

Sound Transit III

Early Planning Observations

Preparing for Station Area and TOD planning

Station Area TOD and Planning

- *Starting Now:* Discuss overall approach to planning with partners
 - Timing and phasing of planning & community engagement
 - Partnerships
 - TOD
 - Pedestrian environment, access and connections
 - Consider interim zoning or design guidance
 - Equitable development
- *Soon:* Inform ST3 alternatives, planning and urban design considerations
- *Before Construction/ During Design:* Engage with community and stakeholders around planning for station areas—private/public development & investments, streetscapes, public amenities, station access, modal integration (SDOT), local economics, culture and

Potential Partners

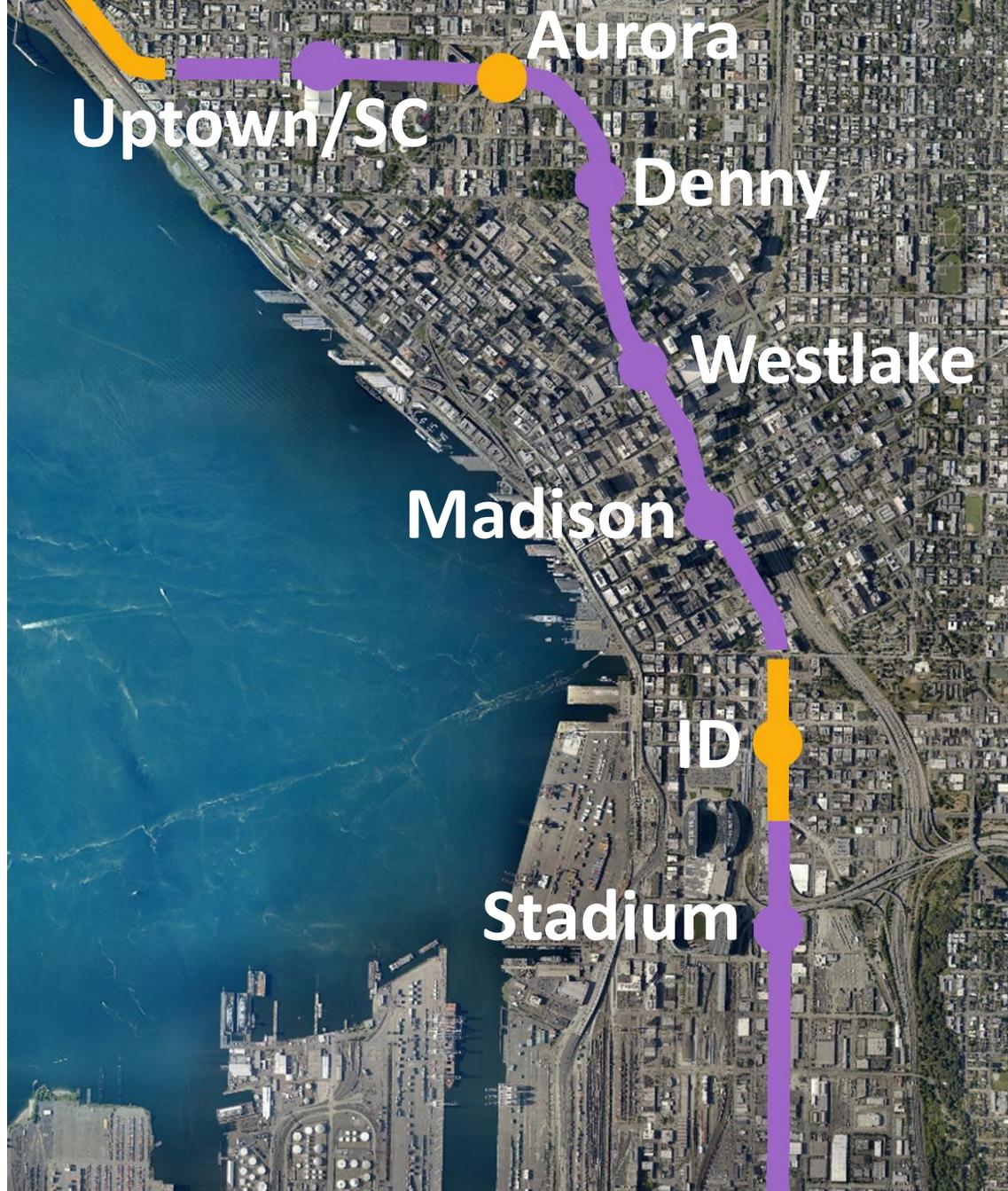
- Sound Transit
- King County
- SDOT, OH, DON, OED, etc...
- Institutions and organizations
- Residents, employers, employees, visitors...
- Neighborhoods, community groups...
- Property owners and businesses...
- Advocacy organizations



KEY

- Additional corridor analysis warranted
- Additional station location analysis warranted







Market

- Auto oriented uses (Walgreens and Safeway) are potential TOD sites
- Industrial zoning southeast of the station
- Re-think pedestrian amenities/ sidewalk



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

5 Minute Walk
Station and Alignment

Dravus

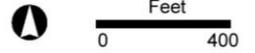


- Currently no east-west bus service
- Consider enhanced bike/ped connections to Magnolia
- Industrial zoning in the vicinity
- Topographic challenges

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

5 Minute Walk
Station and Alignment

Prospect



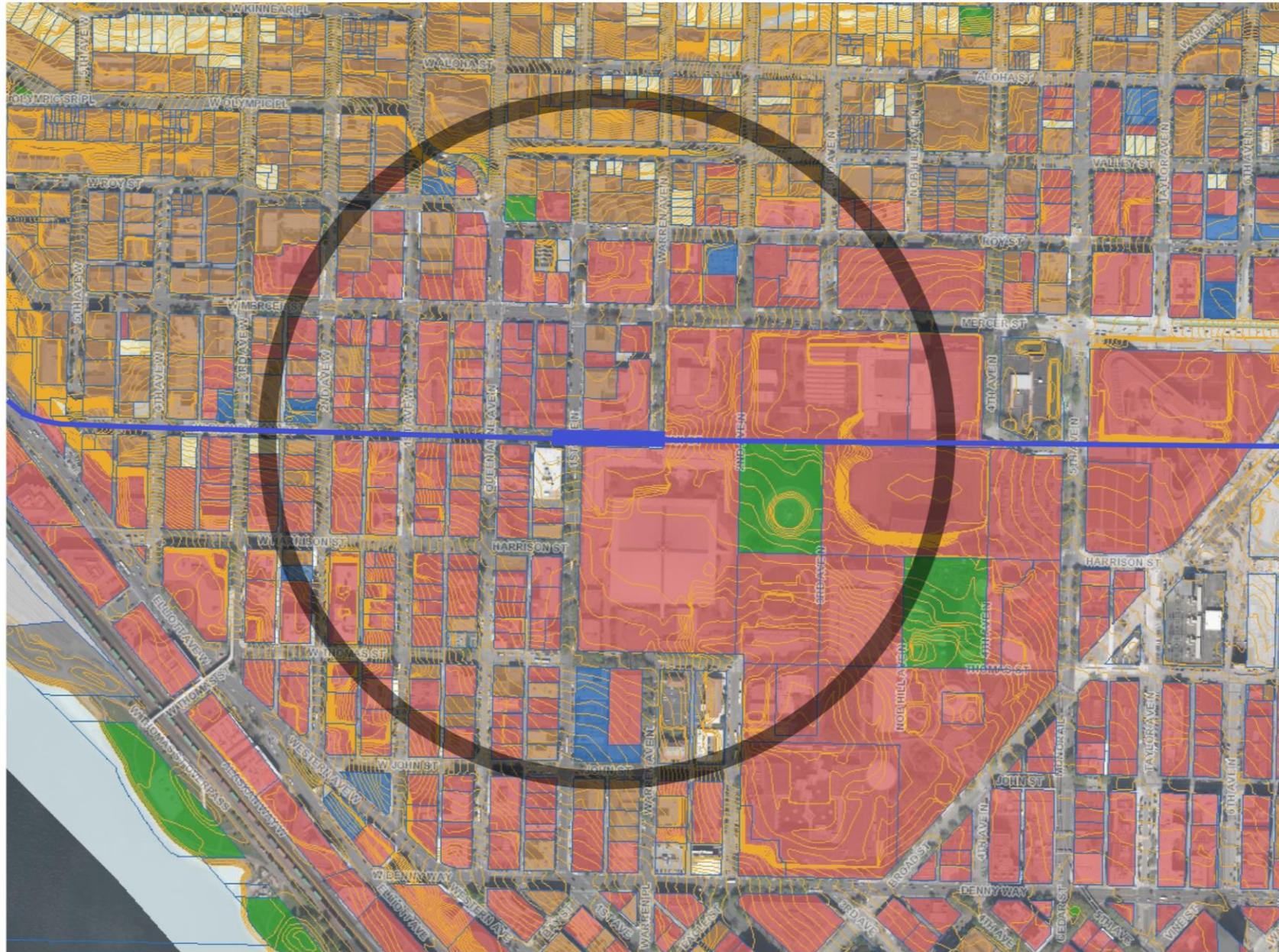
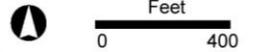
Station Typology:
Elevated

Place Serving/Making?
Potential for TOD: Low

5 Minute Walk 
Station and Alignment 

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

Seattle Center/Uptown



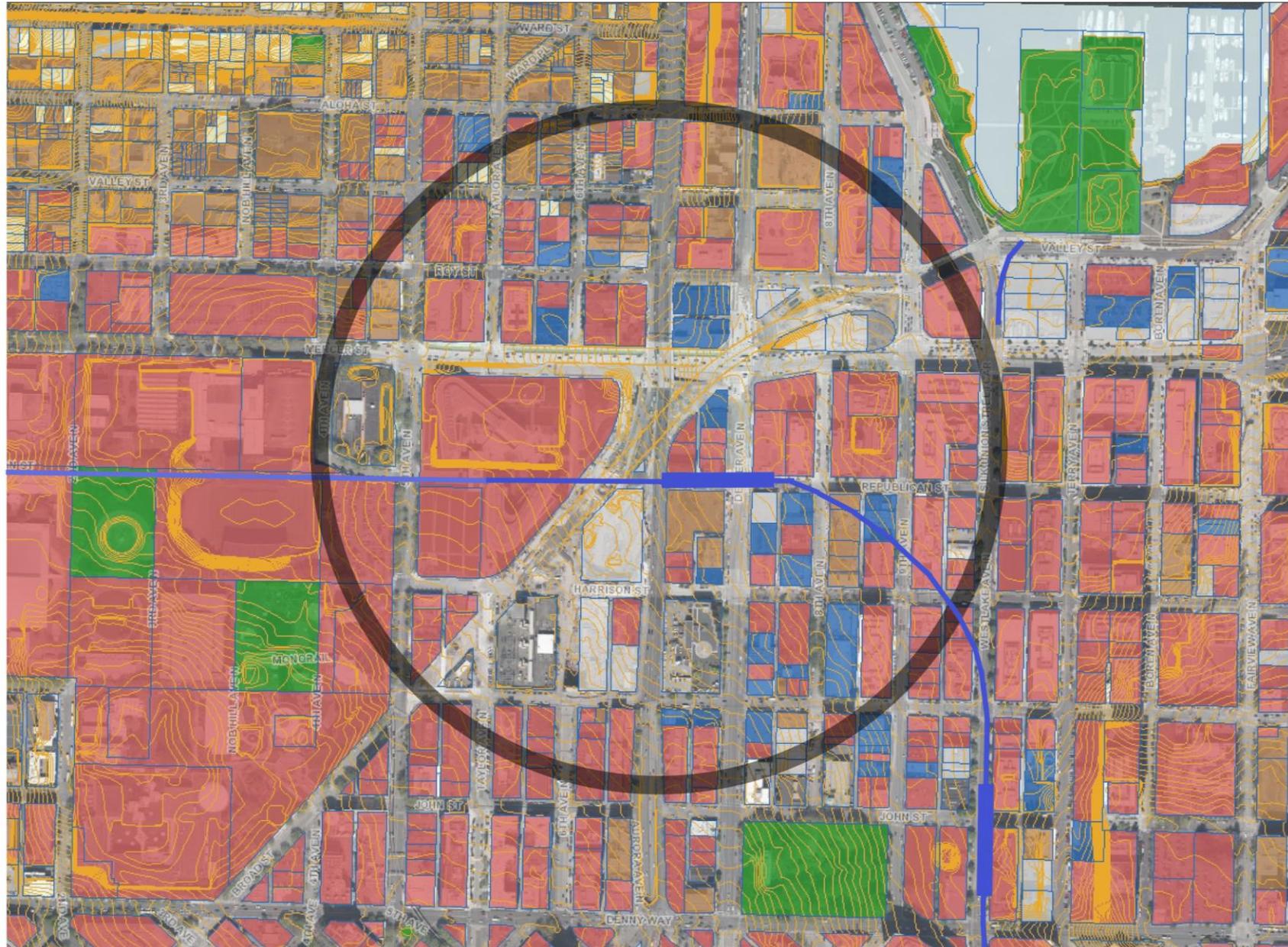
Station Typology:
Underground
Bike/Transit Access
Place Serving
Potential for TOD: High

10 Minute Walk 
Station and Alignment 

- Connections to Seattle Center and Uptown positive
- Encourage ST to decrease construction footprint
- Integrate into adjacent development projects

Seventh (SR 99)

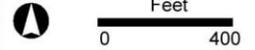
- Poor connections to Transit/Gates Foundation
- Consider connection across Mercer
- Consider location and access to the heart of South Lake Union neighborhood



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



Westlake/Denny

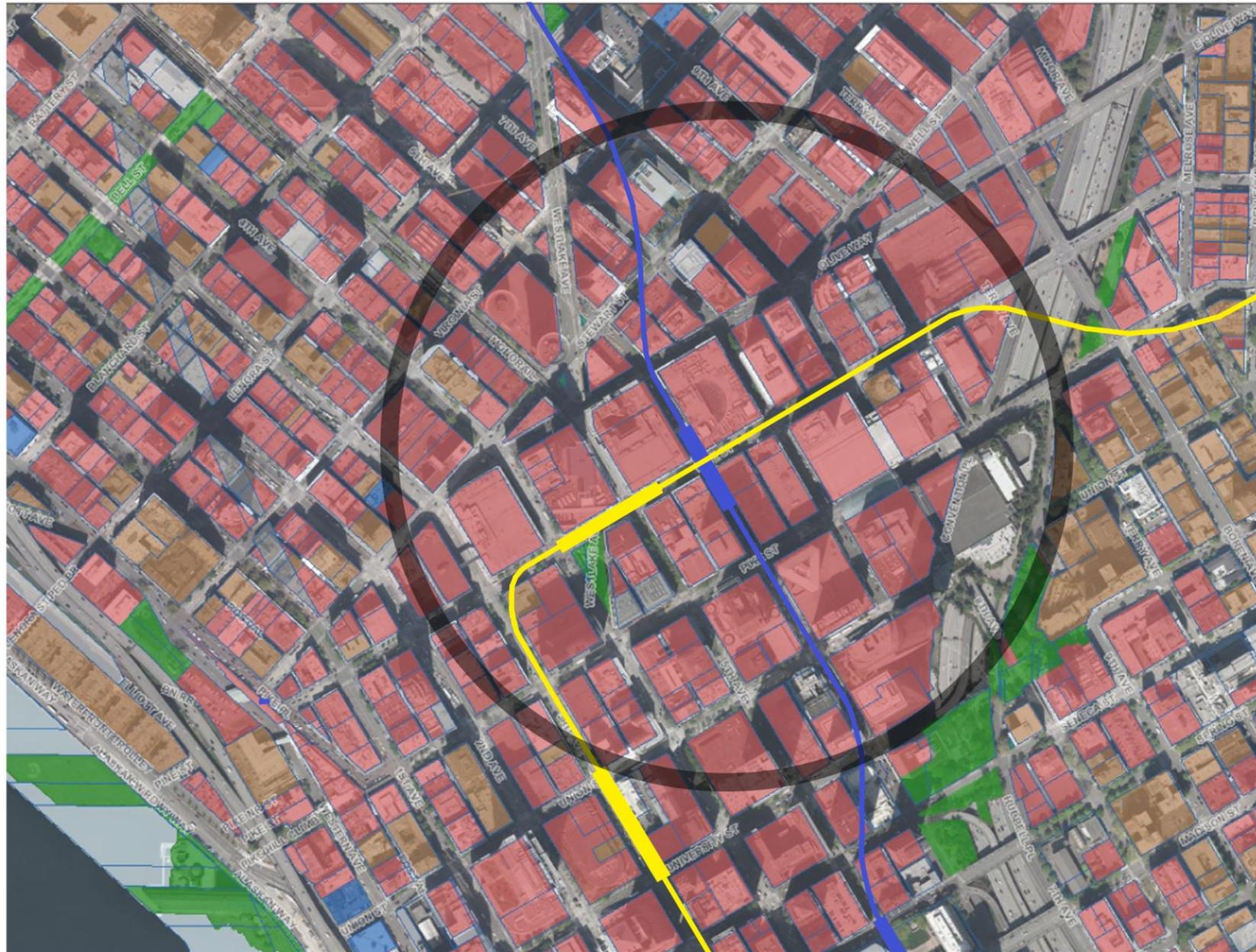
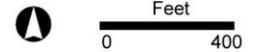


- Consider station entrances both north and south of Denny to serve both neighborhood areas
- Could station be moved to 9th Avenue so cut/cover construction would not impact the Streetcar
- Possible to integrate into 'Discovery Site'?

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

5 Minute Walk
Station and Alignment

Westlake



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

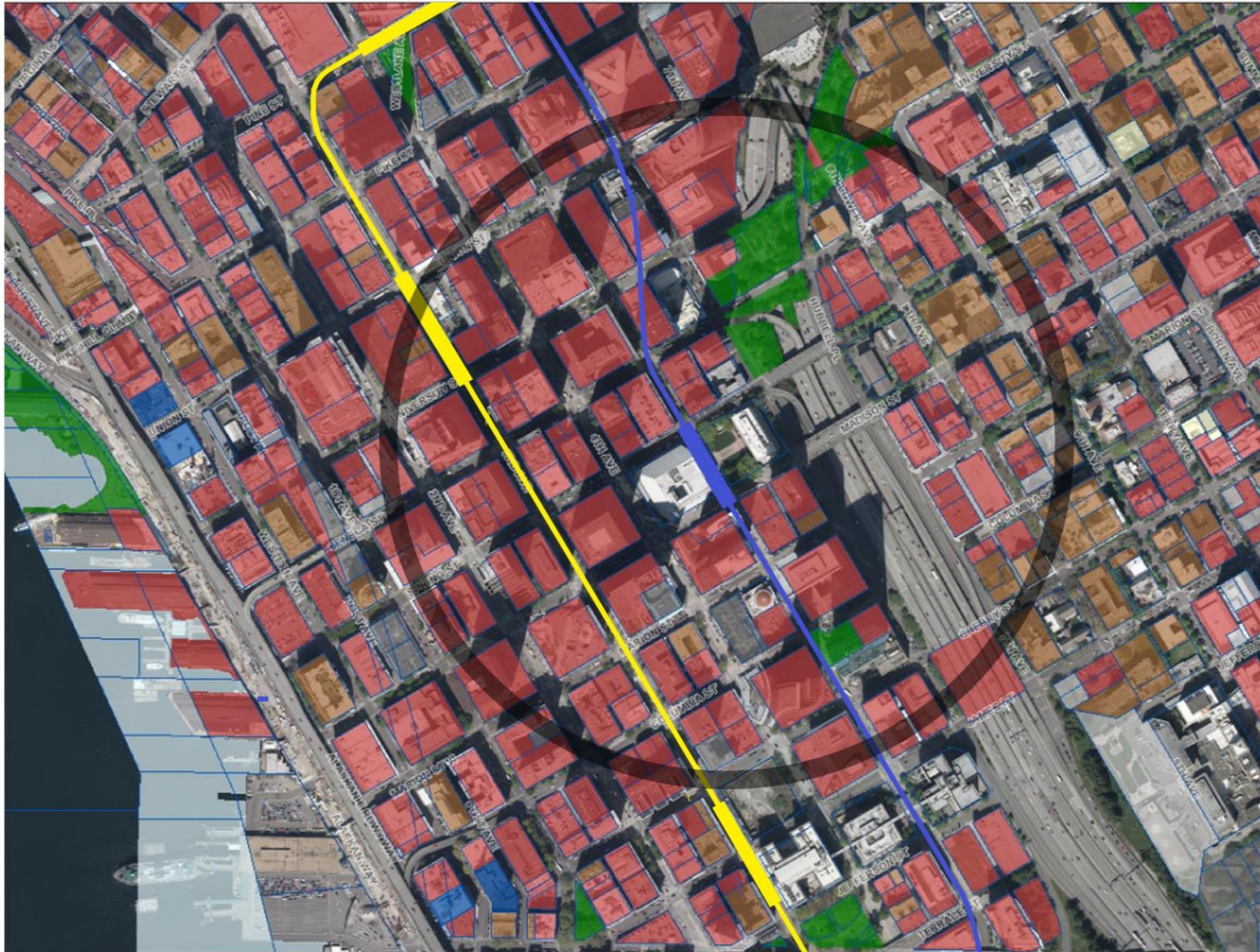
5 Minute Walk 
Station and Alignment 
Existing Alignment 

- 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 Madison
- Location across from library could help to activate 5th Ave
- If alignment moved east, 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



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



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

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

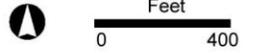
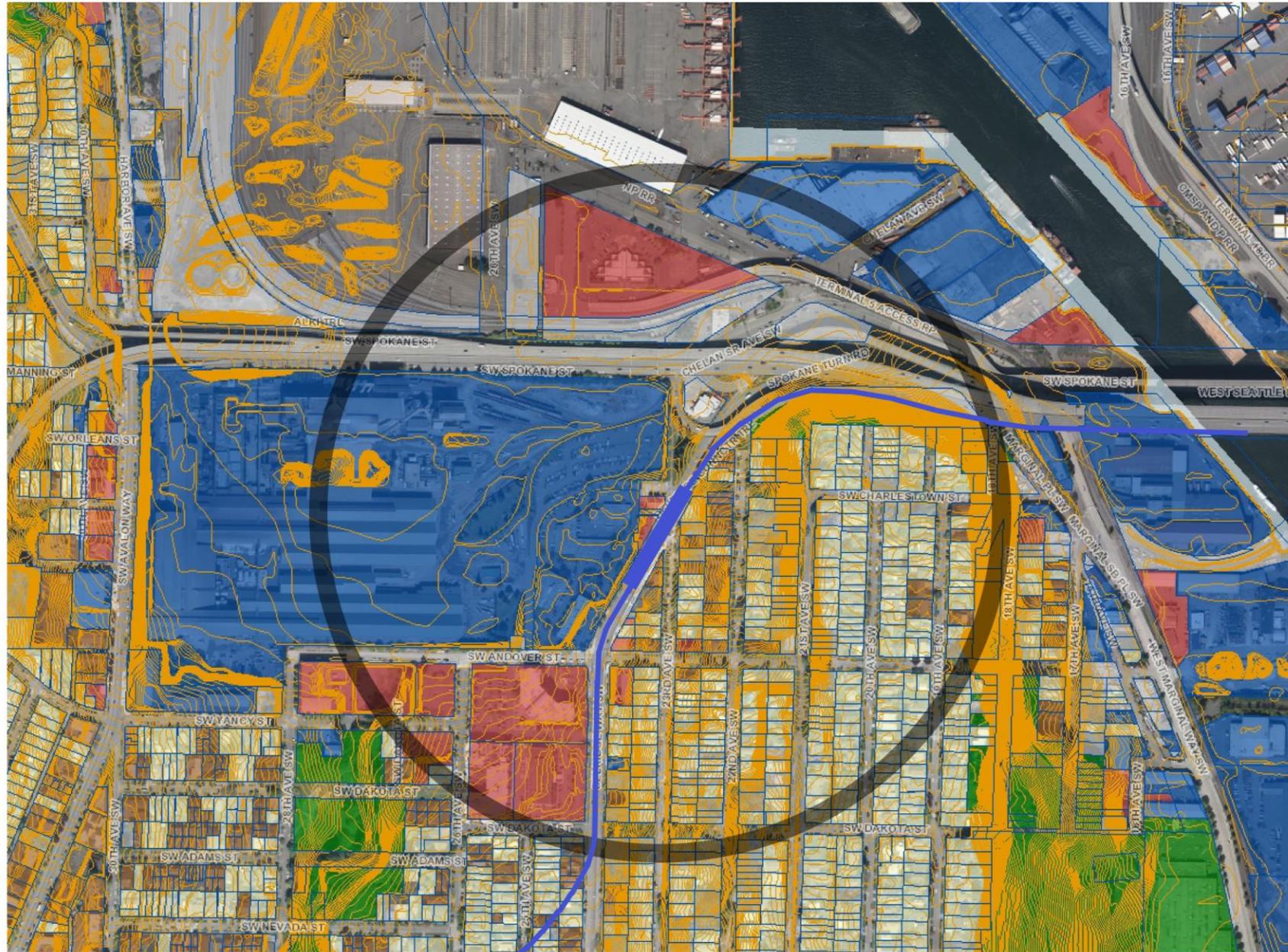


Station Typology:
Elevated
Transfer
Potential for TOD: Low

5 Minute Walk
Station and Alignment
Existing Alignment

Delridge Station

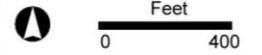
- Transit transfer point
- High guideway in small-scale neighborhood area
- Integrate station into co-developed TOD to help mitigate scale
- Limited worker-residential density currently
- Potential for TOD on surface lots
- Consider shifting station to the south



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

5 Minute Walk
Station and Alignment

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



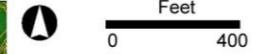
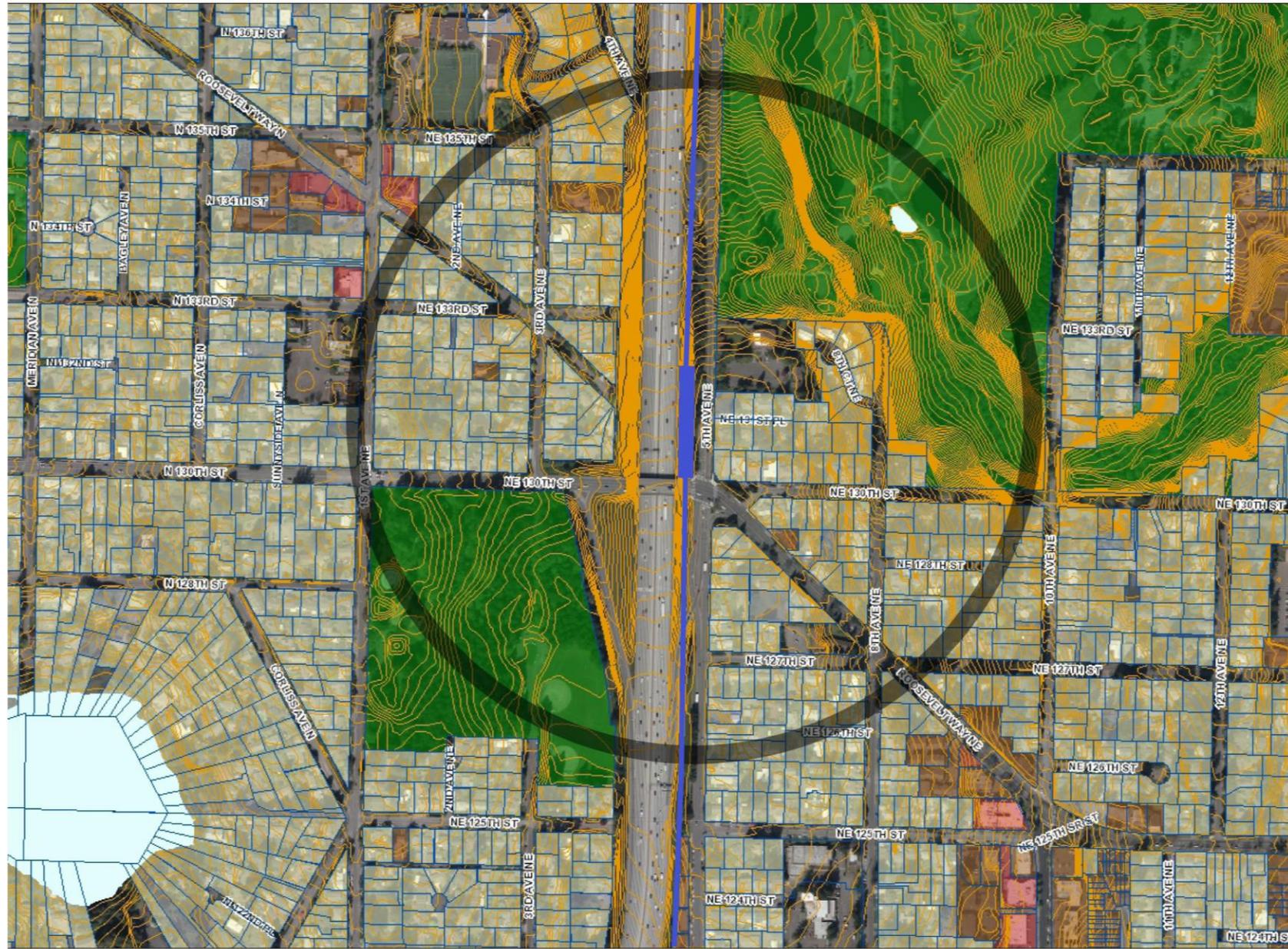
Station Typology:
Elevated
Bus Transfer
Pedestrian Access
Place Serving
Potential for TOD: High

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

130th

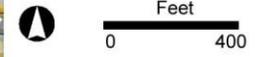
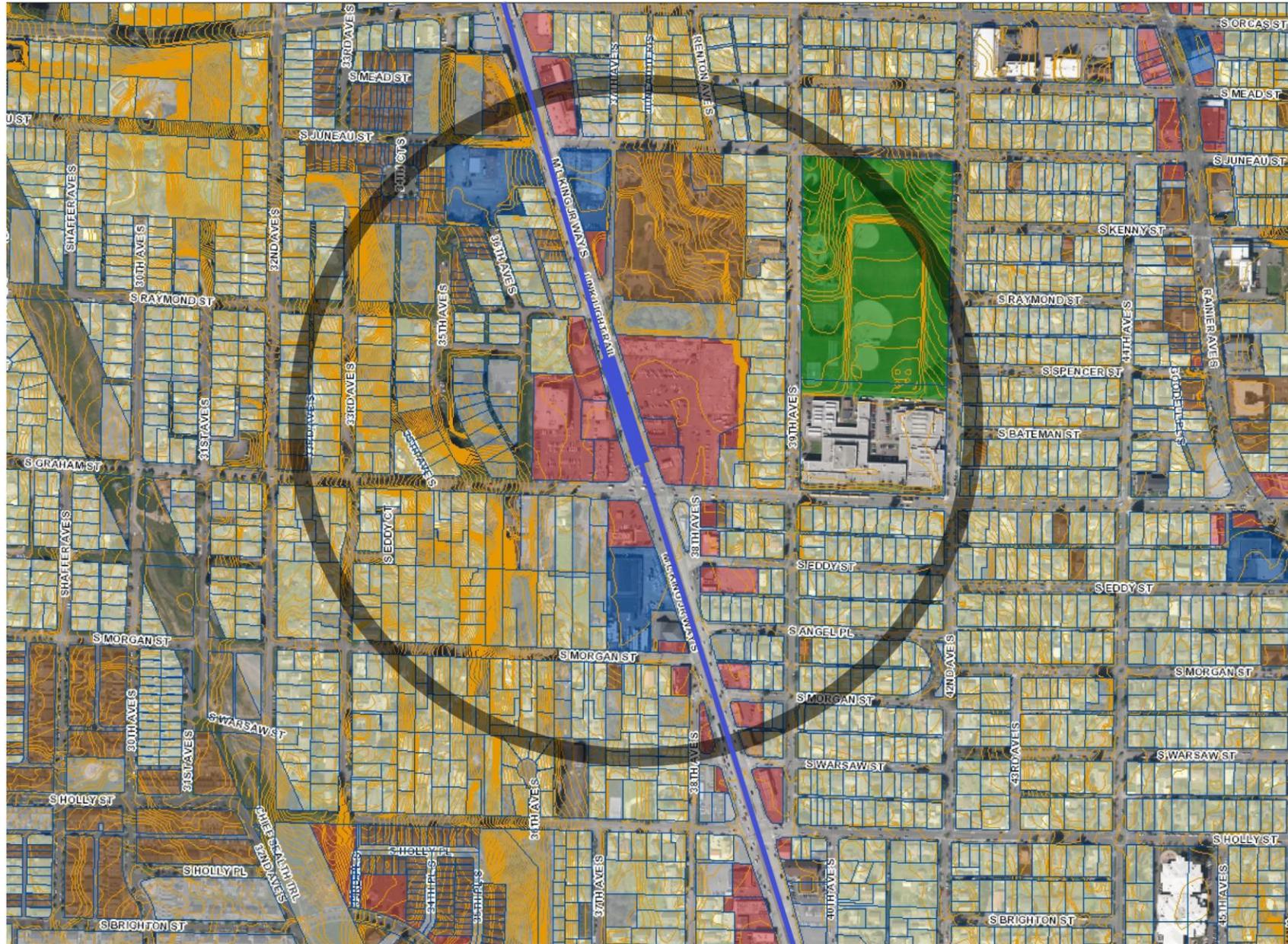
- Challenging location for TOD, pedestrians
- Consider shifting station to straddle 130th
- Provide superior transit connections



Station Typology:
Elevated
Transit /Bike Access
Transfer
Potential for TOD: Low

5 Minute Walk
Station and Alignment

Graham



Station Typology:
At-grade
Transit /Bike Access
Place Making
Potential for TOD: Medium

5 Minute Walk [Grey circle]
Station and Alignment [Blue line]

- Primary transit transfer point
- Improvements to pedestrian connections needed
- Construct the new Graham Street station sooner, as is proposed for 130th.

Boeing Access Road



Feet
0 400

- Lack of jobs and people
- Environmental constraints
- Relationship to/competition with Sounder Station



Station Typology:
Elevated
Transit Access
Park and Ride
Potential for TOD: Low

5 Minute Walk?!
Station and Alignment
City Limits