

# Interbay Station

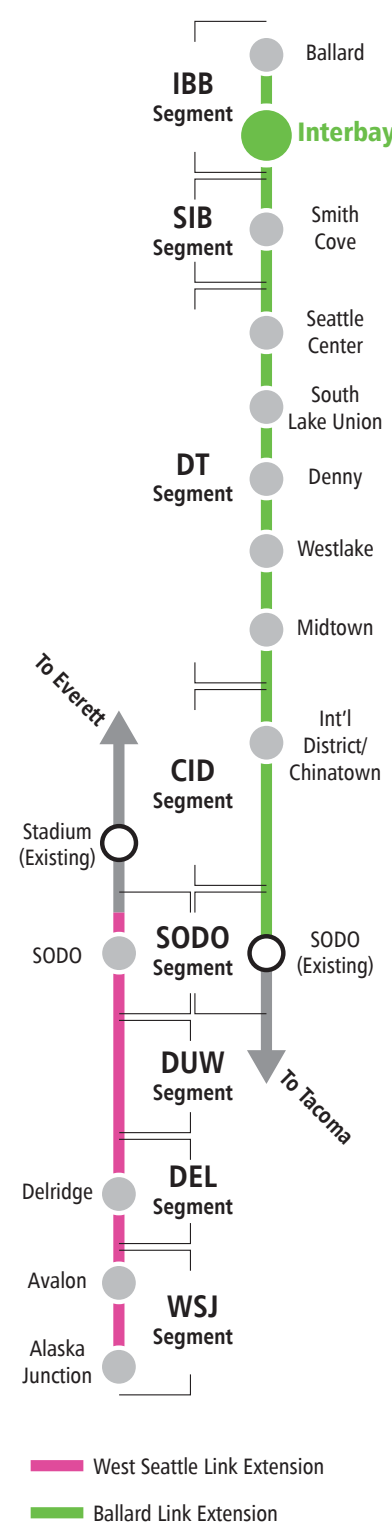
Ballard Link Extension

## Station area context

Situated between Queen Anne Hill and Magnolia, the fast-changing Interbay neighborhood includes a mix of light industrial, warehouse, wholesale, and retail businesses, as well as a growing number of professional offices and multifamily housing.

Based on feedback at the Fall 2019 Neighborhood Forum, community members value the mix of uses in the area, as well as its current affordability while recognizing the opportunity for future development.

The neighborhood is bounded on the west by the railroad tracks, on the east by 15th Ave W, on the north by Fisherman's Terminal and Salmon Bay, and on the south by the Interbay Athletic Complex and a P-patch community garden.



What we heard so far

### NEIGHBORHOOD FEEDBACK

- 1 Desire to widen the Dravus Street Bridge to create better pedestrian and bike amenities
- 2 Concerns about potential impacts to industrial uses and businesses
- 3 Desire to have station connect the Magnolia, Interbay and Queen Anne neighborhoods
- 4 Would like station area to include restaurant, retail/commerce, apartments and open space
- 5 Complete bike and pedestrian connection from station to Ship Canal Trail

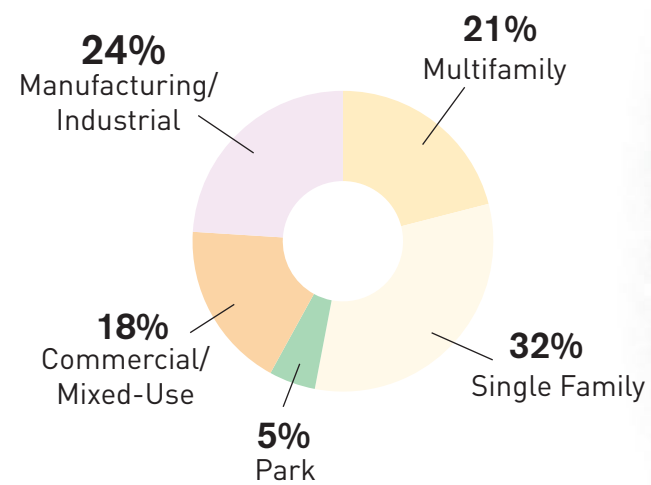


Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.



## Station area context

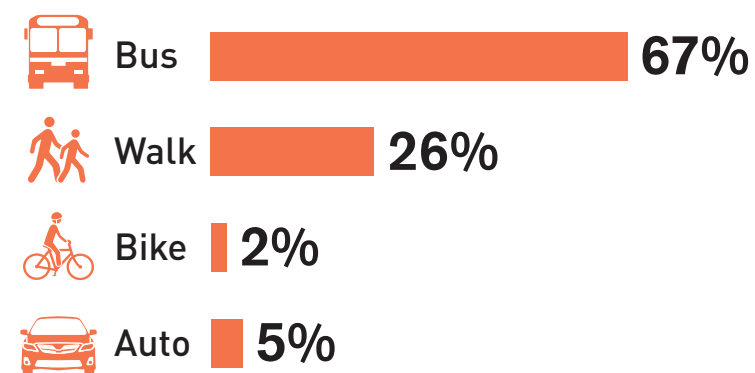
### Existing land use in the station area <sup>(1)</sup>



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



### 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

- Position station to catalyze a mixed-use employment hub with strong connections to the industrial area and the Magnolia and Queen Anne neighborhoods
- Upgrade and complete bike connections along W Dravus St and routes connecting to Elliott Bay and Ship Canal Trails
- Prioritize pedestrian, bike, and bus transfer access along W Dravus St while accommodating vehicular traffic
- Provide a well-integrated multi-modal system that prioritizes bus transfers and pedestrians and cyclists
- Preserve vehicle access for transit and freight along 15th Ave W
- Consider how ongoing future development in the station area can support additional open space opportunities and vibrant street-front uses
- Encourage equitable transit oriented development near the station consistent with existing zoning

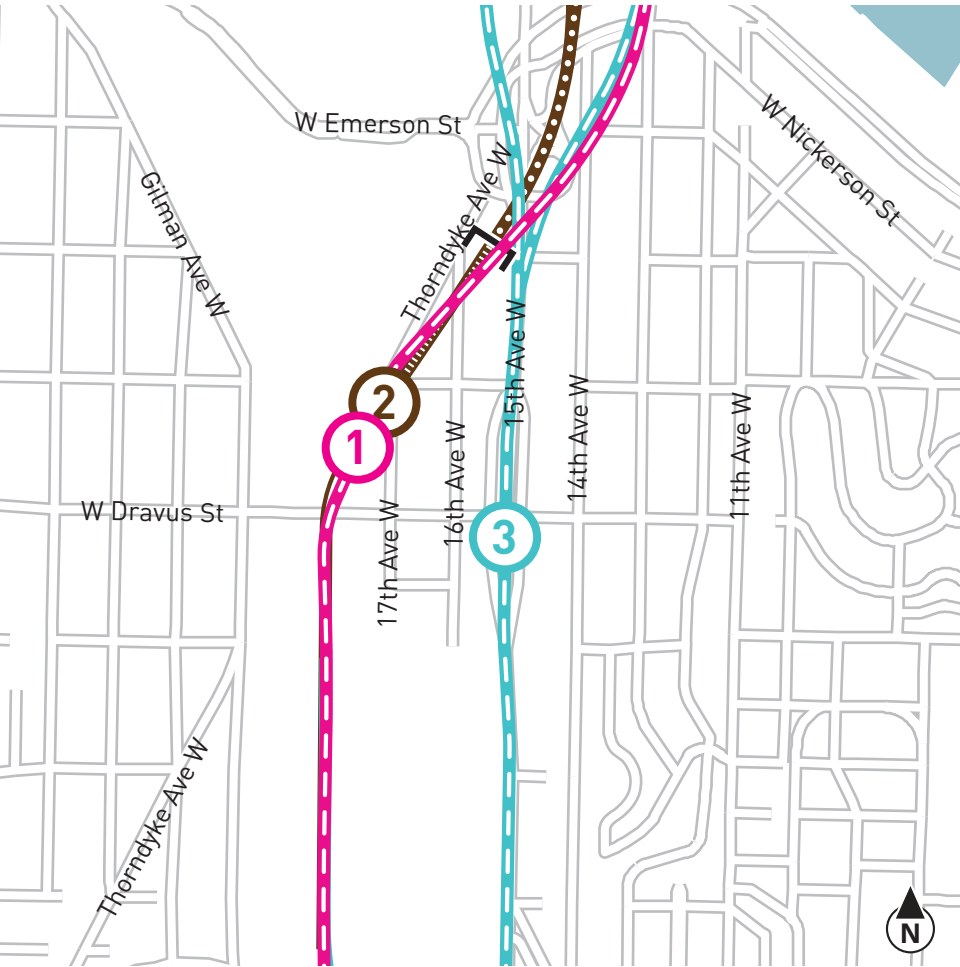
#### Footnotes:

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 three alternatives for the Interbay Station.

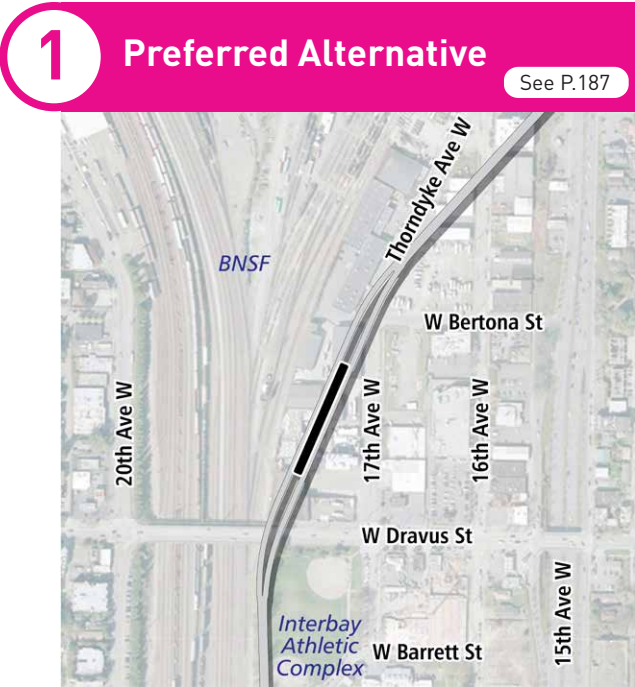


Draft EIS alternatives

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

Route and station profiles

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



Elevated 17th Avenue Station (IBB-1a)

Elevated station on the west side of 17th Ave W north of W Dravus St



Retained Cut 17th Avenue Station (IBB-2a, IBB-2b)

Below-grade station on the west side of 17th Ave W north of W Dravus St



Elevated 15th Avenue Station (IBB-1b, IBB-3)

Elevated station on 15th Ave W straddling W Dravus St

Interbay  
Station

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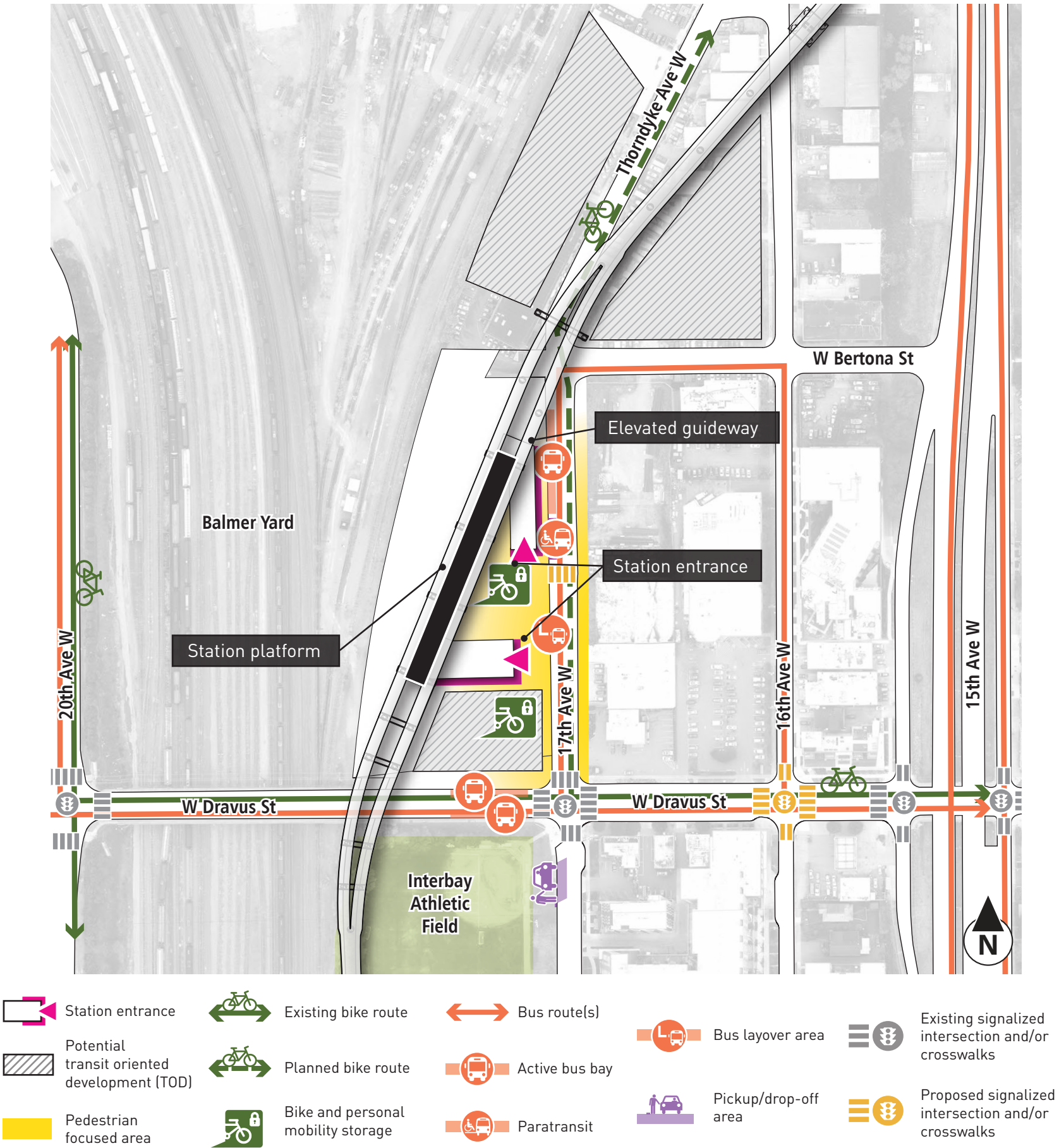
Elevated 17th Avenue Station  
(IBB-1a)

Preferred Alternative

Station context plan

The Elevated 17th Avenue station alternative could become a transit hub for the Interbay, North Magnolia and Queen Anne neighborhoods with integrated pedestrian, bike, and bus connections. The elevated guideway would run parallel with the BNSF tracks west of 17th Ave W, and then cross Thorndyke Ave W to head east north of W Bertona St. Development at and around the station could complement both the existing light industrial and mixed-use/residential character.

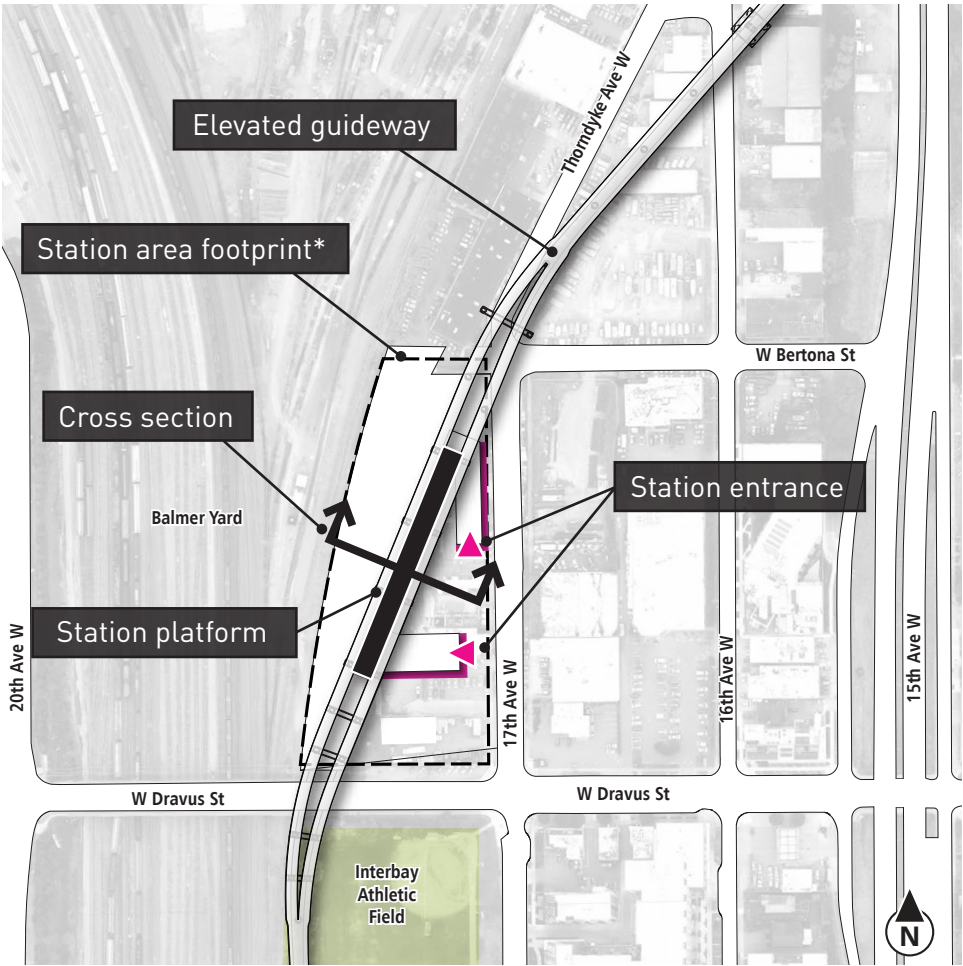
The Dravus Street Bridge is a major east-west connection. The existing bridge is challenging for cyclists and pedestrians, but better station connections may be possible. The city has long-range plans to improve this corridor, and the Ballard Interbay Regional Transportation System (BIRT) report proposes specific investment recommendations.





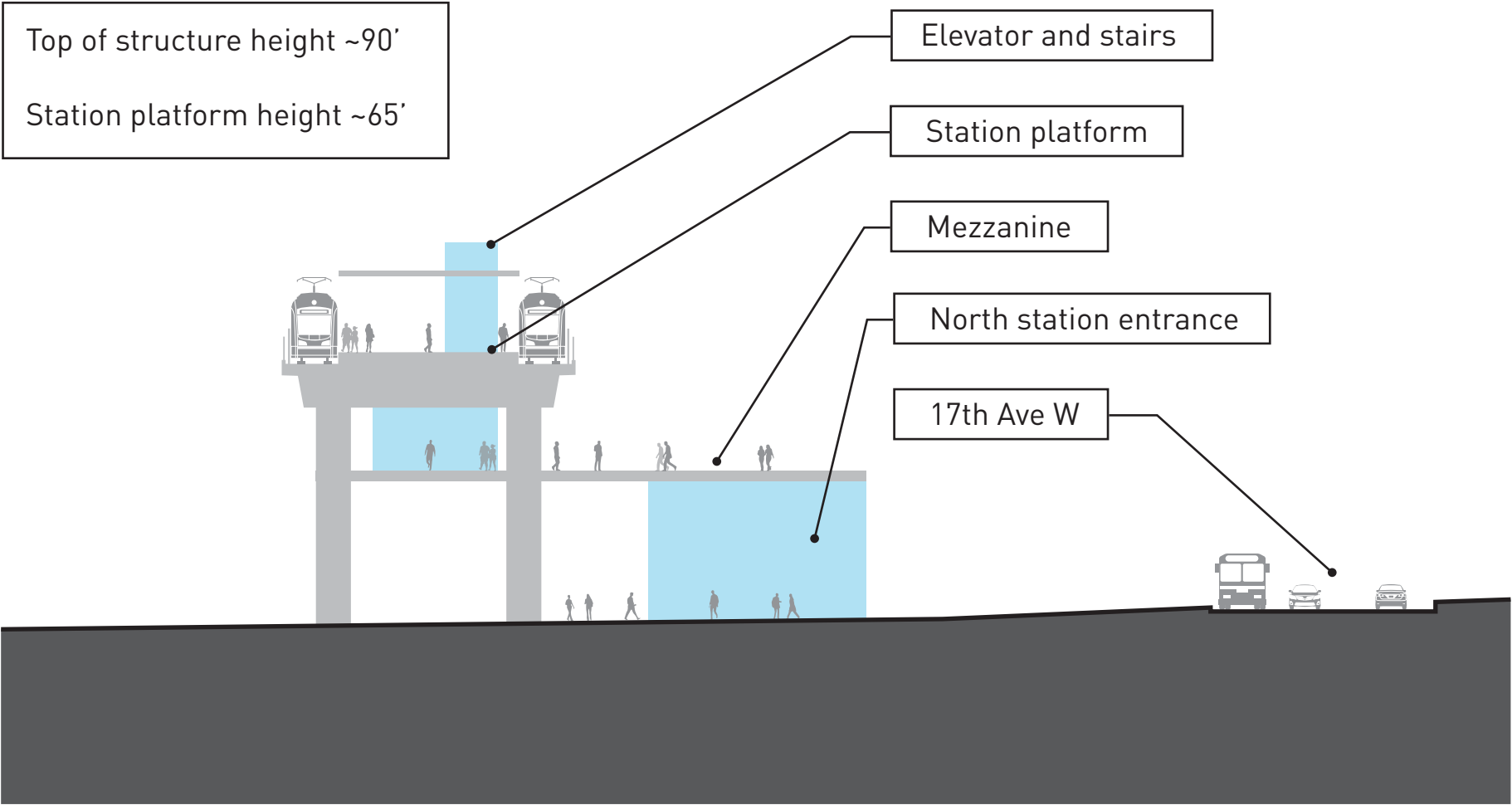
Elevated 17th Avenue Station  
(IBB-1a)

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.



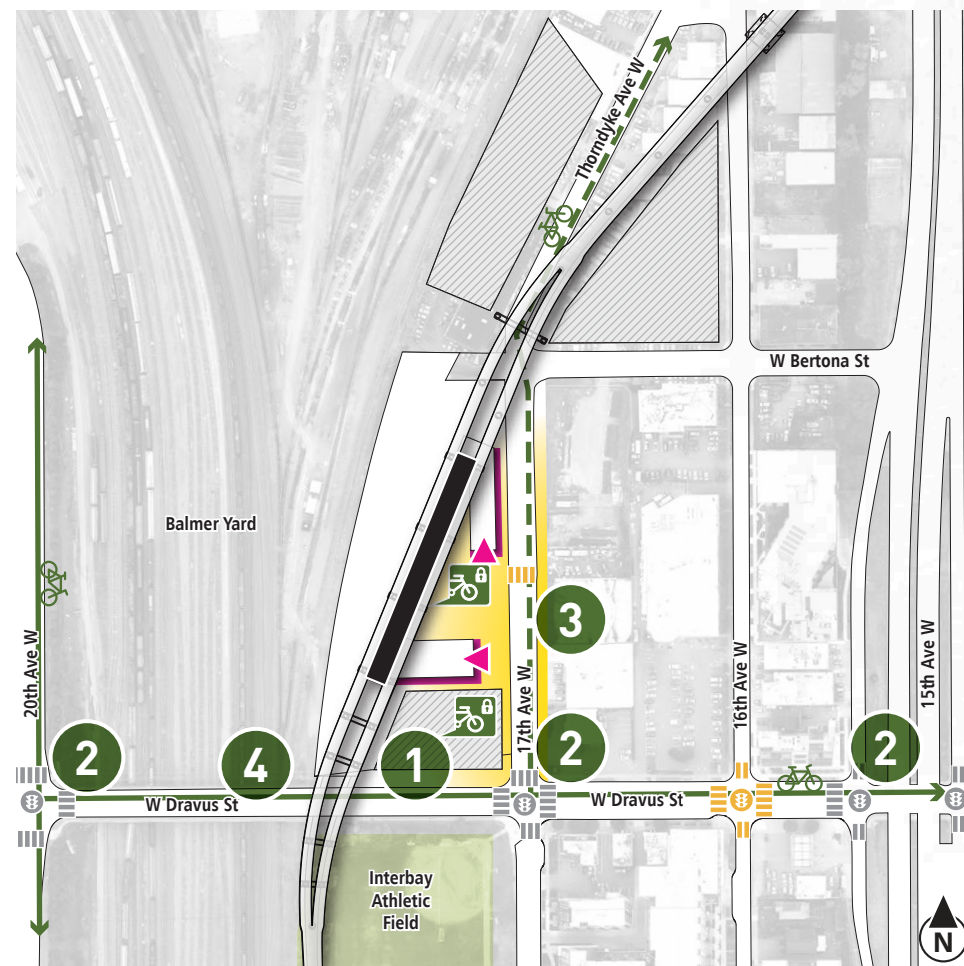
# Interbay Station

Ballard Link Extension

Elevated 17th Avenue Station (IBB-1a)

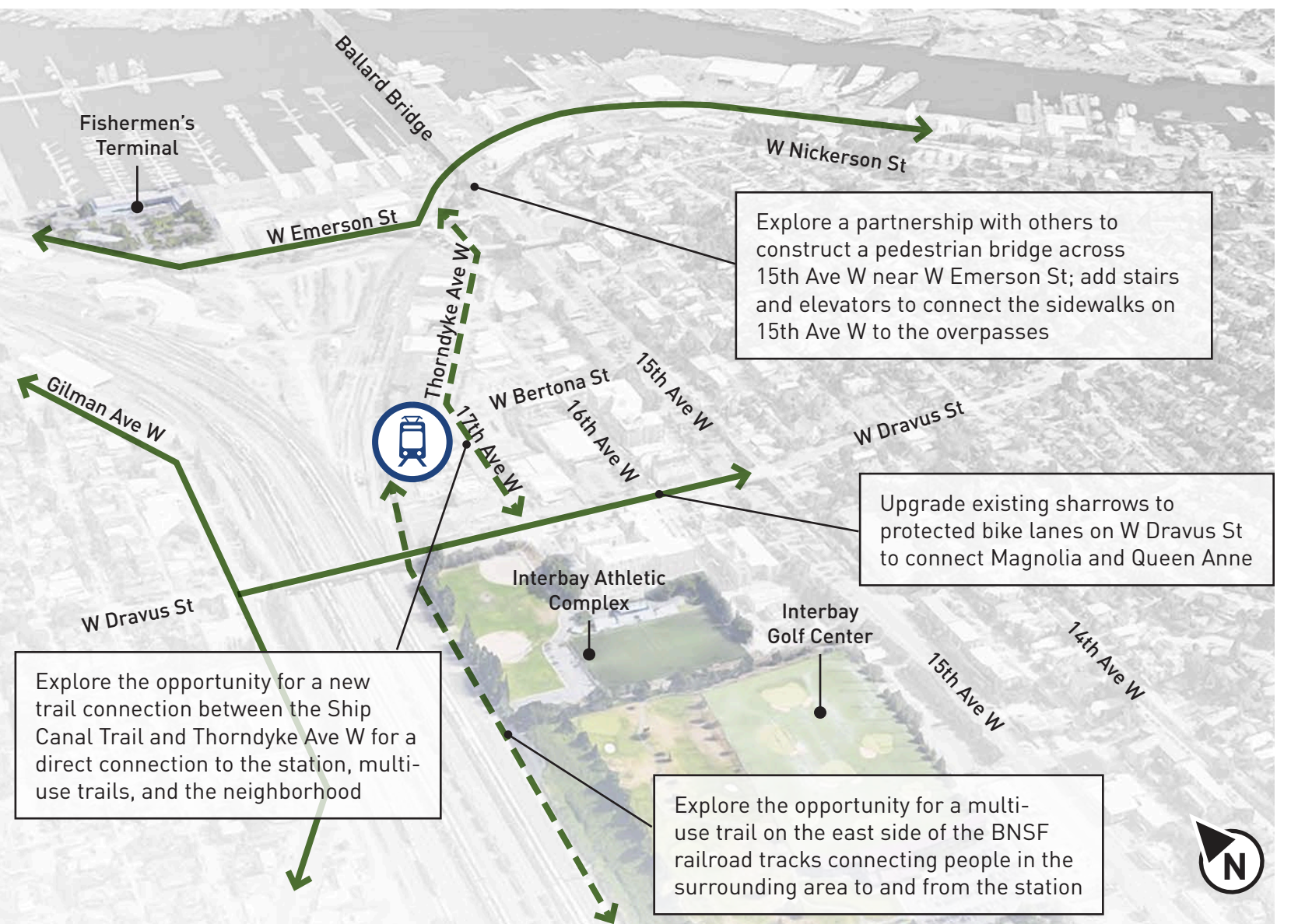
## Walking, biking, and rolling to the station

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



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

- 1 Explore orienting the station entrance to provide a more direct connection from W Dravus St, potentially integrated with transit oriented development
- 2 Coordinate with others to improve multiple crossings for people walking, rolling, and biking to and from the station
- 3 Explore the opportunity to construct a protected bike lane and wide sidewalks with lighting and landscaping
- 4 Consider widening sidewalks, adding protected bike lanes, and improving intersections for pedestrians as part of the city's Dravus Street Bridge replacement project



Urban design treatments under guideway



Cycle track with buffer from vehicles



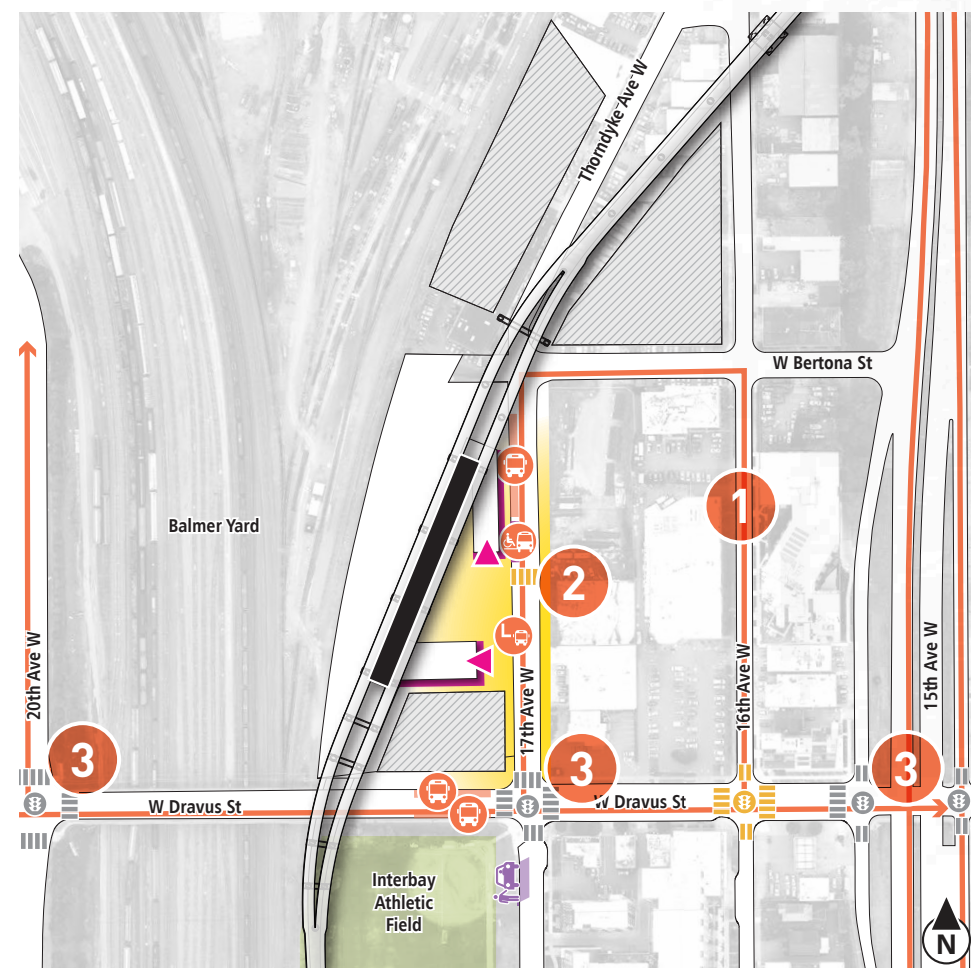
# Interbay Station

Ballard Link Extension

Elevated 17th Avenue Station (IBB-1a)

## 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
- Proposed signalized intersection and/or crosswalks
- Existing signalized intersection and/or crosswalks
- Pickup/drop-off area

- 1 Consider a street design that accommodates local access and pickup/drop-off
- 2 Design the street to legibly and safely integrate buses, bikes, and pedestrians with convenient access to the station
- 3 Encourage intersection designs that prioritize universal pedestrian access and transit reliability

Explore designing the station block of 17th Ave W as a “slow street” that prioritizes pedestrians, bikes, and transit over general purpose vehicles

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

Consider relocating the bus stops on W Dravus St to 17th Ave W

Explore the feasibility of a street connection between 17th Ave W and W Nickerson St



Example of a “slow street” that accommodates buses, pedestrians, cyclists, and local traffic



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



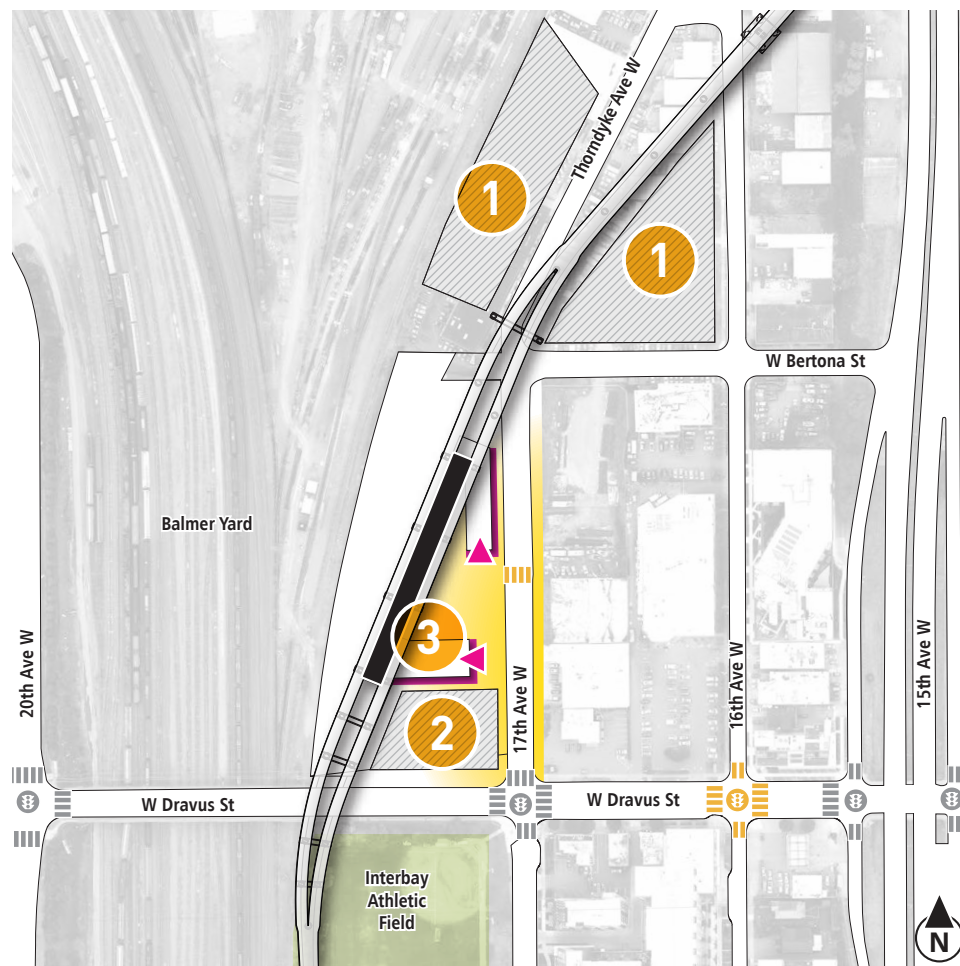
# Interbay Station

Ballard Link Extension

Elevated 17th Avenue Station (IBB-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.



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

- 1 Assess development opportunities that could include industrial and office mixed-uses consistent with city-adopted zoning
- 2 Explore development opportunities that could include civic uses or retail that complement athletic facilities nearby
- 3 Consider incorporating station entrance into larger development; entrance could be modified for direct access to W Dravus St

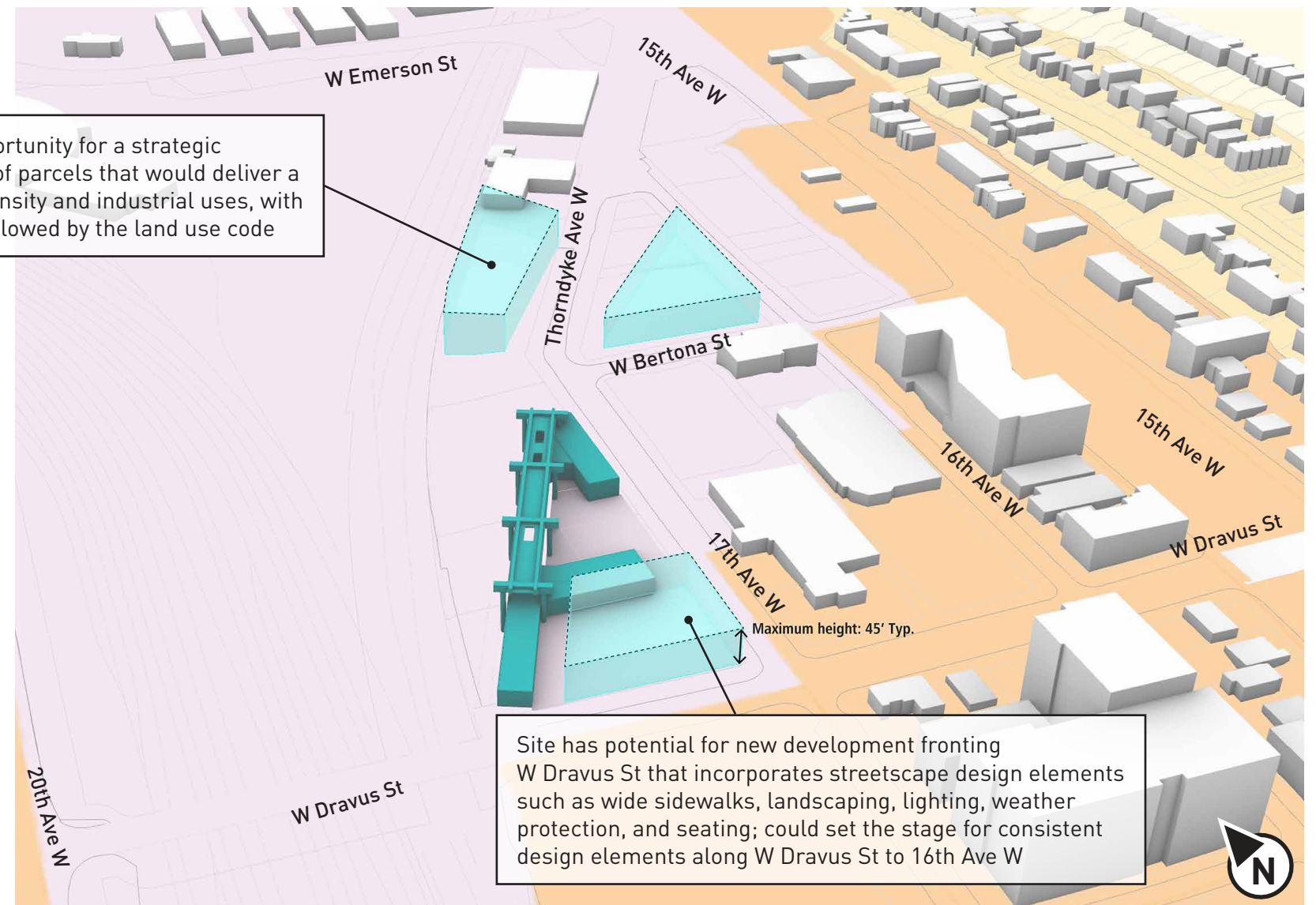


Diagram above depicts potential building envelopes based on current (2021) zoning.

- Commercial/Mixed-Use
- Industrial
- Multifamily
- Single Family



Connection through development



Example of "craft" businesses integrating retail and light industrial use



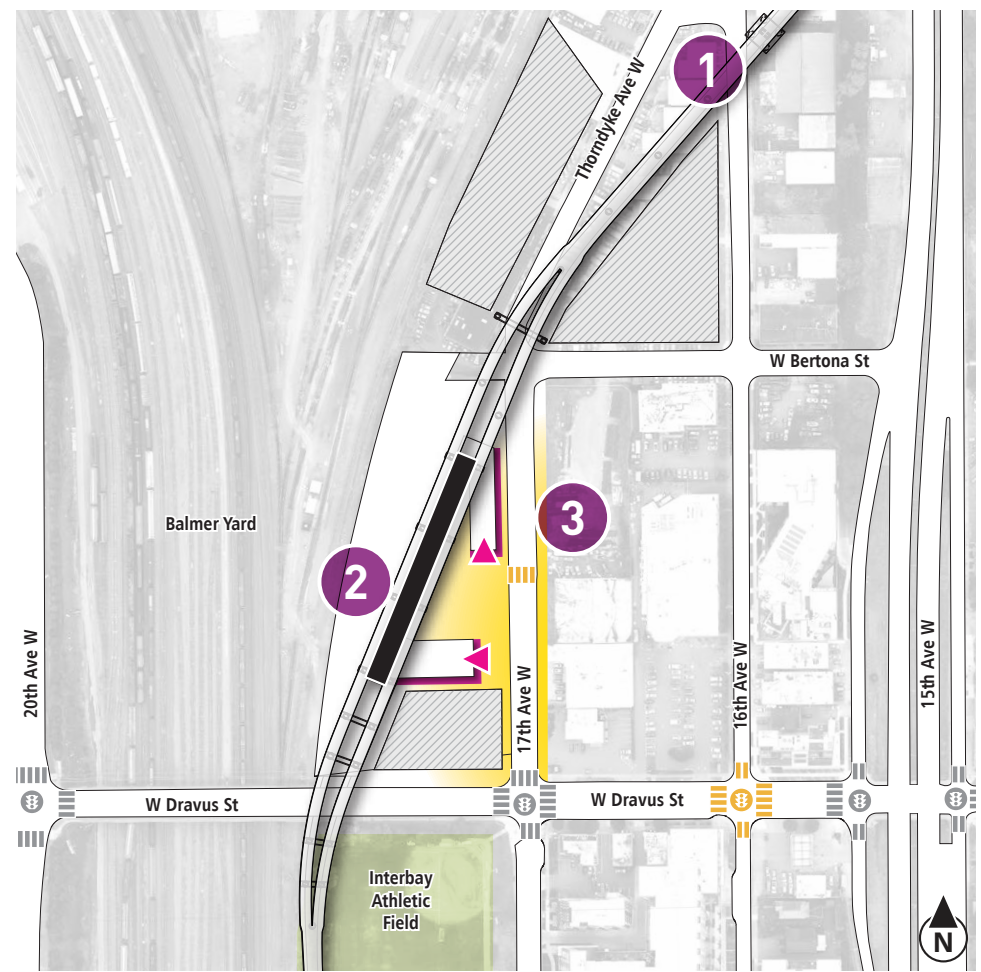
# Interbay Station

Ballard Link Extension

Elevated 17th Avenue Station (IBB-1a)

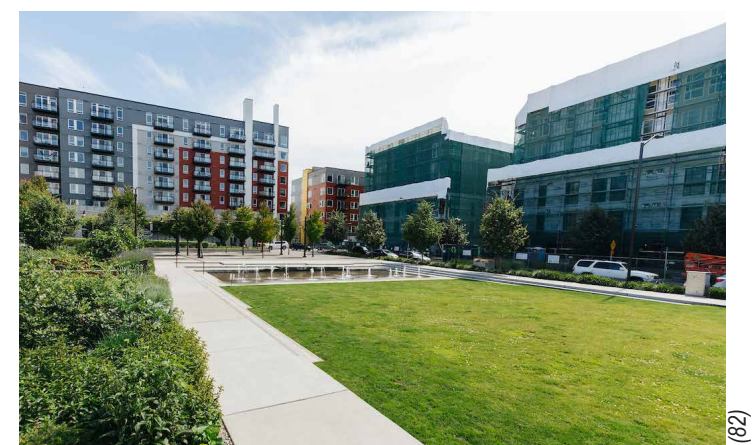
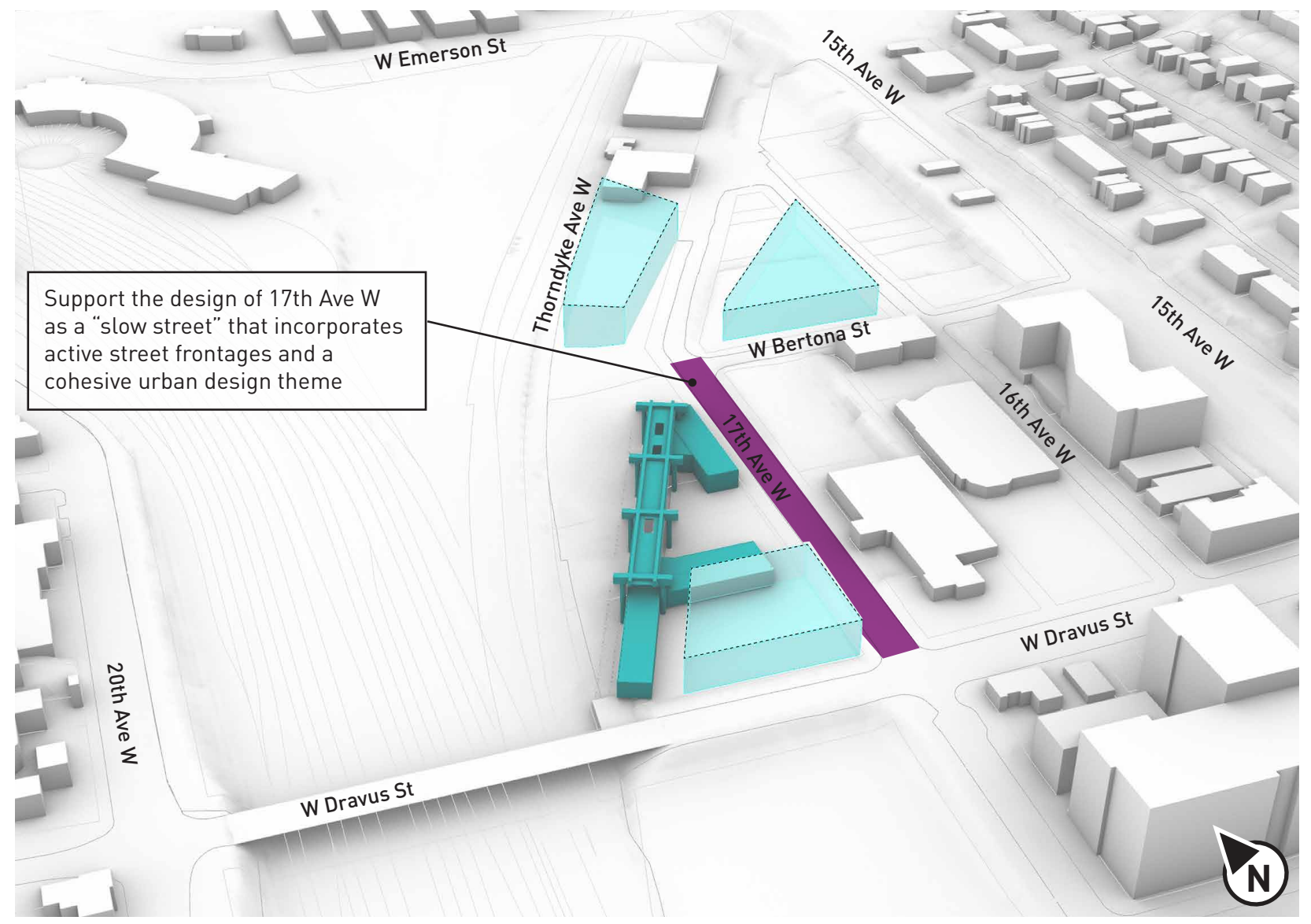
## Enjoying public space near the station

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

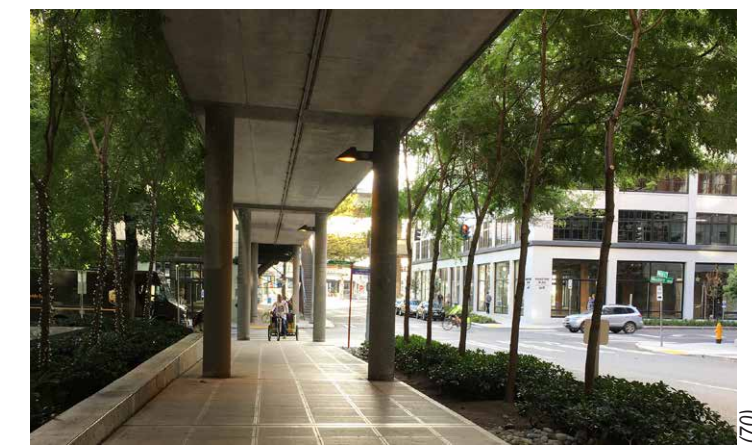


- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Proposed signaled intersection and/or crosswalks
- Existing signaled intersection and/or crosswalks

- 1 Work with community members on how best to integrate the elevated structure into the neighborhood by intentionally designing and programming space under the guideway for pocket parks, community gardens, and trails
- 2 Create plazas and open space adjacent to station entrances; explore the opportunity to provide public space on the west side of the station overlooking the Balmer Yard
- 3 Encourage the design of future development in the station area that can provide mid-block connections to the station, additional open space, and active street-level uses



Development that contributes to creating attractive public space



Example of potential use of space under guideway



## Interbay Station

Ballard  
Link Extension

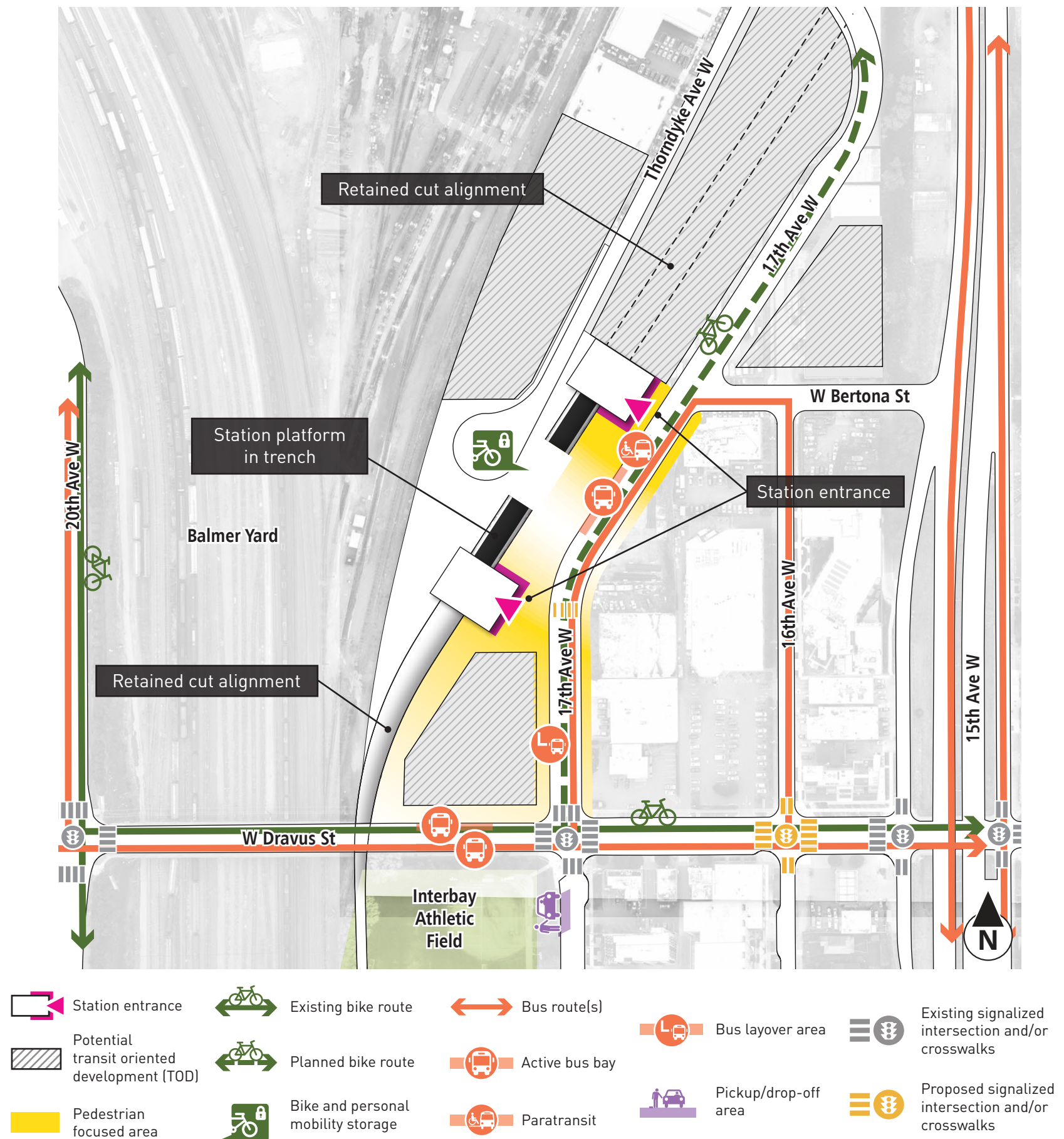
### Retained Cut 17th Avenue Station (IBB-2a, IBB-2b)

Preferred Alternative with Third-Party Funding

## Station context plan

Like the Elevated 17th Avenue station alternative, the Retained Cut 17th Ave station alternative could become a transit hub for the Interbay, North Magnolia and Queen Anne neighborhoods. The light rail tracks in the Retained Cut 17th Avenue station alternative would run in an open trench to the proposed light rail tunnel, bisecting the street grid and resulting in changes to 17th Ave W, W Bertona St, and Thorndyke Ave W.

Development at and around the station could complement the existing light industrial and mixed-use character of the neighborhood. The Dravus Street Bridge is a major east-west connector. The existing bridge is challenging for cyclists and pedestrians, but better station connections may be possible. The city has long-range plans to improve this corridor, and the Ballard Interbay Regional Transportation System (BIRT) report includes specific investment recommendations.



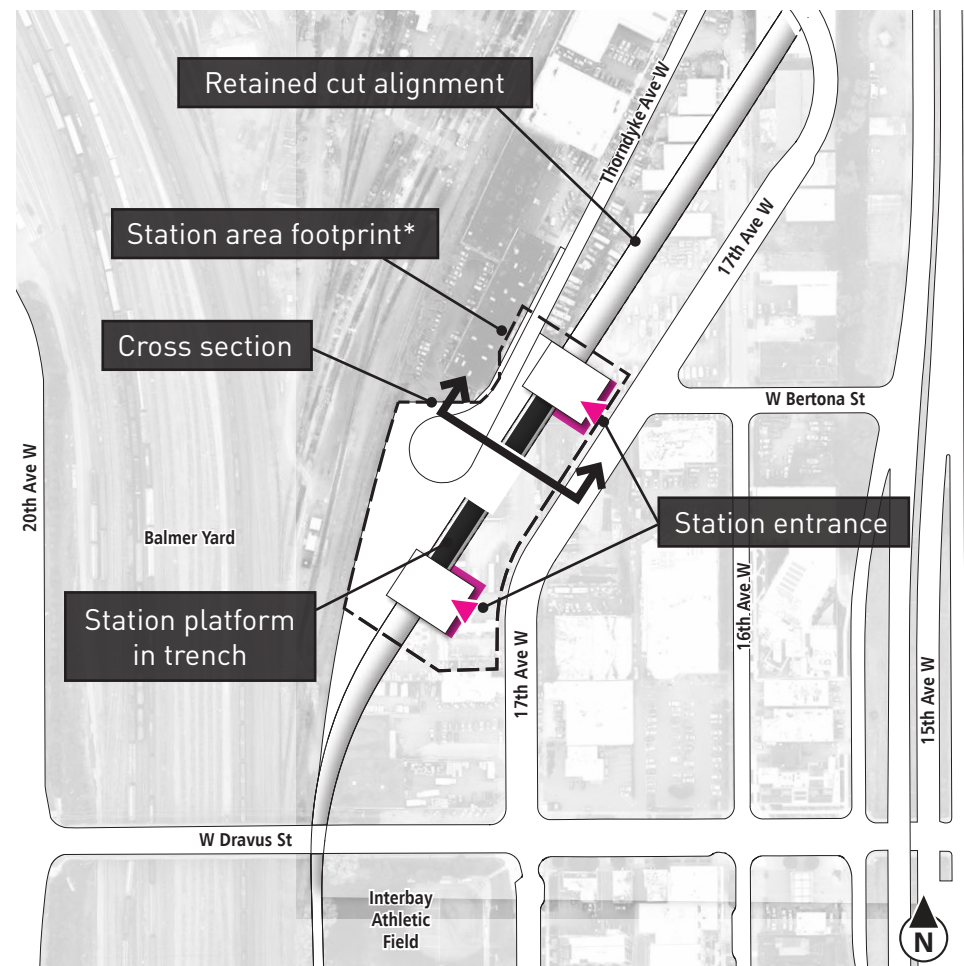


## Interbay Station

Ballard  
Link Extension

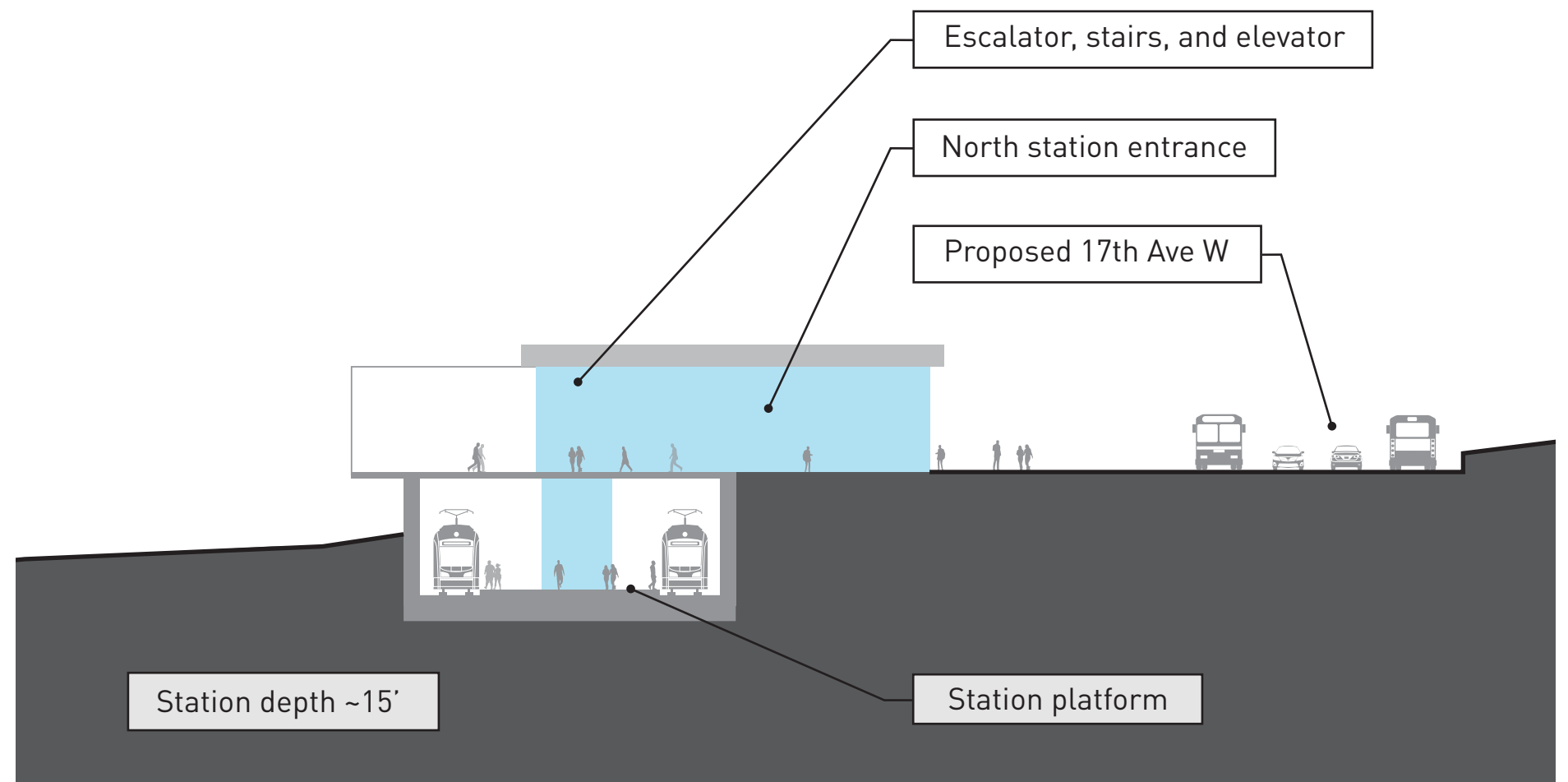
Retained Cut 17th Avenue Station  
(IBB-2a, IBB-2b)

## 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.



# Interbay Station

Ballard Link Extension

Retained Cut 17th Avenue Station  
(IBB-2a, IBB-2b)

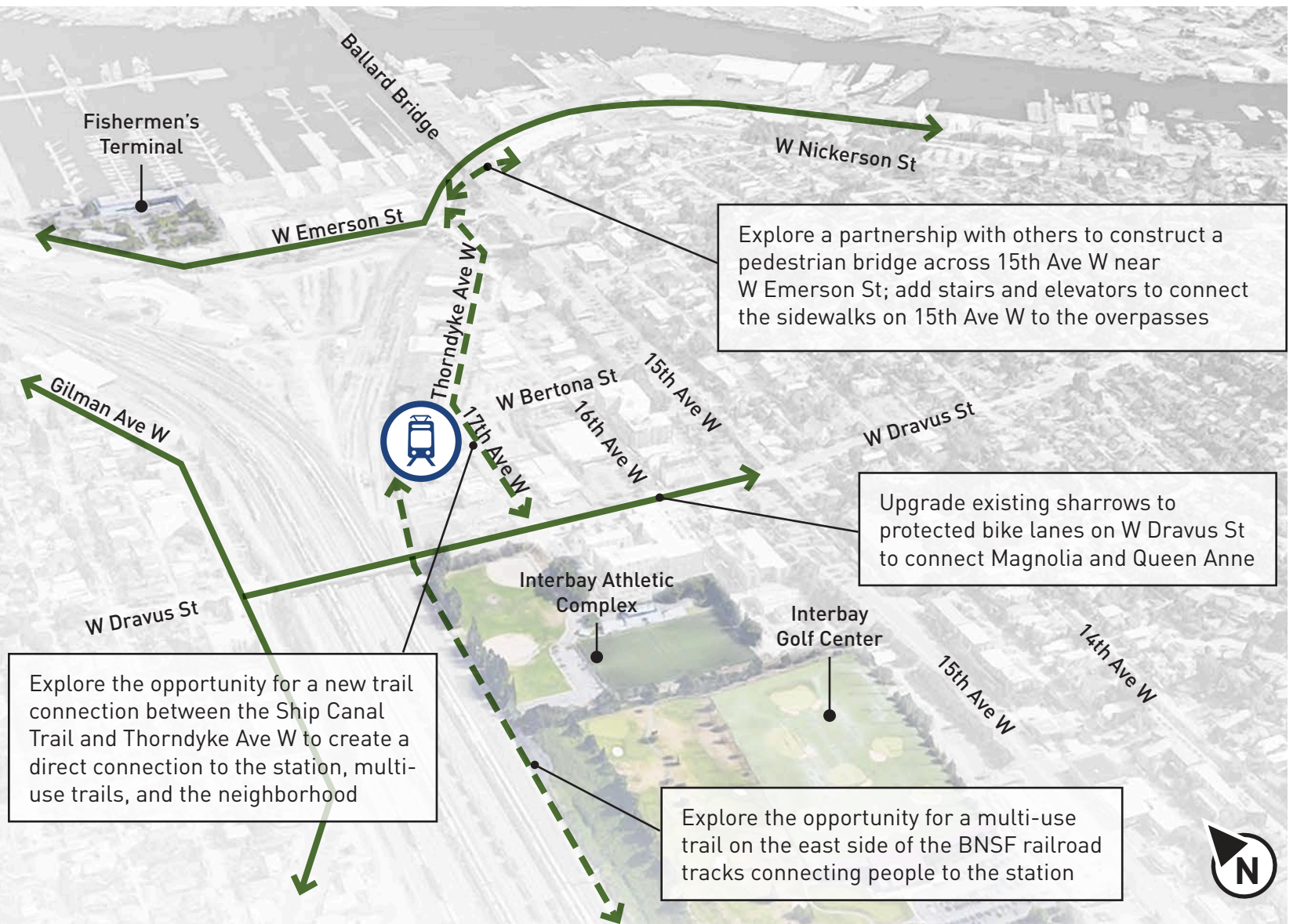
## Walking, biking, and rolling to the station

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



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

- 1 Coordinate with others to improve multiple crossings for people walking, rolling, and biking to and from the station
- 2 Partner with others to improve pedestrian environment along street with wide sidewalks, lighting, and landscaping
- 3 Consider widening sidewalks, adding protected bike lanes, and improving intersections for pedestrians as part of any future Dravus Street Bridge replacement or modifications by the city



Wide sidewalks with active storefronts make walking pleasant



Cycle track with buffer from vehicles



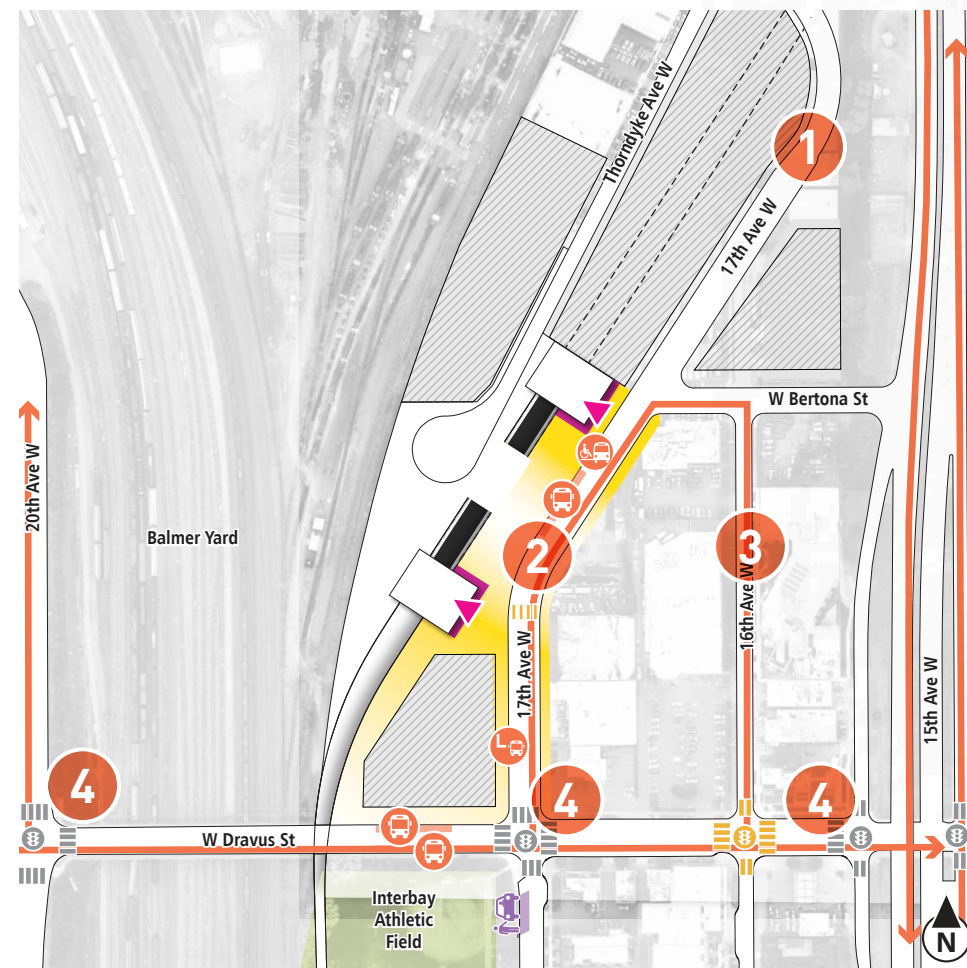
# Interbay Station

Ballard Link Extension

Retained Cut 17th Avenue Station  
(IBB-2a, IBB-2b)

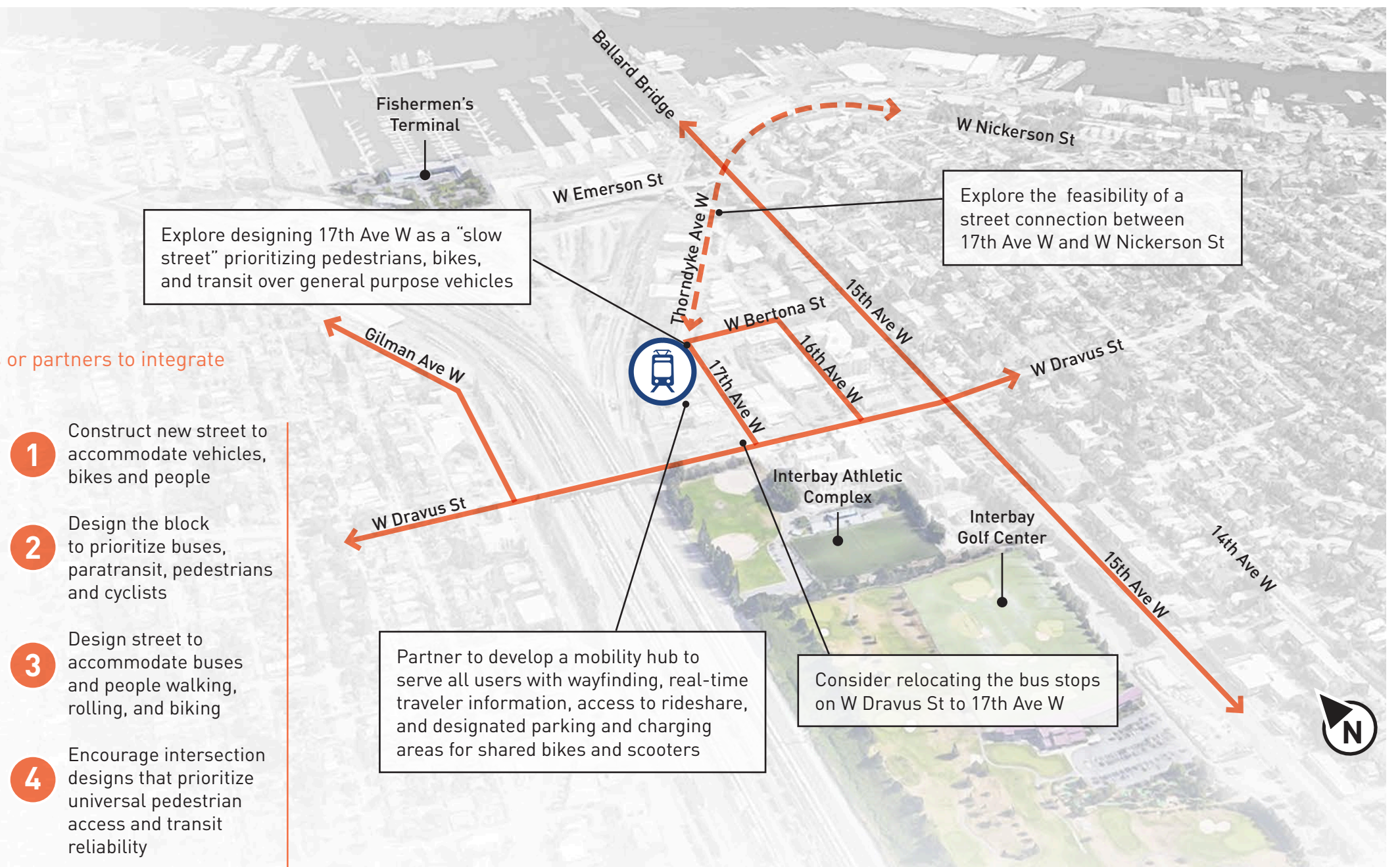
## Connecting to the station

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



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

- 1** Construct new street to accommodate vehicles, bikes and people
- 2** Design the block to prioritize buses, paratransit, pedestrians and cyclists
- 3** Design street to accommodate buses and people walking, rolling, and biking
- 4** Encourage intersection designs that prioritize universal pedestrian access and transit reliability



Example of a "slow street" that accommodates buses, pedestrians, cyclists, and local traffic



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



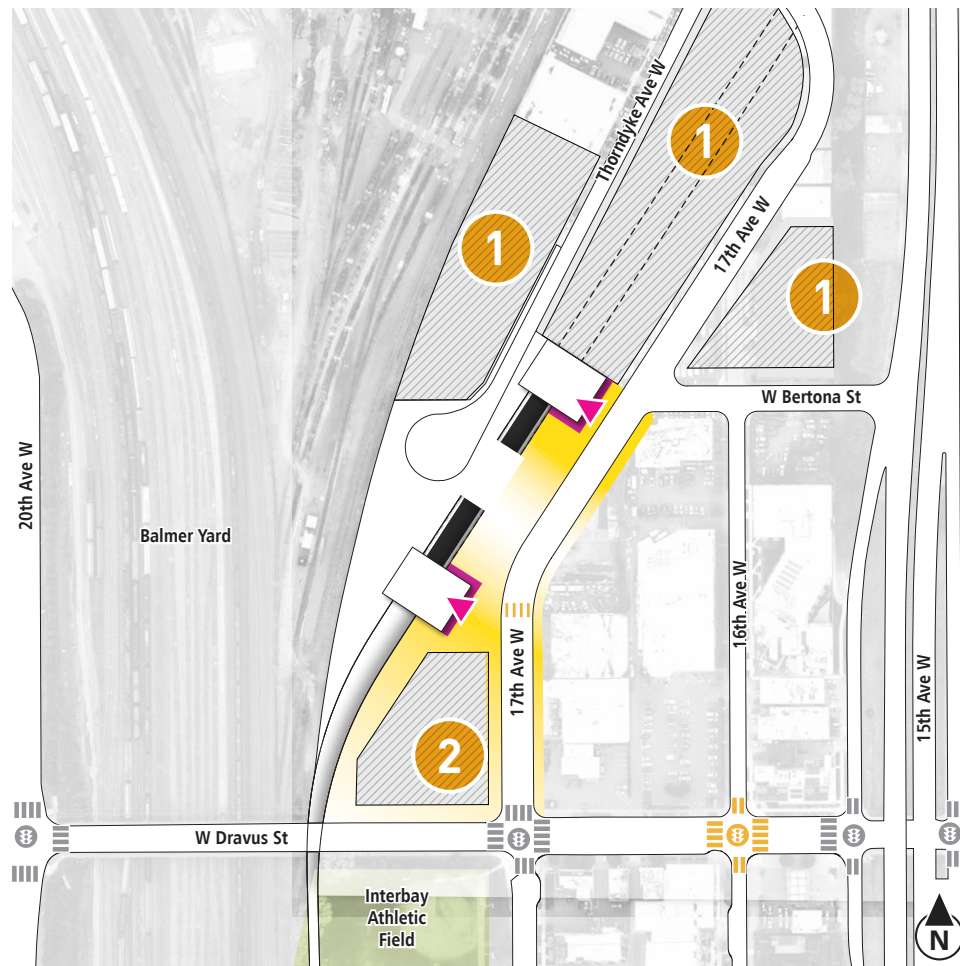
## Interbay Station

Ballard  
Link Extension

Retained Cut 17th Avenue Station  
(IBB-2a, IBB-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.



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

- 1 Assess development opportunities that could include industrial and office mixed-uses consistent with city-adopted zoning
- 2 Explore development opportunities that could activate the corner of W Dravus St and 17th Ave W, such as corner retail or a small public plaza

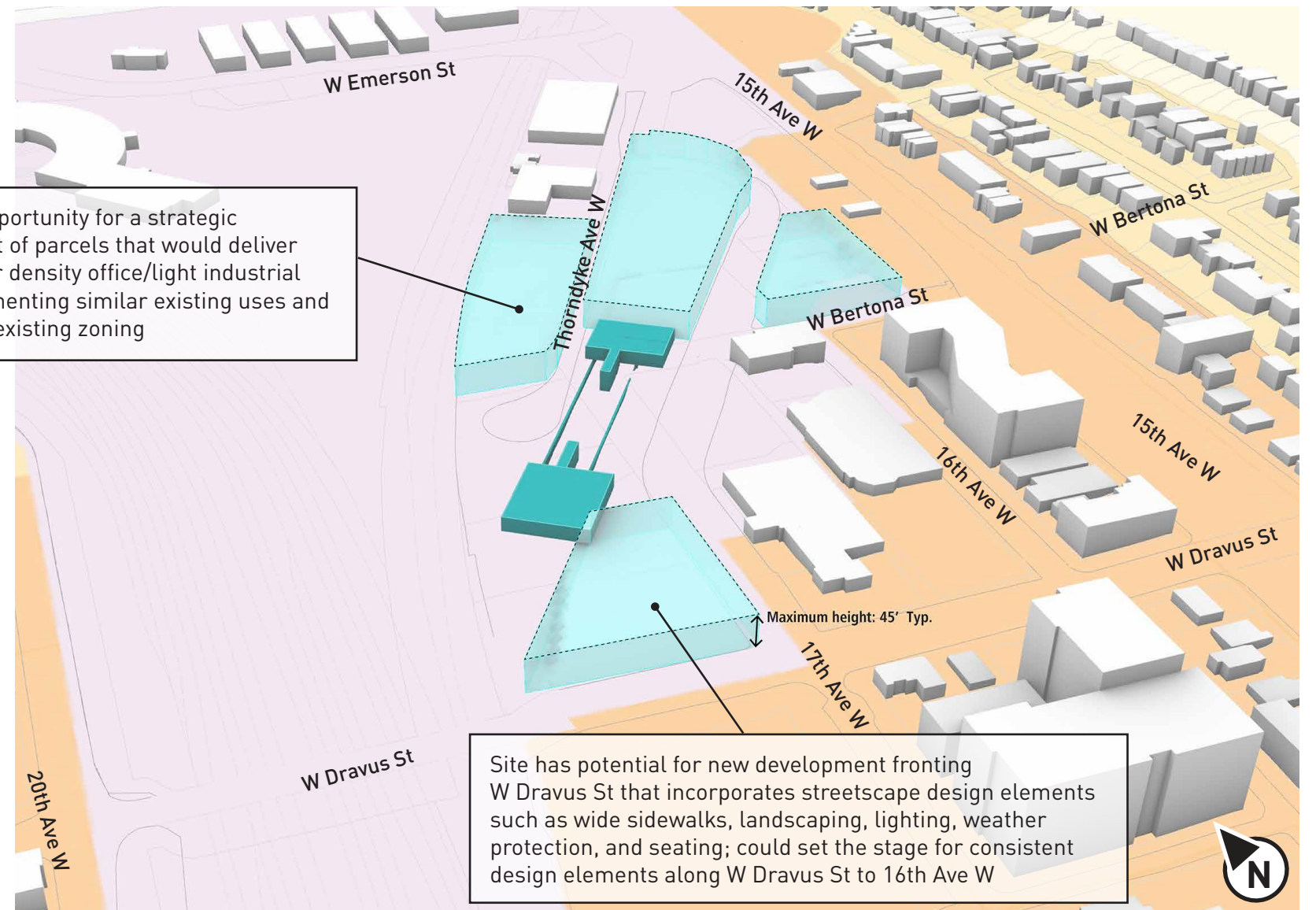


Diagram above depicts potential building envelopes based on current (2021) zoning.

- Commercial/Mixed-Use
- Industrial
- Multifamily
- Single Family



Mixed-use development near the future station in an area zoned as commercial/mixed-use



Example of "craft" businesses integrating retail and light industrial use



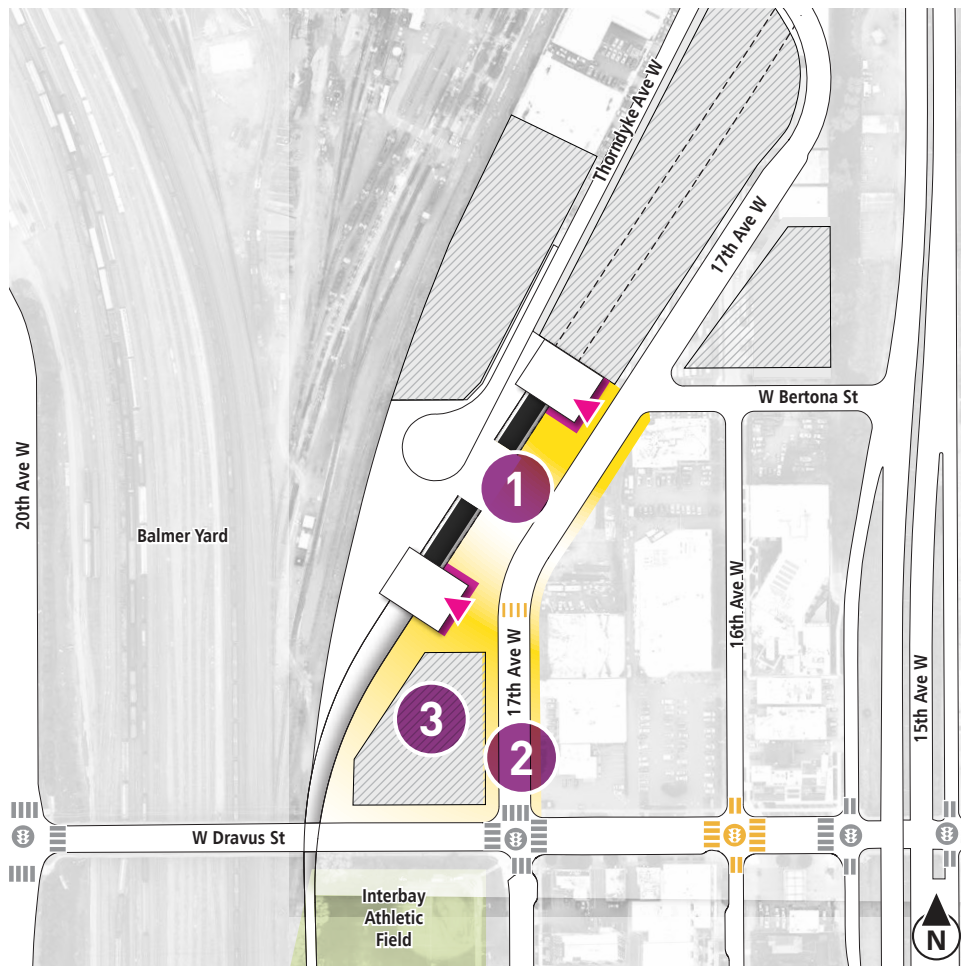
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Ballard Link Extension

Retained Cut 17th Avenue Station  
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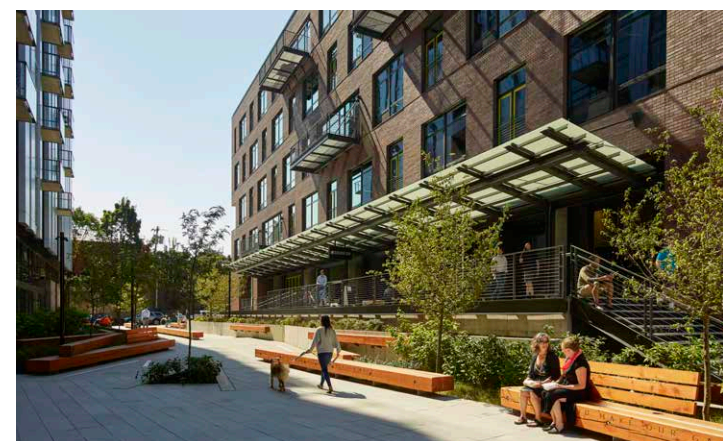
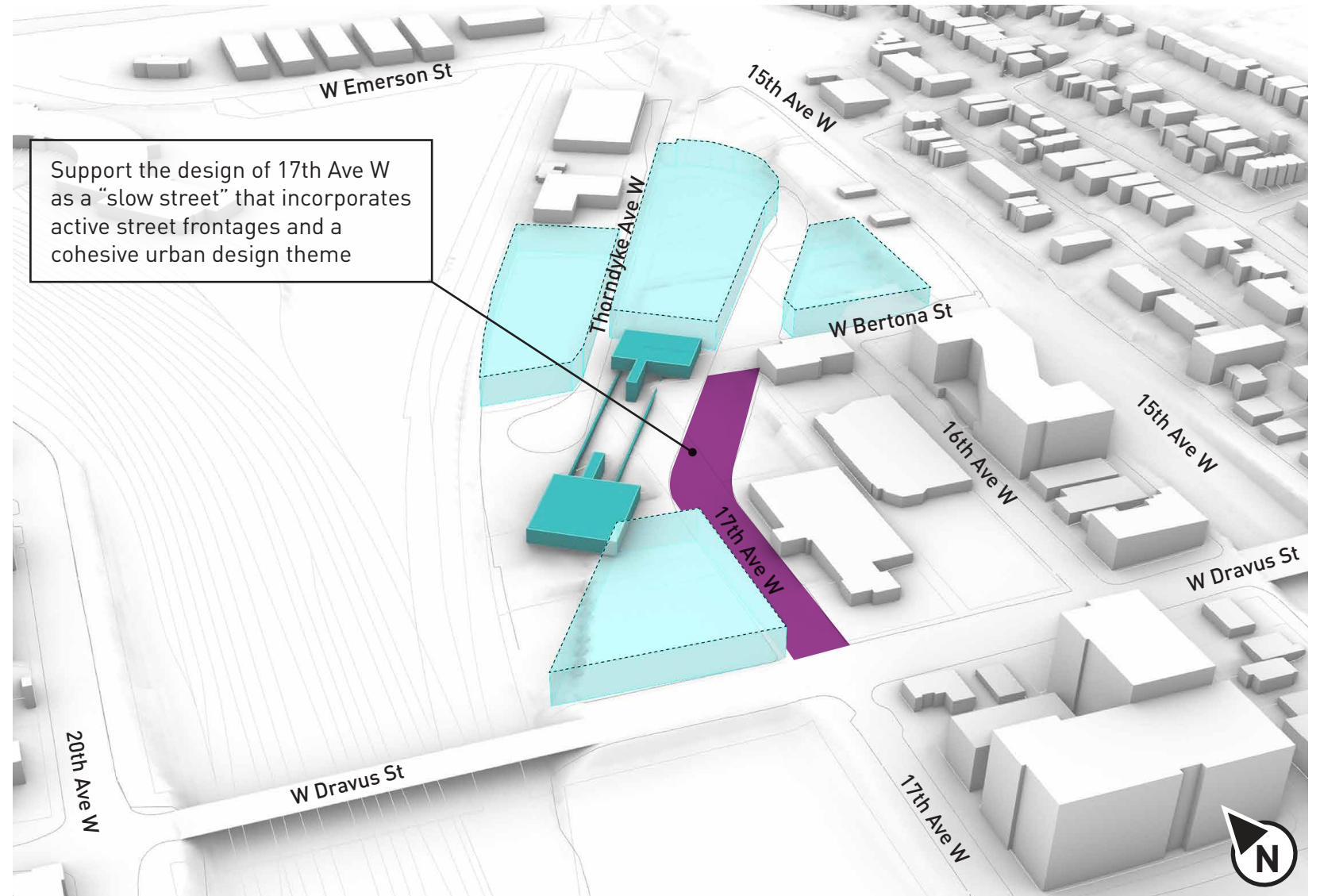
## Enjoying public space near the station

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



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

- 1 Create plazas and open space adjacent to station entrances and other active uses
- 2 Develop a street design that includes enhancements to the public space
- 3 Encourage the design of future development in the station area that can provide additional public open space and active street-level uses



Large plaza space associated with a building entrance



Example of a "slow street" with outdoor cafés



## Interbay Station

Ballard  
Link Extension

### Elevated 15th Avenue Station (IBB-1b, IBB-3)

Other Alternative

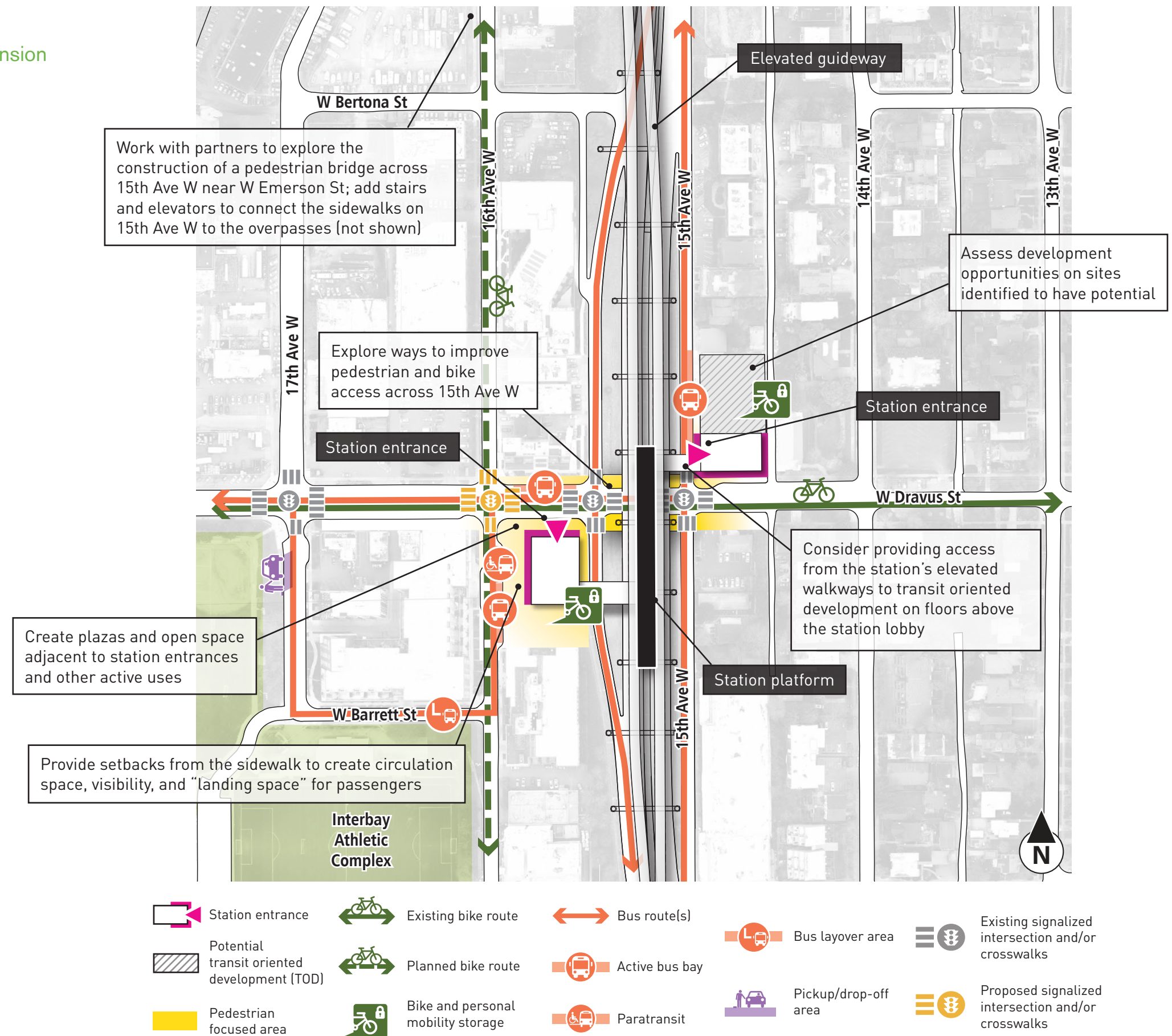
## Station context plan

The Elevated 15th Avenue station alternative would support the growing residential/mixed-use area west of the station and could potentially support new development east of 15th Ave W. This station would also serve Interbay, North Magnolia and Queen Anne with integrated pedestrian, bike, and bus connections.

15th Ave W is a principal arterial and a major freight route, but the station would include entrances on both sides of the arterial, so that passengers transferring from buses would not have to cross 15th Ave W.

The Dravus Street Bridge is a major east-west connector. The existing bridge is challenging for cyclists and pedestrians, but better station connections may be possible. The city has long-range plans to improve this corridor, and the Ballard Interbay Regional Transportation System (BIRT) report includes specific investment recommendations.

*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.*



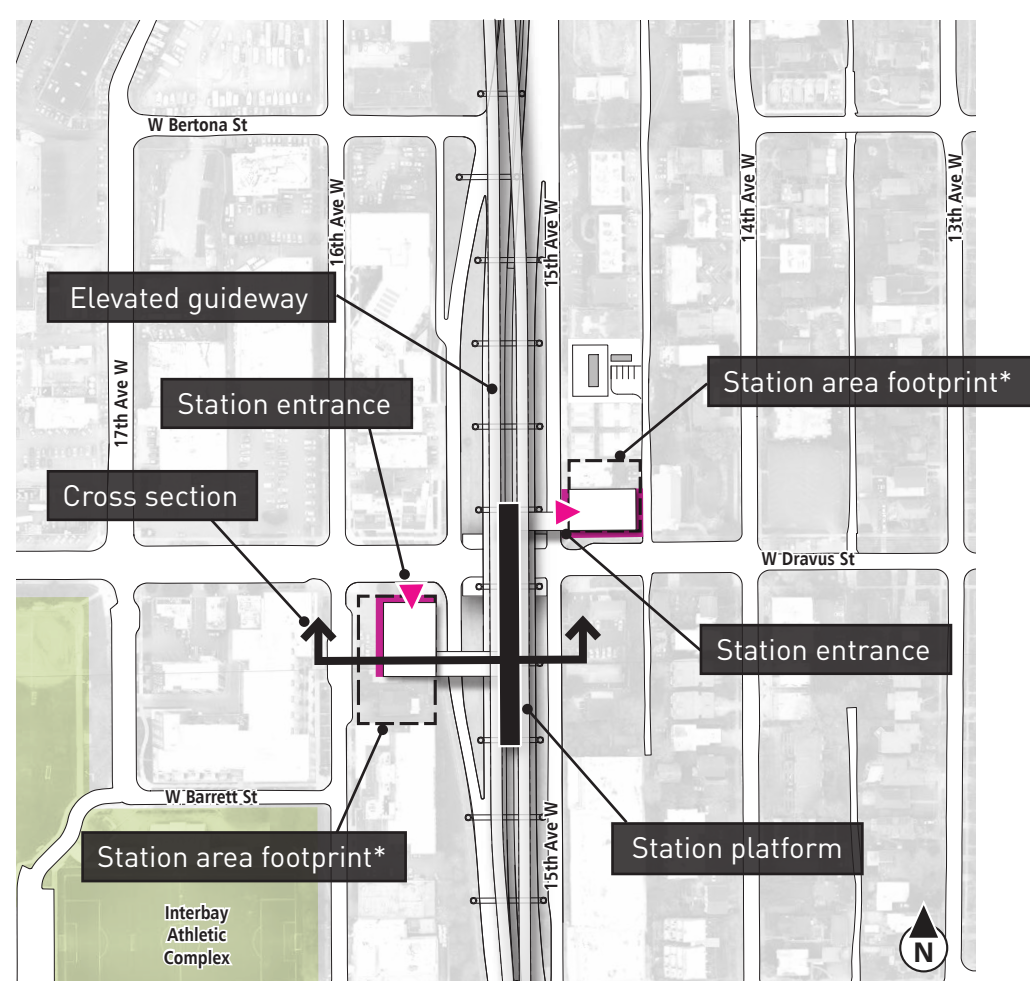


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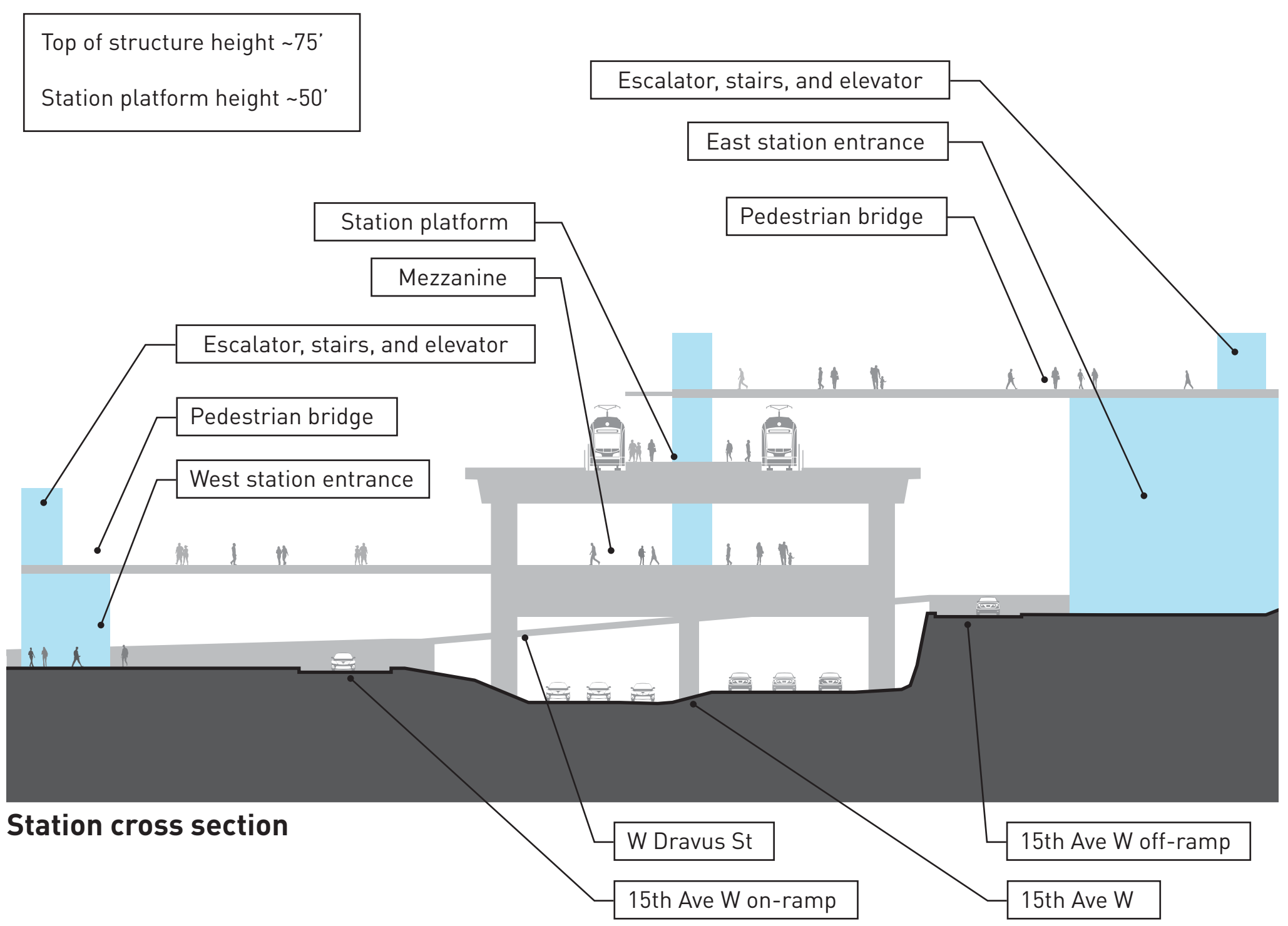
Elevated 15th Avenue Station  
(IBB-1b, IBB-3)

## 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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