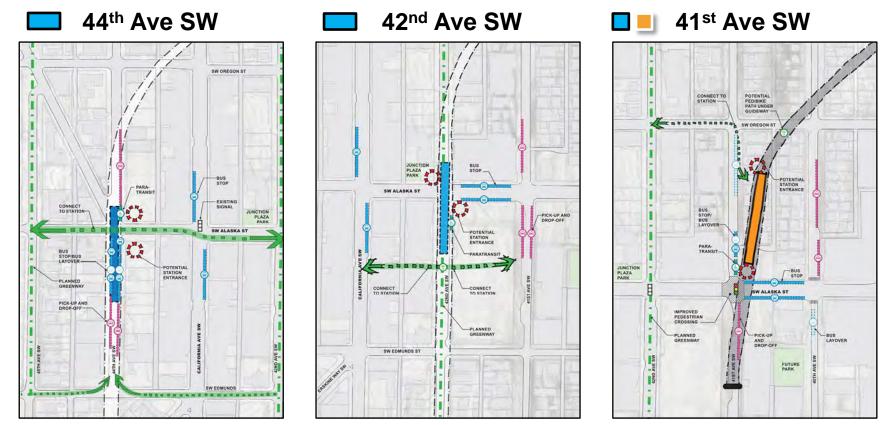


West Seattle and Ballard Link Extensions

Phase 1 Station Planning Concepts | March 21, 2019

Alaska Junction Station Level 3 Concepts



Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

N

Junction Station – 44th Ave SW





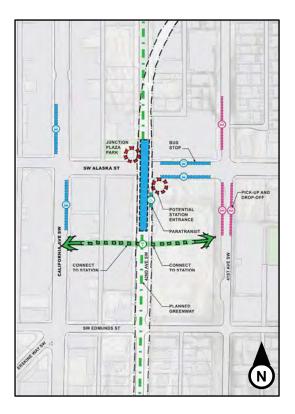
Transit Integration and Non-motorized Access

- Allows for potential station entries within one block of Alaska Junction
- Compatible with planned bus routing and circulation
- Not directly served by existing or planned dedicated bike facility, but opportunity for new connection

- Station at edge of current Urban Village boundary
- Current zoning limits development potential to west of station
- Some potential for Agency TOD (~150 units) on property that could be acquired for staging and station entries

Junction Station – 42nd Ave SW





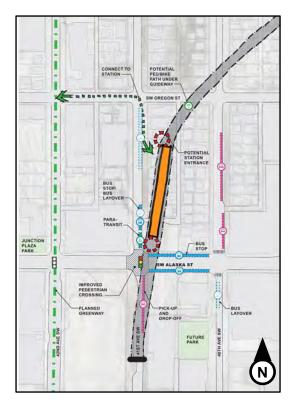
Transit Integration and Non-motorized Access

- Potential station entries oriented toward Alaska Junction and east to Fauntleroy
- Compatible with planned bus routing and circulation
- Direct integration with planned neighborhood greenway on 42nd Ave SW

- Station located close to the center of Urban Village with high development potential
- Considerable Agency TOD potential (~350 units) on property that could be acquired for staging and station entries

Junction Station – 41st Ave SW



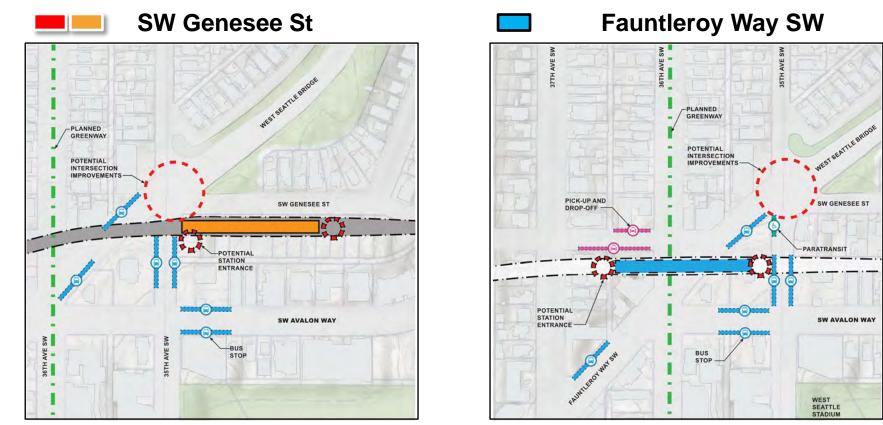


Transit Integration and Non-motorized Access

- Potential station entries farthest from Junction
- Longest connection to station for bus transfers; could be offset with modifications to 2040 bus network
- Not directly served by existing or planned dedicated bike facility, but opportunity to connect to 42nd Ave SW greenway via SW Oregon St

- Station located close to the center of Urban Village
- Current zoning limits development potential to north of station
- Largest effect to existing neighborhood scale and fabric
- Considerable Agency TOD potential (~300 units) on property that could be acquired for staging and station entries

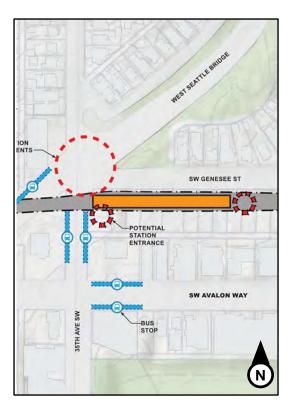
Avalon Station Level 3 Concepts



Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

Avalon Station – SW Genesee St





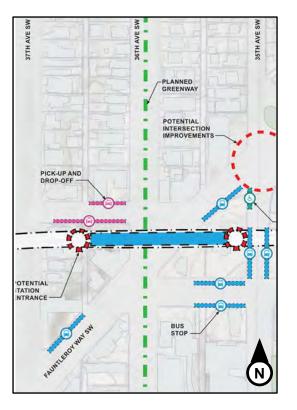
Transit Integration and Non-motorized Access

- Potential station entries entirely east of 35th Ave SW and SW Fauntleroy Wy/West Seattle Bridge
- Challenging location for efficient transit integration and circulation
- Not directly served by existing or planned dedicated bike facility

- Potential station entries less convenient to planned density in West Seattle Triangle
- Largest effect to neighborhood scale and fabric
- Very limited potential for Agency TOD on property that could be acquired for staging or station entries

Avalon Station – Fauntleroy Way SW



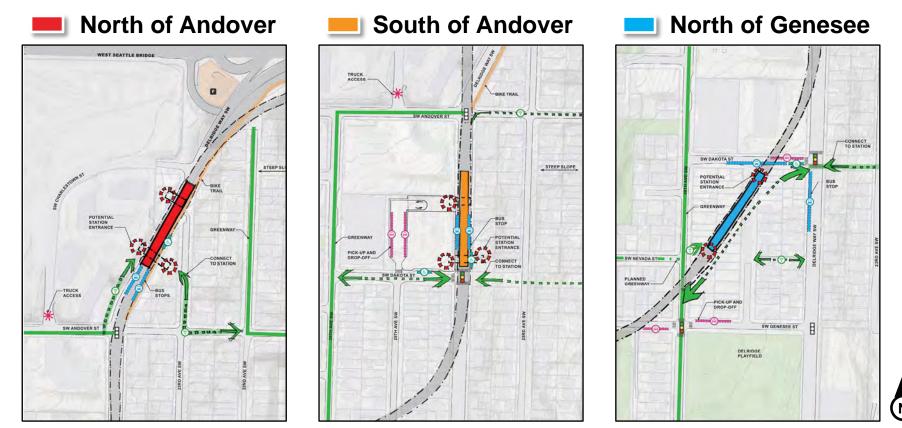


Transit Integration and Non-motorized Access

- Station spanning 35th Ave SW and SW Fauntleroy Wy/West Seattle Bridge allows for potential entries on both sides of busy street
- More potential to consolidate bus zones, though circulation still challenging
- Could be directly served by planned dedicated bike facility

- Potential station entries more convenient to planned density in West Seattle Triangle
- Higher development
 potential owing to smaller
 permanent footprint
- Some potential for Agency TOD on property that could be acquired for staging or station entries

Delridge Station Level 3 Concepts



Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

Delridge Station – North of Andover St





Transit Integration and Non-motorized Access

- Direct bus access to station from both sides of street
- Challenging pedestrian and bike environment due to proximity to West Seattle Bridge ramps, freight traffic
- Challenging location for passenger pick-up/drop-off
- Could be connected to greenway by new dedicated facility

- Limited redevelopment opportunities due to proximity to Nucor Steel, West Seattle Bridge ramps, and steep slopes to east
- Challenging site conditions for affordable housing as part of potential future development

Deridge Station – South of Andover St





Transit Integration and Non-motorized Access

- Direct bus access to station from both sides of street
- Closer to neighborhood destinations
- Potential for ped/bike connection to a possible hill climb at SW Dakota St from 26th Ave SW greenway via station

- Current zoning allows transit-supportive uses and densities next to station
- Potential for smaller-scale Agency TOD near station
- Less potential to translate guideway effects to neighborhood into redevelopment opportunities

Delridge Station – North of Genesee St





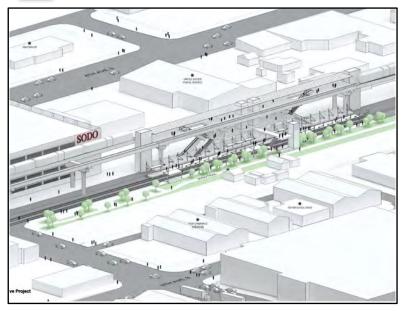
Transit Integration and Non-motorized Access

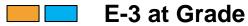
- Longer connection to station for bus transfers unless buses divert
- Potential to vacate or reprogram 25th Ave SW
- Opportunity to connect 26th Ave SW greenway into station
- Potential opportunity to span Delridge Wy SW with pedestrian bridge and tie into a hill climb on SW Dakota

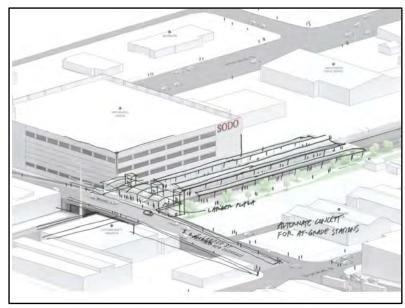
- Current zoning limits development potential adjacent to station
- Largest effect to existing residential neighborhood scale and fabric
- Highest potential for Agency TOD and redevelopment that could accommodate new affordable housing and amenities such as grocery store

SODO Station Level 3 Concepts





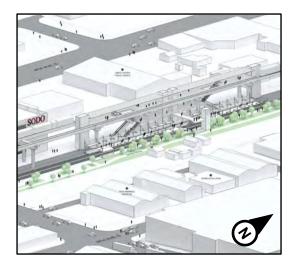






SODO Station – E-3 Elevated





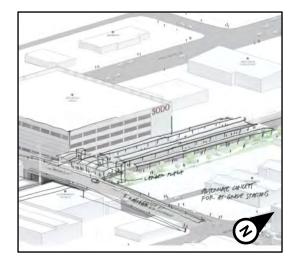
Transit Integration and Non-motorized Access

- Maintains grade of Lander St and current pedestrian/ vehicular circulation pattern
- Potential to shift the station closer to Lander to improve visibility, quality of connection to 1st Ave

- Current zoning and uses limit redevelopment potential adjacent to station
- Current zoning and uses not pedestrian-friendly
- Potential to connect mezzanine to adjacent development

SODO Station – At Grade





Transit Integration and Non-motorized Access

- Requires grade separation of Lander St, altering vehicular and pedestrian circulation pattern
- Potential to shift station closer to Lander and design overpass to enhance security and pedestrian access

- Current zoning and uses limit redevelopment potential adjacent to station
- Current zoning and uses not pedestrian-friendly
- Potential to connect overpass and station entry to adjacent development

Chinatown-ID Station Level 3 Concepts

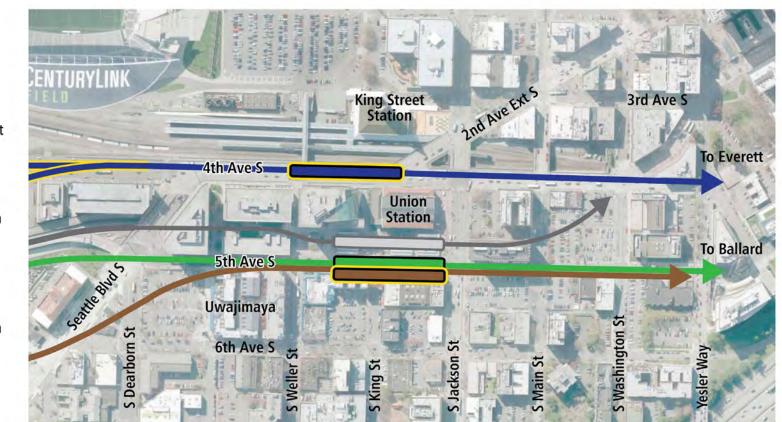
Existing Link Light Rail

ST3 Representative Project

5th Ave. S shallow station or deep station

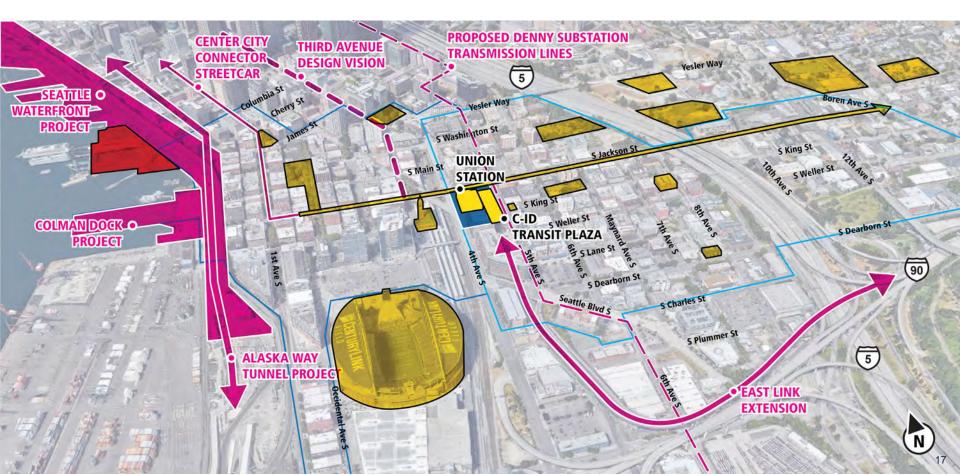
4th Ave. S shallow station or deep station



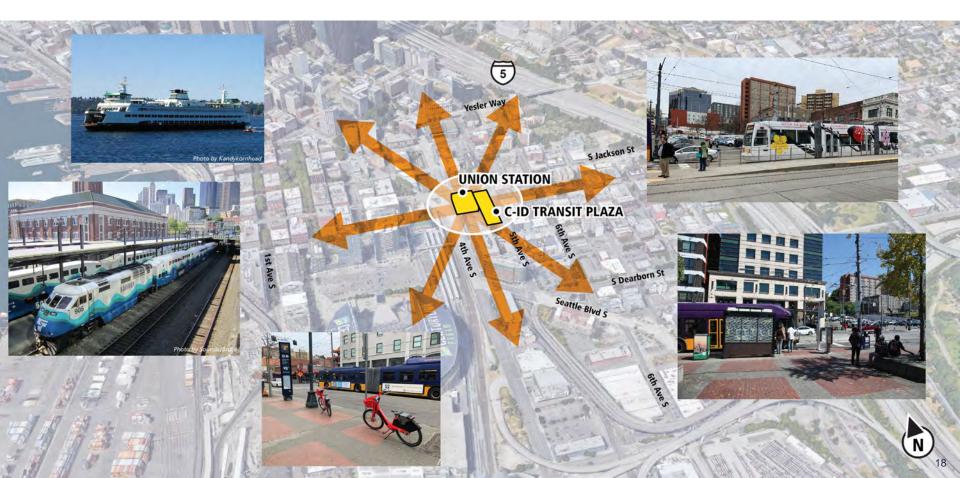


Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

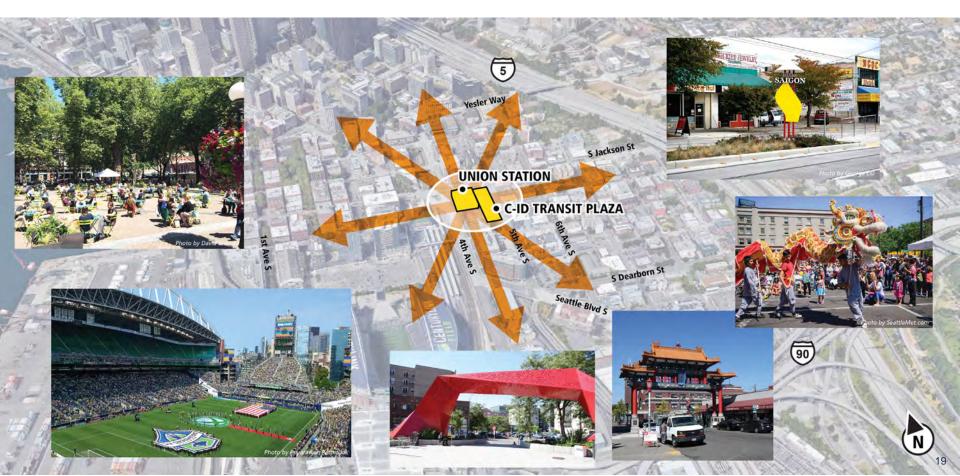
Imagining the Future



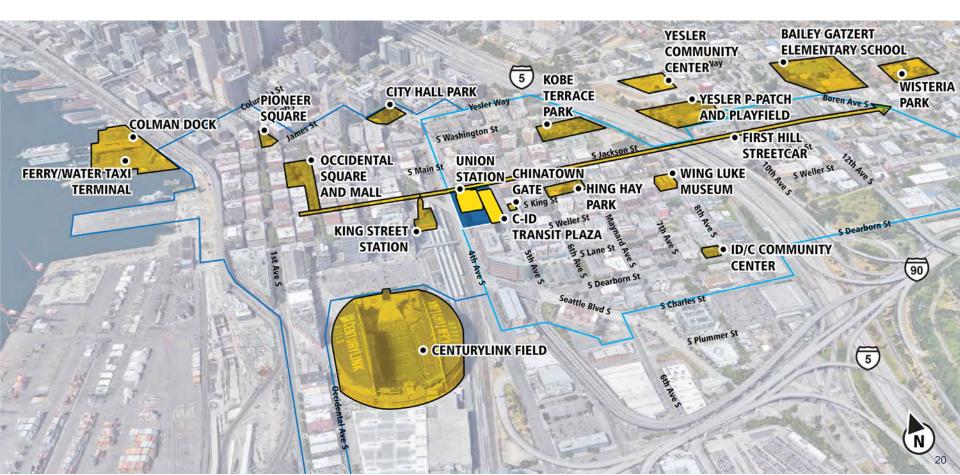
Intermodal Connections



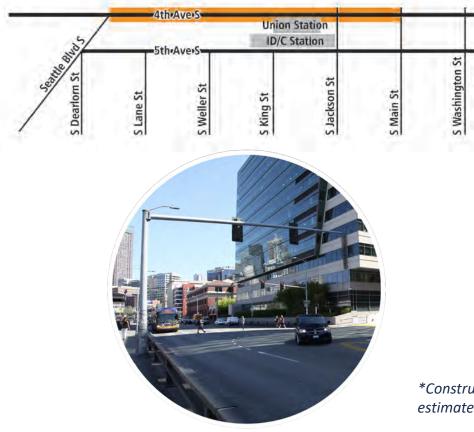
Intermodal Connections



Connections to Key Destinations



Chinatown/ID Station – 4th Ave Shallow

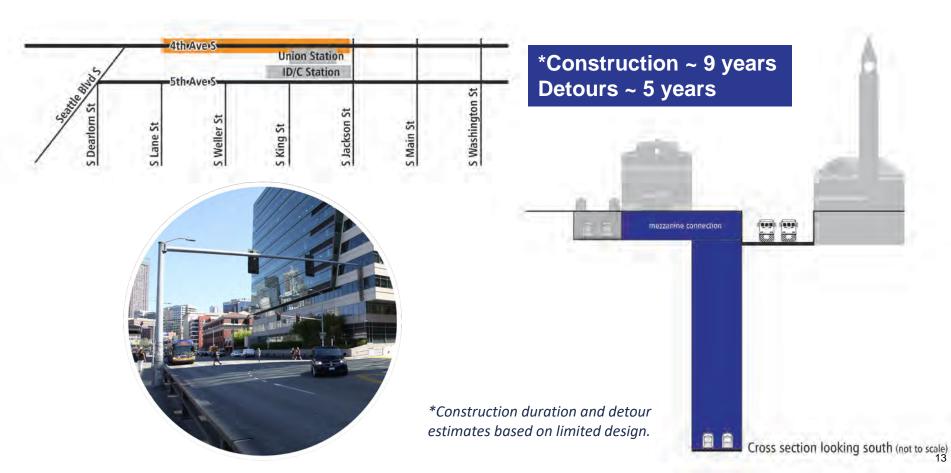


*Construction ~ 10 years Detours ~ 7.5 years

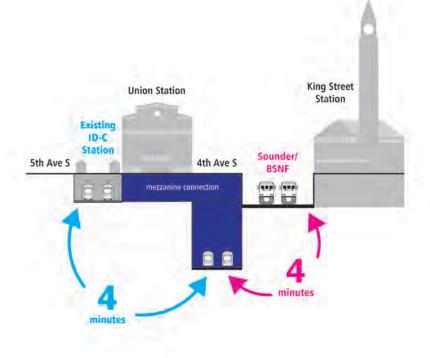


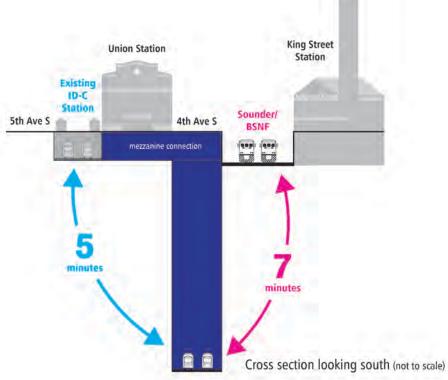
*Construction duration and detour estimates based on limited design.

Chinatown/ID Station – 4th Ave Deep

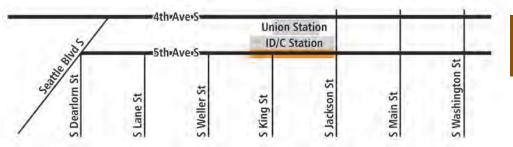


4th Ave Stations – Transfer Times





Chinatown/ID Station – 5th Ave Shallow





*Construction ~ 6 years Detours ~ 4 months

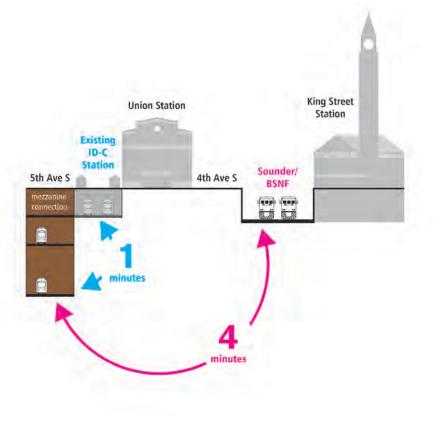
*Construction duration and detour estimates based on limited design.

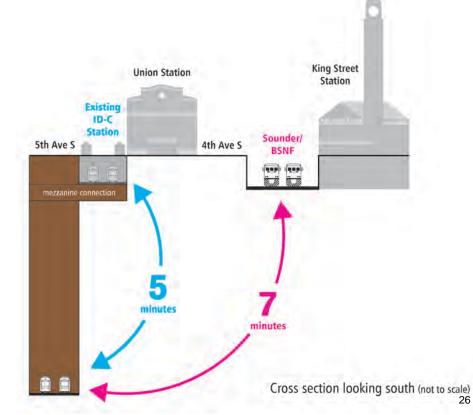
Cross section looking south (not to scale) 24

Chinatown/ID Station – 5th Ave Deep



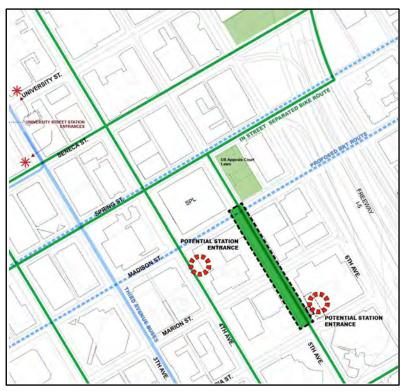
5th Ave Stations – Transfer Times





Midtown Station Level 3 Concepts





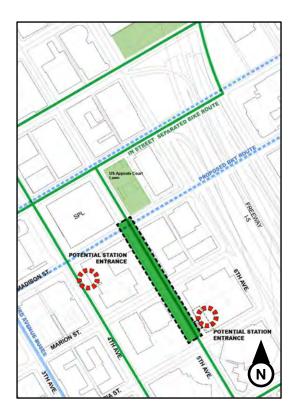


Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

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Midtown Station – 5th Ave





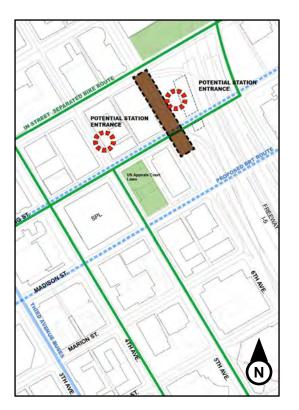
Transit Integration and Non-motorized Access

- Potential primary station entries on both 4th and 5th Aves enable access from significant pedestrian flows at different grades
- Good integration with planned BRT service on Madison and Spring Sts
- Potential to optimize integration with platformto-platform transfers

- Station area fully built-out
- Potential to integrate entries into existing development
- Opportunity to tie into concourse connecting Columbia Tower and Municipal Tower

Midtown Station – 6th Ave





Transit Integration and Non-motorized Access

- Walkshed constrained by I-5 ROW and grades
- Challenging integration with planned BRT service on Madison and Spring Sts
- Less potential to optimize integration with Madison BRT via platform-toplatform transfers

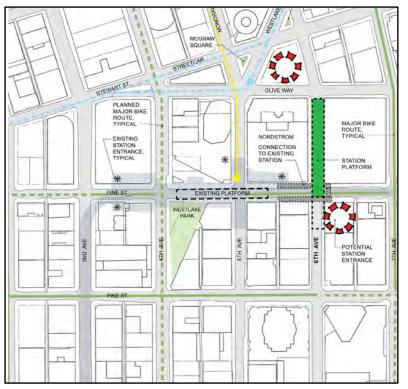
- Station more accessible to new development in lower First Hill, though still separated by I-5
- Station area built out
- Potential to integrate entries into existing development

Westlake Station Level 3 Concepts

5th Ave





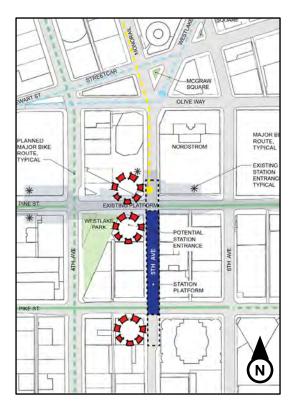


Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

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Westlake Station – 5th Ave





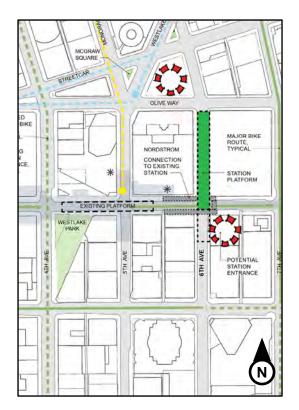
Transit Integration and Non-motorized Access

- Potential to site station entries to capture bus transfers from major corridors on Third and Fourth Aves
- Opportunity to site entry directly on Westlake Park
- Could be served directly by planned dedicated bike facilities

- Station area built out
- Potential to integrate entries into existing development or future redevelopment

Westlake Station – 6th Ave



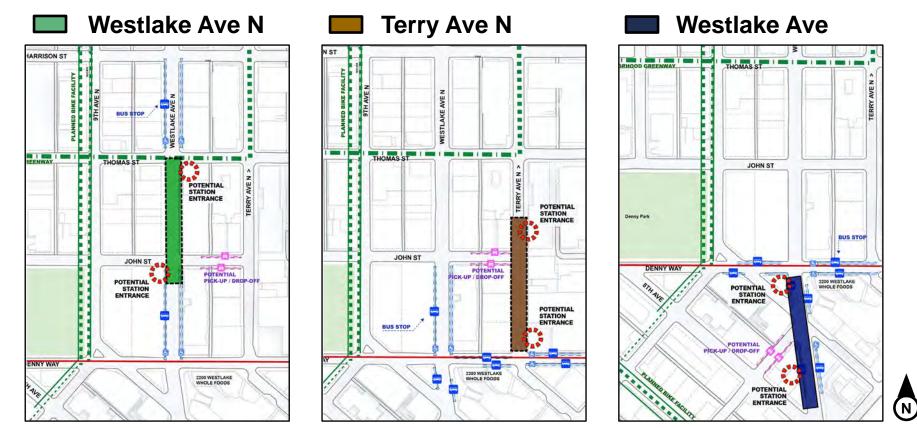


Transit Integration and Non-motorized Access

- Potential station entries farther from bus transfers on 3rd and 4th Avenues
- Less opportunity to integrate directly with major public spaces like Westlake Park
- Farther from major northsouth non-motorized connections

- Station area built out
- Potential to integrate entries into existing development

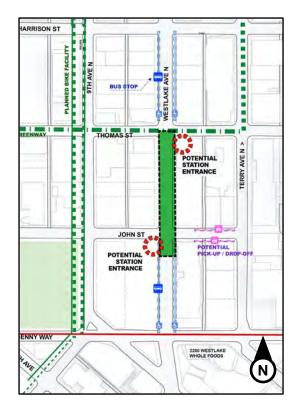
Denny Station Level 3 Alternative Concepts



Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

Denny Station – Westlake Ave North





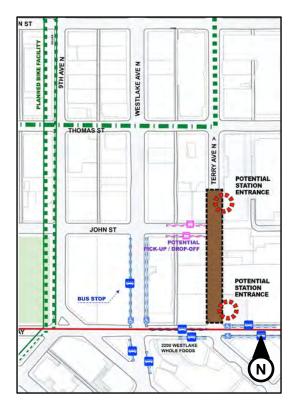
Transit Integration and Non-motorized Access

- Potential station entries more removed from major bus corridors on Denny and Harrison Streets
- Slightly longer transfer to SLU Streetcar
- Could be served directly by planned greenway on Thomas St

- Station area built out
- Potential to integrate entries into existing development

Denny Station – Terry Ave





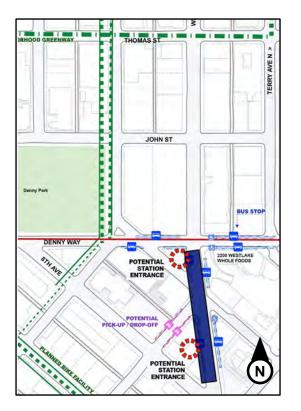
Transit Integration and Non-motorized Access

- Potential for station entries on both sides of Denny
- Slightly longer transfer for westbound buses on Denny and potentially more challenging wayfinding
- Opportunity to negotiate grade on Denny Way

- Station area built out
- Potential to integrate entries into existing or future development
- Could serve Cascade neighborhood better with a higher-elevation entry

Denny Station – Westlake Ave



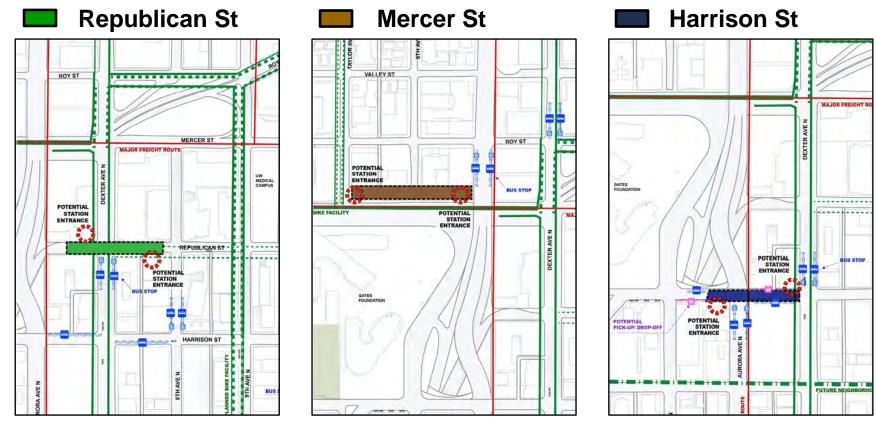


Transit Integration and Non-motorized Access

- Potential for station entries on both sides of Denny and Westlake
- Better integration with buses, streetcar operating on Denny and Westlake in all directions
- More distant from planned greenway on Thomas St

- Station area built out
- Potential to integrate entries into existing development
- Could serve Amazon HQ, existing and planned density in Denny Triangle better

South Lake Union Station Level 3 Alternative Concepts

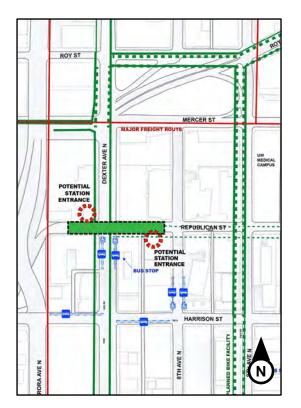


Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

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SLU Station – Republican St





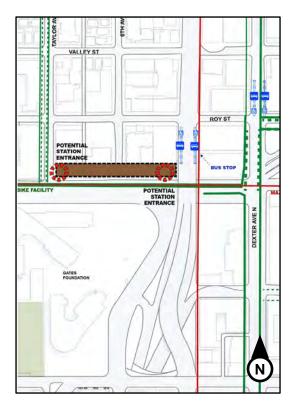
Transit Integration and Non-motorized Access

- Potential station entries focused on Dexter
- Challenging pedestrian and bike environment due to SR-99 off ramps
- Less opportunity to integrate with planned bus service on SR-99 and Harrison St

- Less potential for additional development and density
- SR-99 forms physical barrier to important destinations to West (Gates Foundation, Seattle Center)

SLU Station – Mercer St





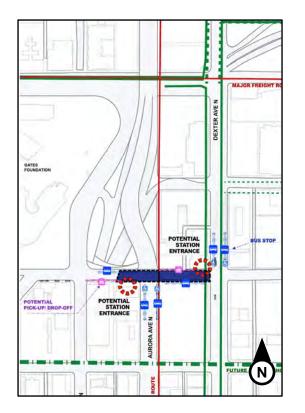
Transit Integration and Non-motorized Access

- Potential station entries focused on Dexter
- Less opportunity to integrate with planned bus service on SR-99 and Harrison St
- Directly served by existing dedicated bike facilities on Dexter, Mercer, Roy

- Moderate potential for additional development and density
- Closer to emerging density at north end of South Lake Union, including new Google campus

SLU Station – Harrison St



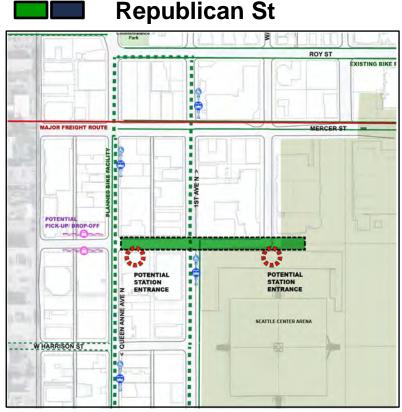


Transit Integration and Non-motorized Access

- Excellent pedestrian access to South Lake Union and east edge of Uptown
- Excellent integration with planned bus service on SR-99 and Harrison St
- Directly served by dedicated bike facility on Dexter, could be served by planned facility on Thomas

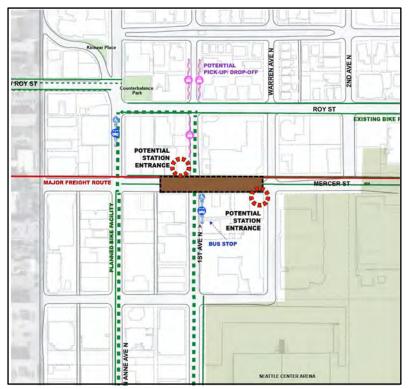
- Strong potential for additional development and density in recently upzoned neighborhood east of Seattle Center
- Excellent location to serve Gates Foundation, eastern edge of Seattle Center and upzoned neighborhood

Seattle Center Station Level 3 Concepts





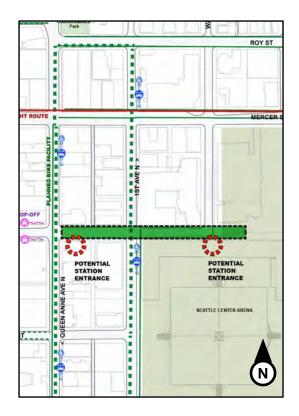
Mercer St



Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

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Seattle Center Station – Republican St

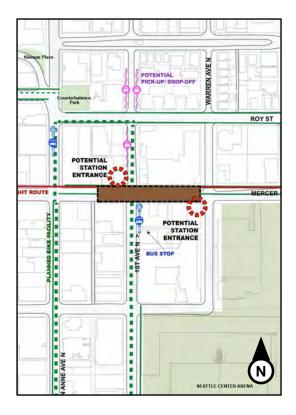


Transit Integration and Non-motorized Access

- Excellent pedestrian access to Seattle Center and Uptown neighborhood
- Excellent integration with buses on 1st Ave N and Queen Anne Ave N
- Directly served by existing and planned dedicated bike facilities

- Land Use and Development
- Some potential for additional development and density
- Excellent location to provide iconic entry to Seattle Center and serve the heart of recently upzoned Uptown neighborhood

Seattle Center Station – Mercer St

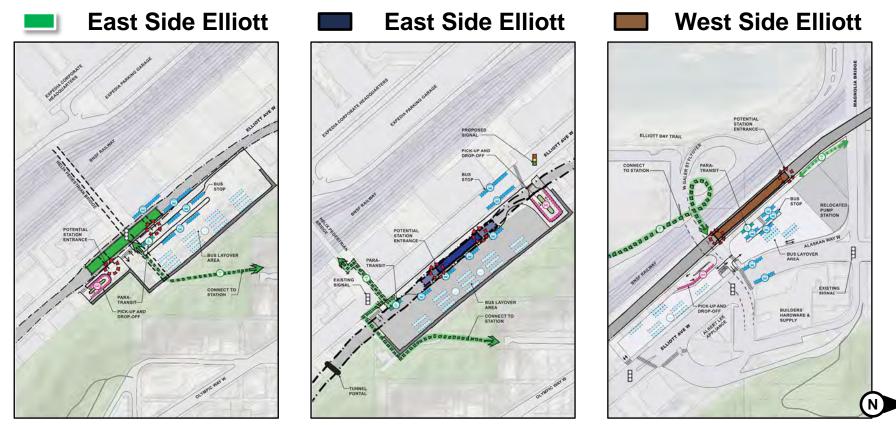


Transit Integration and Non-motorized Access

- Good pedestrian access to Uptown neighborhood; slightly longer walk to Seattle Center
- Excellent integration with buses on 1st Ave N and Queen Anne Ave N
- Could be served by existing dedicated bike facilities

- Some potential for additional development and density
- Less opportunity for iconic entry to Seattle Center campus
- Potential for Agency TOD on property acquired for construction staging or station entries

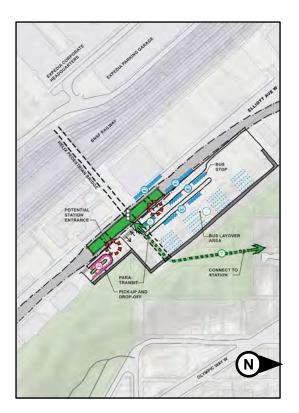
Smith Cove Station Level 3 Concepts



Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

Smith Cove Station – East Side Elliott





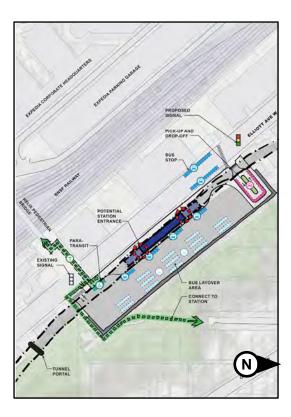
Transit Integration and Non-motorized Access

- Opportunity to extend Helix Bridge across Elliott to tie in directly to station mezzanine, providing access to all bus zones
- Walkshed greatly limited by Queen Anne Hill grade
- Aerial structure over Elliott would affect existing ROW and experience of ground plane

Land Use and Development

 Limited potential for Agency TOD and overall redevelopment, though some development capacity could be recovered if bus layover is overbuilt

Smith Cove Station – East Side Elliott



Transit Integration and Non-motorized Access

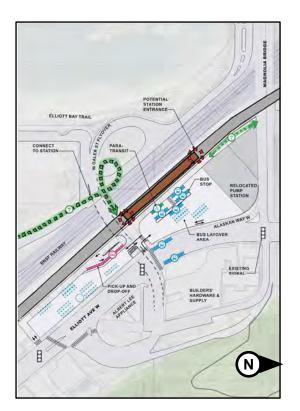
- Profile and location of station complicates potential Helix Bridge extension and landing
- Requires crossing of Elliott to access southbound bus zones
- Walkshed greatly limited by Queen Anne Hill grade

Land Use and Development

 Limited potential for Agency TOD and overall redevelopment; profile and location of station reduces efficiency of potential overbuilding of bus layover

Smith Cove Station – West Side Elliott





Transit Integration and Non-motorized Access

- Opportunity to tie into existing Galer flyover for cyclists and pedestrians
- Opportunity for direct connection to nearby Armory site
- Provides good bus circulation utilizing existing signals

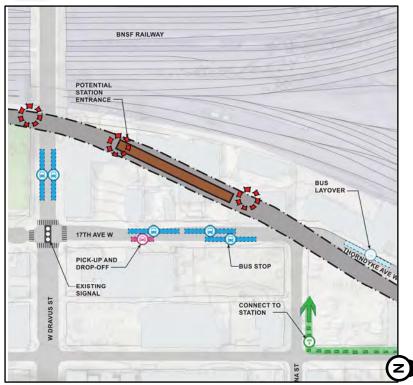
- Location serves the greatest number of existing and potential future destinations
- Station location and profile yields considerable Agency TOD potential (equivalent ~600 units) if station/guideway and bus facility are overbuilt

Interbay Station Level 3 Concepts

15th Ave W 17TH AVE W BUS LAYOVER 16TH AVE W PARA-TRANSIT POTENTIAL STATION ENTRANCE 15TH AVE BUS STOP

14TH AVE W

17th Ave W



Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

PICK-UP AND

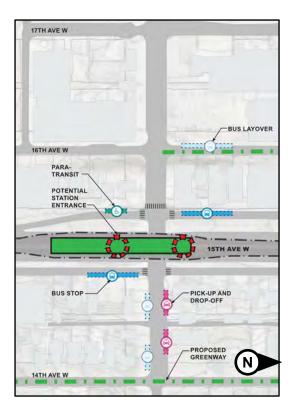
DROP-OFF

PROPOSED

GREENWAY

Interbay Station – 15th Ave W





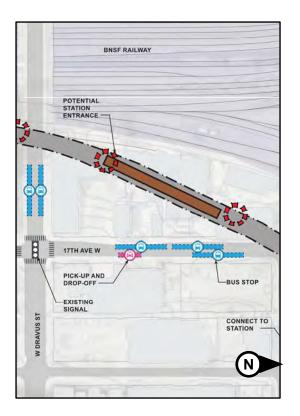
Transit Integration and Non-motorized Access

- Good location for pedestrian access from west slope of Queen Anne
- Challenging pedestrian and cycling environment
- Good integration with buses operating on 15th, but slightly more challenging for buses serving Magnolia

- Some potential for redevelopment
- Close to area currently zoned for mixed-use development
- Concern about freight use and access from 15th Ave W

Interbay Station – 17th Ave W



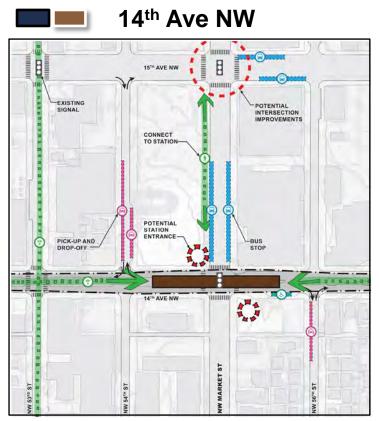


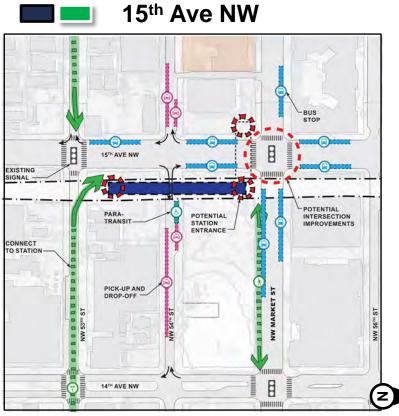
Transit Integration and Non-motorized Access

- Good location for pedestrian access from Magnolia
- Opportunity to enhance pedestrian and bike connections to and through station area
- Good integration with buses serving Magnolia; opportunity to enhance bus circulation with new Thorndyke/Nickerson connection

- Good potential for redevelopment to east – strongest with retained cut station that could be overbuilt
- Sited in area currently zoned for industrial development, but also close to areas zoned for mixed-use development
- Strong potential for Agency TOD/codevelopment at station

Ballard Station Level 3 Concepts

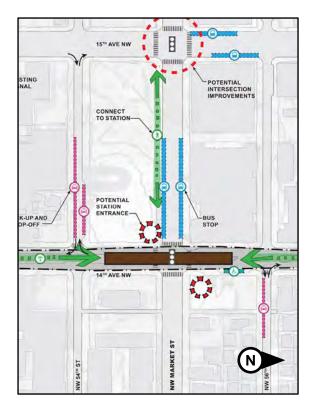




Guideway and station concepts depicted reflect limited design and shown for illustration and discussion purposes.

Ballard Station – 14th Ave NW





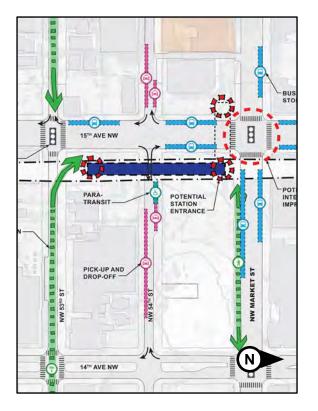
Transit Integration and Non-motorized Access

- Potential entries to station on both sides of NW Market St
- Requires crossing 15th Ave NW to access current Ballard core
- Opportunity to consolidate most bus zones for more legible transfers
- Opportunity to improve bike and ped access through reconstruction of 14th Ave NW

- Farthest from historic Ballard core
- Closer to MIC boundary and edge of current Urban Village
- Considerable potential for redevelopment and Agency TOD in station area (~1,600 units)

Ballard Station – 15th Ave NW





Transit Integration and Non-motorized Access

- Potential entries to station on both sides of 15th Ave NW via mezzanine
- Results in more diffuse bus zones
- Concern about effects of on freight and general traffic operations on 15th Ave NW
- Opportunity to tie directly into existing greenway on NW 53rd St

- Marginally closer (~500 feet) to historic Ballard core
- Considerable potential for redevelopment and Agency TOD in station area (~1,500 units)

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