opportunity to prioritize 25th Ave SW for bike and pedestrian uses; allow local access to adjacent development(s) at south end of site
- 4 Construct independent pull in/out paratransit space to reduce conflicts with bus activity



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



Transit-only block with pedestrian amenities



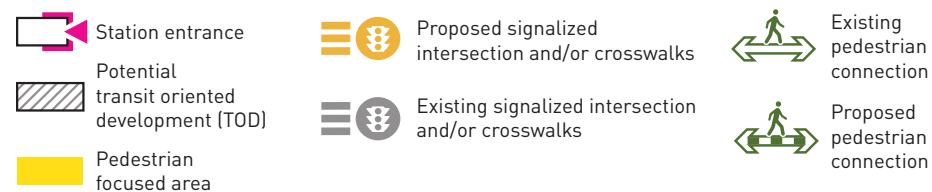
# Delridge Station

West Seattle  
Link Extension

Elevated Dakota Street Station  
Lower Height (DEL-2a)

## 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 Thoughtfully consider design of new transit oriented development and encourage compatibility with the existing surrounding neighborhood
- 2 Integrate pedestrian-generating land uses on ground floors facing Delridge Way SW, 26th Ave SW and include a pedestrian walkway through the site to support a safe and comfortable environment

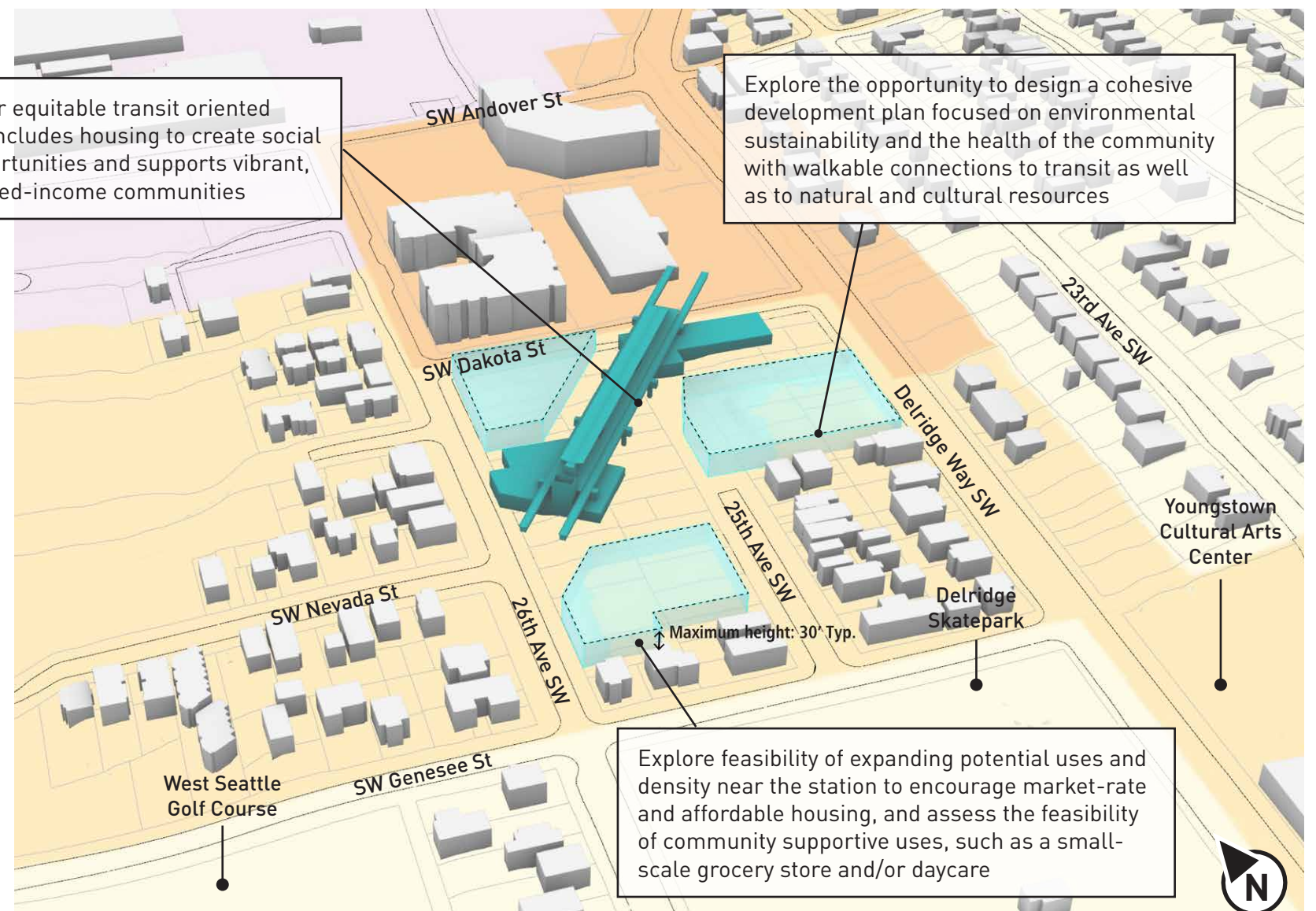
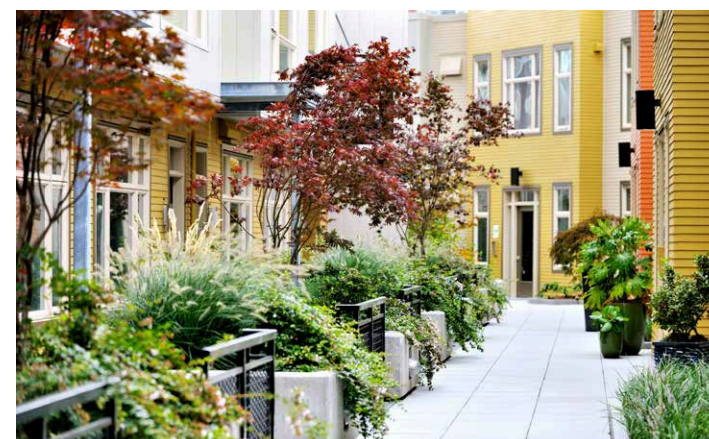


Diagram above depicts potential building envelopes based on current (2021) zoning.



Cohesive planned development that focuses on walkable connections and sustainability



Lively plaza near a station entrance with space for pedestrians, cyclists, bike racks, and other active uses



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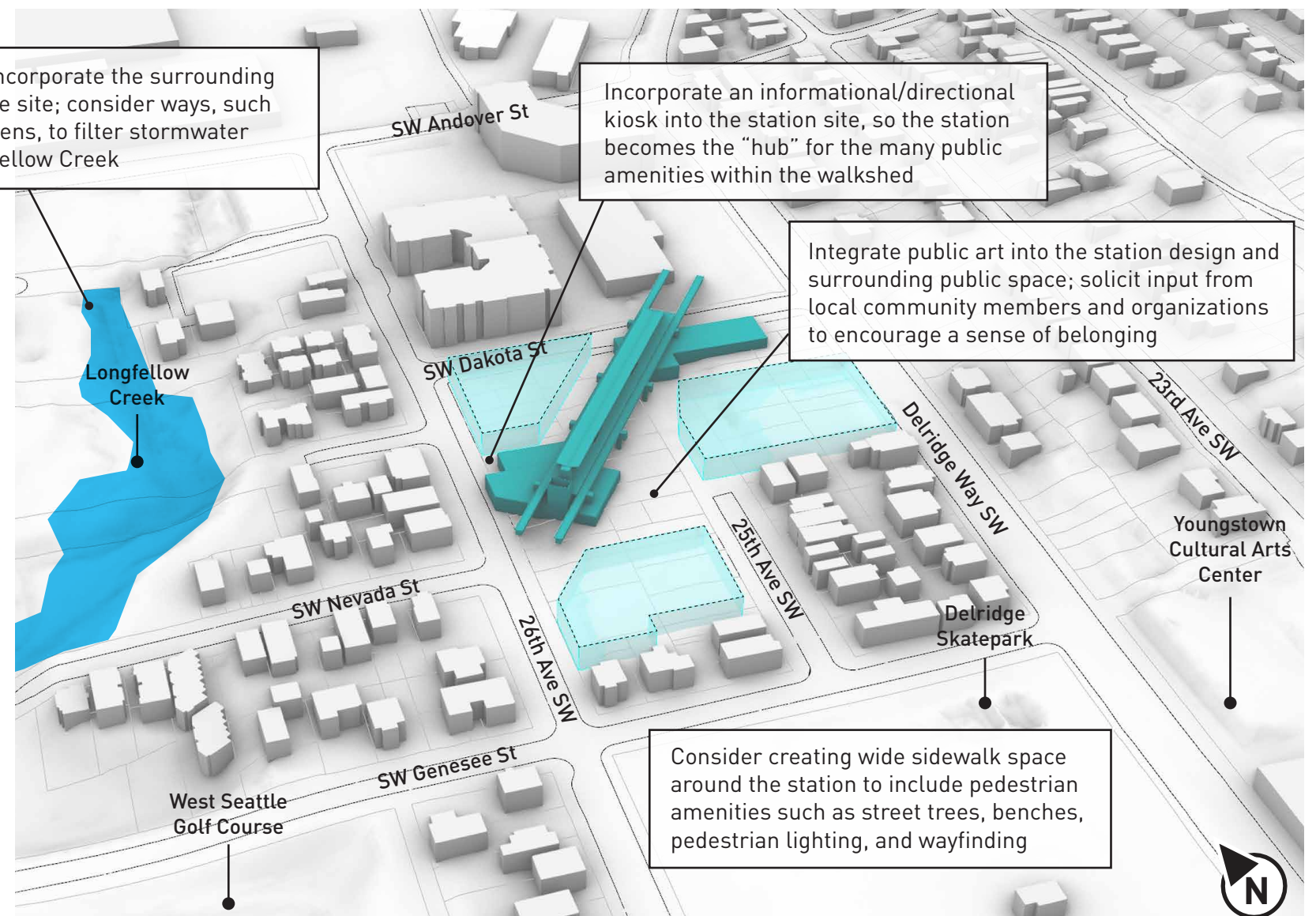
Elevated Dakota Street Station  
Lower Height (DEL-2a)

## 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.



- 1 Provide plazas between new developments and the station that include pedestrian lighting, wayfinding, benches, bike racks, and accommodations pop-up retail, food trucks, and café seating
- 2 Work with community members on how to best integrate the elevated structure into the neighborhood by intentionally designing and programming space under the guideway, such as pocket parks, community gardens, and trails
- 3 Explore the opportunity to transform the south end of street as a low-traffic street with access restricted to adjacent transit oriented development while the north end of the of street becomes a pedestrian plaza



Community hub with information kiosk



Urban design treatments under guideway



# Delridge Station

West Seattle  
Link Extension

## Elevated Delridge Way Station (DEL-3, DEL-4)

Other Alternative

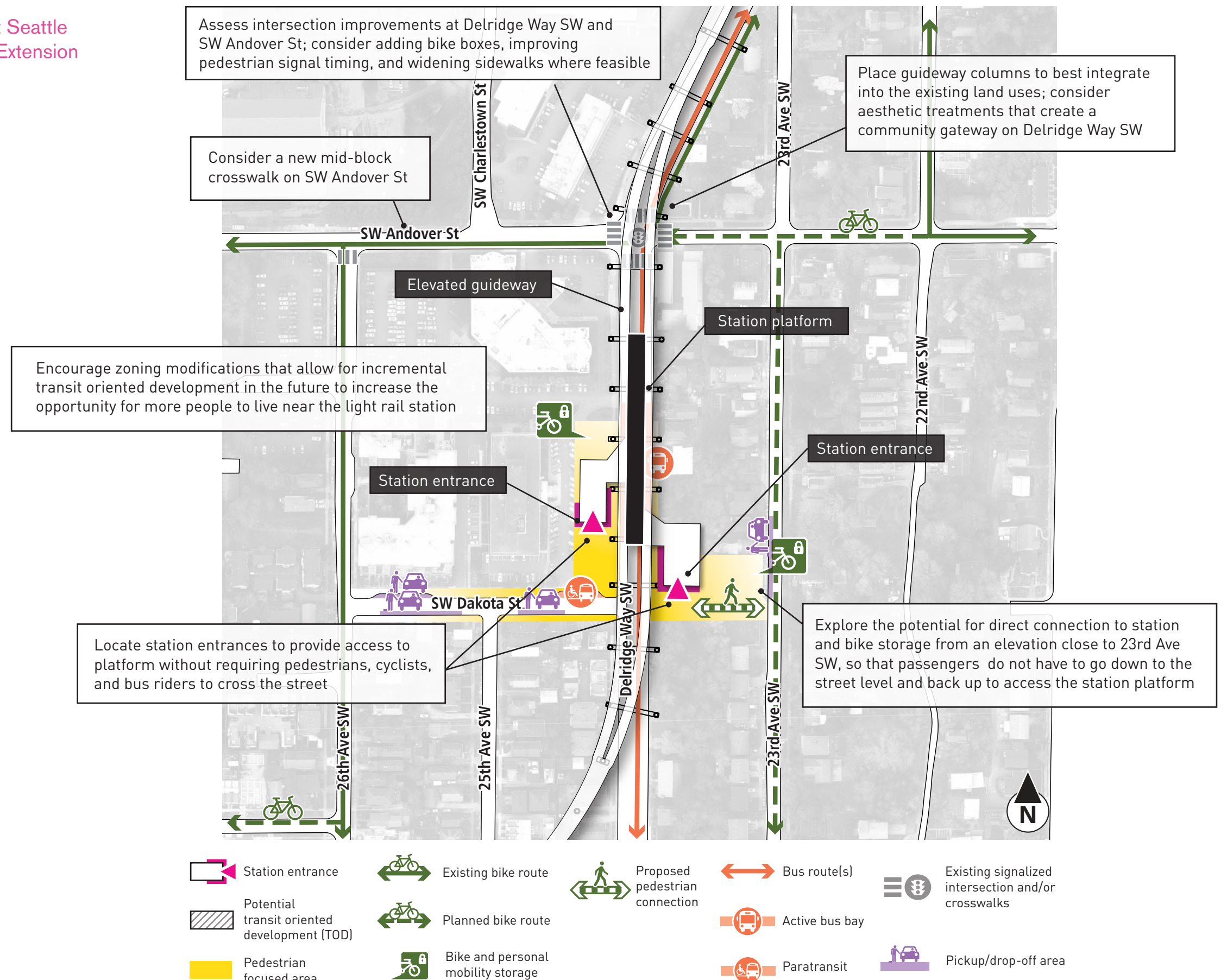
## Station context plan

The Elevated Delridge Way station alternative would straddle Delridge Way SW with entrances connecting to the Youngstown neighborhood to the west and the Pigeon Point community to the east. With structural columns on both sides of Delridge Way SW and a guideway above, the sidewalk environment would be quite different than it is today. It will be important to work with community members on how to best integrate the columns and elevated structure into the neighborhood.

Given its location in the middle of Delridge Way SW, this station alternative would impact fewer properties but would not create the same scale of opportunities for development as other station alternatives; however, the station location would be adjacent to corporate office space and public service facilities with surface parking that could be redeveloped in the future.

There are two station alternatives at this location with about a two-foot difference in the heights of their respective station platforms, depending upon whether they connect to an elevated or tunnel station at Avalon.

*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.*



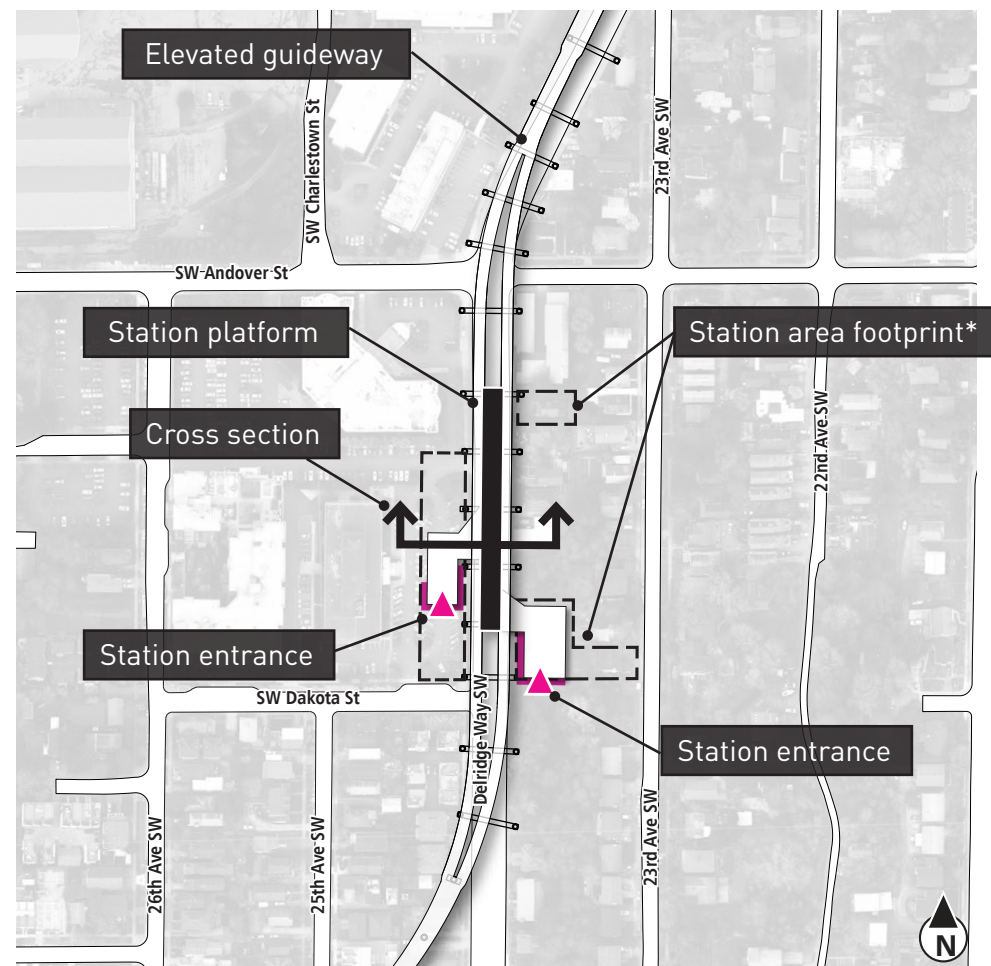


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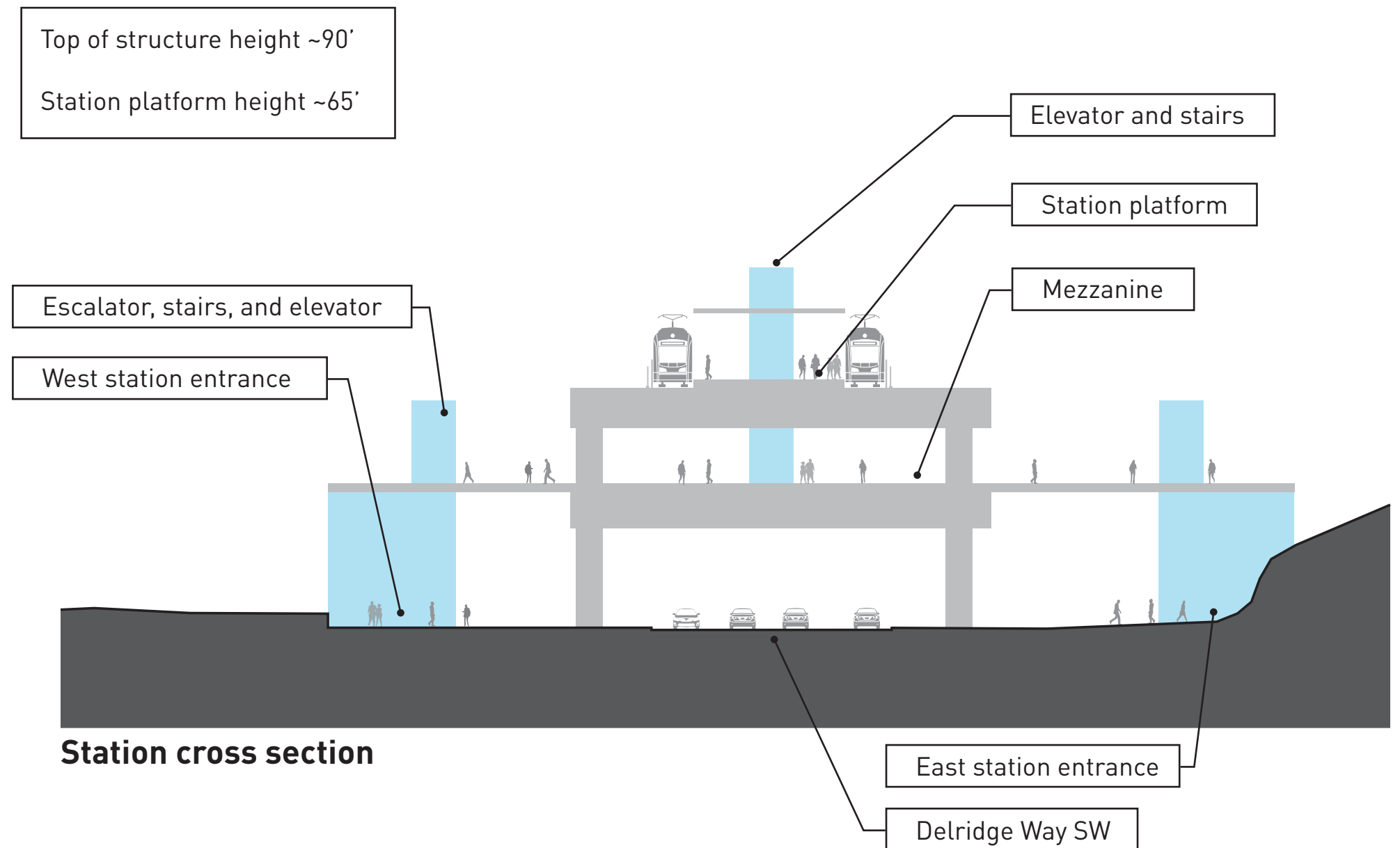
Elevated Delridge Way Station  
(DEL-3, DEL-4)

## 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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# Delridge Station

West Seattle  
Link Extension

## Elevated Andover Street Station (DEL-5, DEL-6)

Other Alternative

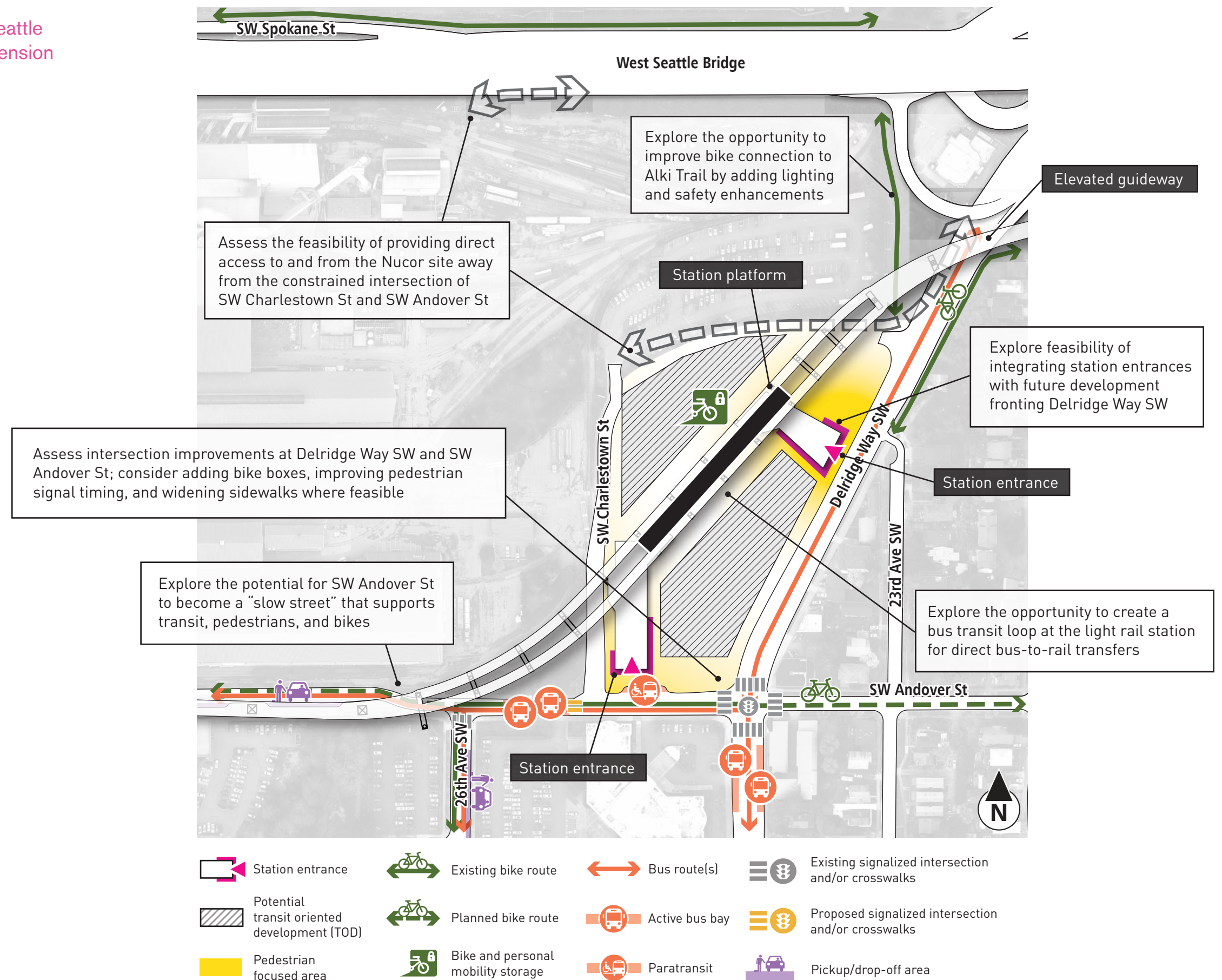
## Station context plan

The Elevated Andover Street station alternative would be located at the northern edge of the Delridge/Youngstown neighborhood just east of Nucor Steel on the site of an existing commercial development with surface parking. While the proximity to the West Seattle Bridge and Nucor Steel limit this station's walking and biking connections, a station here could spur major improvements, such as rerouting Nucor Steel trucks to reduce freight traffic on Andover, improving connections to the Alki Trail, and providing dedicated pathways with signal priority for buses.

The station location would provide opportunities for transit oriented development on both sides of the station, and it may be possible to integrate station entrances and bike storage into new development.

There are two similar station alternatives at this location. The DEL-5 platform would be approximately ten feet higher than the DEL-6 platform, since the DEL-5 alternative would connect to an elevated station at Avalon.

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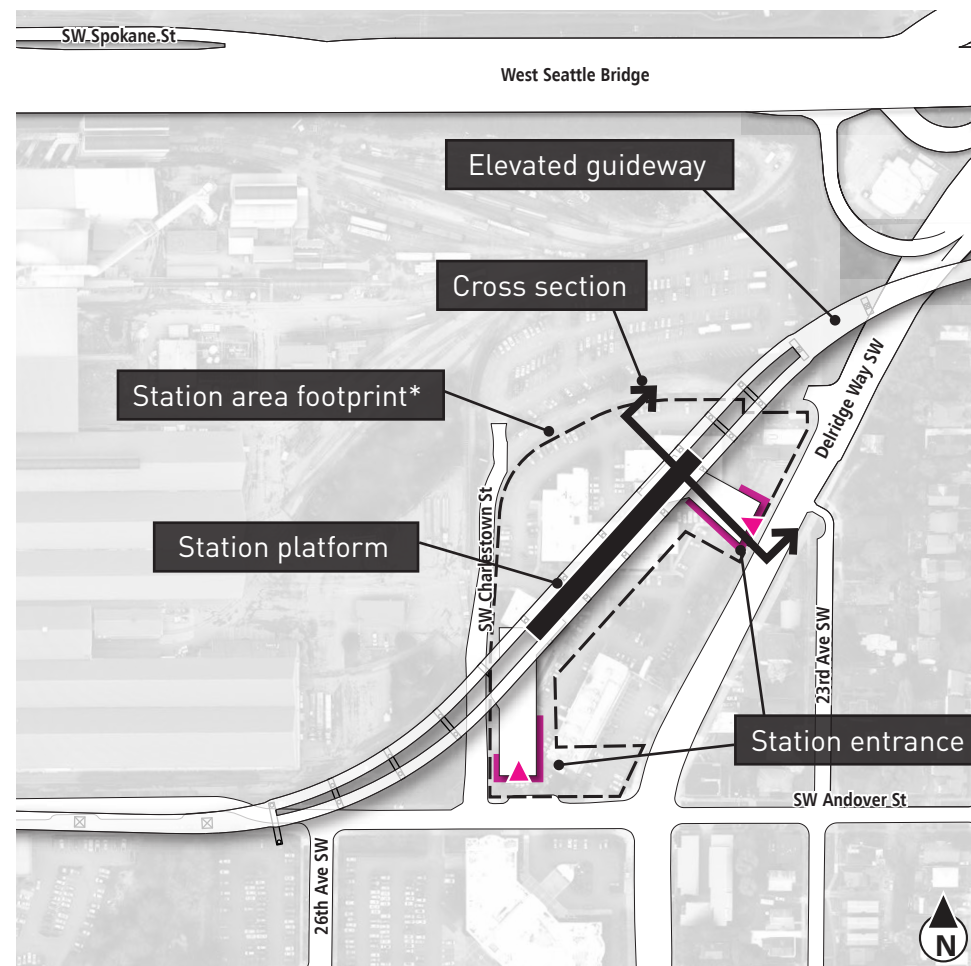


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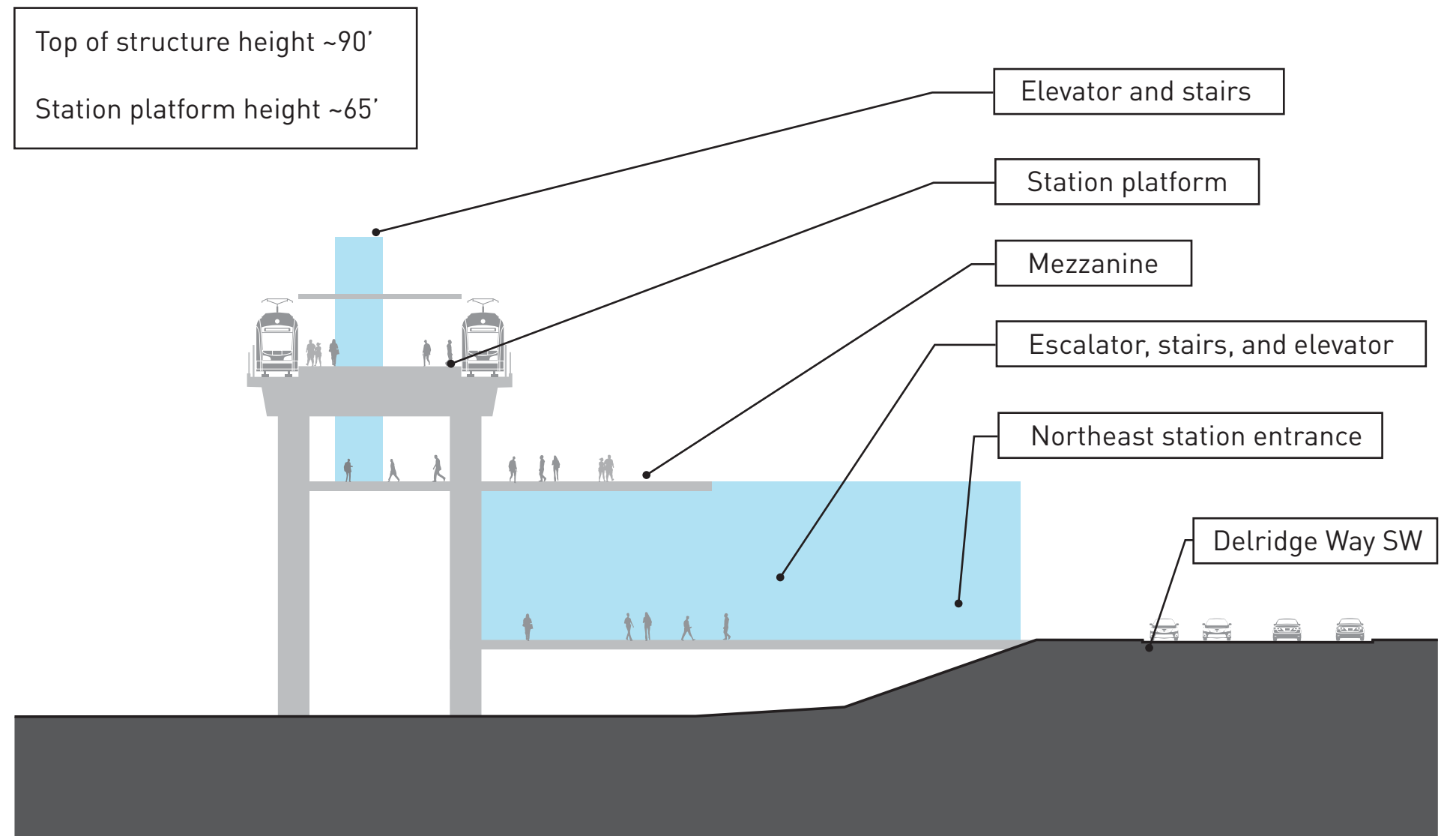
Elevated Andover Street Station  
(DEL-5, DEL-6)

## 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. Illustration above shows the station height for the DEL-6 alternative that connects to the Retained Cut Avalon Station (WSJ-5) alternative. The DEL-5 station alternative, which connects to the Elevated Avalon Station (WSJ-1, WSJ-2) alternatives, would be approximately 10 feet taller.

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