

# Denny Station

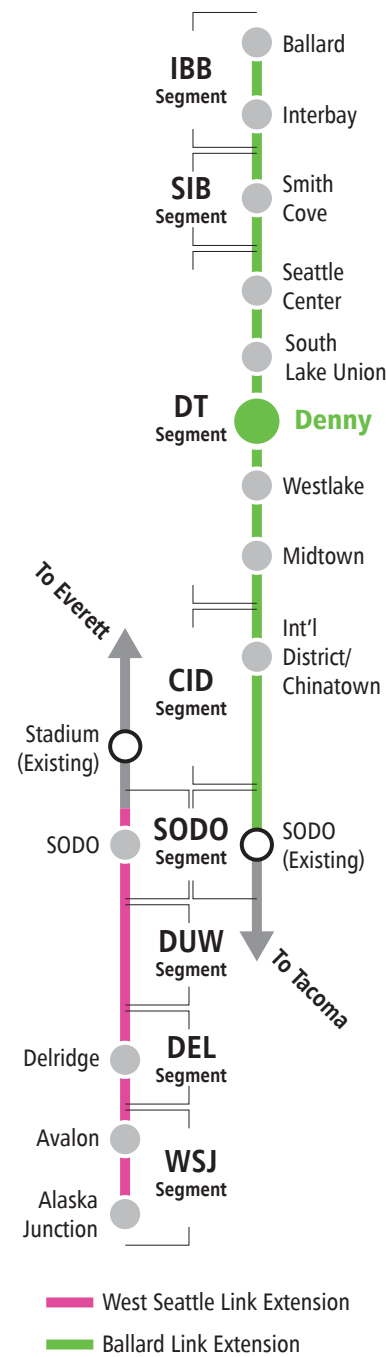
## Station area context

Ballard  
Link Extension

The Denny station area includes Denny Triangle and portions of the South Lake Union and Cascade neighborhoods. In the past twenty years, the area has transformed from low-intensity commercial and light-industrial uses to mixed-use urban development with several high-rise rentals and condos. In addition to Amazon's headquarters, other major employers in or near the station area include Seattle Children's, PATH, Cornish College of the Arts, and Whole Foods Market. Historic Denny Park and the more recent Urban Triangle Park provide neighborhood open space.

This fast-growing area is easily accessed from surrounding neighborhoods—including Belltown, Capitol Hill and Downtown—by foot, bus, and streetcar.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the neighborhood's walkability, sense of place, denser development, and emergence as a tech and life sciences hub.



What we heard so far

### NEIGHBORHOOD FEEDBACK

- 1 Denny Way is currently a busy street with narrow sidewalks but it could be improved to provide a more comfortable experience for people walking and biking
- 2 Buses along Denny Way are often delayed due to traffic and people choose to walk instead of waiting for a bus
- 3 Prefer cycling on 8th Ave N and 9th Ave N (protected bike lanes)
- 4 Enhance bike network for safe and convenient access to and from station
- 5 Encourage safe and convenient transfers between bus, streetcar and light rail
- 6 Where possible, establish bike pathways that do not intersect with the Seattle Streetcar tracks
- 7 Promote uses and activities near the station that are outside of typical business hours

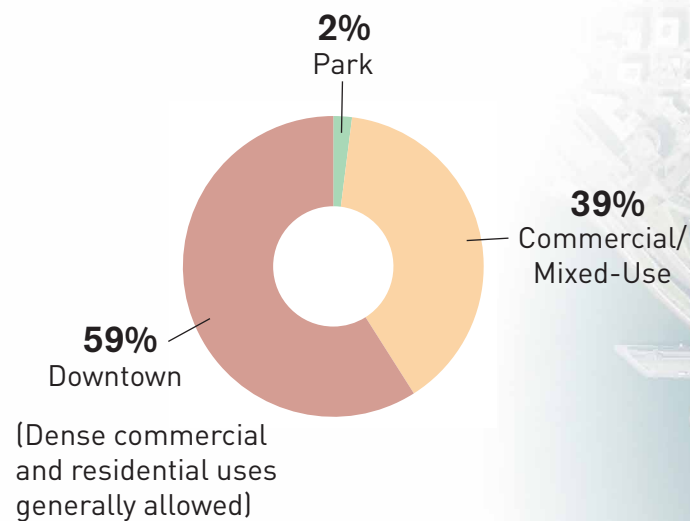


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.



## Station area context

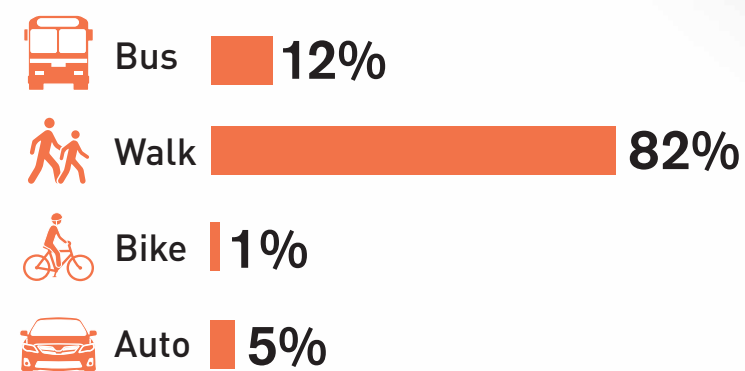
### Existing land use in the station area <sup>(1)</sup>



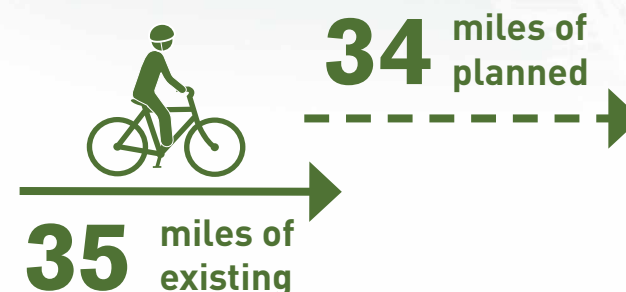
### Ridership/daily boardings <sup>(2)</sup>

**15,300**

### 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



### Planning and design priorities

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

- Increase pedestrian connectivity across Denny Way
- Leverage station entrances to navigate east-west grade change
- Provide multiple station entrances; include a mix of main entrances and secondary entrance locations
- Provide setbacks at entrances and wide sidewalks along station frontages to provide ample space for pedestrian movement and orientation to surroundings
- Design station and station environment in partnership with local communities, including indigenous communities, to include local culture in the public realm
- Design station structures with active frontages that maximize access from key paths and directions of travel
- Integrate station entrances into new equitable transit oriented development project if feasible

### 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.



## Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains two alternatives for the Denny Station.



### Draft EIS alternatives

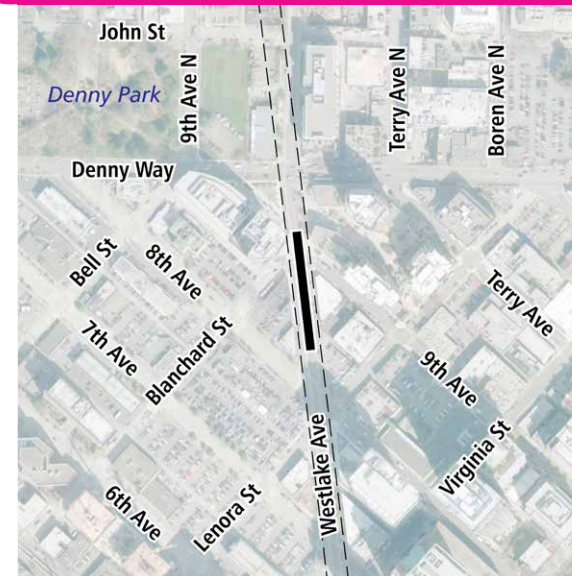
- Preferred alternative
- Other alternative

### Route and station profiles

- Tunnel

## 1 Preferred Alternative

See P.141

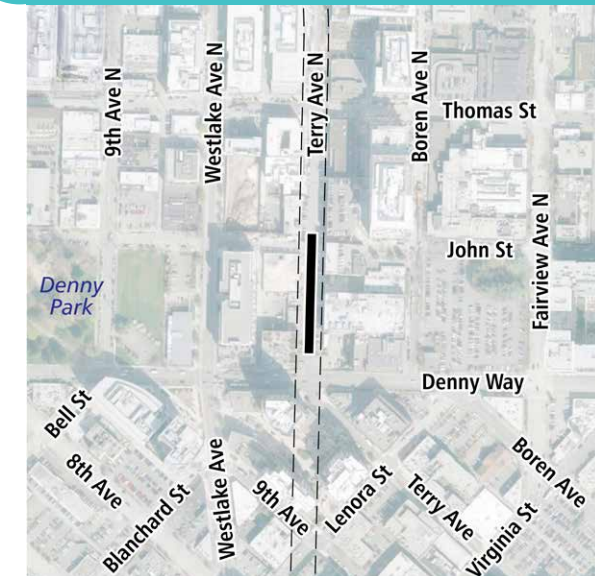


### Tunnel Westlake Avenue Station (DT-1)

Tunnel station under Westlake Ave between Denny Way and 8th Ave

## 2 Other Alternative

See P.147



### Tunnel Terry Avenue North Station (DT-2)

Tunnel station under Terry Ave N between Denny Way and John St

# Denny Station

Ballard Link Extension

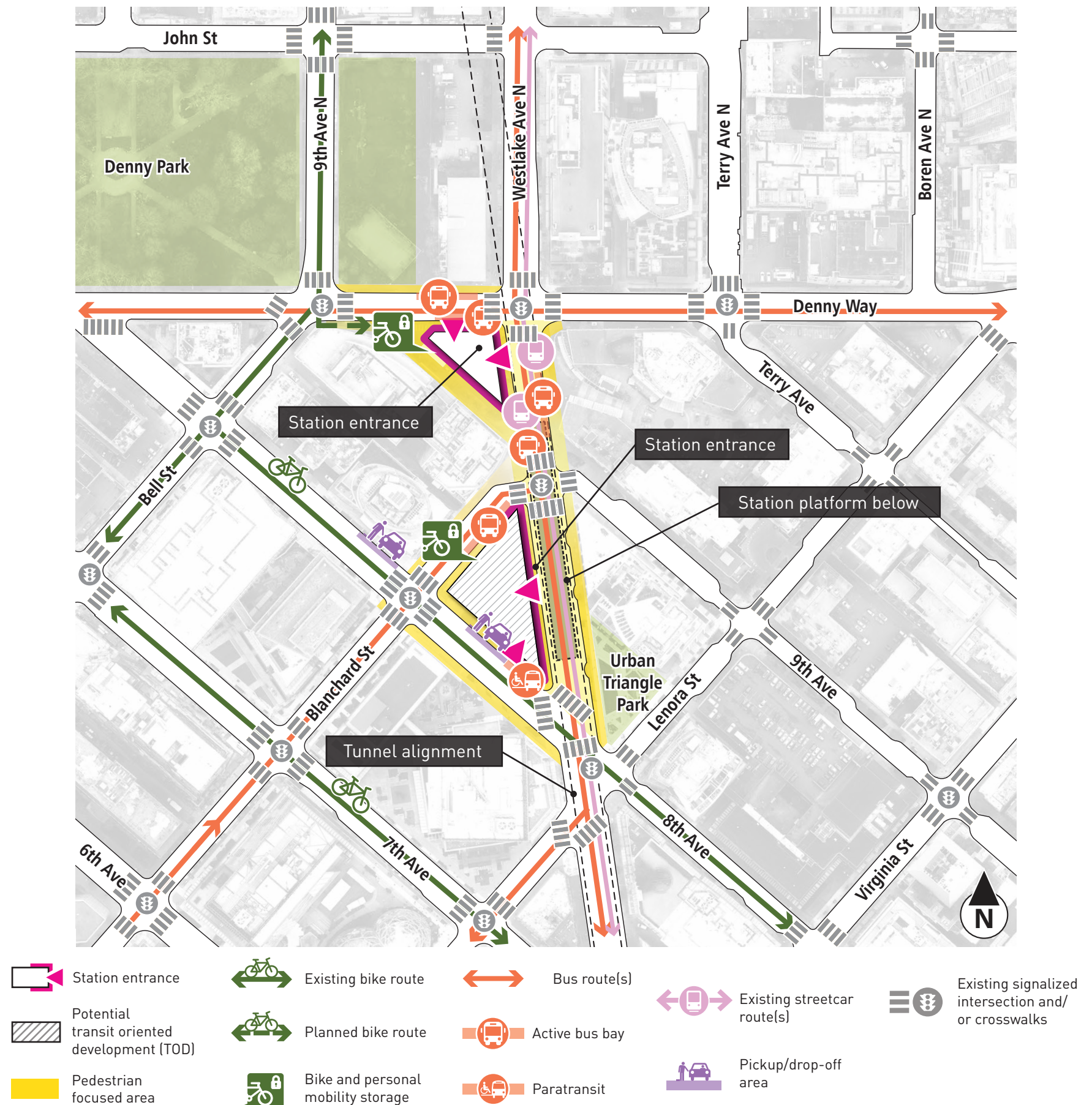
## Tunnel Westlake Avenue Station (DT-1)

Preferred Alternative

### Station context plan

The Tunnel Westlake Avenue station alternative would provide convenient access for workers, residents, and visitors. Passengers arriving by bus or streetcar would access the station directly or by crossing only one street. Bike storage is planned near both station entrances and would be accessible from existing protected bike lanes on 8th Ave and 9th Ave.

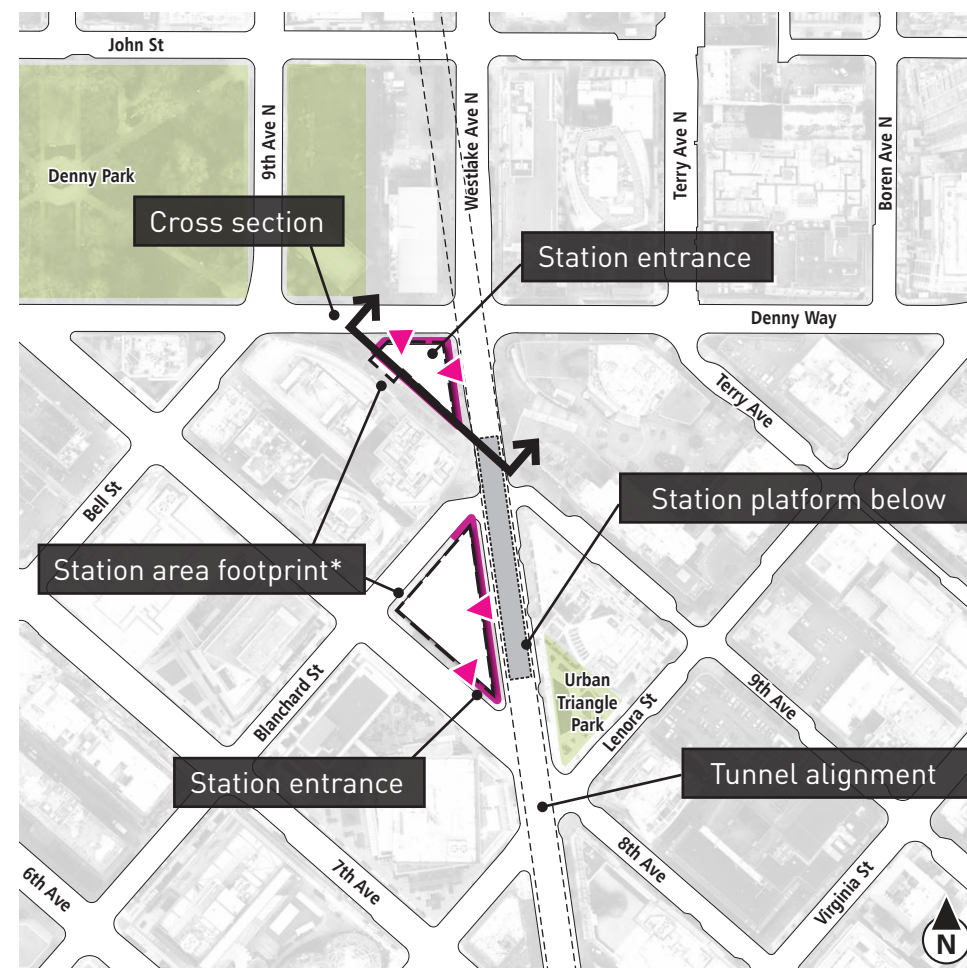
The north station entrance on Denny Way would be a notable structure with ample plaza space, especially if 9th Ave could be closed to through traffic between Denny Way and Westlake Ave. The south entrance would provide easy access to the Washington Talking Book & Braille Library and the recently redeveloped neighborhood around the Amazon HQ.





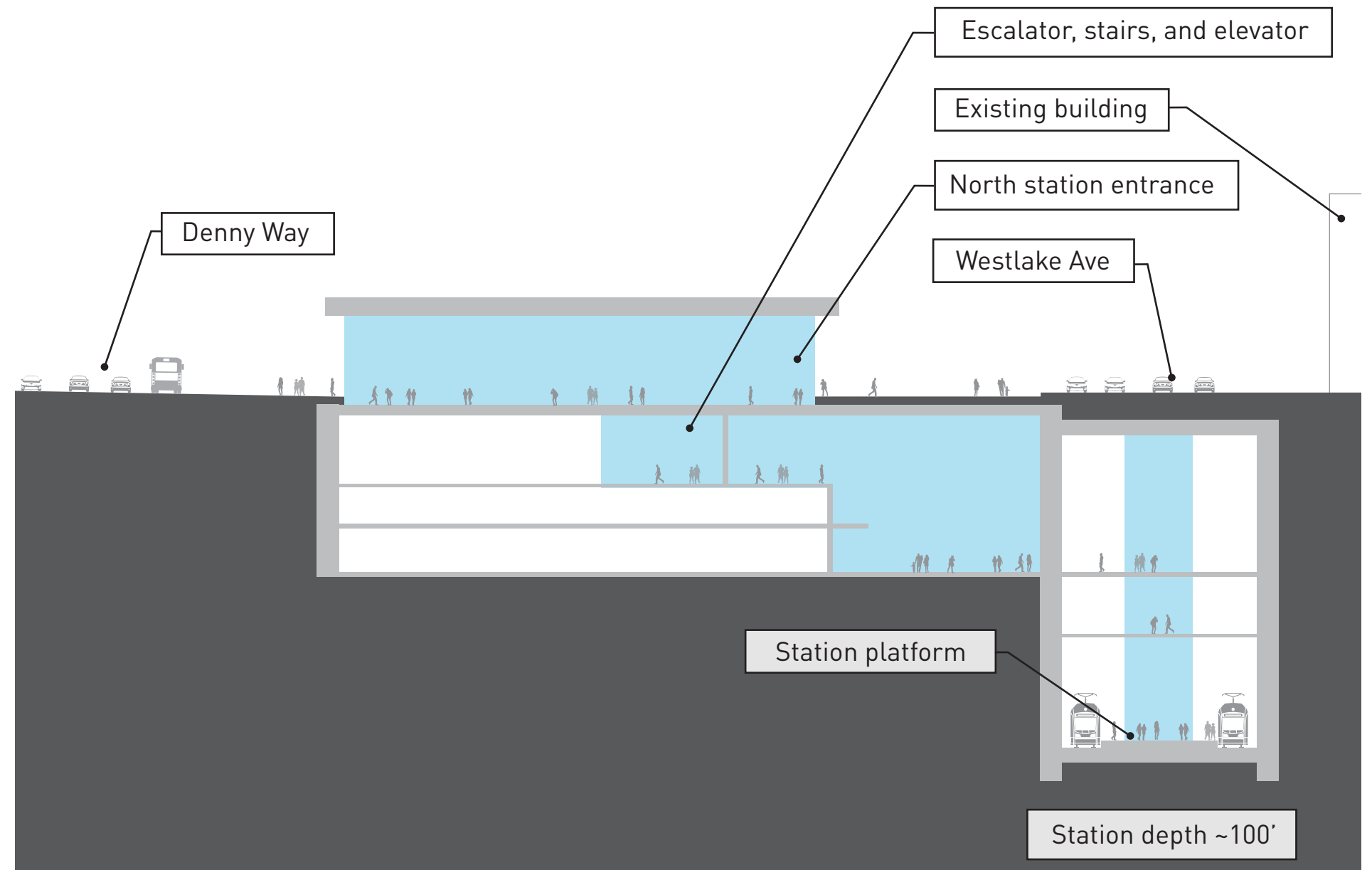
Tunnel Westlake Avenue Station (DT-1)

## 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.



# Denny Station

Ballard Link Extension

Tunnel Westlake Avenue Station (DT-1)

## 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.

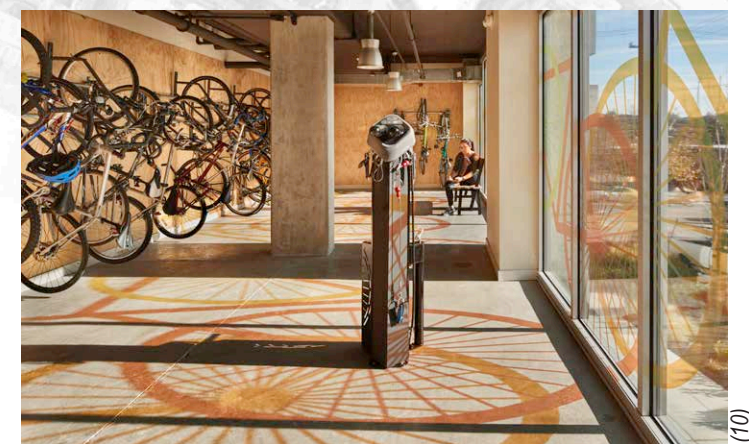


- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Existing bike route
- Planned bike route
- Bike and personal mobility storage
- Existing signalized intersection and/or crosswalks

- Explore potential to widen sidewalks on Westlake Ave by repurposing parking lanes
- Consider converting the portion of 9th Ave adjacent to the north entrance into a pedestrian street with benches, pedestrian lighting, and wayfinding for destinations served by the light rail station, streetcar, and local bus routes
- Explore the opportunity to improve crosswalks and pedestrian signal timing
- Open up space at street corners adjacent to station entrances to provide room for wayfinding signage and additional queuing space for pedestrians



Pedestrian-friendly plaza with seating, trees, landscaping, and pedestrian lighting



Bike storage can be integrated with the station or be included in adjacent development



# Denny Station

Ballard Link Extension

Tunnel Westlake Avenue Station (DT-1)

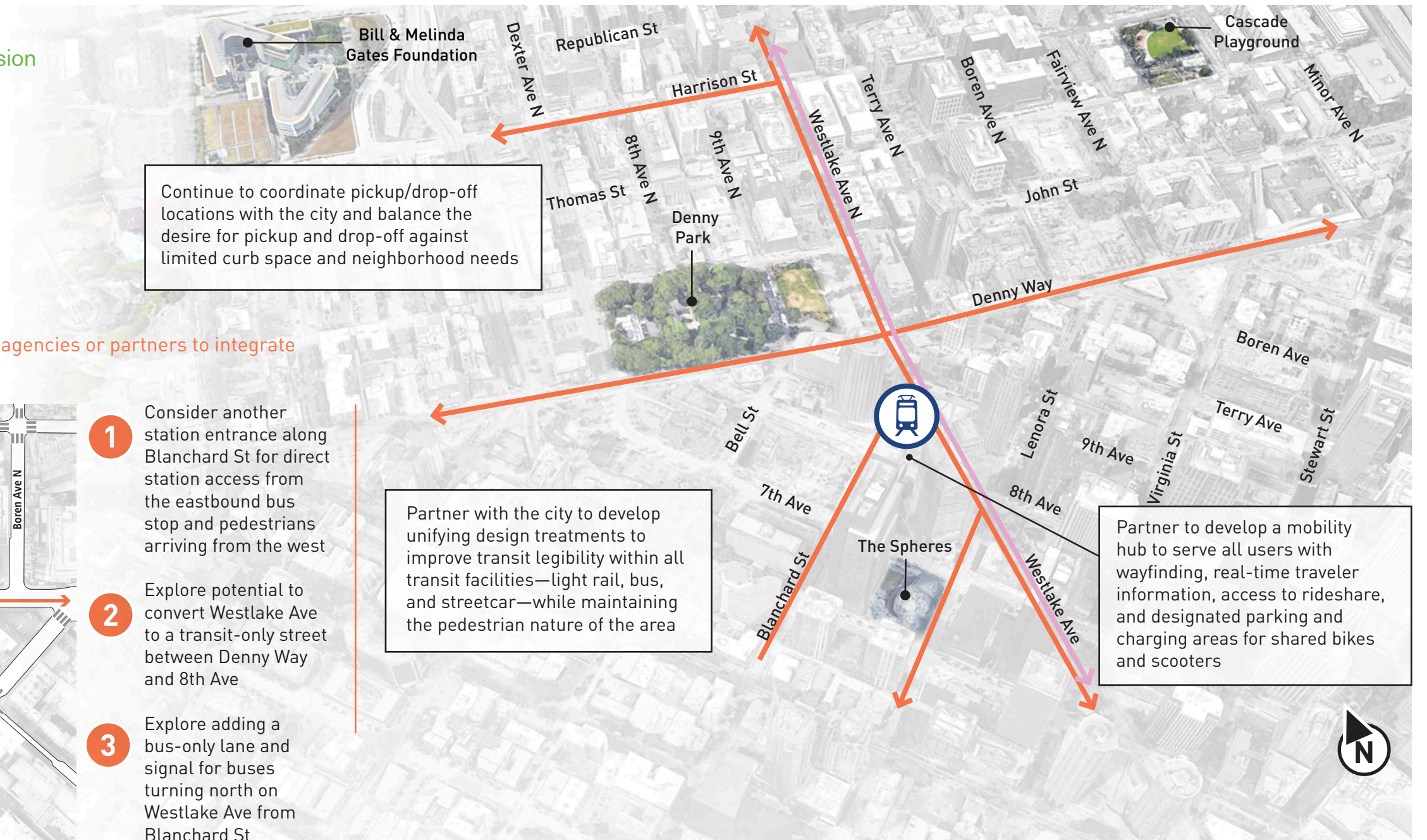
## Connecting to the station

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



- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Bus route(s)
- Active bus bay
- Paratransit
- Existing streetcar route(s)
- Pickup/drop-off area
- Existing signalized intersection and/or crosswalks

- 1 Consider another station entrance along Blanchard St for direct station access from the eastbound bus stop and pedestrians arriving from the west
- 2 Explore potential to convert Westlake Ave to a transit-only street between Denny Way and 8th Ave
- 3 Explore adding a bus-only lane and signal for buses turning north on Westlake Ave from Blanchard St



Integrated system signage helps passengers make connections between light rail, bus, and other public transit systems



Transit-only street with amenities for cyclists and pedestrians



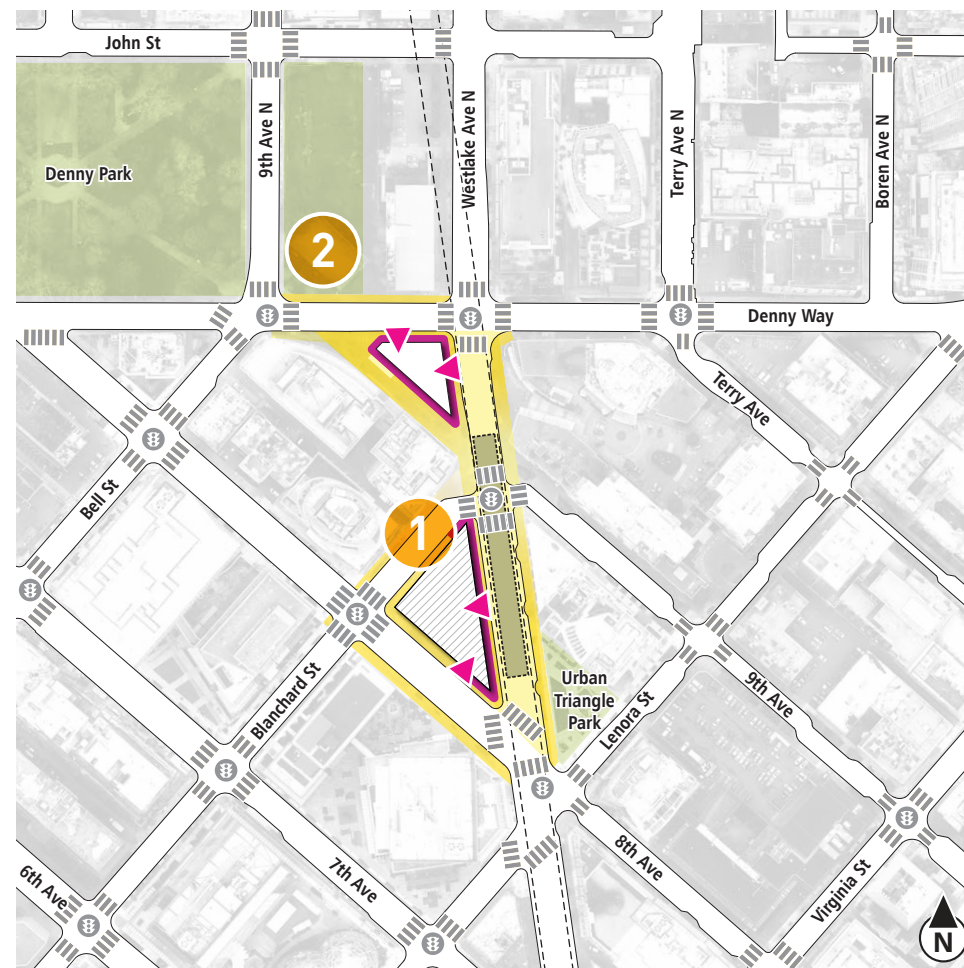
# Denny Station

Ballard Link Extension

Tunnel Westlake Avenue Station (DT-1)

## 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.



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

- 1 Consider including leasable space for small-scale retail within the station
- 2 Explore potential to create a station entrance on the north side of Denny Way in partnership with others

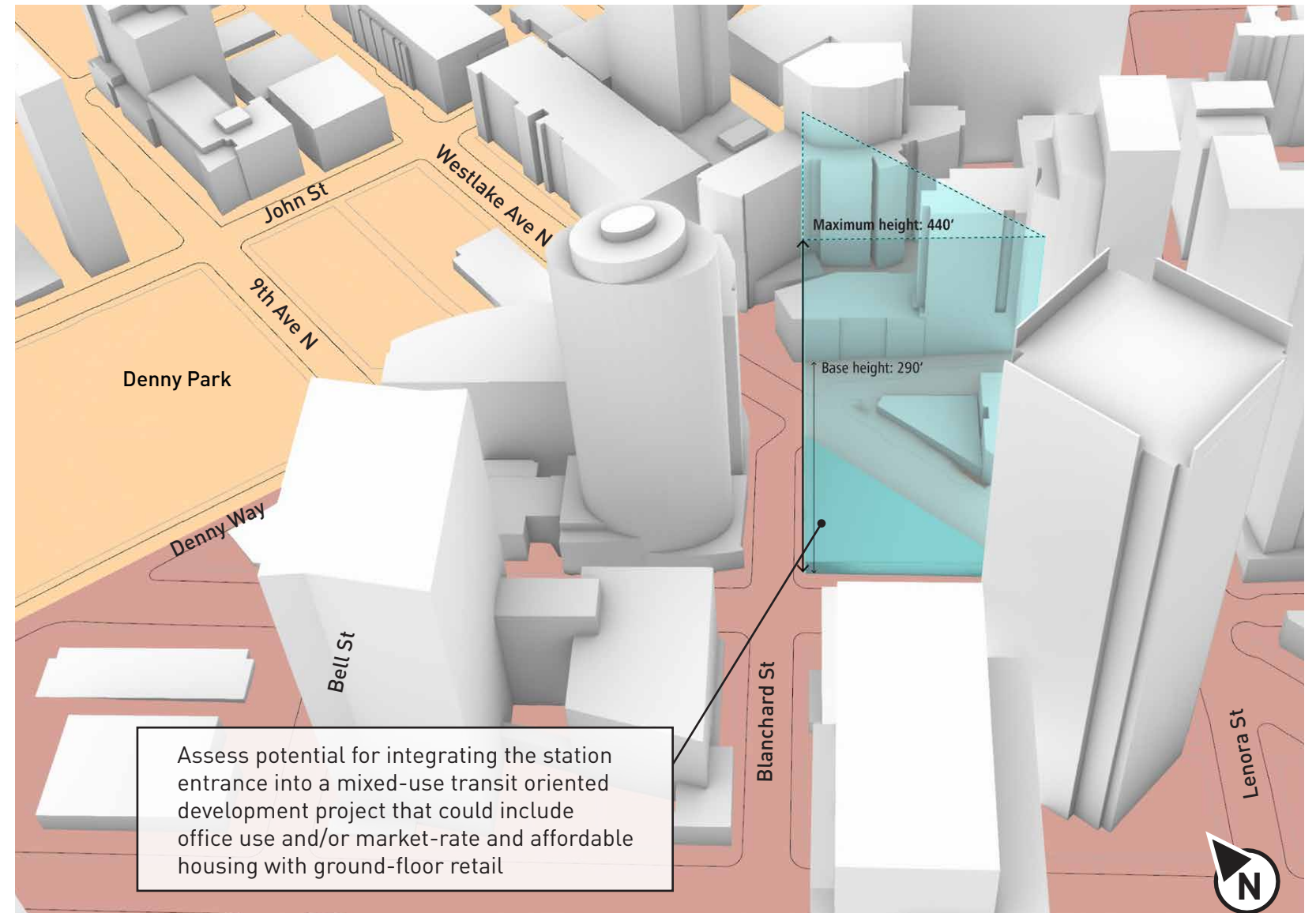


Diagram above depicts potential building envelopes based on current (2021) zoning.

Downtown Commercial/ Mixed-Use



Mixed-use building with integrated station entrance



This bike repair and rental shop is one example of retail that could be included in stations to complement transit



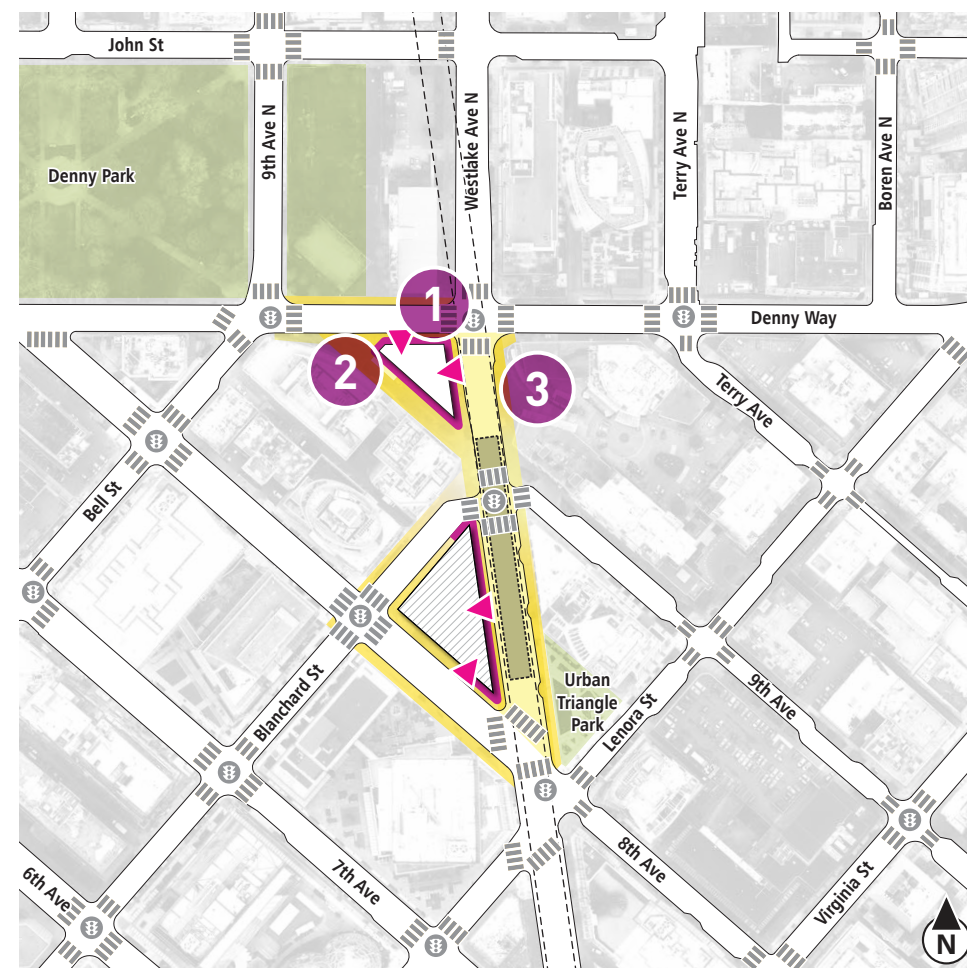
# Denny Station

Ballard Link Extension

Tunnel Westlake Avenue Station (DT-1)

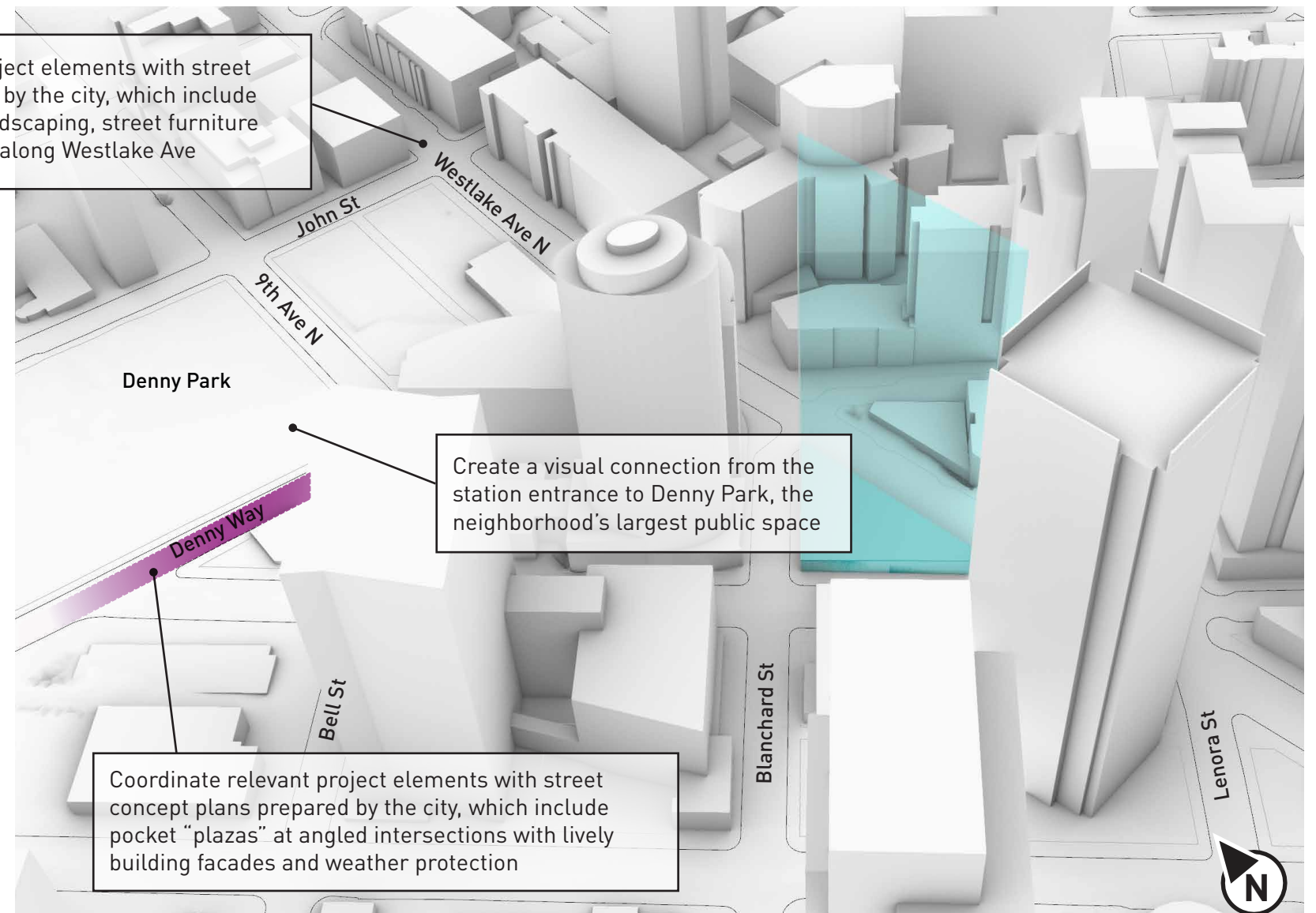
## Enjoying public space near the station

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

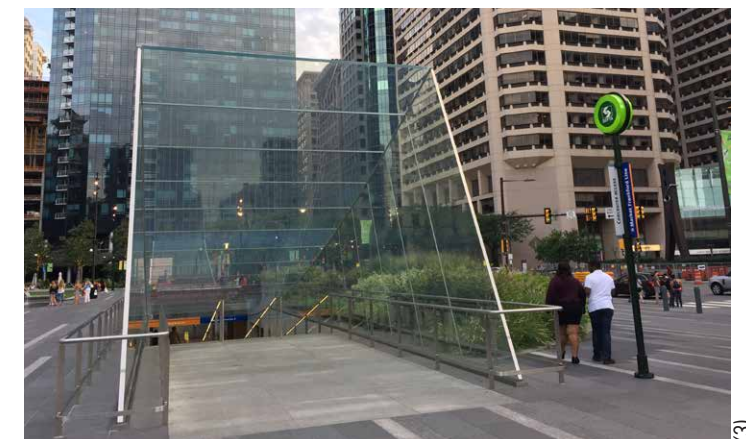


- 1 Consider designing station entrance as an open-sided iconic structure that faces all streets and provides access and public amenities to surrounding open space
- 2 Consider converting street into a plaza with seating, landscaping, lighting, wayfinding, and potential for café space or food trucks
- 3 Consider transforming a portion of Westlake Ave to prioritize pedestrians and transit; explore opportunities to provide wide sidewalks, street trees, pedestrian lighting, seating, and enhanced bus stops

Coordinate relevant project elements with street concept plans prepared by the city, which include wide sidewalks with landscaping, street furniture and pedestrian lighting along Westlake Ave



Public plaza with food trucks enlivens a neighborhood



Compact station entrance integrated with public space



## Denny Station

Ballard  
Link Extension

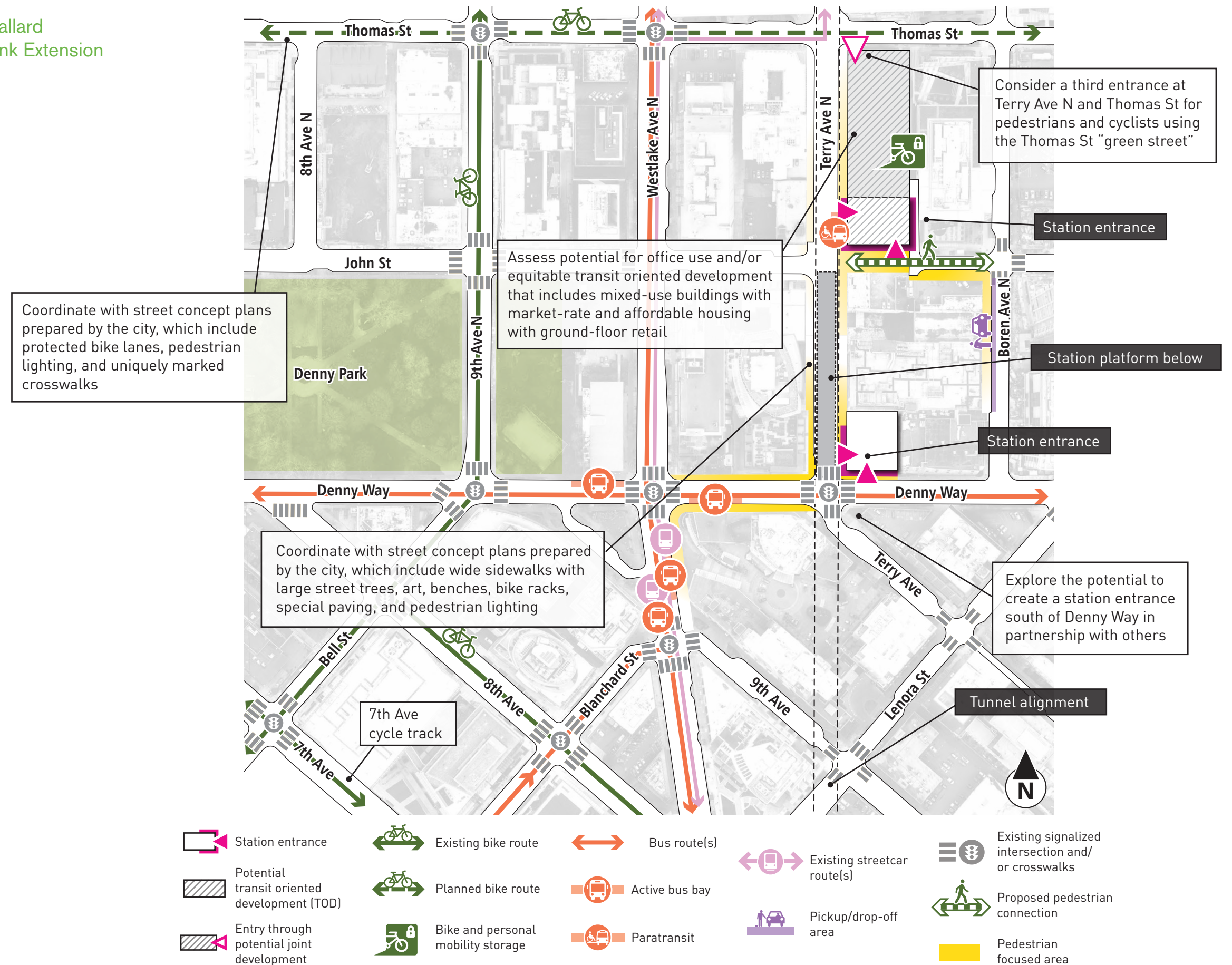
### Tunnel Terry Avenue Station (DT-2)

Other Alternative

## Station context plan

The Tunnel Terry Avenue station alternative would have two entrances on Terry Ave N—one at John St and one at Denny Way. These entrances would provide easy access to jobs, housing, and retail in South Lake Union, as well as the rapidly-developing Cascade neighborhood east of the station. The north entrance would have entrances at the top and bottom of the hill between Terry Ave N and Boren Ave N. Cyclists using the planned Lake2Bay trail and improved Thomas St would have easy access to bike storage at the north entrance. The south station entrance on Denny Way would provide access to destinations south of Denny Way with wide sidewalks planned at the corner site.

*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.*



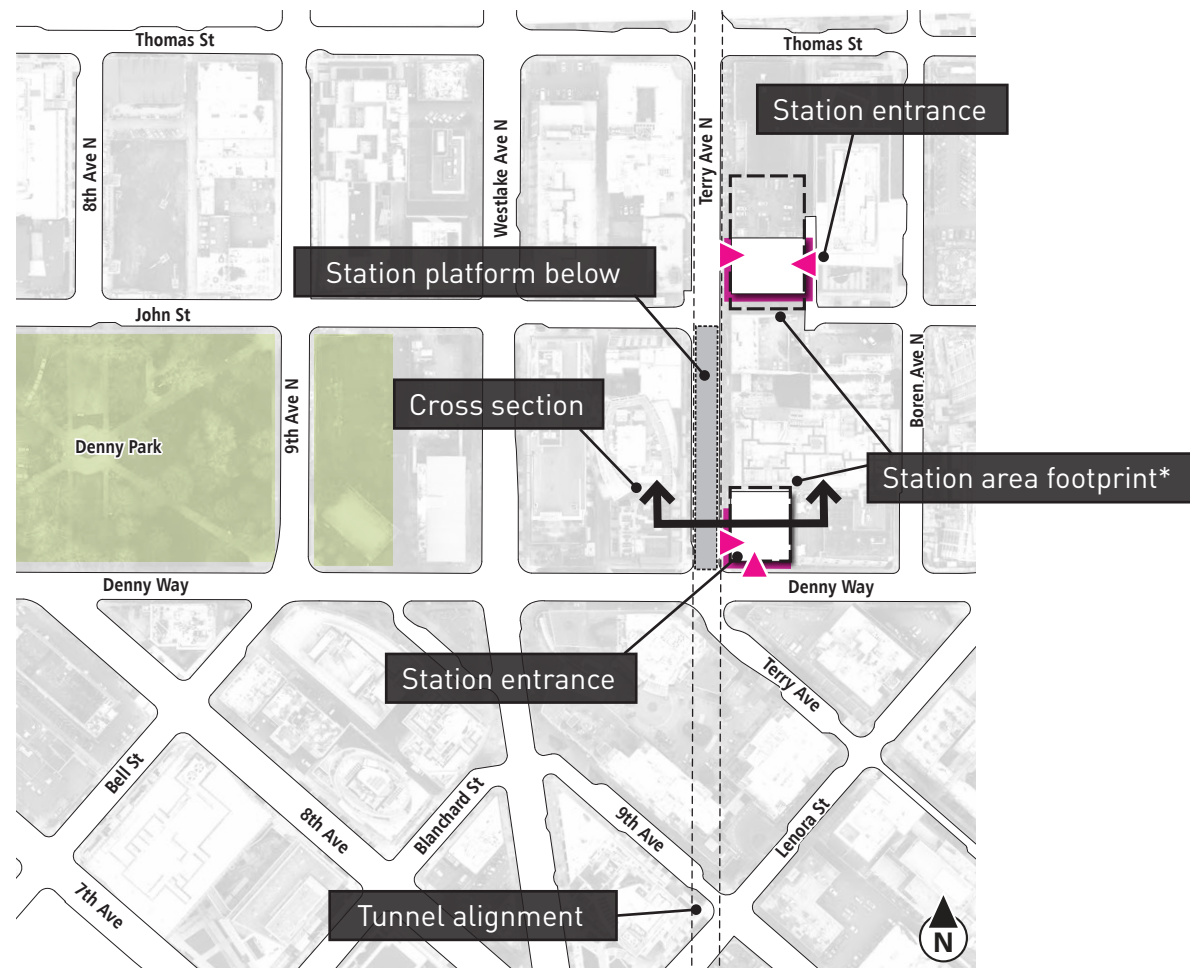


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Ballard Link Extension

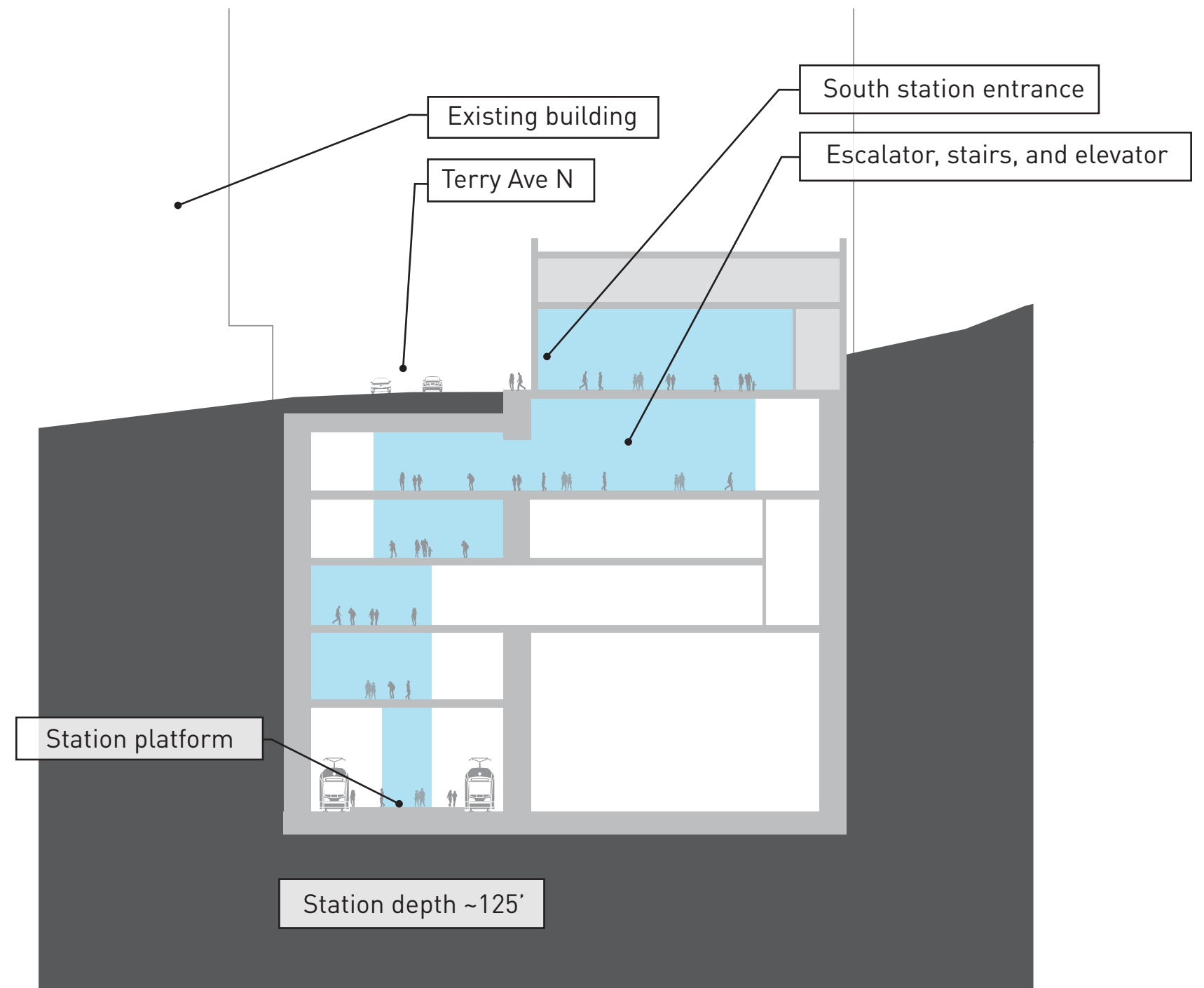
Tunnel Terry Avenue Station (DT-2)

## Looking inside the station



## Station site plan

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## Station cross section

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