

# *West Seattle Link Extension*

*Seattle Design Commission  
Briefing  
Package 1:  
Alaska Junction and Avalon*

*May 16, 2024*



# ***Today's Agenda***

***Introductions***

***Project Background***

***Context, Engagement and Racial Equity***

***Programmatic Topics***

***Alaska Junction Station Preliminary Engineering Design***

***Avalon Station Preliminary Engineering Design***

# ***Project Background***



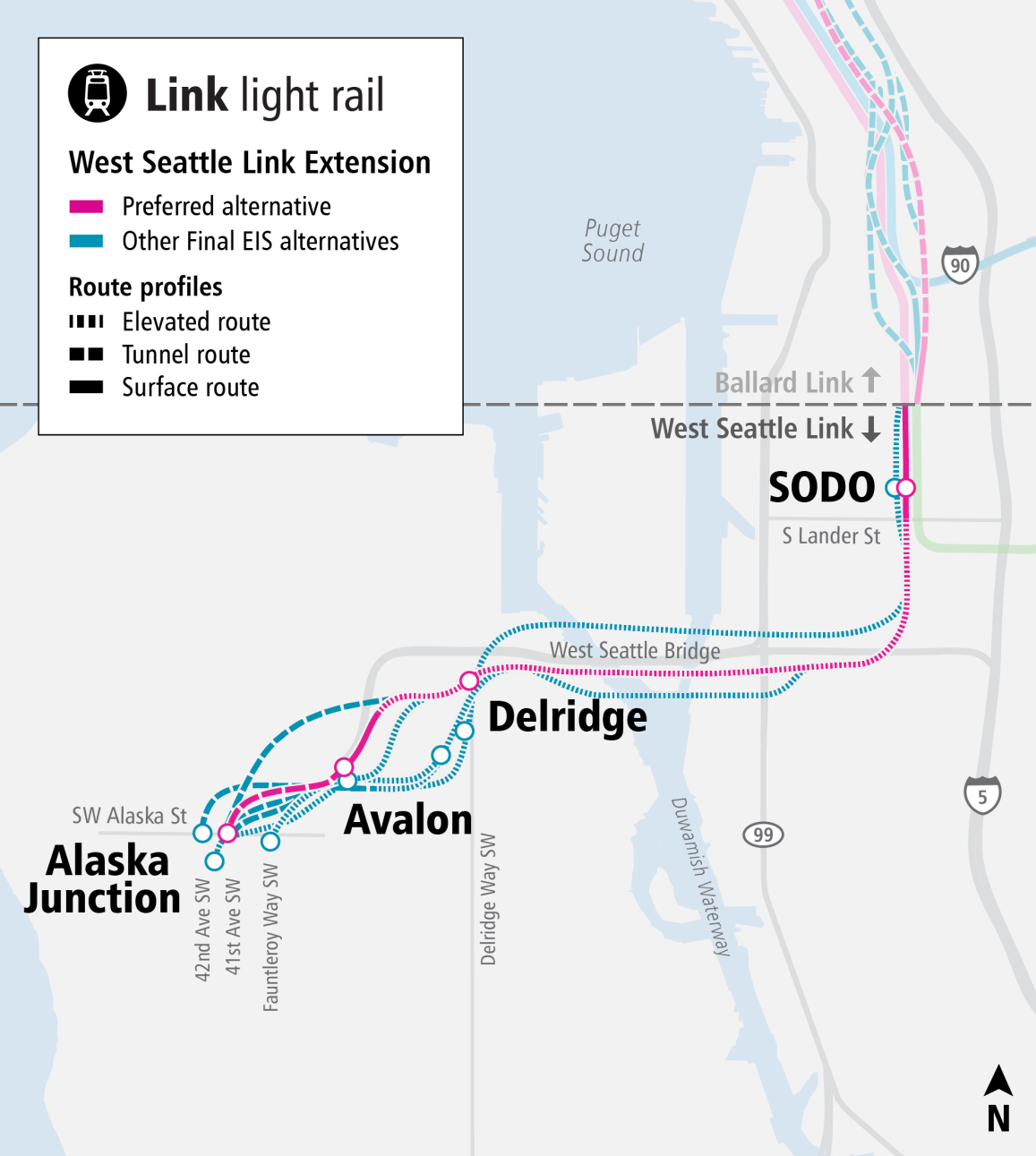
## Link light rail

### West Seattle Link Extension

- Preferred alternative
- Other Final EIS alternatives

#### Route profiles

- Elevated route
- Tunnel route
- Surface route

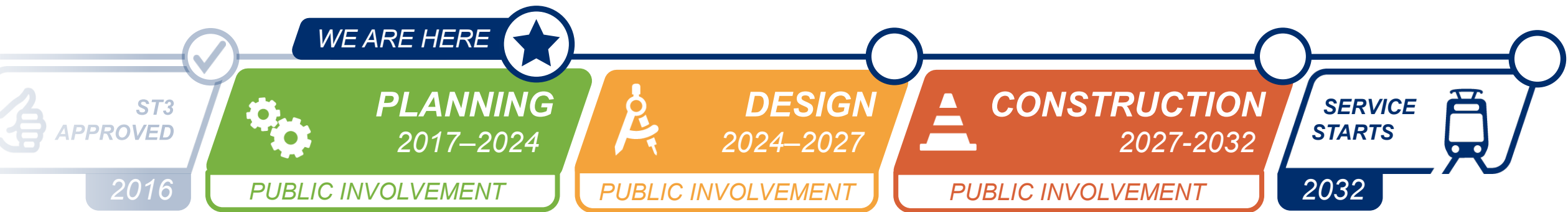


# West Seattle Link Extension (WSLE)

- ✓ Included in Sound Transit 3 (ST3) plan passed by voters in 2016.
- ✓ Provide fast, reliable light rail connections in the SODO, Delridge and West Seattle neighborhoods.
- ✓ 4.1 miles of light rail service with 4 stations.



# WSLE Project Timeline





**PLAN**



**DESIGN**



**CON**

**2024–2027**



**Final route and station design**

Station naming

Identify artists for station art

Property acquisition/relocation

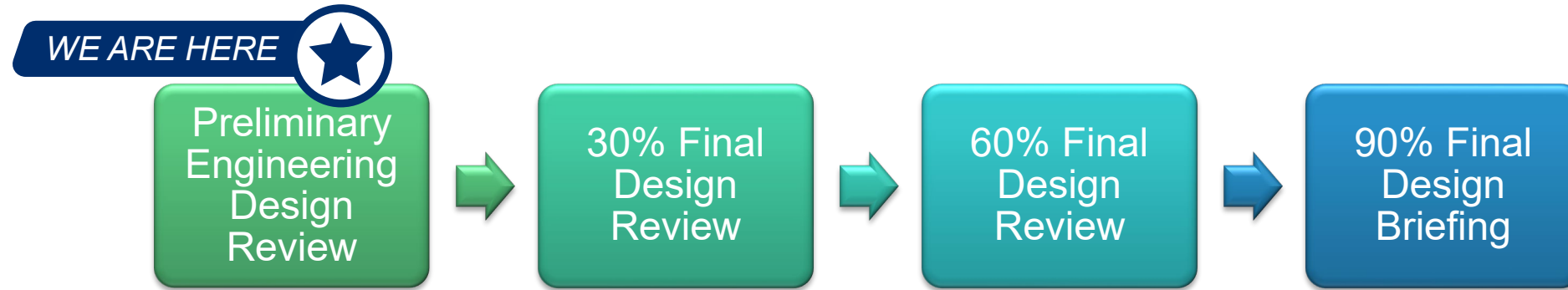
Early construction activities

**Construction contract procurement**

**Permitting**

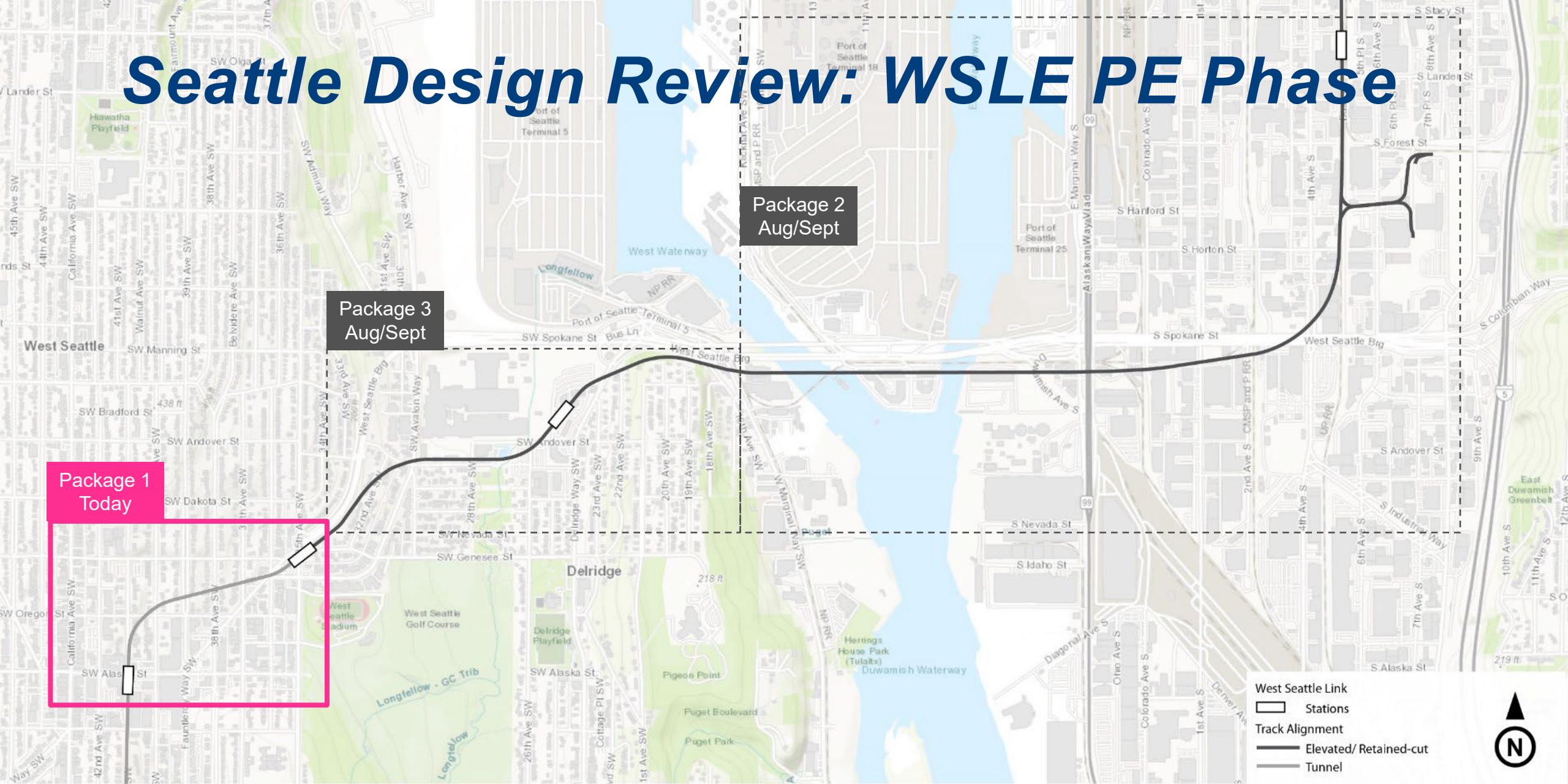
**PUBLIC INVOLVEMENT**

# *Final Design Milestones*



- *Future design reviews in Final Design*
- *Each review informs the next phase*
- *Design Element Matrix identifies key elements for each phase*

# Seattle Design Review: WSLE PE Phase



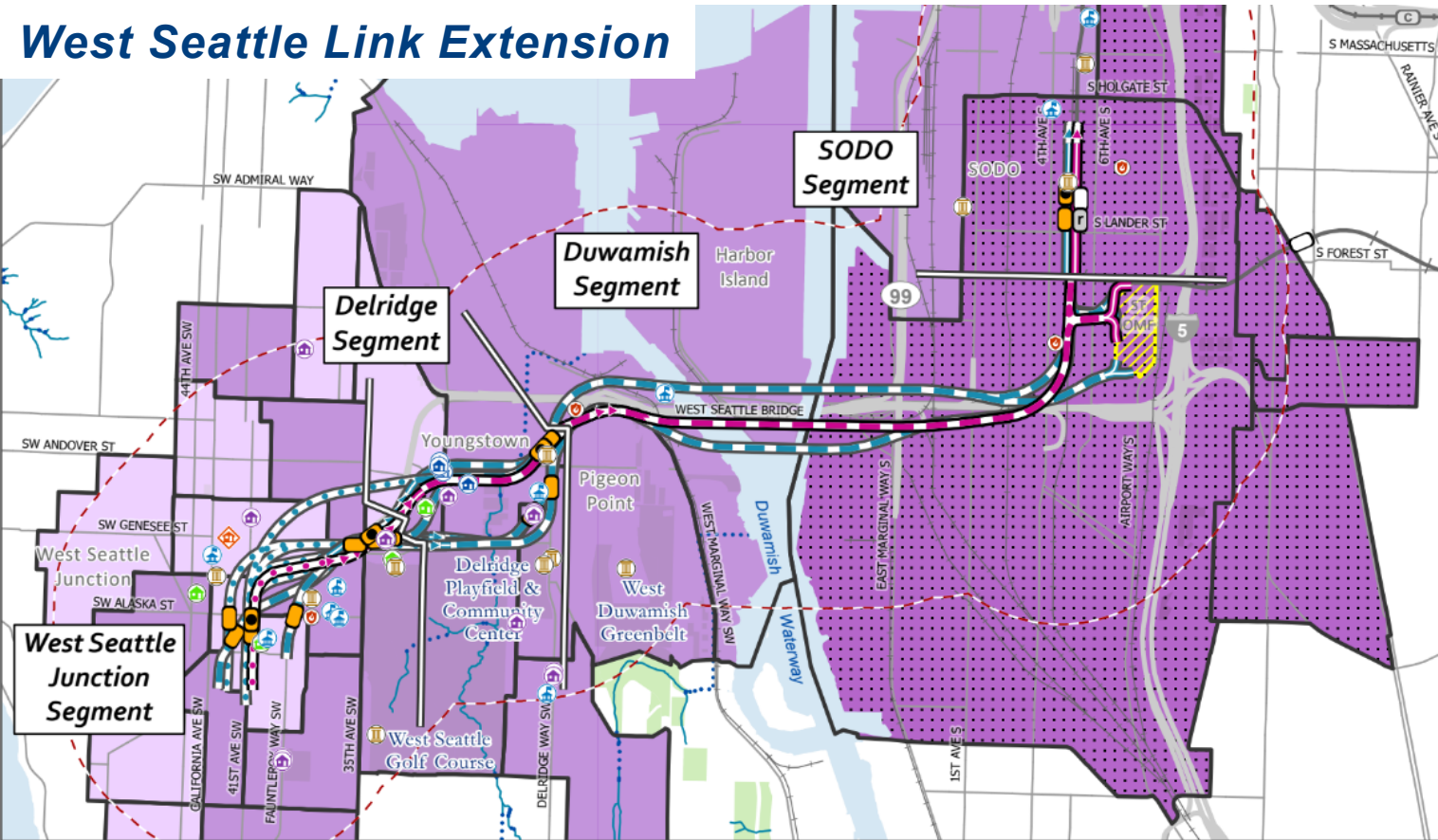
# *Context, Engagement and Racial Equity*



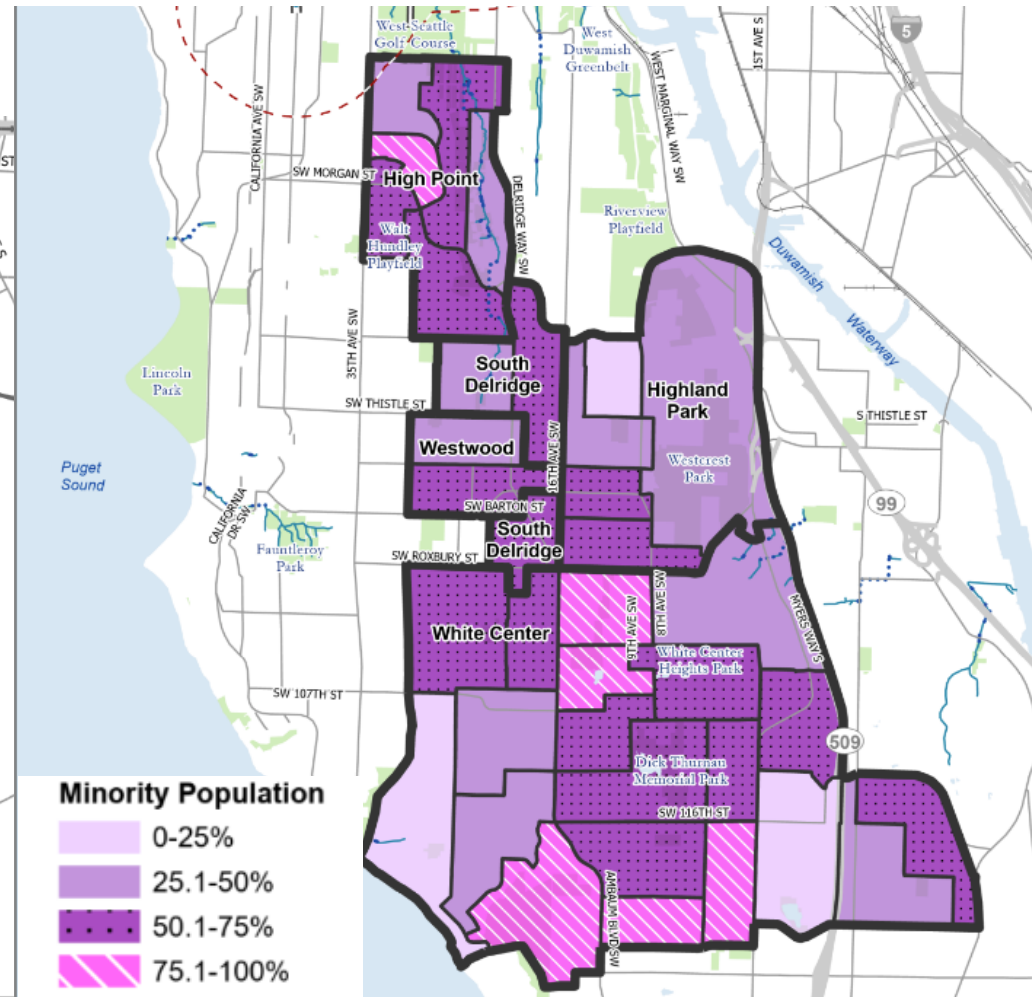
# Neighborhood Context

## Minority Population

### West Seattle Link Extension



### High Point, South Delridge, Westwood, Highland Park and White Center



Source: American Community Survey – ACS, (2021), City of Seattle, King County (2023).

# West Seattle Link Extension Demographics

## Highest % of minority population

- Asian in the SODO and Duwamish segments;
- Hispanic in the Delridge and West Seattle Junction segments.

## People with limited English proficiency

- Spanish (appx 1% of the population).
- Asian and Pacific Islander languages, including Korean and Chinese, at less than 1% each.

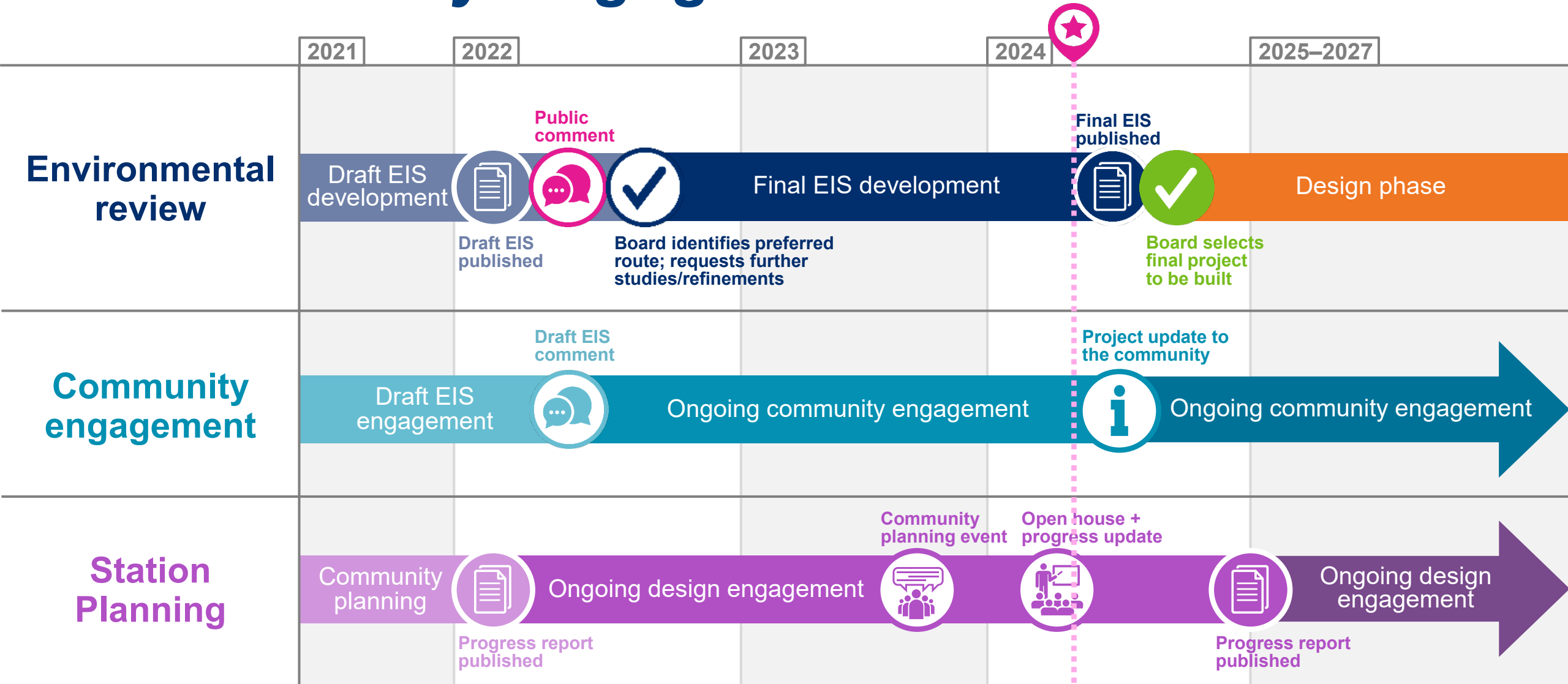
Demographic	Study Area	City of Seattle	Sound Transit Service District	SODO Segment	Duwamish Segment	Delridge Segment	West Seattle Junction Segment
Total Population	35,288	725,319	3,358,538	4,078	6,793	4,265	20,152
Minority	32%	38%	42%	49%	46%	38%	24%
Black or African American alone	6%	7%	7%	15%	5%	14%	3%
Hispanic or Latino	8%	7%	11%	14%	11%	5%	7%
Asian alone	9%	16%	16%	14%	21%	11%	4%
American Indian and Native Alaskan alone	0.2%	0.4%	1%	0.2%	0.0%	0.0%	0.3%
Native Hawaiian and Other Pacific Islander alone	0.1%	0.2%	1%	0.0%	0.0%	0.0%	0.3%
Two or more races and Some other Race alone	9%	7%	7%	8%	9%	6%	9%
Low-Income Population <sup>a</sup>	16%	18%	20%	19%	23%	14%	14%
Households with Limited English Proficiency <sup>b</sup>	6%	7%	10%	14%	10%	8%	3%
Median Household Income	\$113,717	\$109,336	\$103,824	\$92,616	\$100,867	\$107,570	\$123,554

Source: 2021 American Community Survey 5-Year Estimates (United States Census Bureau 2023).

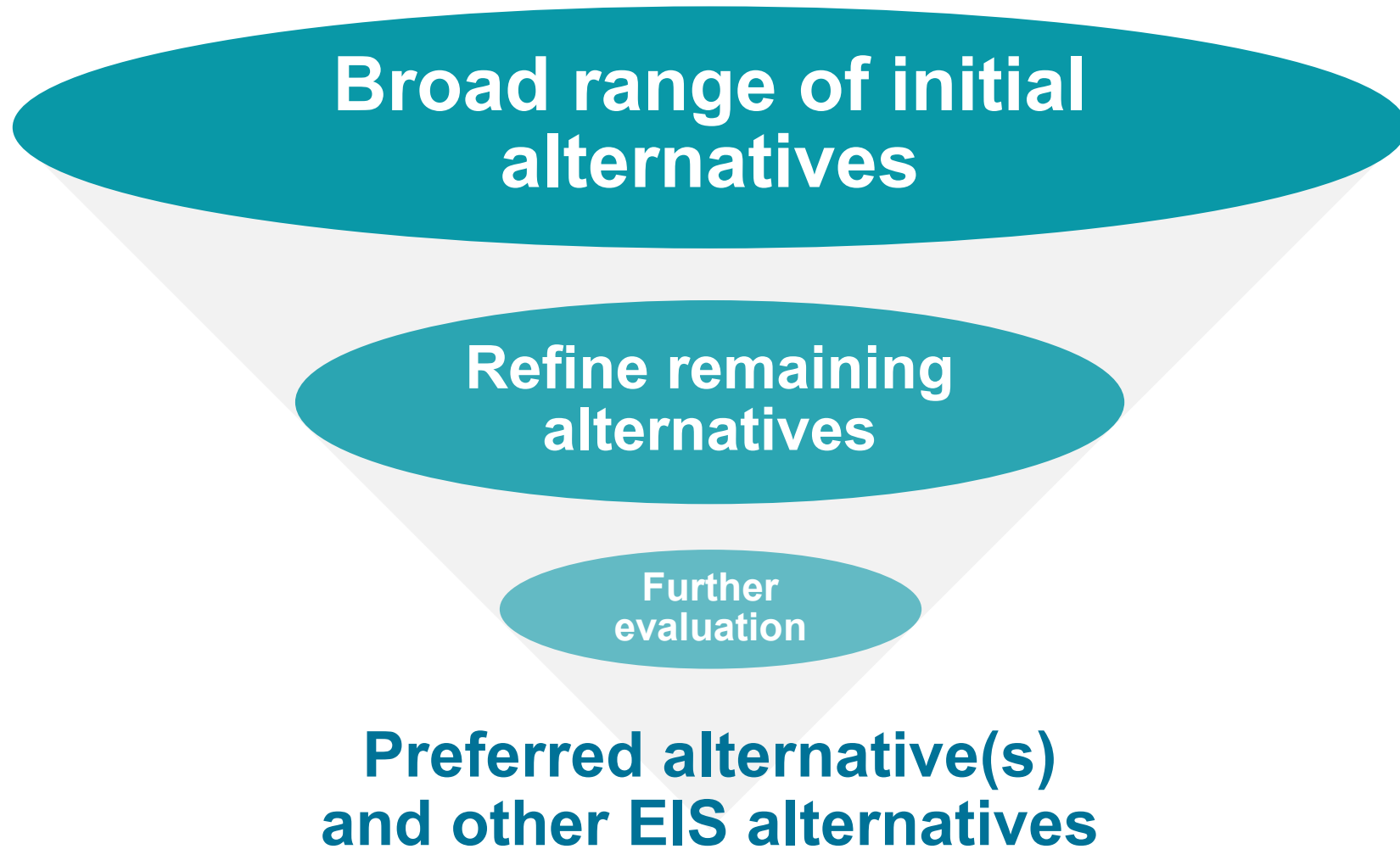
<sup>a</sup> Low-income threshold is defined as two times the United States Department of Health and Human Services poverty level.

<sup>b</sup> Includes populations that speak English "less than well."

# Community Engagement Schedule



# ***Alternatives Development Screening Process***





# WSBLE Draft EIS Comment Period



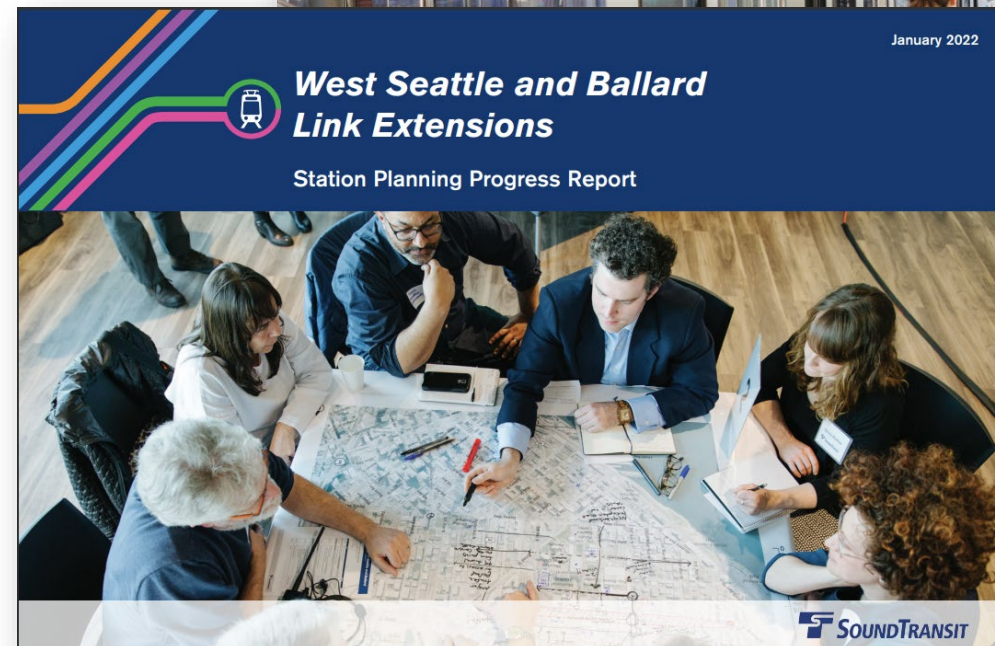
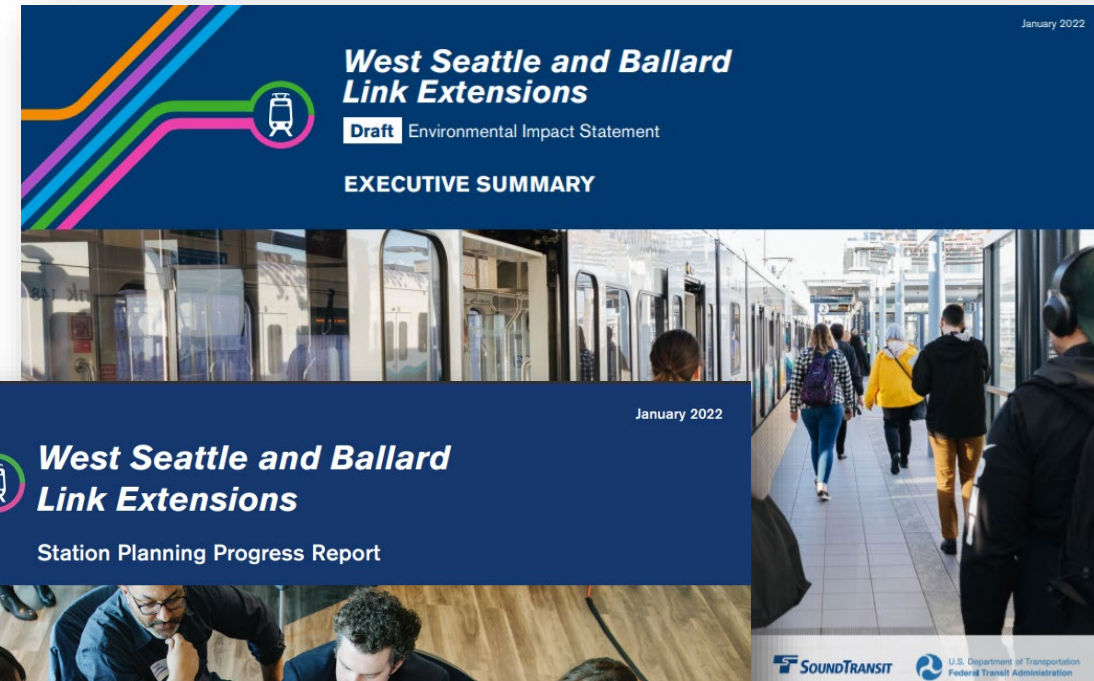
***Published Draft EIS on  
January 28, 2022***



***Published Station  
Planning Progress  
Report in early 2022***

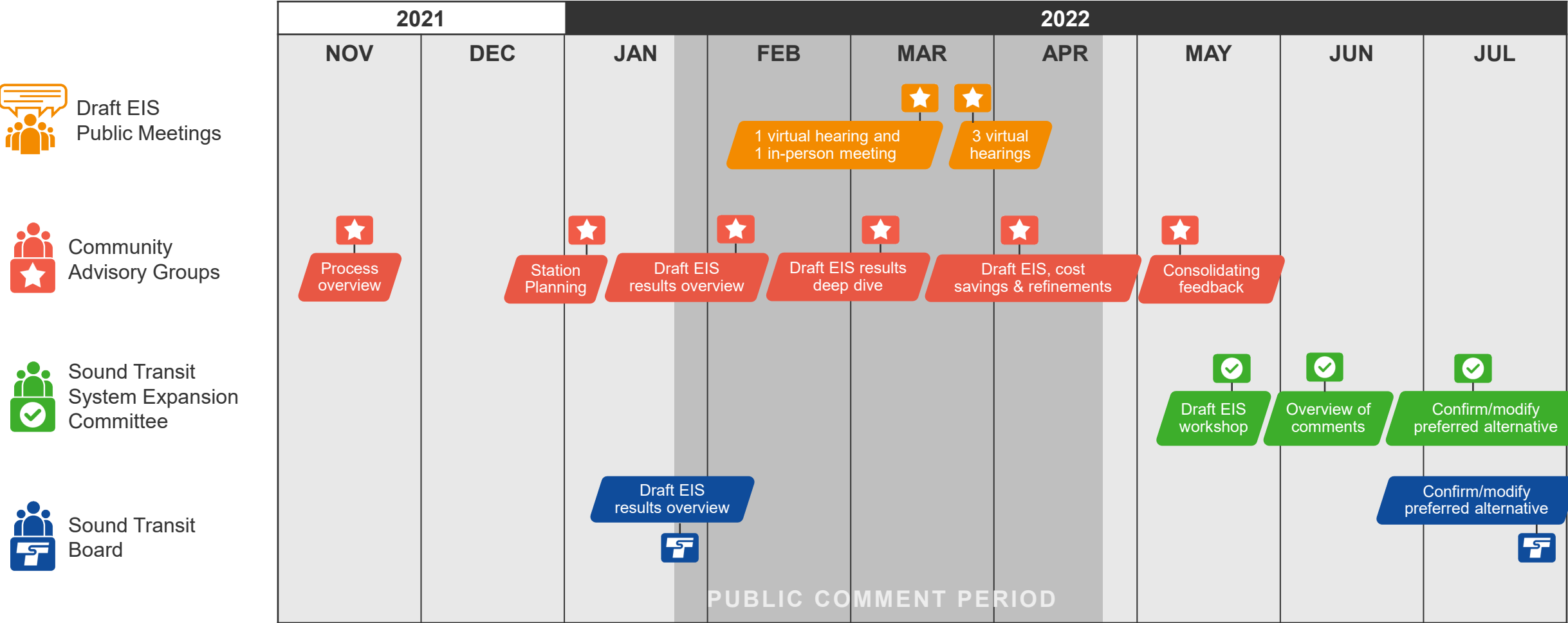


***Comment period  
ended April 28, 2022***



# Community Engagement and Collaboration

## Draft Environmental Impact Statement (EIS)





# External Engagement Snapshot (1/28-4/28)



**5,195** Draft EIS comments



**5** Draft EIS public meetings



**1** online open house **19,500** engaging more than  
online visitors



**91** community briefings,  
office hours and workshops



**77** property owner webinars,  
office hours and meetings



**12** Community Advisory Group meetings



**Ads** featured on **30** unique radio,  
digital and print publications



**38** posts on social media platforms,  
with 140K+ impressions



**62** Fairs, festivals and other  
tabling events



**8** email updates engaging more than  
and blog posts **10,900** subscribers



**1,200+** posters delivered along  
the corridor



**11** Community  
liaisons engaging more than  
**280** businesses

# ***Environmental Process and Next Steps***

**January 2022:** West Seattle and Ballard Link Extensions Draft EIS was published.

**July 2022:** Preferred alternative identified for West Seattle Link Extension and further study for Ballard Link Extension

**March and July 2023:** Preferred alternatives identified for Ballard Link Extension and additional environmental review needed.

Each project is now proceeding on a different timeline for Environmental review:

- **Mid-2024:** West Seattle Link Extension Final EIS expected to publish.
- **\*Late-2024:** Ballard Link Extension Draft EIS expected to publish.

*Incorporating all work to date including previous comments, public outreach and environmental analysis.*

# WSLE Station Planning Engagement



*Two WSLE Open Houses in West Seattle; two SODO drop-in*

**Oct. 25, 2023**

## **West Seattle Station Planning Forum**

- ✓ *Nearly 200 people attended.*
- ✓ *1,232 completed English and in-language online survey.*
- ✓ *Gathered feedback on access, urban design, and transit-oriented development (TOD) topics.*



*Two in-language focus groups in December 2023*

**Mar. 5, 2024**

## **West Seattle Station Planning Open House**

- ✓ *Nearly 230 people attended.*
- ✓ *Shared station design progress and a summary of community priorities based on feedback we heard in Fall engagement.*
- ✓ *Opportunity for additional inputs.*



# Building Public Awareness



**Mở rộng đường sắt hạng nhẹ ở Seattle**

Hãy đóng góp ý kiến về các tuyến đường và vị trí trạm tiềm năng

Xây dựng tương lai của bạn

**Sound Transit** Sponsored

Share your ideas about future light rail stations in West Seattle and SODO. Join us on Wednesday, Oct. 25 at the Alki ...See more

Share your ideas about future light rail stations in West Seattle and SODO.

- Ways to improve how you get to the station
- Urban design
- Uses and services near the station

WSLINK.PARTICIPATE.ONLINE  
West Seattle Link Extension Station Planning Forum

Get Tickets

6 comments

Like Comment Share

survey.alchemer.com  
Expanding light rail to West Seattle

Learn more

94 71 comments 10 shares

Like Comment Share

survey.alchemer.com  
Share your ideas with us!

48 comments

Like Comment

**Seattle 輕軌 擴建**

請立即發表您對潛在的路線及車站位置的意見

**Expanding light rail to West Seattle**

Learn about next steps for future light rail station design in West Seattle and SODO

[soundtransit.org/wslink-design](https://soundtransit.org/wslink-design)

Please join us on Tuesday, March 5 for a West Seattle Link Extension Station Planning Open House. We'll share a summary of community priorities for future light rail station design in West Seattle and SODO, based on feedback we heard from the public in fall 2023. You can see how your feedback is informing ongoing design for the project and learn about what's next.

**West Seattle Link Extension Station Planning Open House**  
Tuesday, March 5, 2024  
5:30 – 7:30 p.m.

Short presentation at 6 p.m.  
Alki Masonic Center  
4736 40th Avenue SW  
Spanish, Vietnamese, Somali, and ASL interpretation will be provided

**Questions? Contact Sound Transit Community Engagement:**  
[westseattlelink@soundtransit.org](mailto:westseattlelink@soundtransit.org) or 206-903-7229

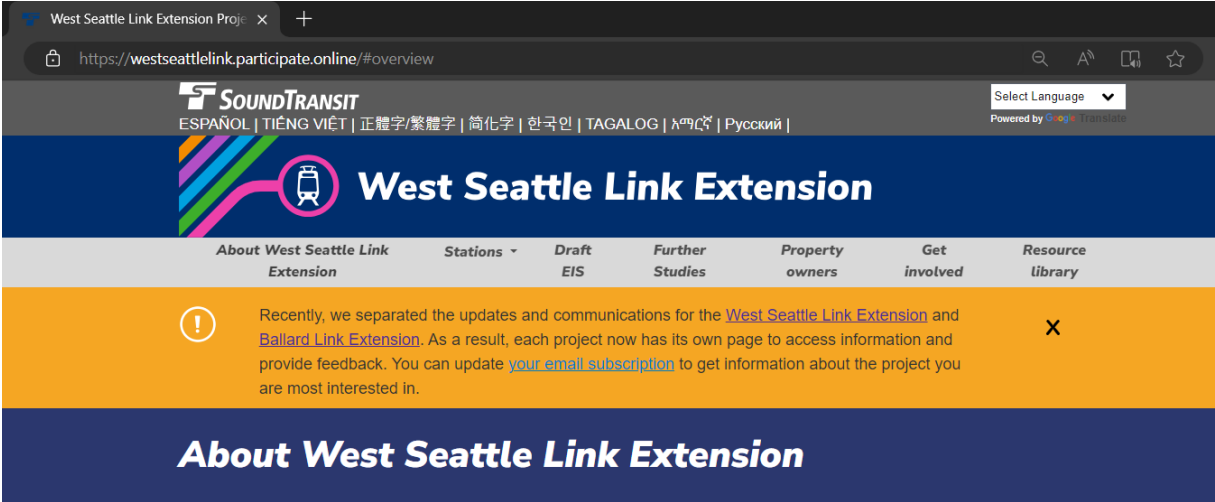
To request accommodations for persons with disabilities, information in alternate formats such as braille or large print, or to request an interpreter, contact project staff two to three weeks in advance of public meetings at (206) 903-7229/TTY: 711 or email [wslink@soundtransit.org](mailto:wslink@soundtransit.org).

Para información acerca del proyecto llame al: 800-823-9230  
| 要瞭解項目資訊，請致電：800-823-9230 | 如需手語翻譯或大字體資訊，請提前二至三週致電或發送電子郵件至：  
hãy gọi: 800-823-9230 | Để biết thông tin về dự án, hãy gọi: 800-823-9230

**SOUNDTRANSIT**



# Adaptive, Creative, Accessible



The West Seattle Link Extension will provide fast, reliable light rail connections to dense residential and job centers in the SODO, Delridge, and West Seattle neighborhoods. The West Seattle Link Extension is part of the regional transit system expansion approved by voters in November 2016.

**West Seattle Link Extension**

- Adds 4.1 miles of light rail service from SODO to West Seattle's Alaska Junction neighborhood.
- Includes four new stations from SODO to Alaska Junction.
- Start of service scheduled for 2032.

**West Seattle Link Extension project timeline**

**2016 Voter Approval** ✓

**2017-2024 Planning** +

**2024-2027 Design** +

**2027-2032 Construction** +

**West Seattle Link Extension Station Planning**

Thank you to everyone that was able to attend our station planning events.

[Oct. 25, 2023 meeting materials](#)

[Station and Access Planning Engagement Summary](#)

[March 5, 2024 meeting materials](#)

**Stay engaged!**

Get upcoming project news and public involvement opportunities.

[Subscribe now](#)





# Capacity Building, Expanding Our Reach

Community liaisons focused on *Delridge corridor in the RET communities*, provided strategic guidance/support with:

- Door-to-door business outreach
- Engaging at community events, fairs, festivals and other tabling opportunities
- Ethnic media and community presentations
- Enhancing in-language accessibility, commenting and feedback
- Recruiting in-language focus groups participants





# WSLE Station Planning Engagement (Fall '23-Spring '24)

www

1,232

Completed English and  
in-language online survey



2

In-person  
Open Houses

engaging more than

425

attendees



2

In-person WSLE SODO drop-in



2

In-language focus groups

Vietnamese; Somali and other East African  
languages



8

email updates

engaging more than

12,417

subscribers



Materials translated into multiple languages  
to support equitable engagement



10

Community briefings



6

Fairs, festivals and other  
tabling events



Ads

featured on 11 unique and local  
digital publications



360K

Impressions

on social media posts

2,000+ link click



900+ posters

delivered along  
the corridor



6

Community  
liaisons

engaging Delridge corridor's  
RET communities and local  
businesses

# *Racial Equity Toolkit (RET) Report Environmental Review*

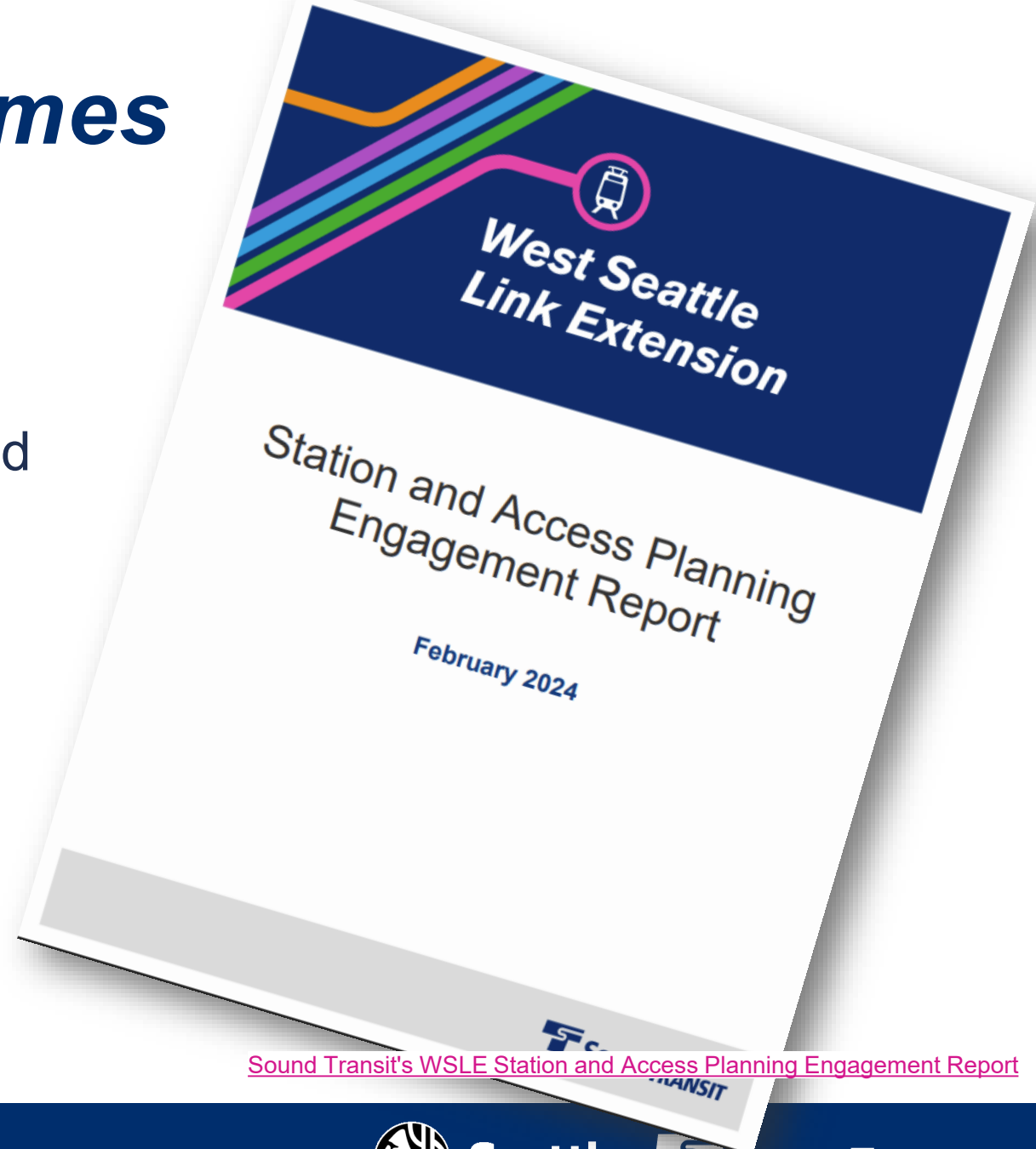
- ✓ Released as a Draft
- ✓ Sets forth RET Outcomes, for RET focus areas and corridor-wide
- ✓ Will be updated and based on comments received on the Draft EIS



# RET Focus Area Outcomes

## Delridge Corridor

- Excellent transfer experience including bus and rail integration and options for RET community-desired amenities provided at the station.
- Equitable transit-oriented development.



[Sound Transit's WSLE Station and Access Planning Engagement Report](#)

# *Ongoing Community Engagement to Inform*

- ✓ Station area design, building on community feedback since 2018.
- ✓ Pre-construction planning.



# ***Tribal Coordination***

On-going consultation and coordination to understand the importance of places to indigenous peoples and how the project can help inform the broader public of that importance following the lead of Tribes

- Federal processes (FTA Led)
- State processes (ST Led)
- ST Engagement (ST Led)

# ***Tribal Coordination***

FTA led Section 106 Consultation with Federally recognized Tribes:

- Muckleshoot Tribe, Suquamish Tribe, Tulalip Tribes, Snoqualmie Tribe, Stillaguamish Tribe, Yakama Nation

Regular Section 106 Consulting Tribes meetings led by ST/FTA

Consultation to develop appropriate mitigation for adverse effects



# ***Tribal Coordination***

## ***Treaty Fishing and Ecosystems:***

- Muckleshoot Tribe, Suquamish Tribe

Coordinating with Tribes on anticipated barging and mitigating potential impacts to Treaty fishing activities during construction

Coordinating with Tribes on potential ecosystem impacts and mitigation

# ***Tribal Coordination***

Coordination with Duwamish Tribe conducted by Sound Transit

Coordination has focused on Cultural Resources and Ecosystems issues (e.g., wetland and stream impacts and restoration)

# ***Programmatic Topics***

# *Station Experience Design Guidelines*

- ***ST Value of Passenger Focus:***  
We always start with our passengers needs and work back from there. They are the focus of everything we do.
- ***ST Standards guide the design to support passengers and maintenance***
- ***Simple, Seamless, Intuitive and Resilient***



# Designing for Passengers

## *Passenger Characteristics – Riders with various ability and needs:*

- Regular/occasional/first time
- All genders/ages/abilities
- Limited English proficiency
- Varying levels of tech savvy
- Mobility devices/service animals
- Varying heights and weights
- Speech/vision/hearing impairments





# Universal Design

## Seven Principles:

- Equitable use
- Flexibility in use
- Simple and intuitive use
- Perceptible information
- Tolerance for error
- Low physical effort
- Size and space for approach and use



*Tactile pathways at train boarding and length of platform*

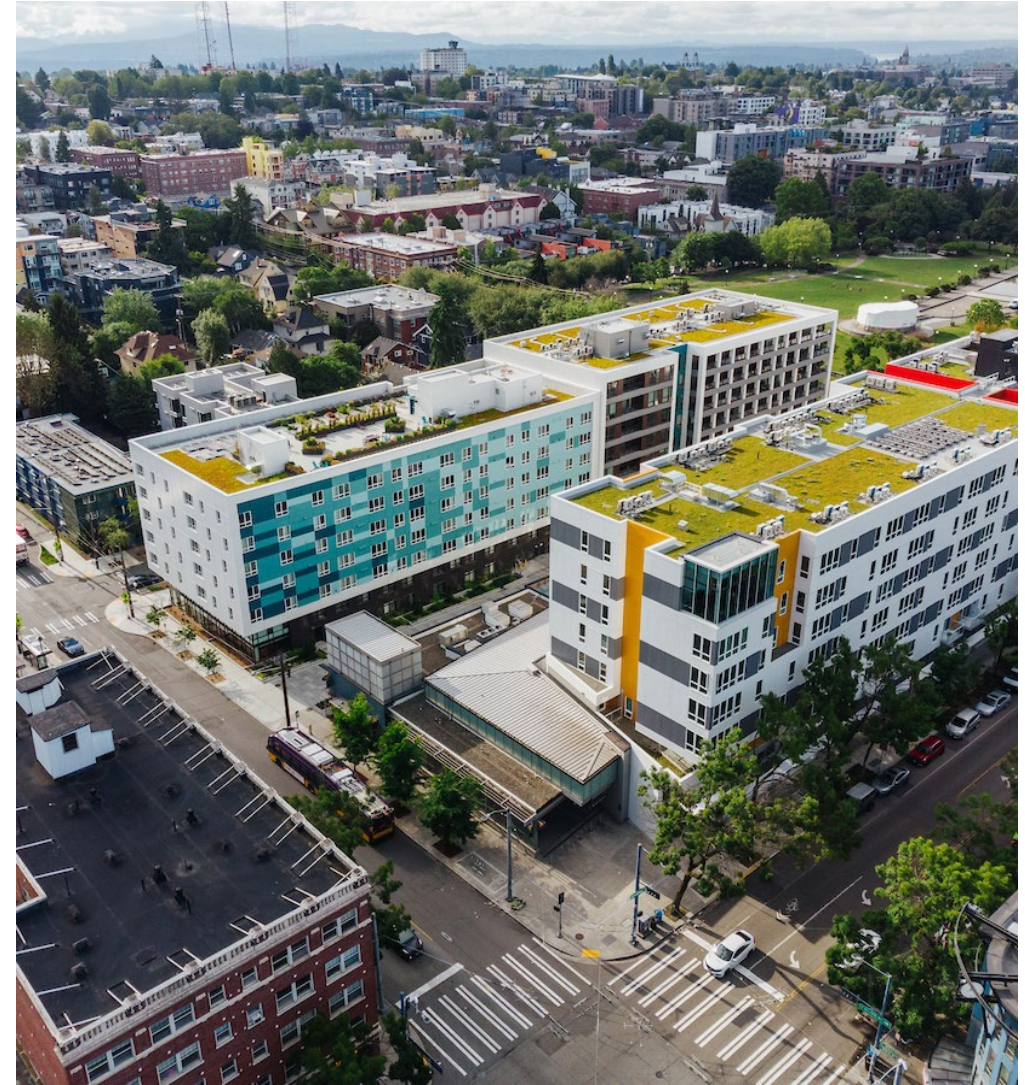


*Simple and intuitive signage*

# *Station Environment Typologies*

## *Station Land Use Types:*

- Characterizes station environments by the urban form and land use patterns in the surrounding area
- Established Urban
- Emergent Urban
- Single Use





# Station Environment Typologies

## Station Access Types\*

- Characterizes Station Environments by the access mode share and other access characteristics
- Walk/Bike/Roll
- Multimodal
- Auto



\* References the System Access Implementation Plan

# ***Evolving Station Design History***

## ***Sound Transit is evolving:***

- Shifting from customized stations with standard elements to standardized stations with custom elements to support consistency in passenger experience and maintenance
- Building on lessons learned for next generation of station designs



# Neighborhood Identity

## Customized Elements:

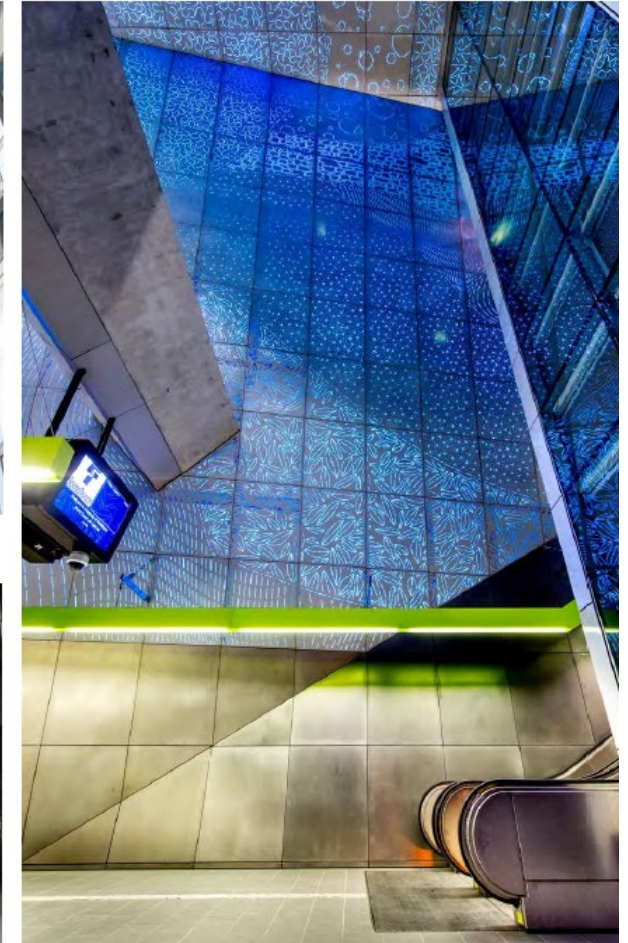
- Public Art integrated with architecture
- Selection of wall and floor finishes in durable, maintainable materials
- Accent color
- Plaza design elements
- Landscape plantings



Community Engagement/Unique Site: The local topography led to a large unique atrium space, which artist Tad Savinar used for his "Molecule of Tukwila" with I love, I remember, I wish sentiments from community members etched into granite platform pavers.



Wayfinding: Artist Clark Wiegman's pair of large-scale sculptures inspired by local history serve as a marker to the station entrance, and a meeting place for passengers. The artist worked with the S'art staff and the design to determine placement, and that the plaza was strong enough for the artwork. Electrical accommodations were included in the project design.



Leo Saul Berk, Subterranean, 2016. Aluminum and polycarbonate. Completely covering the walls of this vertical circulation chamber, this artwork creates an immersive environment, mitigating the long descent into the tunnel station. To make the most of a project like this, careful attention should be paid to visual obstructions in the space which could detract from the artwork.

# ***STart: Sound Transit Art Program***

## ***Artwork remains an integral part of Sound Transit Facilities:***

- Brings distinction to stations
- Local meaning to passengers
- Creates landmarks for neighborhoods

## ***Art Funding & Art Reviews***

- 1% of construction art allocation, excluding tunneling
- Based on estimates in voter-approved initiative
- Station artwork designs will be reviewed by the Seattle Office of Arts & Culture's Public Art Committee



Hank Willis Thomas, *Crosstown Traffic (It's So Hard To Get Through To You Now)*, Judkins Park Station, 2022.



# *Art in West Seattle Link*

## *Consideration of each Station's context and flow patterns*

- Seeking prominent places for artwork experienced by passengers and passers-by
- Permanent locations for integrated artwork
- Temporary Exhibit spaces: light boxes, 2D art displays
- Performance locations identified for on-going rotating activations



Tiffany Hammonds' Cyclorama six-month installation at Bellevue Downtown Station's east entrance, 2024.

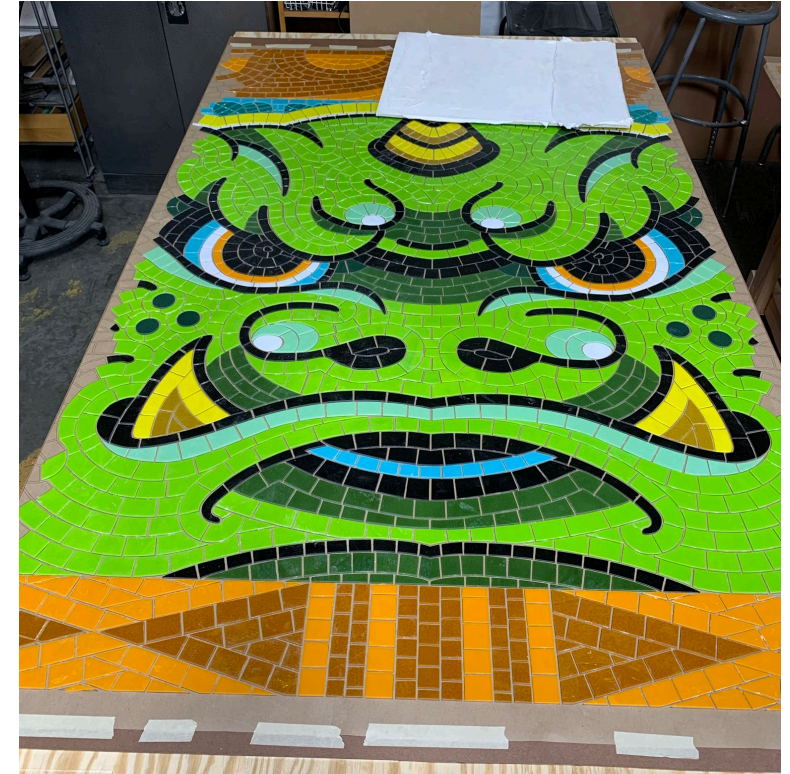
# Art in West Seattle Link

## *Continue seeking experienced and emerging Artists from widely varied backgrounds*

- Evolve our initiative to lower barriers of entry with design-only contract option;
  - SStart fabricates some artworks with artist oversight.
- Incorporate the ideas of artist and their thinking early in planning and design.

## *Lessons Learned from ST2*

- Ensuring high-quality art expressions
- Smooth integration into design and construction
- Listening sessions with SStart Artists.



Kenji Hamai Stoll's mosaic artwork for Redmond Downtown Station, during fabrication by Tieton Mosaics, 2023.

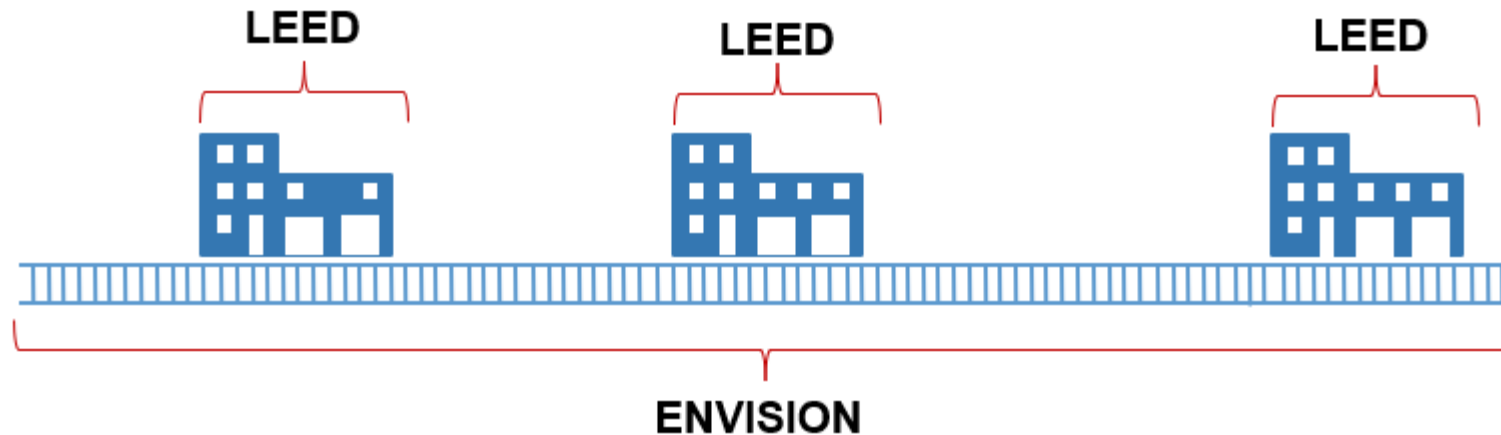


# ***Sustainability Updates***

***New Agency Requirements Manual v0 (June '23)  
updates sustainability minimum requirements to  
higher standards:***

Stations: LEED BD&C – Silver to Gold

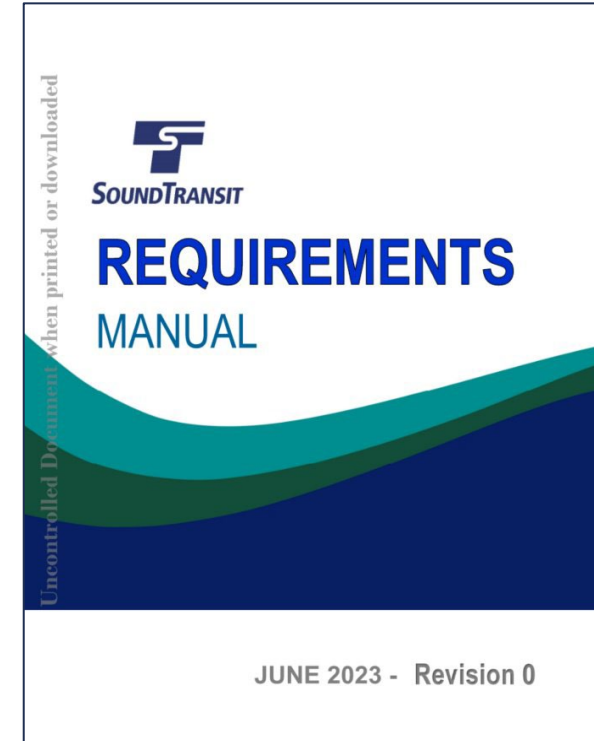
Track Alignment: Envision – Silver to Platinum



# ***Sustainability Updates***

***Q2 2023 Completed 3rd Party  
Climate Change Vulnerability  
Audit of Requirements Manual v0***

***Recommendations to be  
evaluated in 2024 and  
incorporated into Requirements  
Manual v1 for WSLE***



# Sustainability Updates

*Upcoming:*

*Climate resilience design  
audit*



# Transit Oriented Development

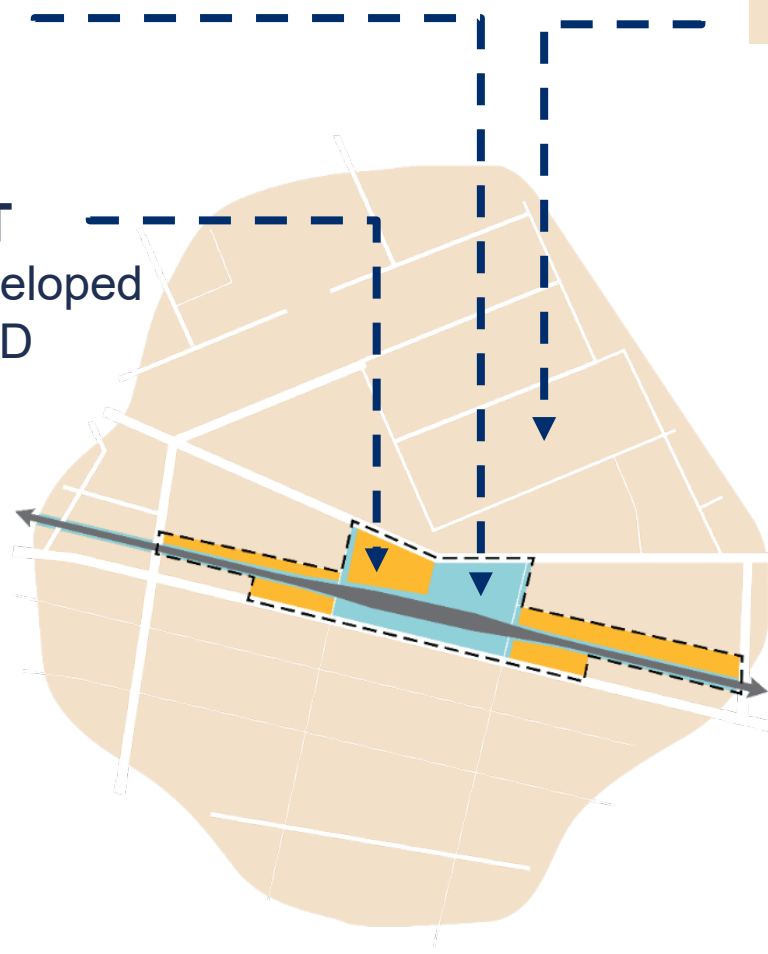
## OPERATIONS FOOTPRINT

Permanent transit uses and potential joint development

## CONSTRUCTION FOOTPRINT

Construction staging may be redeveloped after transit purpose as Agency TOD

*Agency TOD Example:  
Artspace Mount Baker Lofts*



## COMMUNITY TOD

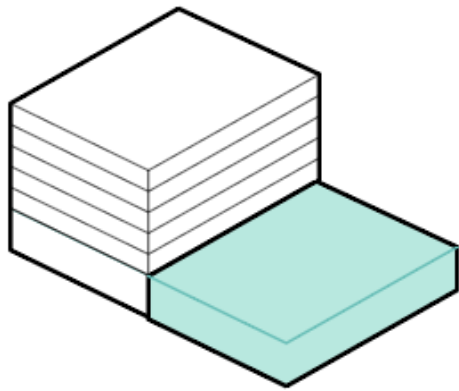
Area within comfortable walking distance to station (10-15 minutes)

*Community TOD Example:  
Mercy Housing Gardner House*

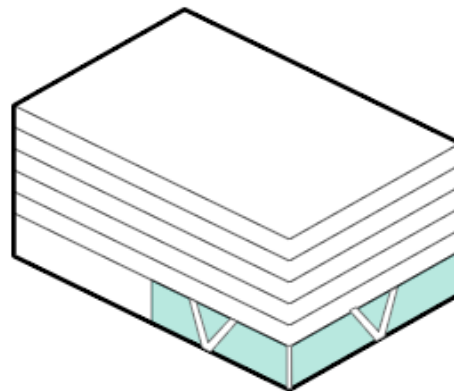




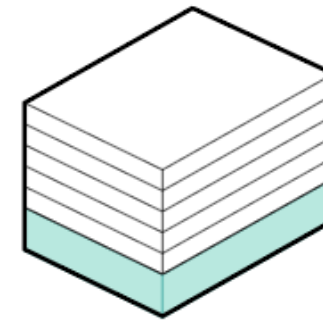
# *Types of Agency TOD projects*



Adjacent



Air Rights



Integrated

Joint Development

Transit-Oriented Development

***Alaska Junction Station***  
***PE Design***

# Section Overview

- Station area context
- Concept evolution
- PE station environment concept
- PE station architecture concept

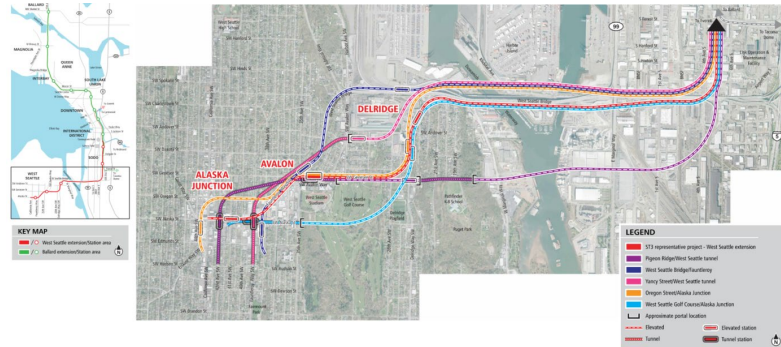






# History – How did we get to the current preferred alternative?

## Level 1 Alternatives



## Level 3 Alternatives



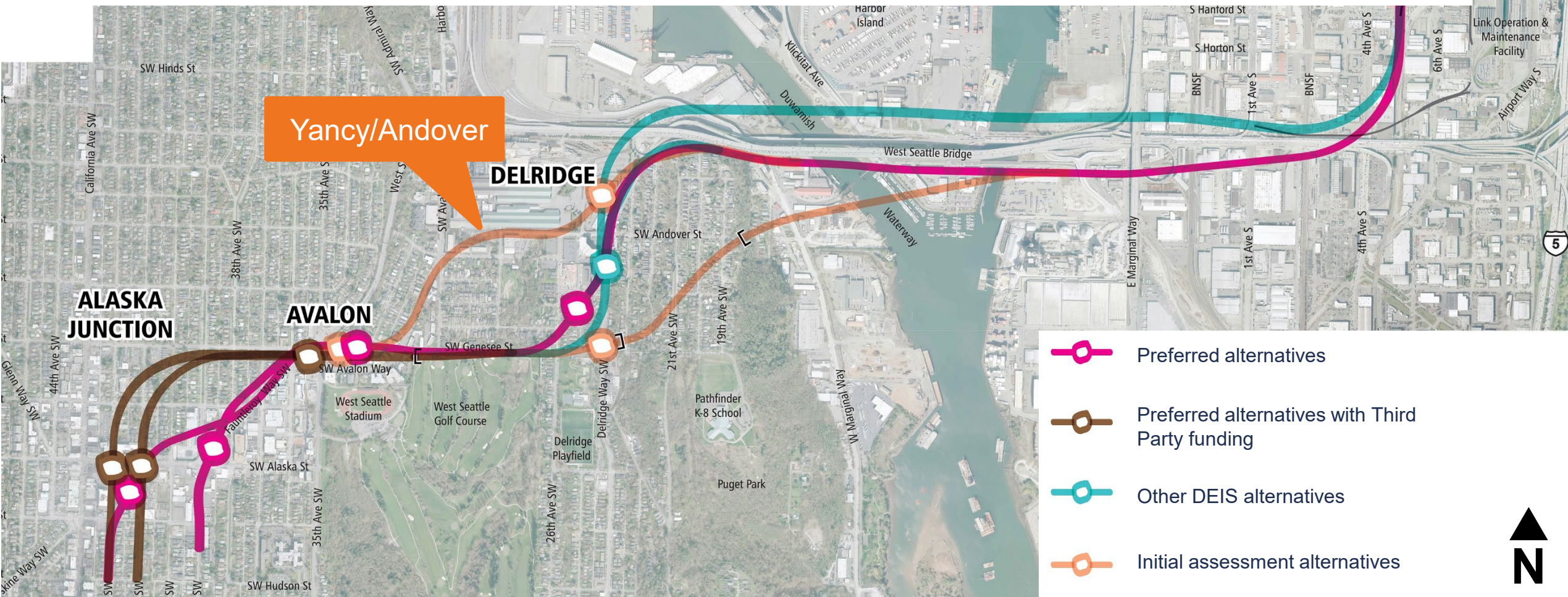
## Level 2 Alternatives





# History – How did we get to the current preferred alternative?

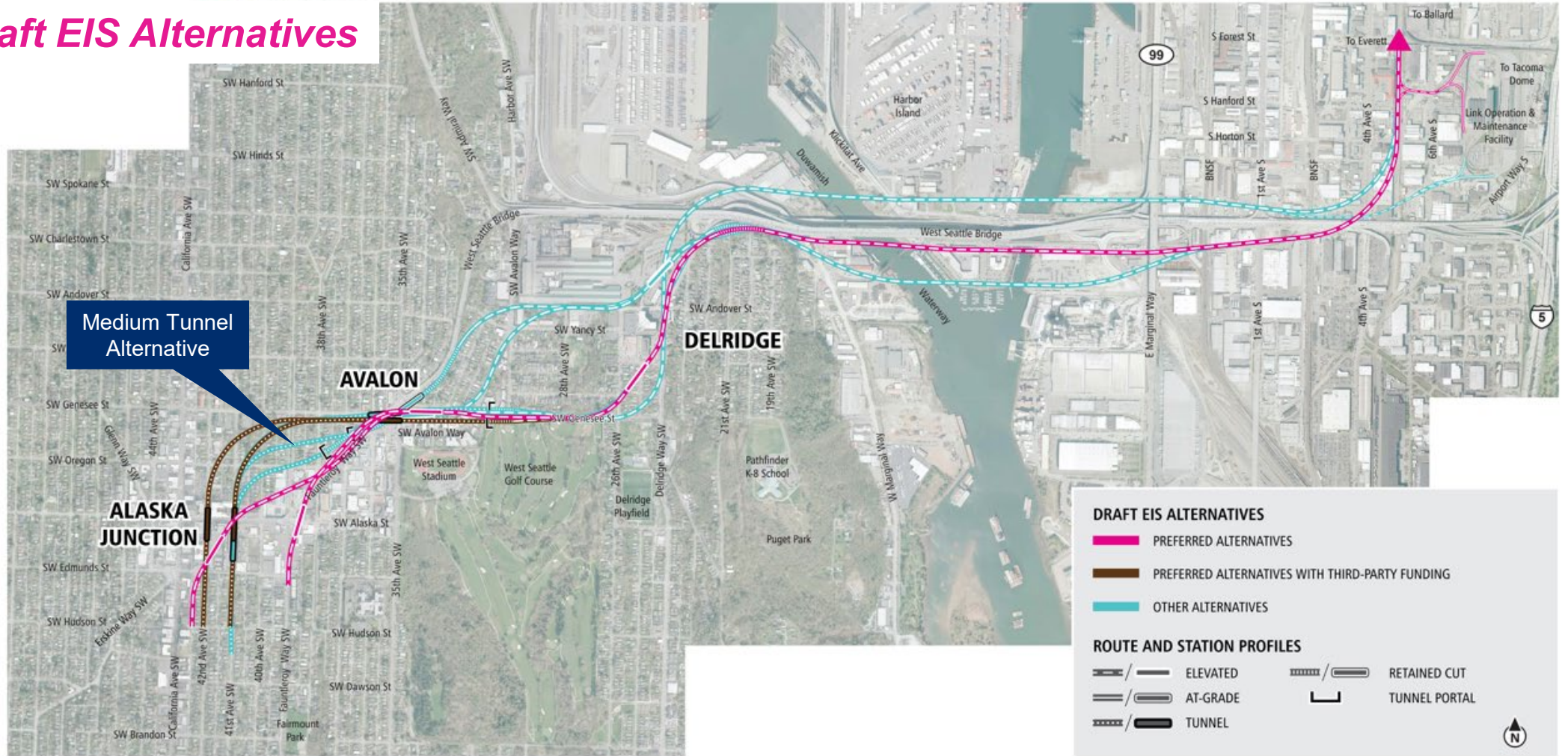
## Draft EIS and Initial Assessment Alternatives





## ***History – How did we get to the current preferred alternative?***

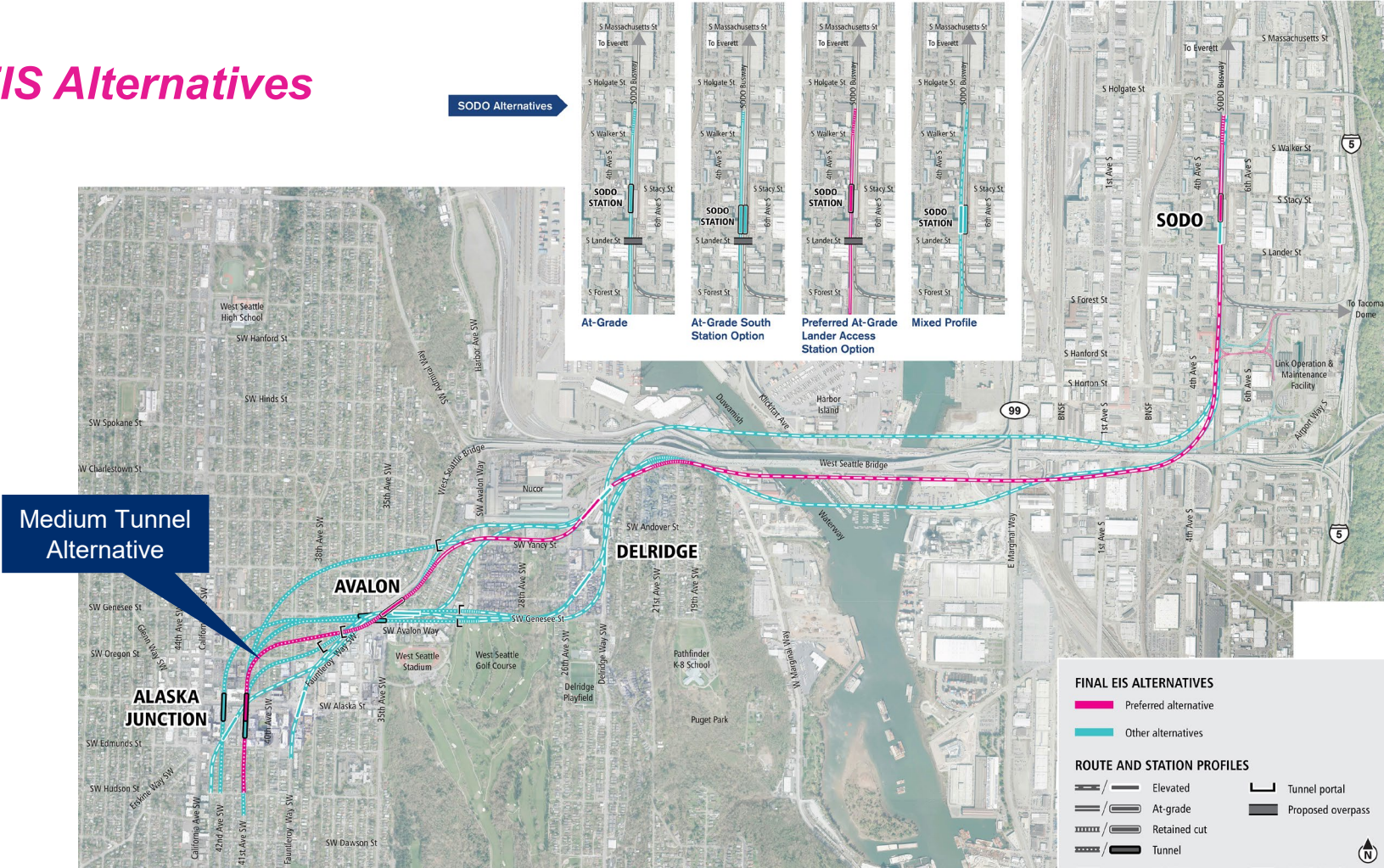
## Draft EIS Alternatives





# History – How did we get to the current preferred alternative?

## Final EIS Alternatives





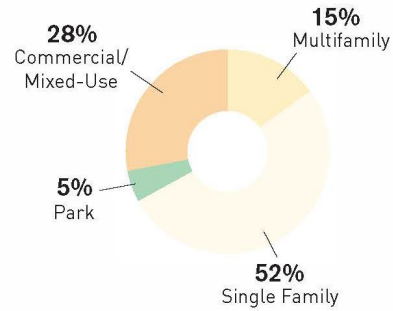
# Neighborhood





# Neighborhood

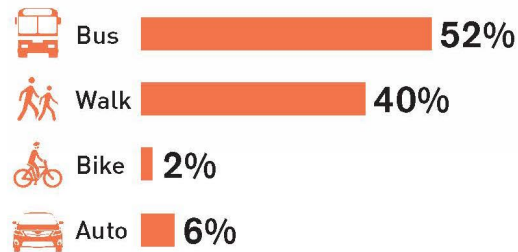
Existing land use in the station area<sup>(1)</sup>



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<sup>(1,4)</sup>  
the station area 2040



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

Planning and design priorities

- Plan for the station to be a terminus station with adequate space for multiple modes and consider future expansion southward
- Prioritize pedestrian connectivity and comfort with logical wayfinding across arterials and under any elevated guideways
- Provide wayfinding to existing neighborhood assets, including the historic neighborhood core
- Provide access for all users, prioritizing bus transfers, cyclists, other rollers, and pedestrians
- Leverage light rail investment to create new and enhanced public spaces in and around the station area
- Maximize transit oriented development opportunities and support the development of affordable and equitable housing

## 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.
3. Bike facilities include multi-use trails, bike lanes, and neighborhood greenways within combined 10-minute bikeshed. Source: City of Seattle
4. Based on PSRC future year forecast and allocated to combined 10-minute walkshed.

# Station Experience Design Guidelines

Typology Matrix Key				
		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTI-MODAL	AUTO
LAND USE TYPE	ESTABLISHED URBAN			
	EMERGENT URBAN			
	SINGLE USE			

- Conditions encountered most frequently
- Potential new condition with transit investment
- Conditions encountered less often
- Condition not applicable

Typology Matrix Key				
		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTI-MODAL	AUTO
LAND USE TYPE	ESTABLISHED URBAN			
	EMERGENT URBAN			
	SINGLE USE			

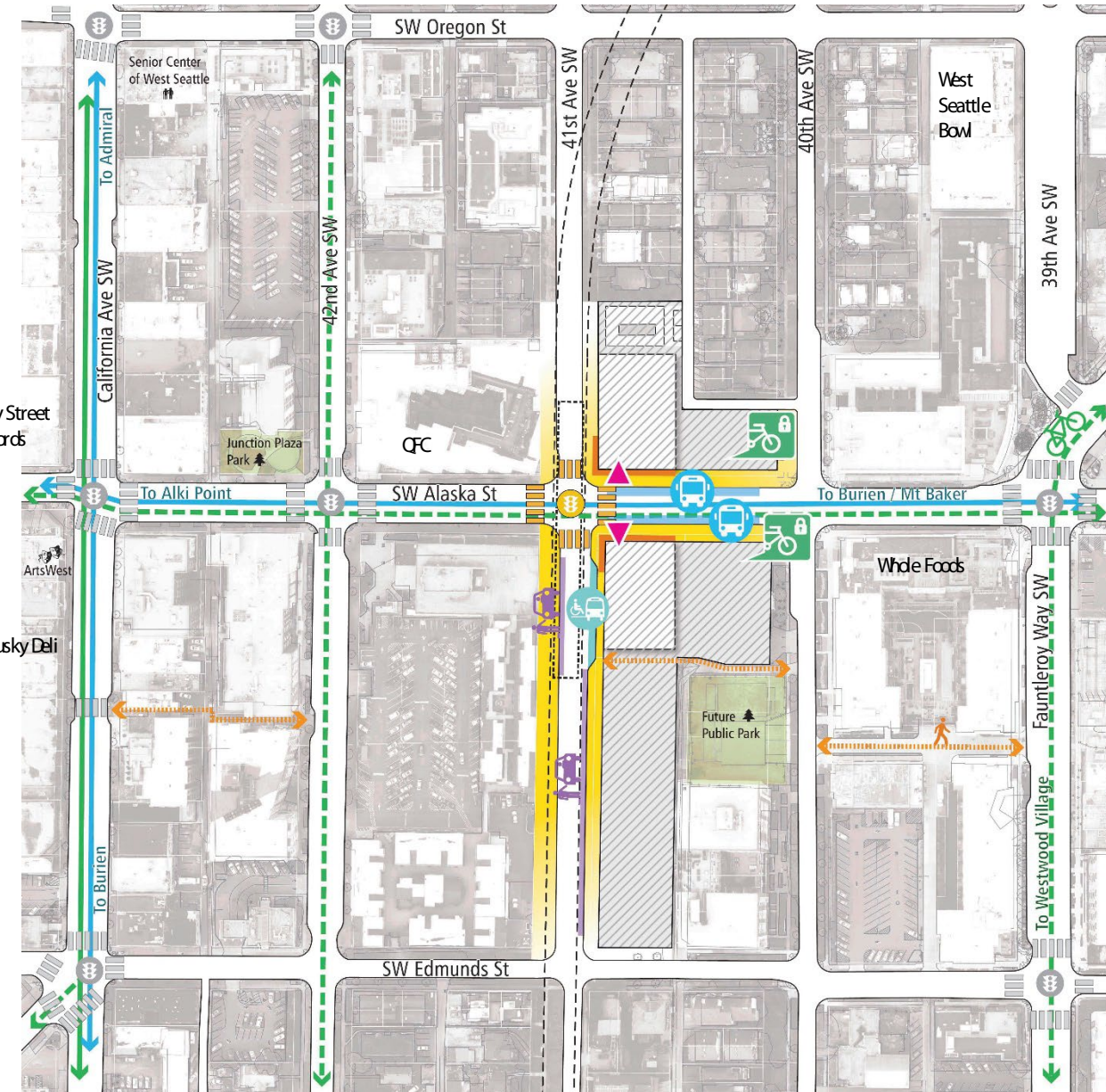
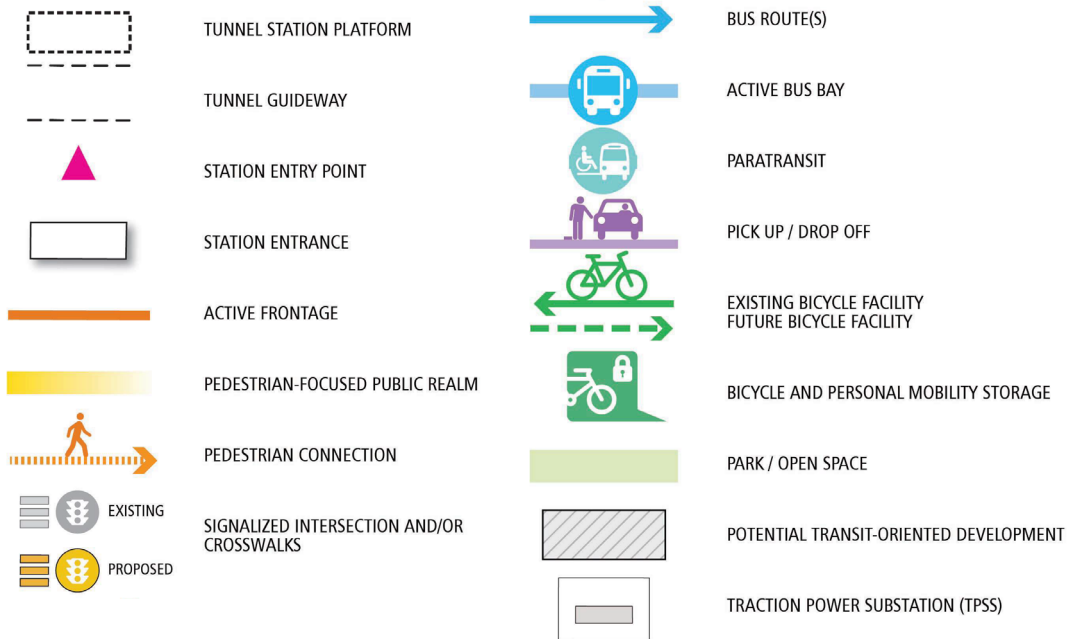
- Likely and desired future state condition
- Likely path of transition over time
- Multi-state transition path

TABLE 4.1.4 The Station Environment Typology Matrix crosswalks the three Station Access Types and the Three Land Use Types				
		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTIMODAL	AUTO
LAND USE	ESTABLISHED URBAN	<ul style="list-style-type: none"> <li>Majority walk, bike, and roll access mode and</li> <li>No off-street transit facility</li> <li>No rail-rail connection</li> </ul>	<ul style="list-style-type: none"> <li>Majority transit access mode or</li> <li>No mode holds majority or</li> <li>Rail-rail connection or</li> <li>Off-street transit facility</li> </ul>	<ul style="list-style-type: none"> <li>Majority Vehicle access mode (pick-up/drop-off, parking)</li> <li>No off-street transit facility</li> <li>No rail-rail connection</li> </ul>
	EMERGENT URBAN	<p>Typically urban centers in metropolitan cities with high existing densities and well-established street grids</p> <p>Example: Capitol Hill</p>	<p>Typically urban centers in metropolitan cities with high existing densities and well-served by connections with local and high-capacity frequent transit service</p> <p>Example: International District / Chinatown</p>	Not Applicable
	SINGLE USE	<p>Typically urban centers in large or small cities with planned growth in residential density</p> <p>Example: Spring District</p>	<p>Typically urban centers in large or small cities with planned growth in mixed-use density</p> <p>Example: Lynnwood</p>	<p>As with single use / auto-focused combination, may focus more on supporting transition to Multimodal access type</p> <p>Example: Shoreline South/148th St</p>
	SINGLE USE	<p>Suburban Residential or Commercial</p> <p>Areas characterized by:</p> <ul style="list-style-type: none"> <li>Large or irregular blocks and discontinuous street grid</li> <li>Predominantly suburban residential, commercial or industrial land uses</li> <li>Low development densities</li> </ul> <p>Example: East Portland</p>	<p>Typically districts composed of specialized industrial and commercial uses of strategic importance to the region, with transit providing access to jobs</p> <p>Examples: SODO and SW Everett Industrial Center</p>	<p>Typically residential neighborhoods where trips originate. Depending on local/regional land use vision and policy goals, support transition to Multimodal access type, and potentially Emergent Urban land use type</p> <p>Example: Shore Lake</p>

# ***Concept Evolution and Past Engagement***



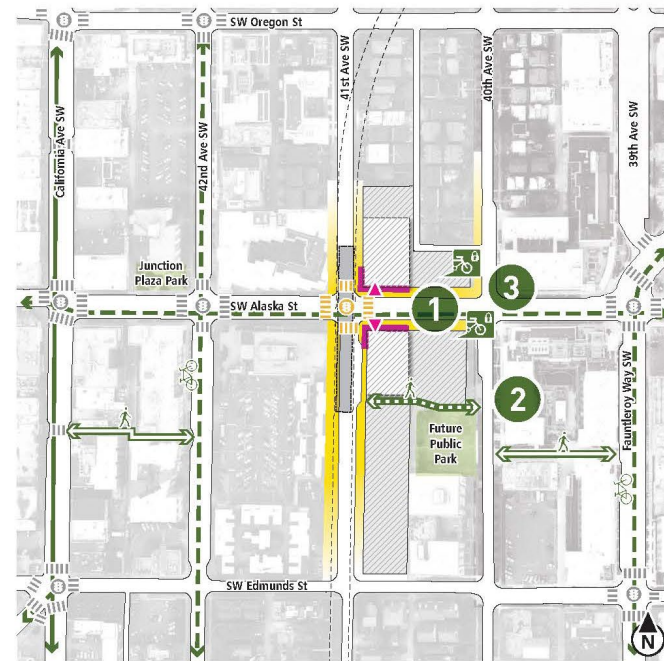
# DEIS Concept: Tunnel 41<sup>st</sup> Station





## Walking, biking, and rolling to the station

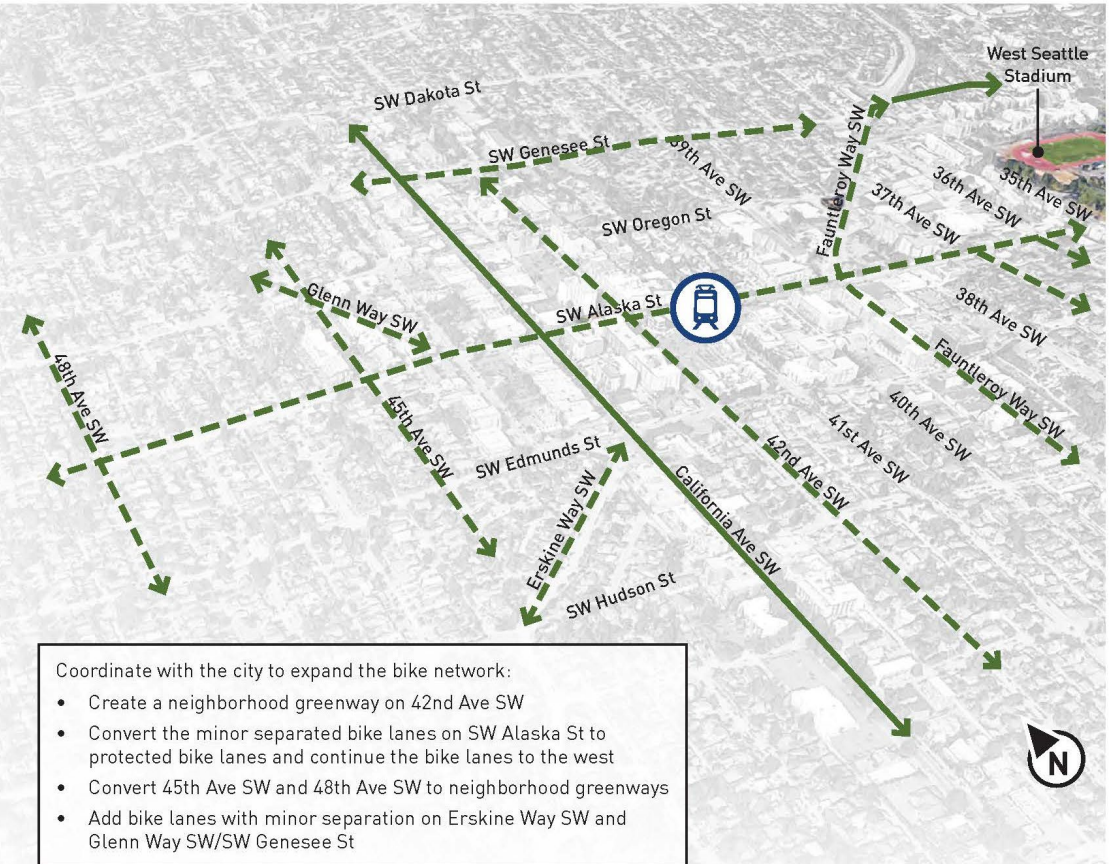
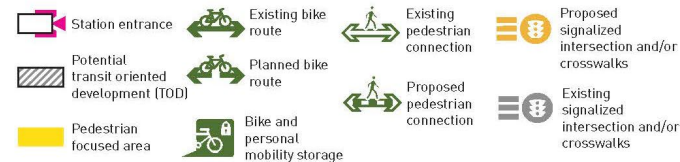
Ideas and recommendations for potential improvements by agencies or partners to best serve passengers walking and rolling to the station.



**1** Station entrances located on either side of SW Alaska St eliminate the need for passengers traveling by foot or wheels to cross the busy arterial

**2** Explore creating a new pedestrian connection through the station site and explore the potential for a shared alley design to accommodate service access as well as pedestrians

**3** Integrate bike storage into potential transit oriented developments on either side of SW Alaska St, providing convenient access without the need to cross the street

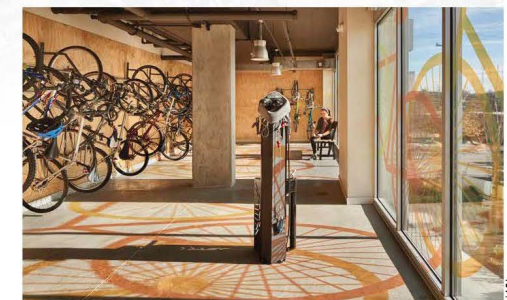


Coordinate with the city to expand the bike network:

- Create a neighborhood greenway on 42nd Ave SW
- Convert the minor separated bike lanes on SW Alaska St to protected bike lanes and continue the bike lanes to the west
- Convert 45th Ave SW and 48th Ave SW to neighborhood greenways
- Add bike lanes with minor separation on Erskine Way SW and Glenn Way SW/SW Genesee St



Mid-block pedestrian connection

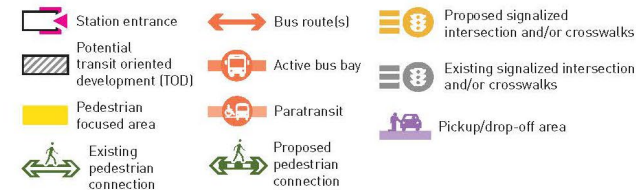
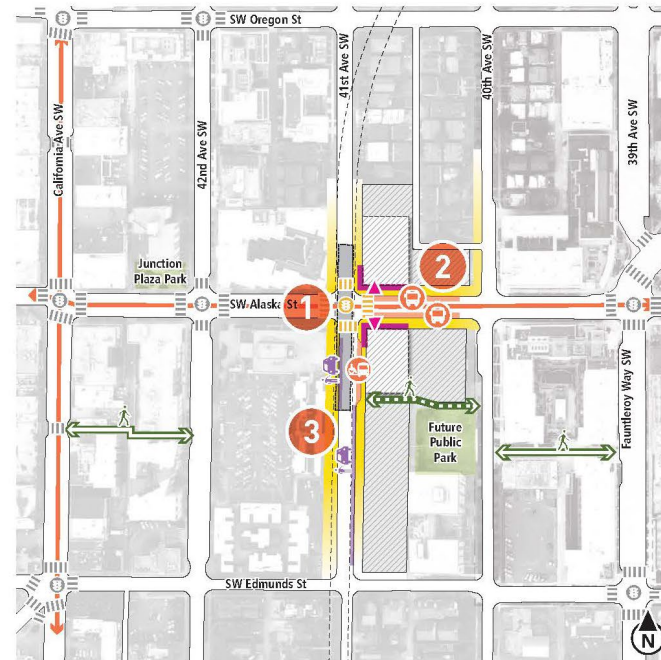


Bike storage integrated with transit oriented development

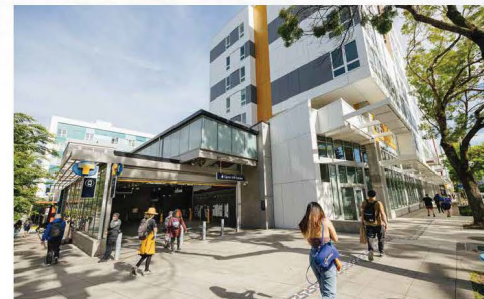


## Connecting to the station

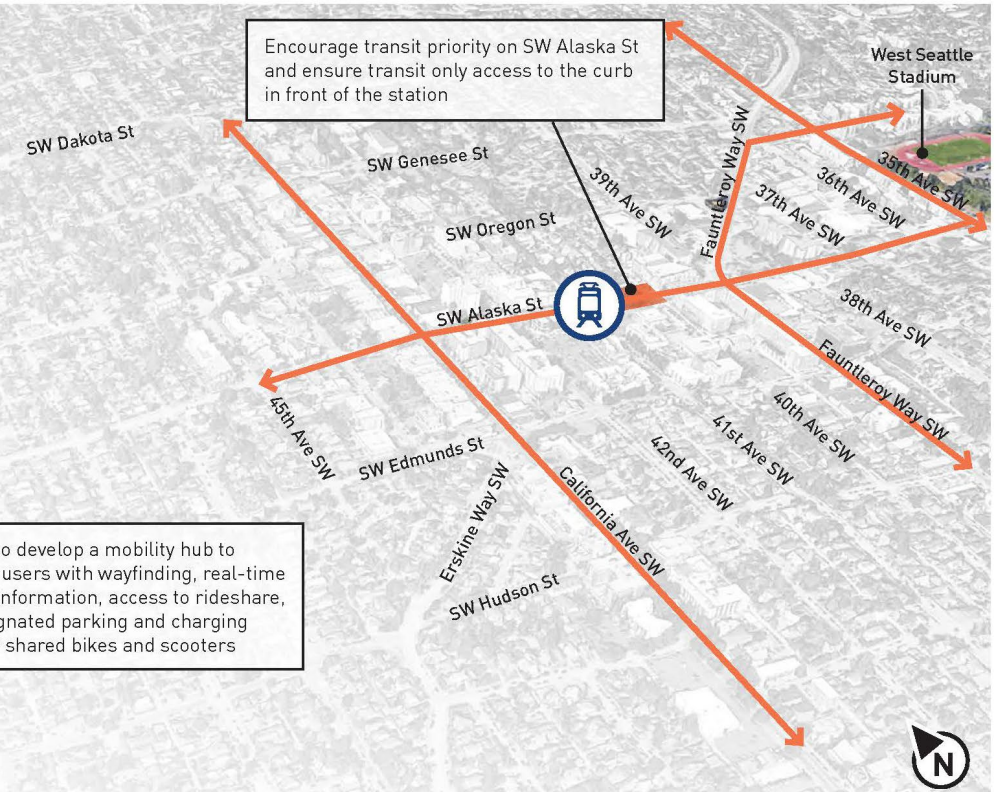
Ideas and recommendations for potential improvements by agencies or partners to integrate buses and other pickup/drop-off needs.



- 1 Station entrances on both sides of street facilitate transfers from buses on SW Alaska St
- 2 Explore ways to minimize potential conflicts between bus loading areas, station entrances and bike lanes
- 3 Refine pickup/drop-off area(s) and explore locations away from bus routes and bike lanes on SW Alaska St to minimize potential conflicts



Wide sidewalks at station entrances offer ample space for pedestrians entering the station, waiting for the bus, or just passing through

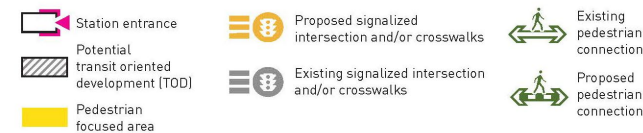


Thoughtful design of bus stops on bike routes keeps everyone moving safely

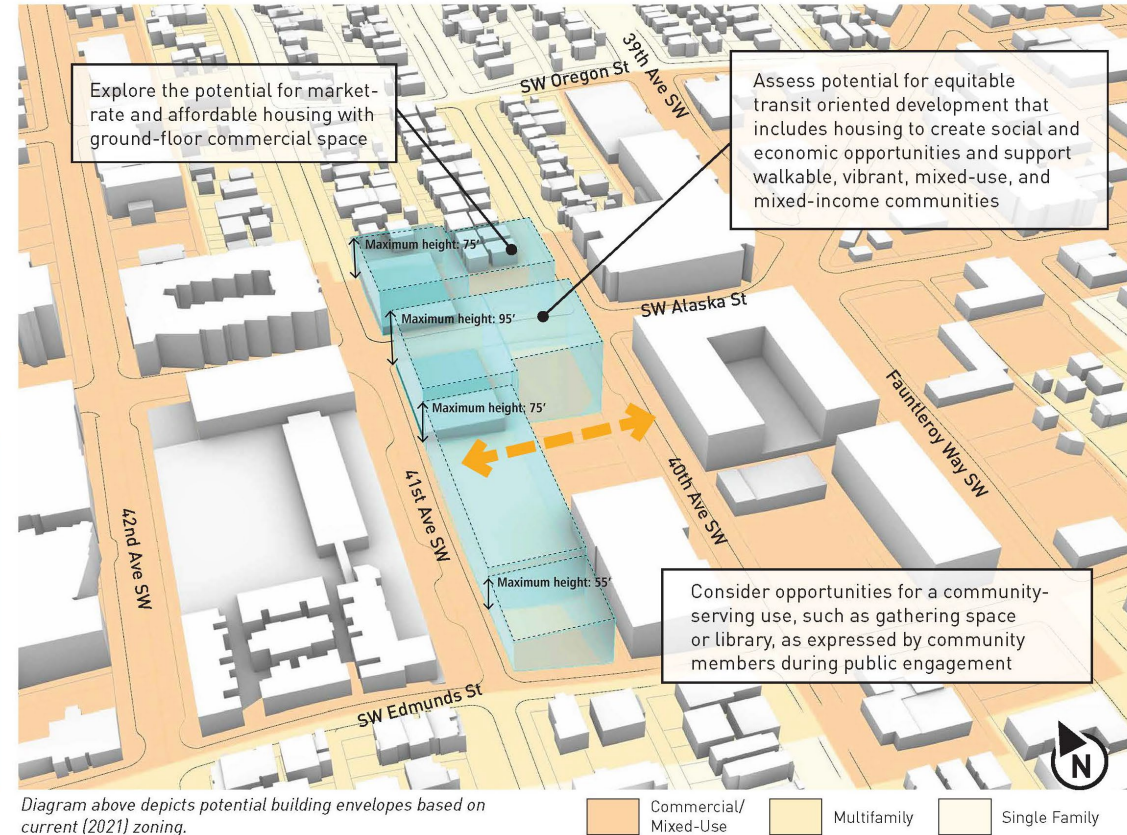


## Living and working near the station

Ideas and recommendations for potential improvements by agencies or partners to support people living and working near the station.



- 1** Explore the opportunity to introduce connectivity and circulation midblock through existing and future developments and consider strategies that allow for public access through the site
- 2** Design station entrance to accommodate multi-floor development above
- 3** Coordinate with future development to ensure that parking and service uses do not conflict with access to the station



Shops with outdoor seating enliven a transit plaza (21)



Transit station integrated with mixed-use development (39)



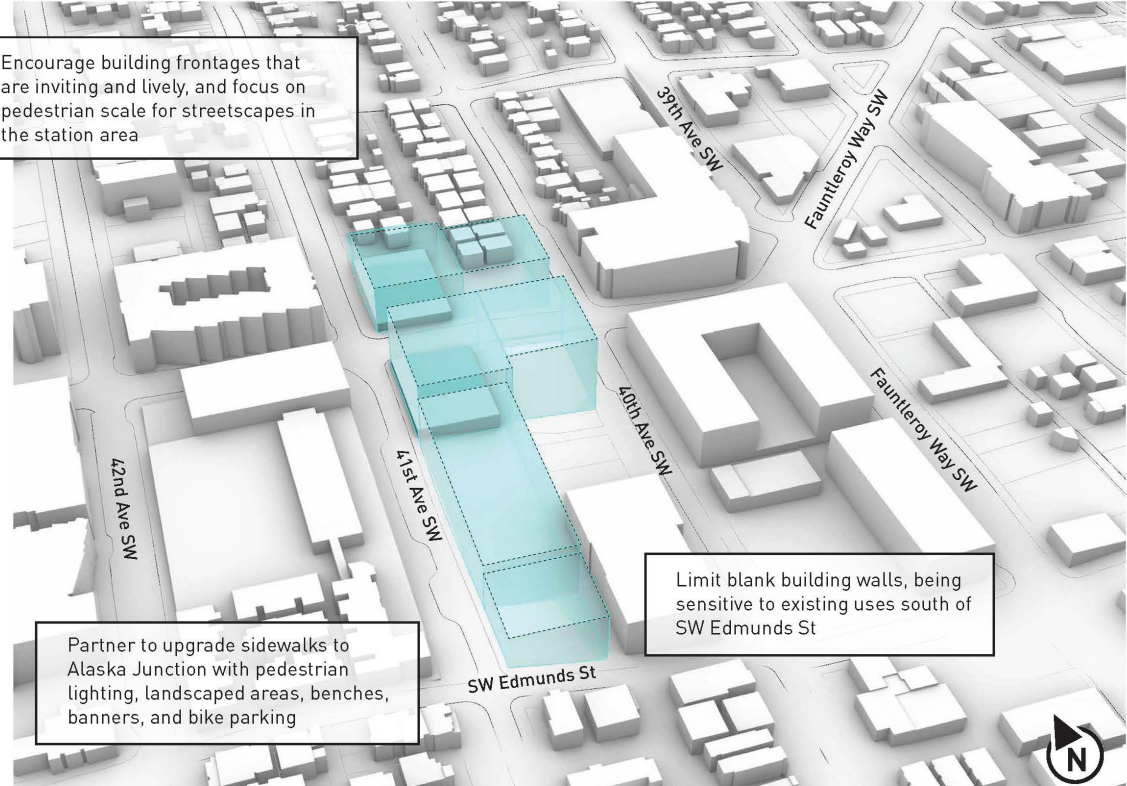
## Enjoying public space near the station

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



- 1 Provide wide building setbacks at streets and incorporate pedestrian-scale building frontages, lighting, and overhead weather protection; consider plaza uses such as outside café dining, seating, and public art
- 2 Encourage the proposed pedestrian connection through the block east of 41st Ave SW to incorporate design features such as seating, lighting, signage, and public art

Encourage building frontages that are inviting and lively, and focus on pedestrian scale for streetscapes in the station area



Partner to upgrade sidewalks to Alaska Junction with pedestrian lighting, landscaped areas, benches, banners, and bike parking

Limit blank building walls, being sensitive to existing uses south of SW Edmunds St



Pedestrian connection through new development





















Sidewalk space with pedestrian amenities

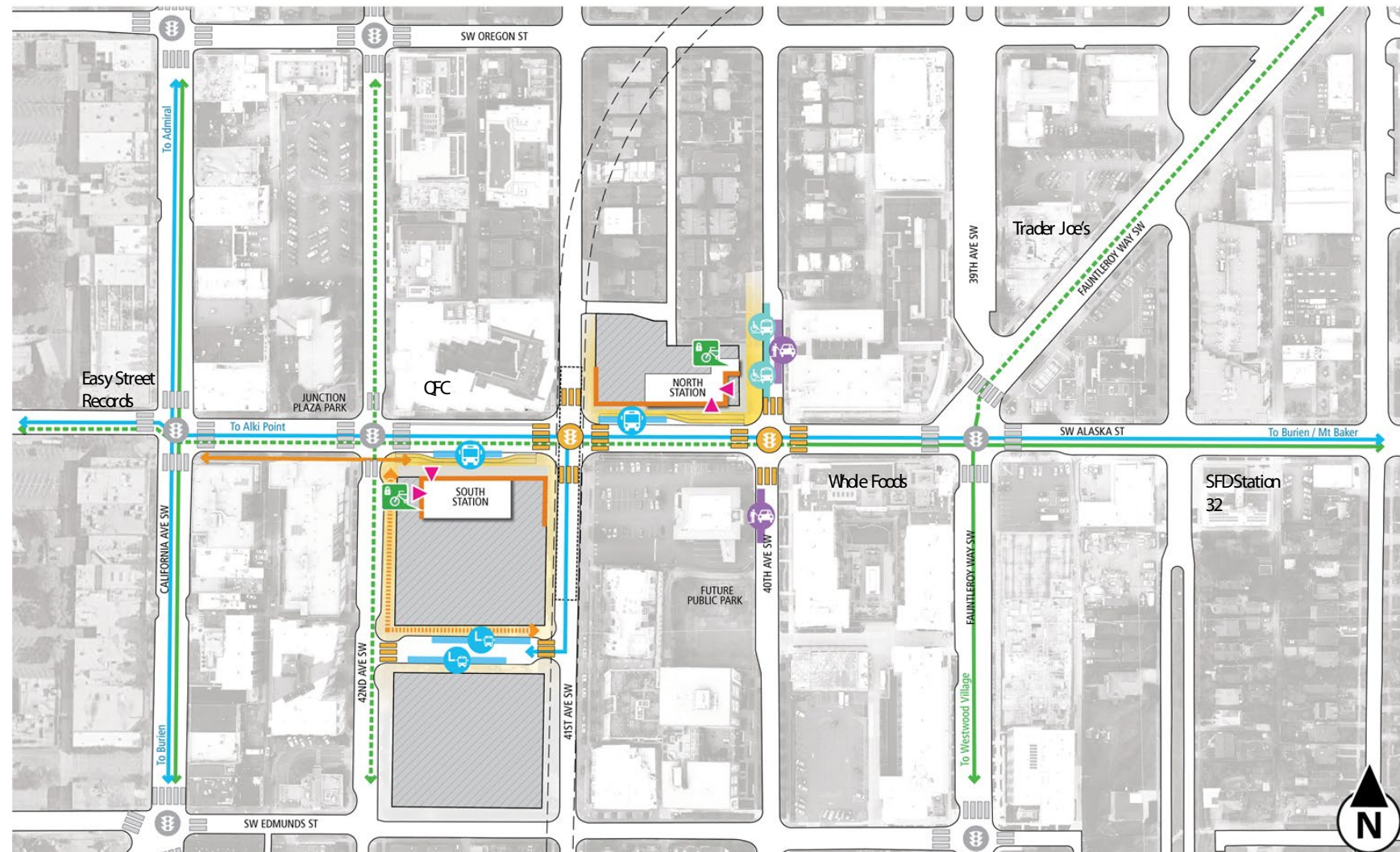


# ***PE Concept Design***

# PE Concept Plan

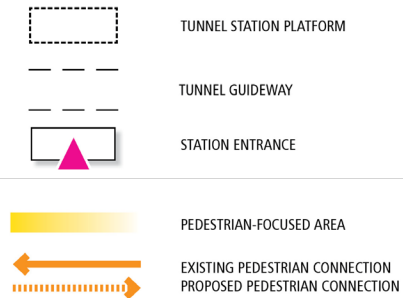
## LEGEND

	TUNNEL STATION PLATFORM
	TUNNEL GUIDEWAY
	STATION ENTRANCE
	ACTIVE FRONTAGE
	PEDESTRIAN-FOCUSED AREA
	EXISTING PEDESTRIAN CONNECTION
	PROPOSED PEDESTRIAN CONNECTION
	EXISTING
	PROPOSED
	BUS ROUTE(S)
	ACTIVE BUS BAY
	BUS LAYOVER AREA
	PARATRANSIT
	PICK-UP / DROP-OFF
	EXISTING BIKE FACILITY
	PROPOSED BIKE FACILITY
	BIKE STORAGE
	POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

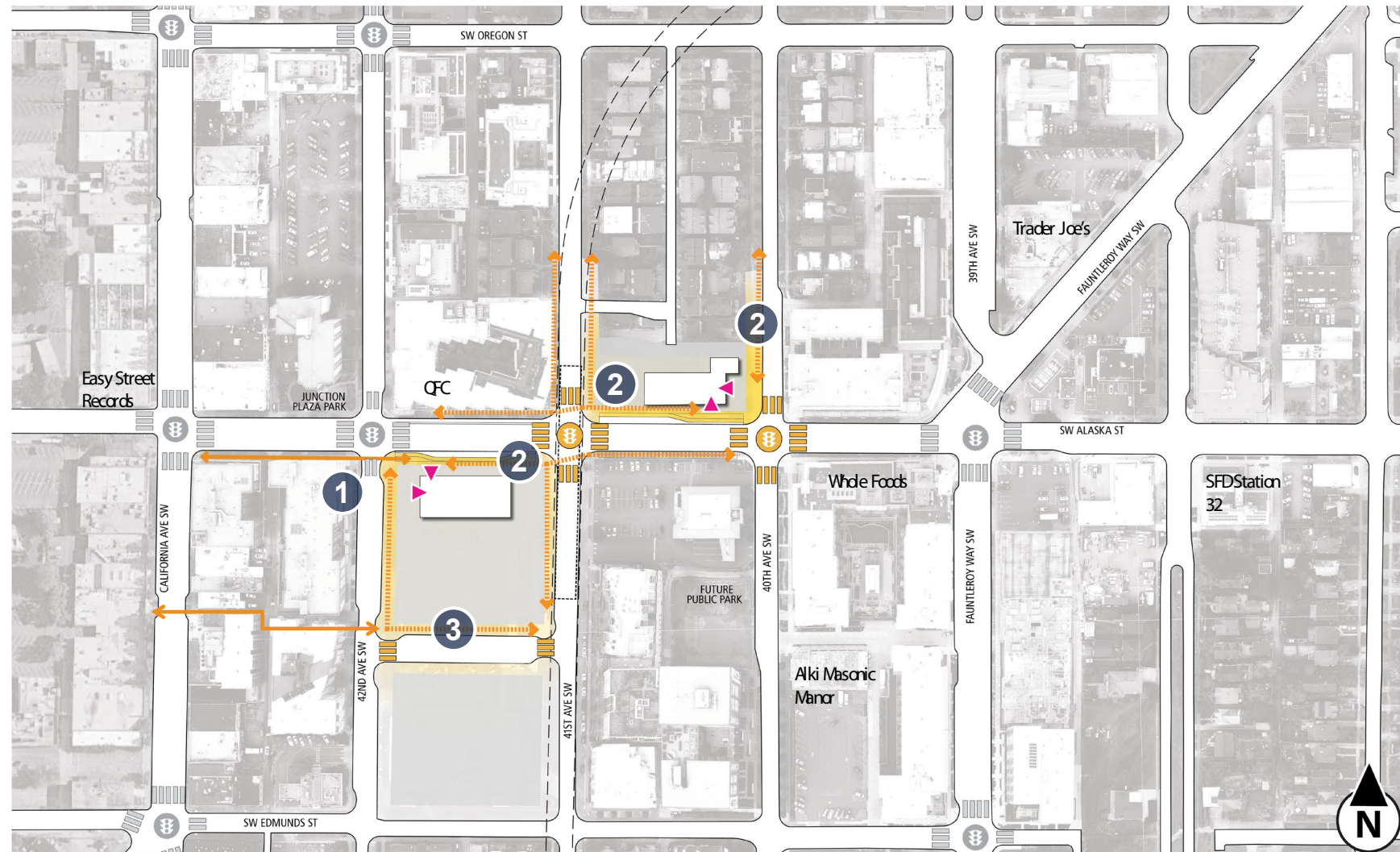


# Pedestrian Access and Features

## LEGEND



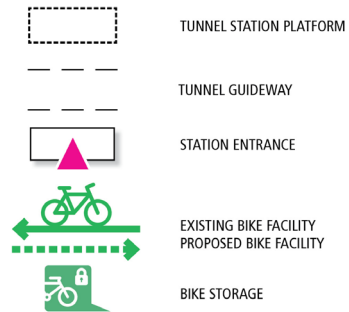
- 1 Station entrance moved to within one block of The Junction
- 2 Sidewalk widened (18') on station frontages per SEDG and Streets Illustrated
- 3 Midblock pedestrian connection aligned with existing connection to California enhances access



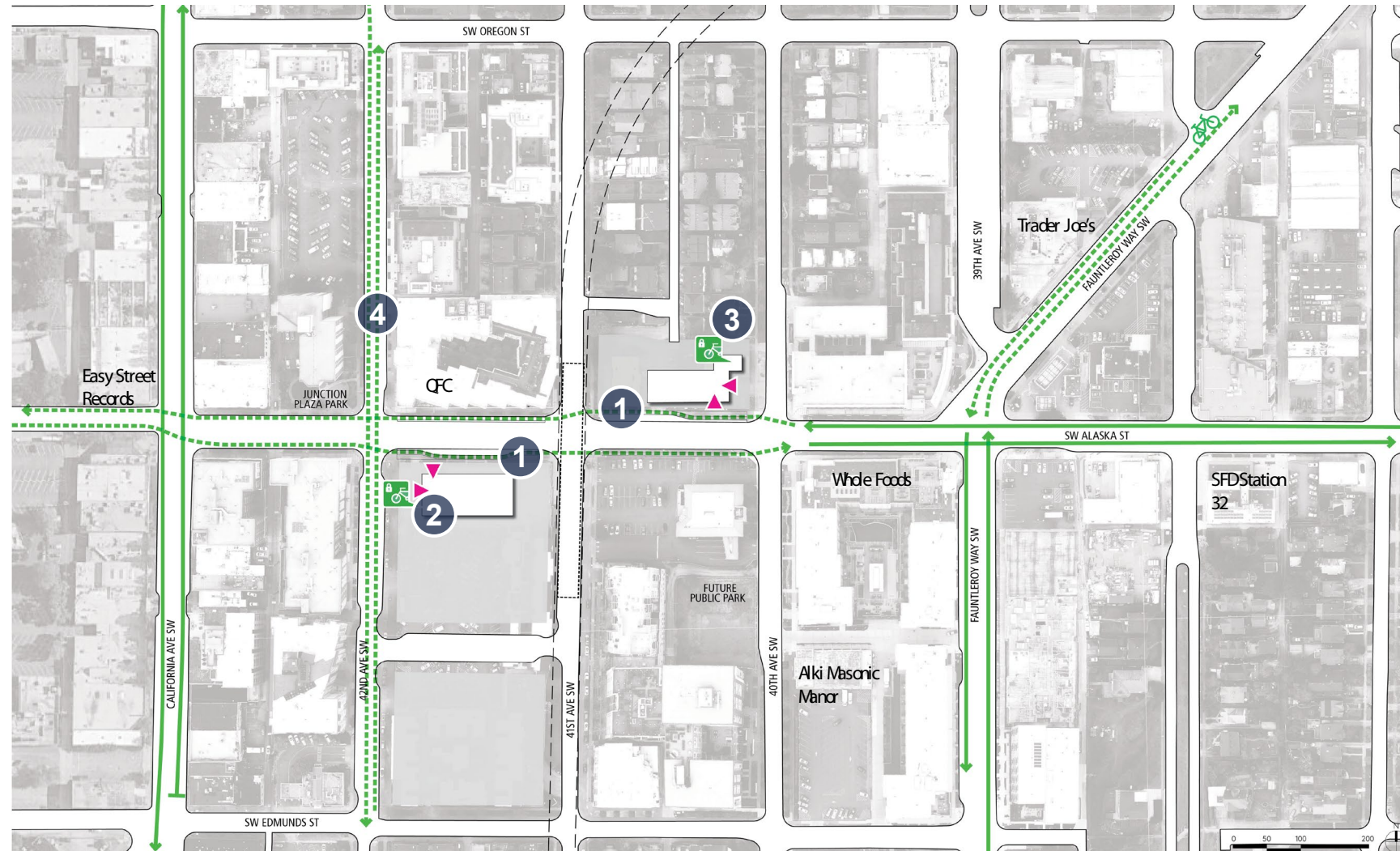


# Bike Access and Features

## LEGEND



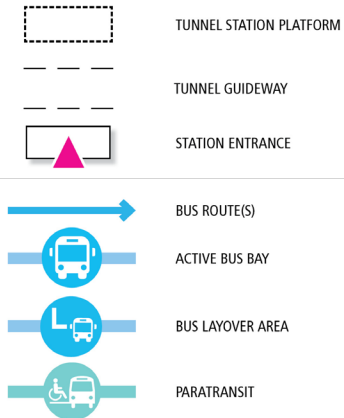
- 1 PBL on Alaska above curb (6' width) and behind bus stops
- 2 Secured bike room (48 spaces) and 22 short-term racks (44 spaces) at southwest headhouse
- 3 Secured bike room (48 spaces) and 14 short-term racks (28 spaces) at northeast headhouse
- 4 Potential upgrading of bike facilities on 42<sup>nd</sup> Ave greenway (City project)



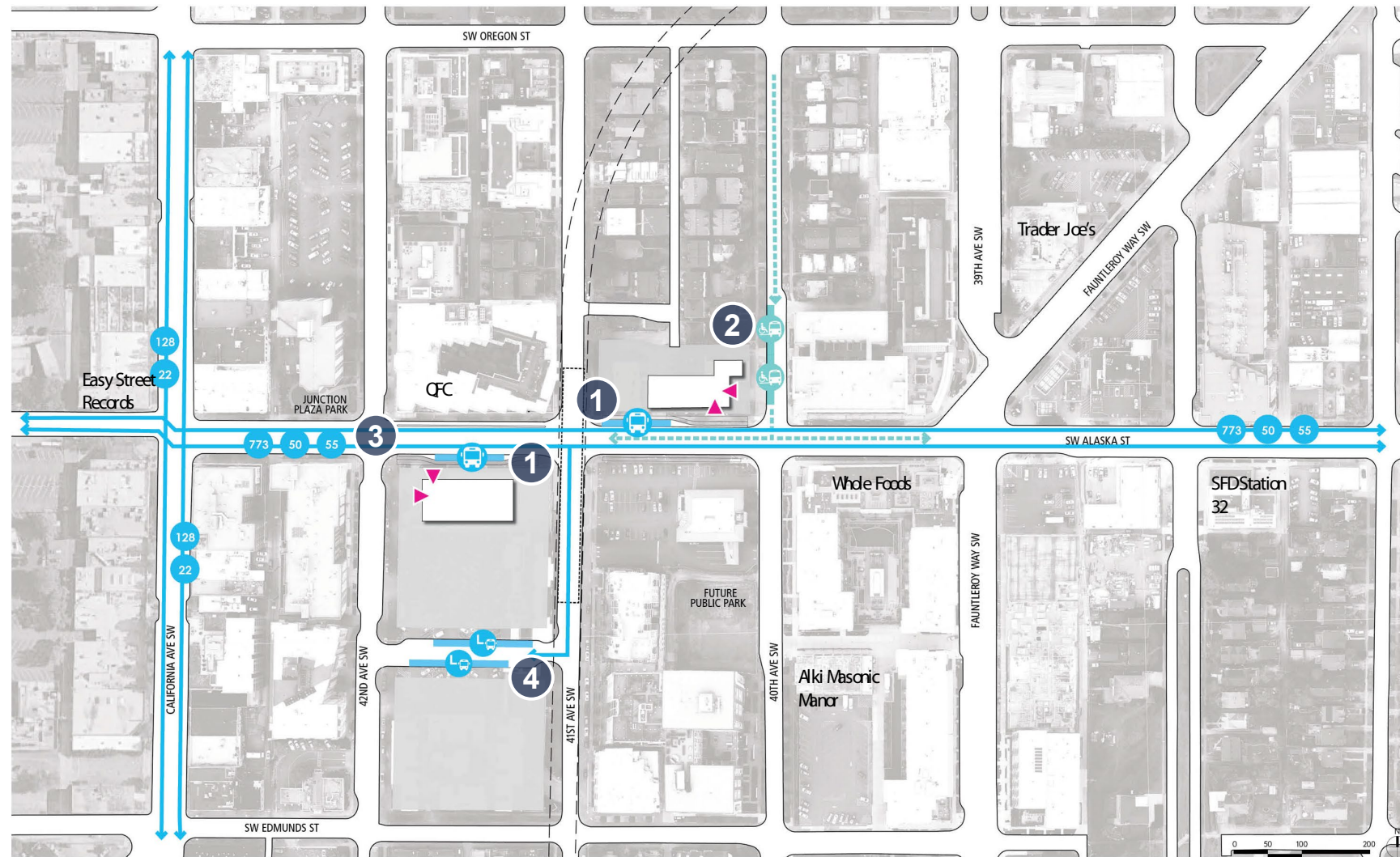


# Transit Integration and Features

## LEGEND

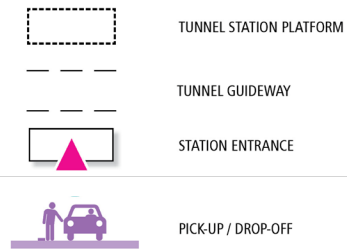


- 1 Active bus bays designed to KCM standard with seamless access to station entrances
- 2 Paratransit at NE entrance provides seamless access to station entrance
- 3 Transit priority on Alaska Street (City project)
- 4 Bus layover provided on private street in an urban transit street configuration supports urban form

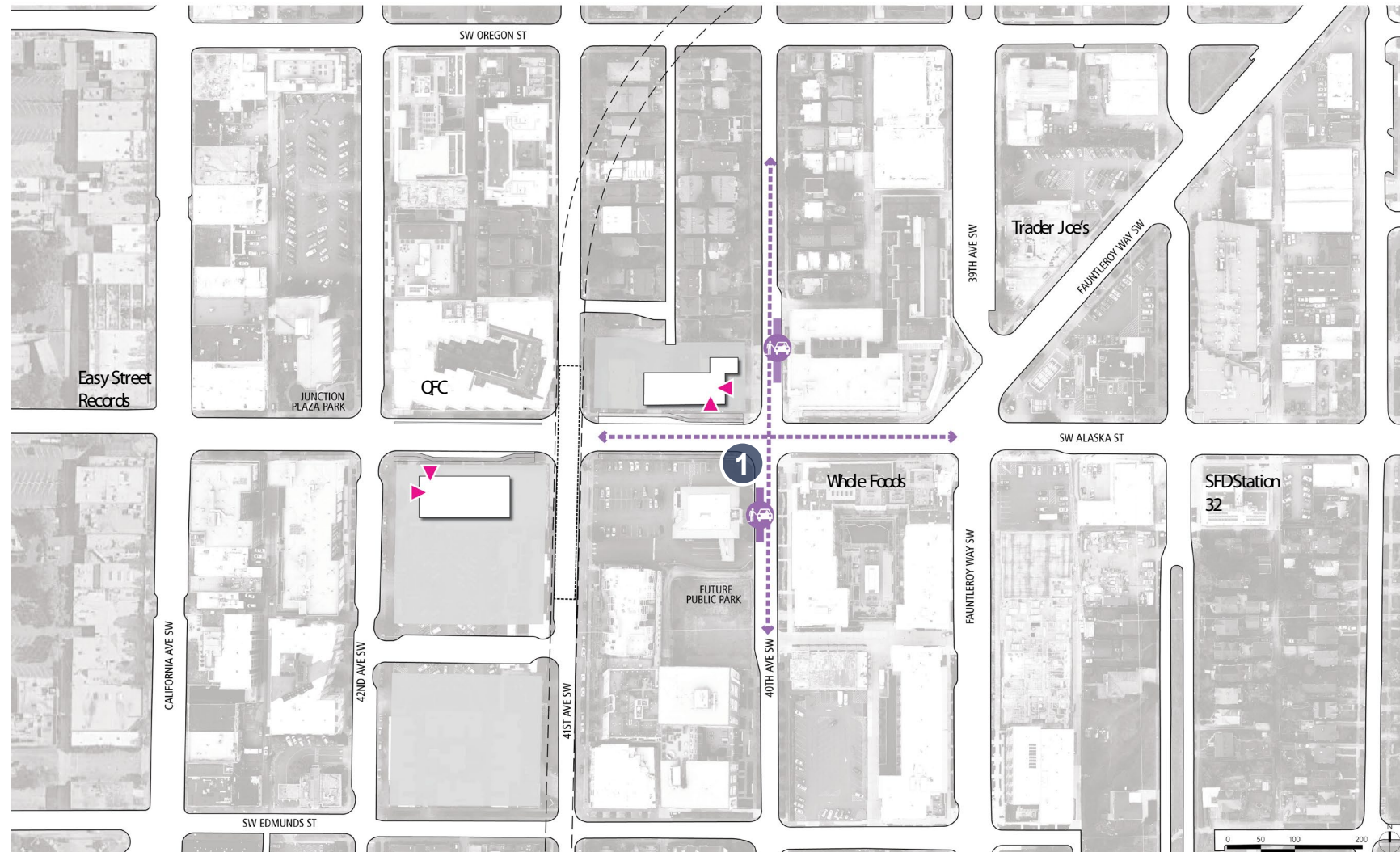


# Pick-up and Drop-off

## LEGEND









- 1 PUDO located away from heavy bus movements as well as ped/bike movements on 42<sup>nd</sup> Ave SW, reflecting lower curb use priority from SEDG and City



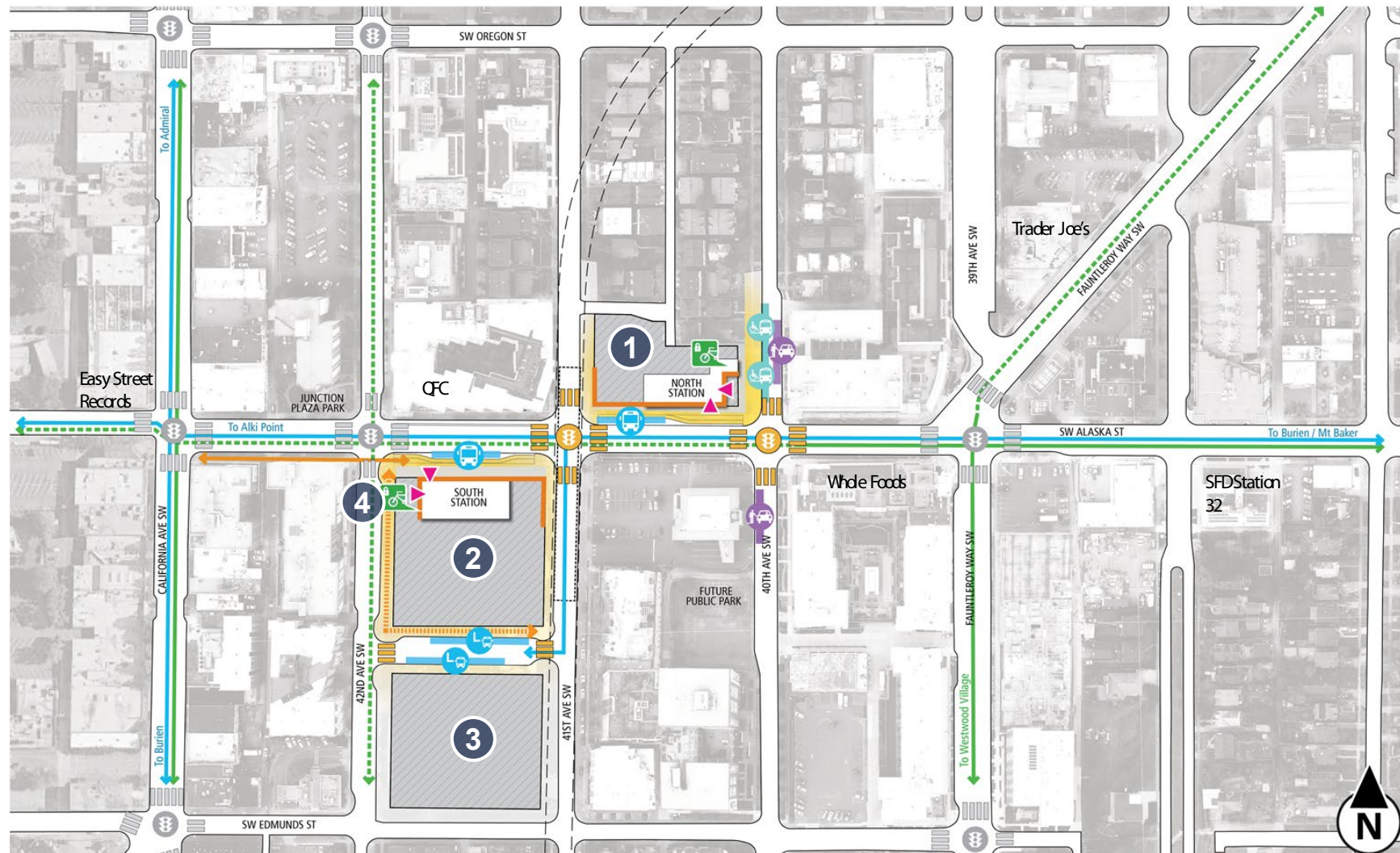


# TOD and Public Realm

## LEGEND












	TUNNEL STATION PLATFORM
	TUNNEL GUIDEWAY
	STATION ENTRANCE
	ACTIVE FRONTAGE
	PEDESTRIAN-FOCUSED AREA
	POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

- 1 Integrated overbuild TOD site at north headhouse (residential)
- 2 Air rights overbuild TOD site at south headhouse (mixed use)
- 3 Adjacent future phase TOD site (mixed use)
- 4 Green street project: Potential pedestrianized plaza concept on 42nd Ave SW close to Alaska intersection (City project)



# Public Realm

## LEGEND

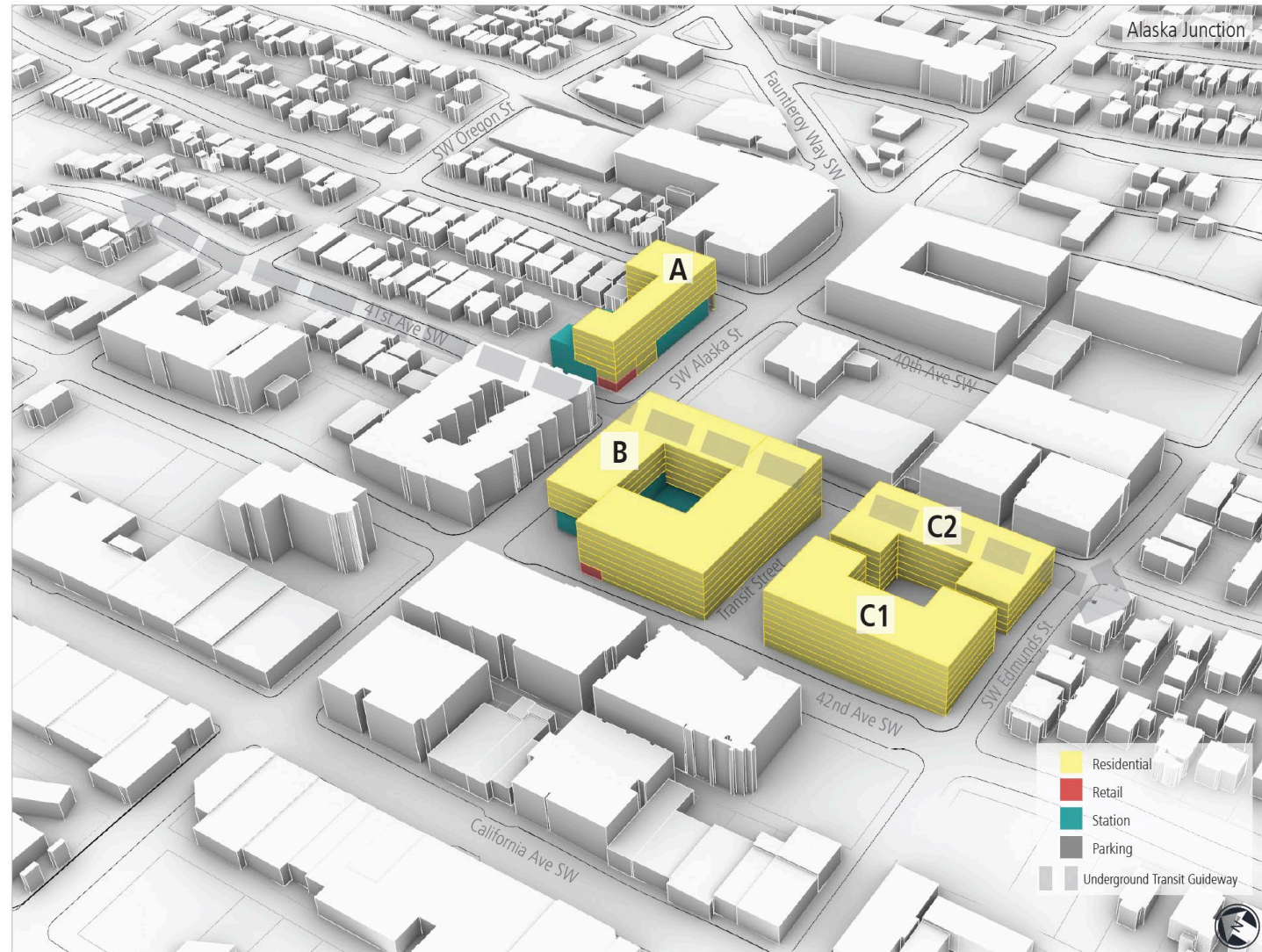
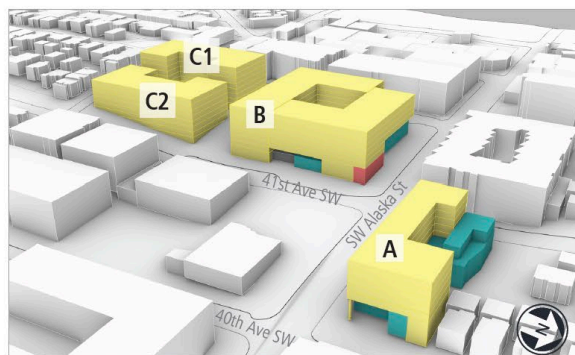
-  EXISTING STREET TREE
-  PROPOSED STREET TREE
-  PROPOSED PLANTING AREA
-  POTENTIAL TRANSIT ORIENTED DEVELOPMENT
-  POTENTIAL PUBLIC ART (S<sup>T</sup>art)  
(SEE ARCHITECTURE BOD FOR DETAILS)
-  BICYCLE RACK
-  BUS SHELTER
-  BENCH
-  LEANING RAIL AND WEATHER PROTECTION
-  WAYFINDING SIGN
-  TRASH RECEPTACLE





# Joint Development and TOD Concepts

Site	Feasibility **	Total GSF	Res. Units	Rezoned	Retail GSF	Office GSF	Parking Stalls
A *	1	88,700	115	Yes	1,400	0	0
B *	1	324,500	355	Yes	2,800	0	175
C1	4	146,700	185	Yes	0	0	0
C2	4	138,600	175	Yes	0	0	0
Total:		698,500	830		4,200	0	175





# Key Themes From Fall 2023 Engagement

## Feedback Overview

**48%**  
of respondents said this  
is their primary station

ALASKA



## Access

Ways that you would  
most likely get to the station



\*Percentages exceed 100% due to  
respondents selecting up to three choices

## Transit-Oriented Uses

Businesses or services that would be the  
most useful to have near the station entrance



(TOD) uses that you'd  
like to see prioritized



## In-Language Focus Group Feedback



Excellent wayfinding  
and signage, in  
multiple languages

Wider sidewalks  
and good lighting



"More restaurants  
and shops"

"Small-scale retail"

"Lights and cameras  
for safety, visible security"

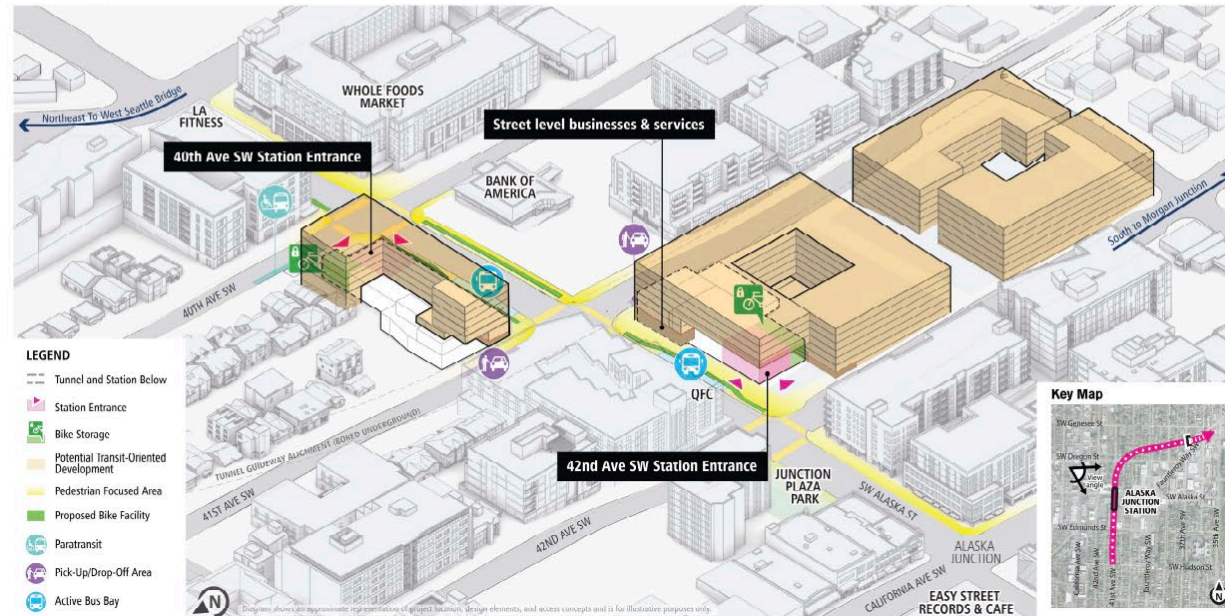
"Separated, protected bike lanes "

"Easy access from  
street level to platform"

"Affordable spaces for local  
and small businesses"

"Natural spaces  
or parks "

"Community center or open space"



## Design Preferences

Safe &  
Vibrant



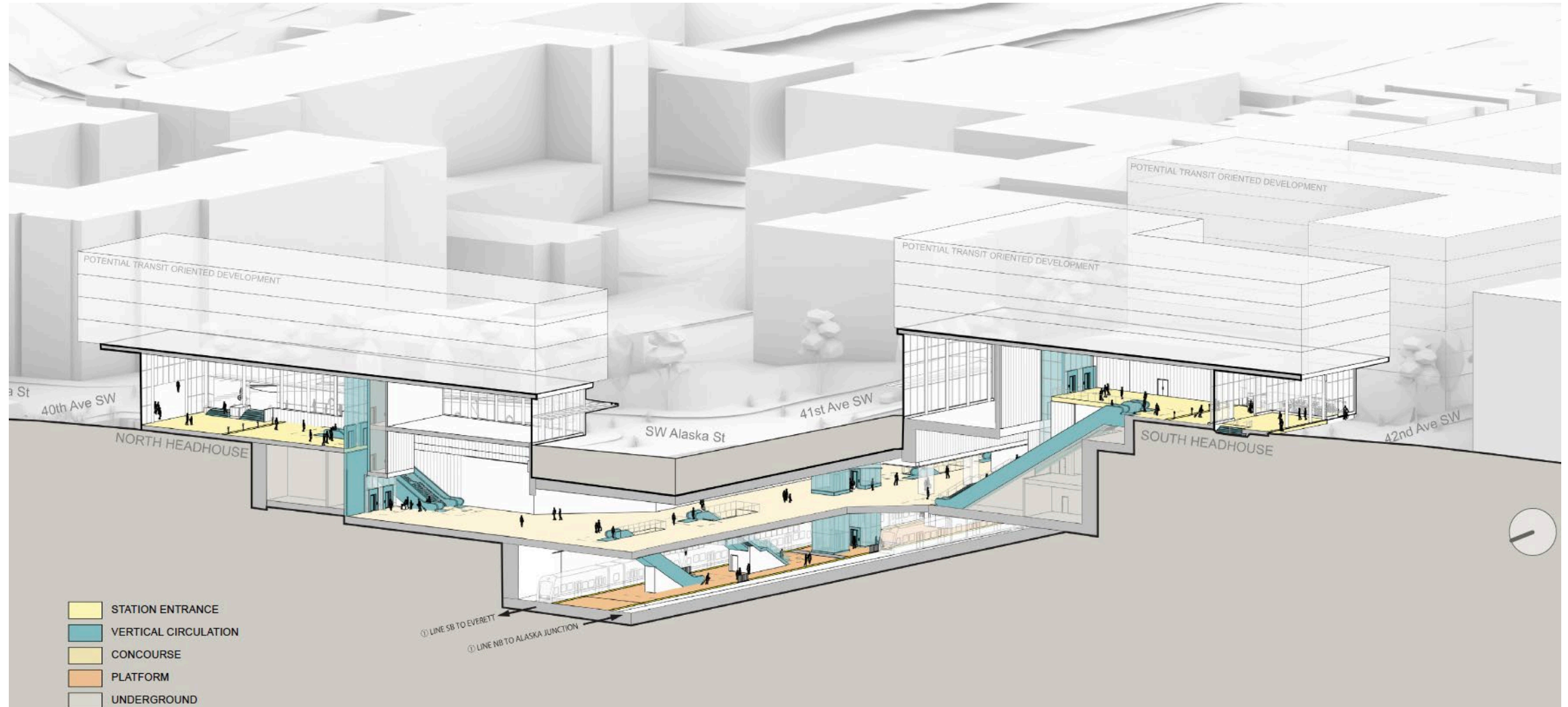
Easy to  
Move Through



Welcoming  
with Quality  
Materials

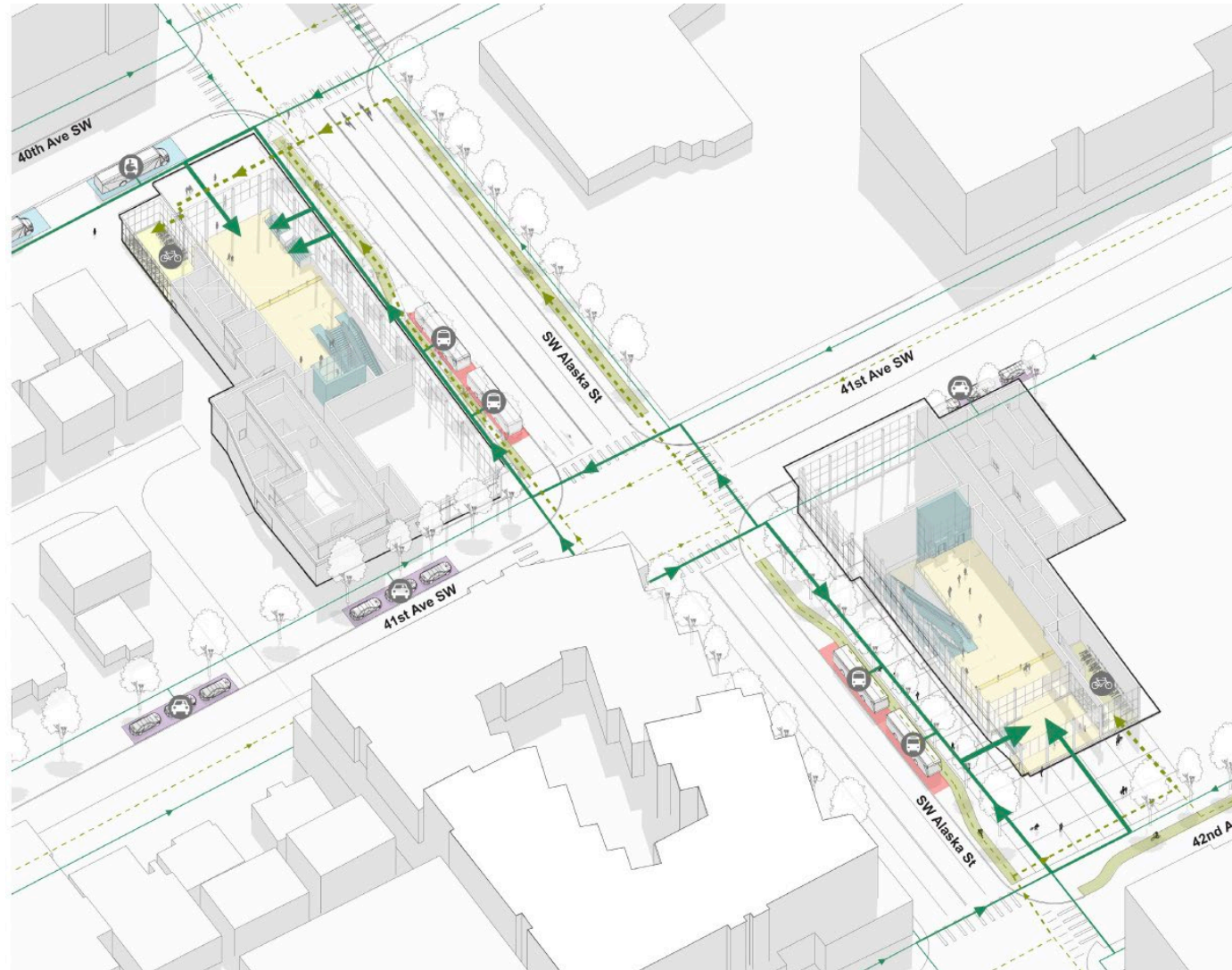


# Station Configuration Overview

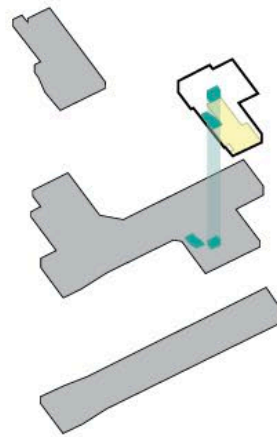
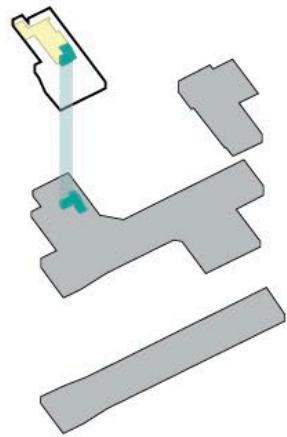




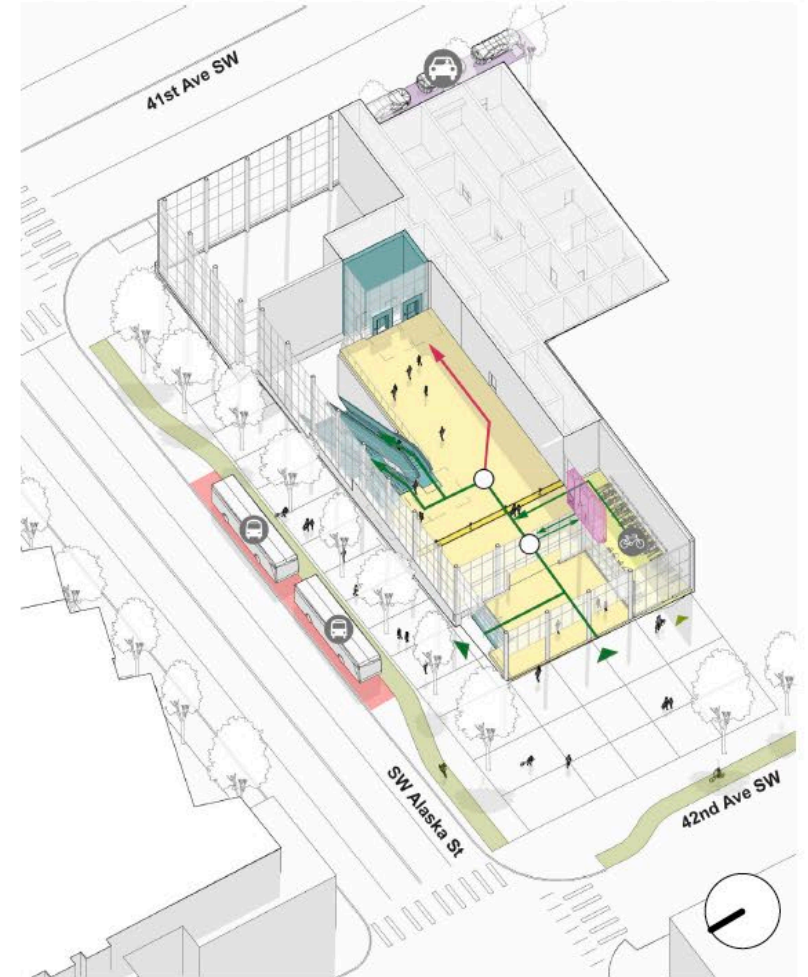
# *Passenger Access*



# Passenger Circulation: Entry Level

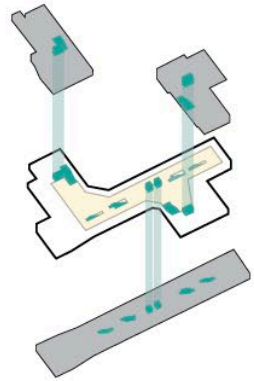


- PICK-UP/DROP-OFF AREA
- PARA TRANSIT STOPS
- BIKE LINES
- BUS STOPS
- STATION ENTRANCE
- FAIR PAID ZONE
- VERTICAL CIRCULATION

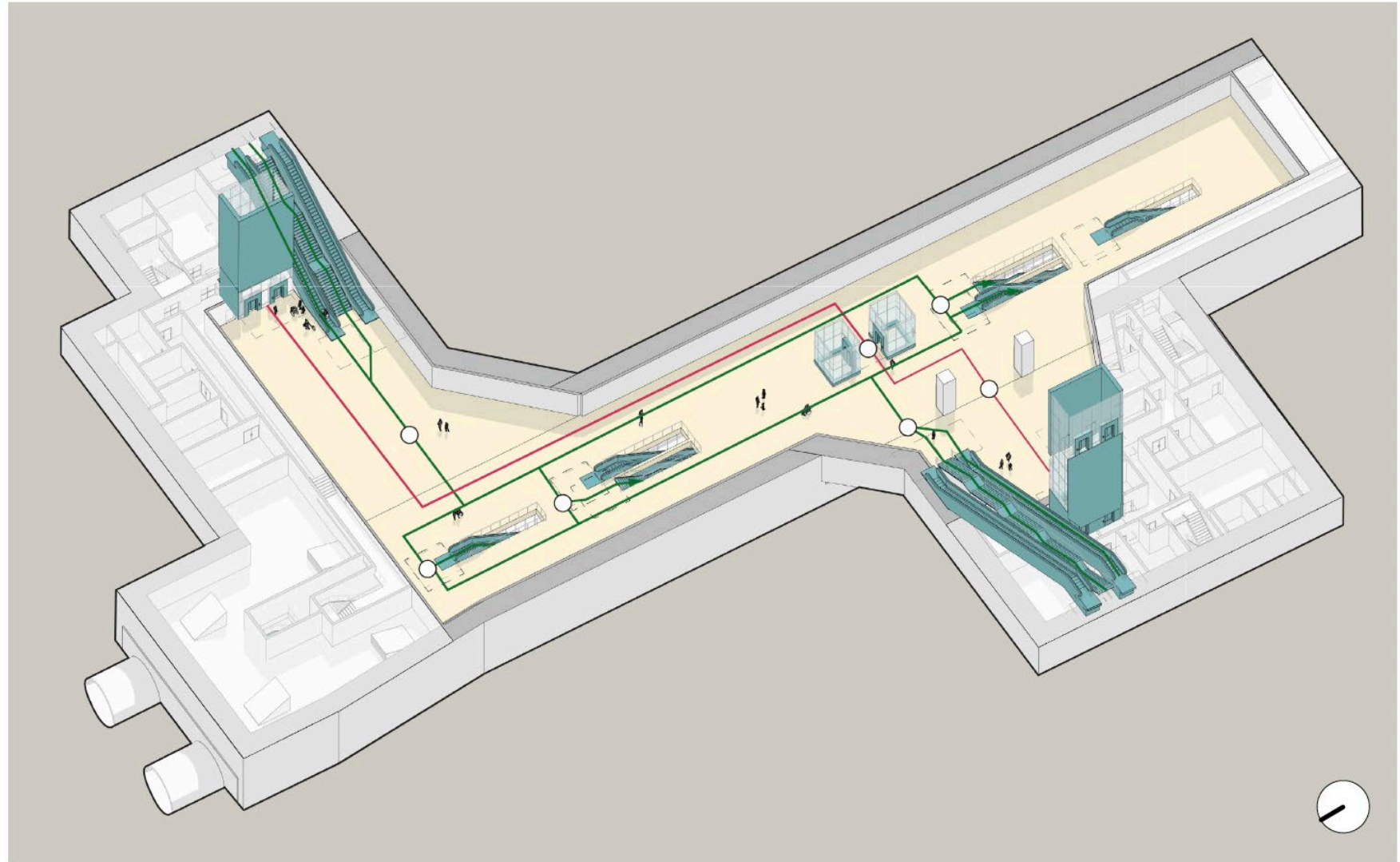




# Passenger Circulation: Concourse Level

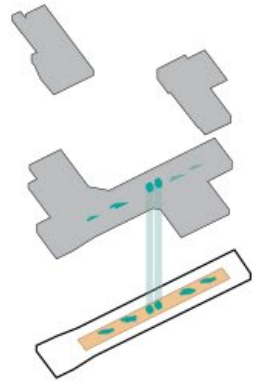


- FAIR PAID ZONE
- VERTICAL CIRCULATION
- TVM
- STAIR USERS
- ELEVATOR USERS
- DECISION POINTS

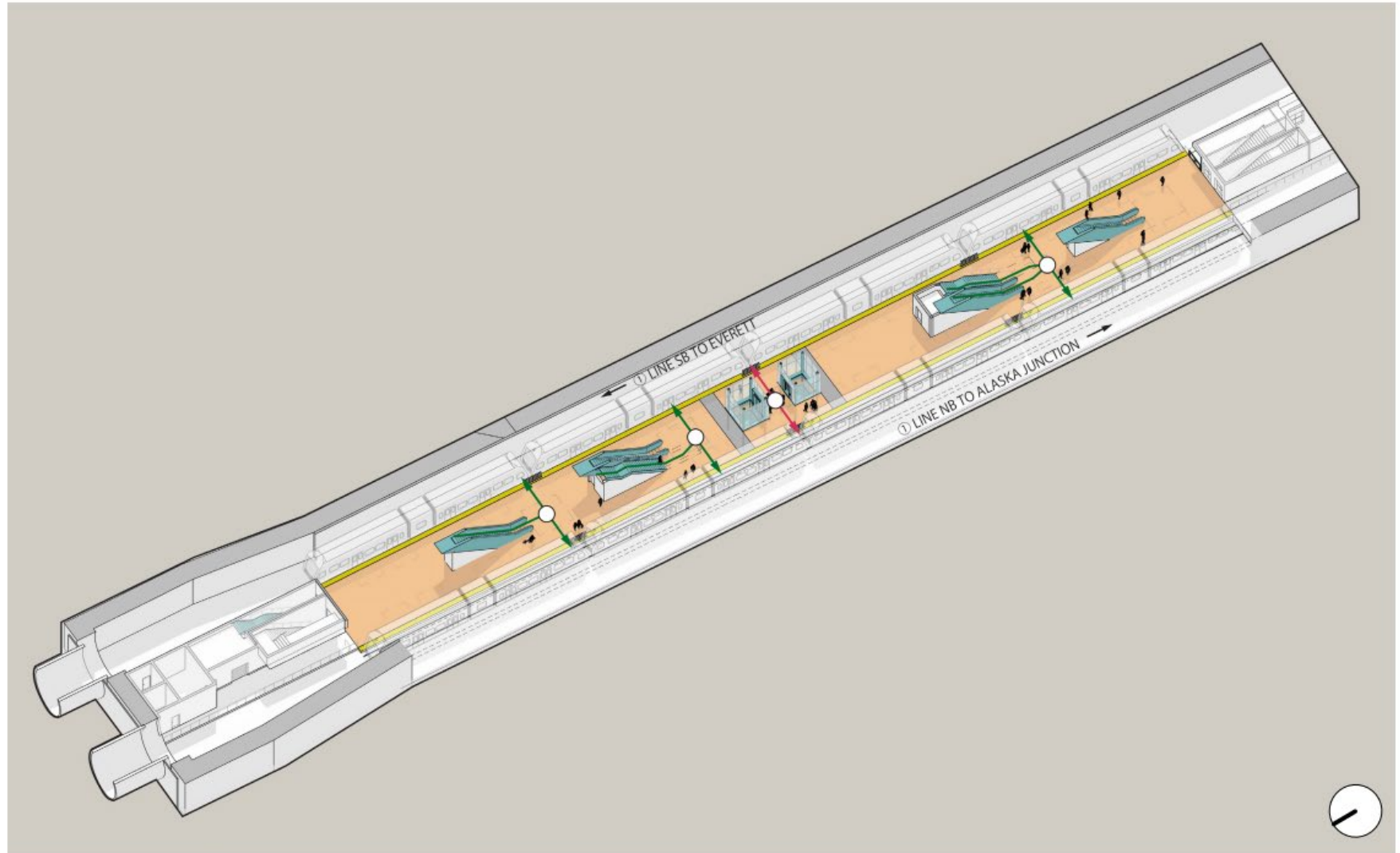




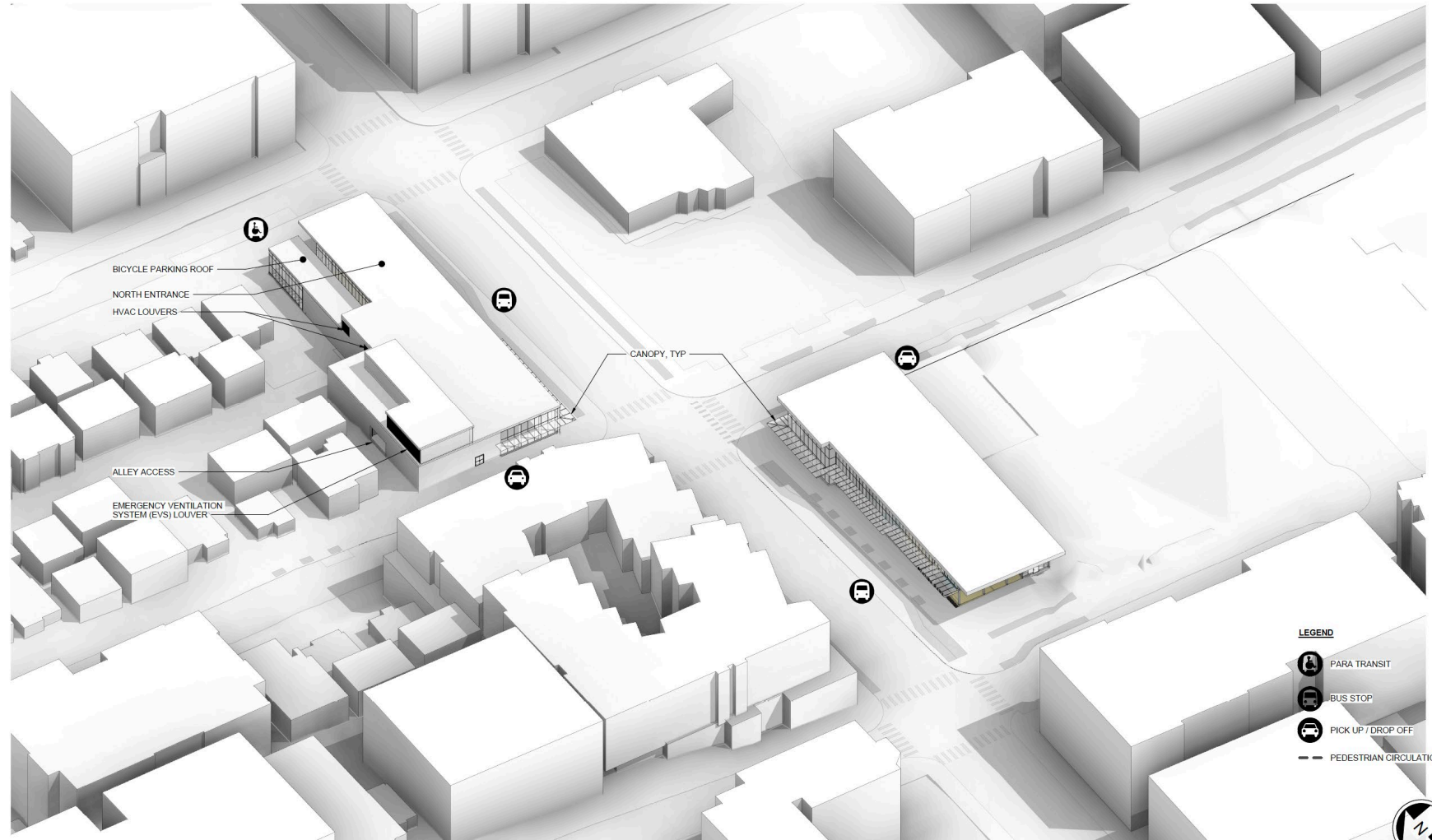
# Passenger Circulation: Platform Level



- PLATFORM
- WARNING TILES
- TRAIN LOADING AREA
- VERTICAL CIRCULATION
- TVM
- STAIR USERS
- ELEVATOR USERS
- DECISION POINTS



# Station Architecture: Massing



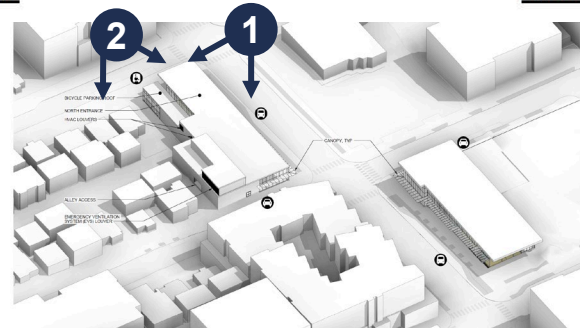
# Station Architecture: Experiential Vignettes



VIEW OF NORTH ENTRANCE FROM 40TH AVE SW - LOOKING NORTHWEST



VIEW OF NORTH ENTRANCE FROM PARATRANSIT - LOOKING WEST





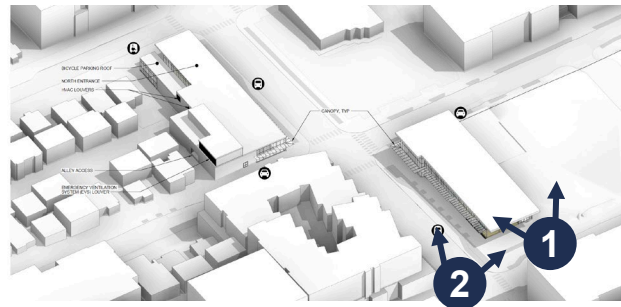
# ***Station Architecture: Experiential Vignettes***



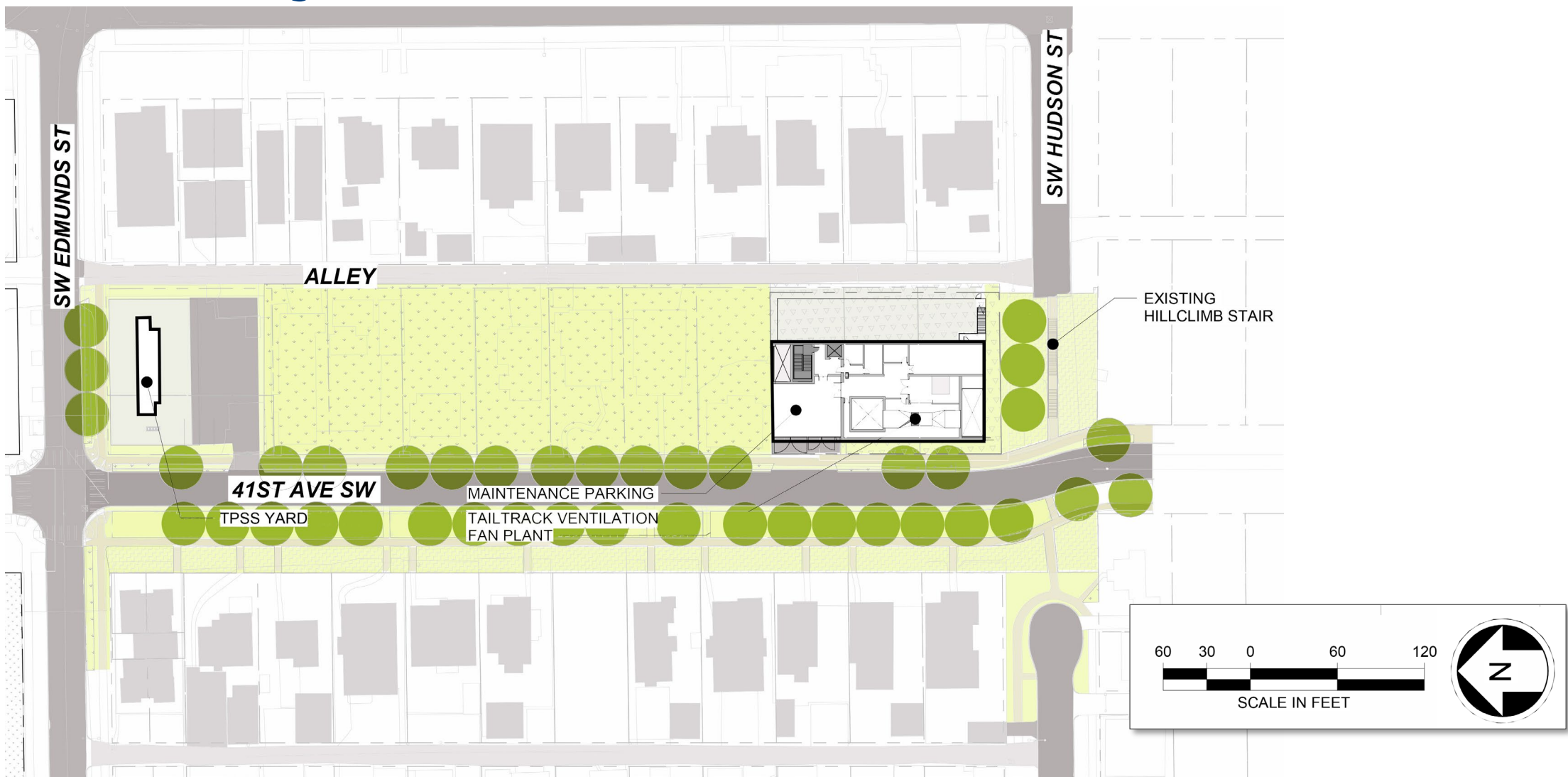
**VIEW OF SOUTH ENTRANCE FROM 42ND AVE SW - LOOKING EAST**



**VIEW OF SOUTH ENTRANCE FROM SW ALASKA ST - LOOKING SOUTHEAST**



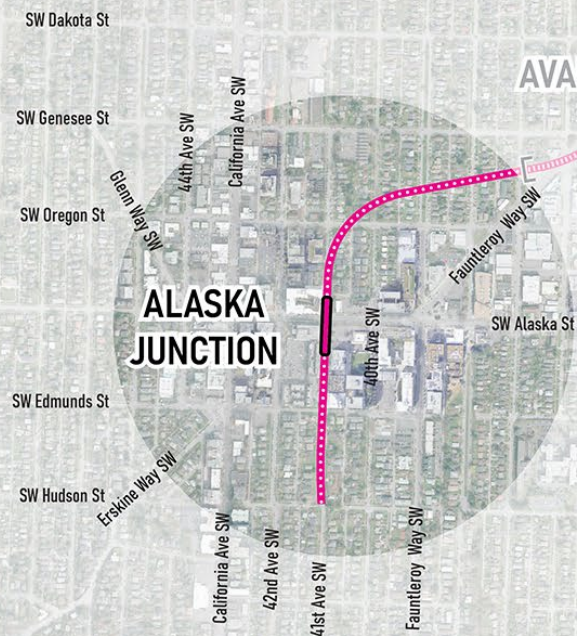
# Ancillary Facilities





# Section Review

- Station area context
- Concept evolution
- PE station environment concept
- PE station architecture concept





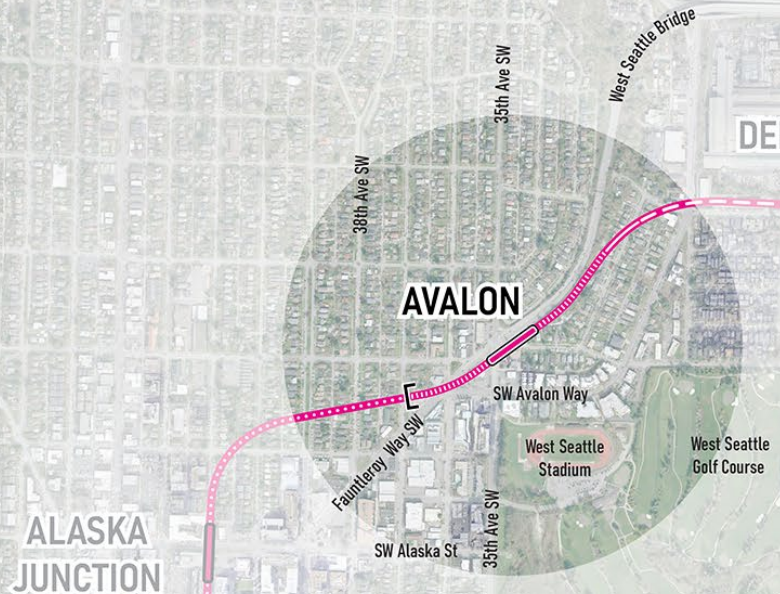
***Q&A / Discussion***

# *Avalon Station*

## *PE Design*

# Section Overview

- Station area context
- Concept evolution
- PE station environment concept
- PE station architecture concept

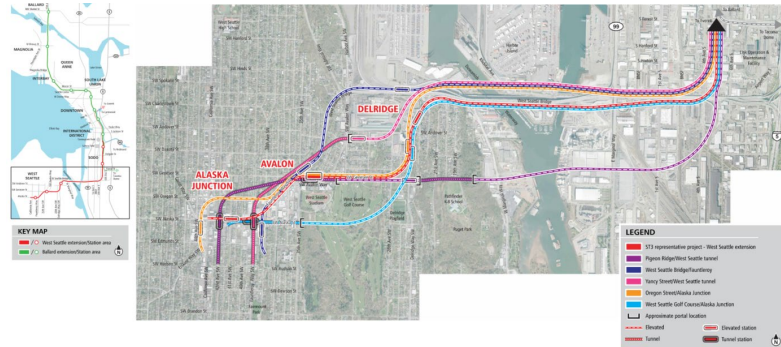




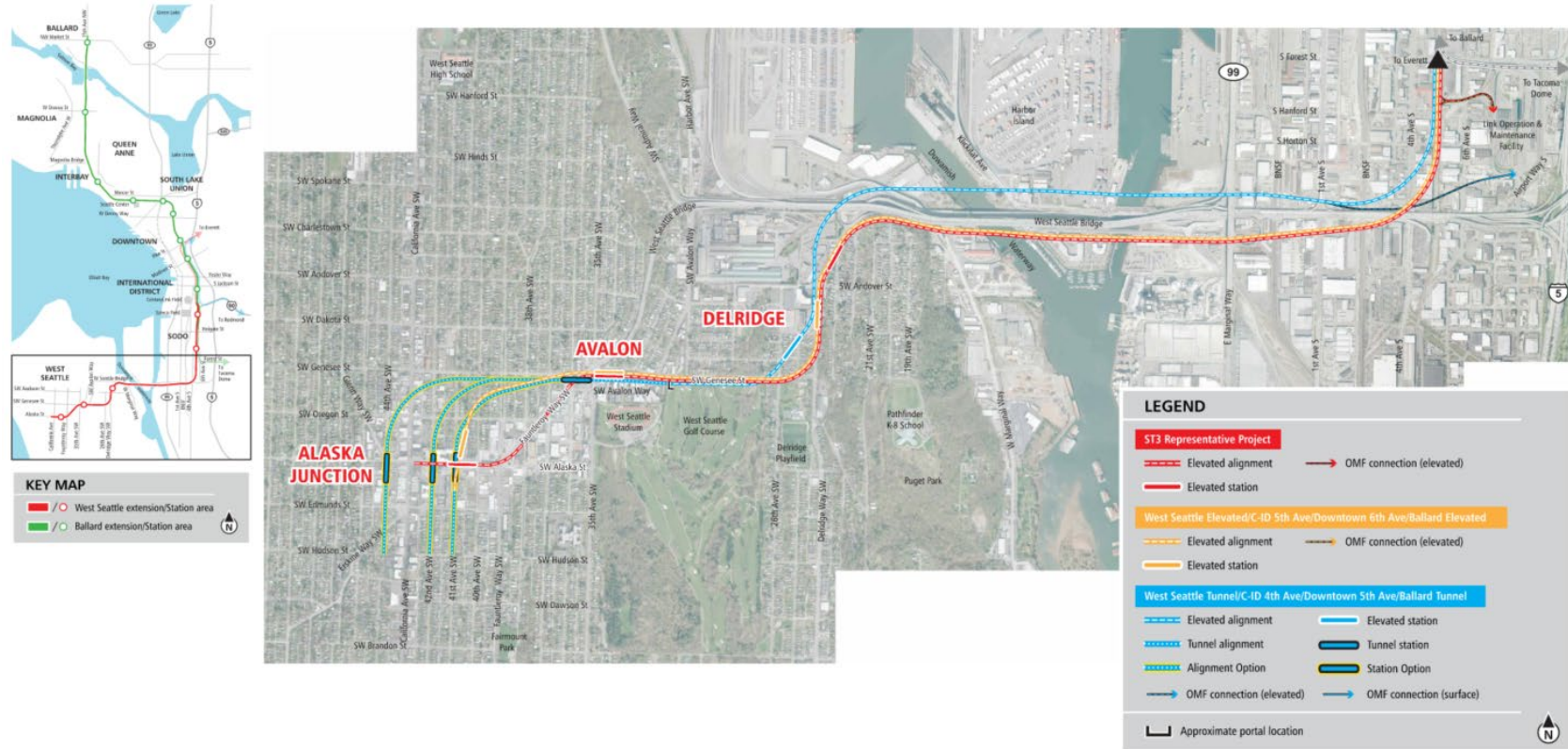


# History – How did we get to the current preferred alternative?

## Level 1 Alternatives



## Level 3 Alternatives



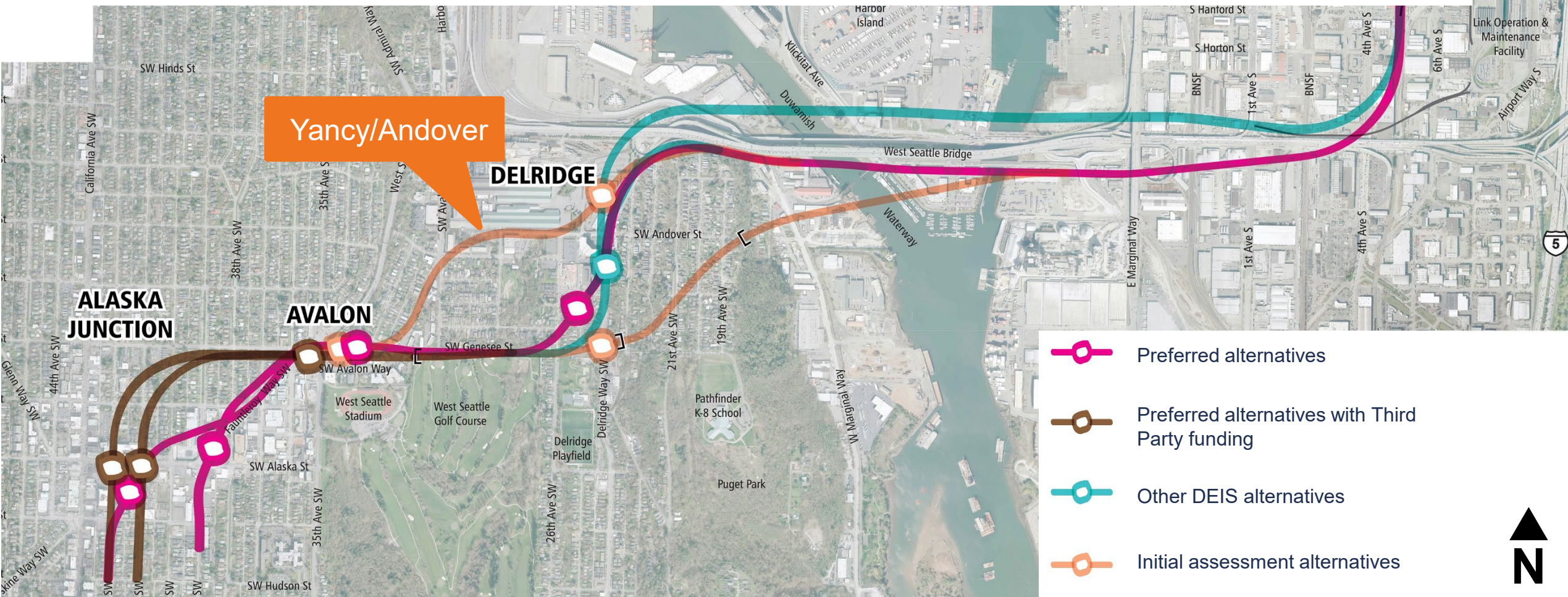
## Level 2 Alternatives





# History – How did we get to the current preferred alternative?

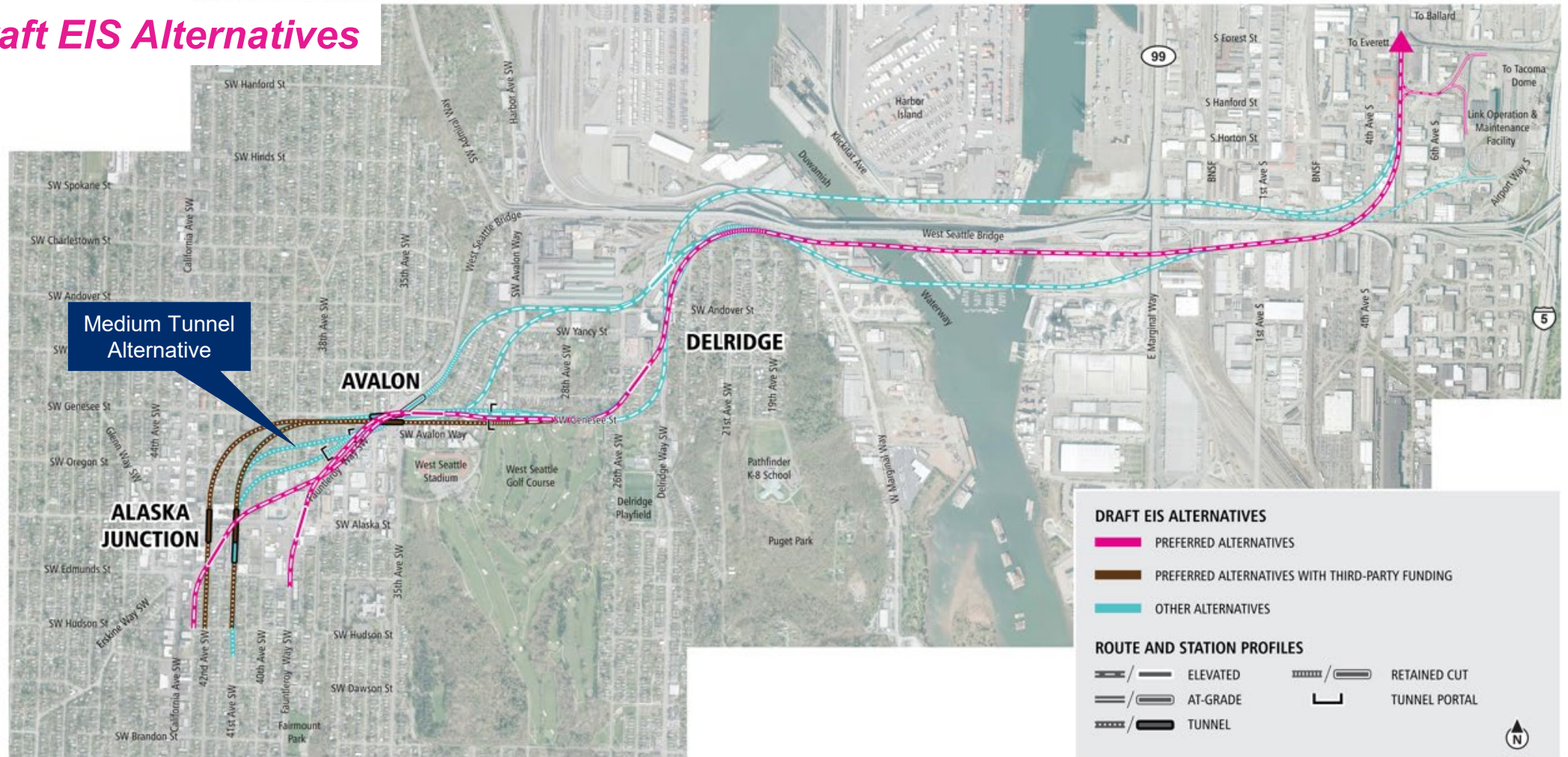
## Draft EIS and Initial Assessment Alternatives





## ***History – How did we get to the current preferred alternative?***

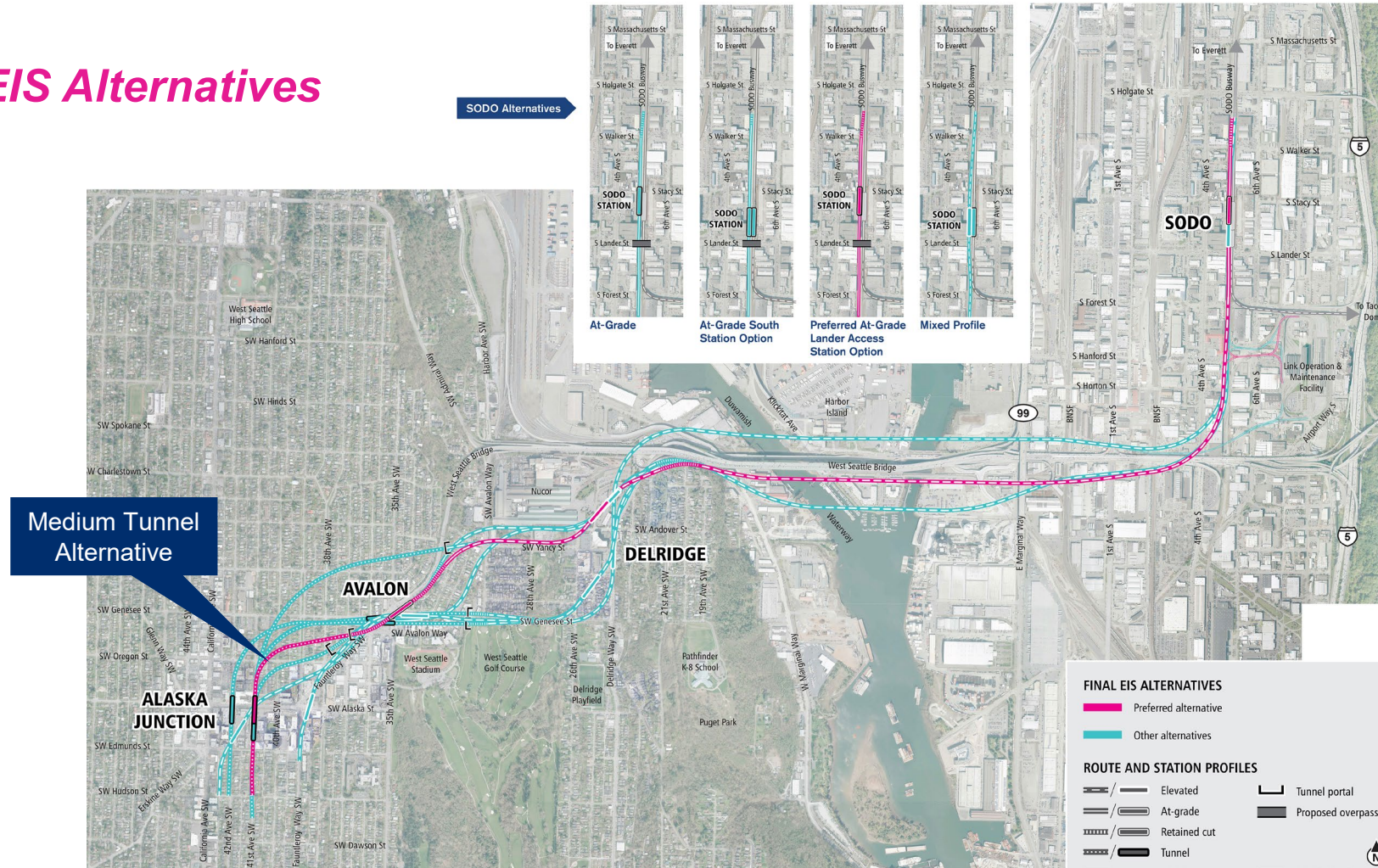
## Draft EIS Alternatives





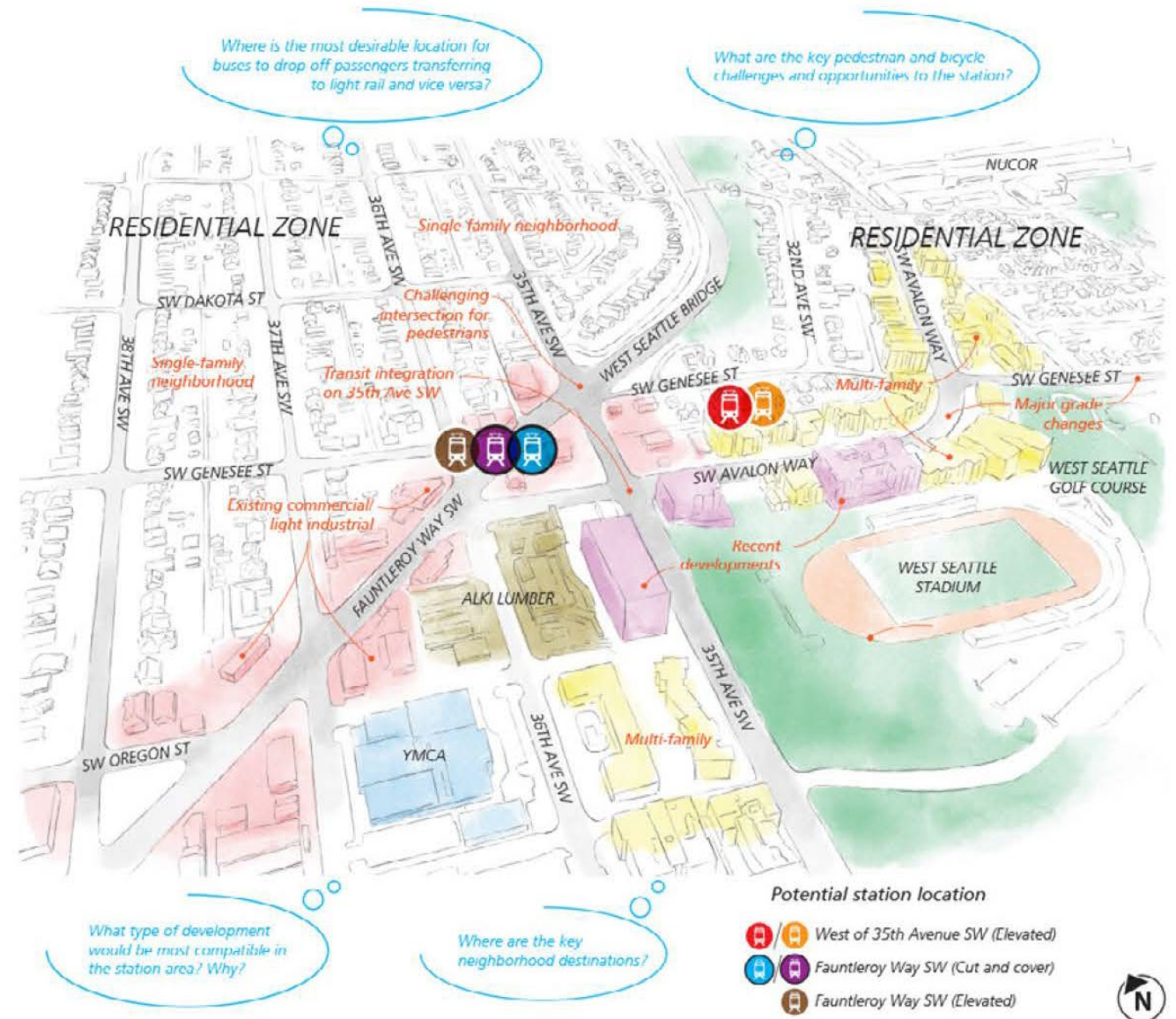
# History – How did we get to the current preferred alternative?

## Final EIS Alternatives





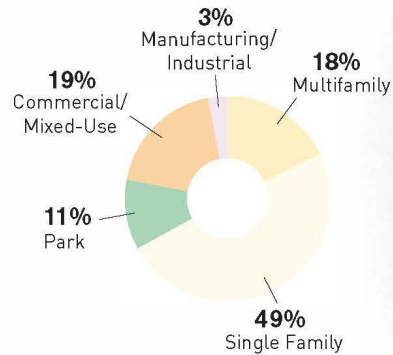
# Neighborhood





# Neighborhood

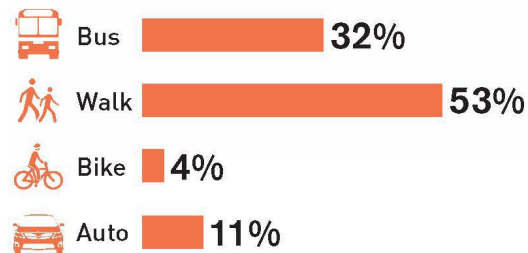
Existing land use in the station area <sup>(1)</sup>



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 <sup>(1,4)</sup>  
the station area 2040



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

Planning and design priorities

- Prioritize pedestrian safety at major intersections and arterials
- Create logical pedestrian and bike flow for the station and surrounding neighborhood
- Provide access for all users, prioritizing bus transfers, walking, and biking
- Provide wayfinding to existing neighborhood assets, including the Alaska Junction core
- Leverage light rail investment to create new and enhanced public spaces in and around the station area
- Support the development of affordable housing
- Locate and design station to maximize transit oriented development opportunities

## 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.
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.

# Station Experience Design Guidelines

Typology Matrix Key				
		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTI-MODAL	AUTO
LAND USE TYPE	ESTABLISHED URBAN			
	EMERGENT URBAN			
	SINGLE USE			

- Conditions encountered most frequently
- Potential new condition with transit investment
- Conditions encountered less often
- Condition not applicable

Typology Matrix Key				
		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTI-MODAL	AUTO
LAND USE TYPE	ESTABLISHED URBAN			
	EMERGENT URBAN			
	SINGLE USE			

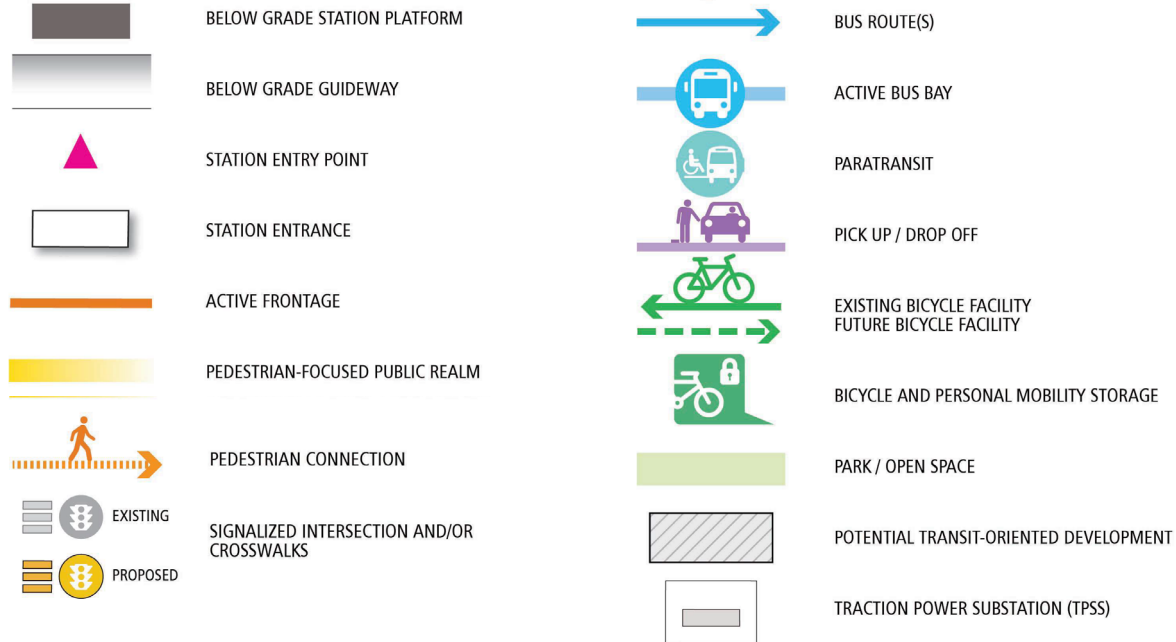
- Likely and desired future state condition
- Likely path of transition over time
- Multi-state transition path

TABLE 4.1.4 The Station Environment Typology Matrix crosswalks the three Station Access Types and the Three Land Use Types				
		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTIMODAL	AUTO
LAND USE	ESTABLISHED URBAN	<ul style="list-style-type: none"> <li>Majority walk, bike, and roll access mode and</li> <li>No off-street transit facility</li> <li>No rail-rail connection</li> </ul> <p>Typically urban centers in metropolitan cities with high existing densities and well-established street grids Example: Capitol Hill</p>	<ul style="list-style-type: none"> <li>Majority transit access mode or</li> <li>No mode holds majority or</li> <li>Rail-rail connection or</li> <li>Off-street transit facility</li> </ul> <p>Typically urban centers in metropolitan cities with high existing densities and well-served by connections with local and high-capacity frequent transit service Example: International District / Chinatown</p>	<ul style="list-style-type: none"> <li>Majority Vehicle access mode (pick-up/drop-off, parking)</li> <li>No off-street transit facility</li> <li>No rail-rail connection</li> </ul> <p>Not Applicable</p>
	EMERGENT URBAN	<ul style="list-style-type: none"> <li>Urban scale block form and street pattern already established or can be readily encouraged</li> <li>Some mixing of uses with a walkable scale</li> <li>But characterized by lower development densities</li> </ul> <p>Typically urban centers in large or small cities with planned growth in residential density Example: Spring District</p>	<ul style="list-style-type: none"> <li>Majority transit access mode or</li> <li>No mode holds majority or</li> <li>Rail-rail connection or</li> <li>Off-street transit facility</li> </ul> <p>Typically urban centers in large or small cities with planned growth in mixed-use density Example: Lynnwood</p>	<ul style="list-style-type: none"> <li>Majority Vehicle access mode (pick-up/drop-off, parking)</li> <li>No off-street transit facility</li> <li>No rail-rail connection</li> </ul> <p>As with single use / auto-focused combination, may focus more on supporting transition to Multimodal access type Example: Shoreline South/148th St</p>
	SINGLE USE	<ul style="list-style-type: none"> <li>Large or irregular blocks and discontinuous street grid</li> <li>Predominantly suburban residential, commercial or industrial land uses</li> <li>Low development densities</li> </ul> <p>Depending on local/regional land use vision and policy goals, support transition to Multimodal access type, and potentially Emergent Urban land use type; otherwise, focus on small-scale interventions to enhance block porosity and directness of walking and biking routes Example: East Portland</p>	<ul style="list-style-type: none"> <li>Majority transit access mode or</li> <li>No mode holds majority or</li> <li>Rail-rail connection or</li> <li>Off-street transit facility</li> </ul> <p>Typically districts composed of specialized industrial and commercial uses of strategic importance to the region, with transit providing access to jobs Examples: SODO and SW Everett Industrial Center</p>	<ul style="list-style-type: none"> <li>Majority Vehicle access mode (pick-up/drop-off, parking)</li> <li>No off-street transit facility</li> <li>No rail-rail connection</li> </ul> <p>Typically residential neighborhoods where trips originate. Depending on local/regional land use vision and policy goals, support transition to Multimodal access type, and potentially Emergent Urban land use type Example: Star Lake</p>

# ***Concept Evolution and Past Engagement***



# DEIS Concept: Retained Cut Station





## 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** Partner with the city to upgrade the facilities on the planned 36th Ave SW neighborhood greenway including the potential for crossing improvements at Fautleroy Way SW to stitch together north-south and east-west bike facilities

**2** Locate bike storage areas at each station entrance, providing access for cyclists coming from multiple directions without the need to cross the busy arterial; consider incorporating bike parking into potential transit oriented development projects

**3** Explore potential to eliminate the slip lane that allows right turns to the West Seattle Bridge from 35th Ave SW



Coordinate with the planned Fautleroy Way SW Boulevard Project to implement recommendations and consider:

- Bike facilities to connect to existing bike network
- Landscaping and street trees along sidewalks and in roadway medians
- Intersection improvements for pedestrians and cyclists



Cycle center with storage, rental, and repair



Separated bike lanes on SW Avalon Way



## Connecting to the station

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

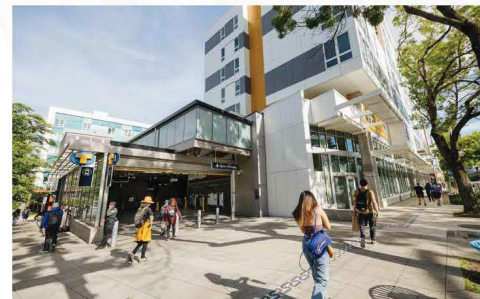


- 1 Provide wide sidewalks between building edges and curb to allow ample space for riders transferring from buses
- 2 Explore "slow street" design and potentially incorporate pickup/drop-off area
- 3 Coordinate traffic signals to encourage traffic operations to flow smoothly with a priority on transit speed and reliability
- 4 Refine pickup/drop-off area(s) and explore location away from arterials, bus zones and bike facilities on the east and west sides of Fautleroy Way SW

Partner to develop a mobility hub to serve all users with wayfinding, real-time traveler information, access to rideshare, and designated parking and charging areas for shared bikes and scooters



Provide strong wayfinding/signage to the station for cyclists coming from Fautleroy Way SW or SW Avalon Way, and from side streets near the station



Wide sidewalks at station entrances provide ample space for pedestrians entering the station, waiting for the bus, or just passing through



Streetscape with pedestrian amenities



## 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.



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

- 1** Design station entrances to accommodate potential development above
- 2** Encourage active ground-floor uses at potential transit oriented development sites with ample building setbacks, lighting, and overhead weather protection to support walkability
- 3** Consider incorporating public space at corner of irregularly shaped potential transit oriented development site

Explore the opportunity to introduce connectivity and circulation through midblock connections, alley or street reconfiguration, and development strategies that allow for public access through the site

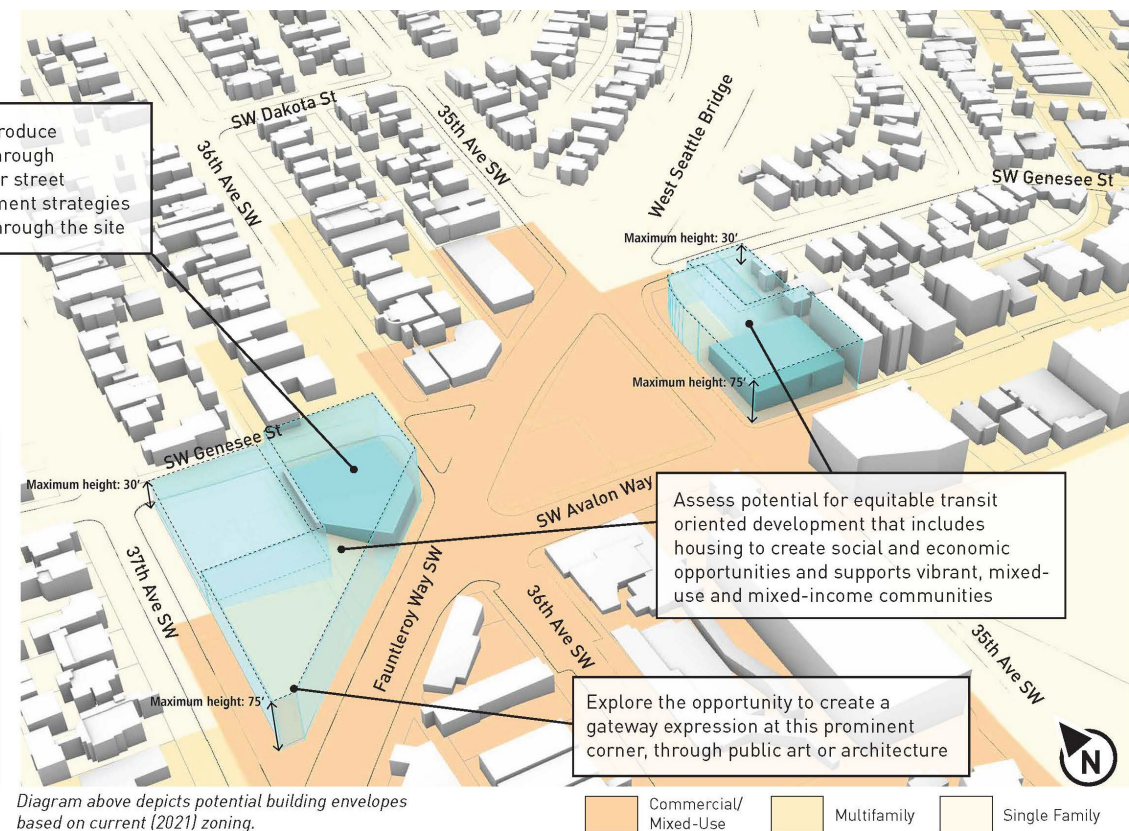
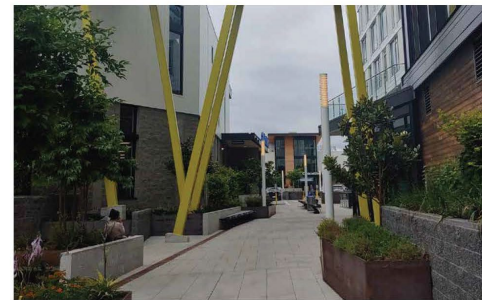


Diagram above depicts potential building envelopes based on current (2021) zoning.

Assess potential for equitable transit oriented development that includes housing to create social and economic opportunities and supports vibrant, mixed-use and mixed-income communities

Explore the opportunity to create a gateway expression at this prominent corner, through public art or architecture



Pedestrian connection through new development



Transit station integrated with mixed-use development

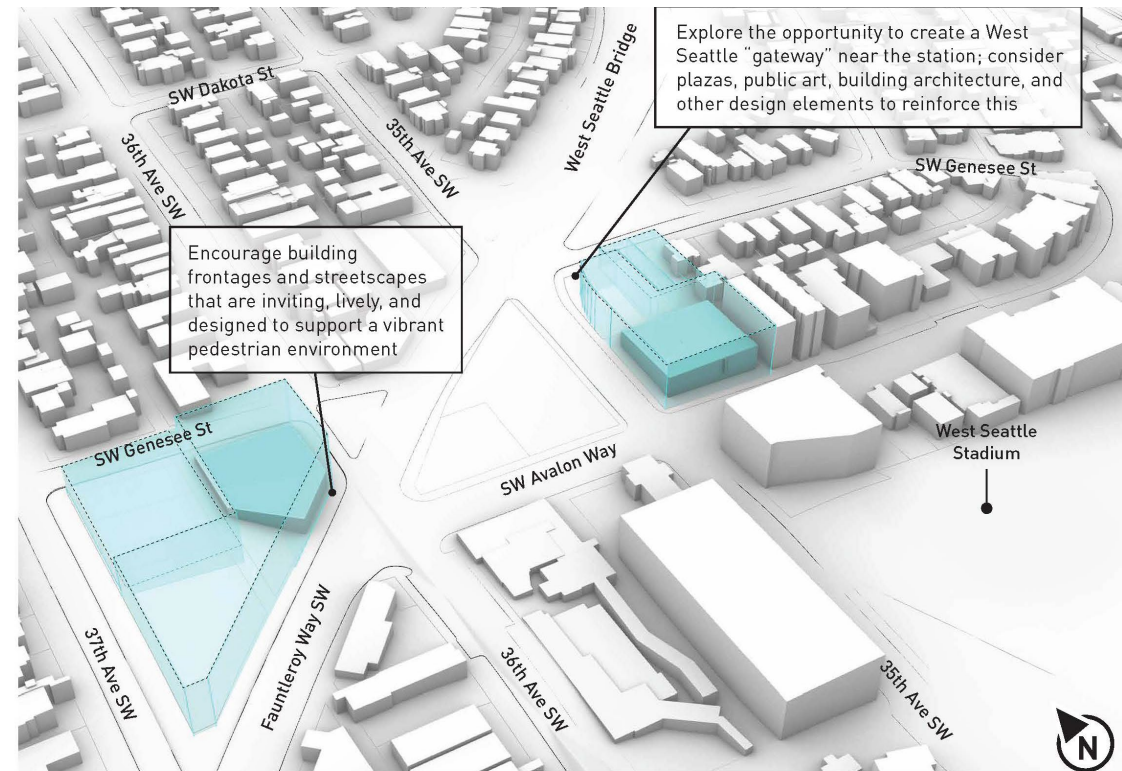


## Enjoying public space near the station

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



- 1 Create plazas/wide sidewalks around station entrances, to accommodate bus transfer facilities and pedestrian amenities
- 2 Consider creating plaza space outside the station entrance and repurpose 36th Ave SW and SW Genesee St intersections to prioritize pedestrian and bike uses
- 3 Explore potential public uses for this strategically placed parcel, such as a community facility or gathering space



Neighborhood gateway with strong design elements





















Large plaza space associated with a building entrance

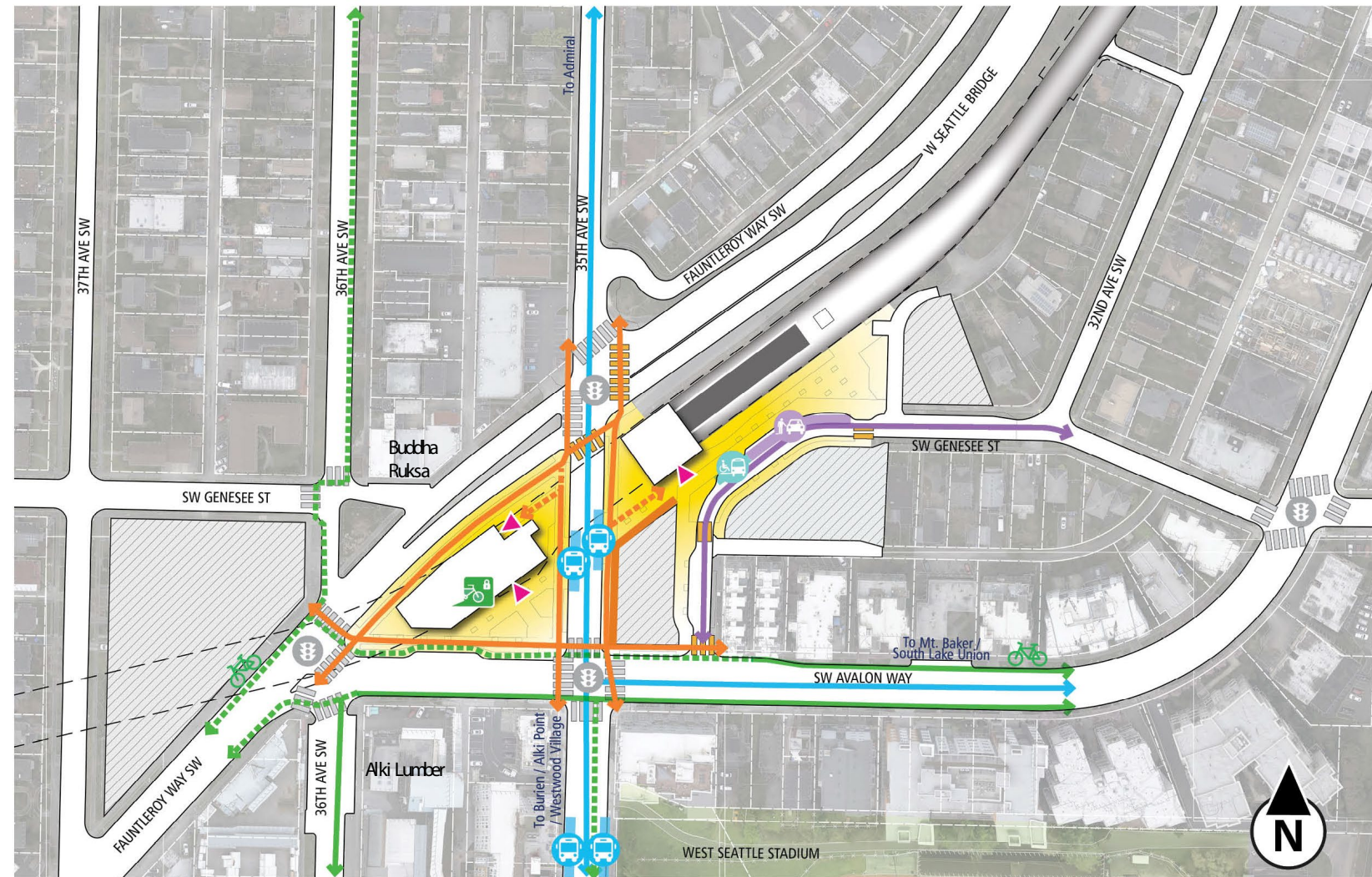


# ***PE Concept Design***

# PE Concept Plan

## LEGEND

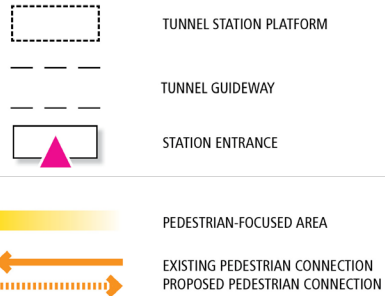
	TUNNEL STATION PLATFORM
	TUNNEL GUIDEWAY
	STATION ENTRANCE
	ACTIVE FRONTAGE
	PEDESTRIAN-FOCUSED AREA
	EXISTING PEDESTRIAN CONNECTION
	PROPOSED PEDESTRIAN CONNECTION
	EXISTING
	PROPOSED
	BUS ROUTE(S)
	ACTIVE BUS BAY
	BUS LAYOVER AREA
	PARATRANSIT
	PICK-UP / DROP-OFF
	EXISTING BIKE FACILITY
	PROPOSED BIKE FACILITY
	BIKE STORAGE
	POTENTIAL TRANSIT-ORIENTED DEVELOPMENT





# Pedestrian Access and Features

## LEGEND



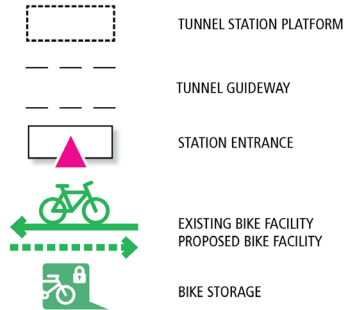
- 1 Crosswalks added to intersection to reduce number of crossings to access station per SEDG
- 2 Sidewalks widened (18') on station frontages per SEDG and Streets Illustrated
- 3 Modified curb edges and intersection geometry to safely resolve transition in neighborhood greenway on 36<sup>th</sup> (City project)





# Bike Access and Features

## LEGEND



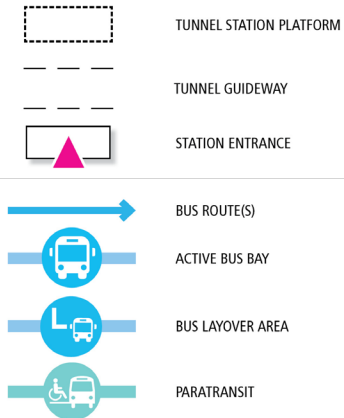
- 1 PBL (6' width) on Avalon above curb from east of access drive to Fauntleroy
- 2 Secured bike room (20 spaces) and 5 short-term racks (10 spaces) at west headhouse
- 3 Proposed bike facilities on Fauntleroy and 36<sup>th</sup> Ave Greenway (City project)



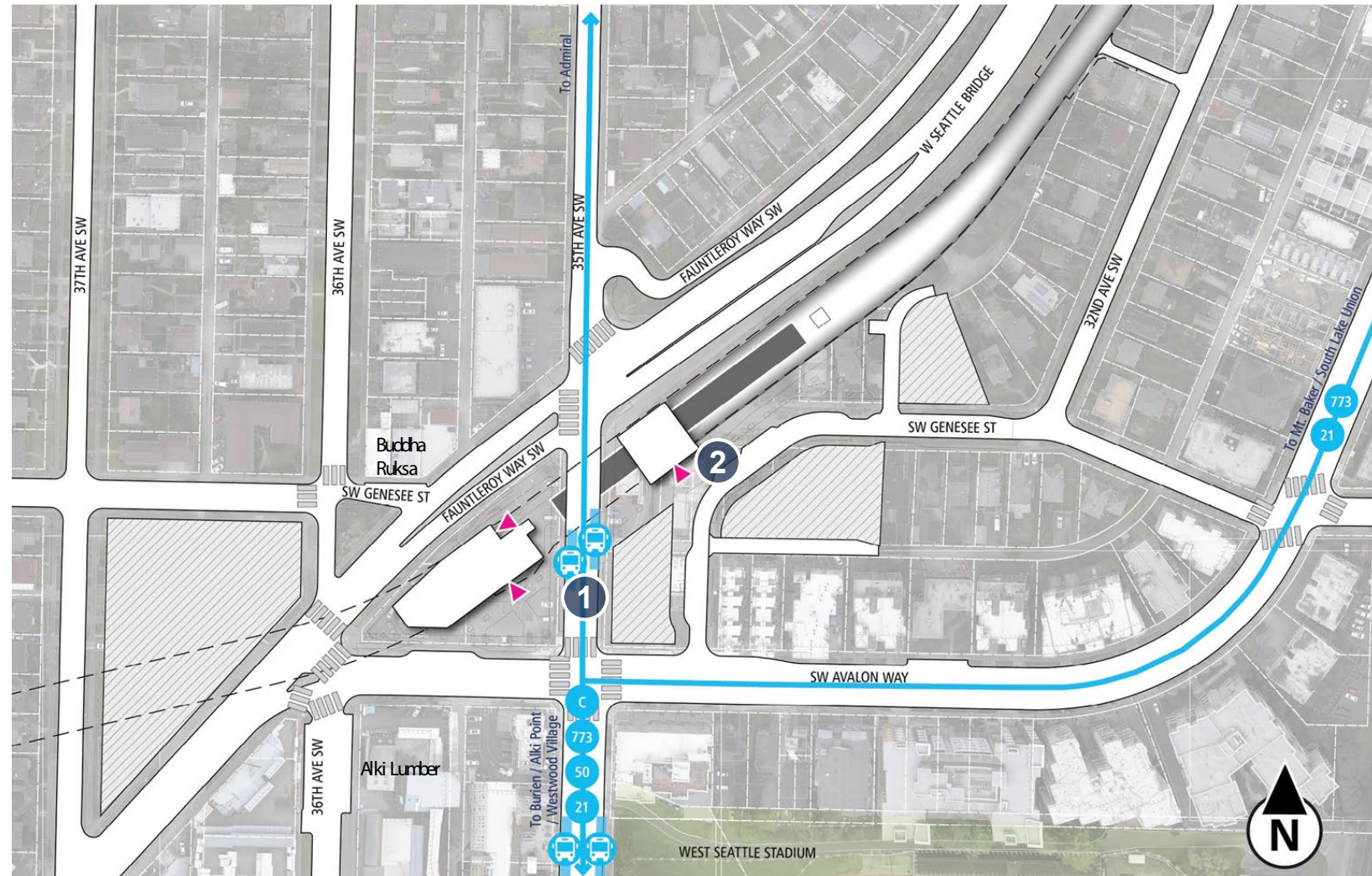


# Transit Integration and Features

## LEGEND



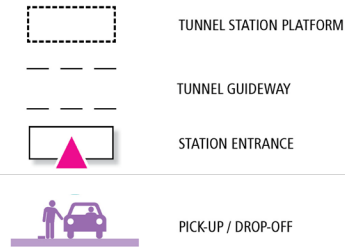
- 1 Active bus bays designed to KCM standard with seamless access to station entrances
- 2 Paratransit and ADA PUDO co-located with seamless access to station entrance



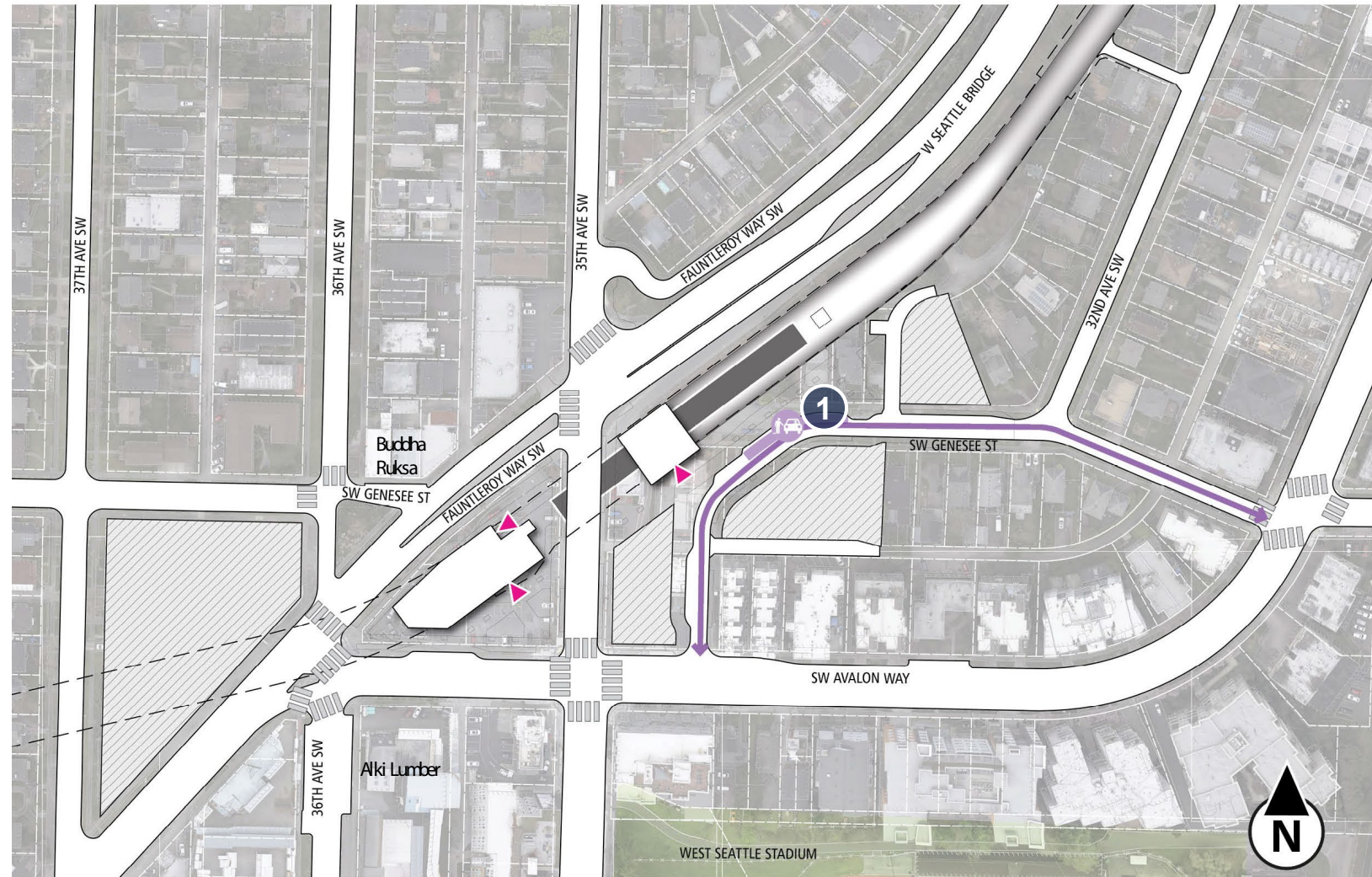


# Pick-up and Drop-off

## LEGEND









- 1 PUDO located away from heavy bus movements as well as ped/bike movements on both 35<sup>th</sup> Ave SW and SW Avalon Way, reflecting lower curb use priority from SEDG and City





# TOD and Public Realm

## LEGEND












	TUNNEL STATION PLATFORM
	TUNNEL GUIDEWAY
	STATION ENTRANCE
	ACTIVE FRONTAGE
	PEDESTRIAN-FOCUSED AREA
	POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

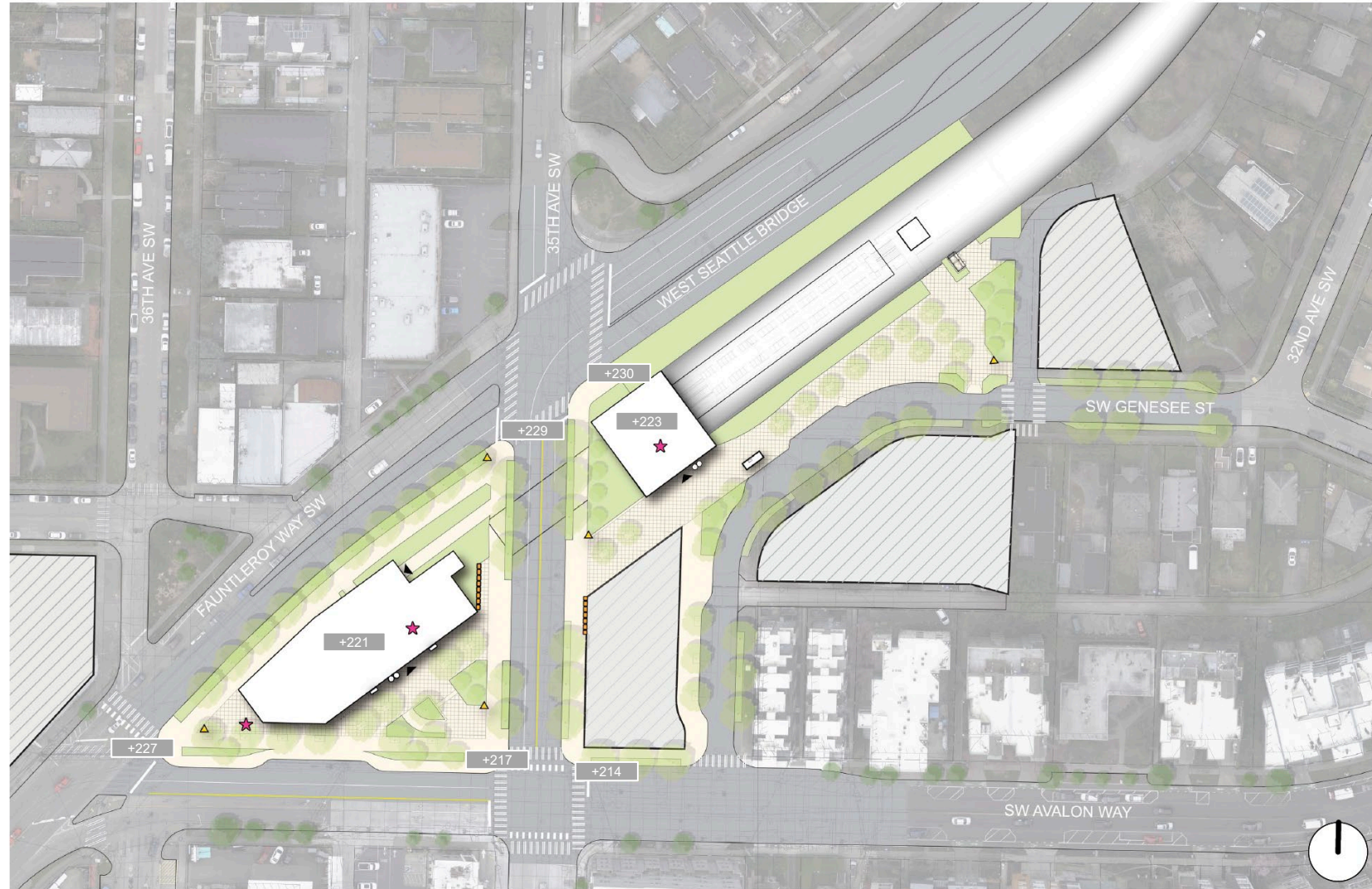
- 1 Adjacent future phase TOD sites (mixed use)
- 2 Plazas frame approach to station entrance, with direct TOD frontage where possible per SEDG





# Public Realm

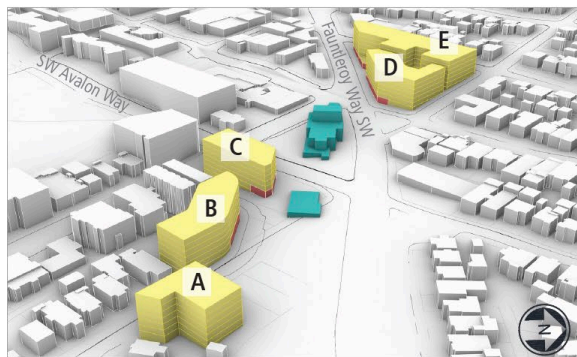
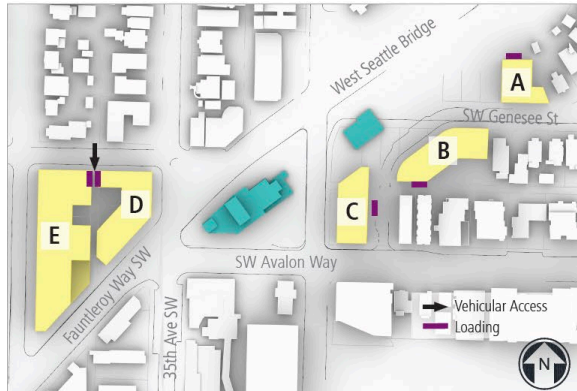
-  EXISTING STREET TREE
-  PROPOSED STREET TREE
-  PROPOSED PLANTING AREA
-  POTENTIAL TRANSIT ORIENTED DEVELOPMENT
-  POTENTIAL PUBLIC ART (STart)  
(SEE ARCHITECTURE BOD FOR DETAILS)
-  BICYCLE RACK
-  BUS SHELTER
-  BENCH
-  LEANING RAIL AND WEATHER PROTECTION
-  WAYFINDING SIGN
-  TRASH RECEPTACLE



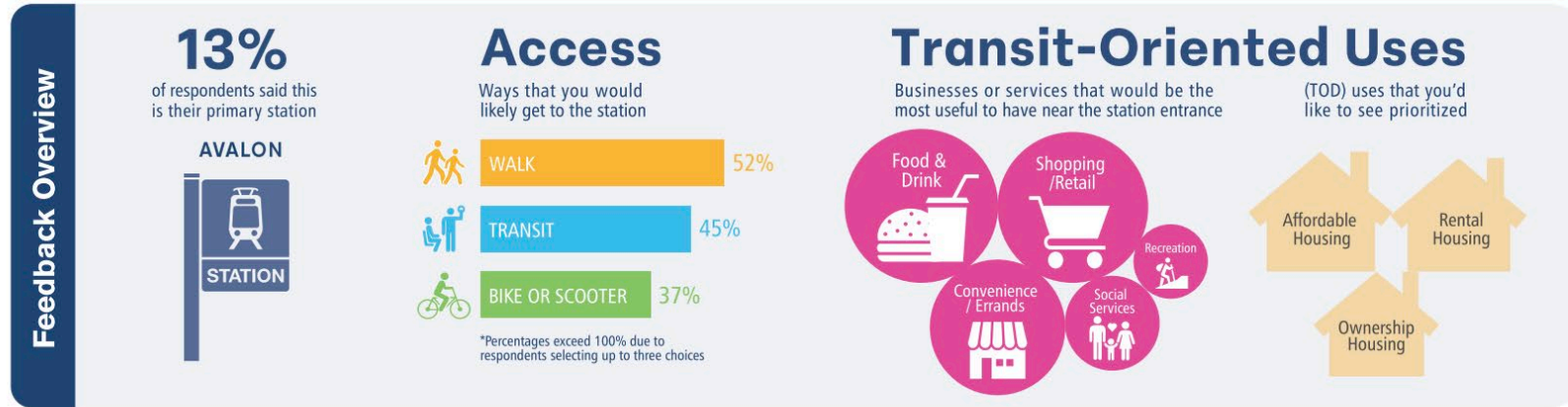


# Joint Development and TOD Concepts

Site	Feasibility **	Total GSF	Res. Units	Rezoned	Retail GSF	Office GSF	Parking Stalls
A *	1	68,000	90	Yes	0	0	0
B	4	82,000	100	Yes	3,000	0	0
C *	1	77,000	100	No	3,000	0	0
D	4	104,000	125	No	5,000	0	0
E *	1	201,200	200	Yes	5,200	0	95
Total:		532,200	615		16,200	0	95



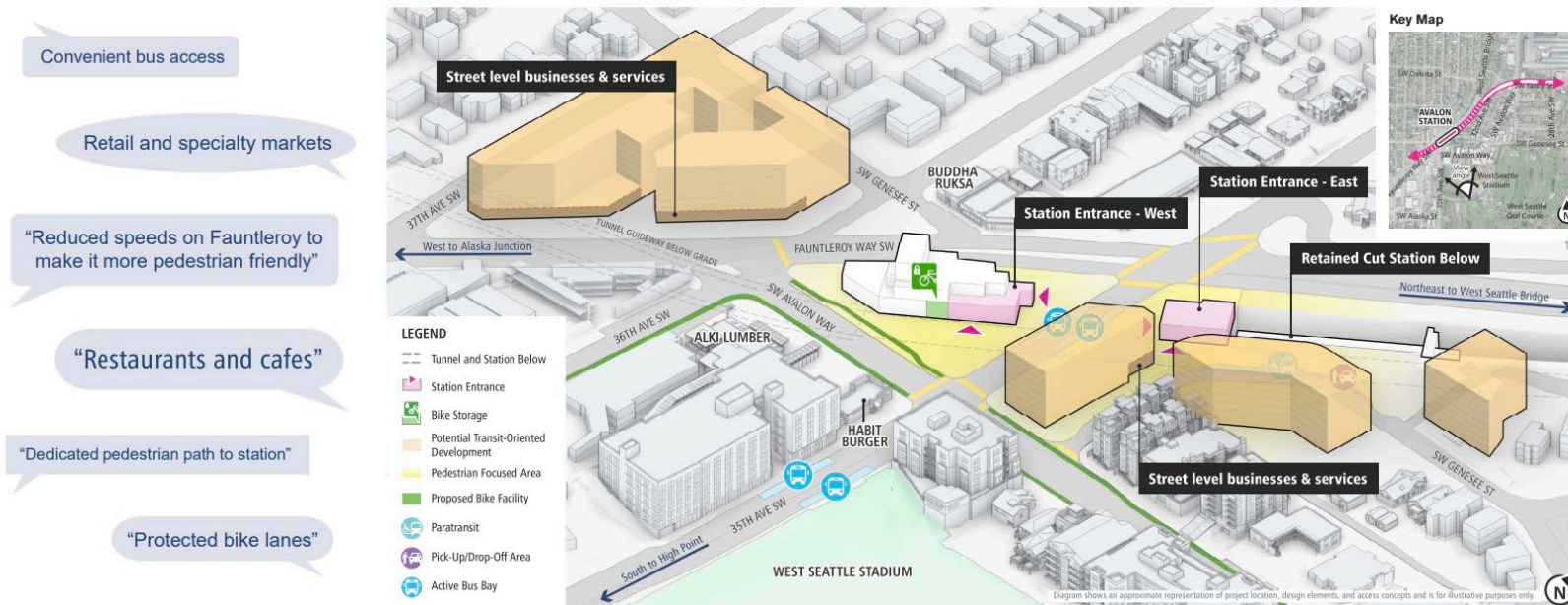
# Key Themes From Fall 2023 Engagement



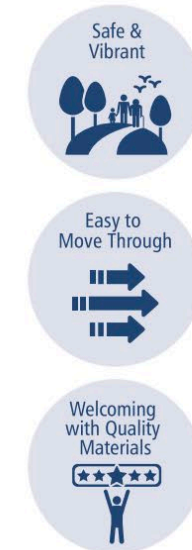
**In-Language Focus Group Feedback**

Interest in every station including a youth center or youth-focused space

Wider sidewalks, visible crosswalks with traffic signals, and easy to see entrances to the station



## Design Preferences

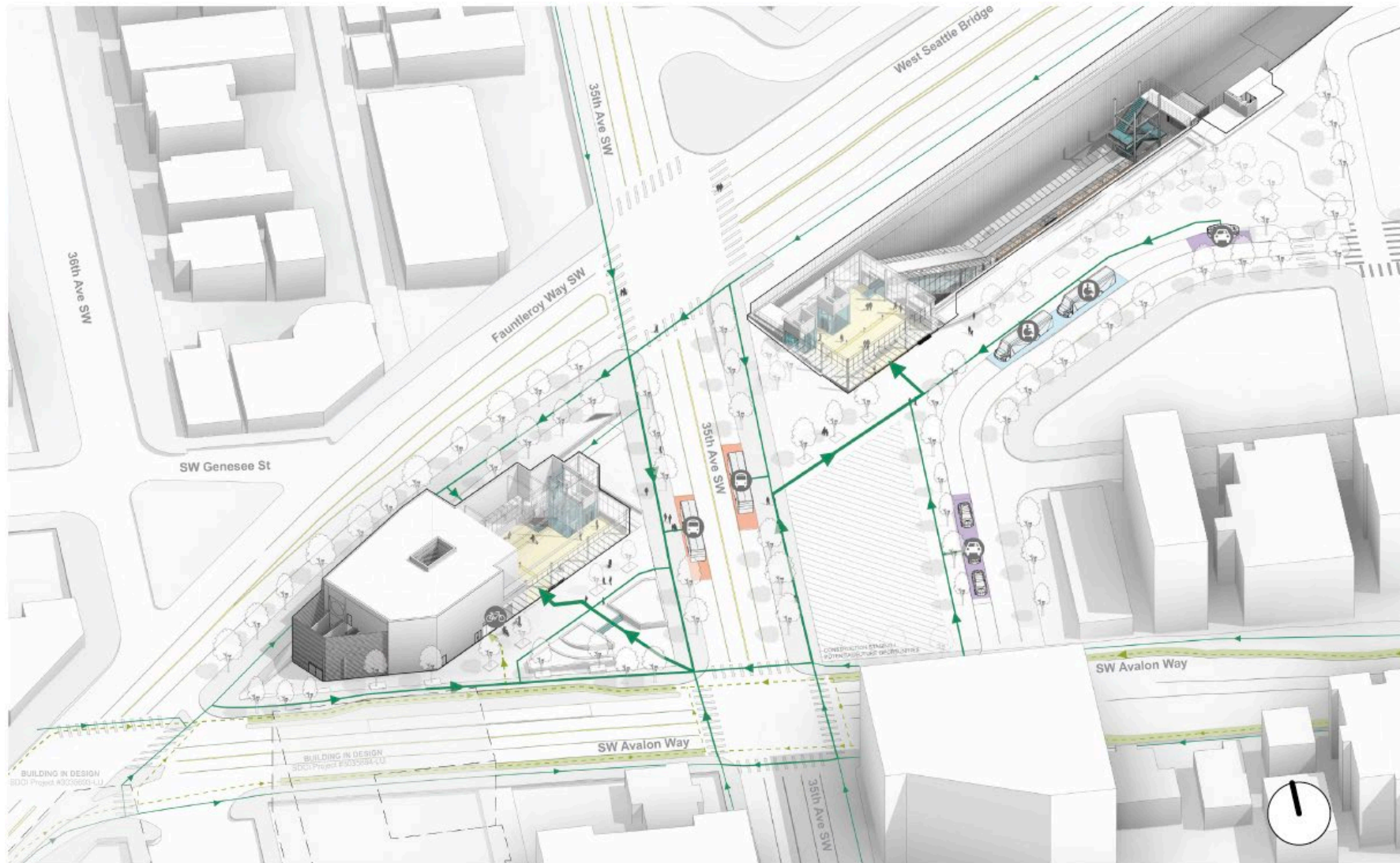




# Station Configuration Overview



# Passenger Access

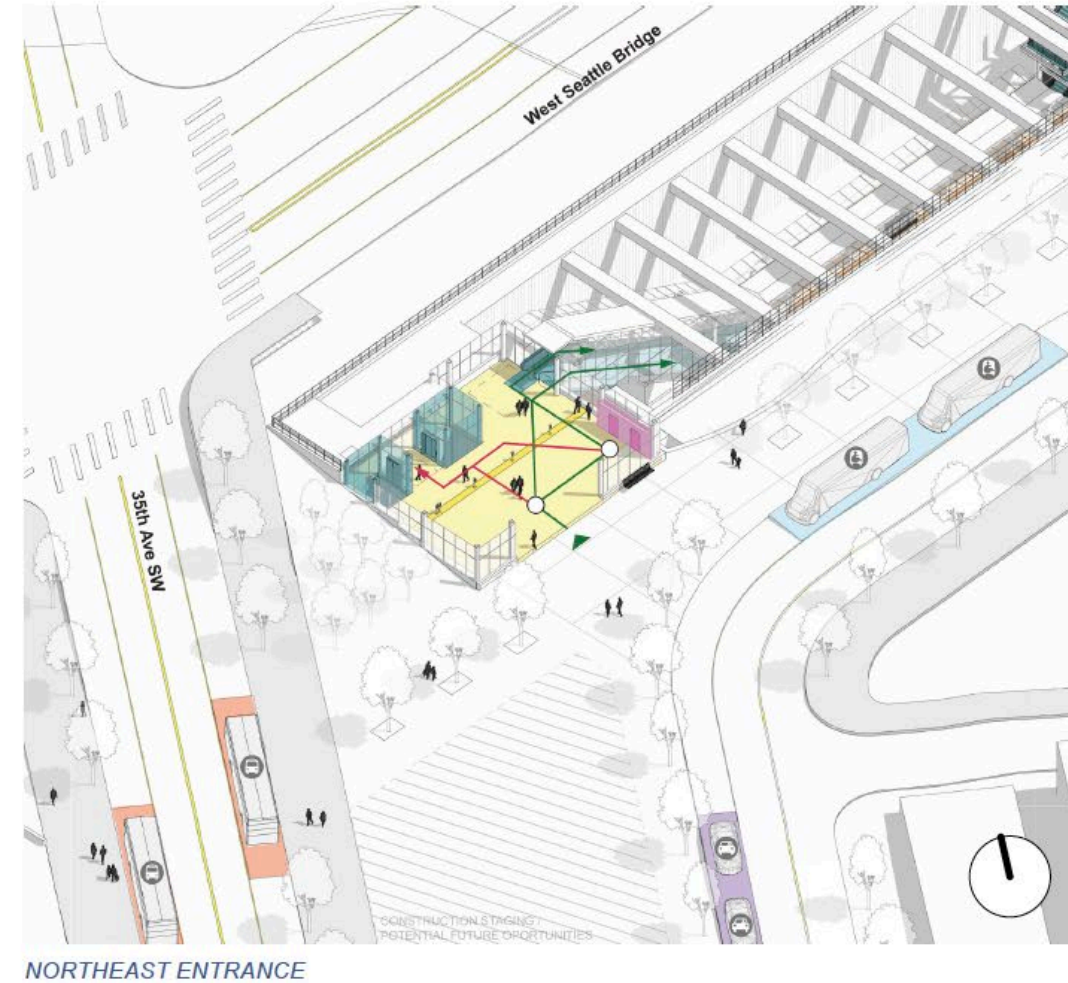
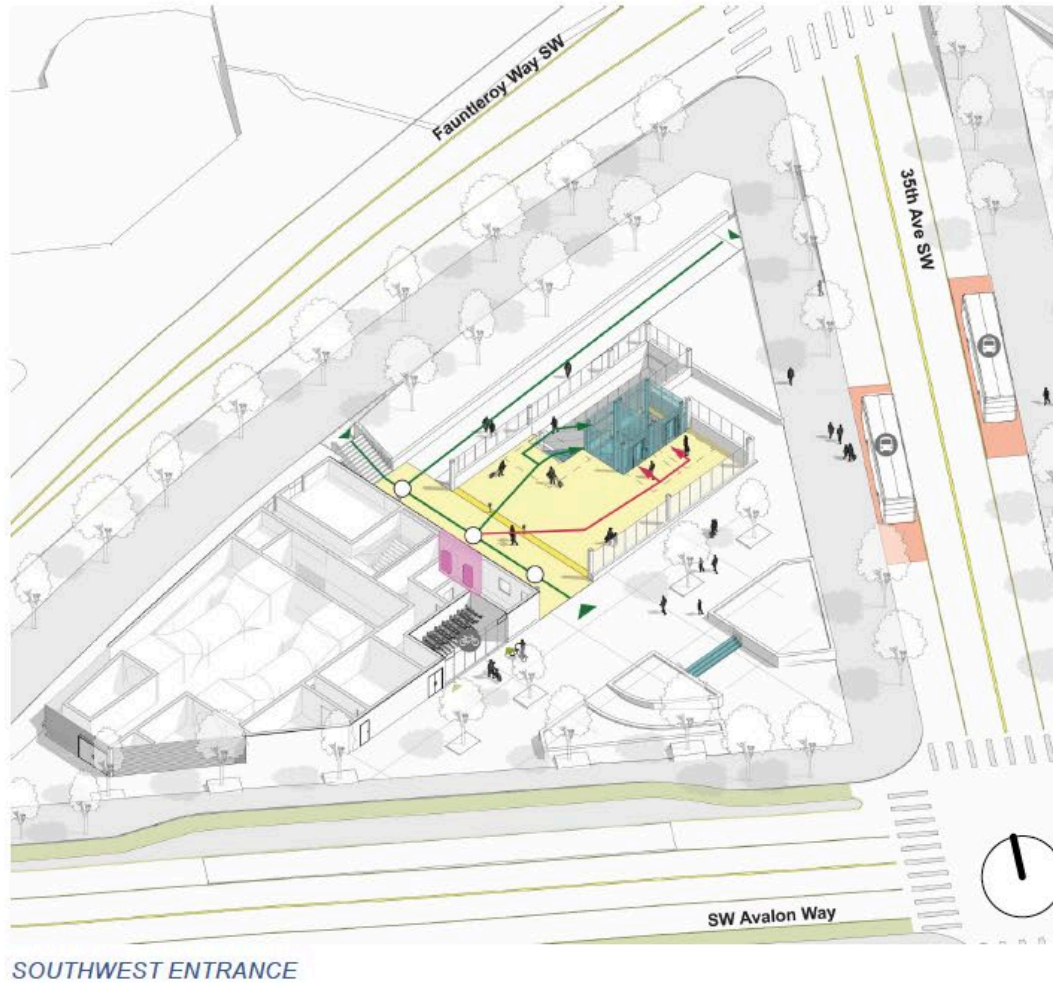




# Passenger Circulation: Entry Level

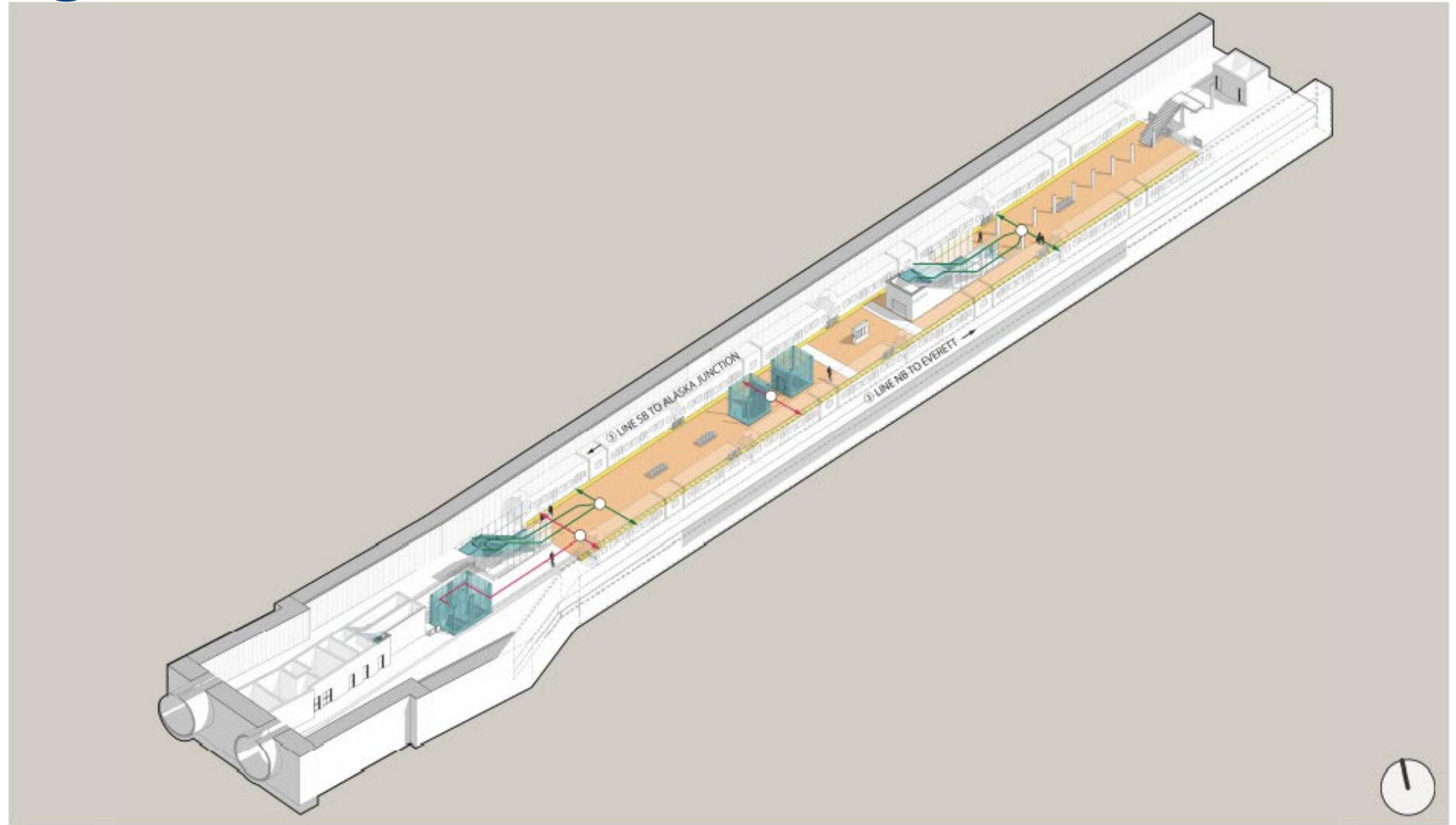
INGRESS

- PICK-UP/DROP-OFF AREA
- PARA TRANSIT STOPS
- BIKE LINES
- BUS STOPS
- STATION ENTRANCE
- FAIR PAID ZONE
- VERTICAL CIRCULATION



# Passenger Circulation: Platform Level

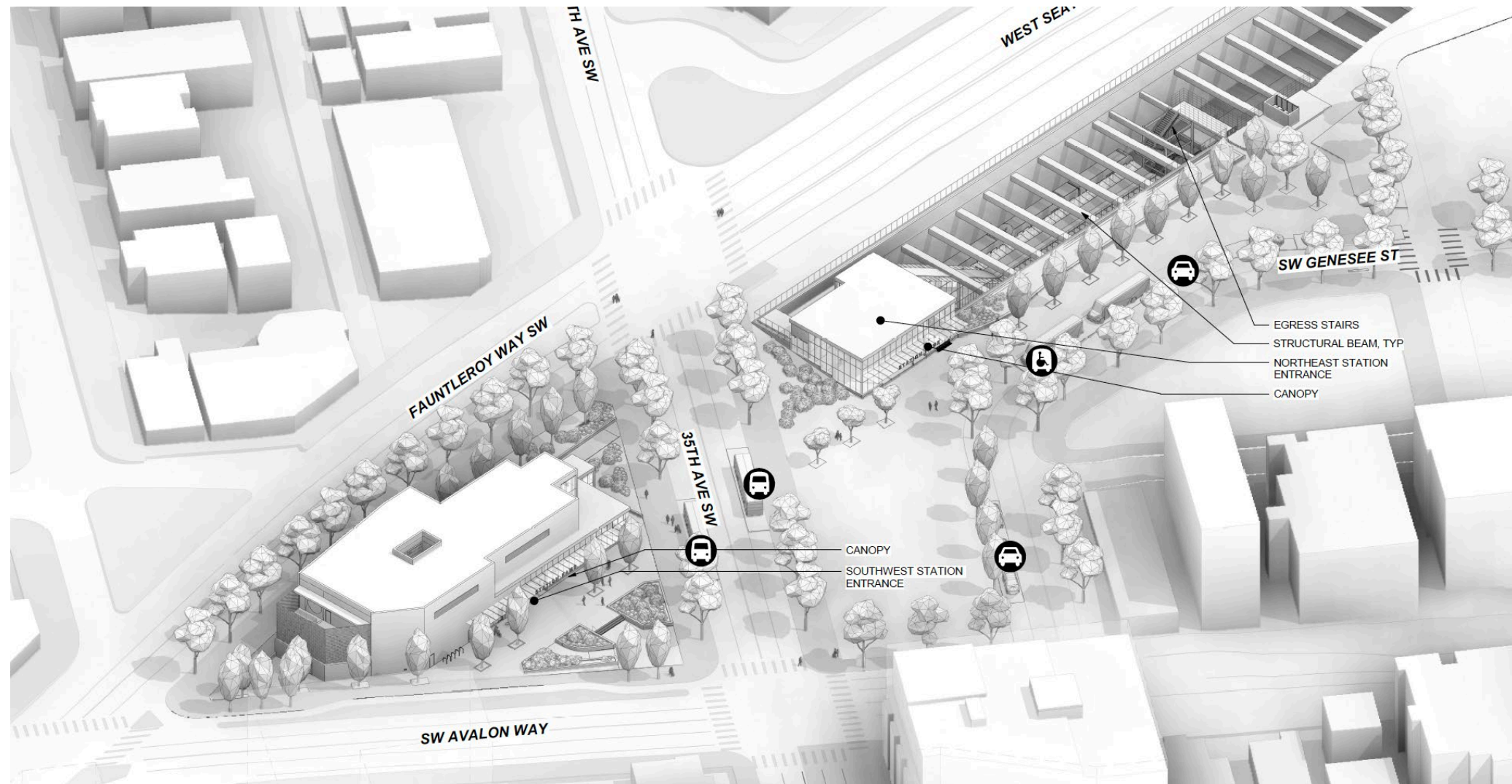
- PICK-UP/DROP-OFF AREA
- PARA TRANSIT STOPS
- BIKE LINES
- BUS STOPS
- STATION ENTRANCE
- FAIR PAID ZONE
- VERTICAL CIRCULATION
- STAIR USERS
- ELEVATOR USERS
- DECISION POINTS



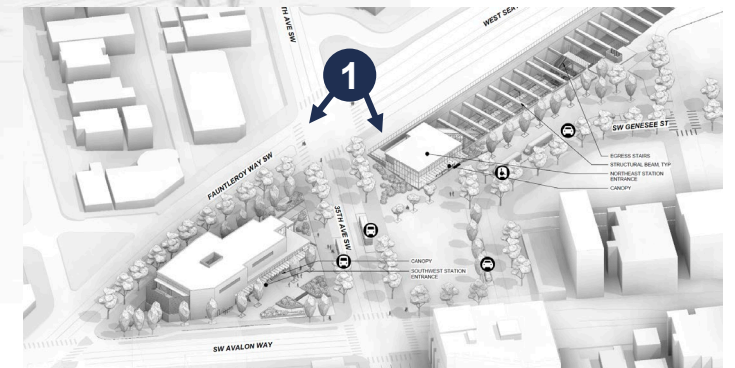
STATION PLATFORM



# Station Architecture: Massing

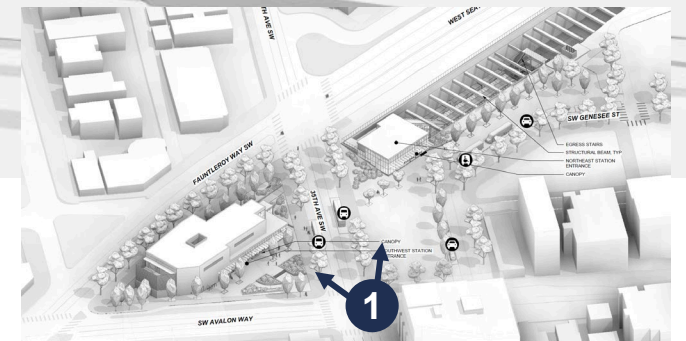


# Station Architecture: Experiential Vignettes

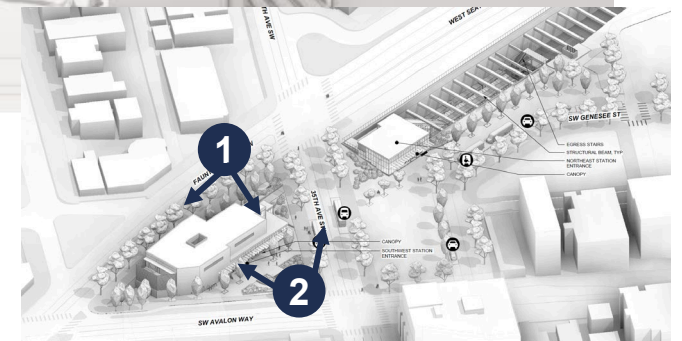




# Station Architecture: Experiential Vignettes



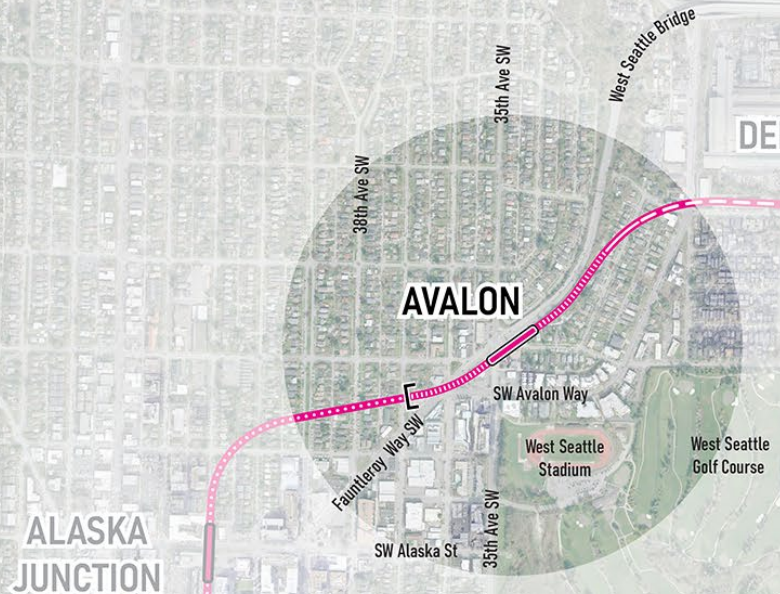
# Station Architecture: Experiential Vignettes





# Section Review

- Station area context
- Concept evolution
- PE station environment concept
- PE station architecture concept



***Q&A / Discussion***



*Thank you.*



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