

SODO Station

West Seattle Link Extension

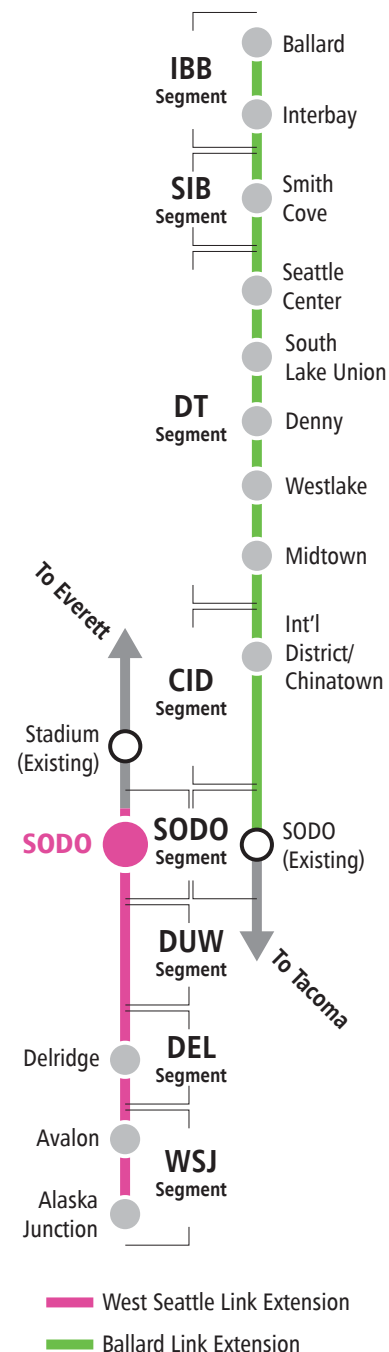
Station area context

“SODO” or “south of downtown” refers to the industrial area on the filled-in tide flats where the Duwamish River empties into Elliott Bay. The tide flats were an important resource for indigenous people. After the arrival of European-American settlers, early roads and railroads were constructed across the tide flats on pilings. As the tide flats were filled, the area was developed to support shipping, logging, and other industries.

Today, SODO is home to an eclectic mix of industrial uses, service businesses, retail, and offices, including local companies such as Costco,

Starbucks, Filson, and Macrina Bakery. The area’s biggest draw for tourists and locals alike is the entertainment district surrounding Lumen Field, T-Mobile Park, WaMu Theater, and Showbox.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the mix of activities and land uses as well as employment opportunities, transit, and bike trail connections.



What we heard so far

NEIGHBORHOOD FEEDBACK

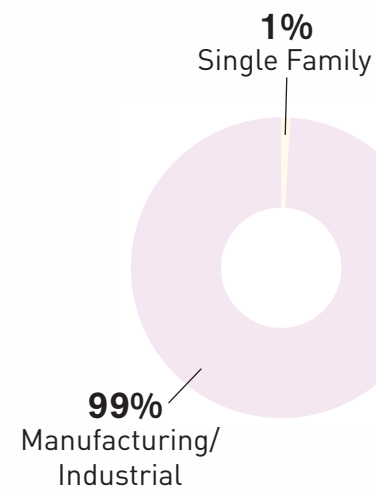
- 1 Seamless transfers between the 1 Line and 3 Line platforms is important
- 2 Station should contribute to increased vibrancy, development, and safety of the area
- 3 Walking routes to the station should be improved, especially between the station and large employment centers
- 4 Preserve freight mobility and minimize conflicts with other modes
- 5 Station could best serve members of local communities by integrating with Metro bus service and improving transit mobility in the area
- 6 Use art, landscaping, and architecture to create spaces for people, while embracing the area’s industrial character
- 7 Provide an open and well-lit station to increase safety and visibility
- 8 Provide safe pedestrian and bike crossings at S Lander St and the SODO Busway



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

Station area context

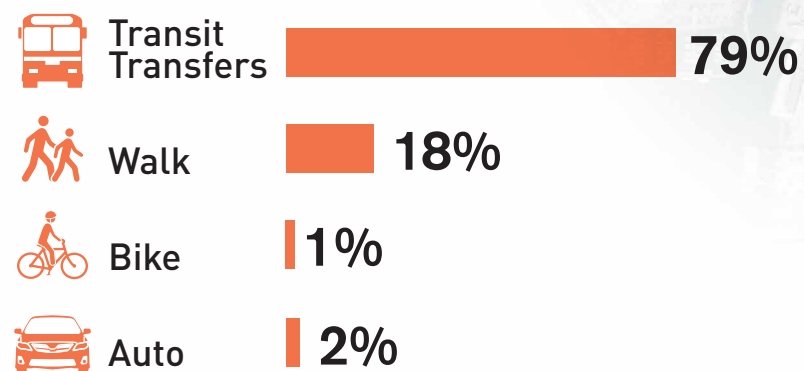
Existing land use in the station area ⁽¹⁾



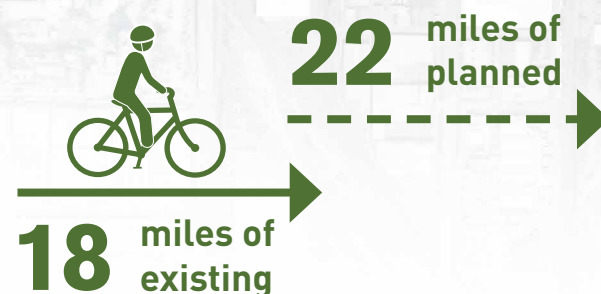
Ridership/daily boardings ⁽²⁾



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

- Provide “last mile” connections between the station and surrounding businesses by improving pedestrian and bike facilities, especially the east-west connections
- Support growth and development of existing businesses, and connect infrastructure to existing job locations
- Provide wayfinding throughout the station area
- Locate station entrances and vertical circulation to avoid or minimize circuitous pathways
- Integrate the SODO Trail with the guideway heading south and make improvements to the bike corridor
- Leverage development opportunities to support job creation, makerspace, light industrial, and modest retail amenities for local workers and transit riders

Footnotes:

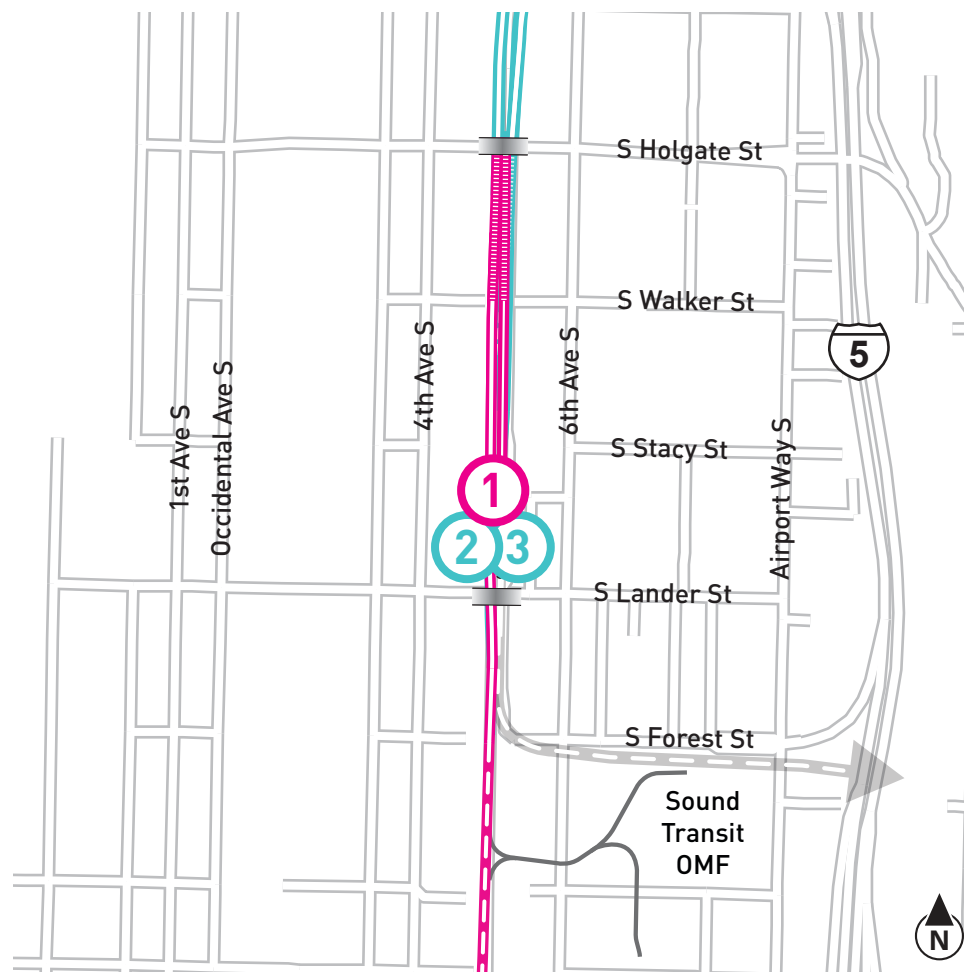
1. Data based on combined 10-minute walkshed unless noted otherwise. Source: City of Seattle and Sound Transit.
2. Based on preferred alternative. Results for other alternatives are similar. Includes transfers from existing and new light rail as well as bus.
3. Bike facilities include multi-use trails, 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 three alternatives for expanding SODO Station.



Draft EIS alternatives

- Preferred alternative
- Other alternatives and design options

Route and station profiles

- Elevated
- At-grade
- Retained cut

1

Preferred Alternative

See P.17



At-Grade Station (SODO-1a)

New at-grade station on the west side of the existing SODO station.

2

Other Alternative

See P.23



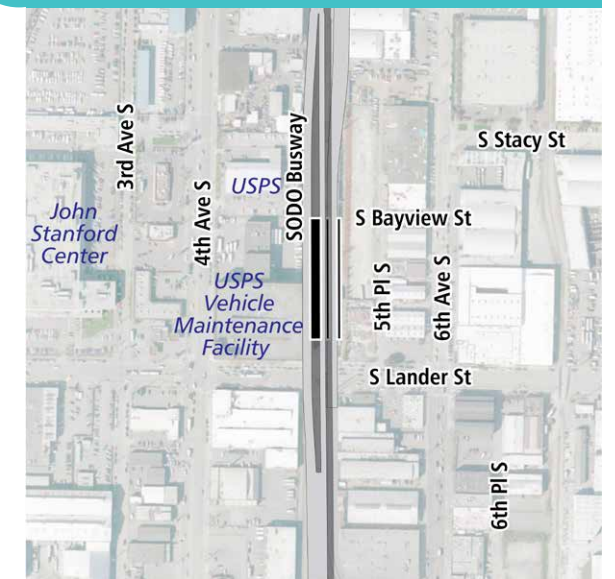
At-Grade South Station Option (SODO-1b)

New at-grade station and existing SODO station shifted closer to S Lander St

3

Other Alternative

See P.25



Mixed Profile Station (SODO-2)

New elevated station and existing SODO Station shifted closer to S Lander St

At-Grade Station (SODO-1a)

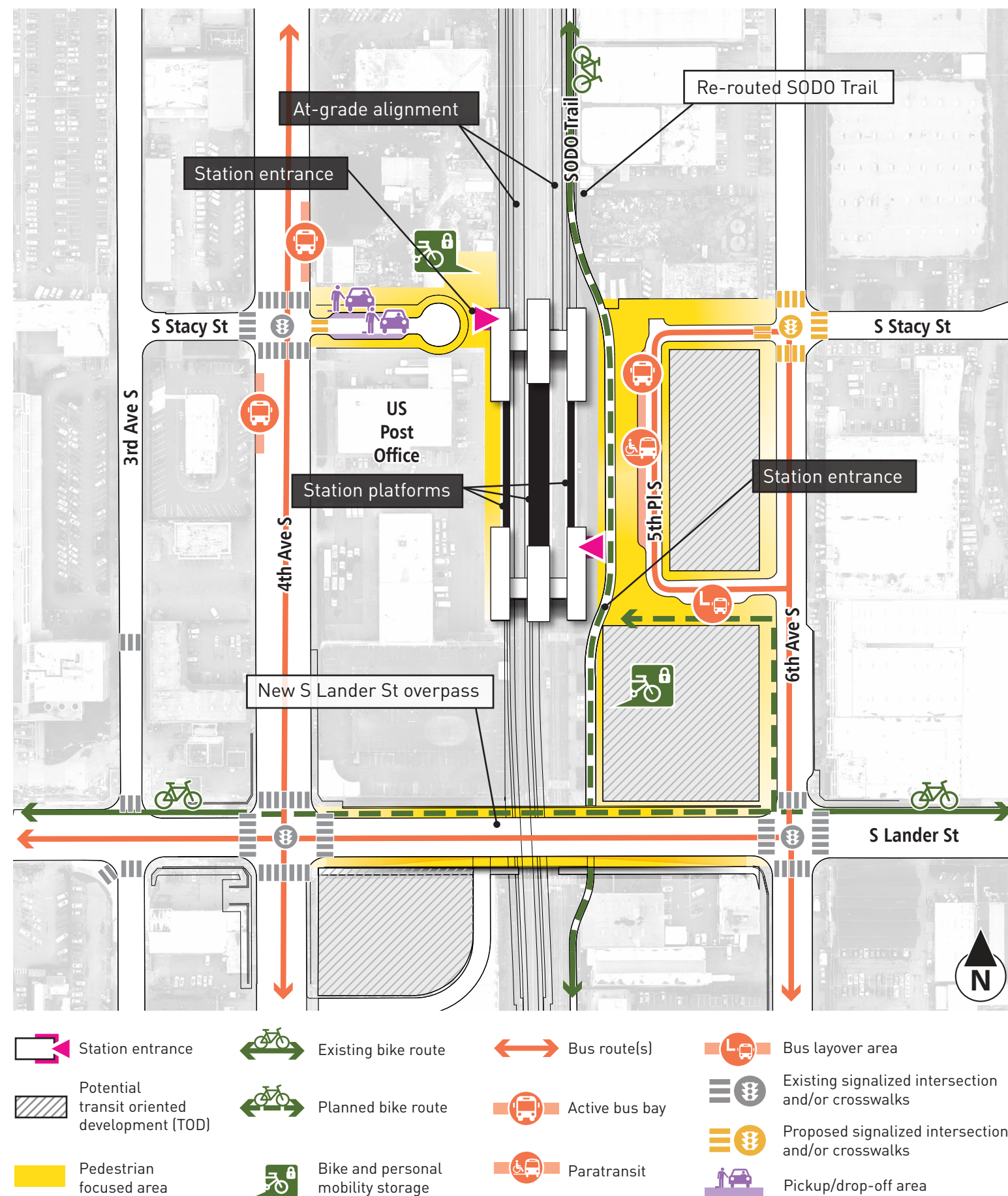
Preferred Alternative

Station context plan

The At-Grade SODO Station would be located north of S Lander St where the existing SODO Station and the SODO Busway are today. A variation of this alternative would shift the west platform of the new station slightly to the north.¹ The proposed station would include three parallel station platforms connected by an overhead walkway that would allow passengers to access both the 1 Line (Ballard to Tacoma Dome) and the 3 Line (West Seattle to Everett).

The city recently completed the S Lander St overpass west of 3rd Ave S, reducing conflicts and delays for vehicles and pedestrians traveling west. The At-Grade SODO Station alternative would include a second overpass on S Lander St between 4th Ave S and 6th Ave S with bike lanes and wide sidewalks. Passenger pickup/drop-off would be west of the station just off 4th Ave S, and a new bus loop on the east side of the station would provide seamless bus-to-rail transfers.

¹ The SODO-1a alternative also has a staggered station configuration that was developed in order to avoid property owned by the United States Postal Service at 4th Avenue South and South Lander Street. The staggered station configuration features a narrowed center platform and staggered side platforms, with the southbound platform shifted slightly north. This configuration is described in more detail in the Draft EIS.

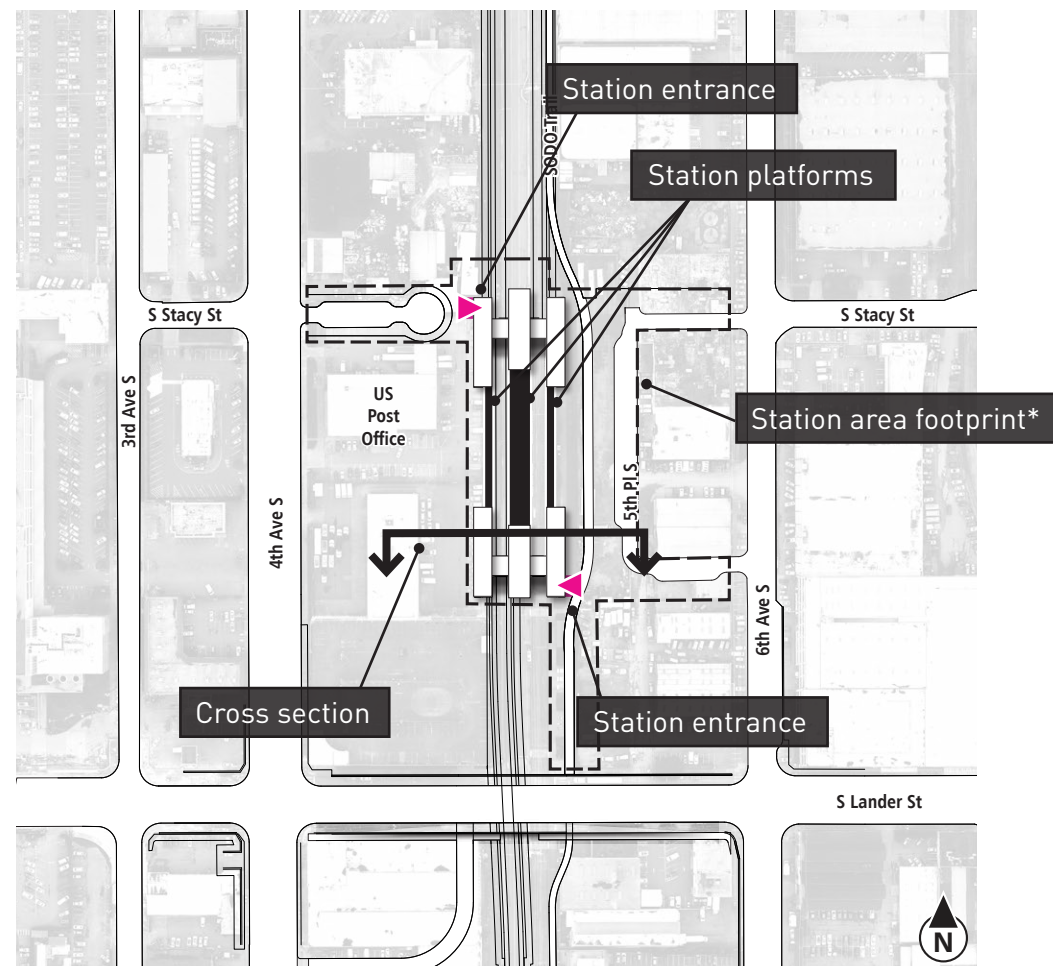


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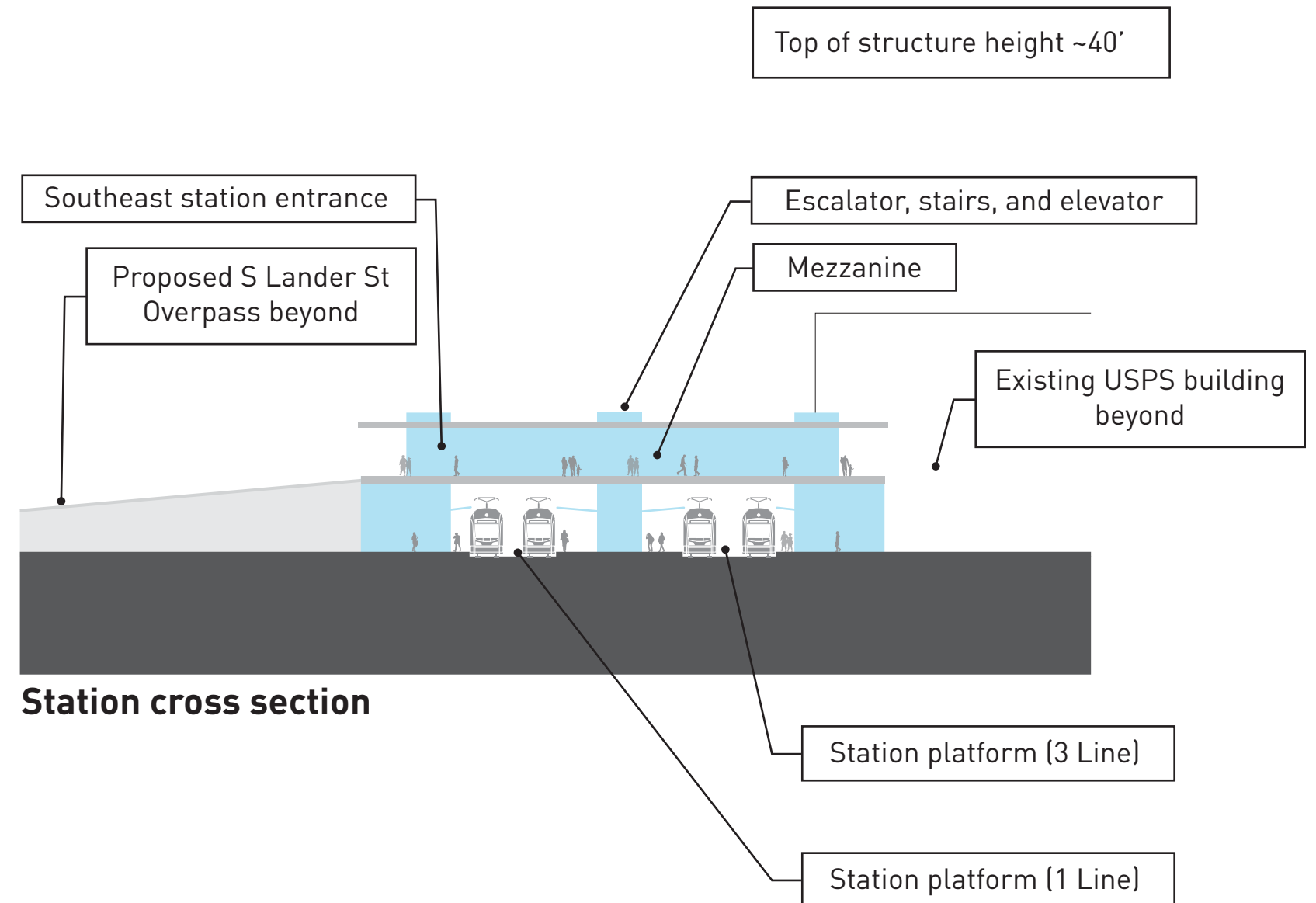
At-Grade Station (SODO-1a)

Looking inside the station



Station site plan

* The station area footprint is the approximate area that Sound Transit would maintain for light rail operations.



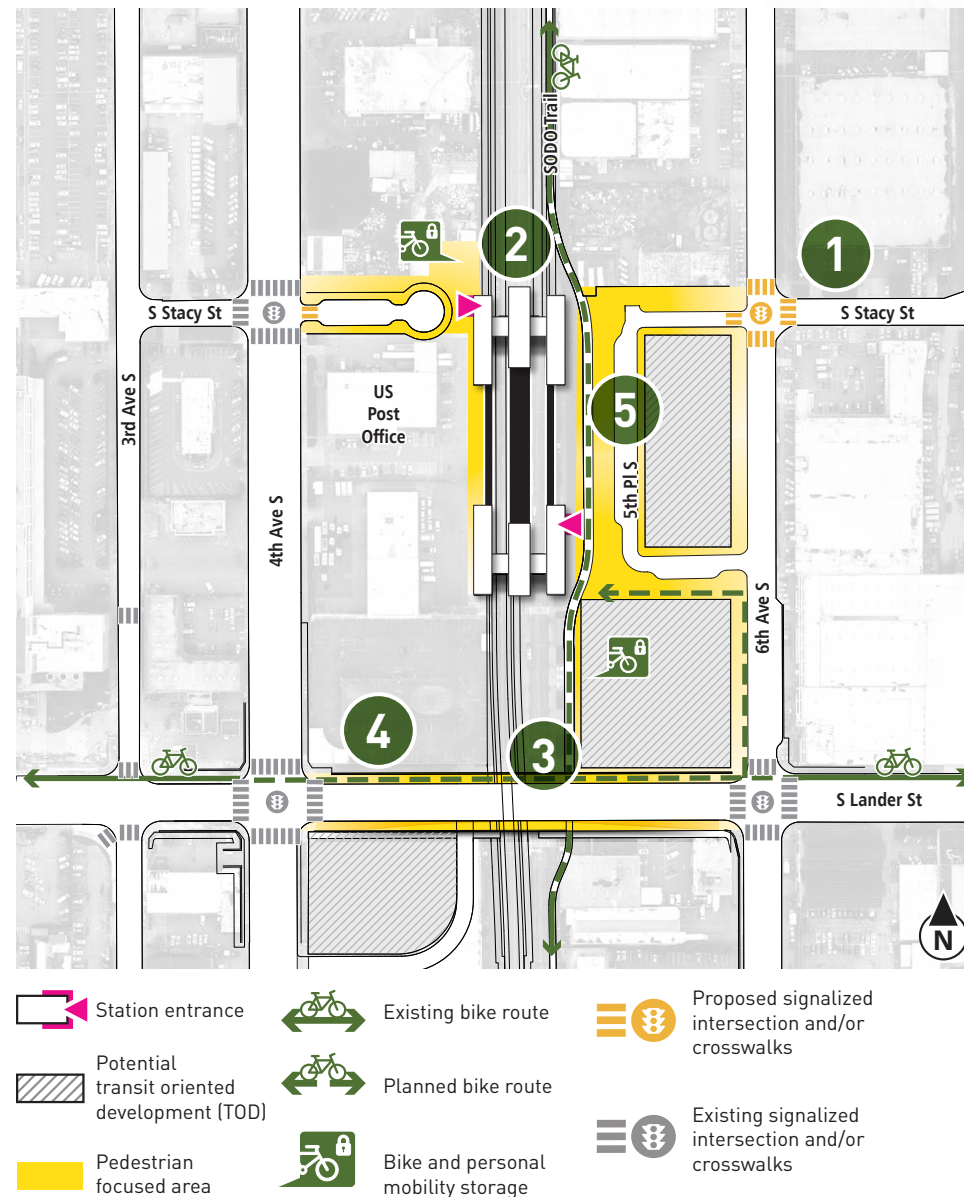
Station cross section

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

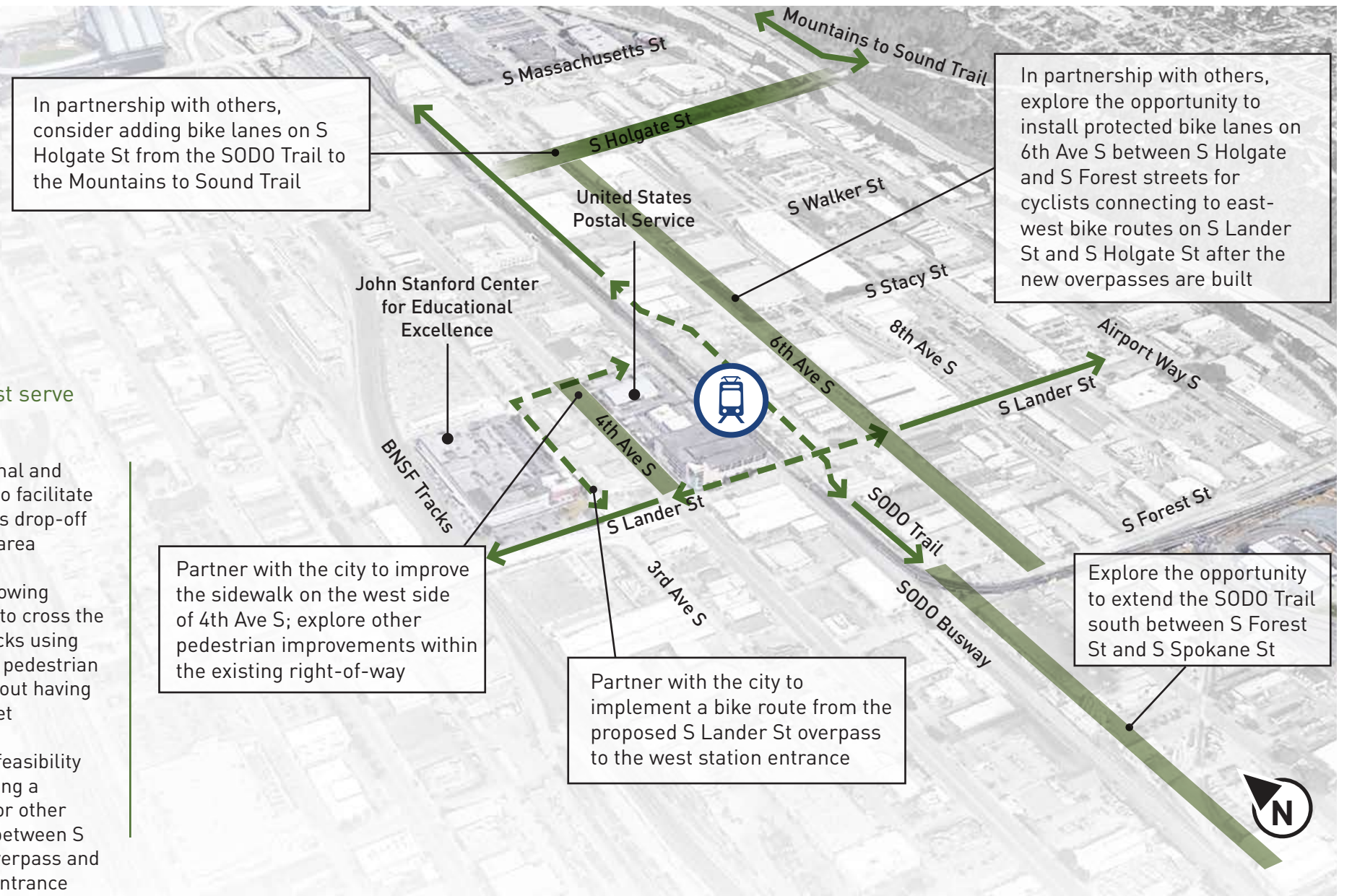
At-Grade Station (SODO-1a)

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 Add new signal and crosswalks to facilitate access to bus drop-off and layover area
- 2 Consider allowing pedestrians to cross the light rail tracks using the station's pedestrian bridges without having to buy a ticket
- 3 Explore the feasibility of constructing a public stair or other connection between S Lander St overpass and the station entrance
- 4 Incorporate wide sidewalks with space for bikes in the design of the new S Lander St overpass
- 5 Reconstruct segment of SODO Trail on east side of station with visual cues (signage and trail markings) to slow cyclists in the station area where pedestrians are present



A wide sidewalk on the existing S Lander St Bridge enables pedestrians and cyclists to safely cross over busy railroad lines

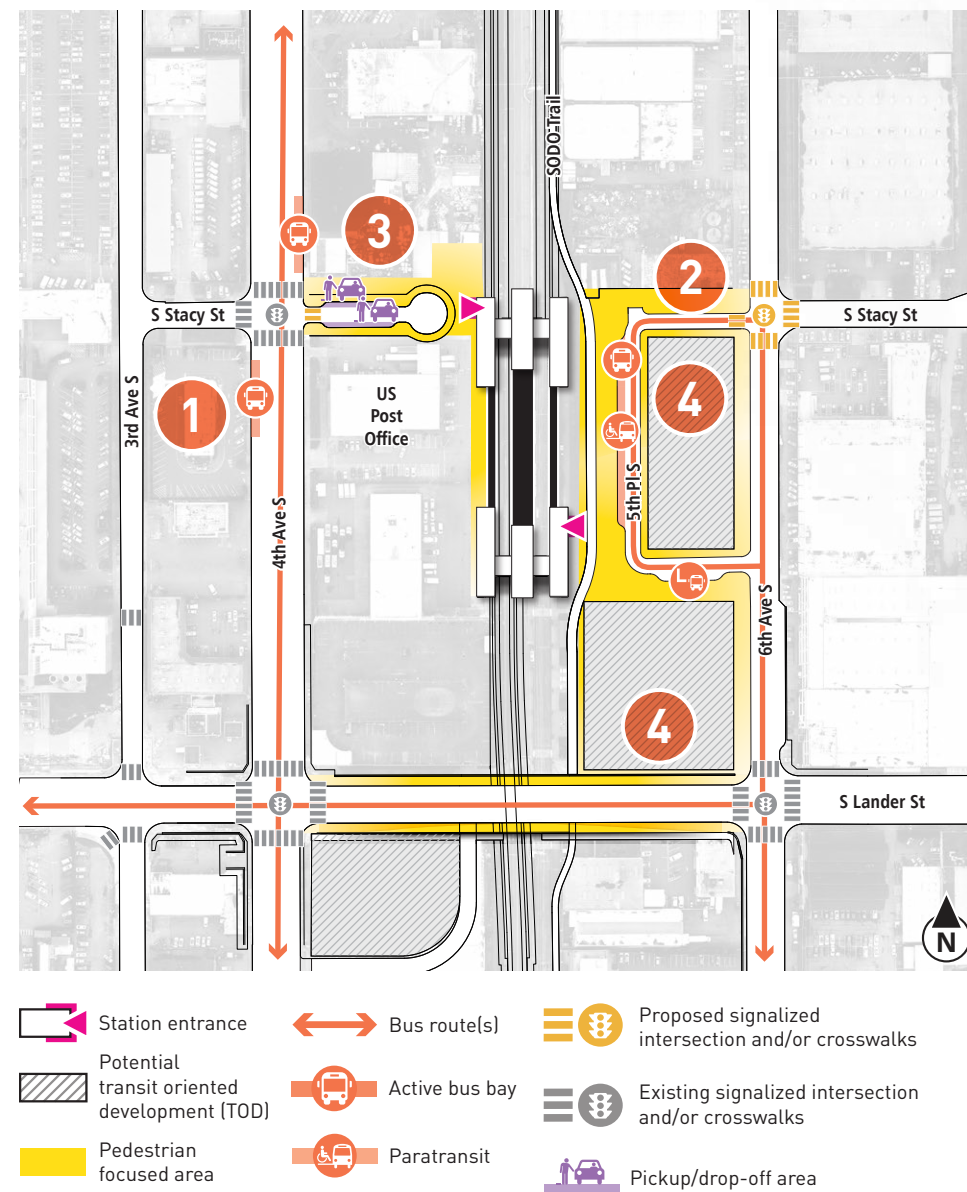


Wayfinding signage helps pedestrians find key destinations nearby

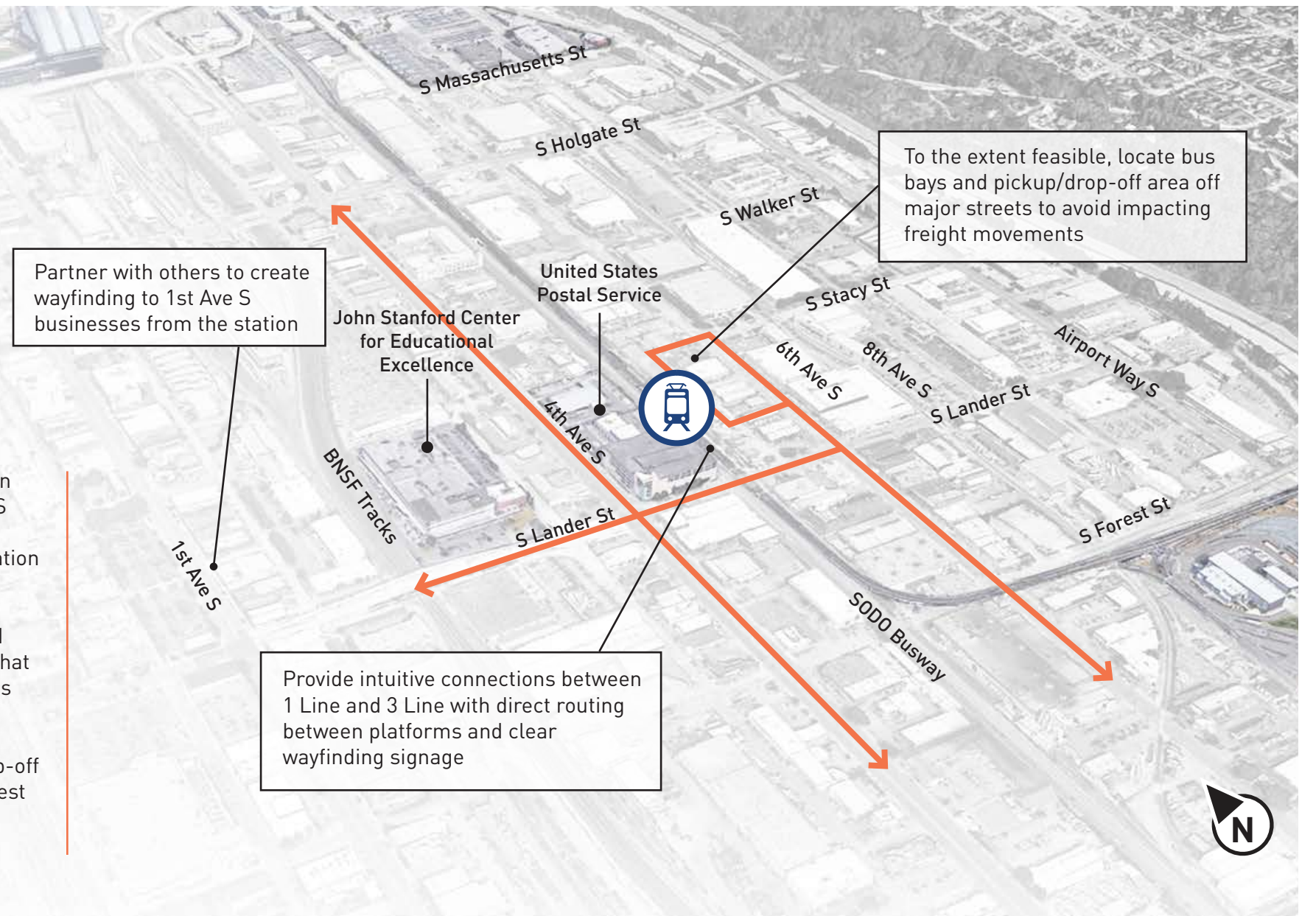
At-Grade Station (SODO-1a)

Connecting to the station

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



1. Locate bus stops on 4th Ave S close to S Stacy St for simple transfers to the station
2. Create off-street loop for transit and paratransit users that also accommodates bus layover space
3. Locate pickup/drop-off area at the northwest station entrance to reduce potential conflicts with bus stops on 4th Ave S
4. Explore station access improvements in partnership with new development(s)



Transit loop near a station



Real-time signage provides current information on bus connections

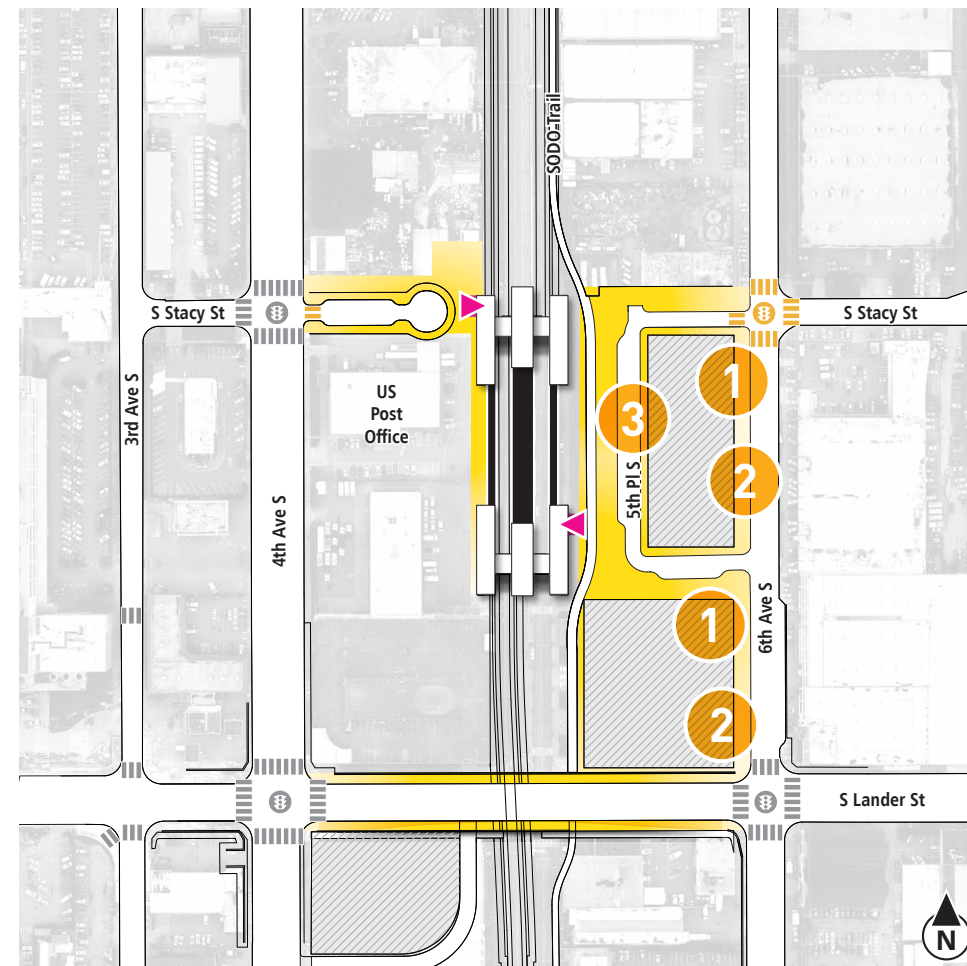
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At-Grade Station (SODO-1a)

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

- 1 Assess potential for flex office and industrial use with some retail opportunities to take advantage of potential foot traffic generated by the station
- 2 Although station is in an industrial area, encourage new developments near the station to incorporate building frontages that are lively and focus on pedestrian scale design features
- 3 Explore opportunities to provide access to the station mezzanine from an upper floor of adjacent development

Consider potential development opportunities including industrial incubators, makerspaces, and other innovation/research and development uses with a scale and fit appropriate for SODO; balance the existing industrial uses and associated freight movement with access needed for future development

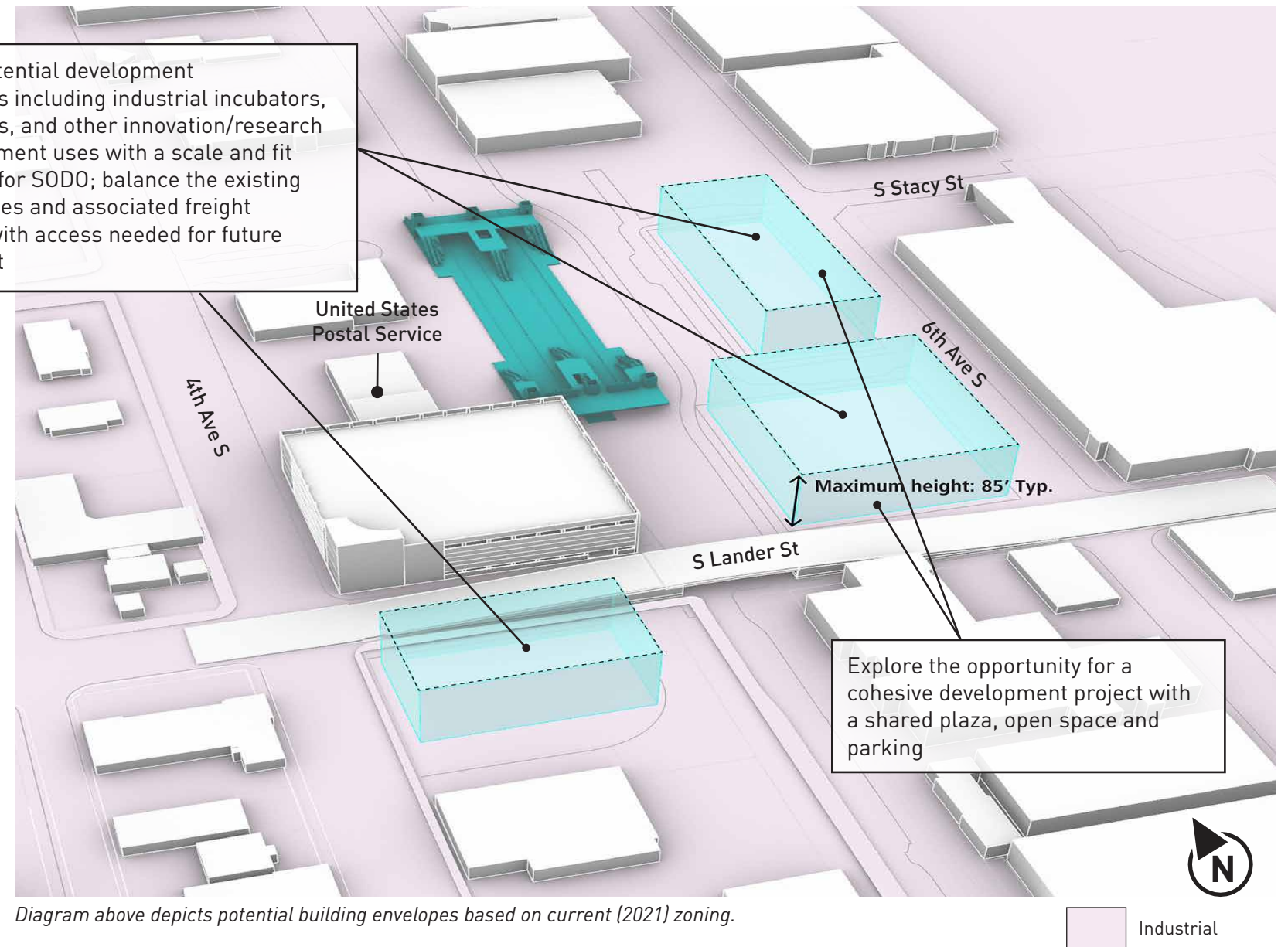


Diagram above depicts potential building envelopes based on current (2021) zoning.



Large industrial development sites can include multiple tenants and uses



Vocational training to support local jobs is one possible future use near the station

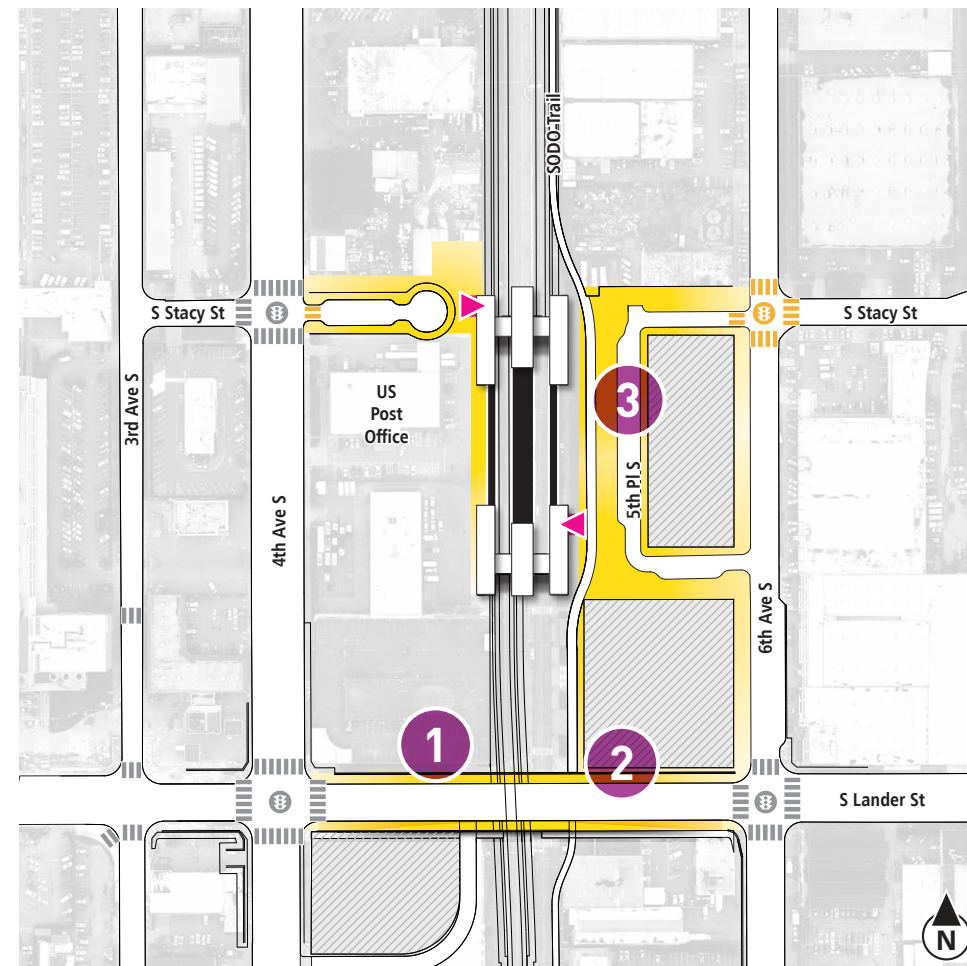
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At-Grade Station (SODO-1a)

Enjoying public space near the station

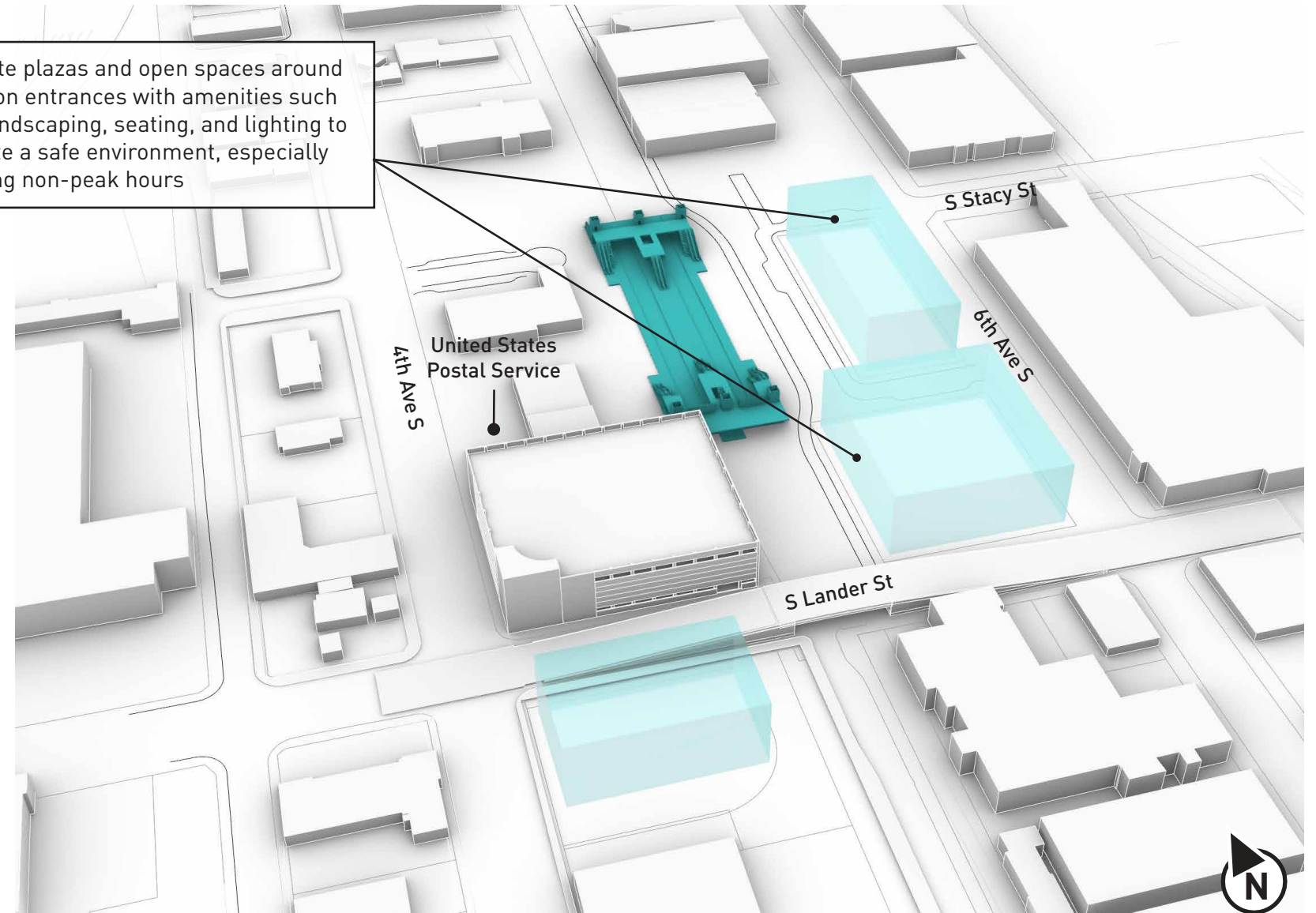
Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



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

- 1 Explore design opportunities for the Lander St overpass that would complement the existing Lander St overpass to the west
- 2 Create a well-lit and safe environment for pedestrians and cyclists where the SODO Trail runs under the new Lander St overpass
- 3 Consider creating a pedestrian-oriented plaza space with adjacent active uses that leads passengers to the station entrance

Create plazas and open spaces around station entrances with amenities such as landscaping, seating, and lighting to create a safe environment, especially during non-peak hours



Recently completed Lander Street overpass with multi-use trail



Landscaping and bike racks are used to separate cyclists from pedestrians in an adjacent sidewalk and plaza

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At-Grade South Station Option (SODO-1b)

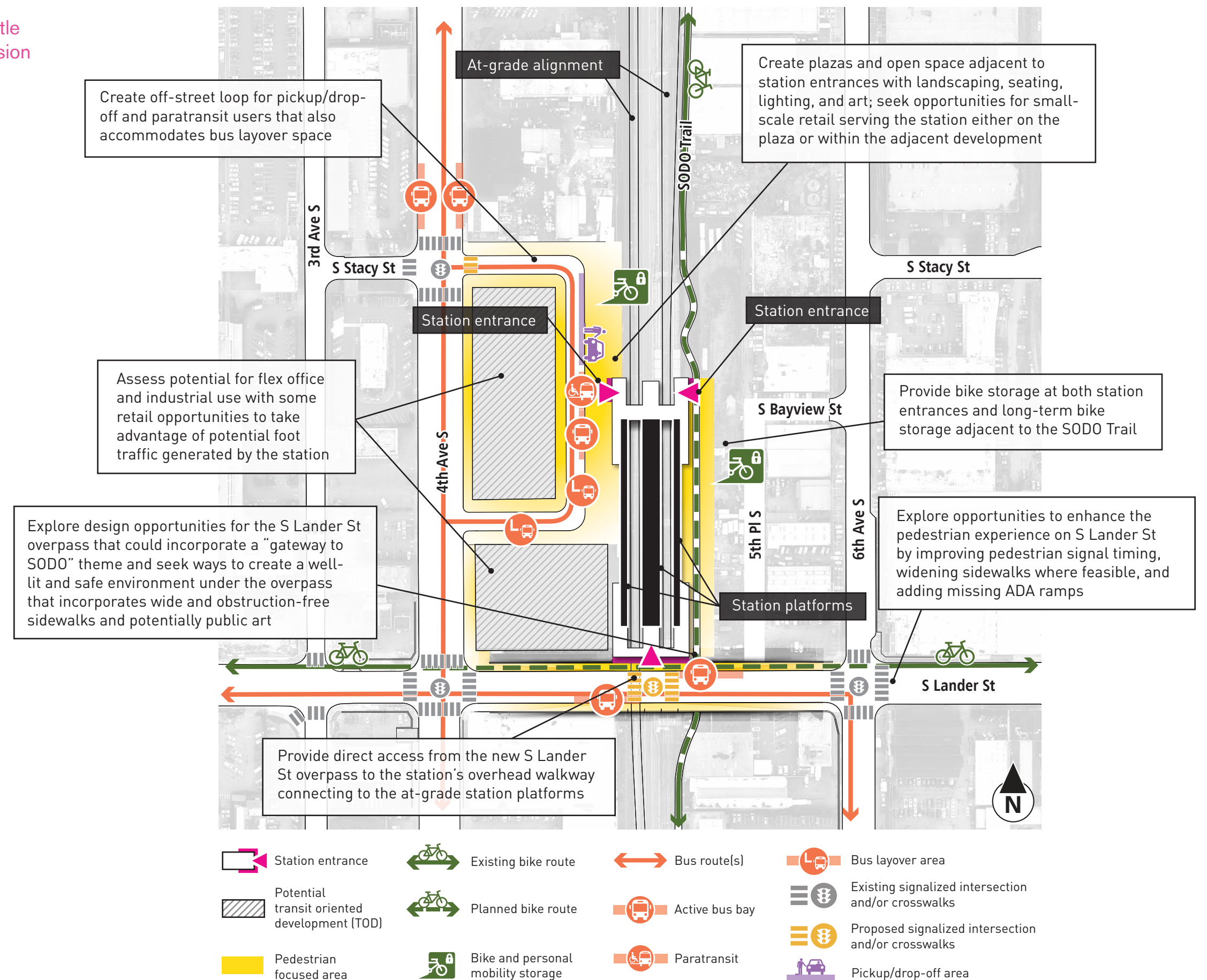
Other Alternative

Station context plan

The At-Grade South SODO Station option would be located directly north of S Lander St where the SODO Busway is today. Three parallel station platforms connected by an overhead walkway would allow passengers to access both the 1 Line (Ballard to Tacoma Dome) and the 3 Line (West Seattle to Everett). The existing station and SODO Busway would be demolished to accommodate the new station. The project would include a new bus loop on the west side of the station with space for pickup/drop-off.

The city recently completed the S Lander St overpass west of 3rd Ave S, reducing conflicts and delays for vehicles, cyclists, and pedestrians. The At-Grade South SODO Station includes a second overpass on S Lander St between 4th Ave S and 6th Ave S with bike lanes and wide sidewalks. Passenger pickup/drop-off and a new bus loop would be west of the station on 4th Avenue, providing seamless bus-to-rail transfers.

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.

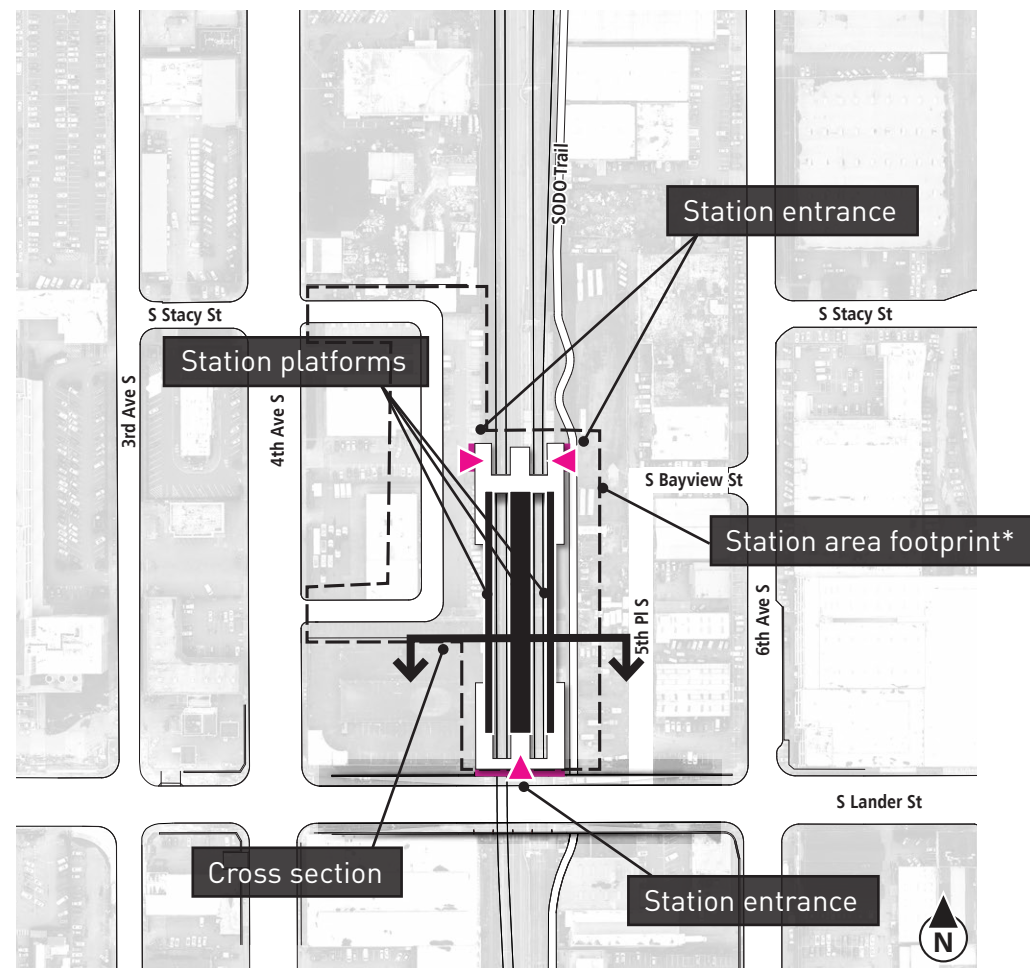


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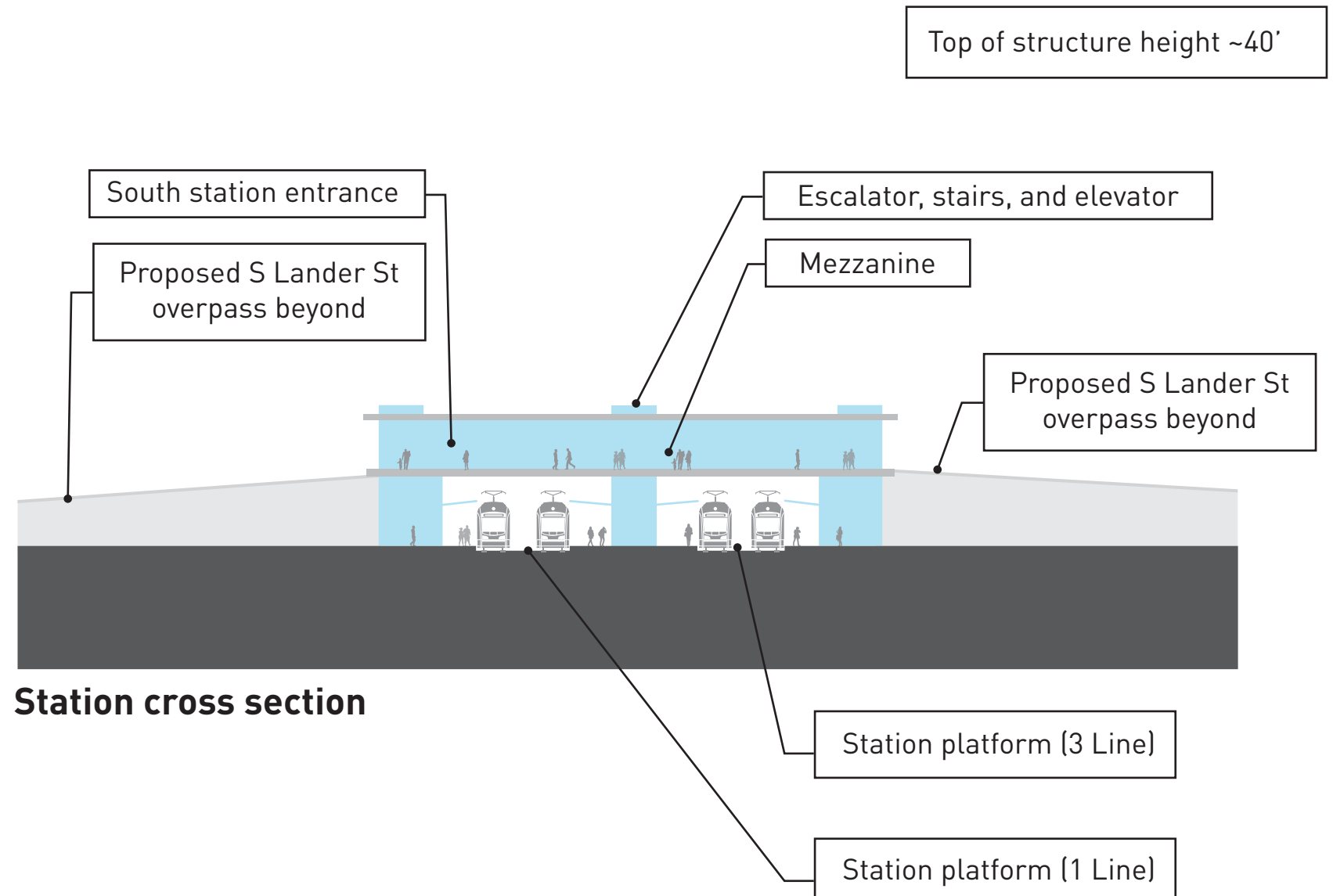
At-Grade South Station Option
(SODO-1b)

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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Mixed-Profile Station (SODO-2)

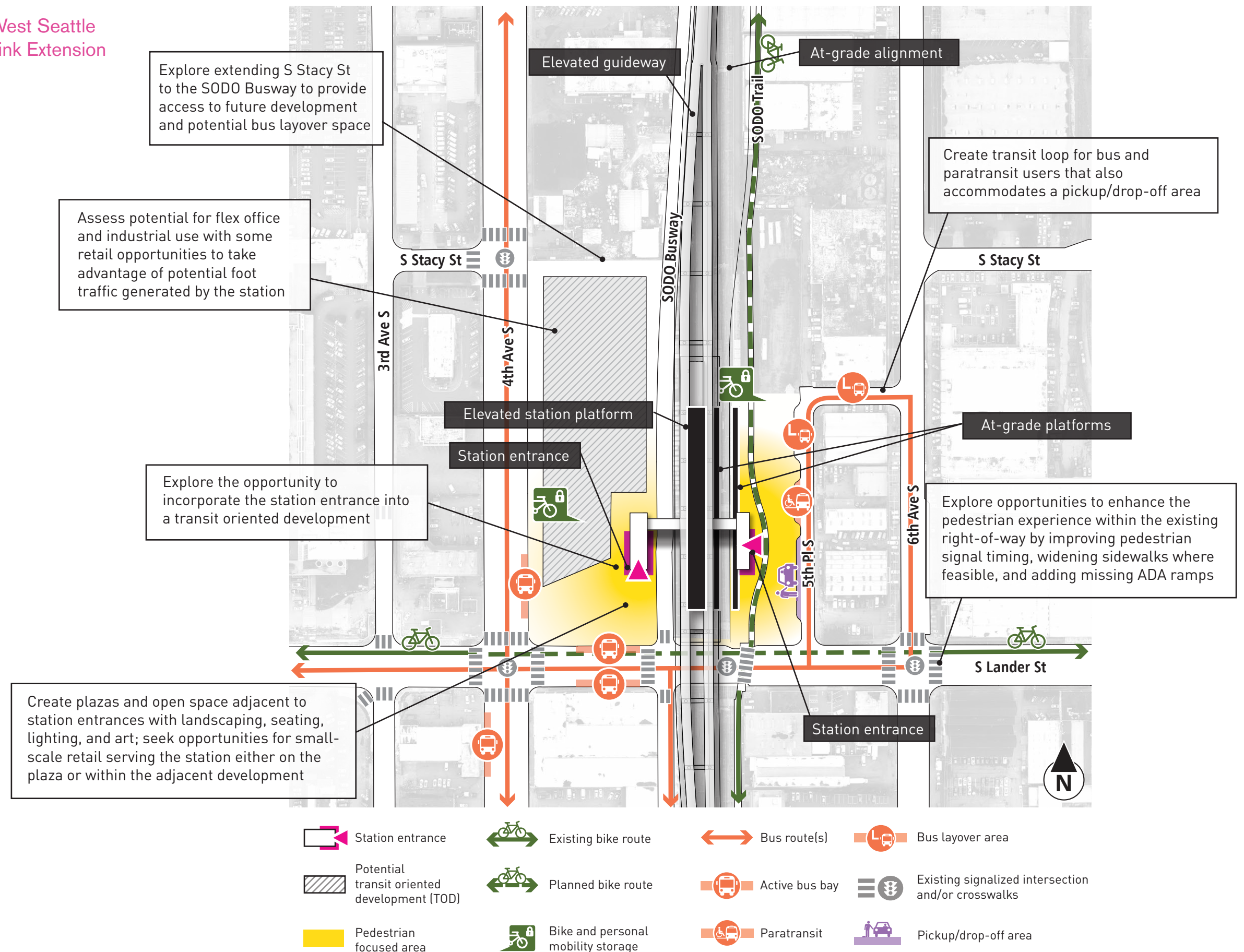
Other Alternative

Station context plan

The Mixed Profile SODO Station alternative would be located directly north of S Lander St just east of the SODO Busway. Three station platforms—two at-grade and one elevated—would be connected by a mezzanine level, allowing passengers to access both the 1 Line (Ballard to Tacoma Dome) and the 3 Line (West Seattle to Everett). The existing station would be demolished to accommodate the new station, and the SODO Busway would be shifted west.

Sidewalks with large plaza spaces would front S Lander St and bike lanes would connect to the SODO Trail and existing and planned bike lanes east and west of the station. Passenger pickup/drop-off and a bus loop would be located on the east side of the station, adjacent to the SODO Trail. There would be an opportunity to redevelop a large block between the station and 4th Ave S.

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.

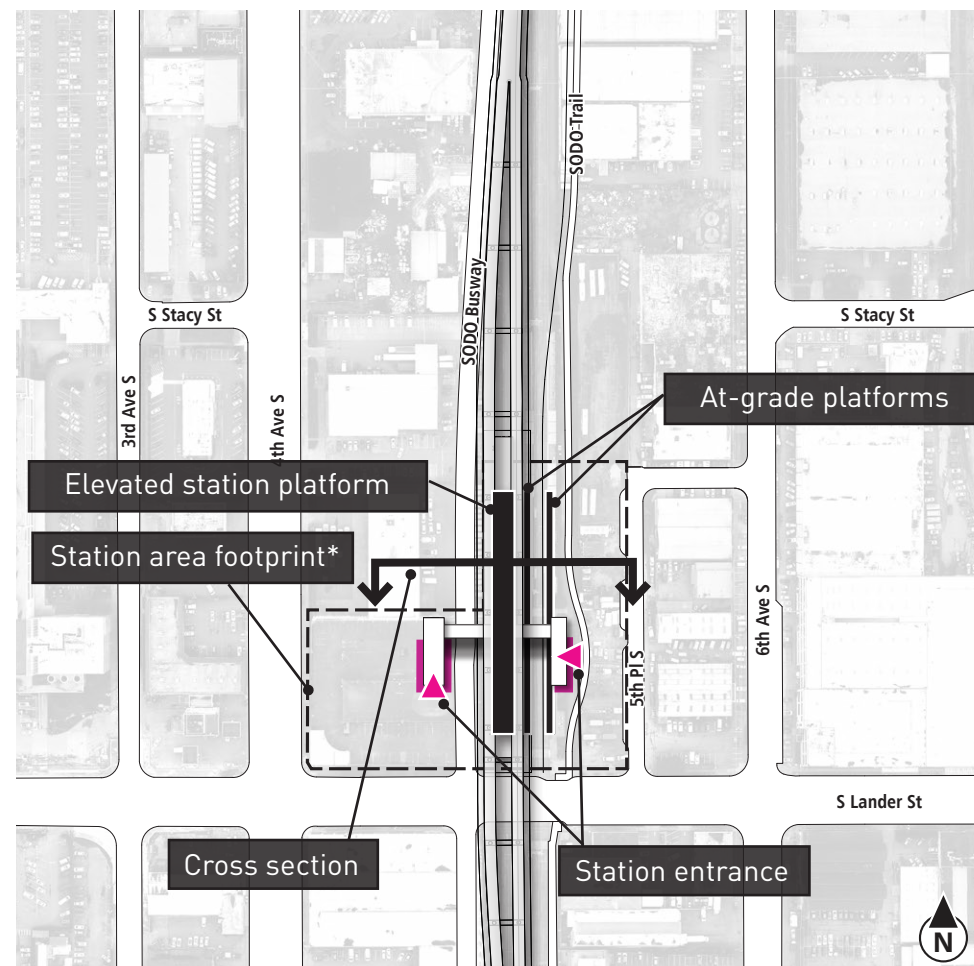


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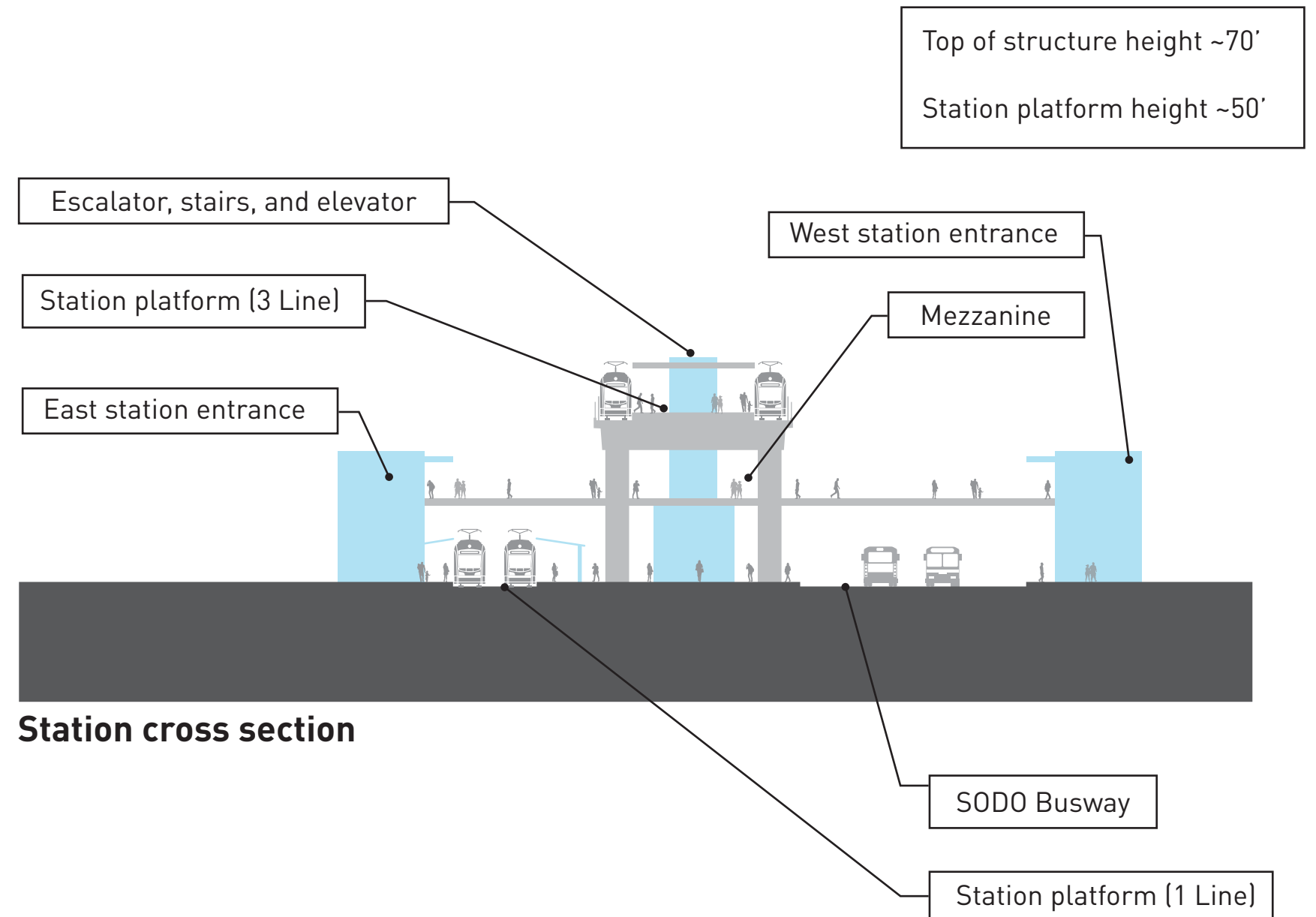
Mixed-Profile Station
(SODO-2)

Looking inside the station



Station site plan

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