

# Sound Transit III

## ***Guideway and Station Location***

*Preparing for Station Area and TOD planning*



# Market



- Auto oriented uses
- Industrial zoning southeast of the station



Station Typology:  
Elevated  
Bus Transfer  
Place Serving  
Potential for TOD: High

5 Minute Walk  
Station and Alignment

# Dravus

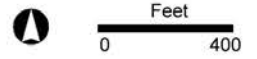
- Currently no east-west bus service
- Industrial zoning in the vicinity
- Topographic challenges



**Station Typology:**  
Elevated  
Bus Transfer  
Place Serving  
Potential for TOD: Low

5 Minute Walk   
Station and Alignment 



# Prospect



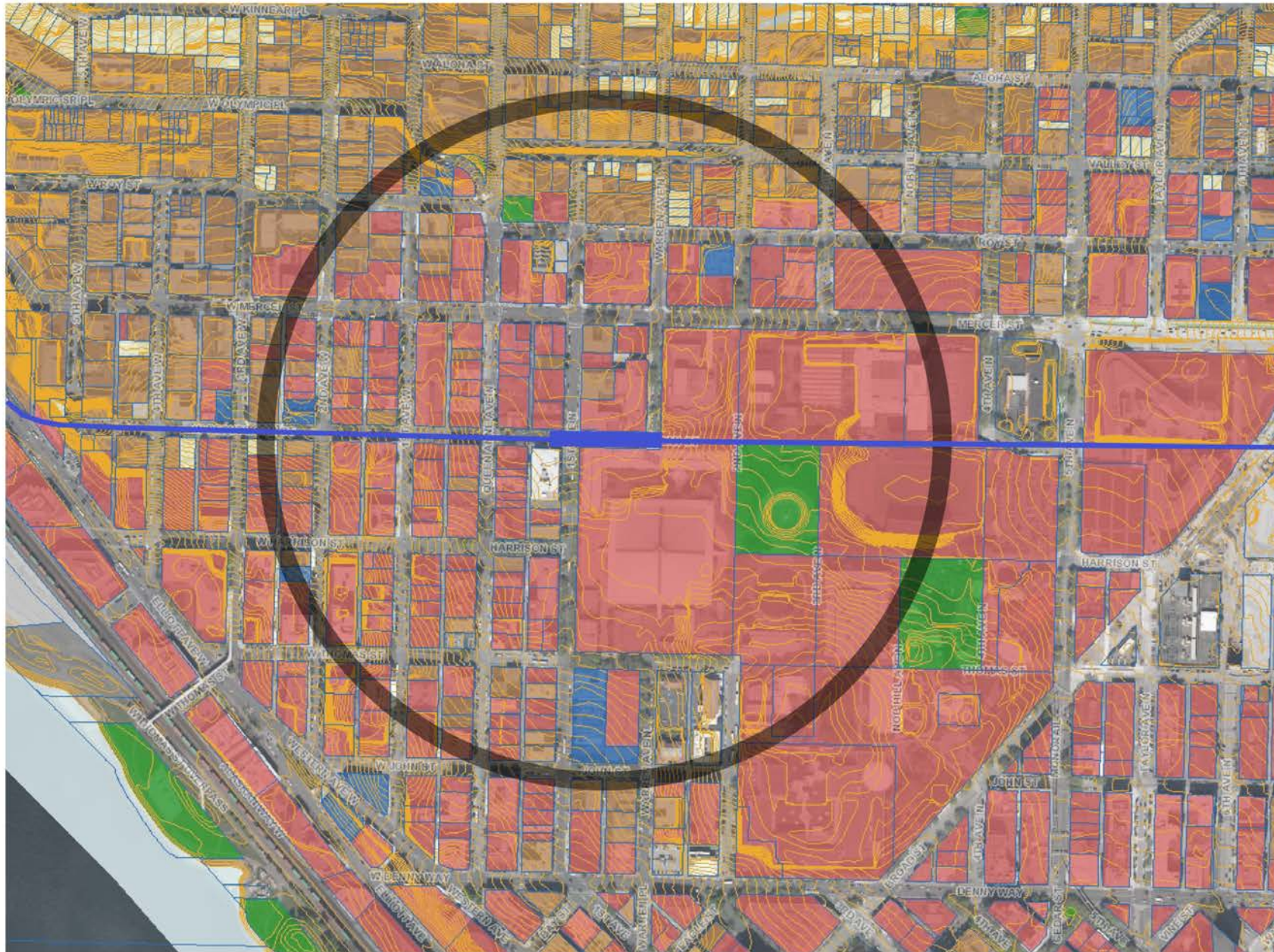
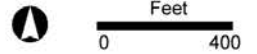
- Improve pedestrian connections to Queen Anne
- Stop is very reliant on Expedia - strong TMP needed
- Proximity to Galer flyover could enable connections to both T91 and Expedia

**Station Typology:**  
Elevated

**Place Serving/Making?**  
Potential for TOD: Low

**5 Minute Walk**   
**Station and Alignment** 

# Seattle Center/Uptown



**Station Typology:**  
Underground  
Bike/Transit Access  
Place Serving  
Potential for TOD: High

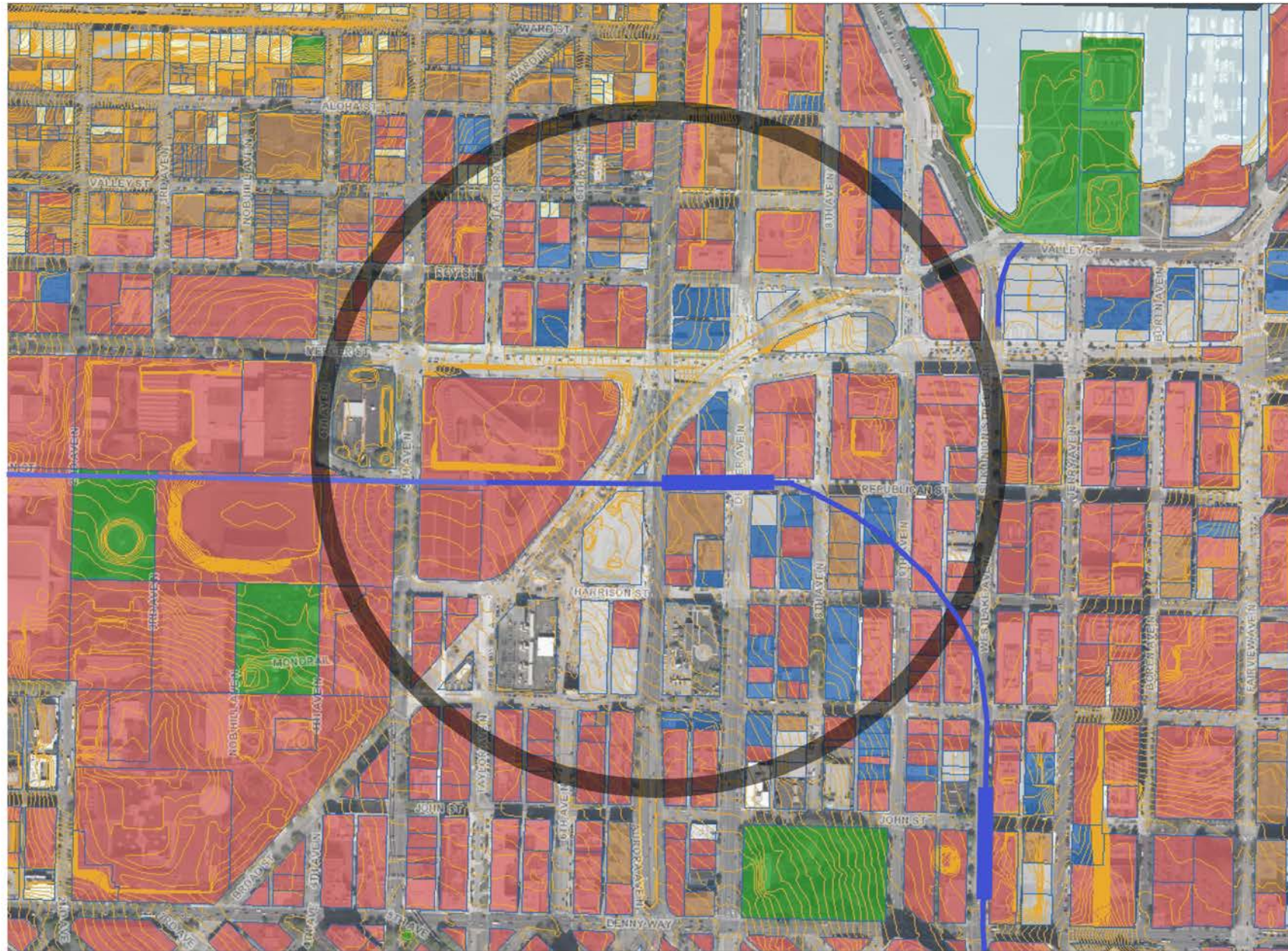
**10 Minute Walk**  
Station and Alignment

- Connections to Seattle Center and Uptown positive
- Minimize construction footprint
- Integrate into adjacent development projects

# Seventh (SR 99)



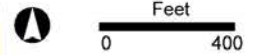
- Poor connections to Transit/Gates Foundation
- Consider connection across Mercer
- Station spacing



**Station Typology:**  
Underground  
Transit /Bike Access  
Place Serving  
Potential for TOD: High

5 Minute Walk Station and Alignment

# Westlake/Denny



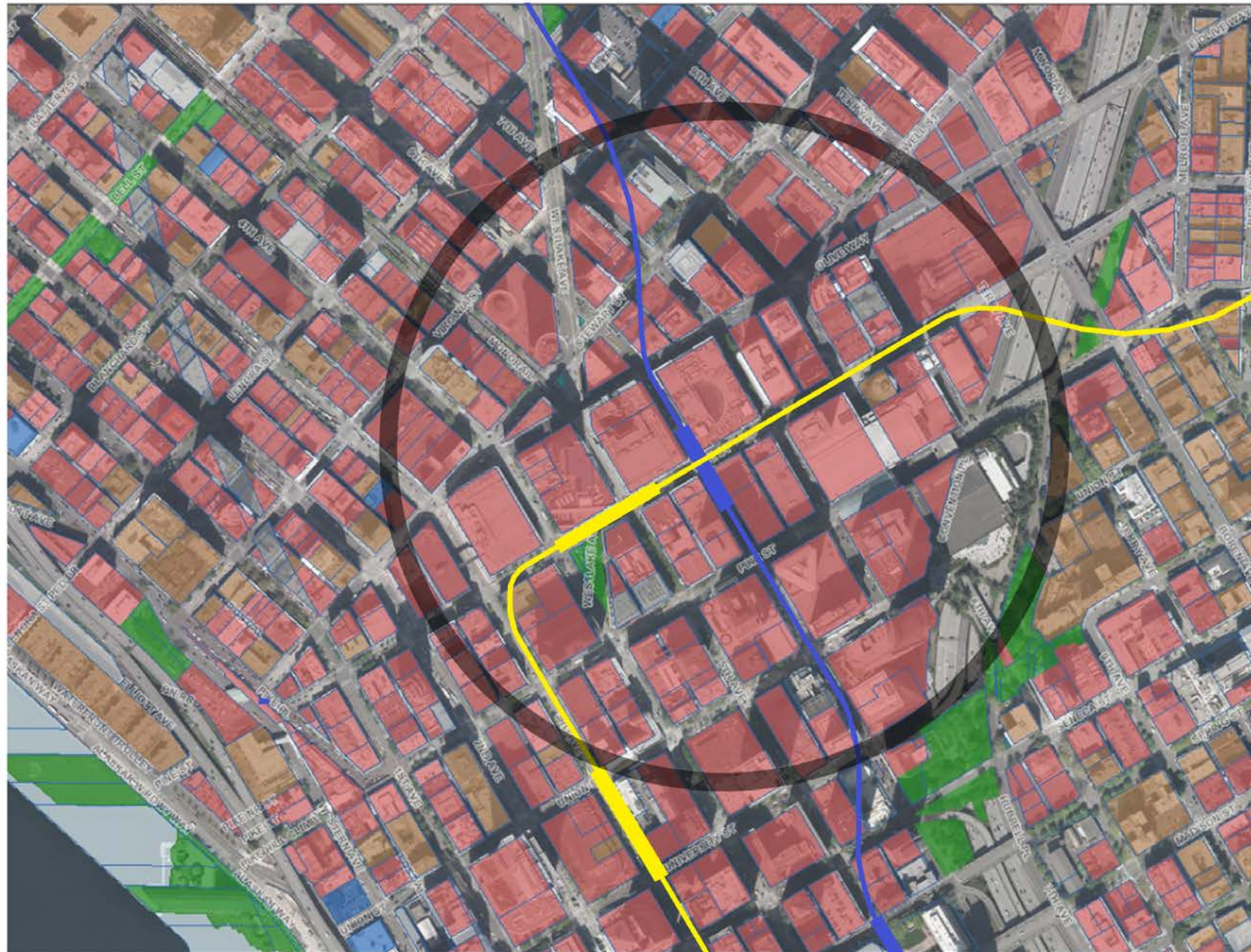
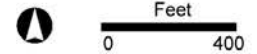
Station Typology:  
Underground  
Transit Access  
Place Serving  
Potential for TOD: High

5 Minute Walk  
Station and Alignment

- Consider station entrances both north and south of Denny to serve both neighborhood areas
- Could station be moved to 9th Avenue so cut/cover construction would not impact the Streetcar
- Possible to integrate into 'Discovery Site'?



# Westlake



**Station Typology:**  
Underground  
Transit Access  
Place Serving  
Potential for TOD: High

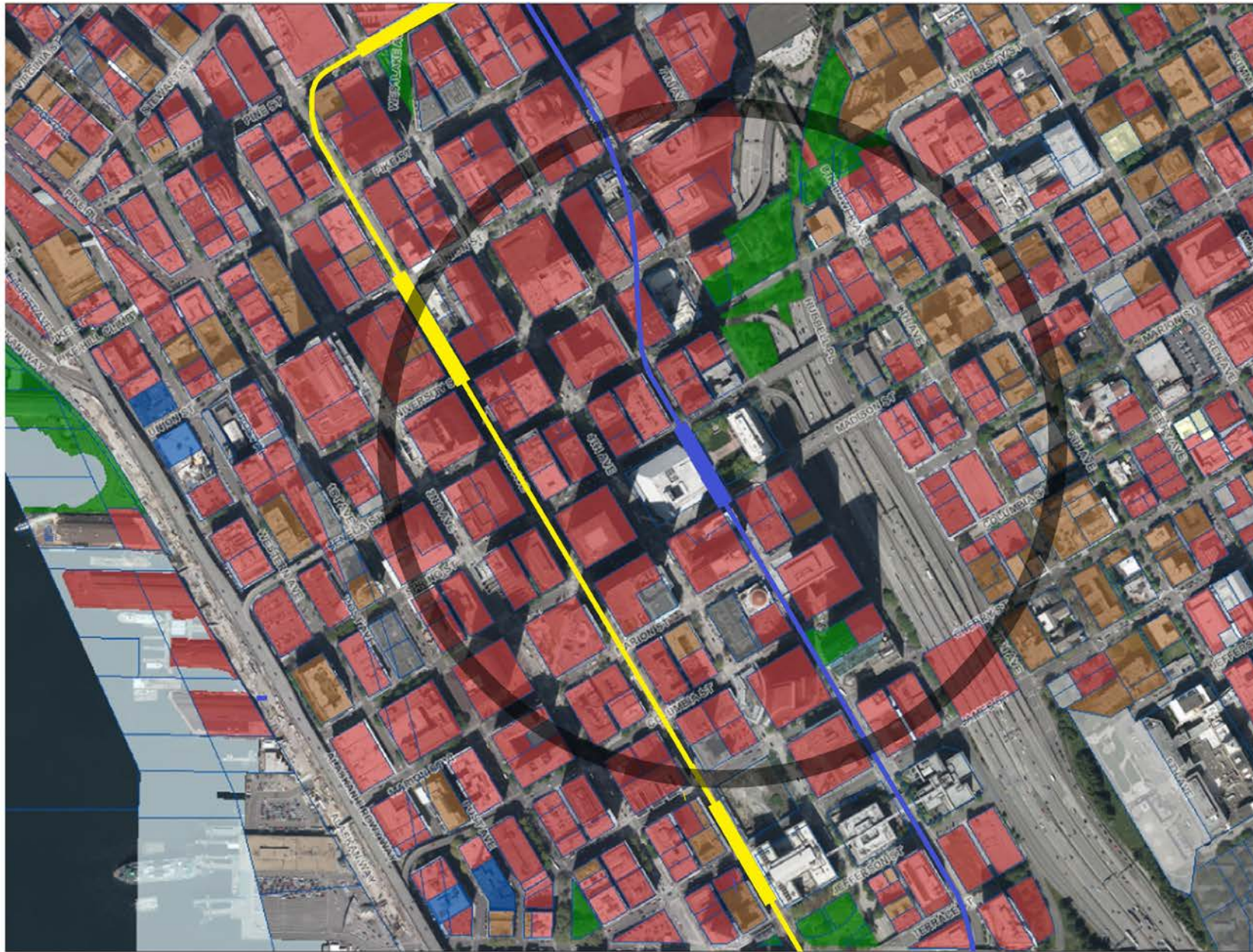
5 Minute Walk   
Station and Alignment   
Existing Alignment 

- Maximize number of station entrances including McGraw Square
- High speed elevator at this location (lots of tourists with baggage)
- Coordinate with Pike Pine Renaissance project

# Madison



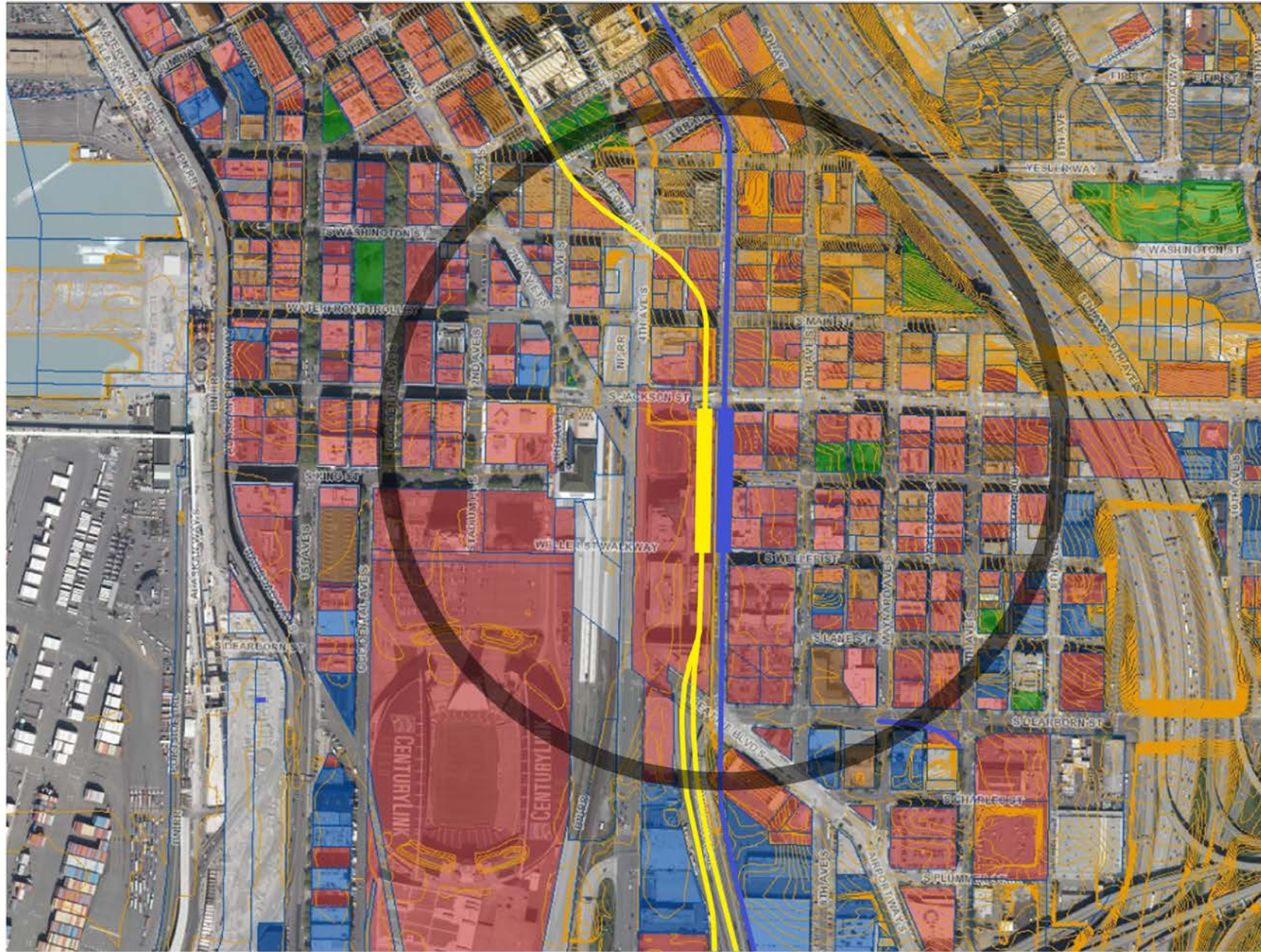
- Improve the I-5 overpass at Seneca
- Entrances could activate Freeway park



**Station Typology:**  
Underground  
Transit Access  
Place Serving  
Potential for TOD: High

5 Minute Walk   
Station and Alignment   
Existing Alignment 

# Chinatown/ID

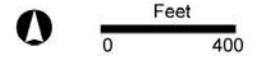


**Station Typology:**  
Underground  
Transit Access  
Place Serving  
Potential for TOD: High

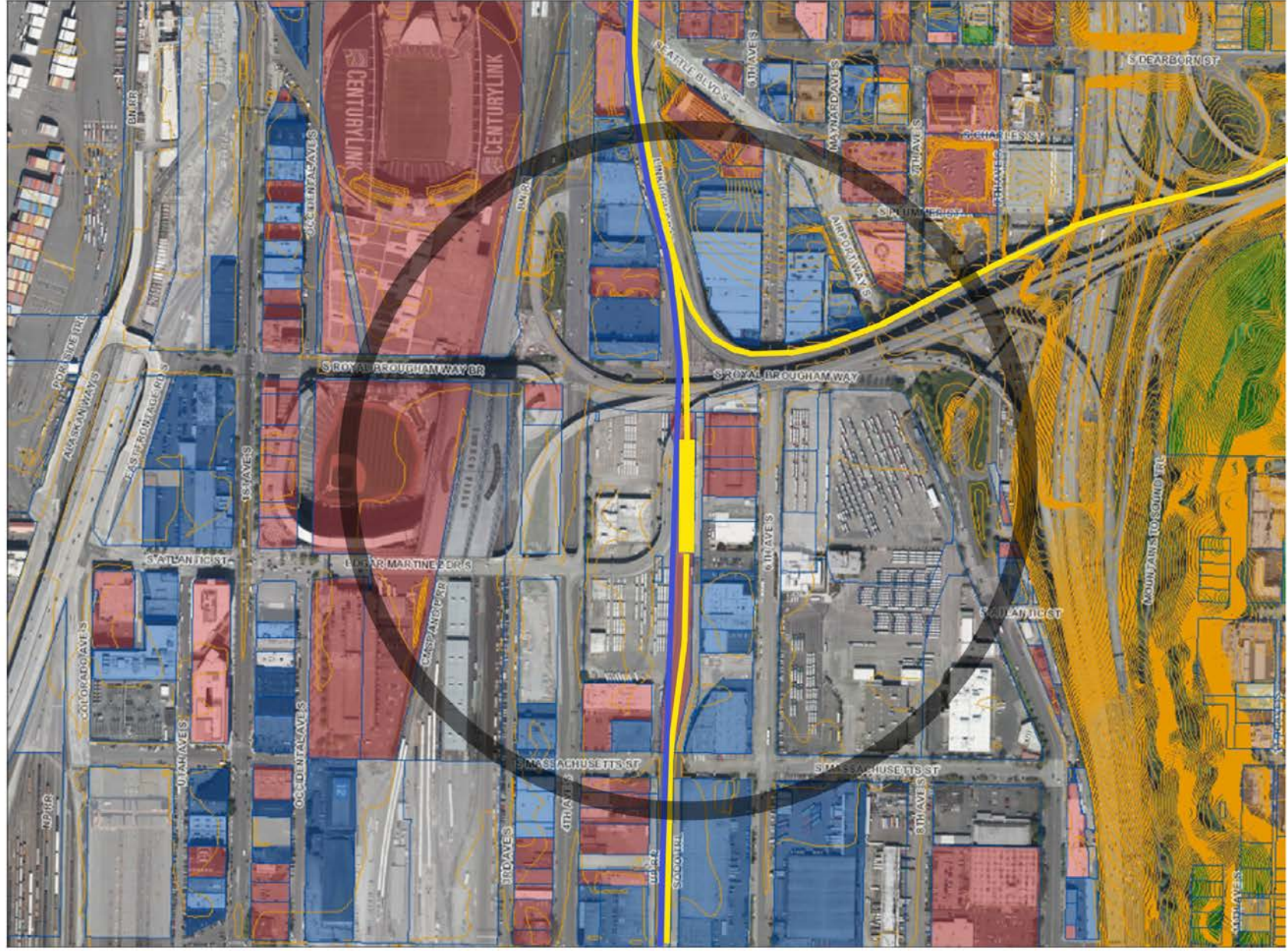
5 Minute Walk  
Station and Alignment  
Existing Alignment

- Primary transit transfer point
- Inter-station connectivity important
- Impacts on community from proposed cut and cover on 5th

# Stadium



- Enhance stadium connections
- Explore land uses and pedestrian connections in the vicinity



Station Typology:  
At-Grade

Potential for TOD: Low

5 Minute Walk  
Station and Alignment  
Existing Alignment

# SODO



Feet  
0 400

- Potential impacts to Lander traffic patterns
- Inter-station connectivity important
- City may explore employment TOD within walkshed—combination of industrial and office spaces
- Consideration of pedestrian amenities important



**Station Typology:**  
Elevated  
Transfer  
Potential for TOD: Low

5 Minute Walk  
Station and Alignment  
Existing Alignment

# Delridge Station

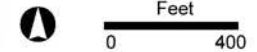
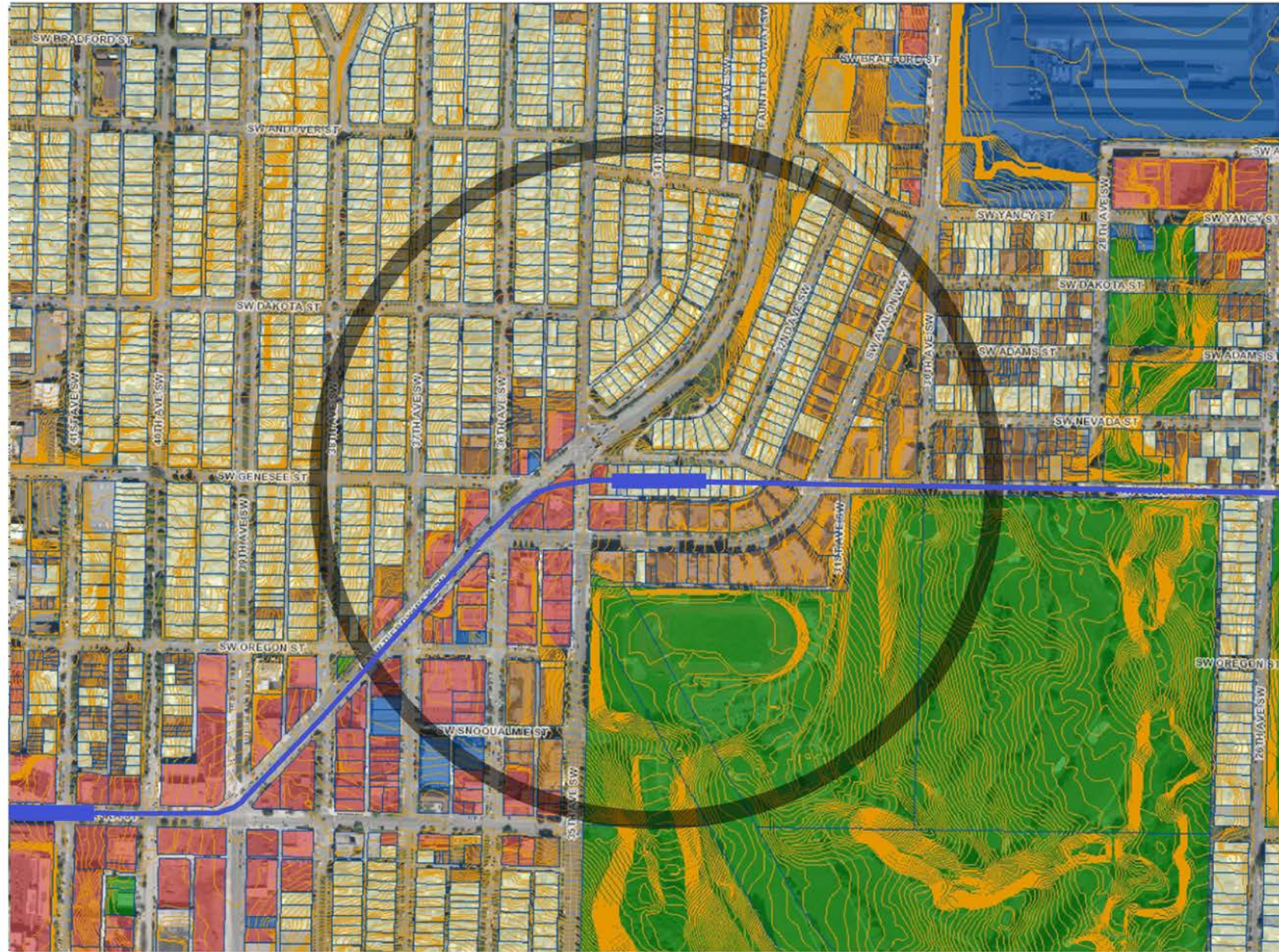
- Transit transfer point
- High guideway in small-scale neighborhood area
- Integrate station into co-developed TOD to help mitigate scale
- Limited worker-residential density currently
- Potential for TOD on surface lots
- Consider shifting station to the south



**Station Typology:**  
Elevated  
Bike/Transit Access  
Major Transfer  
Place Making  
Potential for TOD: Medium

5 Minute Walk [Grey Box]  
Station and Alignment [Blue Box]

# Avalon



- High guideway
- Represented station location challenging from a pedestrian/ connectivity standpoint
- Shift station to west?
- Explore alignment and station location

**Station Typology:**  
Elevated  
Pedestrian Access  
Place Serving  
Potential for TOD: Medium

5 Minute Walk  
Station and Alignment

# West Seattle Junction



Station Typology:  
Elevated  
Bus Transfer  
Pedestrian Access  
Place Serving  
Potential for TOD: High

5 Minute Walk  
Station and Alignment

- Major transfer point
- Elevated station presents scale issues—could be mitigated through co-development?
- Elevated tail track could impact the Junction business district
- Consider station location to the east to enable system expansion



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**OPCD**