

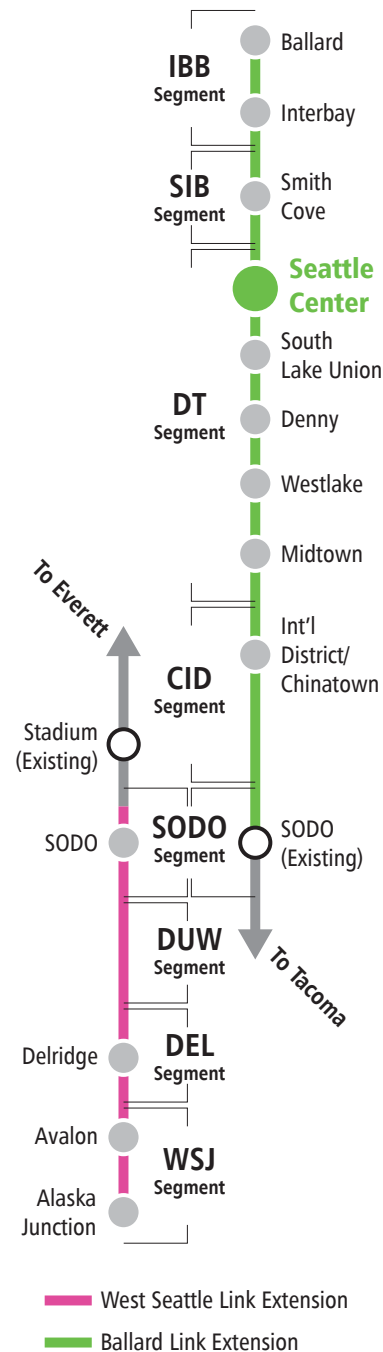
Seattle Center Station

Ballard Link Extension

Station area context

The Seattle Center Station would serve the Seattle Center campus that includes many of the city's attractions and event venues. The mixed-use Uptown neighborhood, north and west of Seattle Center, is home to many arts and cultural venues, as well as restaurants, bars, retail shops and a variety of housing types, with the Queen Anne commercial district just a half-mile away.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the accessibility, safety and comfort, dense development, and arts and culture within this vibrant historic neighborhood.



What we heard so far

NEIGHBORHOOD FEEDBACK

- 1 Desire to have safe connections to the station, particularly crossing Mercer St
- 2 Riders need to have easy access with clear wayfinding to and from the station before and after events
- 3 Desire to have weather protected bike storage and transit security at the station
- 4 Connection through Seattle Center campus to other destinations is important
- 5 Enhance connection from the station to Elliott Bay Trail through W Harrison St and Thomas St Overpass
- 6 Provide safe and convenient connections from the station to Belltown neighborhood and Waterfront
- 7 Interest in denser development with retail options and housing; consider integrating station entrance into larger development
- 8 Maintain existing tree canopy and green spaces in the station area



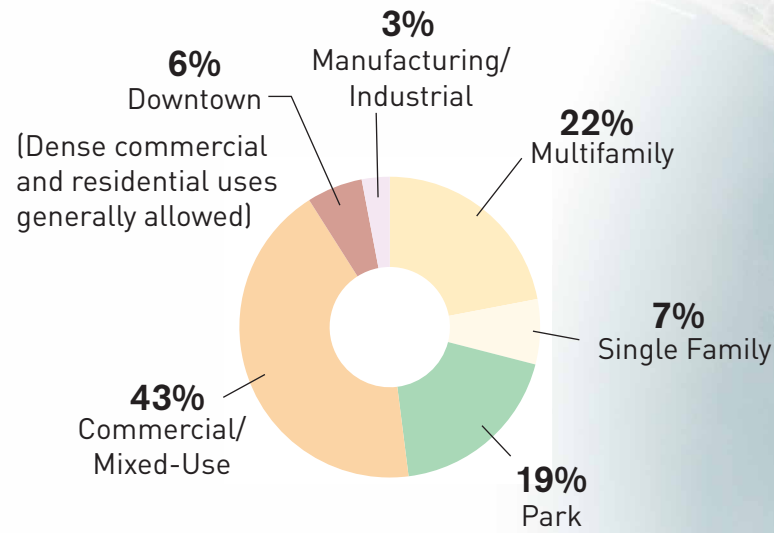
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

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Station area context

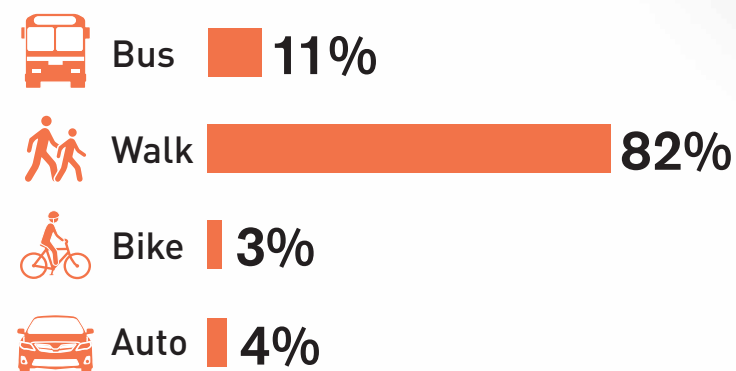
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



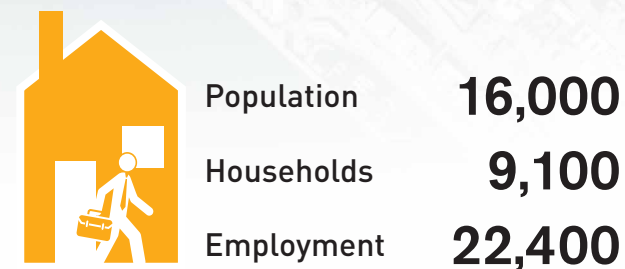
How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾ 10-minute bikeshed



Living and working in ^(1,4) 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

- Provide public space in the station area to accommodate crowds during special events and prevent overcrowding at the station platform
- Explore dropped curbs at major intersections one to two blocks from station entrances to help with pedestrian flow
- Locate storage for bikes, scooters, etc. close to station entrances and bike routes; minimize conflicts with pedestrians
- Orient west station entrance towards Uptown and consider a co-development project that integrates well with the neighborhood
- Design the east station entrance to reinforce the iconic architecture on the Seattle Center campus and complement Seattle Center operations
- Explore Warren St and possibly Republican St as pedestrian-priority streets
- Encourage ways to enhance the station area as the "front door" to Seattle Center

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. Daily ridership does not include special event boardings.
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.

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Draft EIS station alternatives

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



Draft EIS alternatives

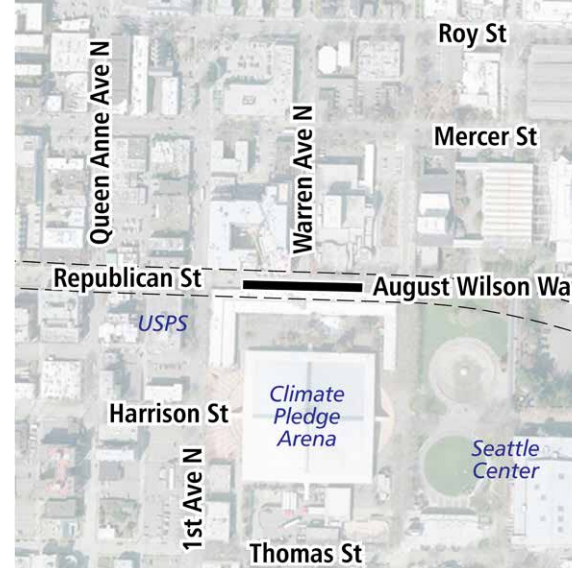
- Preferred alternative
- Other alternative

Route and station profiles

- Tunnel
- Tunnel portal

1 Preferred Alternative

See P.163

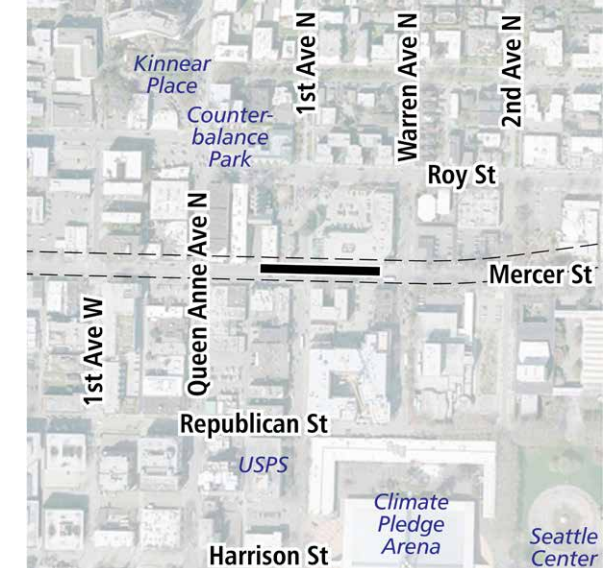


Tunnel Republican Street Station (DT-1)

Tunnel station under Republican St between Queen Anne Ave N and Seattle Center

2 Other Alternative

See P.169



Tunnel Mercer Street Station (DT-2)

Tunnel station under Mercer St between Queen Anne Ave N and Warren Ave N

Seattle Center Station

Ballard Link Extension

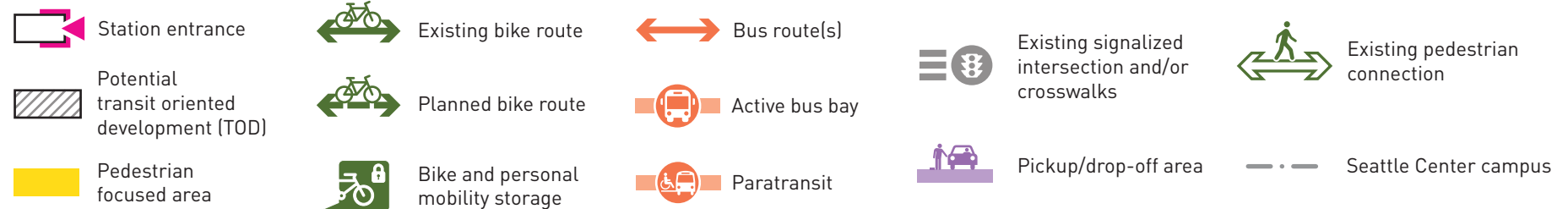
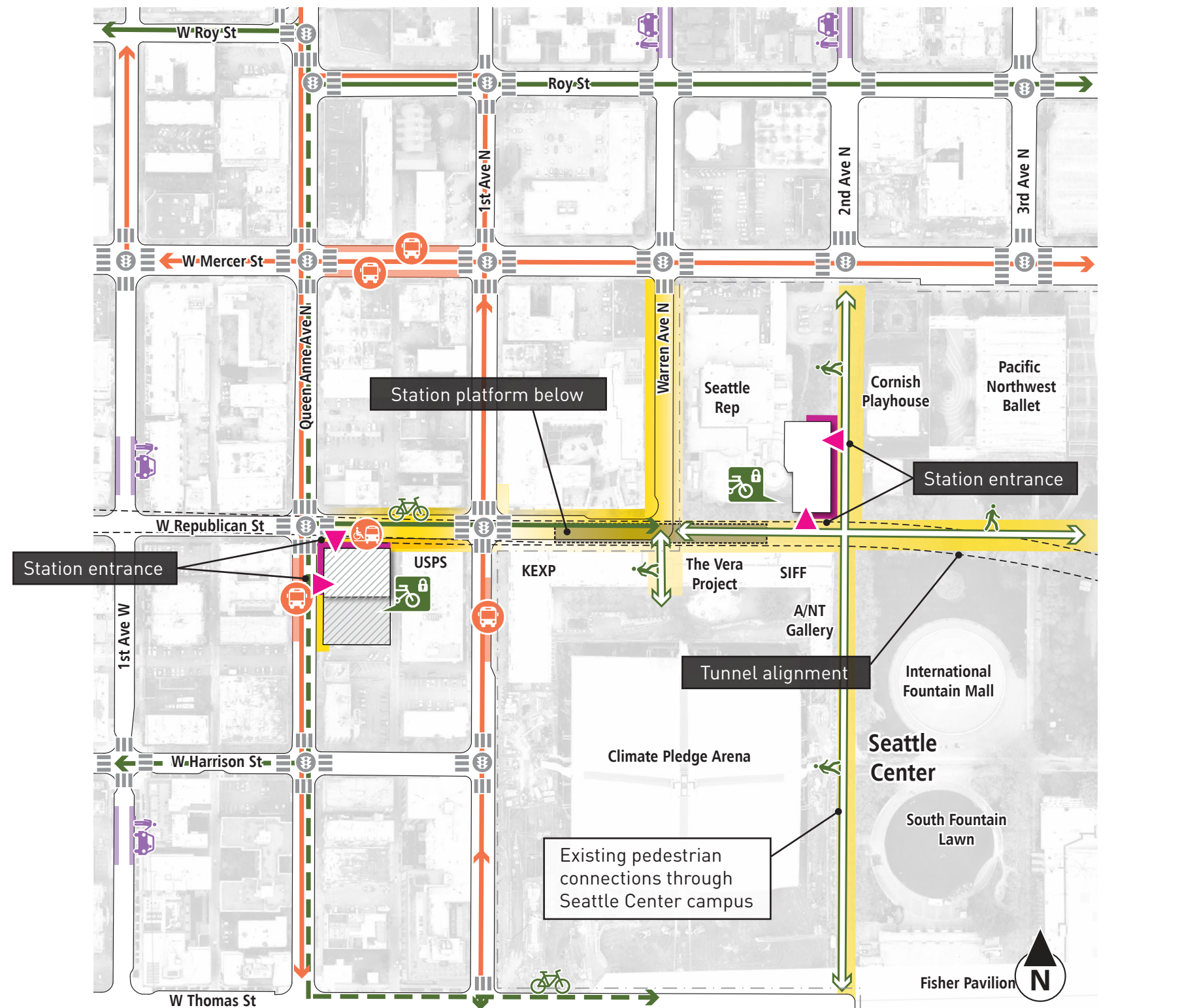
Tunnel Republican Street Station (DT-1)

Preferred Alternative

Station context plan

The Tunnel Republican Street station alternative would have one entrance on the Seattle Center campus and one entrance in Uptown at Queen Anne Ave N and Republican St. The Uptown entrance would be near buses on Queen Anne Ave N and 1st Ave N and a block away from buses on W Mercer St. The entrance located on the Seattle Center campus would provide access to many cultural and recreational venues including Seattle Rep, Pacific Northwest Ballet, Climate Pledge Arena, Seattle Center Skate Plaza, Cornish Playhouse, and the organizations sharing the historic Northwest Rooms, including AN/T Gallery, KEXP, SIFF, and the Vera Project. It may be possible to orient the station entrances towards Seattle Center and the Uptown neighborhood to integrate the entrances into the surrounding area.

During special events, Warren Ave N and W Republican St could be transformed into festival streets with food trucks and buskers to entertain crowds coming and going from Seattle Center. The city's planned bike network—when completed—will provide access to Queen Anne and Uptown as well as the Seattle Waterfront via Thomas St.

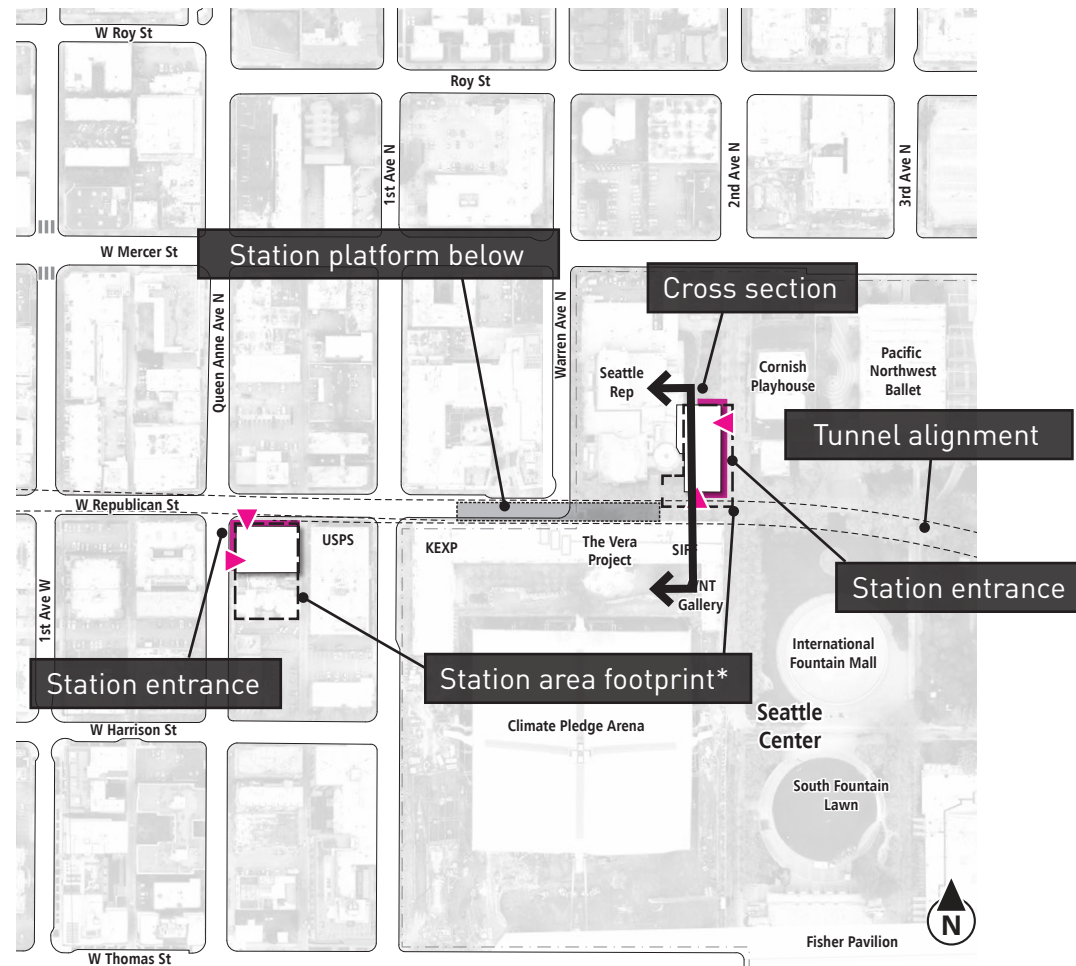


Seattle Center Station

Ballard Link Extension

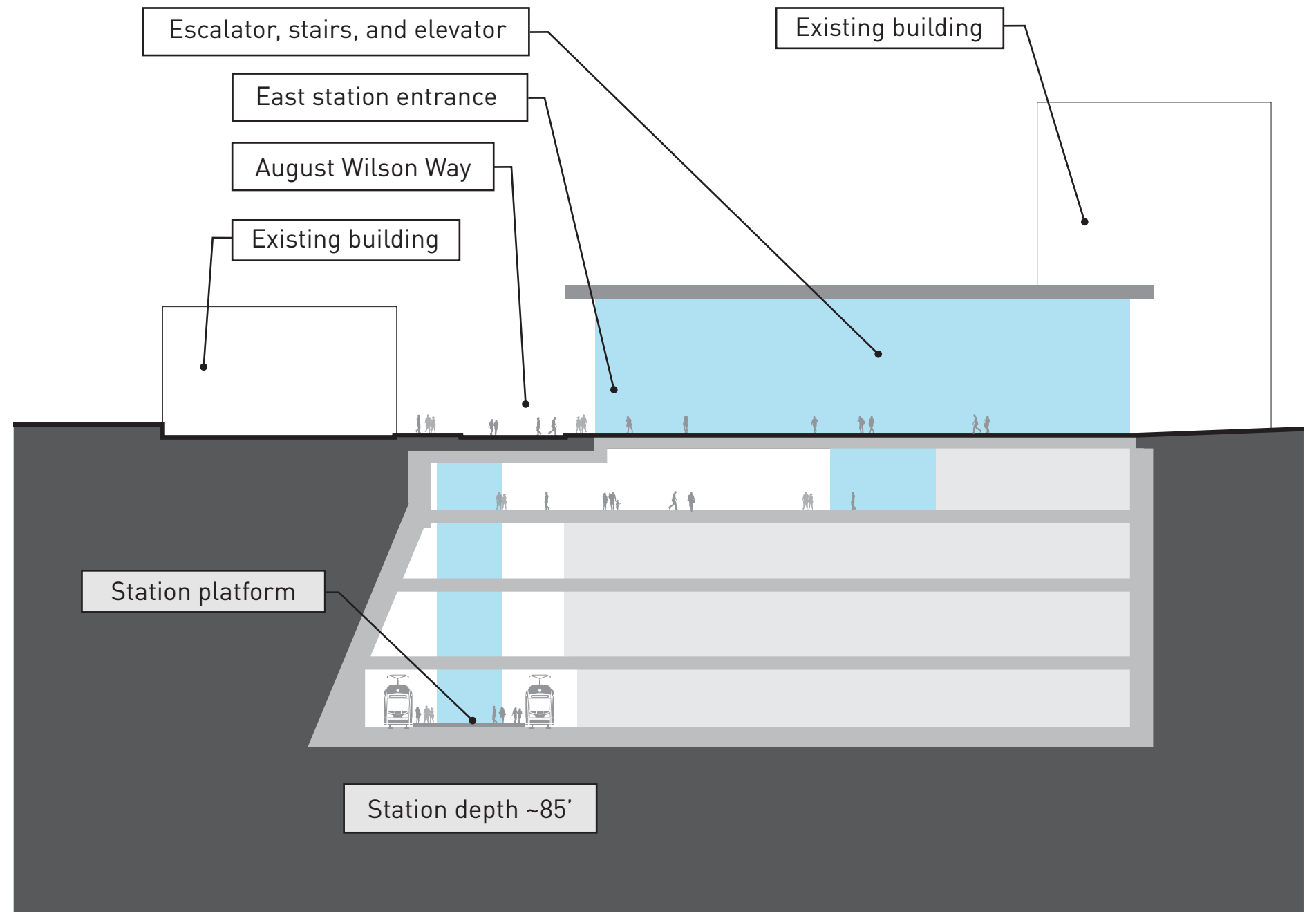
Tunnel Republican Street Station (DT-1)

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.

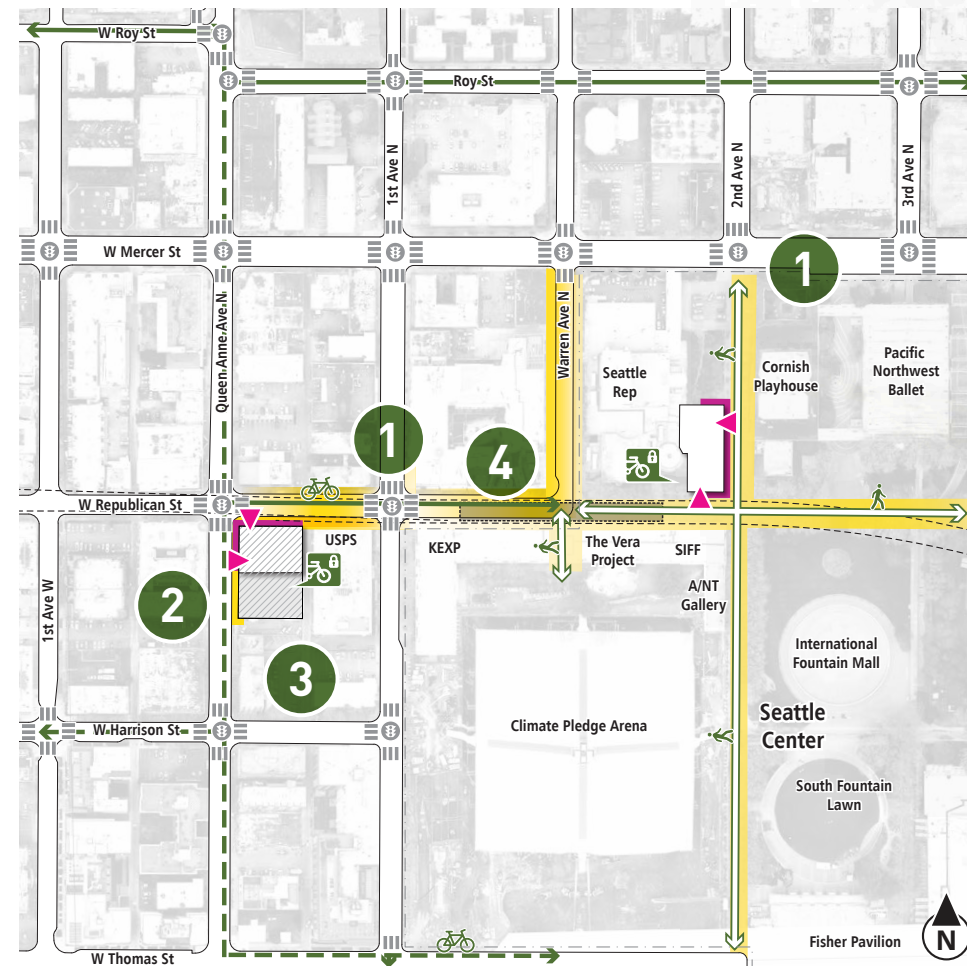
Seattle Center Station

Ballard Link Extension

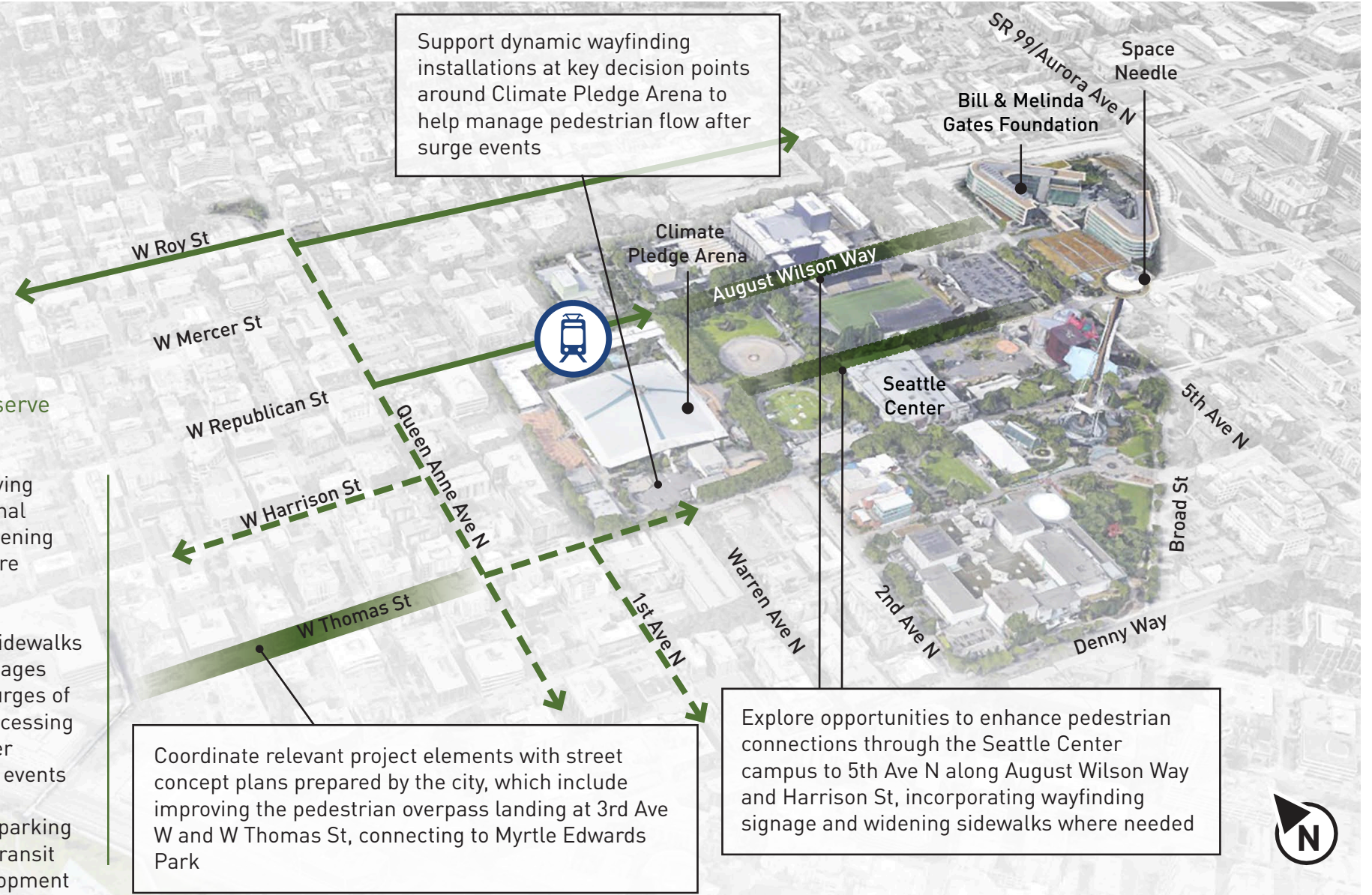
Tunnel Republican Street Station (DT-1)

Walking, biking, and rolling to the station

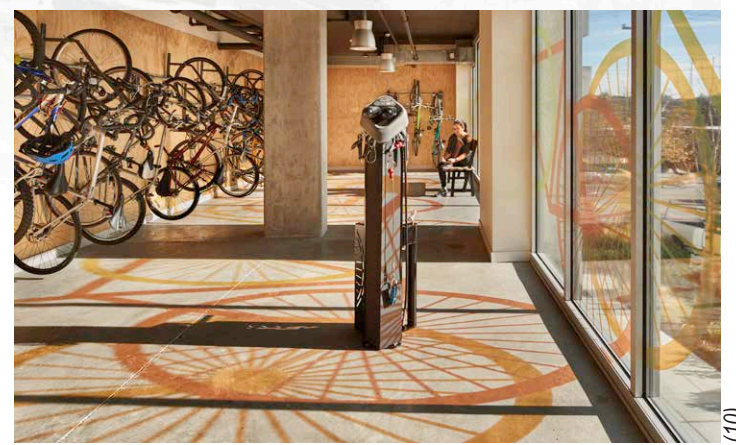
Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



- 1 Explore improving pedestrian signal timing and widening sidewalks where feasible
- 2 Provide wide sidewalks at station frontages and plan for surges of pedestrians accessing the station after Seattle Center events
- 3 Integrate bike parking into potential transit oriented development adjacent to the west station entrance
- 4 Consider designing W Republican St and Warren Ave N as "slow streets" that prioritize pedestrians and cyclists while allowing local vehicle access and Seattle Center loading; consider closing the street to all vehicles during festivals or large events



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



Bike storage can be standalone or integrated into future development

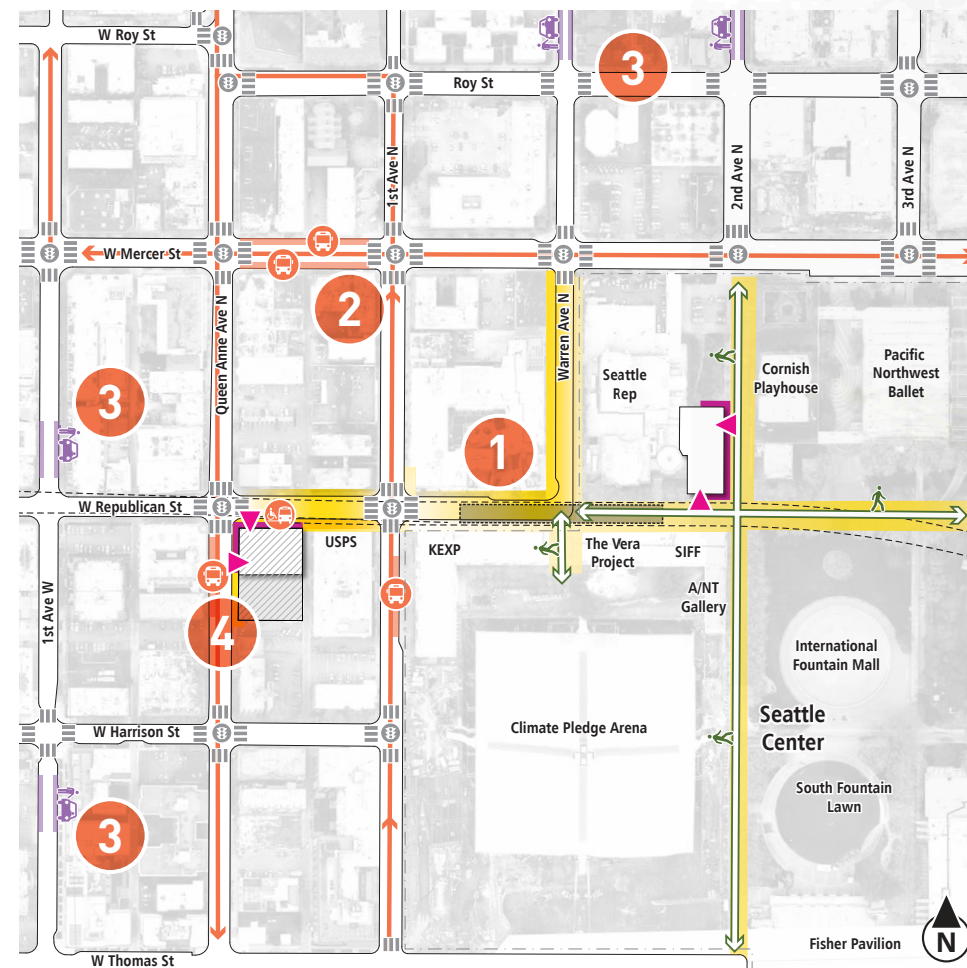
Seattle Center Station

Ballard Link Extension

Tunnel Republican Street Station (DT-1)

Connecting to the station

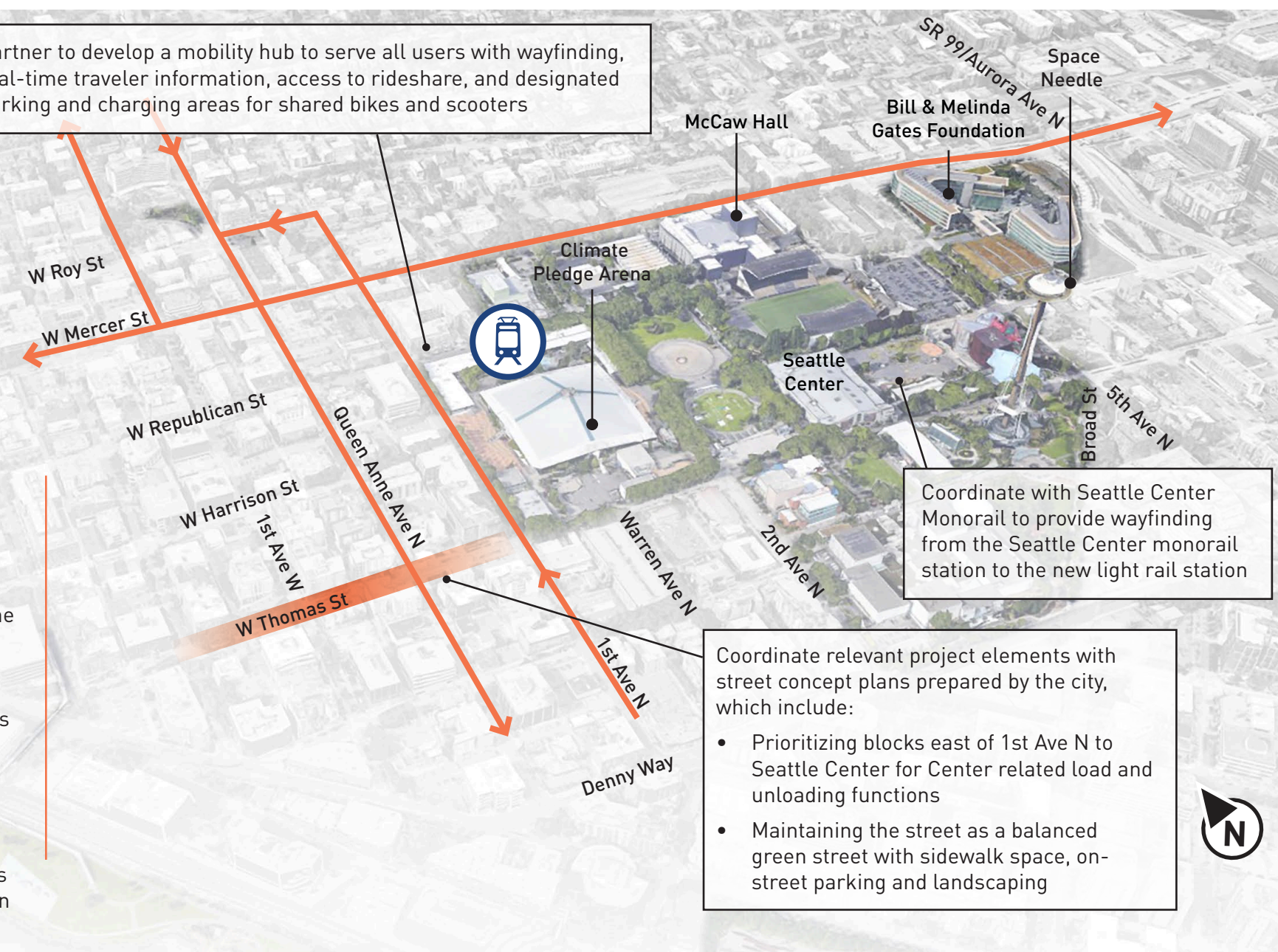
Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



Station entrance	Bus route(s)	Existing signalized intersection and/or crosswalks
Potential transit oriented development (TOD)	Active bus bay	Existing pedestrian connection
Pedestrian focused area	Paratransit	Seattle Center campus

- 1** Coordinate loading and unloading needs for Seattle Center with pedestrian and bike access between Seattle Center and the station to minimize conflicts
- 2** Partner with agencies to provide wayfinding signage for riders transferring to light rail from buses on Mercer St and from pickup/drop-off areas north of Roy St and on 1st Ave W
- 3** Continue to coordinate pickup/drop-off areas with the city; strategically site locations away from Seattle Center to reduce congestion during special events
- 4** Coordinate bus stops and bike lanes on Queen Anne Ave N at west station entrance to minimize conflicts

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



Mobility hubs offer connections to transit as well as bike- or scooter-share options



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

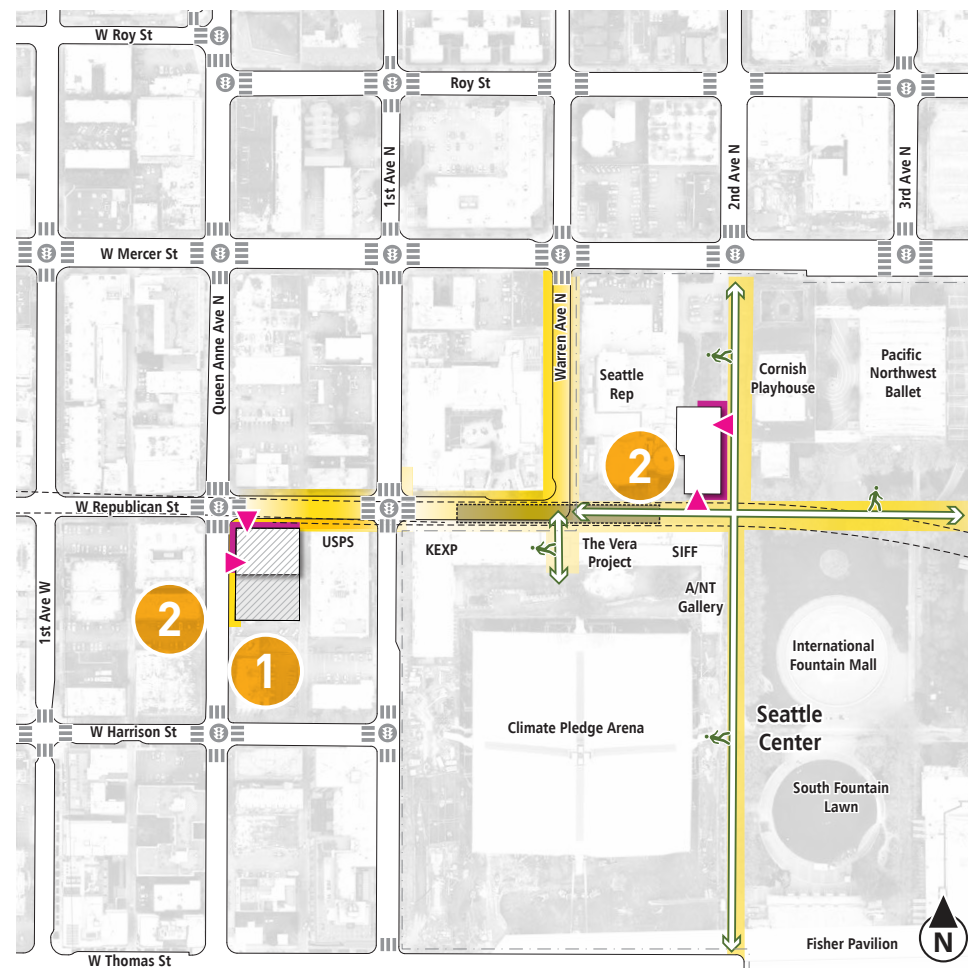
Seattle Center Station

Ballard Link Extension

Tunnel Republican Street 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 signaled intersection and/or crosswalks
- Existing pedestrian connection
- Seattle Center campus

- 1** Explore integrating the station entrance into a mixed-use transit oriented development project with wide sidewalks, overhead protection, and landscaping
- 2** Consider ways to better orient station entrances towards Seattle Center and the Uptown neighborhood and integrate station entrances into the surrounding area

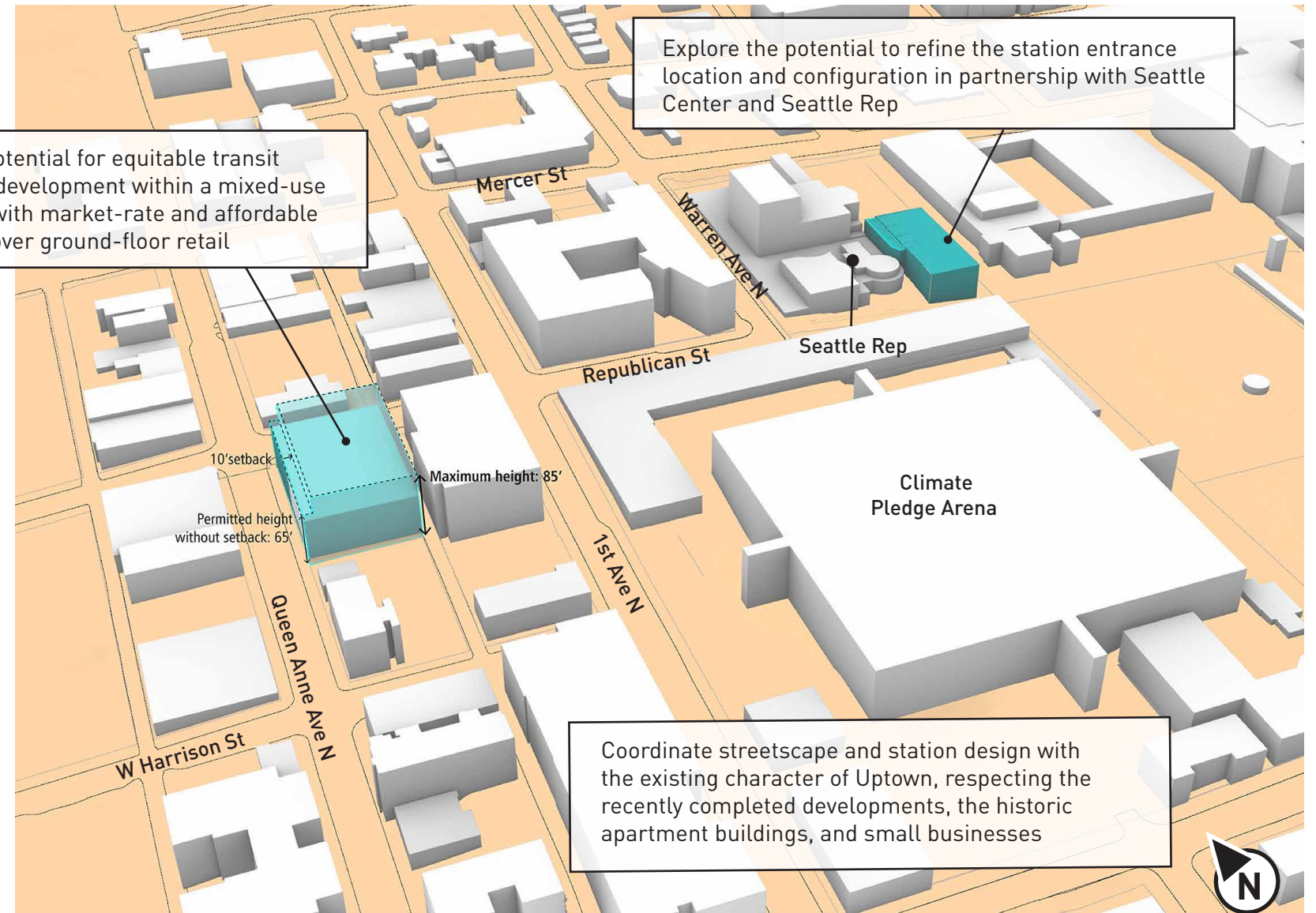
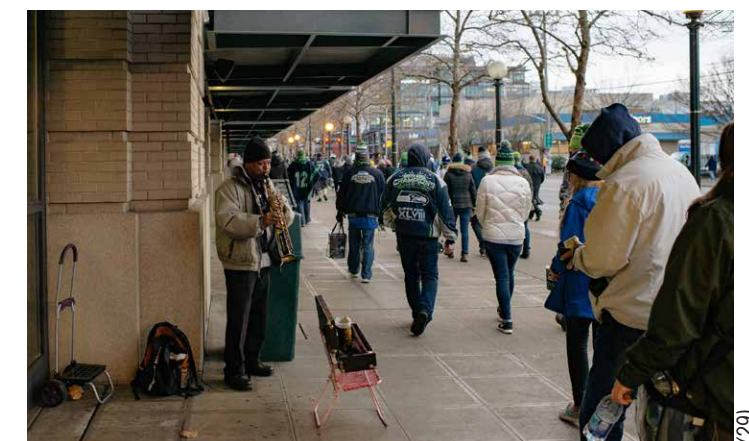


Diagram above depicts potential building envelopes based on current (2021) zoning.

Commercial/ Mixed-Use



Smaller scale mixed-use development adjacent to a light rail station



Wide sidewalks provide space for busking during special events

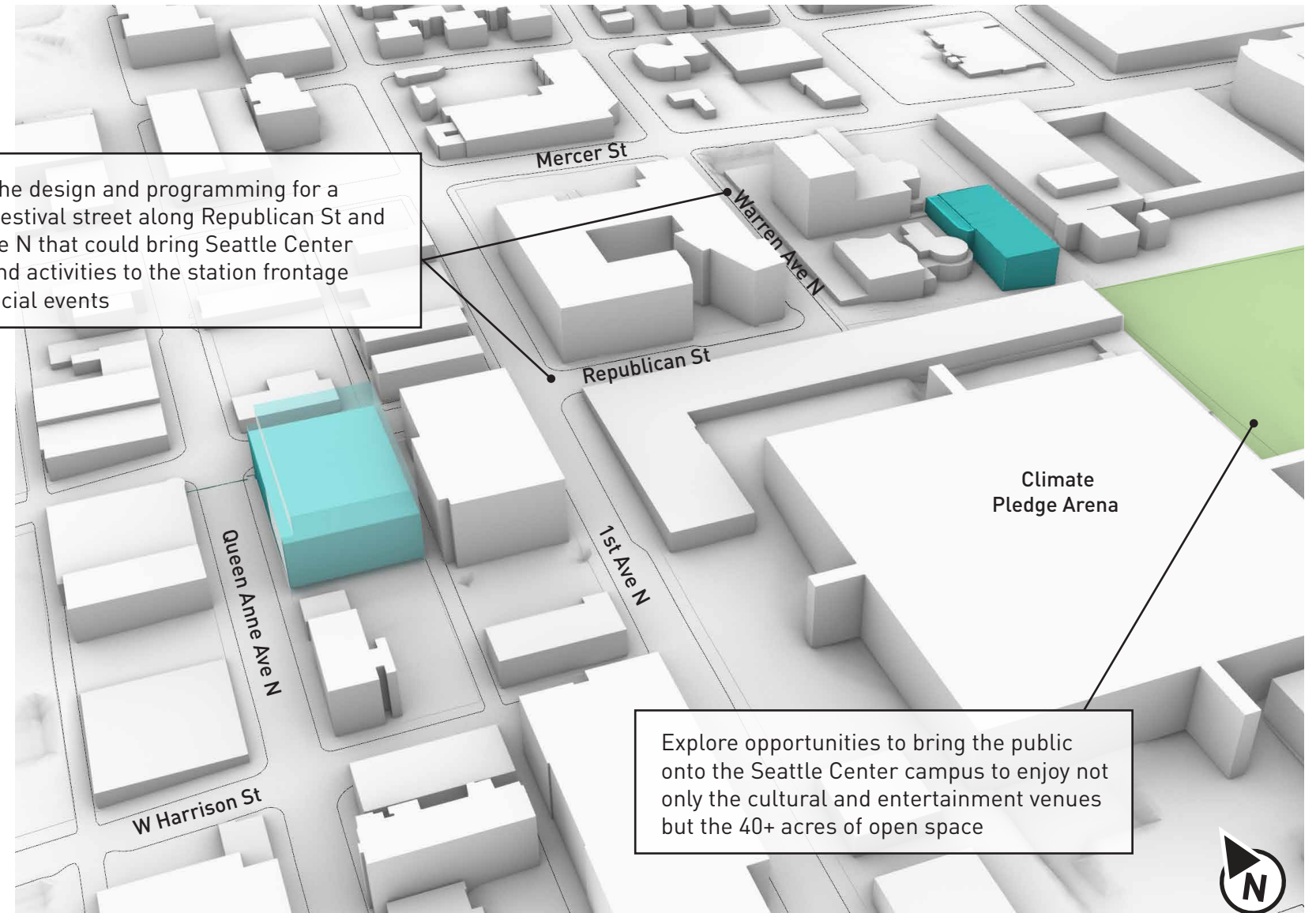
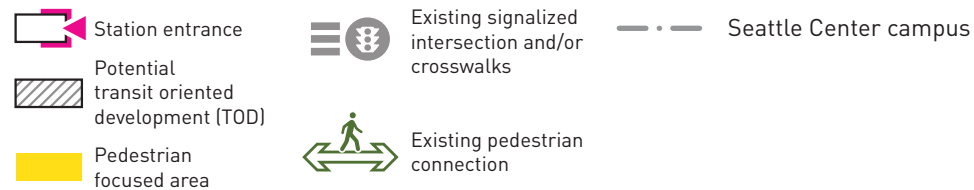
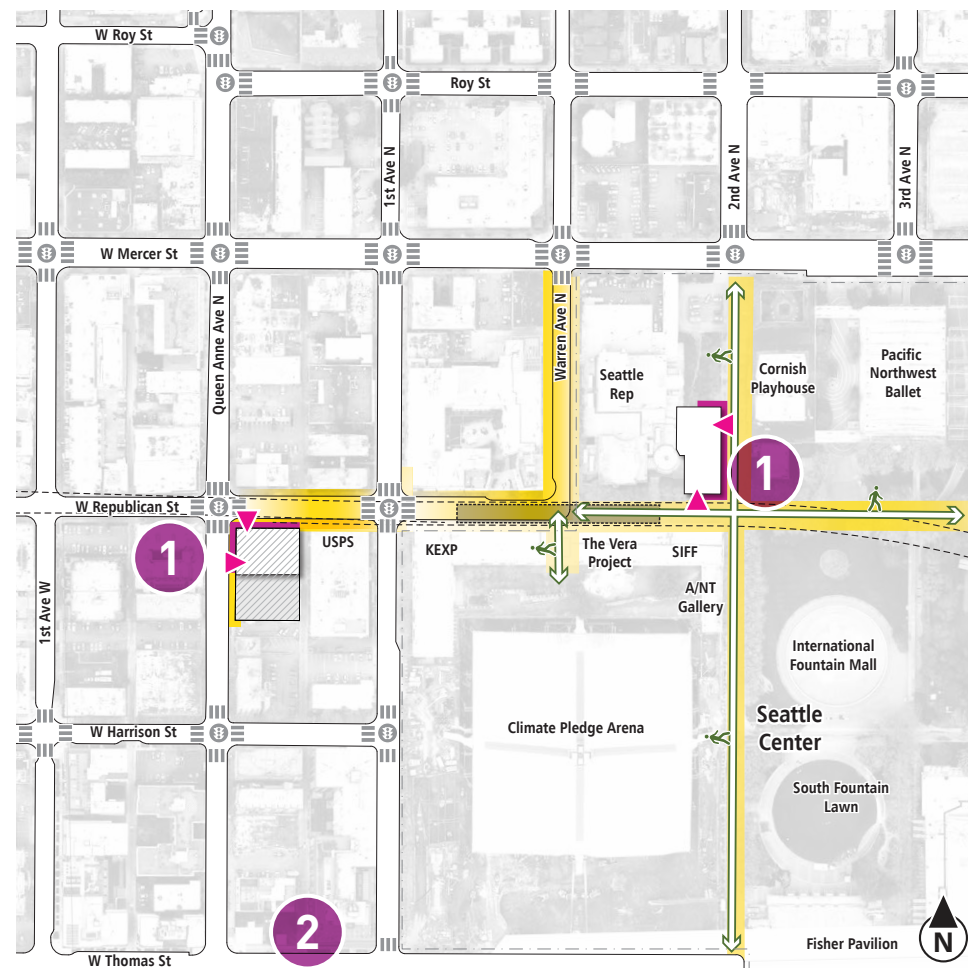
Seattle Center Station

Ballard Link Extension

Tunnel Republican Street 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.



Consider the design and programming for a proposed festival street along Republican St and Warren Ave N that could bring Seattle Center features and activities to the station frontage during special events

Explore opportunities to bring the public onto the Seattle Center campus to enjoy not only the cultural and entertainment venues but the 40+ acres of open space

1 Encourage building frontages that are inviting and lively; focus on pedestrian scale for building and streetscape design in the station area that is compatible with the existing context and provides adequate space for people to linger while accommodating surge flows from arena events

2 Coordinate relevant project elements with street concept plans prepared by the city, which include a wide planting strip between the curb and sidewalk with distinctive large trees and curb bulbs at street corners where feasible



Building frontages that are active and lively invite people to linger



Outdoor dining on a festival street helps to slow and accommodate crowds before and after events

Seattle Center Station

Tunnel Mercer Street Station (DT-2)

Other Alternative

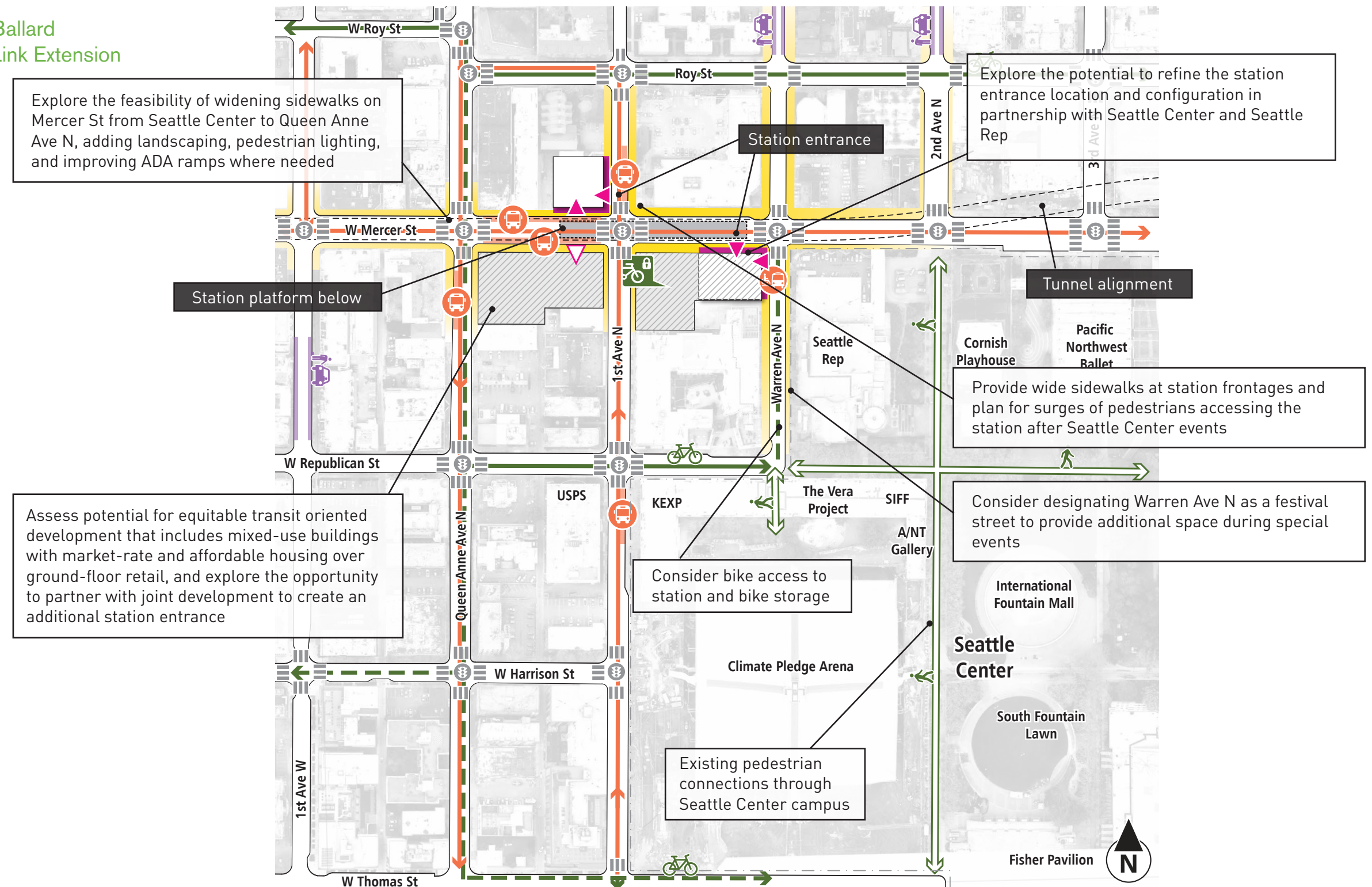
Ballard Link Extension

Station context plan

The Tunnel Mercer Street station alternative would have two entrances on Mercer St. The entrance at Warren Ave N and Mercer St would be across the street from the northwest corner of Seattle Center. The entrance on 1st Ave N and Mercer St would be closest to the stops for buses that connect with Queen Anne.

Mercer St today is a busy arterial with narrow sidewalks. A light rail station could be a catalyst for pedestrian improvements to intersections and sidewalks in the station area and could spur transit oriented development with potential for market-rate and affordable housing over ground-floor retail. The city's planned bike network—when completed—will provide access to Queen Anne and Uptown, as well as the Seattle Waterfront via Thomas St.

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.



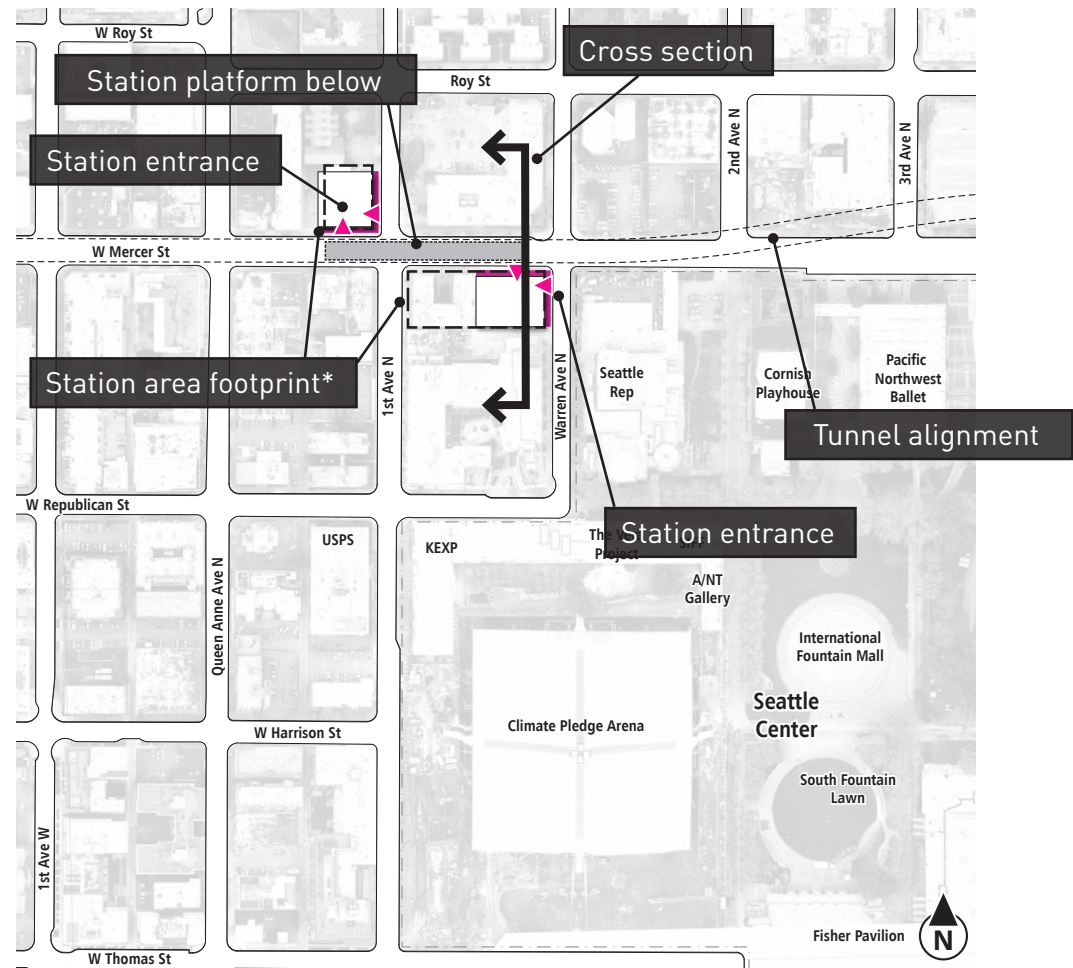
- Station entrance
- Existing bike route
- Bus route(s)
- Existing signaled intersection and/or crosswalks
- Existing pedestrian connection
- Potential transit oriented development (TOD)
- Planned bike route
- Active bus bay
- Pedestrian focused area
- Seattle Center campus
- Entry through potential joint development
- Bike and personal mobility storage
- Paratransit
- Pickup/drop-off area

Seattle Center Station

Ballard Link Extension

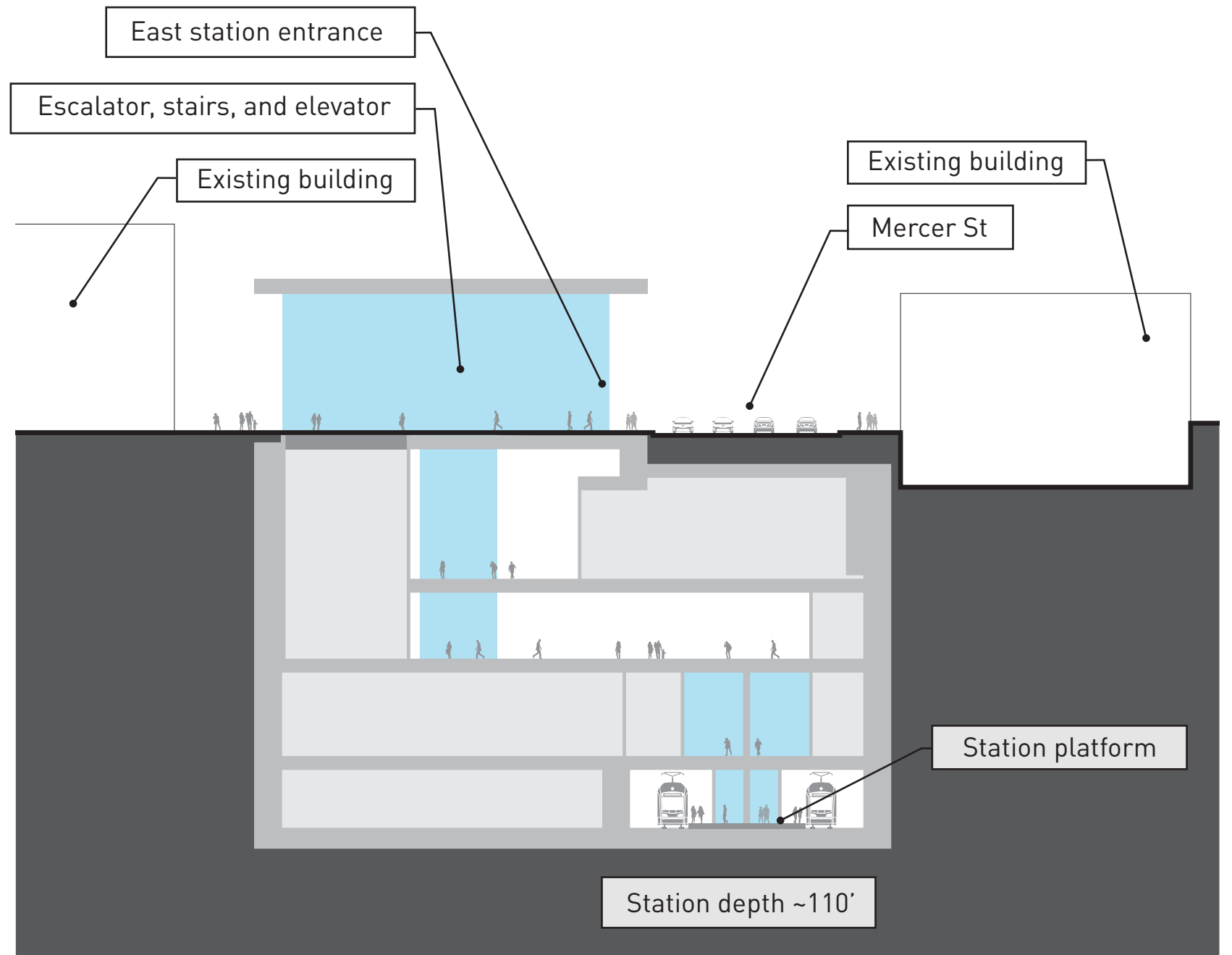
Tunnel Mercer Street Station (DT-2)

Looking inside the station



Station site plan

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Station cross section

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