

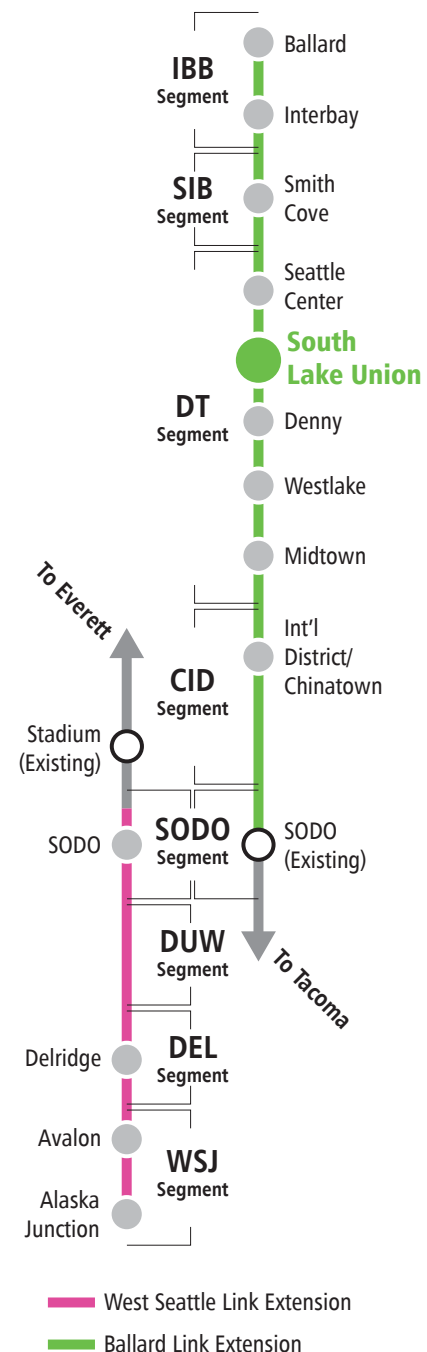
# South Lake Union Station

Ballard Link Extension

## Station area context

Once home to industry and mill workers, South Lake Union today hums with the activity of major businesses, including medical research facilities and tech companies. The area attracts visitors and locals with its food trucks, Cheshiahud Lake Union Loop, the Center for Wooden Boats, and Museum of History and Industry—a nod to the area's industrial past. In addition to office space, mixed-use buildings house apartments, condos, and restaurants geared towards the neighborhood's many young professionals.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the neighborhood's walkability, parks, diverse development, and sense of place.



What we heard so far

### NEIGHBORHOOD FEEDBACK

- 1 Mercer St is challenging for pedestrians and cyclists to cross
- 2 Station location needs to serve the South Lake Union hub
- 3 Prefer to cycle on 8th Ave N and 9th Ave N where there are protected bike lanes
- 4 Enhance bike network for safe and convenient access to and from station
- 5 Encourage safe and convenient transfers between bus and light rail
- 6 Where possible, build bike pathways with safe crossings where they 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.

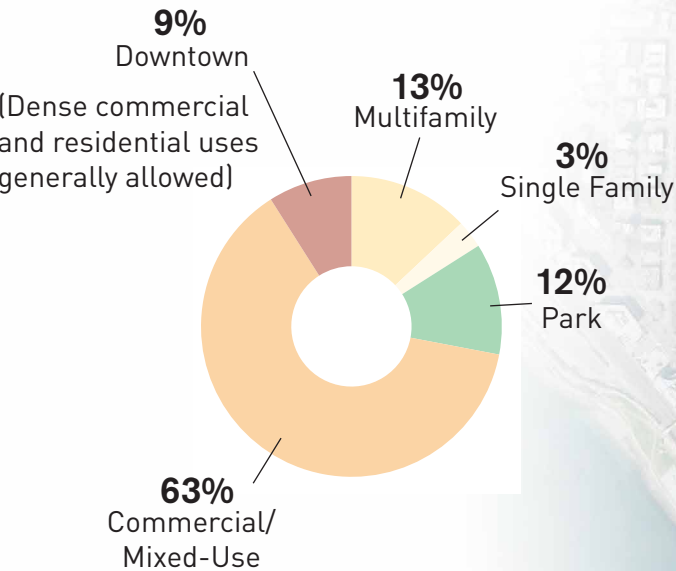


# South Lake Union Station

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Link Extension

## Station area context

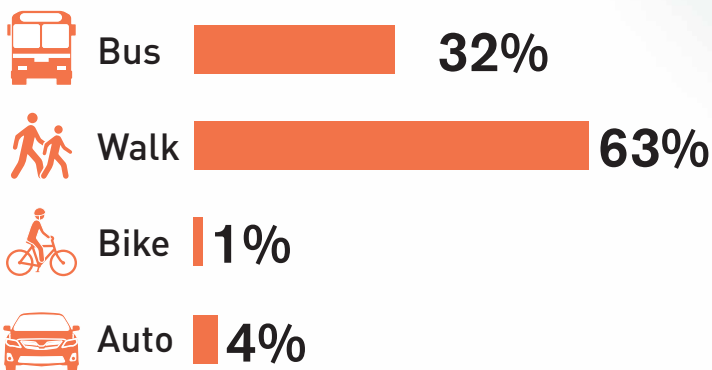
### Existing land use in the station area <sup>(1)</sup>



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



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



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



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



### Planning and design priorities

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

- Embrace and advance unique character of South Lake Union; station would be located within a transition area between two neighborhoods
- Support the development of workforce housing
- Design station structure and entrances to accommodate equitable transit oriented development where possible
- Encourage logical and efficient connection to buses on SR 99/Aurora Ave N/7th Ave N
- Consider access from bike lanes on Dexter Ave N
- Consider access and wayfinding to and from Seattle Center
- Design station and station environment in partnership with local communities, including indigenous communities, to include local culture in the public realm

**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.

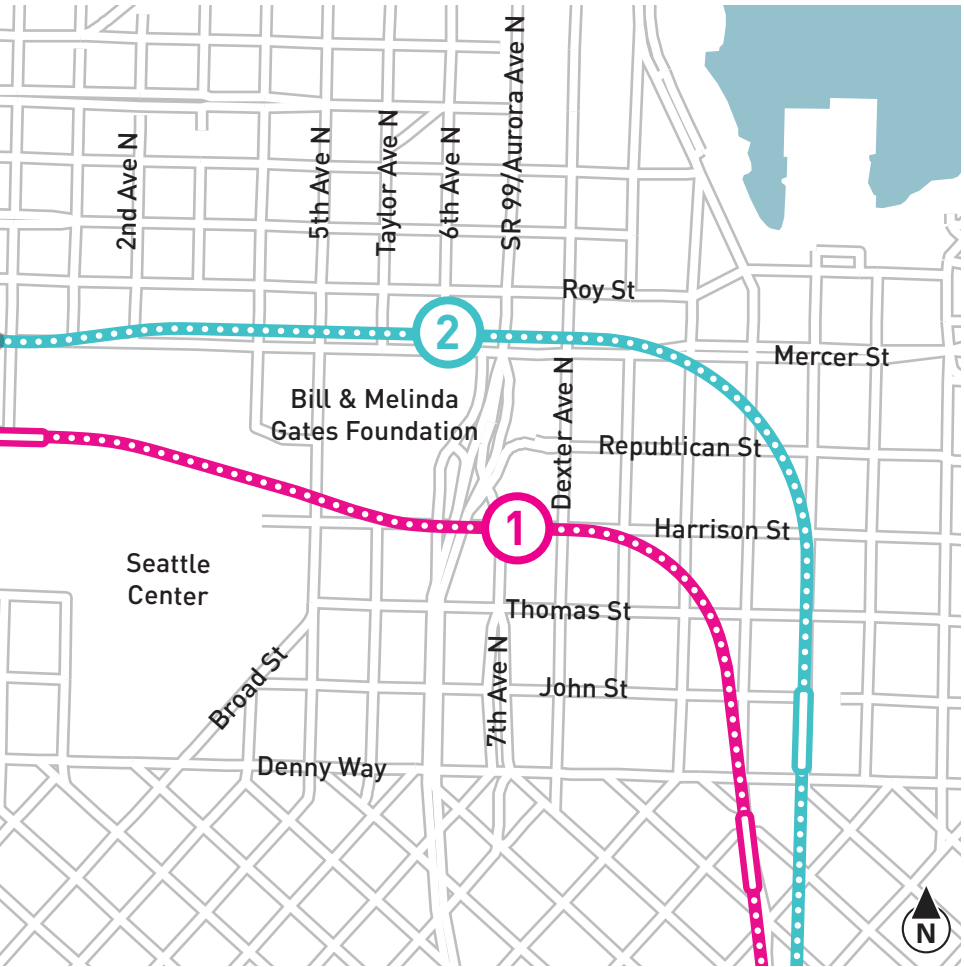


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## Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains two alternatives for the South Lake Union Station.



### Draft EIS alternatives

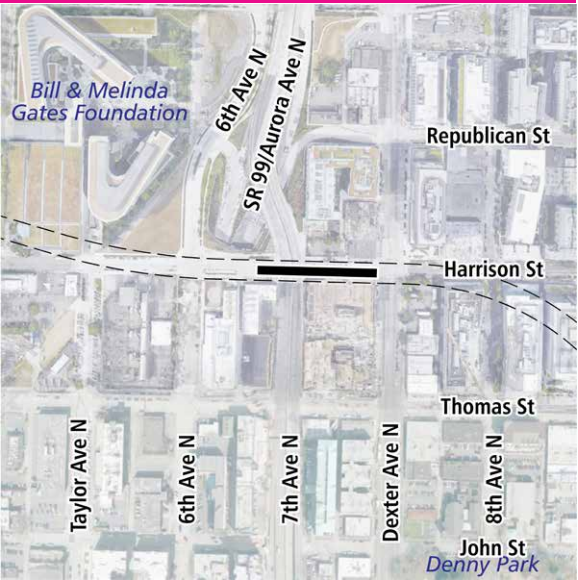
- Preferred alternative
- Other alternative

### Route and station profiles

- Tunnel

## 1 Preferred Alternative

See P.152



### Tunnel Harrison Street Station (DT-1)

Tunnel station under Harrison St between  
SR 99/ Aurora Ave N and Dexter Ave N

## 2 Other Alternative

See P.158



### Tunnel Mercer Street Station (DT-2)

Tunnel station on the north side of Mercer  
St between Taylor Ave N and SR 99/Aurora  
Ave N

# South Lake Union Station

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Tunnel Harrison Street Station  
(DT-1)

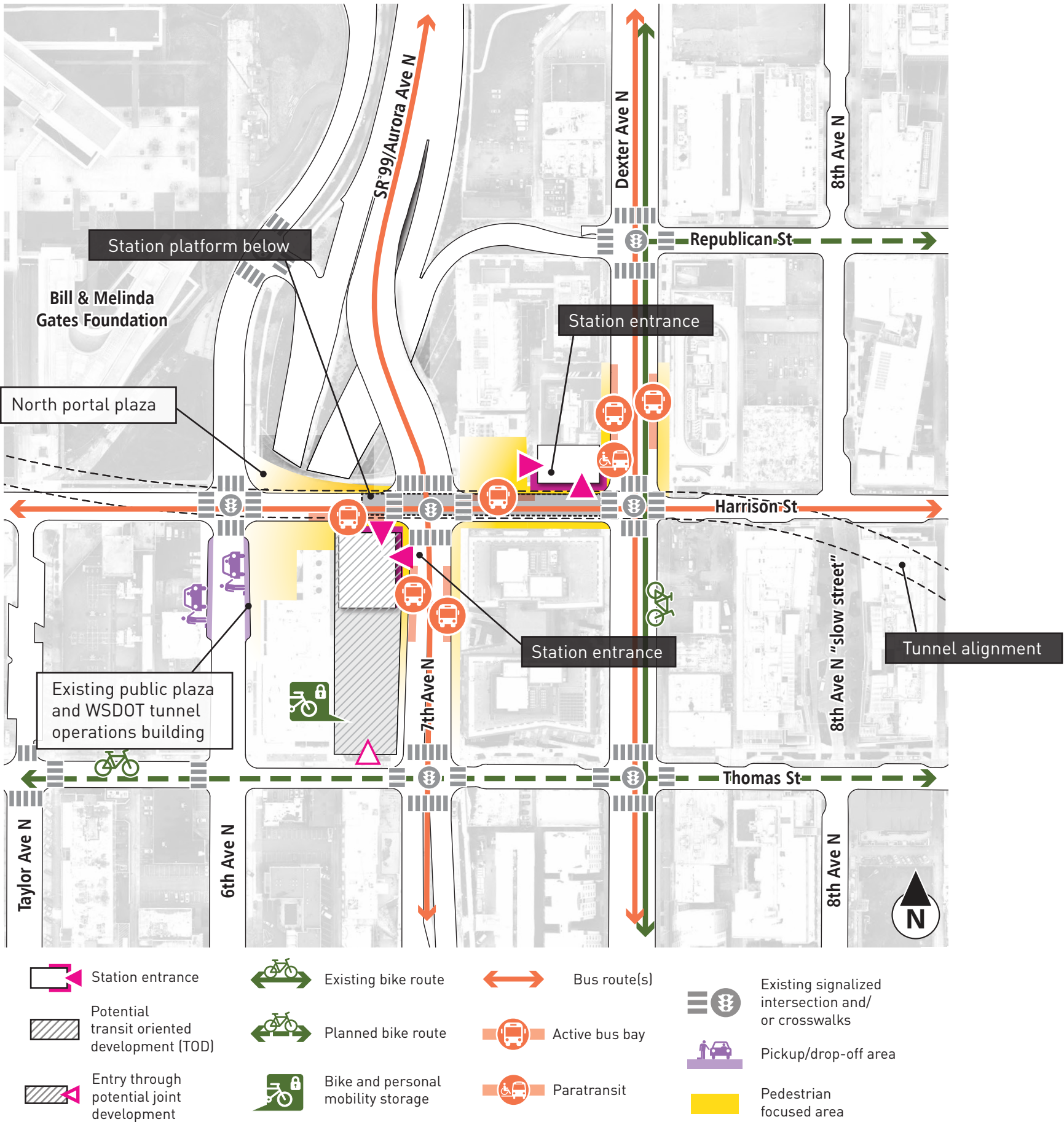
Preferred Alternative

## Station context plan

The Tunnel Harrison Street station alternative would serve an area of South Lake Union with apartments, large employers, local businesses, and hotels, located just a few blocks from the east edge of Seattle Center. Denny Park would be two blocks southeast of a station entrance and the Bill & Melinda Gates Foundation would be located two blocks west of an entrance.

The station would have entrances on either side of Harrison St—one near 7th Ave N and the other at Dexter Ave N. Buses on 7th Ave N and Dexter Ave N would connect light rail passengers with neighborhoods to the north, while bus routes on Harrison St would connect passengers to destinations in the neighborhoods east and west of the station.

Dexter Ave N is already served by protected bike lanes in both directions, and the future bike network—when completed—will add an east-west connector to Seattle Center on Thomas St with direct access to secure bike storage at Thomas St and 7th Ave N. There is potential for an internal pathway from the bike storage to the station entrance through future development.



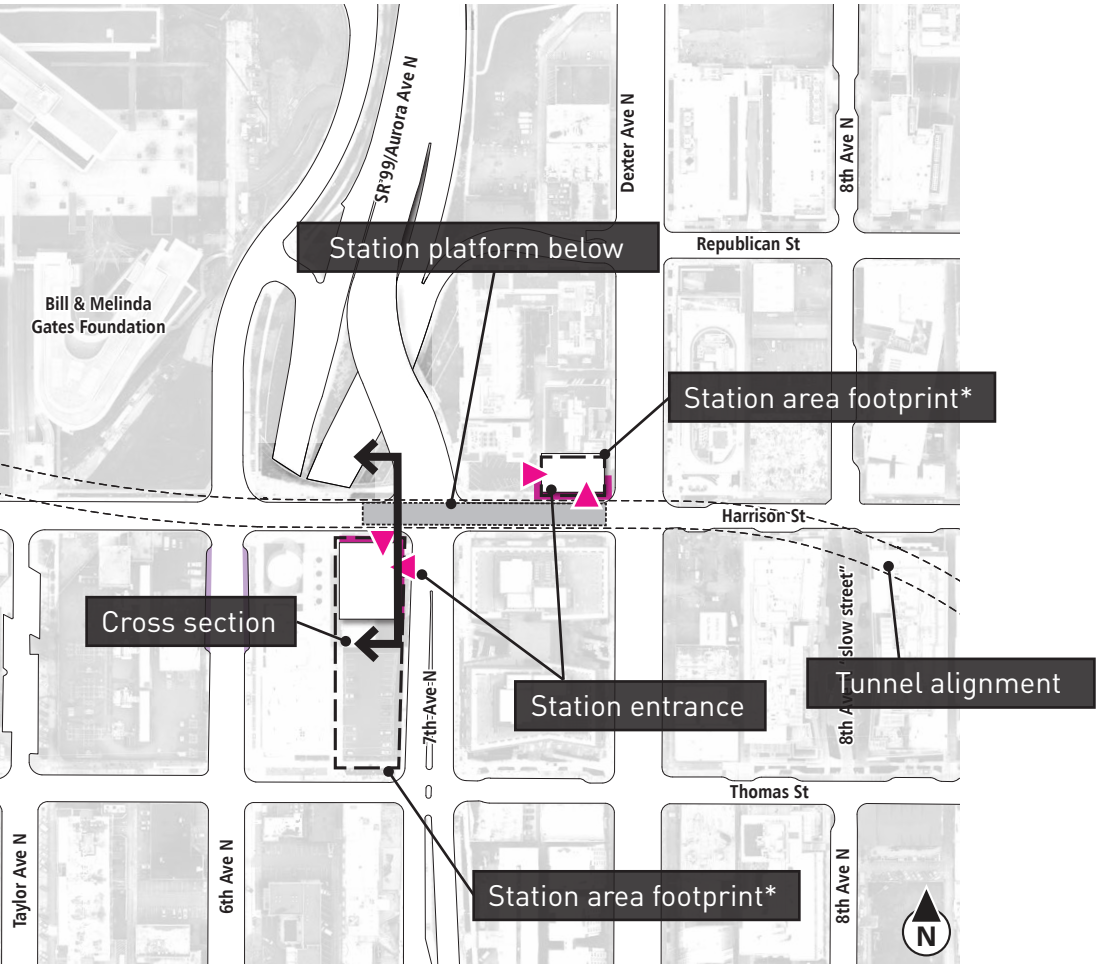


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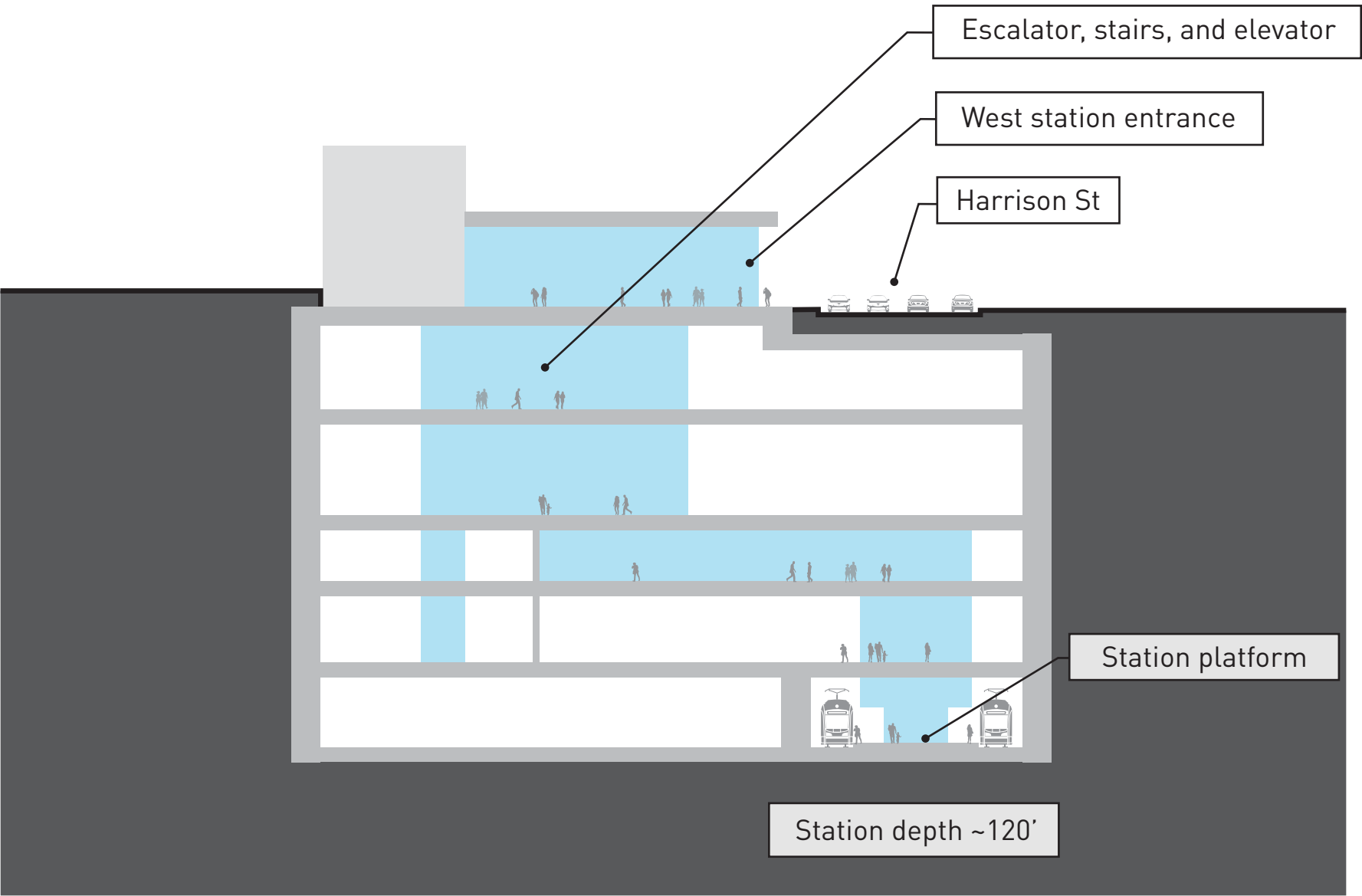
Tunnel Harrison Street Station  
(DT-1)

## 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.



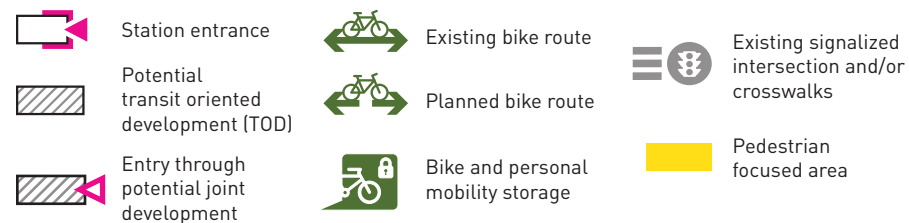
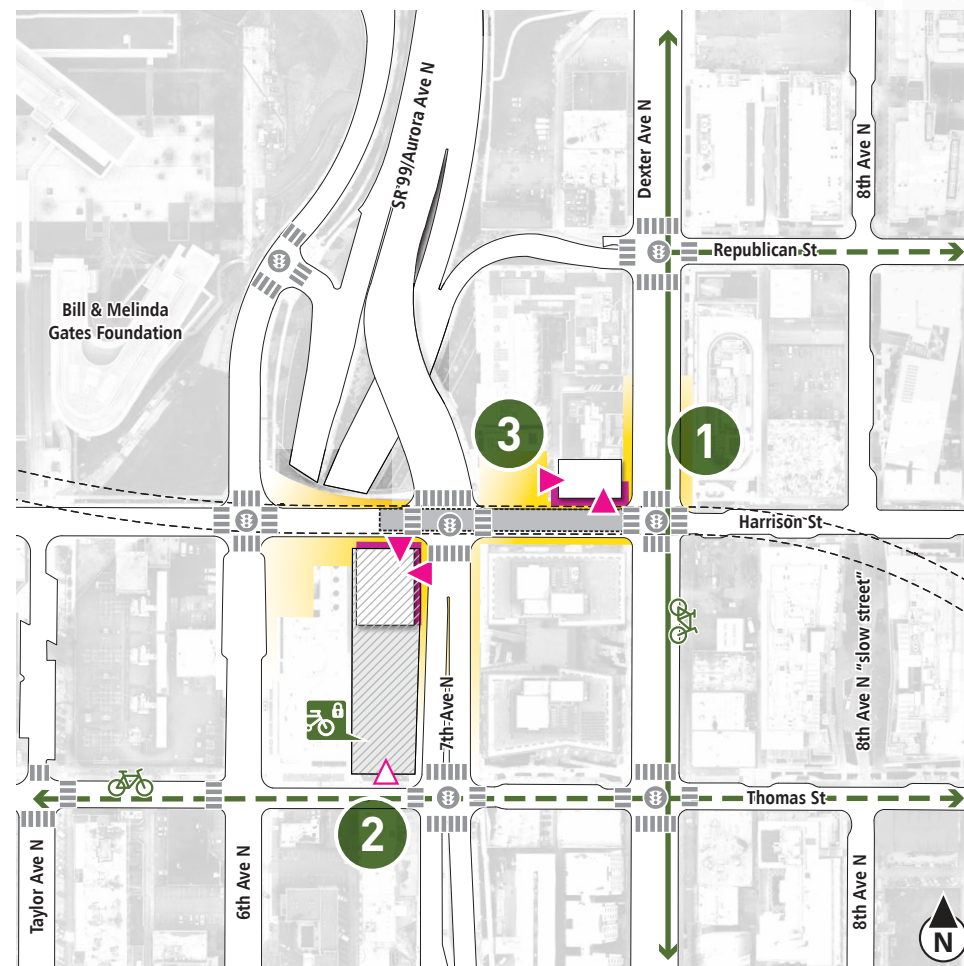
# South Lake Union Station

Ballard Link Extension

Tunnel Harrison 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 Integrate bike lanes with bus stops on Dexter Ave N at the station entrance
- 2 Explore the idea of an additional station entrance on Thomas St for access to bike storage and to help disperse event crowds
- 3 Explore the potential to shift the north station entrance to the west to create space for bike storage adjacent to Dexter Ave N

Coordinate with street concept plans prepared by the city, which include a multi-modal lane on north side of the street, pedestrian lighting, and uniquely marked crosswalks

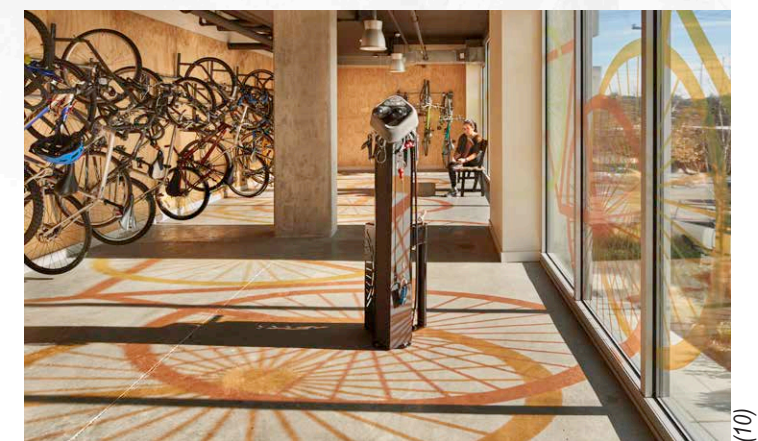
Coordinate with the city to implement the proposed protected bike lanes on Republican St between Dexter Ave N and Eastlake Ave E

Coordinate station access with street concept plans prepared by the city, which include:

- Bike lanes on Thomas St, a cycle track on 9th Ave N, and an on-street urban trail on Dexter Ave N
- Shared use street on 8th Ave N south of Thomas St focused on pedestrians and bikes with vehicles traveling at slower speeds



The Thomas St bike lanes would connect cyclists to secure bike storage in the same building as the south station entrance



Bike storage integrated into transit oriented development can serve station passengers, building residents, and retail customers



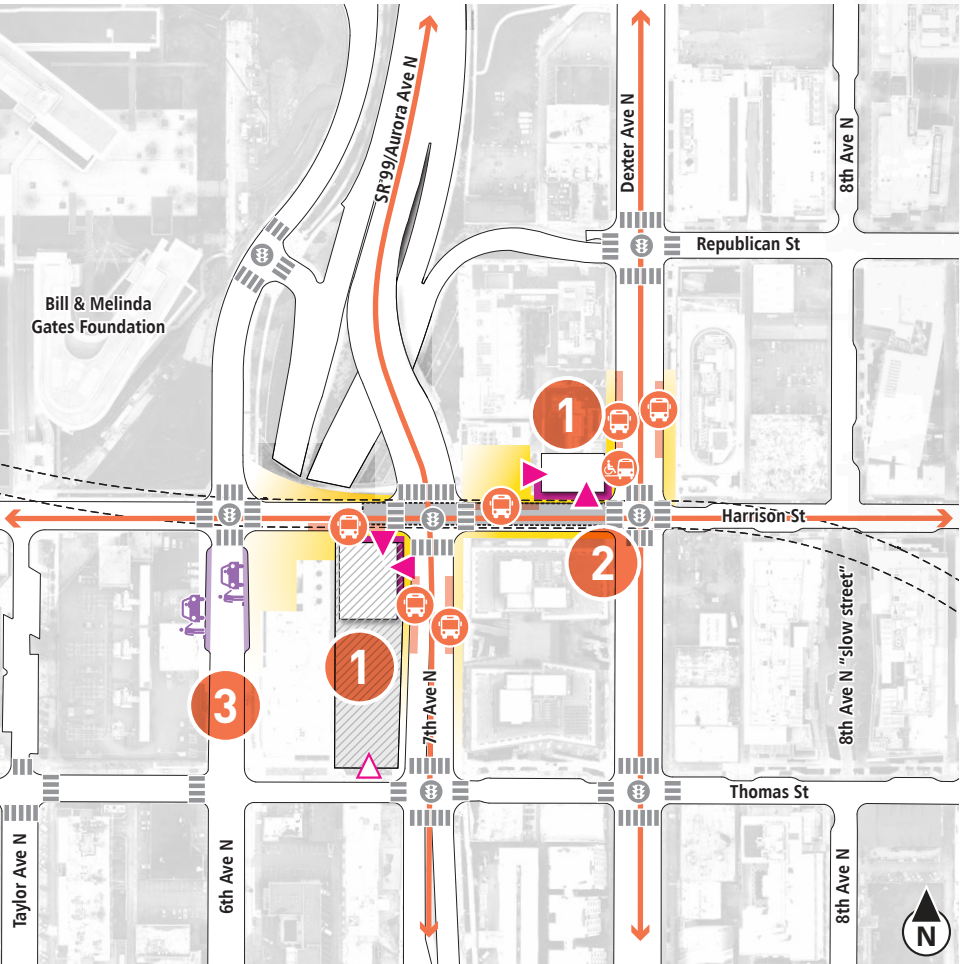
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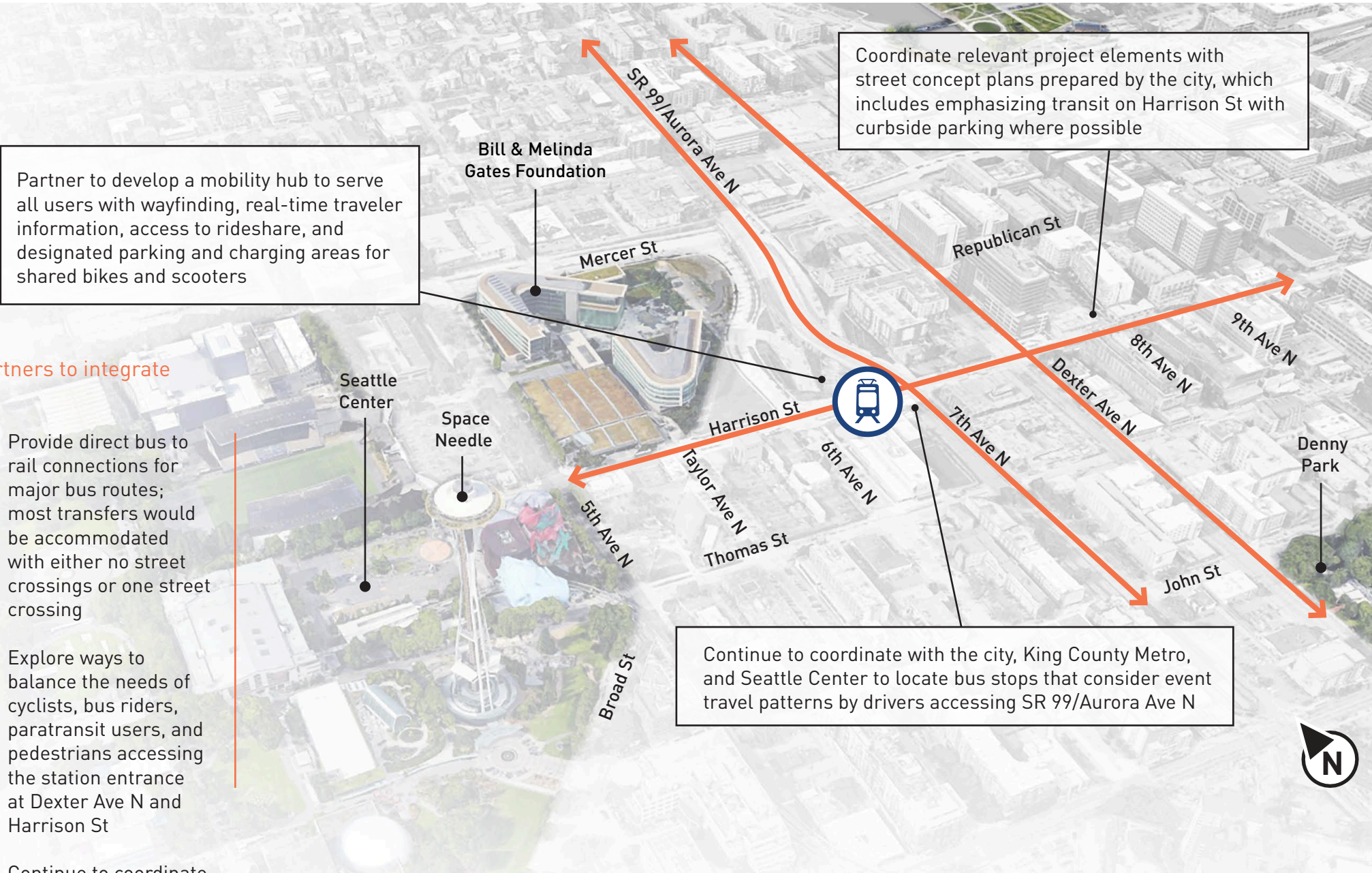
Tunnel Harrison Street Station (DT-1)

## Connecting to the station

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



- 1 Provide direct bus to rail connections for major bus routes; most transfers would be accommodated with either no street crossings or one street crossing
- 2 Explore ways to balance the needs of cyclists, bus riders, paratransit users, and pedestrians accessing the station entrance at Dexter Ave N and Harrison St
- 3 Continue to coordinate pickup/drop-off locations with the city and balance the desire for pickup and drop-off against limited curb space and neighborhood needs



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



Thoughtful design of bus stops on bike routes keeps everyone moving safely



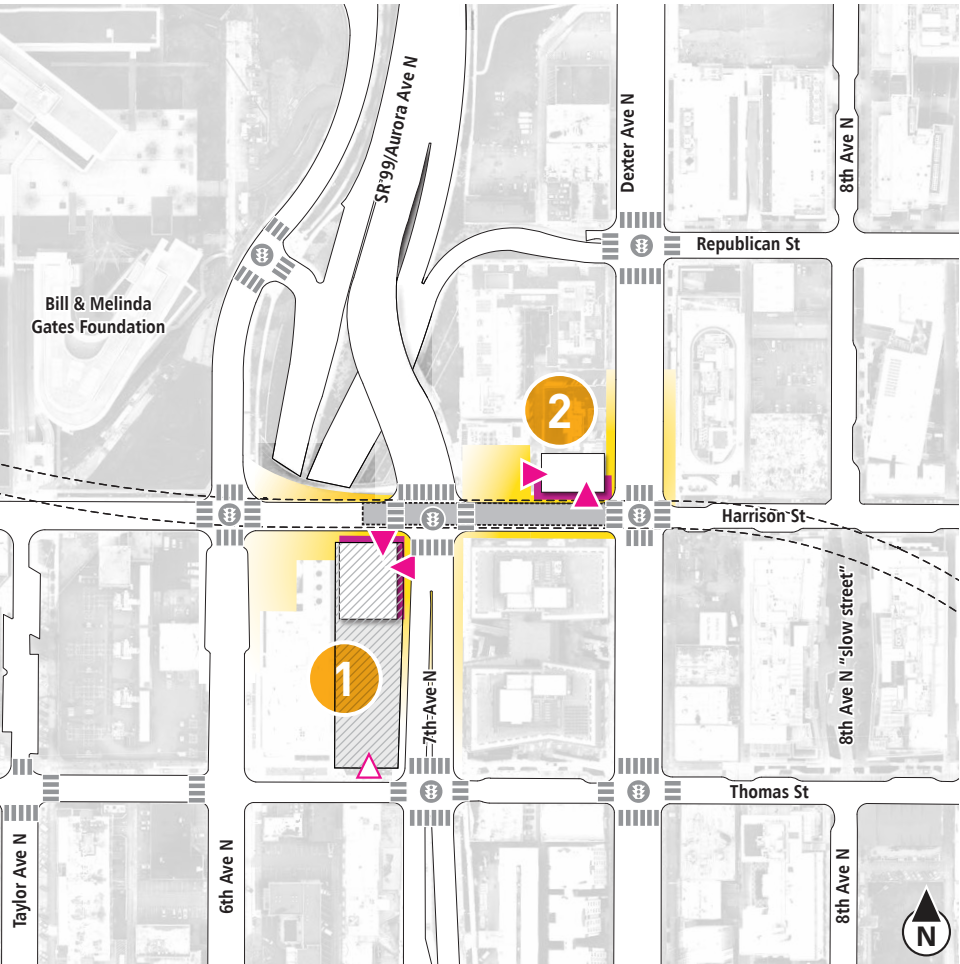
# South Lake Union Station

Ballard  
Link Extension

Tunnel Harrison 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.



**1** Assess potential for office use and/or equitable transit oriented development that includes mixed-use buildings with market-rate and affordable housing over ground-floor retail integrated with the station entrance

**2** Explore the potential to integrate the existing alley with the station entrance plaza to better accommodate cyclists and bus transfers

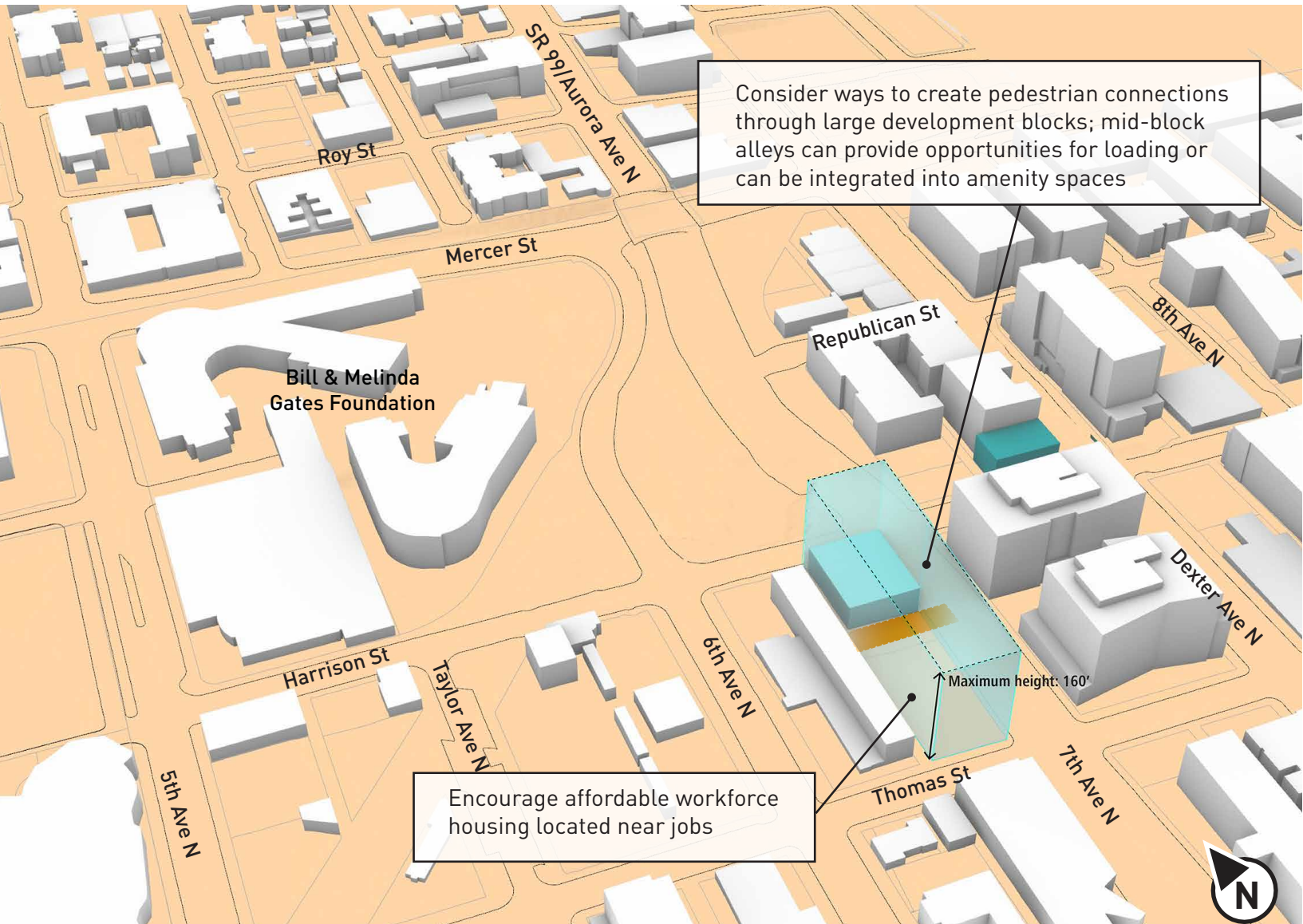


Diagram above depicts potential building envelopes based on current (2021) zoning.



Pedestrian connection integrated with development near the station



Mixed-use building with integrated station entrance



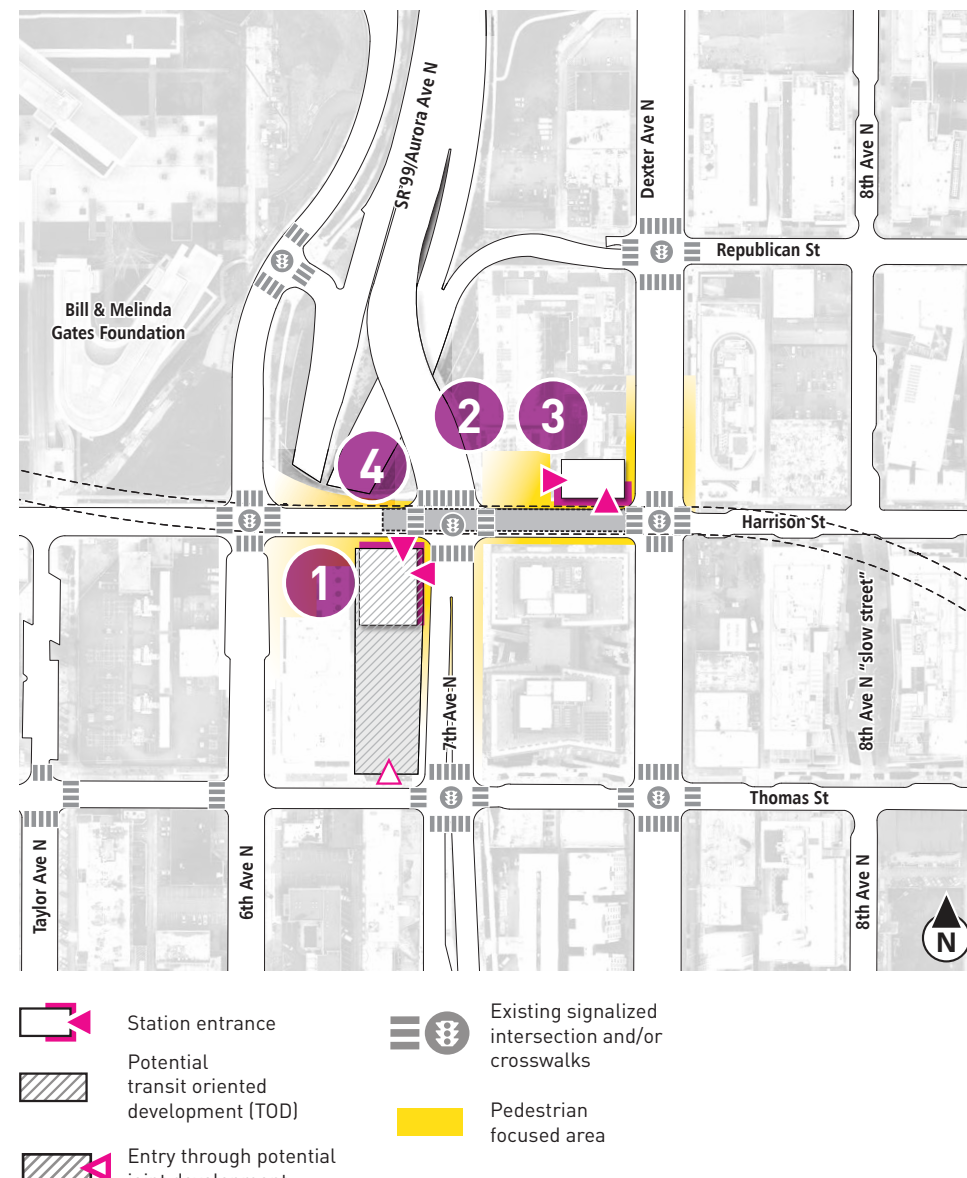
# South Lake Union Station

Ballard Link Extension

Tunnel Harrison Street Station (DT-1)

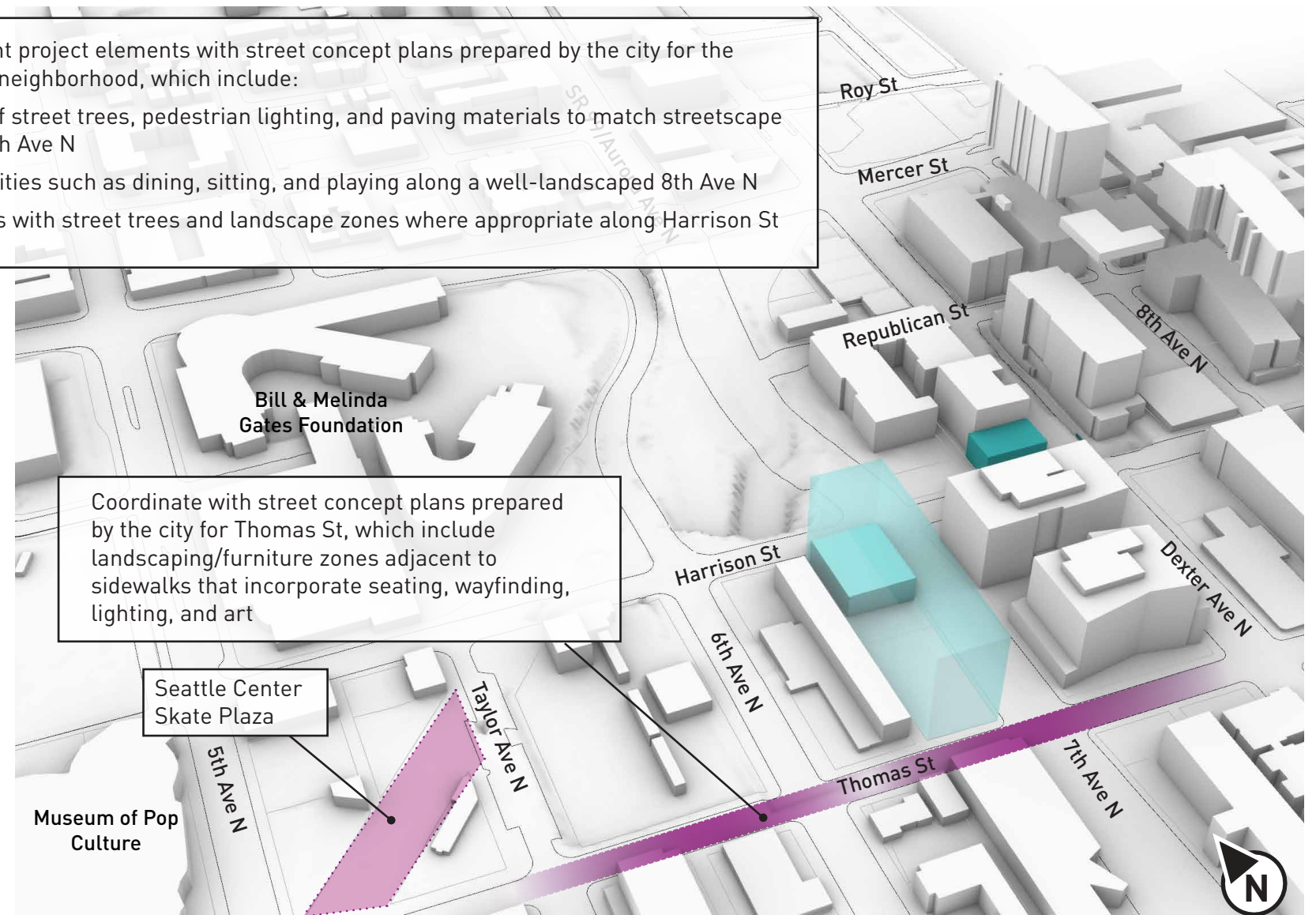
## Enjoying public space near the station

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



- 1 Leverage existing plaza to create continuity of generous public space and to accommodate potential surge volumes from events; consider matching the building frontage along the north side to help unify this block
- 2 Consider screening of plaza/open space on west side of station entrance; explore the use of sound buffering, landscaping and art
- 3 Explore the potential to close the existing alley to shift the station entrance to the west and provide generous entrance plazas on both sides with public art or other neighborhood amenities
- 4 Explore potential to widen sidewalks at the station entrances to accommodate bus bays, streetscape improvements, and space for crowds during large events at Seattle Center

- Coordinate relevant project elements with street concept plans prepared by the city for the South Lake Union neighborhood, which include:
- Continuation of street trees, pedestrian lighting, and paving materials to match streetscape plan west of 7th Ave N
  - Space for activities such as dining, sitting, and playing along a well-landscaped 8th Ave N
  - Wide sidewalks with street trees and landscape zones where appropriate along Harrison St



Streetscape with trees, café zones, bike racks, and special paving



Seattle Center Skate Plaza near the station is a unique example of public space



# South Lake Union Station

Ballard Link Extension

## Tunnel Mercer Street Station (DT-2)

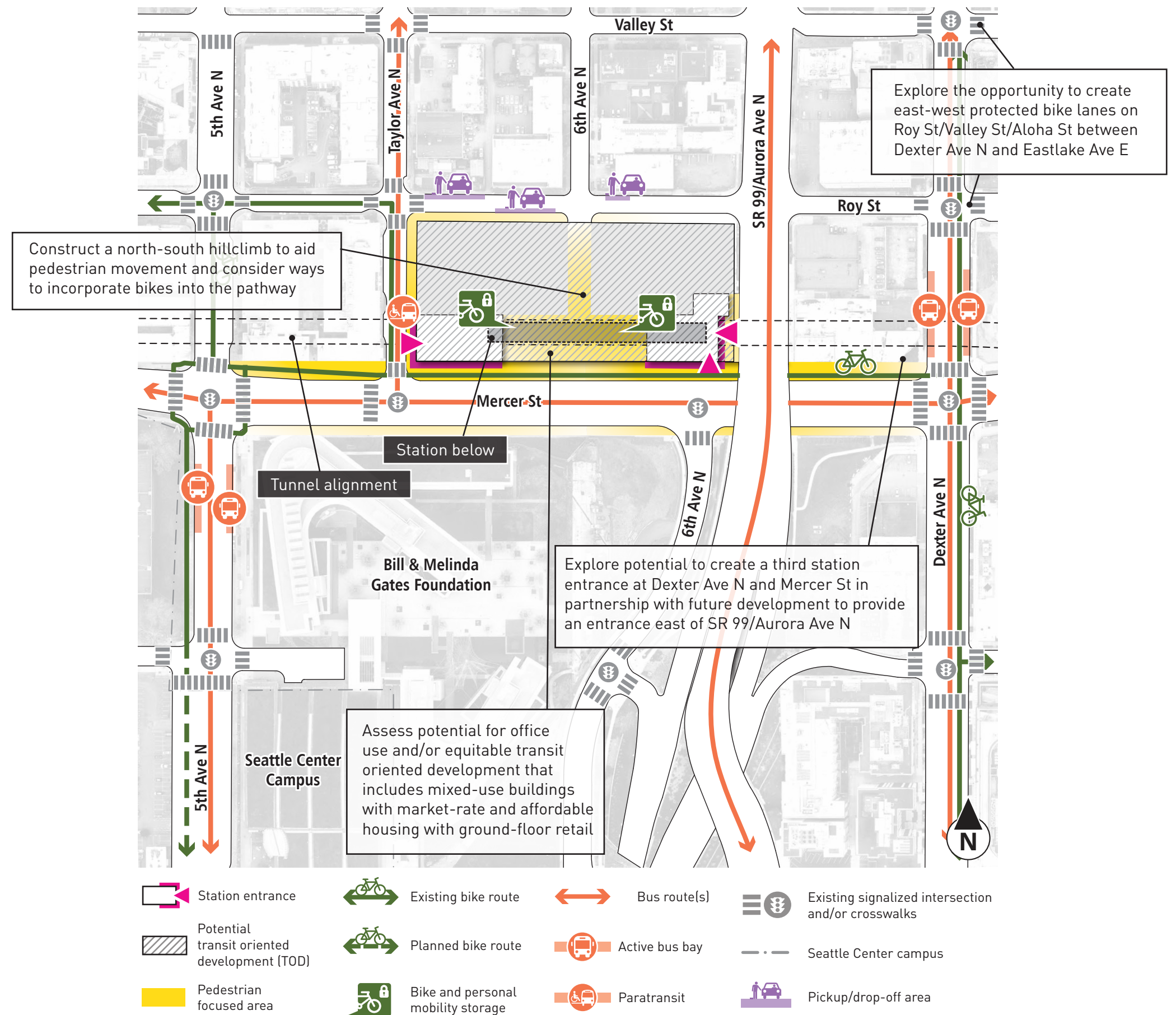
Other Alternative

### Station context plan

The Tunnel Mercer Street station alternative would serve the multifamily housing on the southeast slope of Queen Anne as well as local businesses and large employers including the Bill & Melinda Gates Foundation. Both station entrances would be located on the north side of Mercer Street: one at Taylor Ave N and one at SR 99/Aurora Ave N.

Heading east of the station towards the South Lake Union neighborhood, there are generous sidewalks and protected bike lanes that connect pedestrians and cyclists to the Cheshiahud Lake Union Loop and the many amenities that South Lake Union offers. An existing bike route connecting cyclists from Dexter Ave N to Seattle Center runs in front of the station with secure bike storage planned within future development around the station.

*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.*



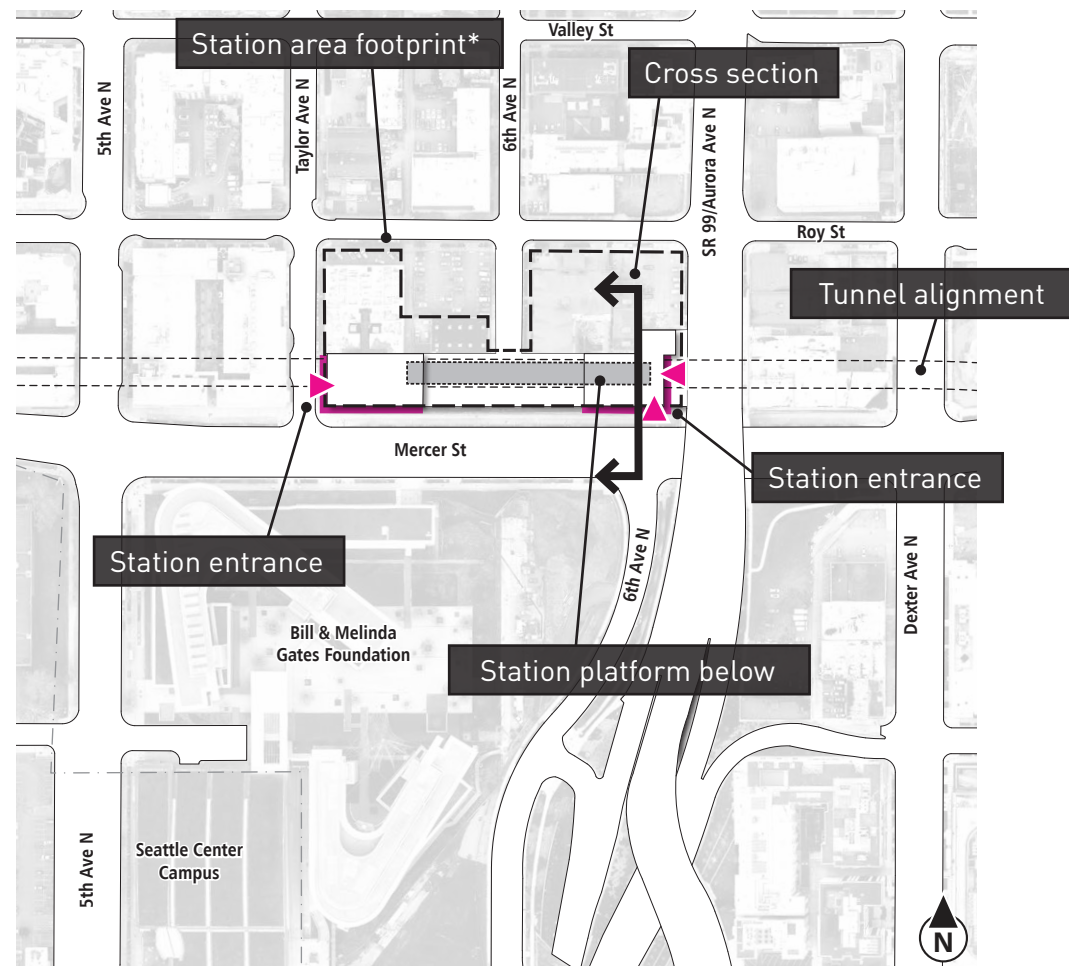


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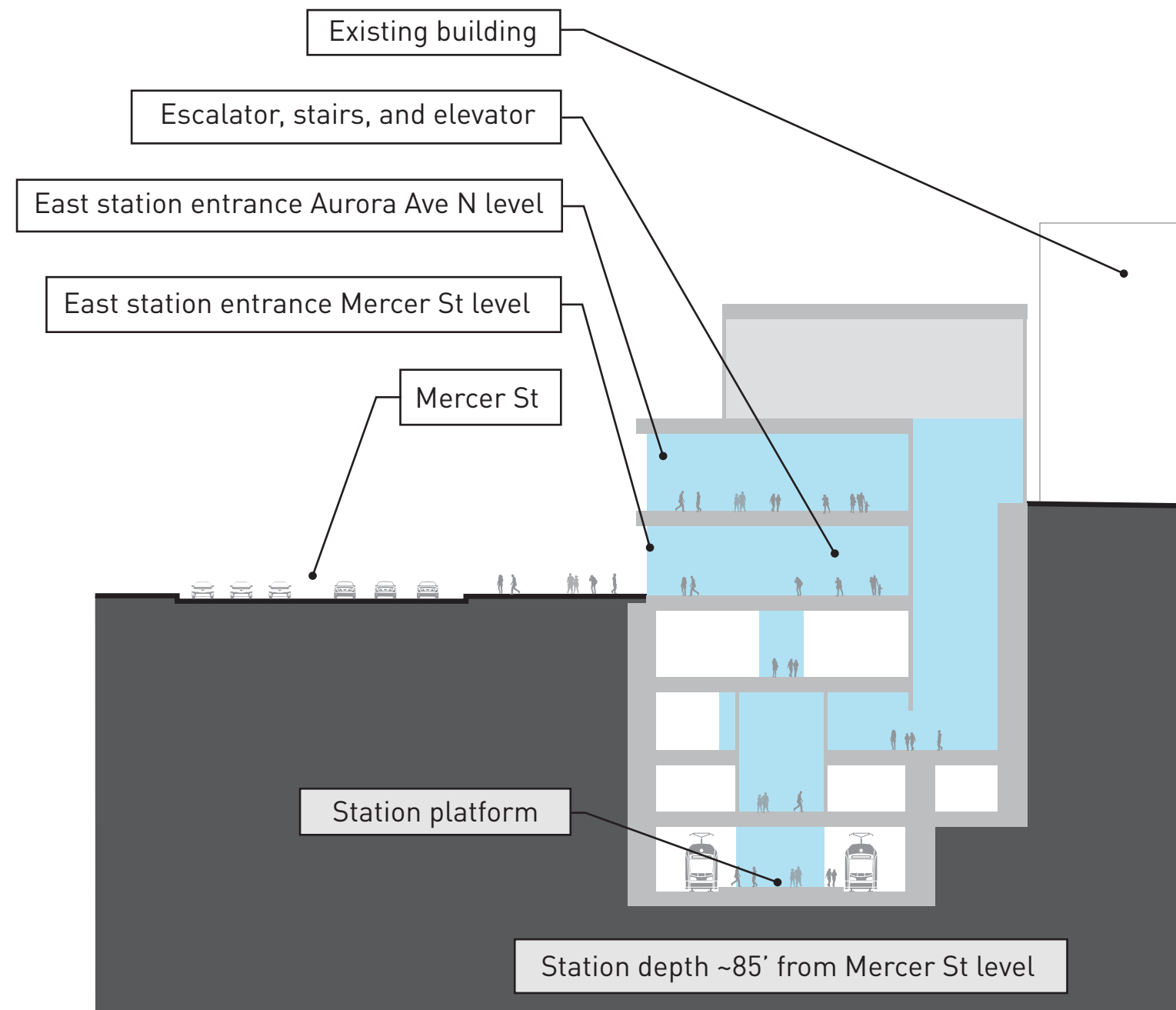
Tunnel Mercer Street Station (DT-2)

## 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.