

# Westlake Station

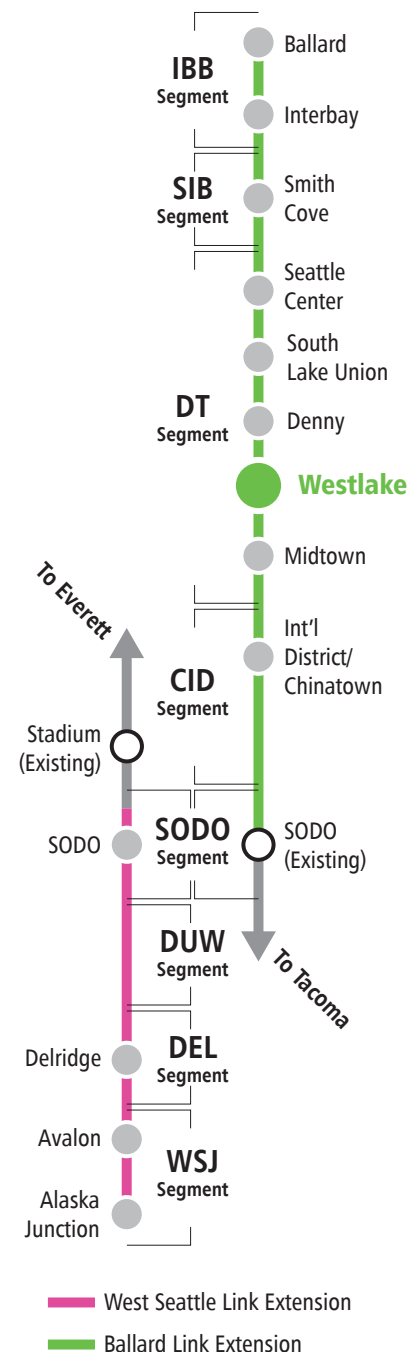
Ballard Link Extension

## Station area context

Westlake is a transit and retail hub in downtown Seattle spanning the Pike/Pine corridor between 3rd Ave and 7th Ave. The 1 Line (Ballard to Tacoma Dome), 2 Line (Redmond to Mariner), and 3 Line (West Seattle to Everett) would converge at the Westlake Station. In addition to light rail, the area includes numerous bus routes, two streetcar lines, and the Seattle Center Monorail, which together serve thousands of employees, residents, shoppers, tourists, and convention-goers daily. Westlake Park, at the heart of the area's retail core, includes popular food trucks,

play and sitting areas, holiday decorations, and frequent special events. Westlake Center, the Washington State Convention Center, and many retail shops and eateries make this area one of the most active in Seattle.

Based on feedback received at the Fall 2019 Neighborhood Forum, community members value the walkability of this neighborhood, the many transit connections, and its vibrant retail core.



What we heard so far

### NEIGHBORHOOD FEEDBACK

- 1 Encourage convenient and intuitive connections between the new and existing light rail lines
- 2 Seamlessly integrate the multiple transportation modes in the station area
- 3 Incorporate visible station entrances into existing buildings oriented towards pedestrian flow
- 4 Consider retail inside the station building
- 5 Keep tourists in mind by providing clear wayfinding in the station area in multiple languages
- 6 Station and surrounding area should be designed for safety and comfort of passengers and others traveling through the area



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

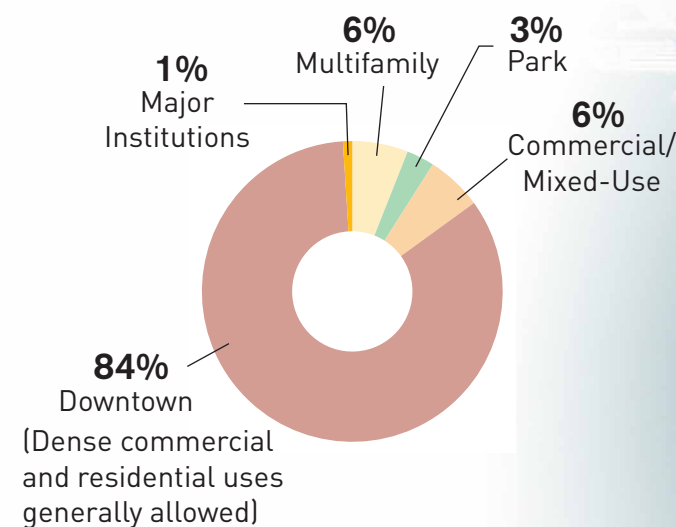


# Westlake Station

Ballard Link Extension

## Station area context

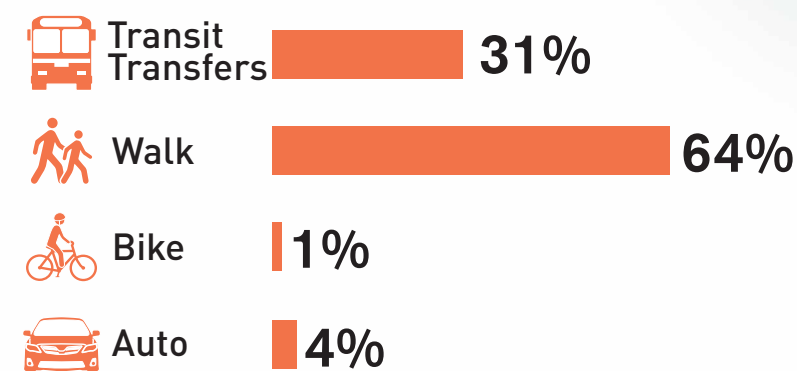
### Existing land use in the station area <sup>(1)</sup>



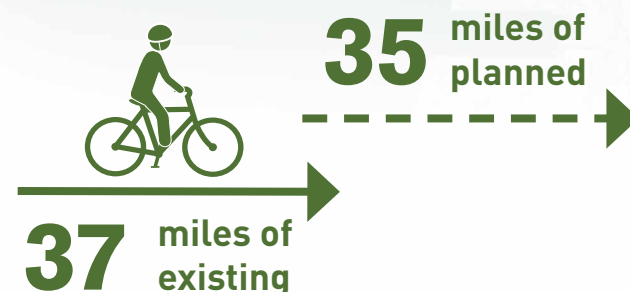
### Ridership/daily boardings <sup>(2)</sup>



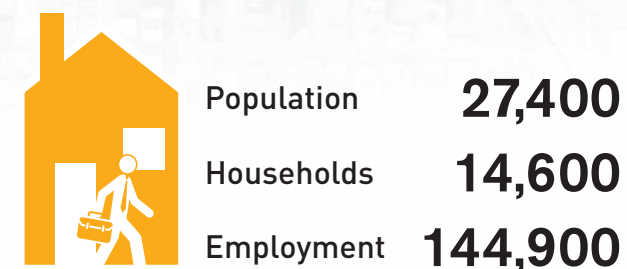
### How people will travel to the station <sup>(2)</sup>



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



### 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

- Design station as a gateway to the city
- Treat Westlake Station as a primary mobility hub for the region
- Provide seamless integration between the existing and new light rail platforms
- Encourage convenient and intuitive connections to surrounding transportation options (bus, monorail, streetcar)
- Design station and station environment in partnership with local communities, including indigenous communities, to include local culture in the public realm
- Provide well-designed, activated, open space, seamlessly integrated with the public realm
- Prioritize pedestrian and transit access to the station
- Provide a variety of station entrances to serve this major transit hub

### 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, bus and streetcar.
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.

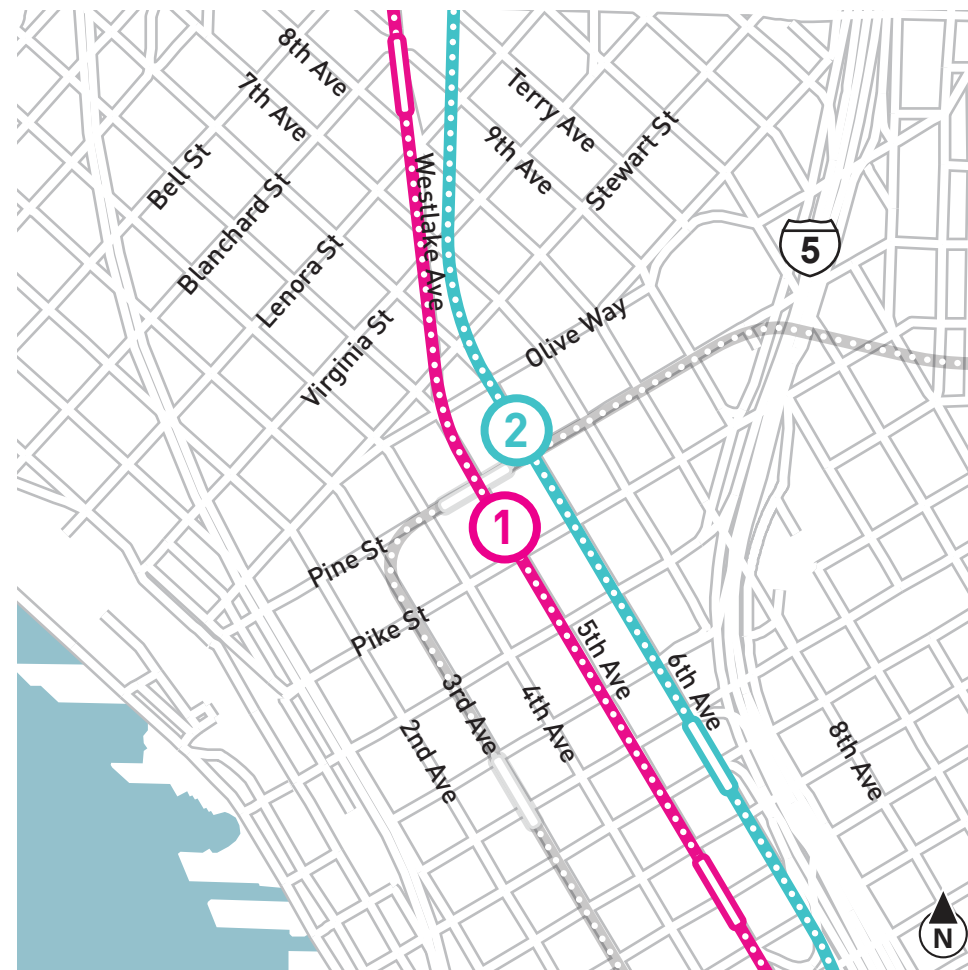


# Westlake Station

Ballard  
Link Extension

## Draft EIS station alternatives

The Draft Environmental Impact Statement (EIS) contains two alternatives for expanding Westlake Station.



### Draft EIS alternatives

Preferred alternative

Other alternative

Existing tunnel route and station

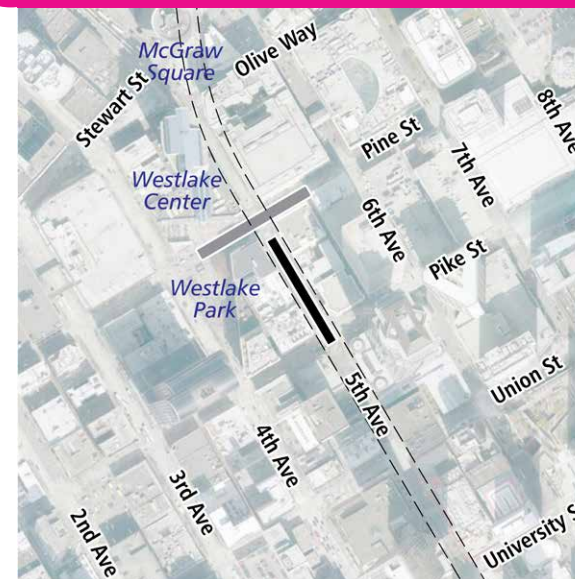
### Route and station profiles

Tunnel

1

### Preferred Alternative

See P.130



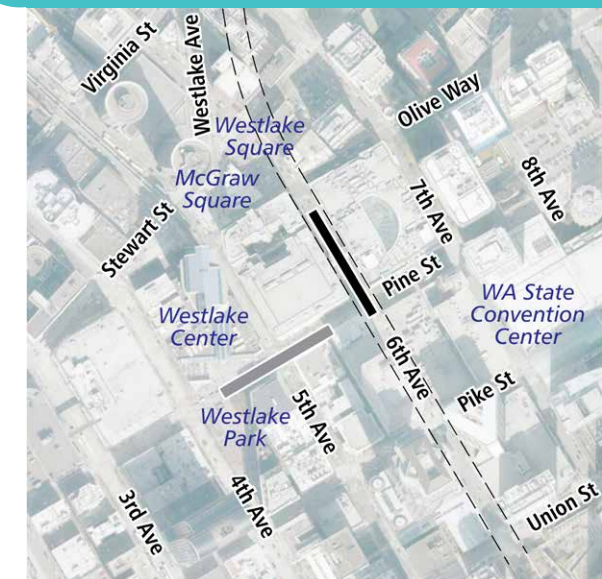
### Tunnel 5th Avenue Station (DT-1)

Tunnel platform under 5th Ave between Pine St and Pike St

2

### Other Alternative

See P.136



### Tunnel 6th Avenue Station (DT-2)

Tunnel platform under 6th Ave between Pine St and Olive Way

# Westlake Station

Ballard Link Extension

Tunnel 5th Avenue Station (DT-1)

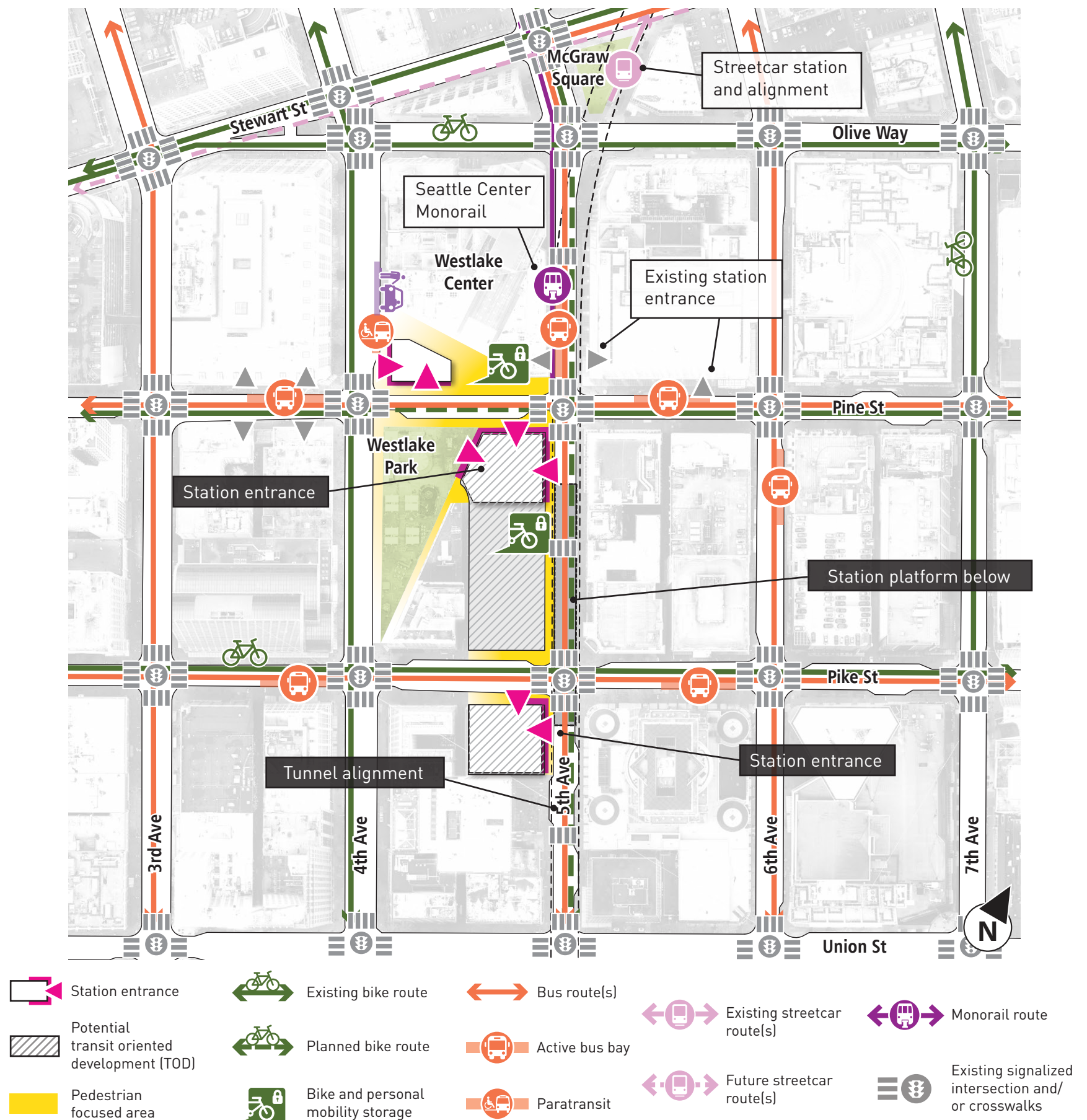
Preferred Alternative

## Station context plan

The Tunnel 5th Avenue station alternative would add two entrances along the Pine St corridor to provide access to the existing and new station platforms. These entrances would open onto Westlake Park and the Westlake Center plaza in the heart of the retail core. This alternative would also add an entrance at the corner of Pike St and 5th Ave with access to the new station platform under 5th Ave.

Given the proximity to local bus routes, the Seattle Center monorail, two streetcar lines, and robust bike facilities, this alternative offers opportunities to partner with the city to create a mobility hub, not just between the existing and new light rail lines, but for the entire downtown core.

Westlake Station is one of two stations where passengers would be able to transfer between all three light rail lines serving downtown.



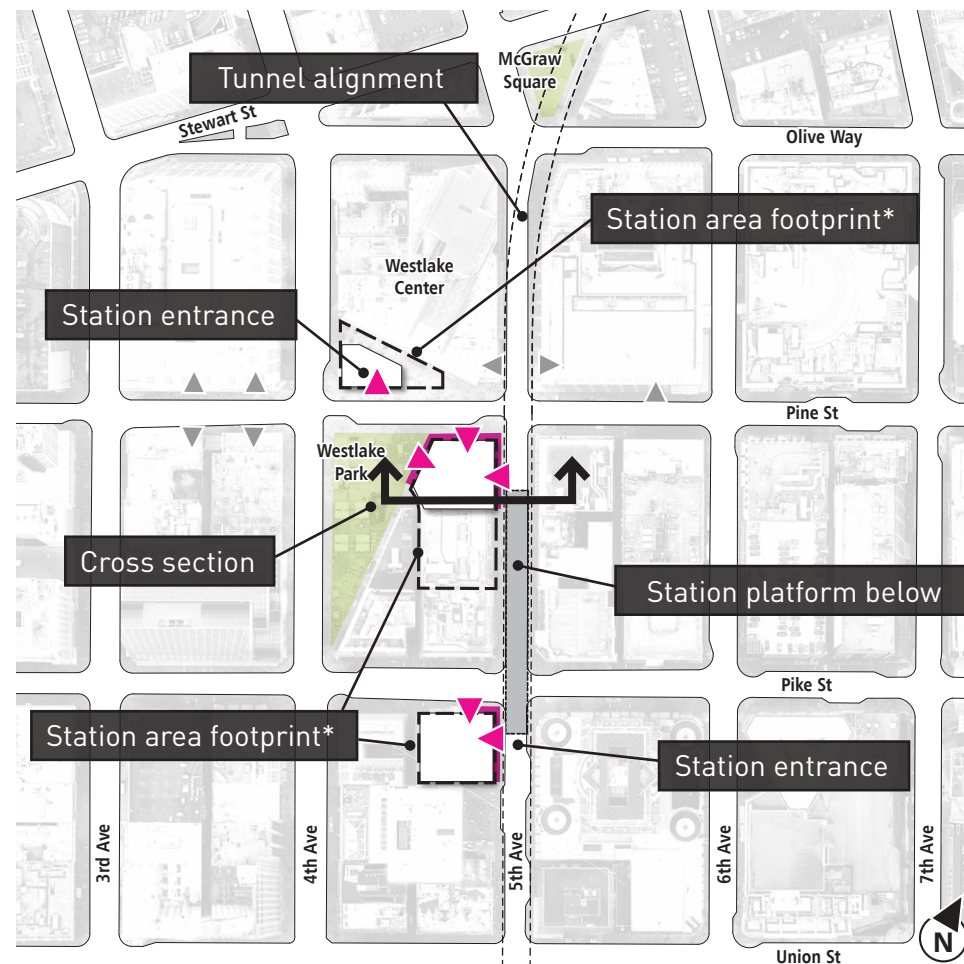


# Westlake Station

Ballard Link Extension

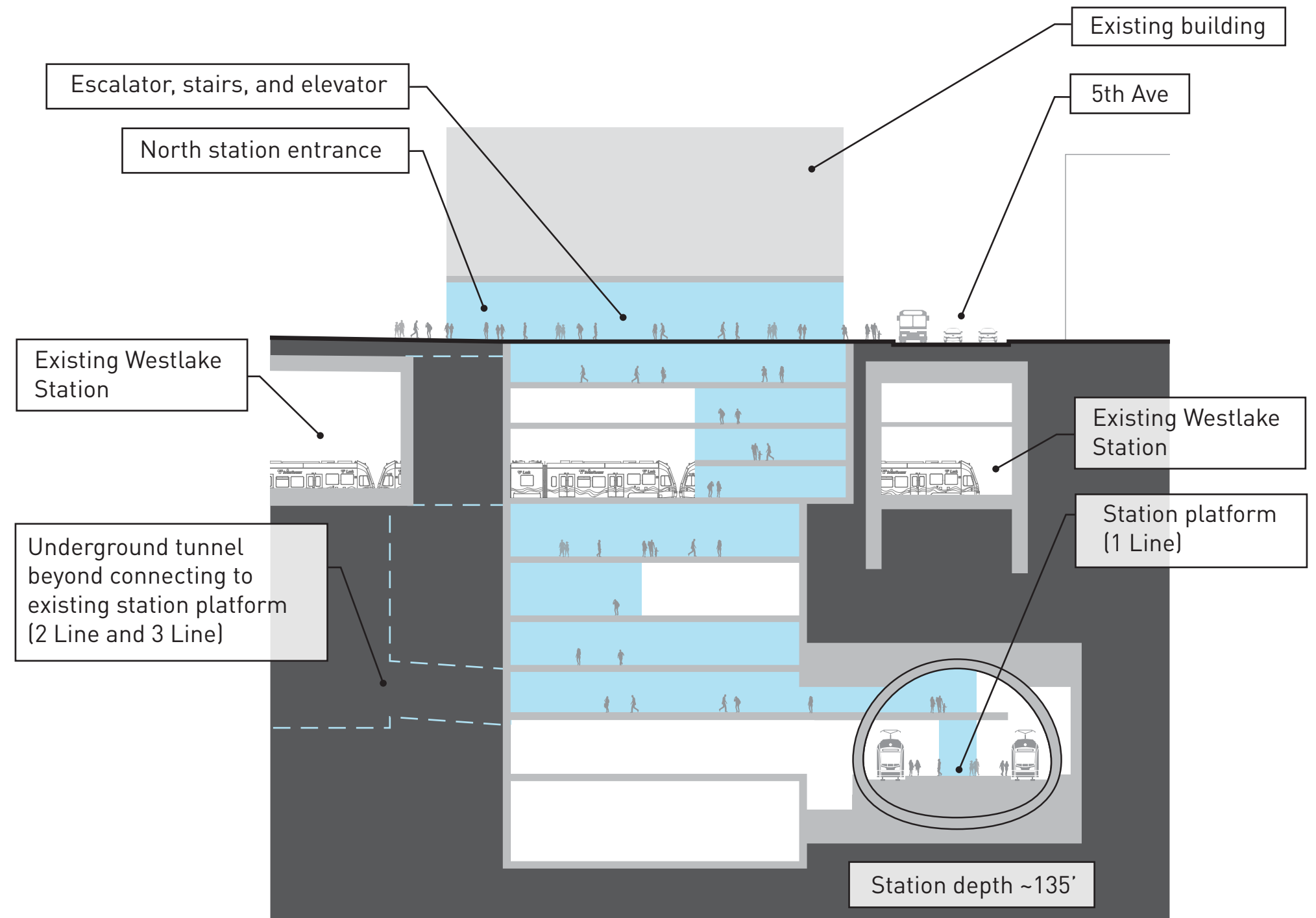
Tunnel 5th Avenue Station (DT-1)

## 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.



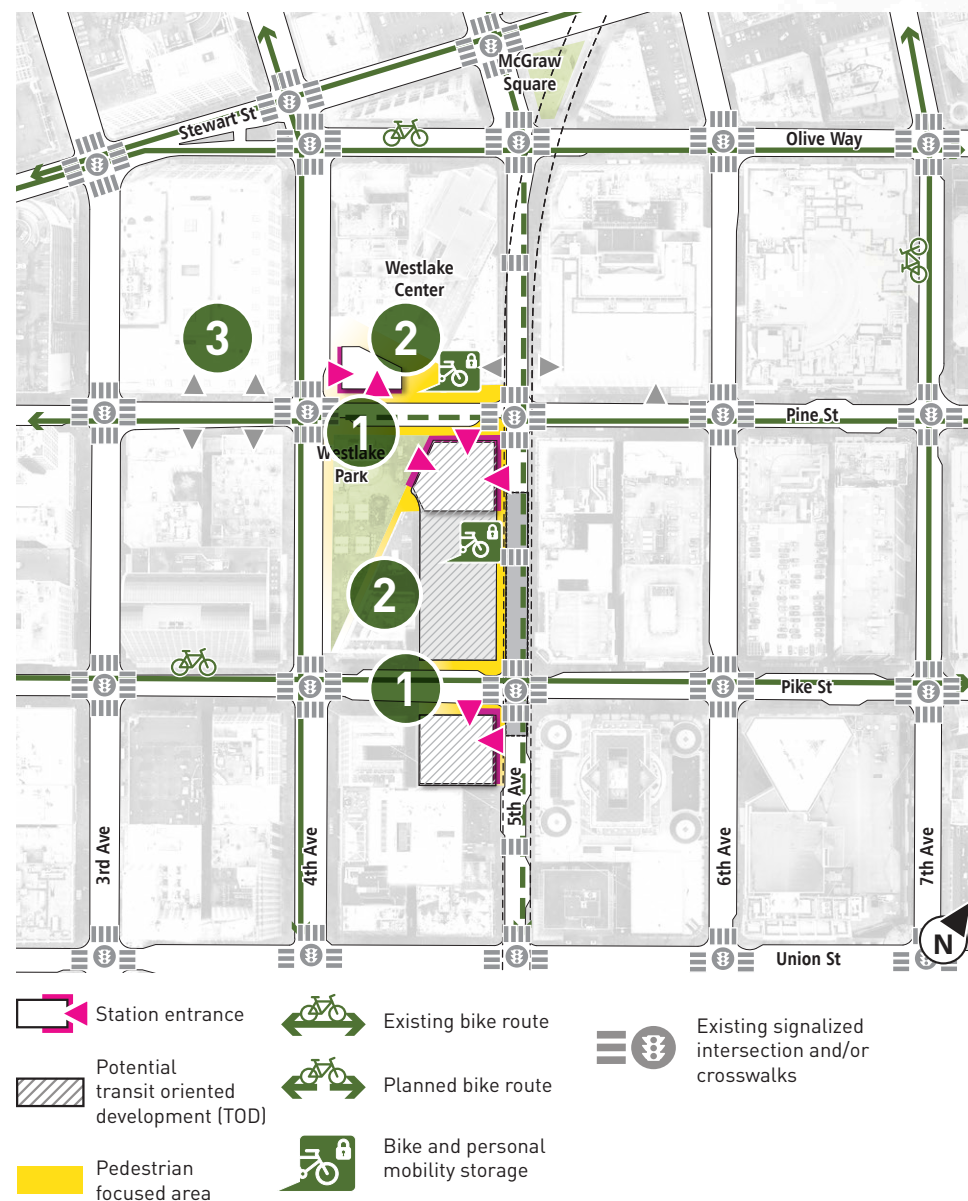
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Ballard Link Extension

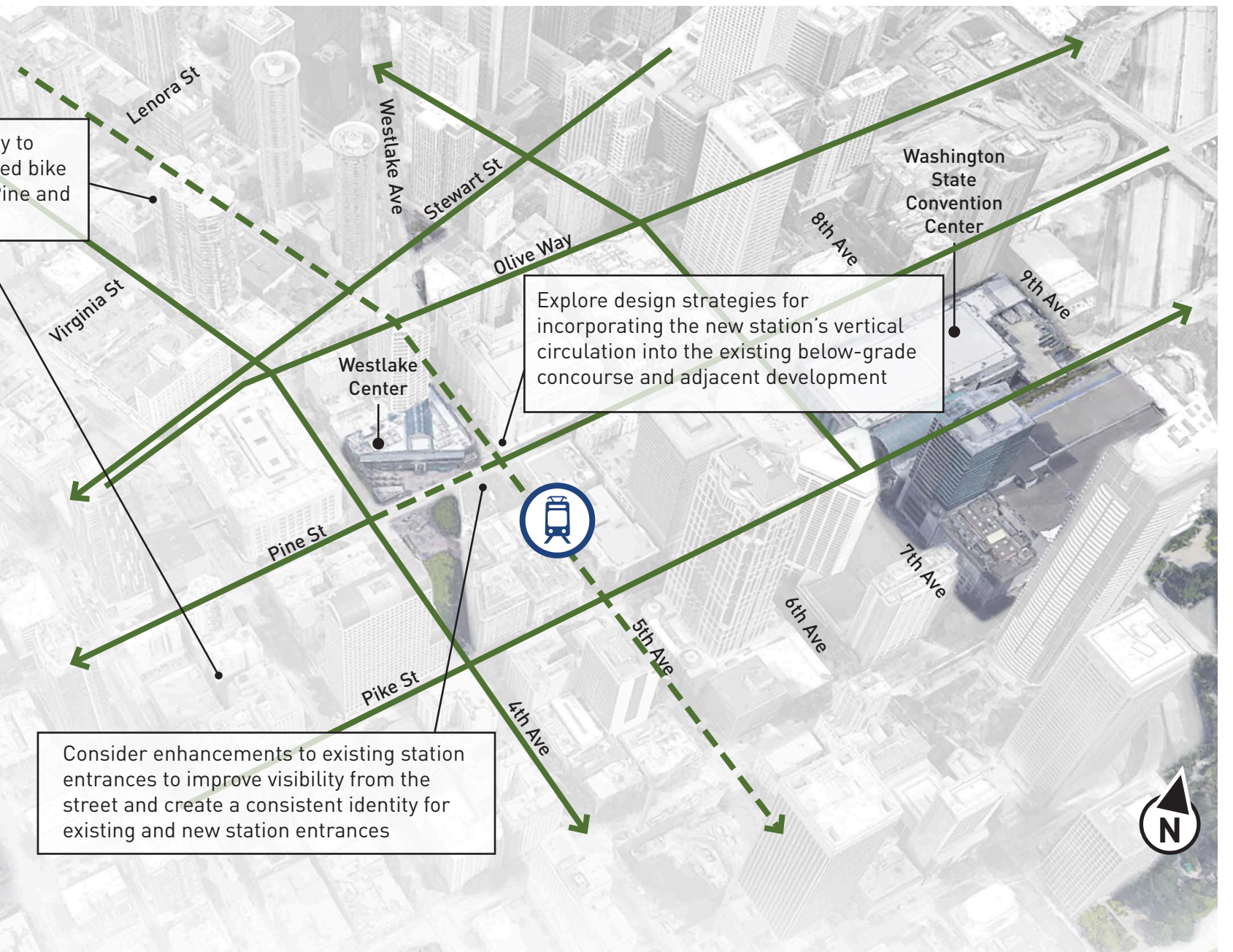
Tunnel 5th Avenue Station (DT-1)

## 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.



- 1 Provide wide sidewalks, weather protection, and wayfinding signage adjacent to station entrances, and enhance streetscapes at the station to complement the city's Pike/Pine Renaissance Project
- 2 Provide bike parking near new and existing station entrances in locations that minimize conflicts with pedestrians
- 3 Provide wayfinding signage between the existing and new platforms for riders transferring between lines using the existing below-grade concourse



Protected bike lanes and wider sidewalks with landscaping are planned for Pike Street as part of the Pike/Pine Renaissance project



Most people downtown walk or roll, especially near Westlake Park and Pike Place Market



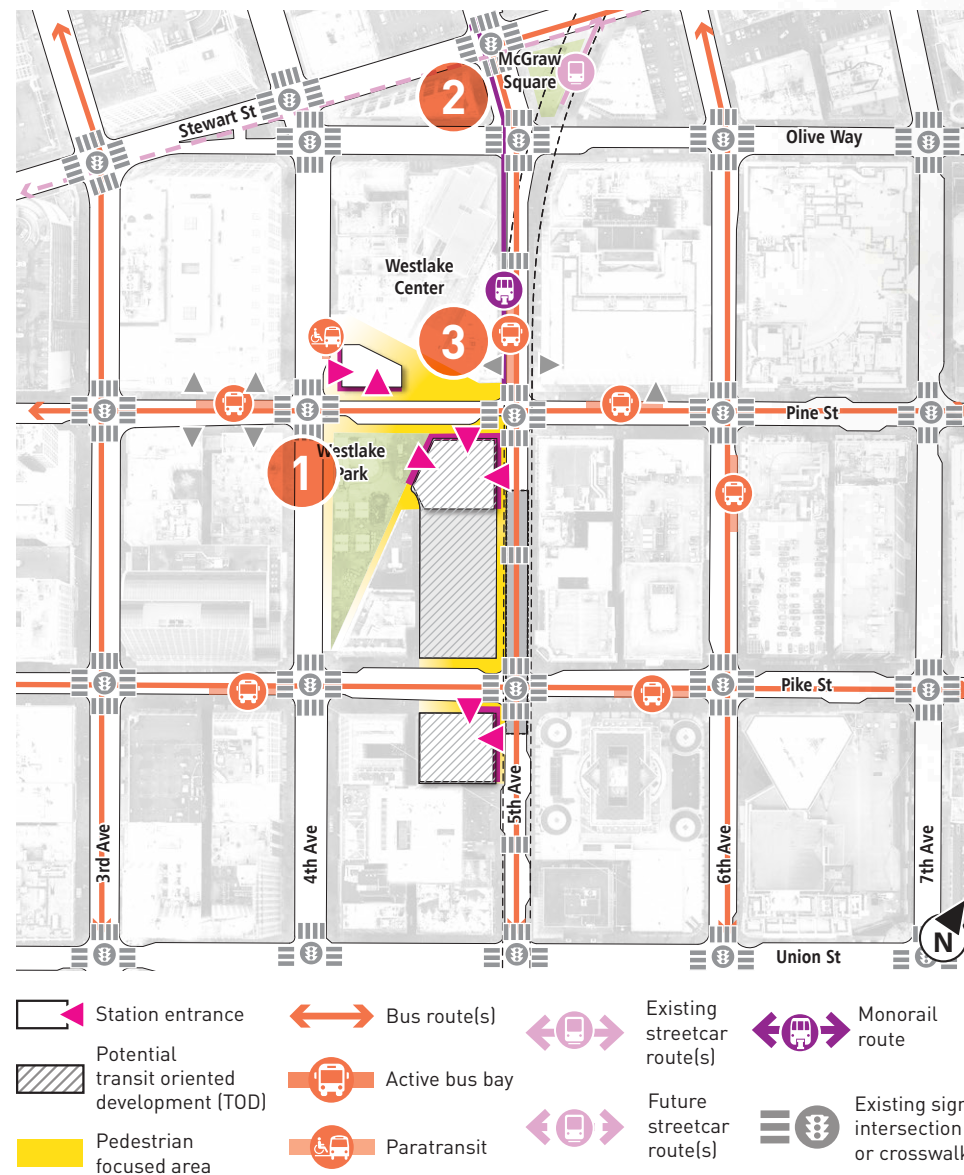
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Ballard Link Extension

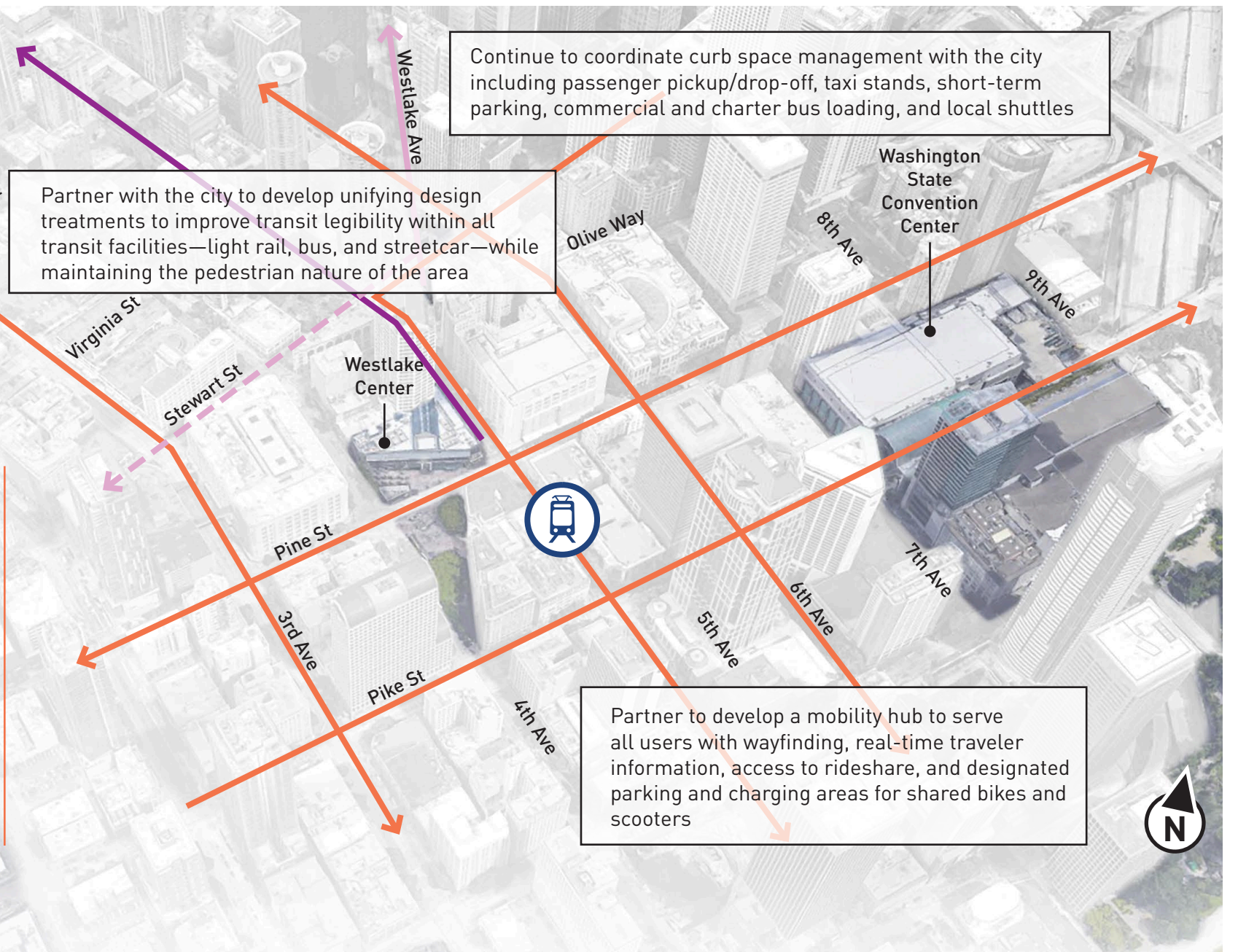
Tunnel 5th Avenue Station (DT-1)

## Connecting to the station

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



- 1 Coordinate with the city on wayfinding signage between the station and the 3rd Ave transit corridor, since passenger transfer volumes to the station are expected to be high
- 2 Coordinate with the Center City Connector project that will connect the South Lake Union Streetcar with the 1st Ave Streetcar
- 3 Coordinate with Seattle Center Monorail to provide wayfinding from the Westlake Center monorail station to the existing and new light rail stations



Westlake serves as a hub for many transit modes, including light rail, streetcar, buses, and monorail



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



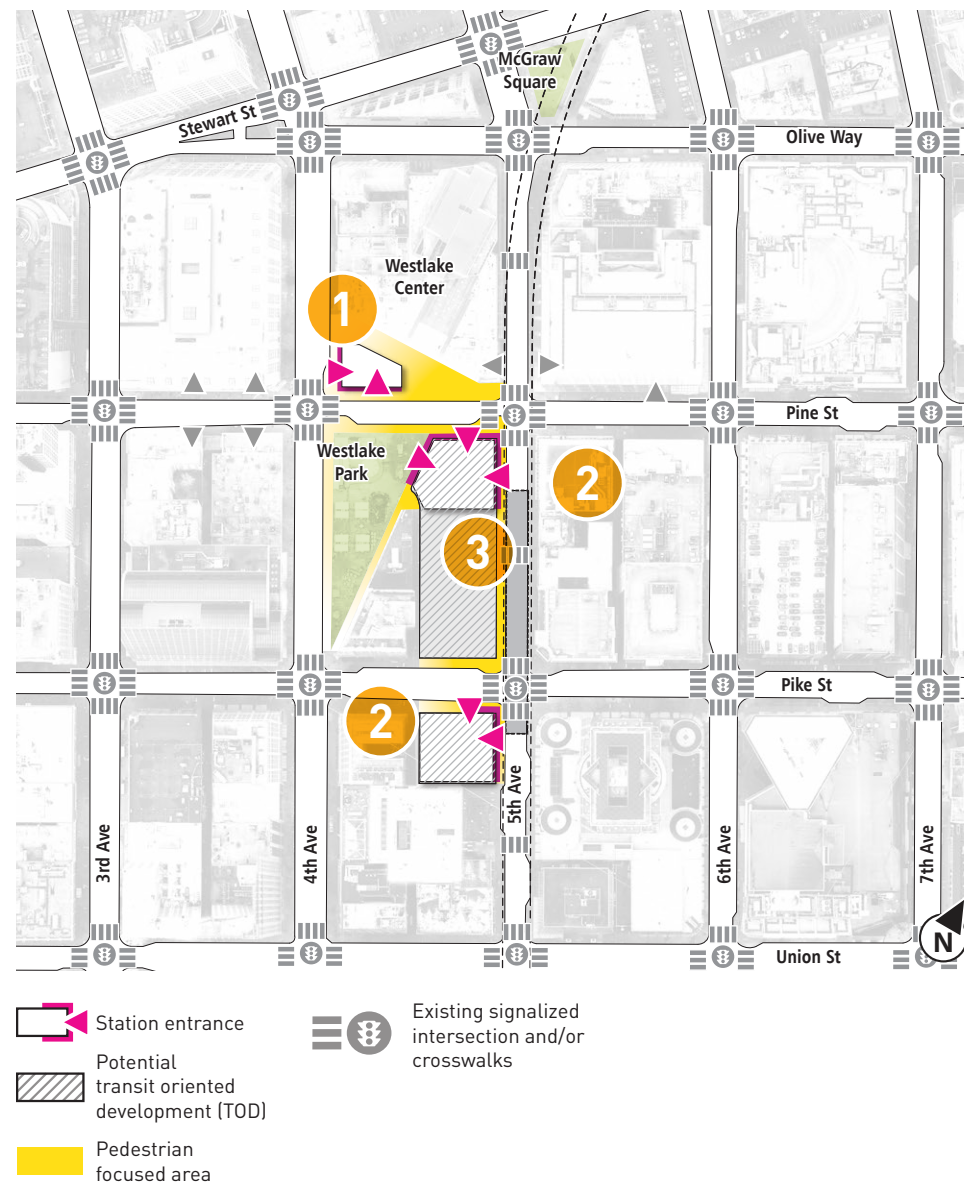
# Westlake Station

Ballard Link Extension

Tunnel 5th 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.



- 1 Explore station entrance configurations that connect directly with Westlake Center
- 2 Consider ways to accommodate small retail spaces in the station at the entrances or concourse levels
- 3 Explore integrating station entrances within a larger transit oriented development project

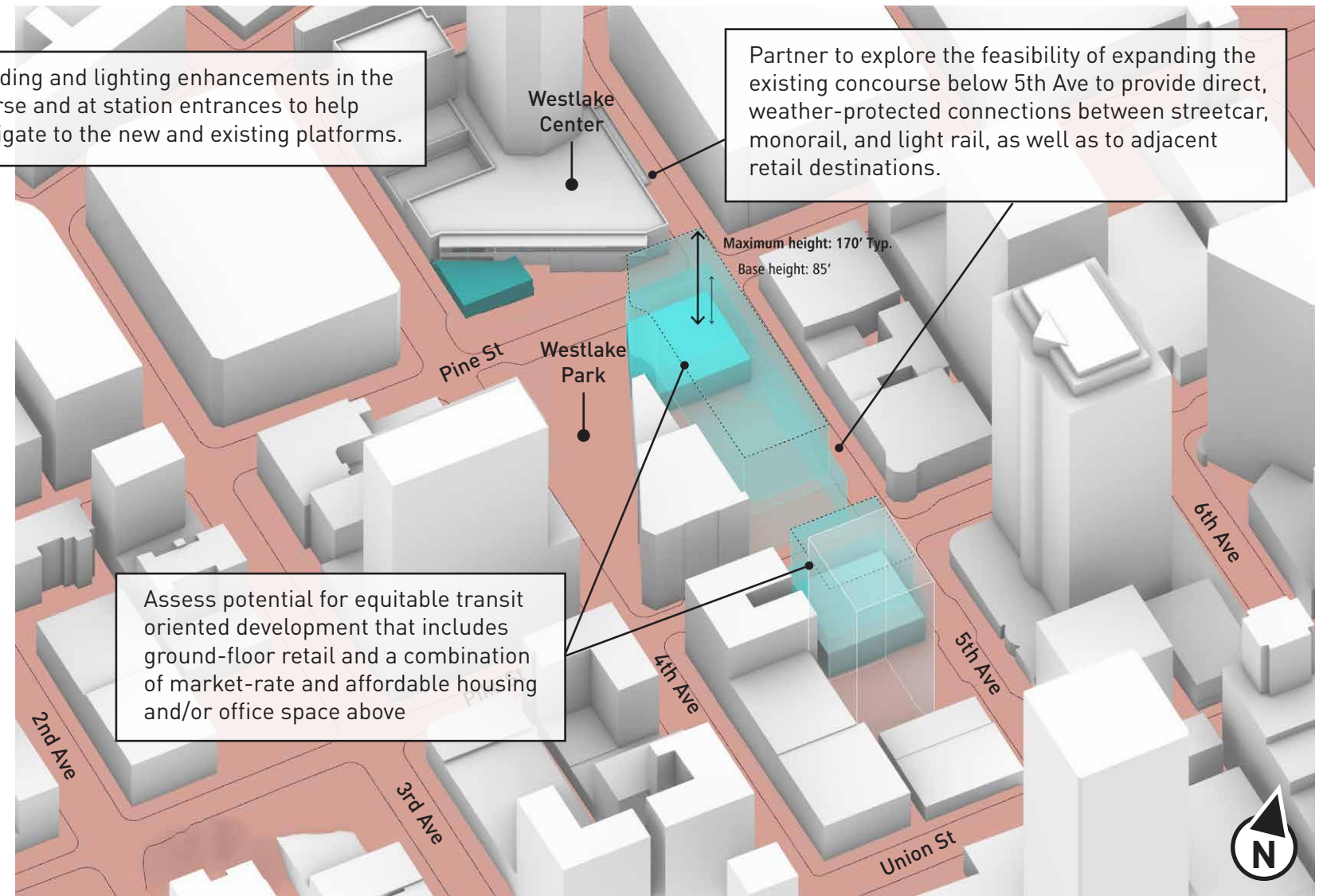


Diagram above depicts potential building envelopes based on current (2021) zoning.

Downtown



This bike repair and rental shop is one example of retail that could strengthen Westlake as a transportation hub



This eye-catching entrance to a transit station is compact but easy to find



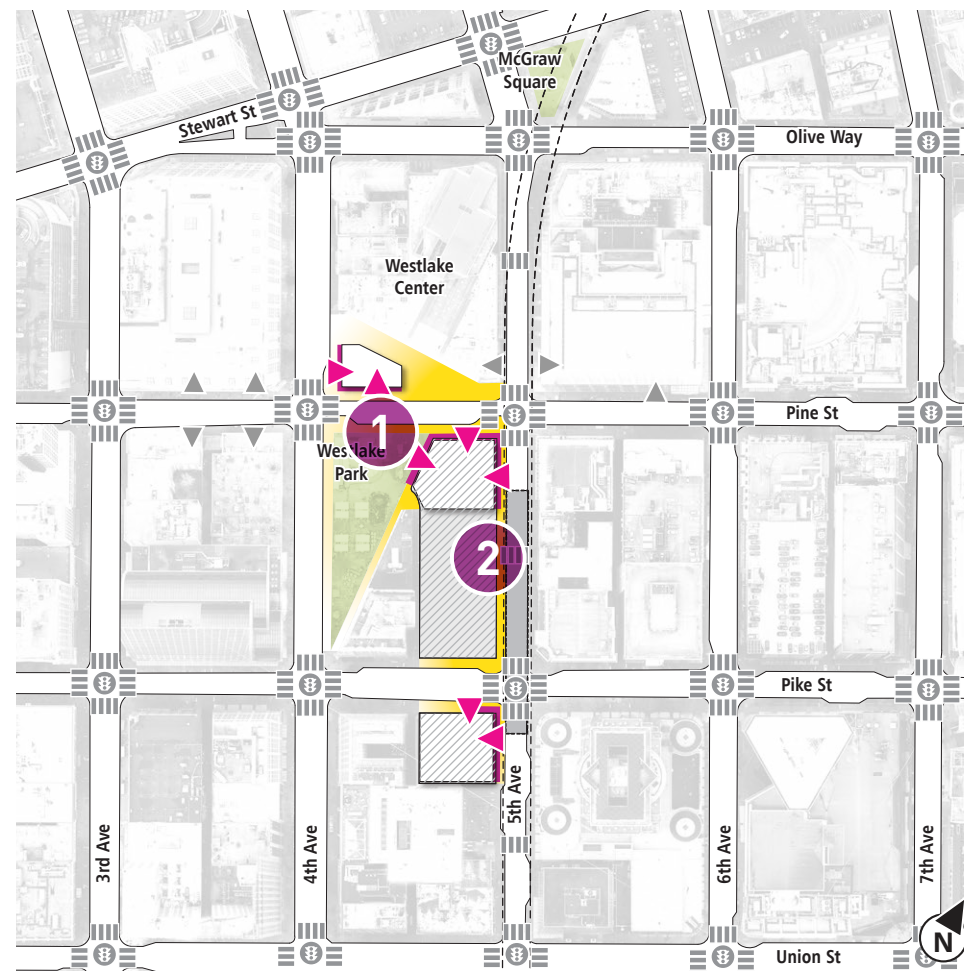
# Westlake Station

Ballard Link Extension

Tunnel 5th 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.

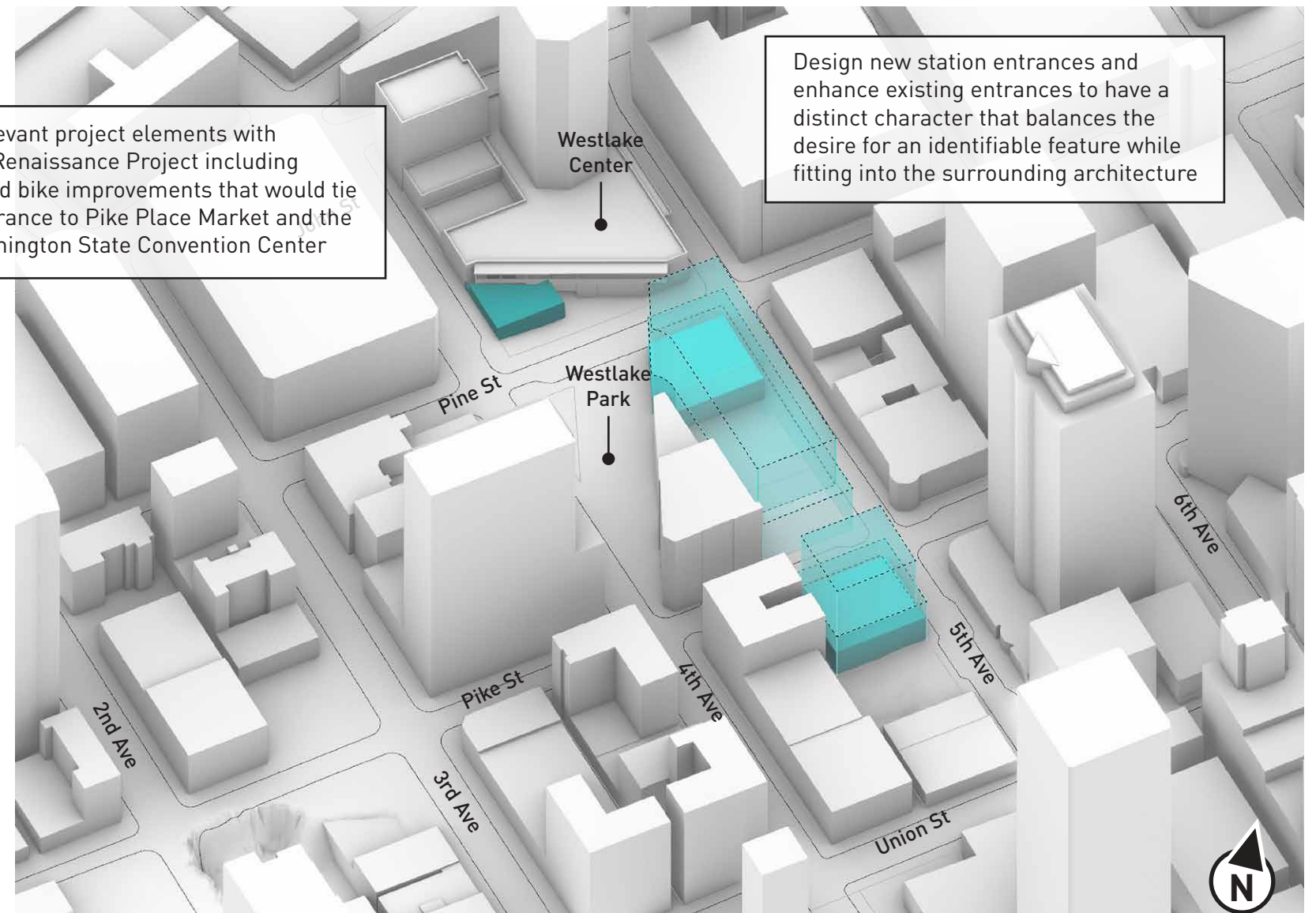


- Station entrance
- Potential transit oriented development (TOD)
- Pedestrian focused area
- Existing signaled intersection and/or crosswalks

- 1 Consider designing station entrance as an open-sided iconic structure that acts as a gateway and extension of public space, complementing Westlake Park and the Westlake Center plaza
- 2 Provide pedestrian-focused streetscape design adjacent to station entrances and future development with wide sidewalks, weather protection, wayfinding signage, and art

Coordinate relevant project elements with the Pike/Pine Renaissance Project including streetscape and bike improvements that would tie the station entrance to Pike Place Market and the expanded Washington State Convention Center

Design new station entrances and enhance existing entrances to have a distinct character that balances the desire for an identifiable feature while fitting into the surrounding architecture



Westlake Park attracts residents and visitors year round



The station's north entrance on Pike Street would provide convenient access to Pike Place Market



# Westlake Station

Ballard Link Extension

Tunnel 6th Avenue Station (DT-2)

Other Alternative

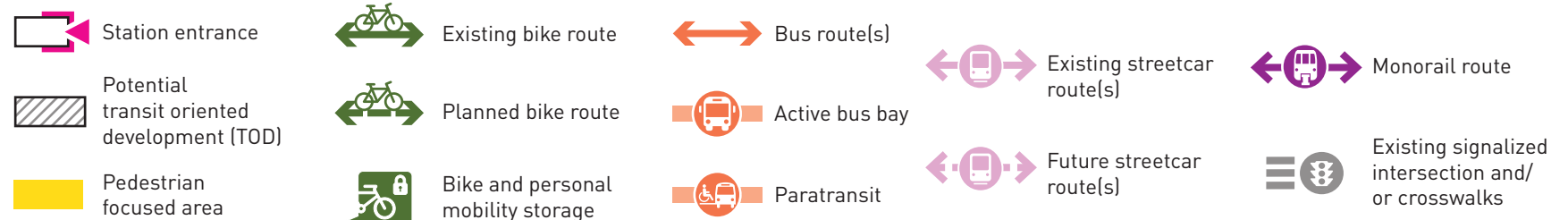
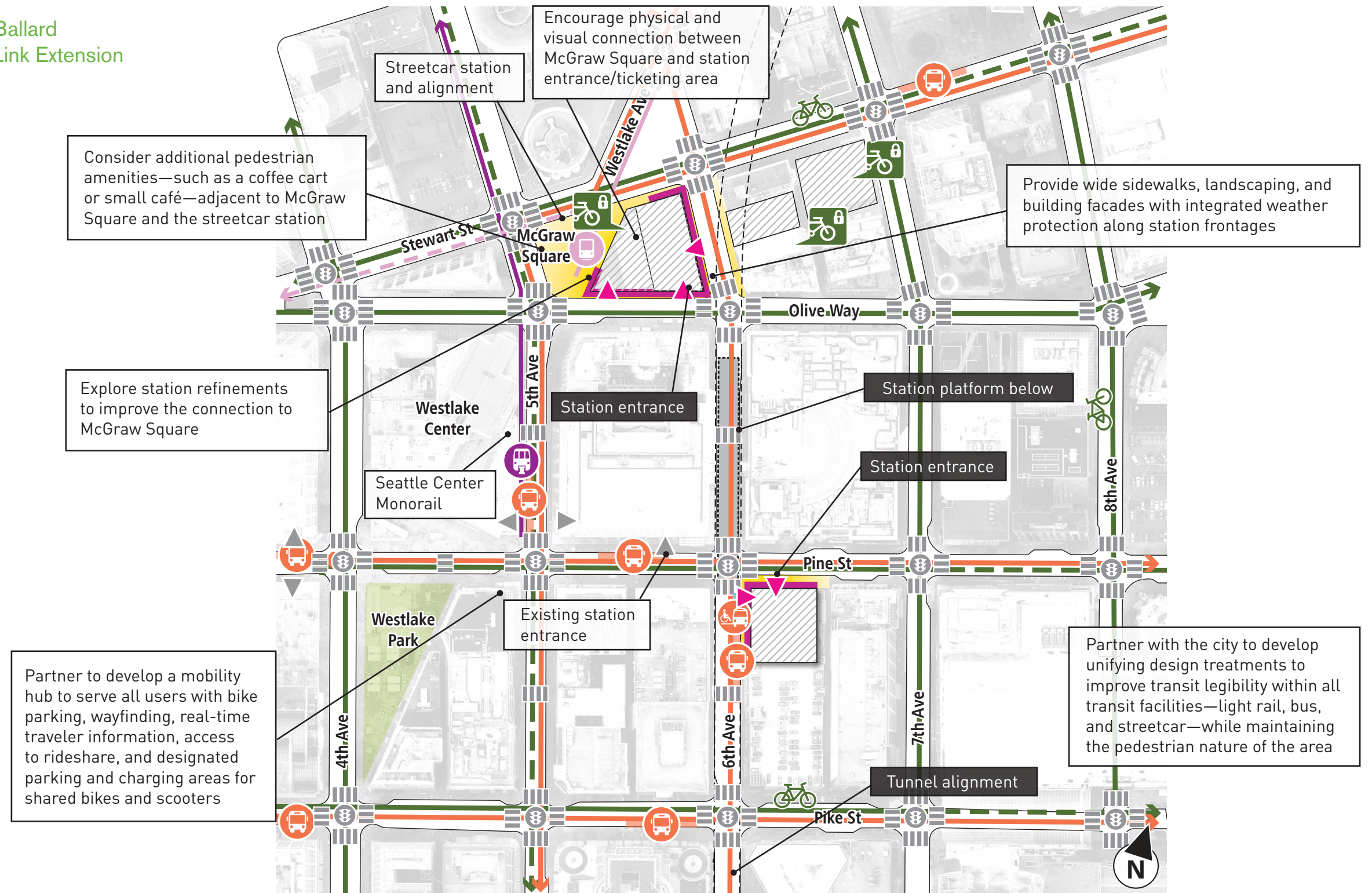
## Station context plan

The Tunnel 6th Avenue station alternative would have a south entrance at 6th Ave and Pine St, across from Pacific Place, and a north entrance adjacent to McGraw Square where two streetcars—the South Lake Union streetcar and planned City Center Connector—will meet. In addition, this alternative would enlarge the existing concourse level entrance inside the Nordstrom building on Pine St. New station entrances would provide access to both the existing and new platforms.

Existing and planned bike lanes would improve access to the station for cyclists. Bike racks would be provided at all station entrances with bike lockers available at the north station entrance near McGraw Square. Both the north and south station entrances could be integrated with future transit oriented development.

Westlake Station is one of two stations where passengers would be able to transfer between all three light rail lines serving downtown.

*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.*



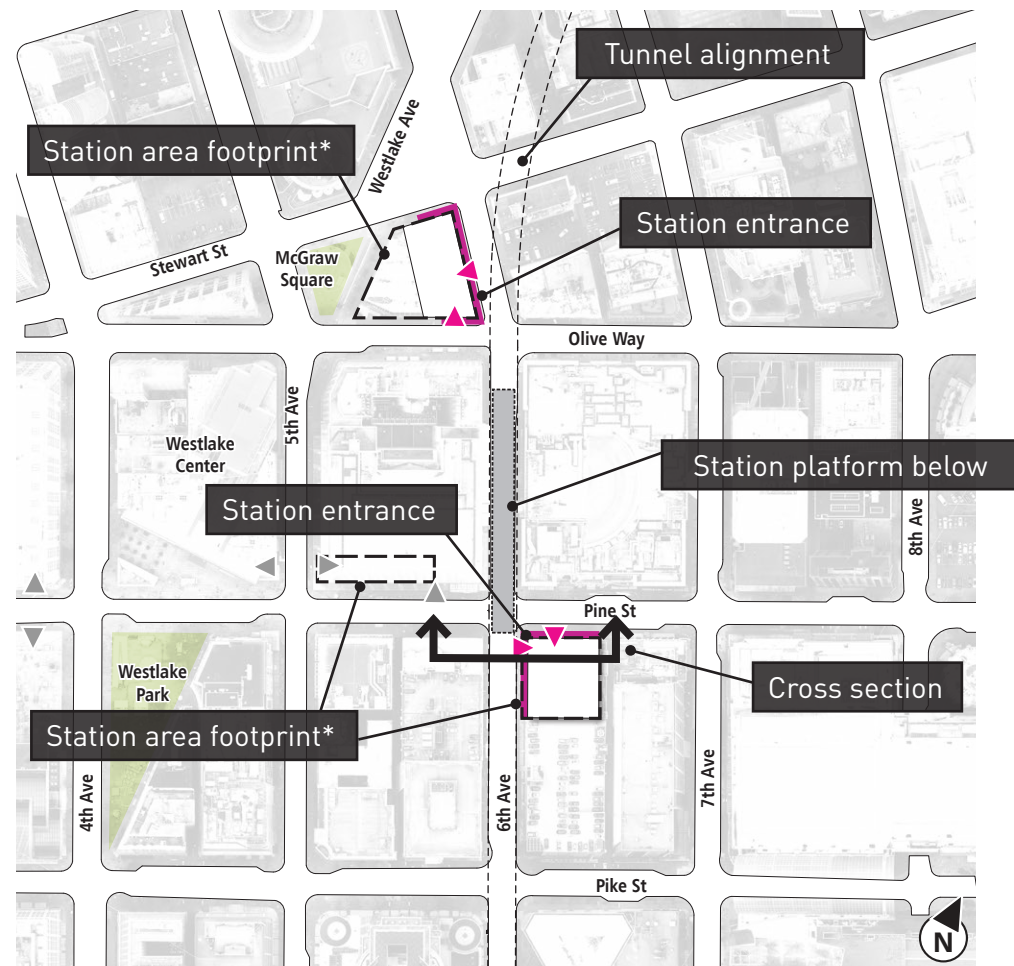


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Ballard Link Extension

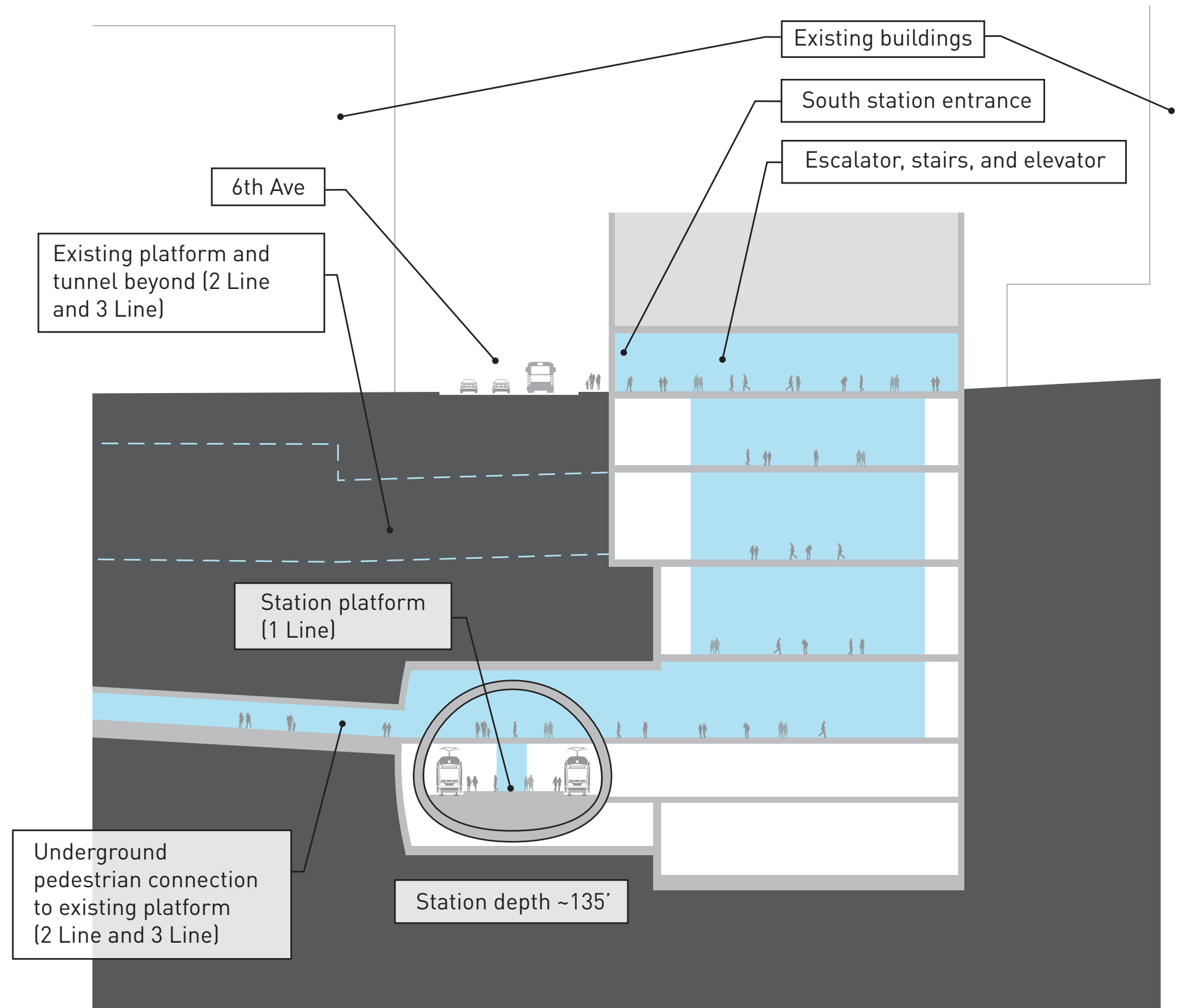
Tunnel 6th Avenue Station (DT-2)

## 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.