

West Seattle Link Extension

***Seattle Design
Commission Briefing
Package 4: Delridge Station,
Longfellow Creek Crossing,
and Elevated Guideway
November 21, 2024***



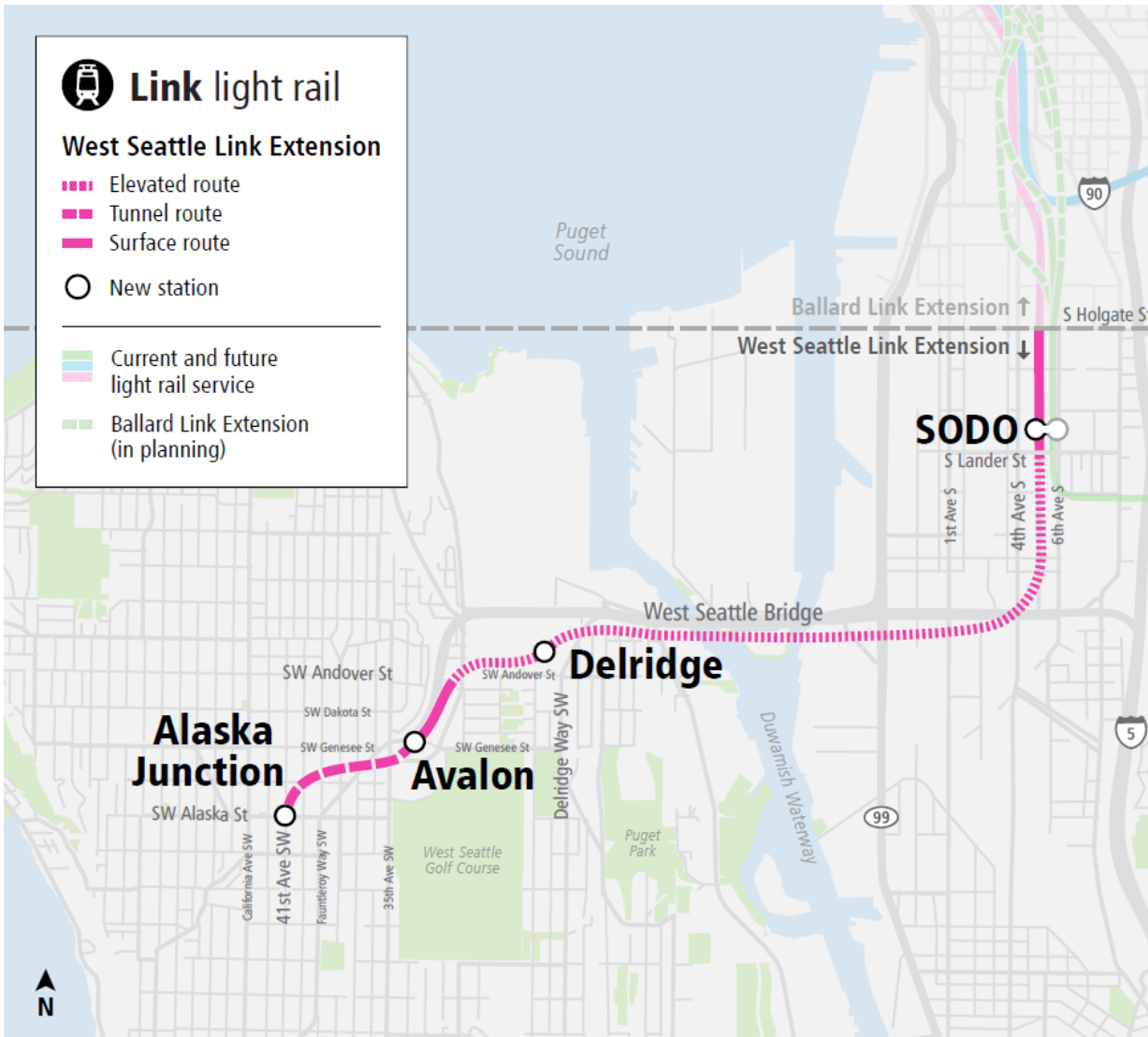
Today's Agenda

- 1. Project Background, Engagement, Sustainability,
Longfellow Creek and Delridge Guideway***
- 2. Delridge Station***

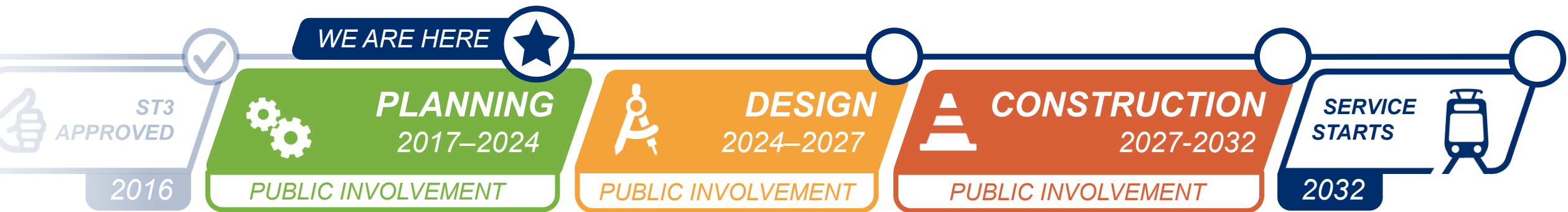
Project Background

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





PLANNING



DES

2017–2019

Alternatives development

- ✓ Feb–March 2018: Early scoping
- ✓ Feb–April 2019: Scoping
- ✓ May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives



2019–2024

Environmental review

Early 2022: Publish Draft EIS

Public comment period

Board confirms or modifies preferred alternatives

2024: Publish Final EIS

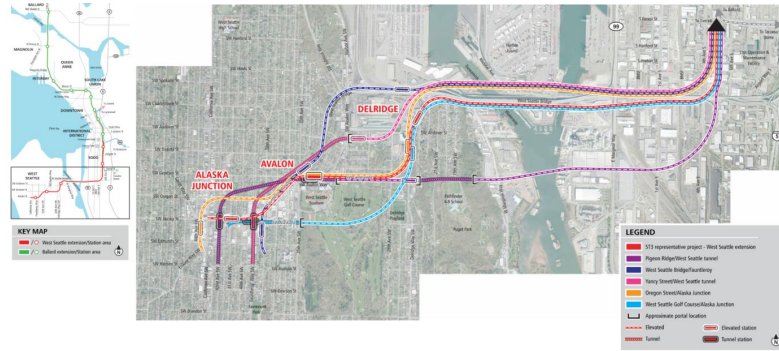
Board selects project to be built

Federal Record of Decision

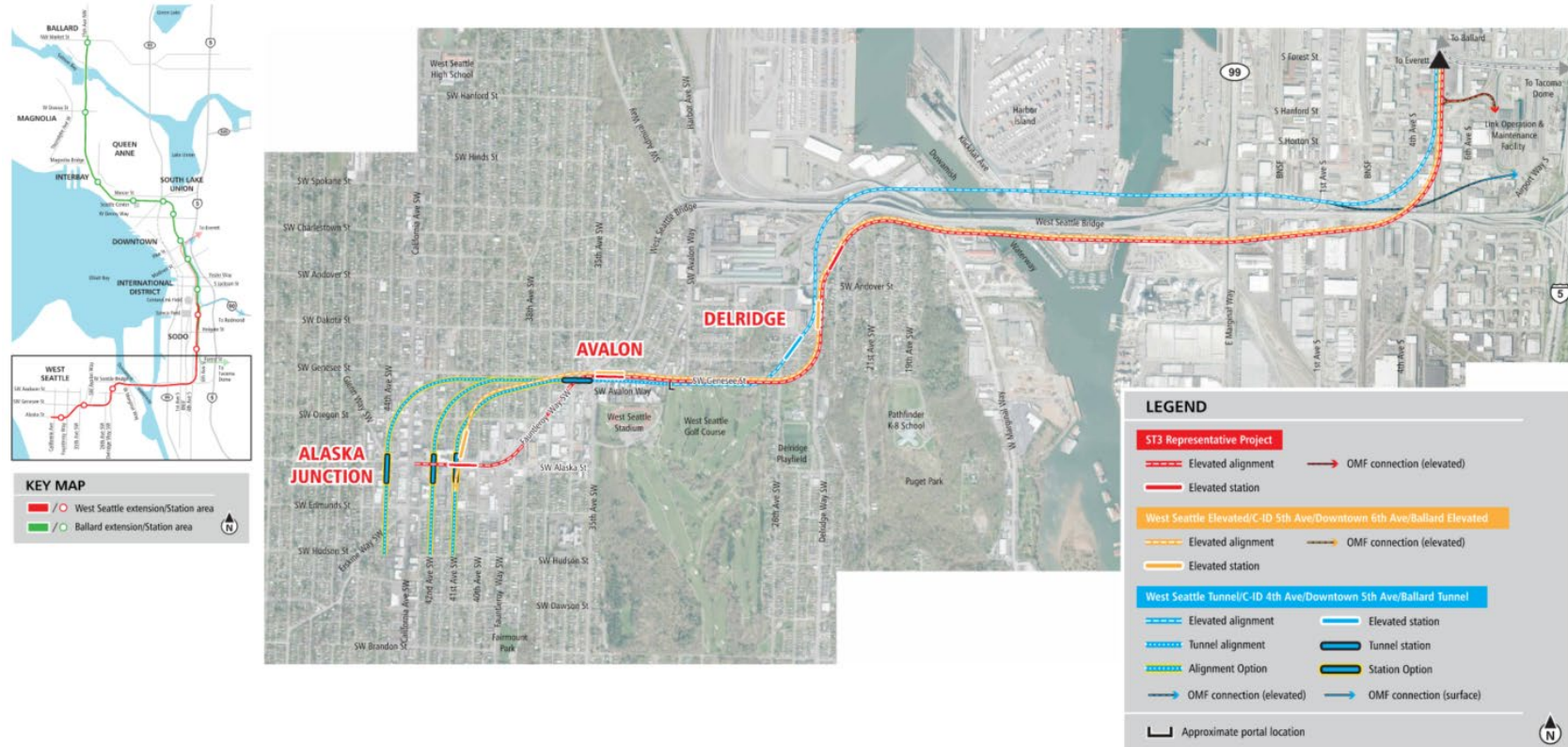
PUBLIC INVOLVEMENT

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

Level 1 Alternatives



Level 3 Alternatives

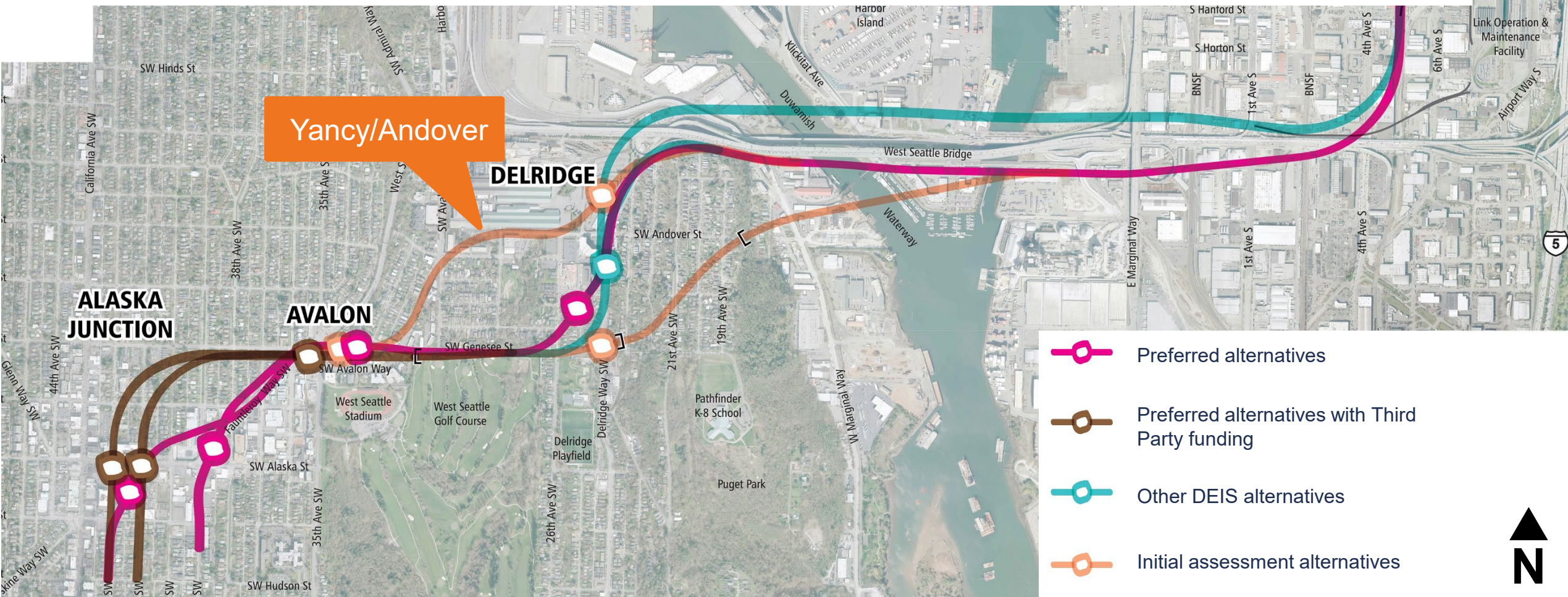


Level 2 Alternatives



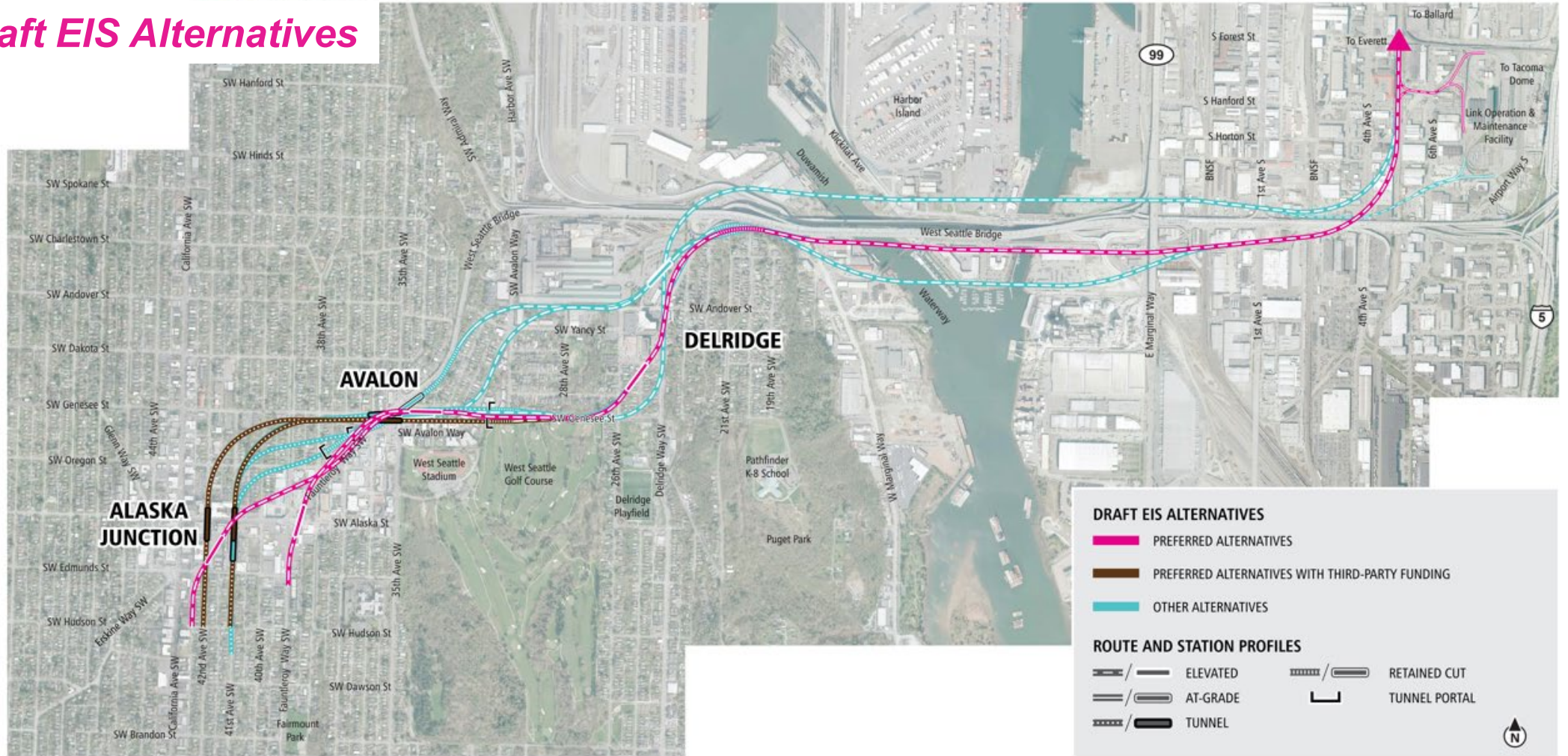
History – How did we get to the current preferred alternative?

Draft EIS and Initial Assessment Alternatives

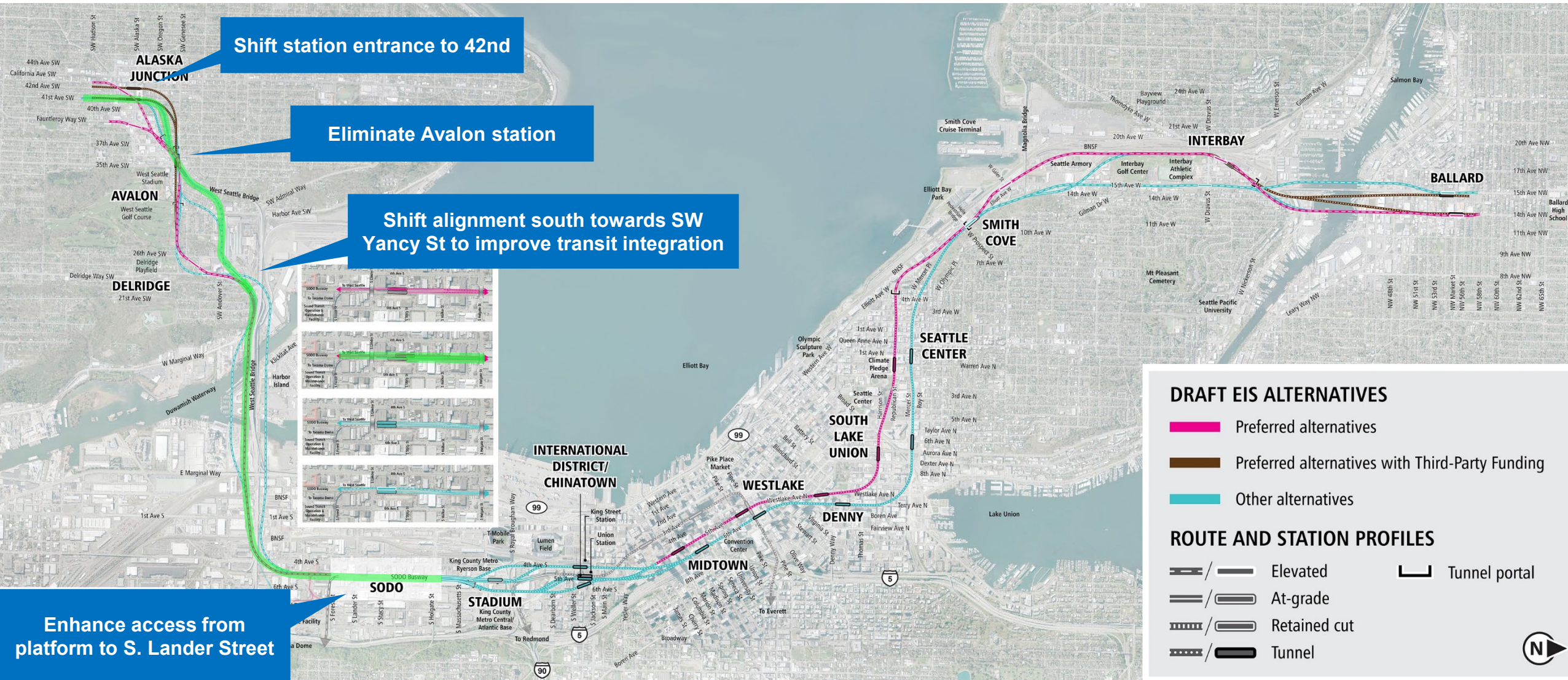


History – How did we get to the current preferred alternative?

Draft EIS Alternatives

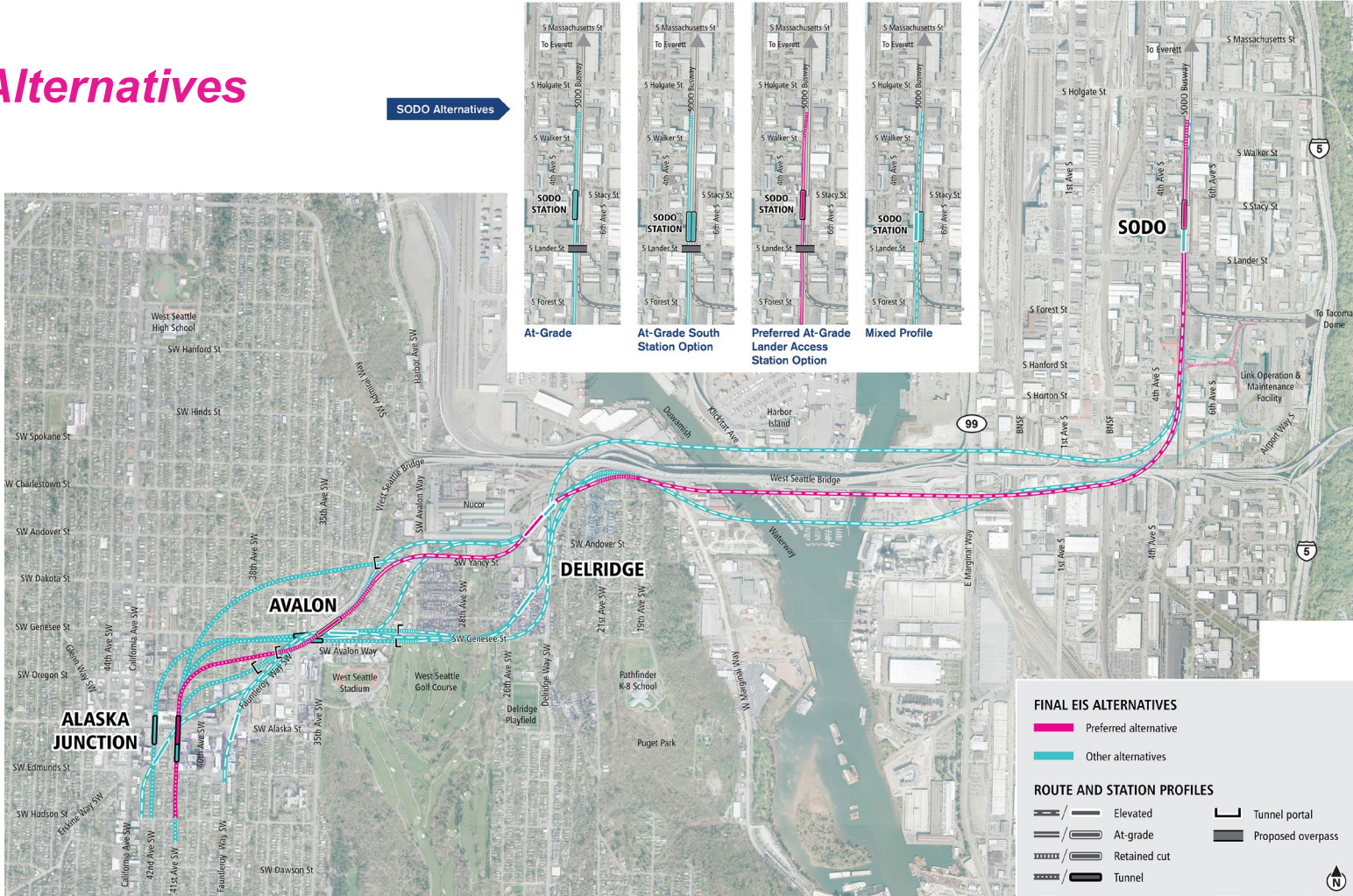


West Seattle Link Extension: Further studies



History – How did we get to the preferred alternative?

Final EIS Alternatives



PLAN



DESIGN



CON

2024–2027



Final route and station design

Station naming

Identify artists for station art

Property acquisition/relocation

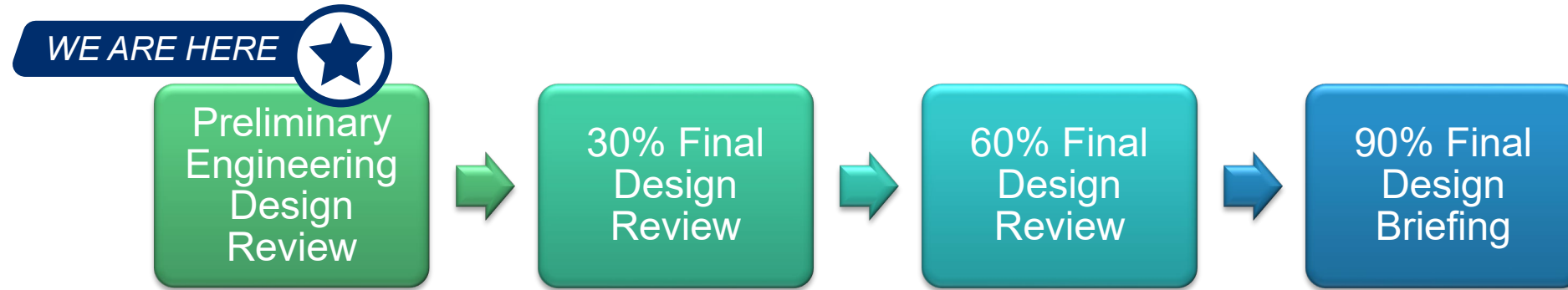
Early construction activities

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*

Engagement

Tribal Engagement

Tribal Engagement

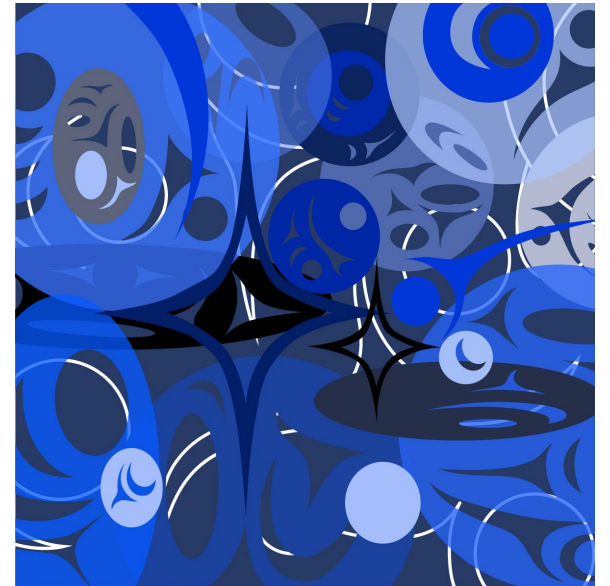
***Federal Consultation on Cultural Resources
and Fisheries***

***Engagement with Federally and non-Federally
recognized Tribes to understand concerns and
desires for Project***

Tribal Engagement

Themes from Tribal Engagement:

- ***Education of public on Indigenous history***
- ***Preserve culture***
- ***Restore natural environment***
- ***Increase access to natural resources***
- ***Protect cultural resources***



Anthony Duenas, Puyallup Tribe of Indians, Sounder Tacoma Dome Station, 2024.

swələx̌ - Power

Tribal Engagement

Project elements we have discussed with potential Tribal input:

- ***Station features***
- ***Art***
- ***Interpretive signage***
- ***Landscape design and restoration***
- ***Longfellow Creek restoration***
- ***Integrate Lushootseed into system***



Qwalsius-Shaun Peterson, Puyallup Tribe of Indians, with his artwork for the Sounder Puyallup Station garage, the first artwork expressing the Tribe's heritage in the City named after the Tribe.

Community Engagement

Community Engagement

Public outreach efforts began in Feb 2018, with varied and broad-reaching methods

- ***Briefings***
- ***Open houses and neighborhood forums***
- ***Public hearings***
- ***Fact sheets and brochures***
- ***Community events***
- ***Project webpage***
- ***News media***
- ***Potentially Affected Property notification***
- ***Database***
- ***Targeted Outreach***

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

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

Get Tickets

6 comments

Like Comment Share

Sound Transit Sponsored

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

survey.alchemer.com
Expanding light rail to West Seattle

Learn more

94 71 comments 10 shares

Like Comment Share

Sound Transit Sponsored

Have thoughts about the future light rail stations in West Seattle and SODO?

<https://bit.ly/WSLEStationPlanningSurvey>

survey.alchemer.com
Share your ideas with us!

36 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

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

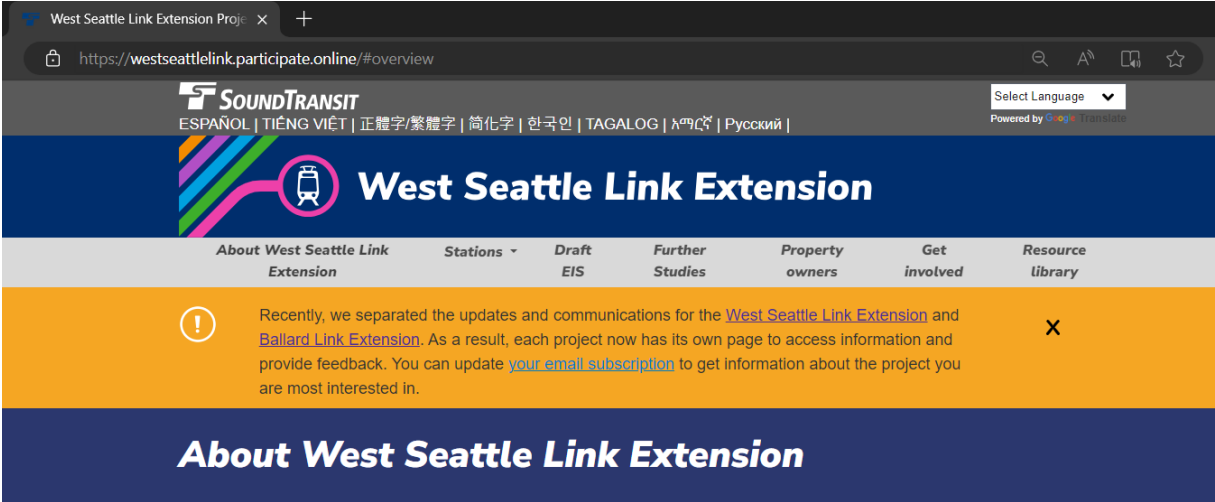
Questions? Contact Sound Transit Community Engagement:
westseattlelink@soundtransit.org or 206-903-7229

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.

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，請提前三週與公眾會議聯繫，電話：(206) 903-7229/TTY: 711 或電子郵件 wslink@soundtransit.org。

hãy gọi: 800-823-9230 | Để biết thông tin về dự án,

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



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

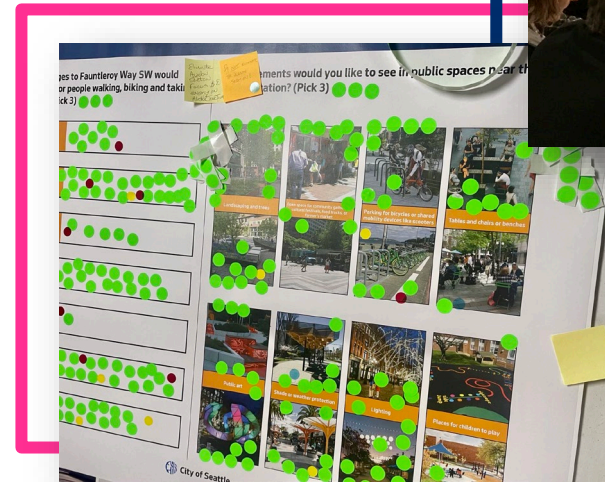
Mar. 5, 2024

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.*

Engagement – Delridge Station

- *Open houses, neighborhood forums, with specific events focused on Delridge Station*
- *Door-to-door business outreach, including south Delridge and White Center*
- *Community and neighbor's group meeting, such as WS Bike Connections, Avalon neighbors, WS Chamber, DNDA, etc.*
- *In-language focus groups focusing on the Delridge Station design*
- *Fairs, festivals, tabling events in the Delridge, South Delridge, and White Center communities*



Delridge Station – Recent community feedback

Station design priorities:

- **Feels safe and vibrant, easy to move through, and welcoming with quality materials**
- **Interest in adding landscaping and trees**
- **Interest in incorporating public art at the station**
- **Interest in temporary shading or weather protection structures**

Transit-oriented development priorities:

- **Businesses/services: Food/drink, shopping, social services, convenience/errands stores**
- **Uses: Affordable housing, rental housing, ownership housing**

Delridge Station – Recent community feedback

Improving access

- Interest in safe bike infrastructure – separated from cars by a hard barrier
- Interest in adding bicycle racks or space to park small mobility devices
- Interest in a convenient station access
- Interest in increasing bus service frequency
- Improve connections from High Point
- Concern about freight traffic and station access near Nucor Steel



Delridge Station – In-language focus groups feedback

- Interest in excellent wayfinding and signage, in multiple languages and pictograms
- Interest in open space, greenery, good lighting, seating areas, and art / celebrating community culture
- Interest in pedestrian improvements including wider sidewalks and more visible crosswalks, and more sidewalk at bus stops
- Interest in improving traffic flow on Delridge Way SW and slowing down vehicle speeds
- Interest in providing restrooms at stations
- Large Apartment units with 3+ bedrooms for families
- Interest in community gathering spaces, grocery/convenience stores, shopping, and culturally relevant “to-go” restaurants (no chains)



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

- Partnership with City of Seattle since 2017
- Sets forth RET Outcomes for RET focus areas and corridor-wide, including **enhancing mobility and access, bus-rail integration and equitable transit-oriented development**
- Updated to reflect Draft EIS comments and ongoing community feedback

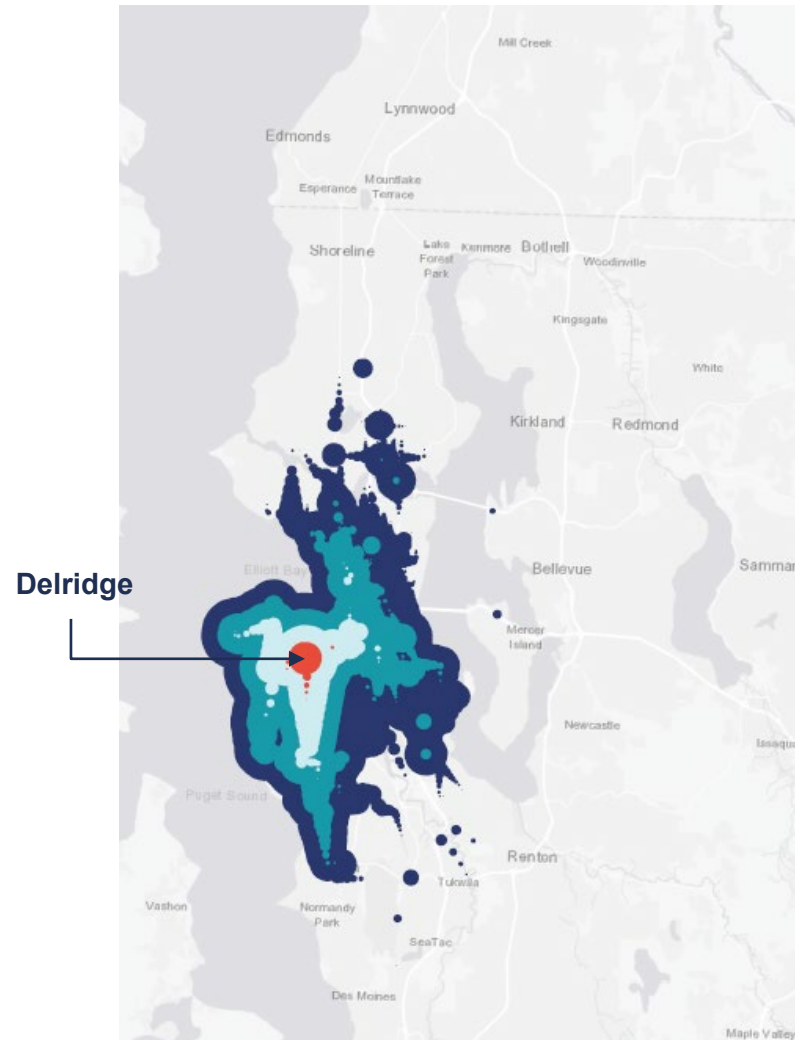


Transit Travel Sheds Delridge Station

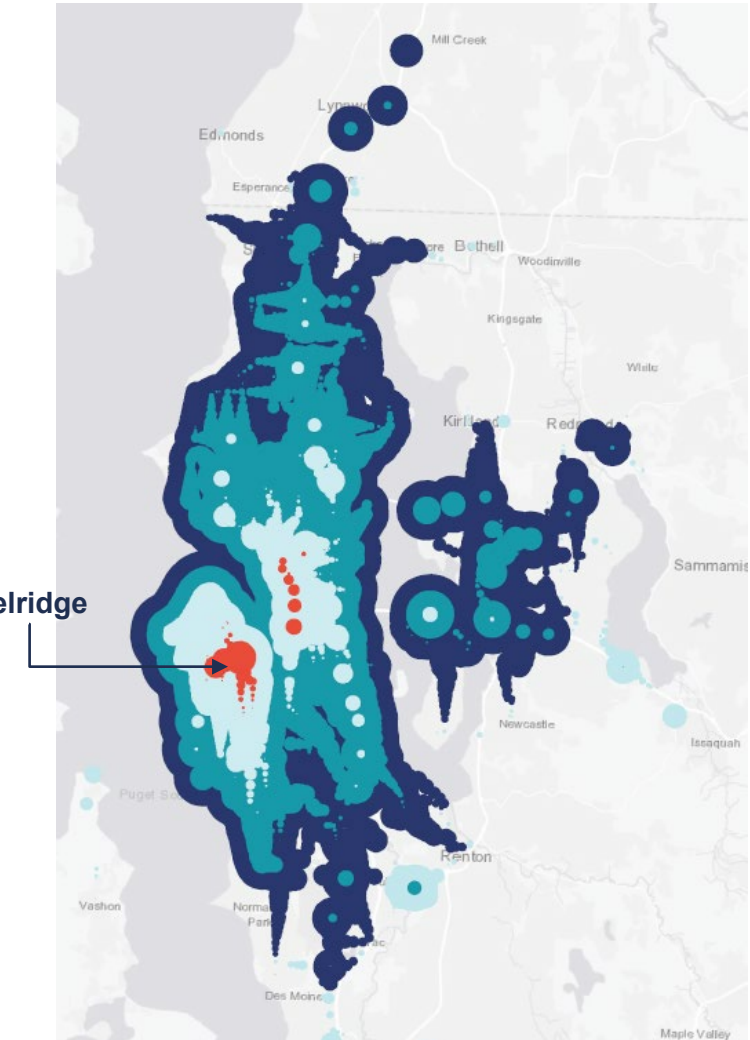
- **Connecting communities to a system** with light rail to Everett, Tacoma, Redmond and Ballard
- **Improves** transit service **frequency, reliability** and **capacity**

Enhancing mobility and access

Existing



2042 – With WSLE & BLE



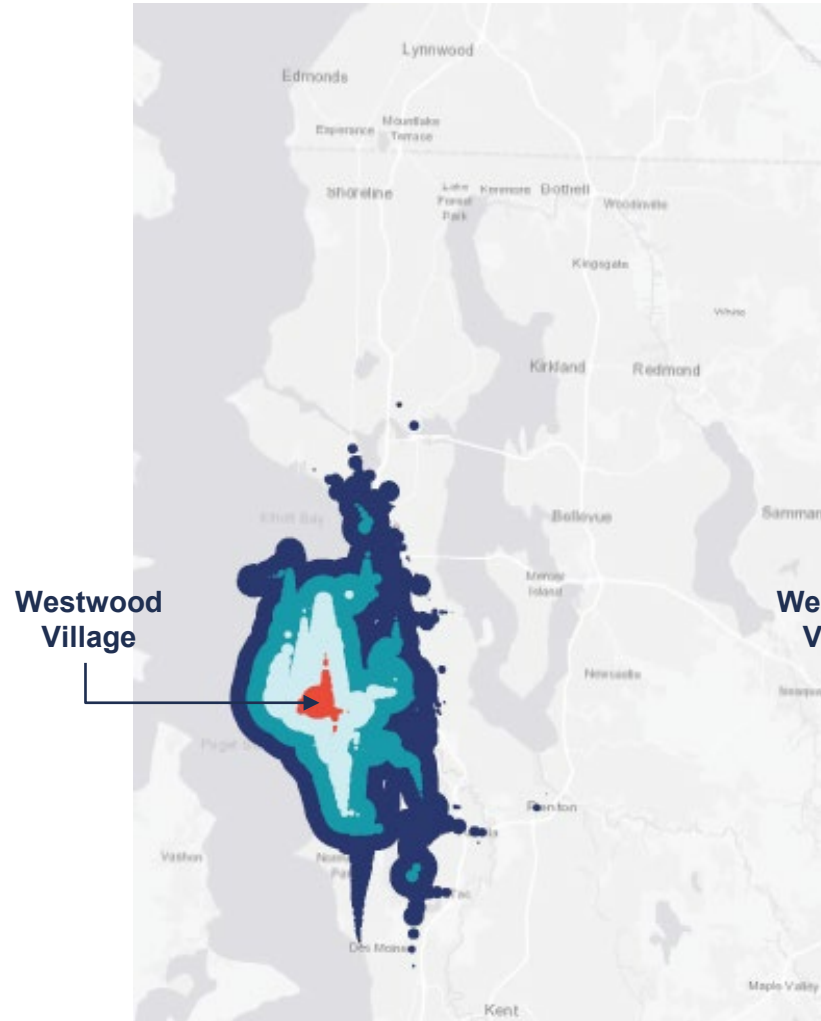
15 - minutes 30 - minutes 45 - minutes 60 - minutes

Transit Travel Sheds Westwood Village

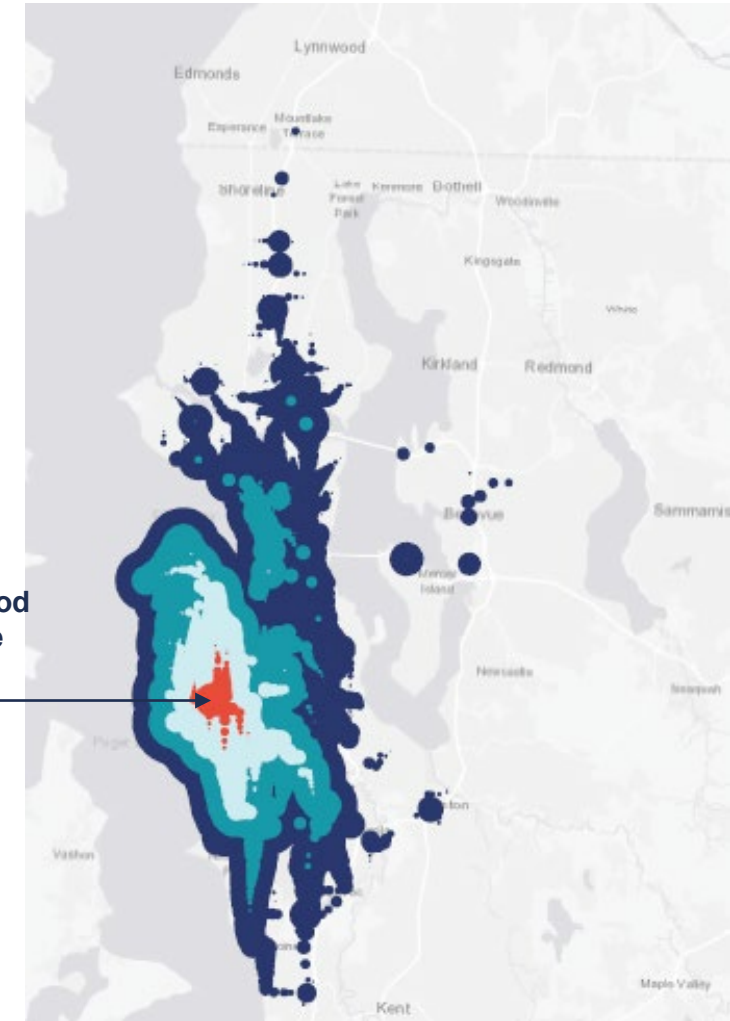
- **Connecting communities to a system** with light rail to Everett, Tacoma, Redmond and Ballard
- **Improves transit service frequency, reliability and capacity**

Enhancing mobility and access, with bus-rail connections

Existing

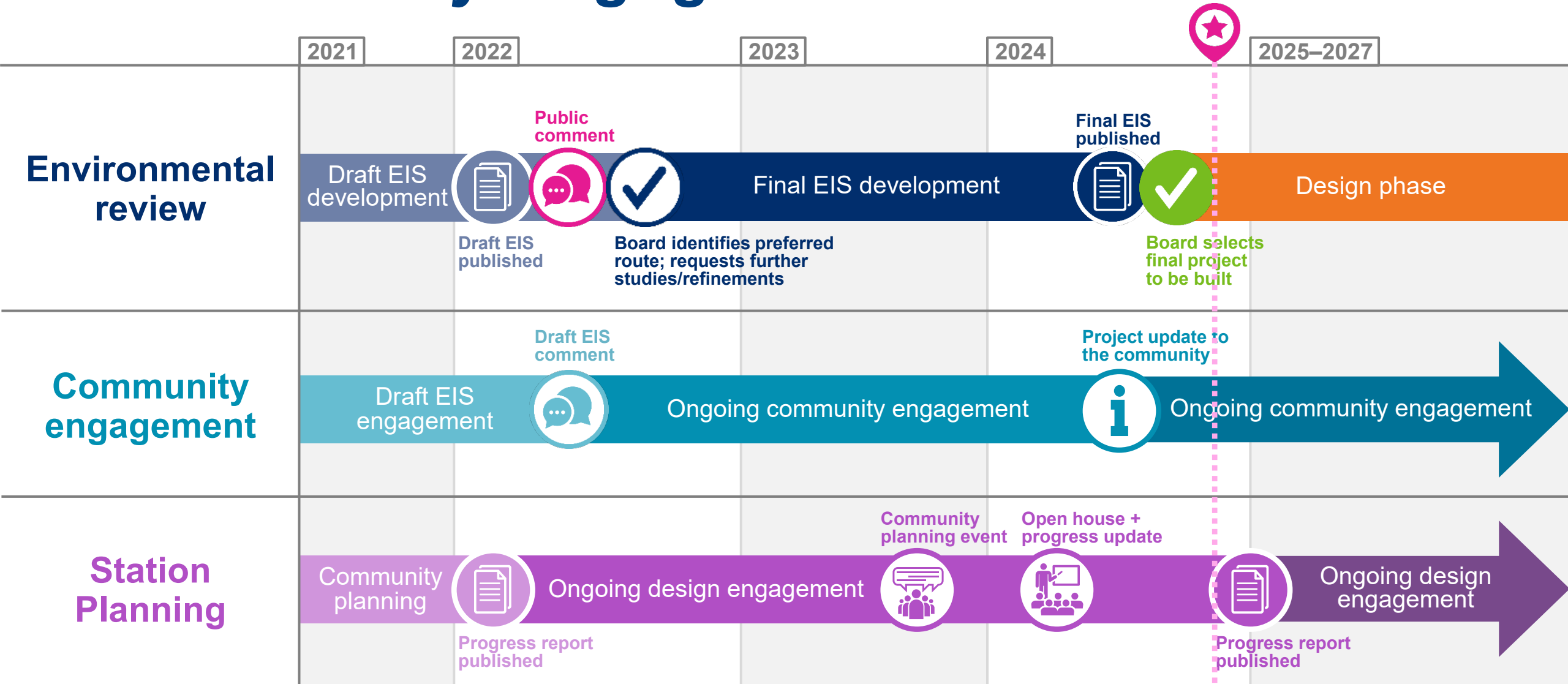


2042 – With WSLE & BLE



15 - minutes 30 - minutes 45 - minutes 60 - minutes

Community Engagement Schedule



Sustainability

Sustainability

General

- **Salvage trees for on-site restoration**
- **The Climate Change Vulnerability Assessment (CCVA) will inform the design to reduce vulnerability and increase adaptive capacity**
- **Watershed improvements will be provided along Long Fellow Creek, Pigeon Point and the Duwamish River**
- **Find synergies with local industry, City or Port of Seattle projects and utilities.**



Photo Credit:
Green Seattle Partnership "Habitat Highlight: Longfellow Creek"

Sustainability

Building Materials

- Local manufacturers produce a variety of building materials
- Regional materials may have higher recycled content
- Green regional power supply lowers embodied carbon of these materials
- Many local manufacturers have invested in calculating Embodied Carbon and creating Environmental Product Declarations



Photo credit:
Sound Transit South Bellevue Station

Sustainability

Waste Reduction

- Pursue consultant for Deconstruction Study
- Check feasibility of relocation & deconstruction
- City of Seattle and King County Coordination
- Prioritize salvage and recycling to achieve over 75% waste diversion



Photo Credit:
Lovett Deconstruction and Salvage Shop

***Longfellow Creek and
Delridge Guideway***

Longfellow Creek

Section Overview

- Longfellow Creek History
- Longfellow Creek Site Context
- Coordination Process



Longfellow Creek History

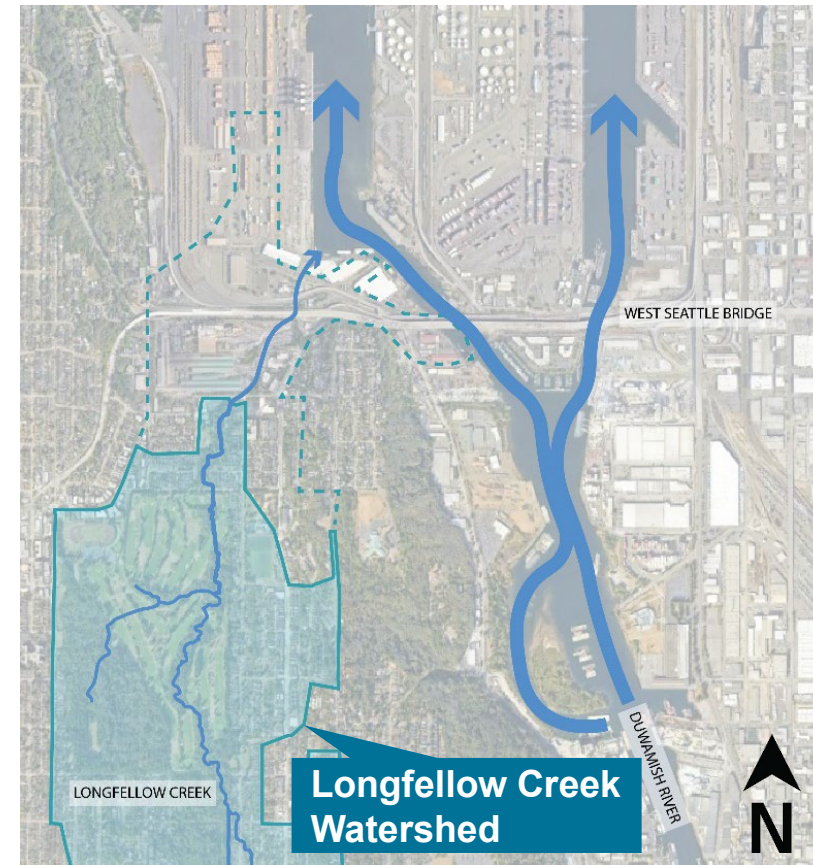
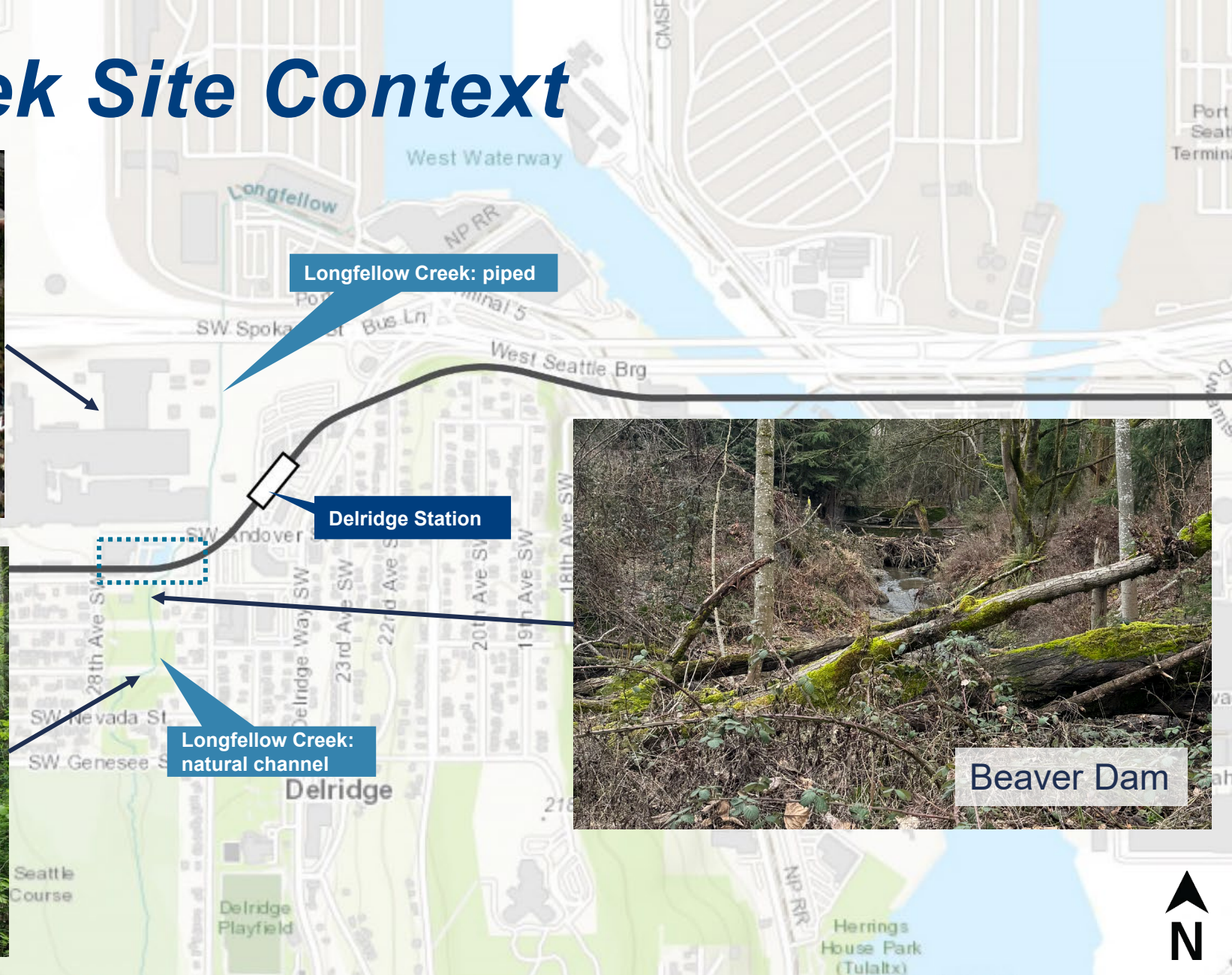
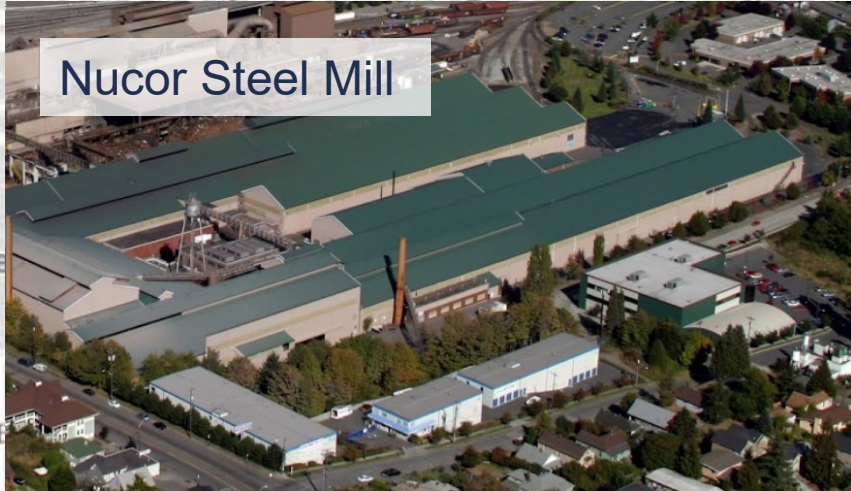


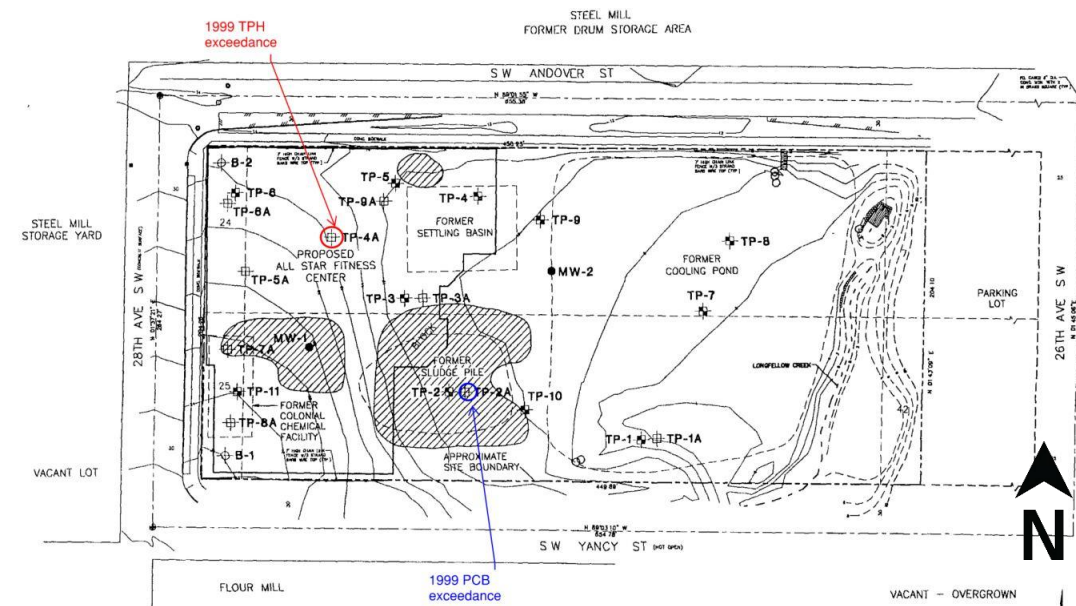
Image sources: The Waterlines Project – Burke Museum, King County iMap

Longfellow Creek Site Context



Longfellow Creek in WSLÉ Project Limits

- *Former steel mill cooling pond, settling basin, chemical facility, and sludge pile*
- *“No Further Action” status from Ecology due to cap*
- *Known residual petroleum and PCB contamination in soil*
- *ST currently completing environmental site assessment*





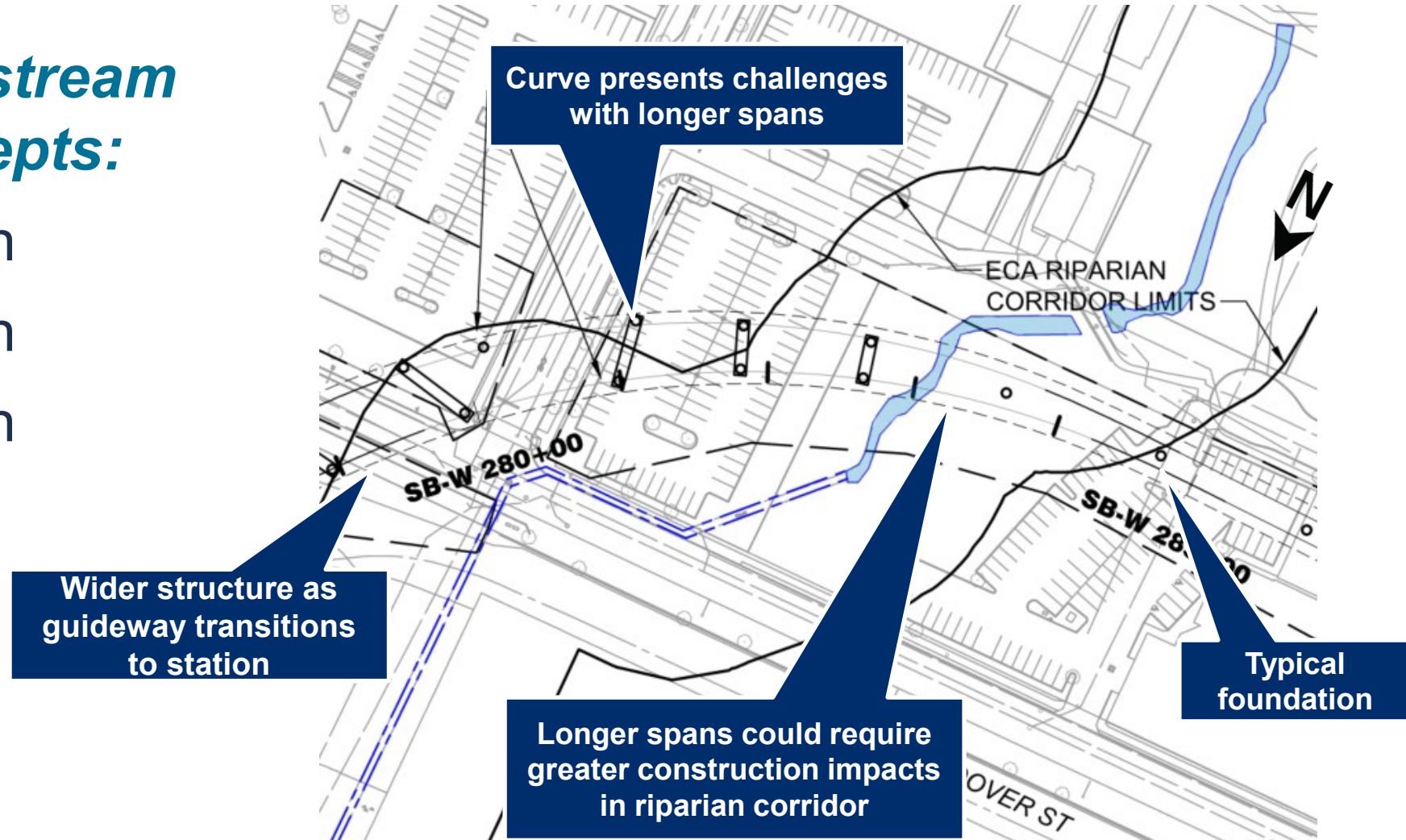
Longfellow Creek in WSLE Project Limits

- ***Tidally backwatered***
- ***Incised channel***
- ***Disconnected from floodplain***
- ***Dominated by invasive species***
- ***Hemmed in by parking lots***

WSLE Longfellow Creek Crossing

Prepared three stream crossings concepts:

- 100-foot span
- 125-foot span
- 300-foot span

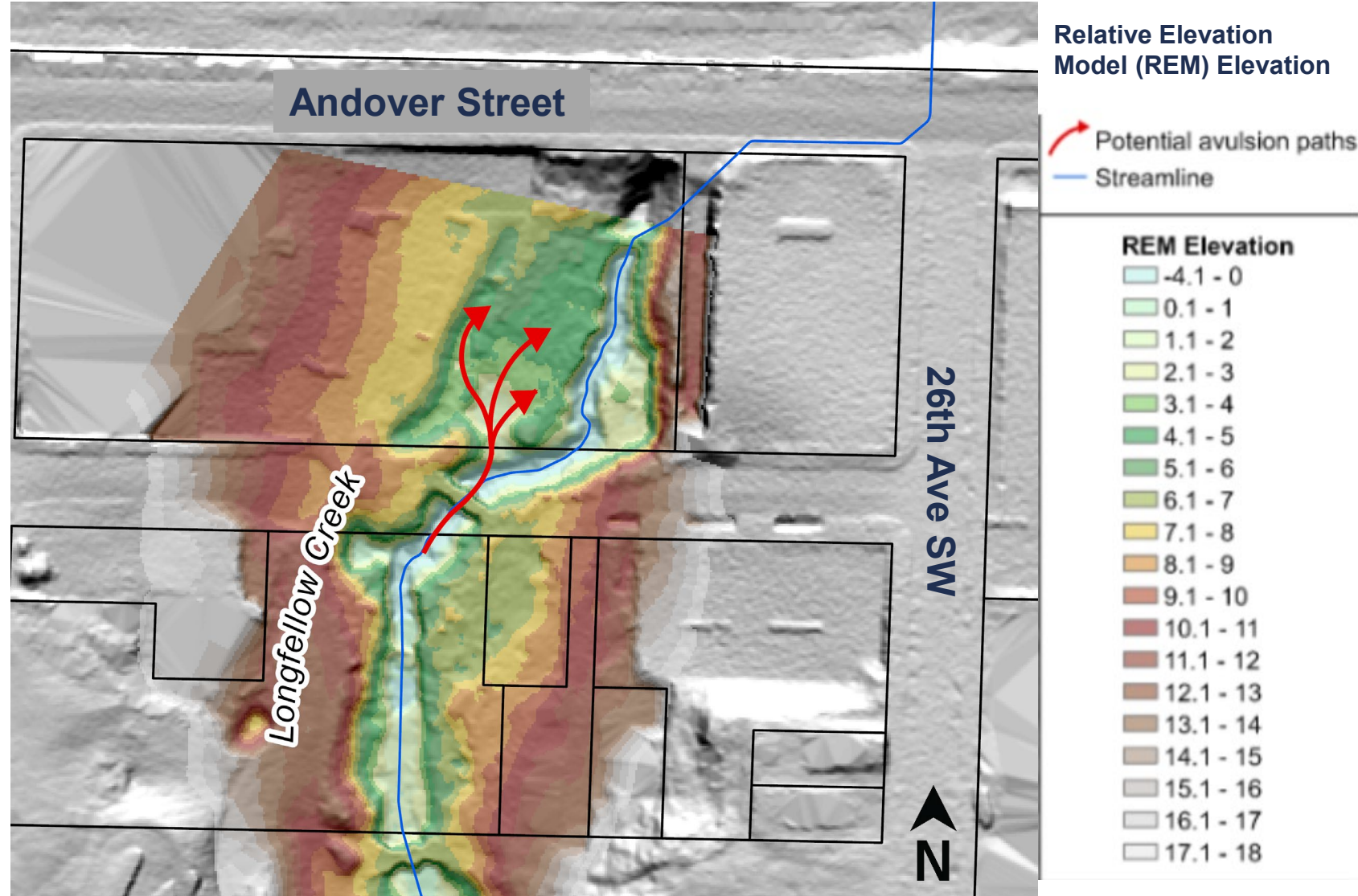


Longfellow Creek: Tribal Coordination

Tribal Feedback:

- Must mitigate for stream impacts on site
- Allow the stream to migrate as it wants to

Longfellow Creek Mitigation Study

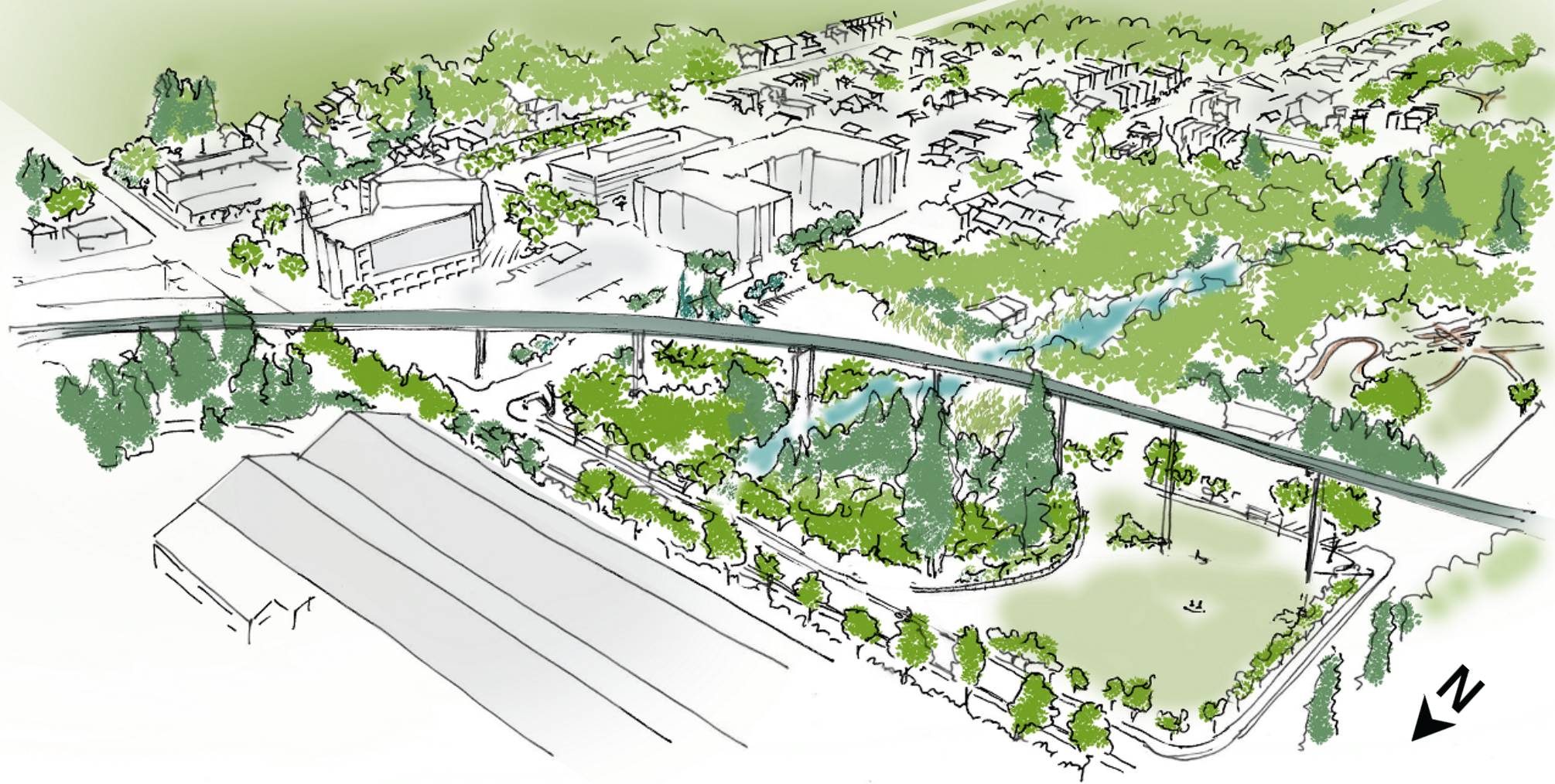


Longfellow Creek Coordination

- ***Coordination on design with City of Seattle: 2022-2024***
- ***Met with City of Seattle staff on site in March 2024***
- ***Key Design Parameters from City of Seattle:***
 - Longfellow Creek reconnected to its floodplain
 - Guideway column placement designed to allow for natural stream meandering
 - Fish and wildlife habitat and public green space enhanced
 - Permanently lost trees (due to guideway vegetation clear zone) replaced in kind to restore shading, habitat functions
 - No contamination will leach from former mill into the stream

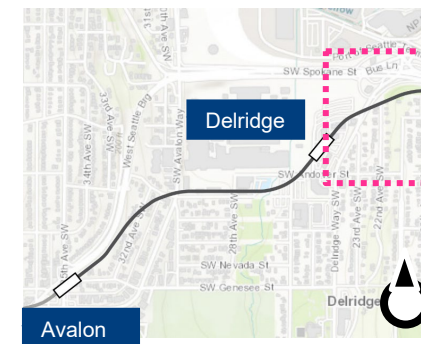
Longfellow Creek – Community Feedback

- Interest in preserving and protecting the Longfellow Creek watershed
- Interest in improving the health of Longfellow Creek, protecting salmon habitat, and including native plants
- Interest in reducing tree removal and adding additional trees
- Interest in including references to acknowledge Longfellow Creek and other natural areas near the station as part of station design; acknowledge ecology in placemaking at station

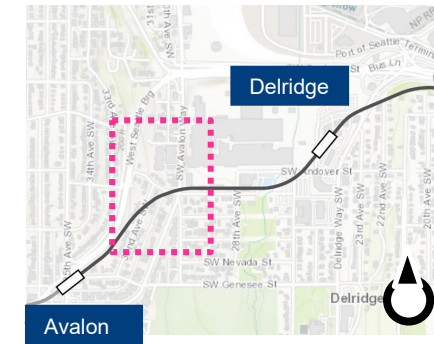
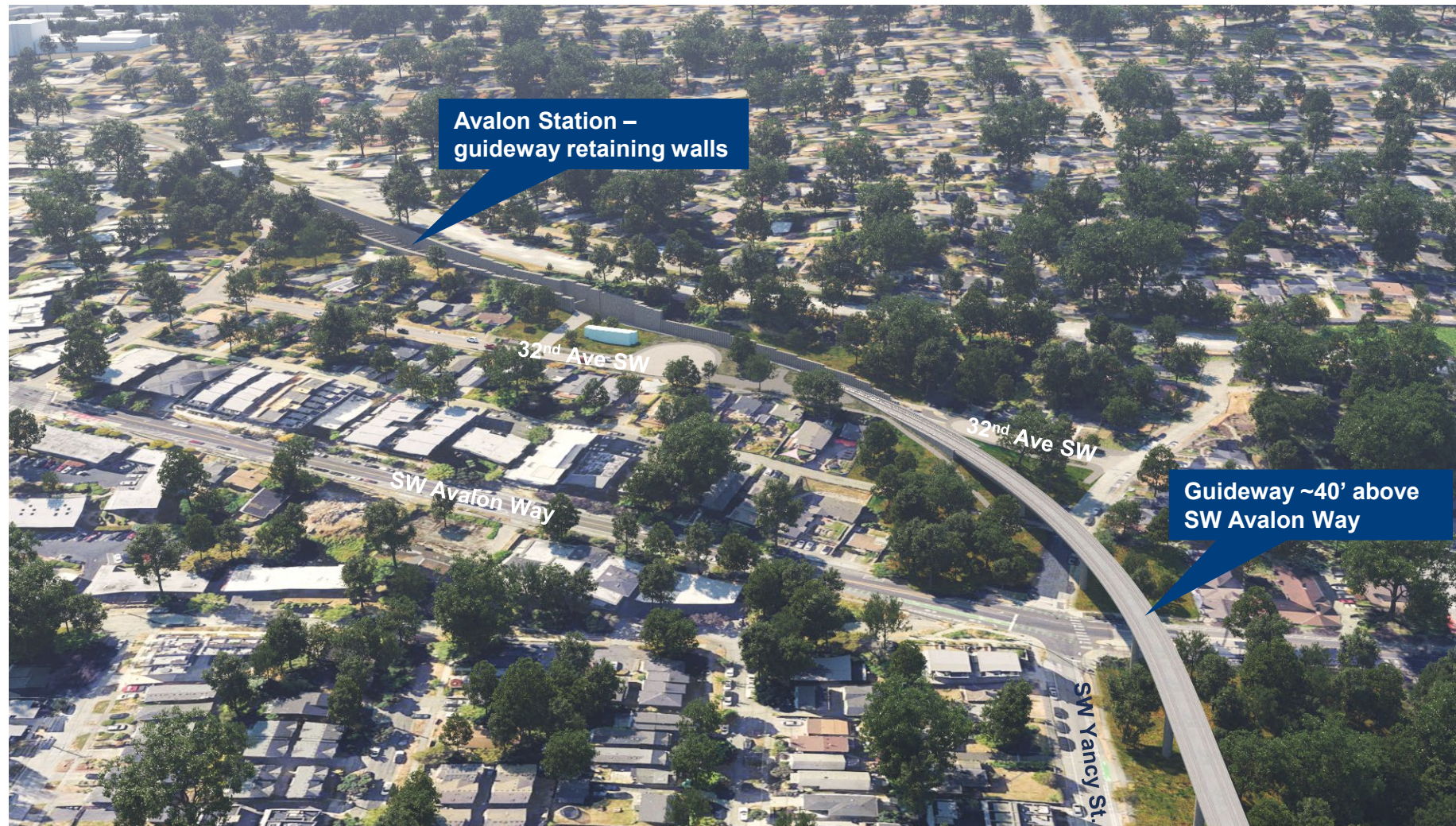


Delridge Guideway

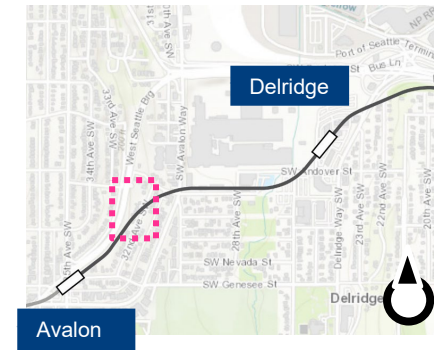
Guideway between Pigeon Point and Delridge



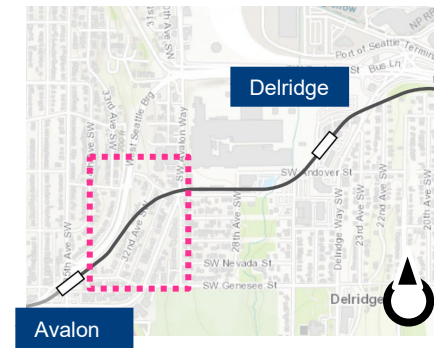
Guideway between Delridge & Avalon



Guideway between Delridge & Avalon



Guideway between Delridge & Avalon



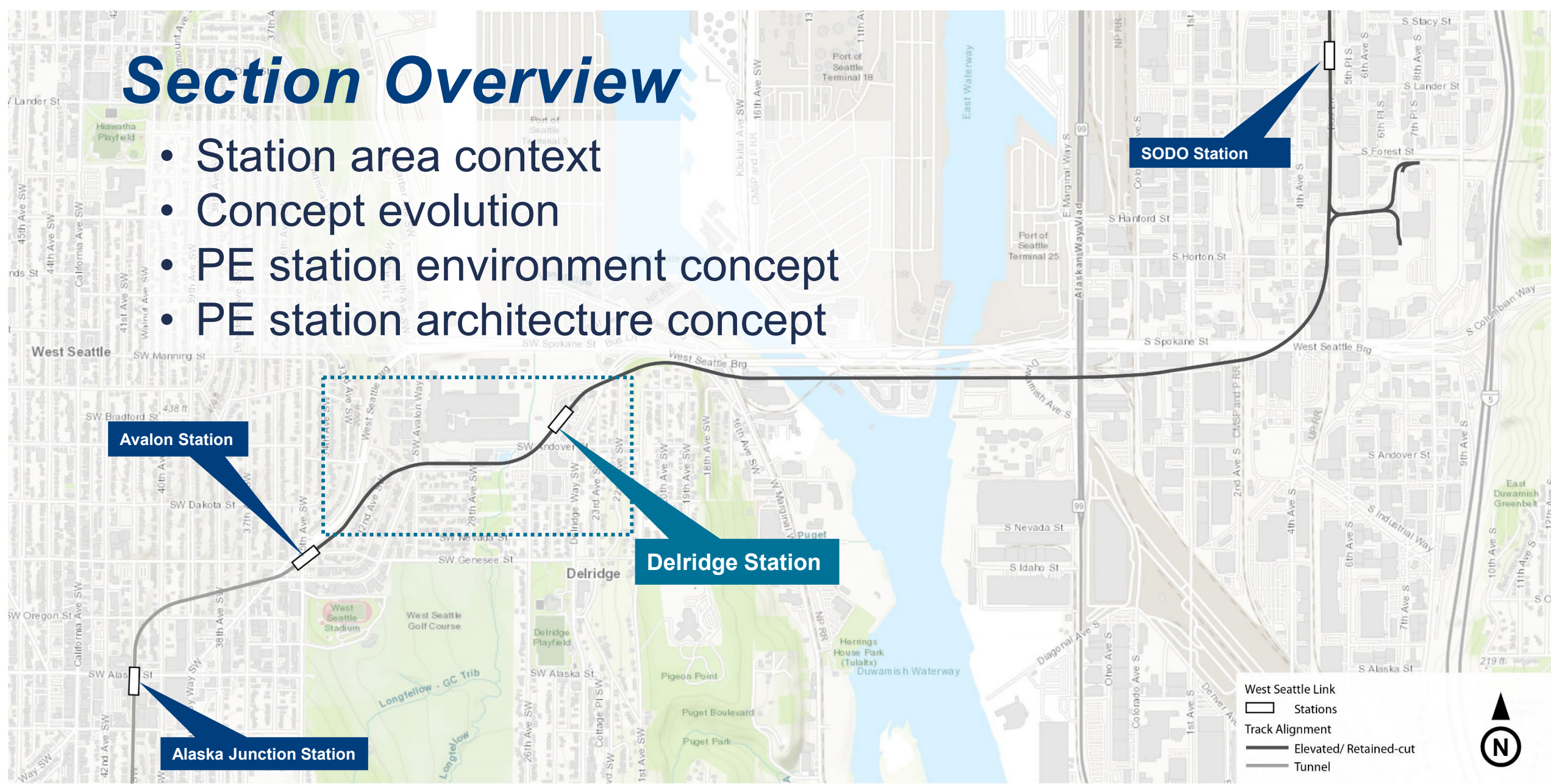
Q&A / Discussion

***PE Design Review:
Delridge Station***

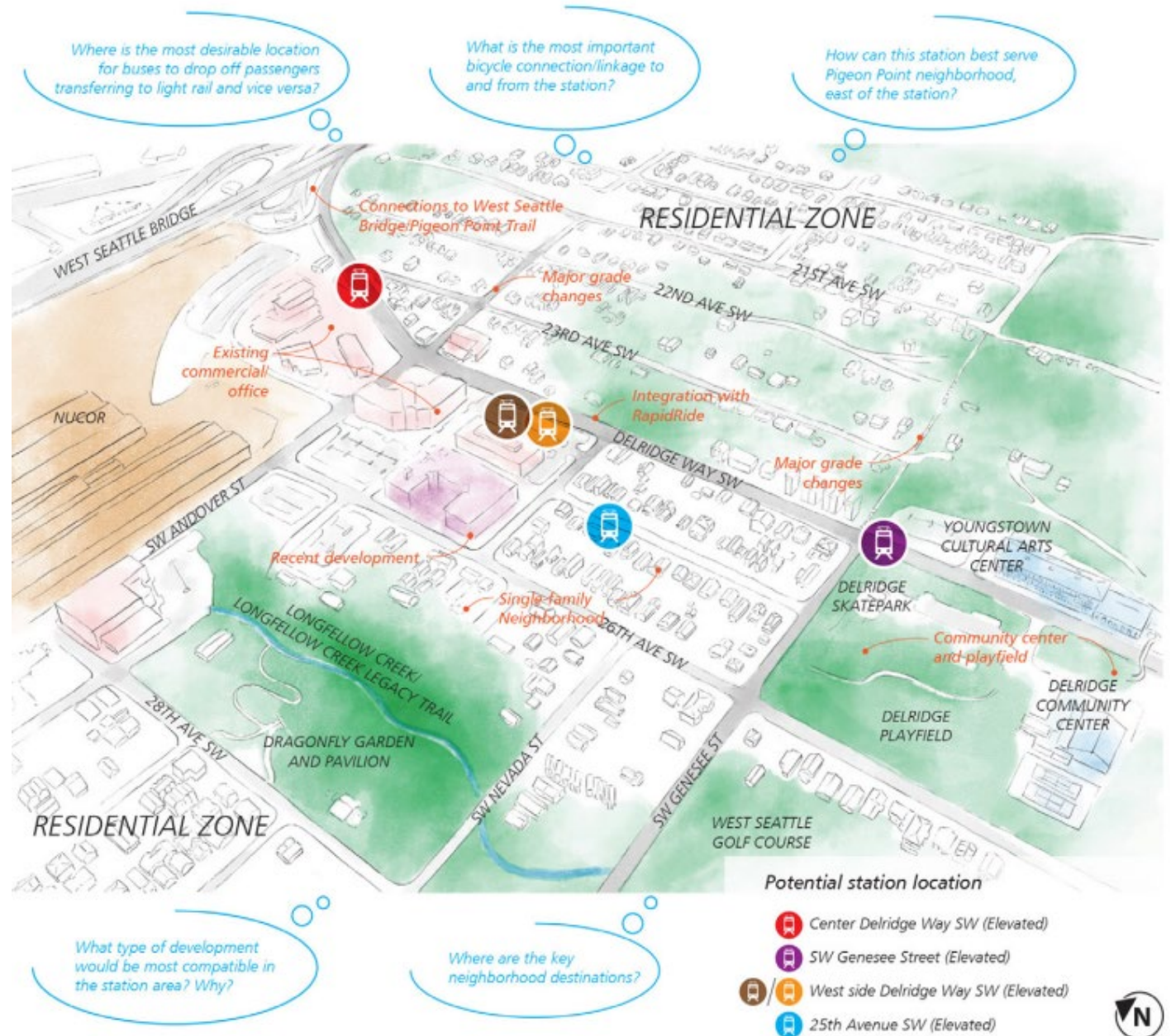
Concept Evolution and Past Engagement

Section Overview

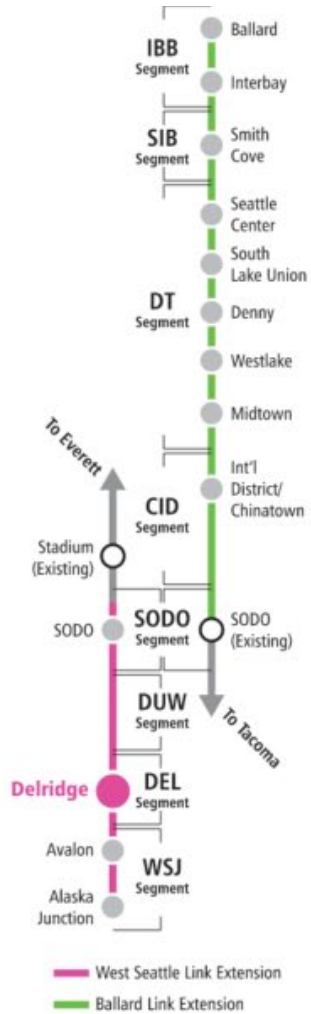
- Station area context
- Concept evolution
- PE station environment concept
- PE station architecture concept



Neighborhood



Neighborhood



2018-
2019

NEIGHBORHOOD FEEDBACK

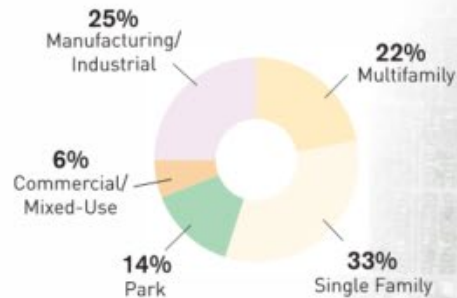
- 1 Include mixed-use development with groceries and fresh food retail to serve the neighborhood
- 2 Optimize the light rail experience and community amenities while minimizing displacement of existing uses
- 3 Walking and biking connections are important, but bus transfers should be prioritized
- 4 Strengthen connectivity to informal local trails off 26th Ave SW and provide traffic calming
- 5 Preserve and protect the Longfellow Creek watershed
- 6 Need better east-west connections
- 7 Improve the walking and biking environment on Delridge Way SW, which currently feels unsafe



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

Area Context

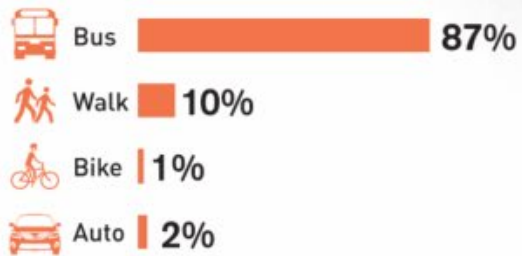
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within ⁽³⁾ 10-minute bikeshed



Living and working in ^(1,4) the station area 2040



Planning and design priorities

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

- Acknowledge the change brought by new light rail and leverage to meet longtime neighborhood goals
- Encourage intuitive and visible bike connections to the station entrances from existing/future bike network
- Optimize station layout to facilitate seamless transfers between buses and light rail
- Provide convenient, and safe connections to open space and cultural assets
- Encourage the inclusion of family-friendly amenities in the station area
- Encourage and optimize opportunities for equitable transit oriented development to provide affordable housing and serve other community needs, such as a grocery store and space for other small businesses

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 Environment Design Guidelines








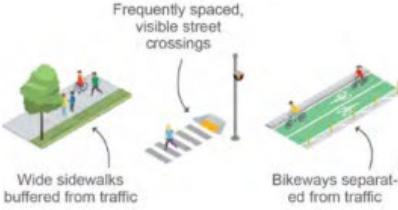




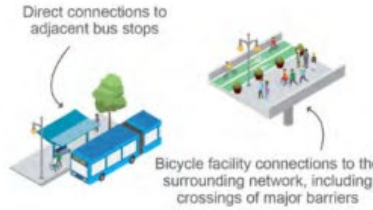
TABLE 4.1.3 Station Access Investment Framework			
	WALK, BIKE, AND ROLL Most passenger access walk, bike, and roll stations on foot, by bicycle, or with a mobility device. » Walk, bike, and roll stations require access elements that support safe and convenient connections, such as wide, accessible sidewalks and bikeways that are comfortable for people of all ages and abilities.	MULTIMODAL Passenger access to multimodal stations is split between various access modes: walking, rolling, bicycling, transit, and private or shared vehicles. » Multimodal stations are often stations where many transit services connect; they require access elements that support seamless transfers between transit services and high-quality walking, rolling, and bicycling connections.	AUTO Most passengers access auto stations through pick-up/drop-off or by parking a personal or shared vehicle. » Auto stations include access elements such as dedicated curb space for pick-up/drop-off, regional park-and-ride facilities, or Sound Transit-owned parking. They require safe and direct connections for passenger walking or rolling from parking facilities.
ACCESS MODES	PRIMARY  SECONDARY  NOT ENCOURAGED 	PRIMARY  SECONDARY 	PRIMARY  SECONDARY 
PRIMARY			
SECONDARY			

Table 4.1.3 Station Access Investment Framework

Station Environment Design Guidelines

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

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

- 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
		<ul style="list-style-type: none"> Majority walk, bike, and roll access mode and No off-street transit facility No rail-rail connection 	<ul style="list-style-type: none"> Majority transit access mode or No mode holds majority or Rail-rail connection or Off-street transit facility 	<ul style="list-style-type: none"> Majority Vehicle access mode (pick-up/drop-off, parking) No off-street transit facility No rail-rail connection
LAND USE	ESTABLISHED URBAN	<p>Areas characterized by:</p> <ul style="list-style-type: none"> Established Urban scale block form and street pattern Existing mixing of uses establishing walkable environment Higher development densities <p>Typically urban centers in metropolitan cities with high existing densities and well-established street grids 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 Example: International District / Chinatown</p>	Not Applicable
	EMERGENT URBAN	<p>Areas with one or both of the following characteristics:</p> <ul style="list-style-type: none"> Urban scale block form and street pattern already established or can be readily encouraged Some mixing of uses with a walkable scale <p>But characterized by lower development densities</p> <p>Typically urban centers in large or small cities with planned growth in residential density Example: Spring District</p>	<p>Typically urban centers in large or small cities with planned growth in mixed use density Example: Lynnwood</p>	<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	<p>Suburban Residential or Commercial and Industrial land uses</p> <p>Areas characterized by:</p> <ul style="list-style-type: none"> Large or irregular blocks and discontinuous street grid Predominantly suburban residential, commercial or industrial land uses Low development densities <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>	<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>	<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 Line</p>

Passenger Trips

Access Modes

88% Transfer
Bus-to-train

7% Walk
2% Bike

2% Auto

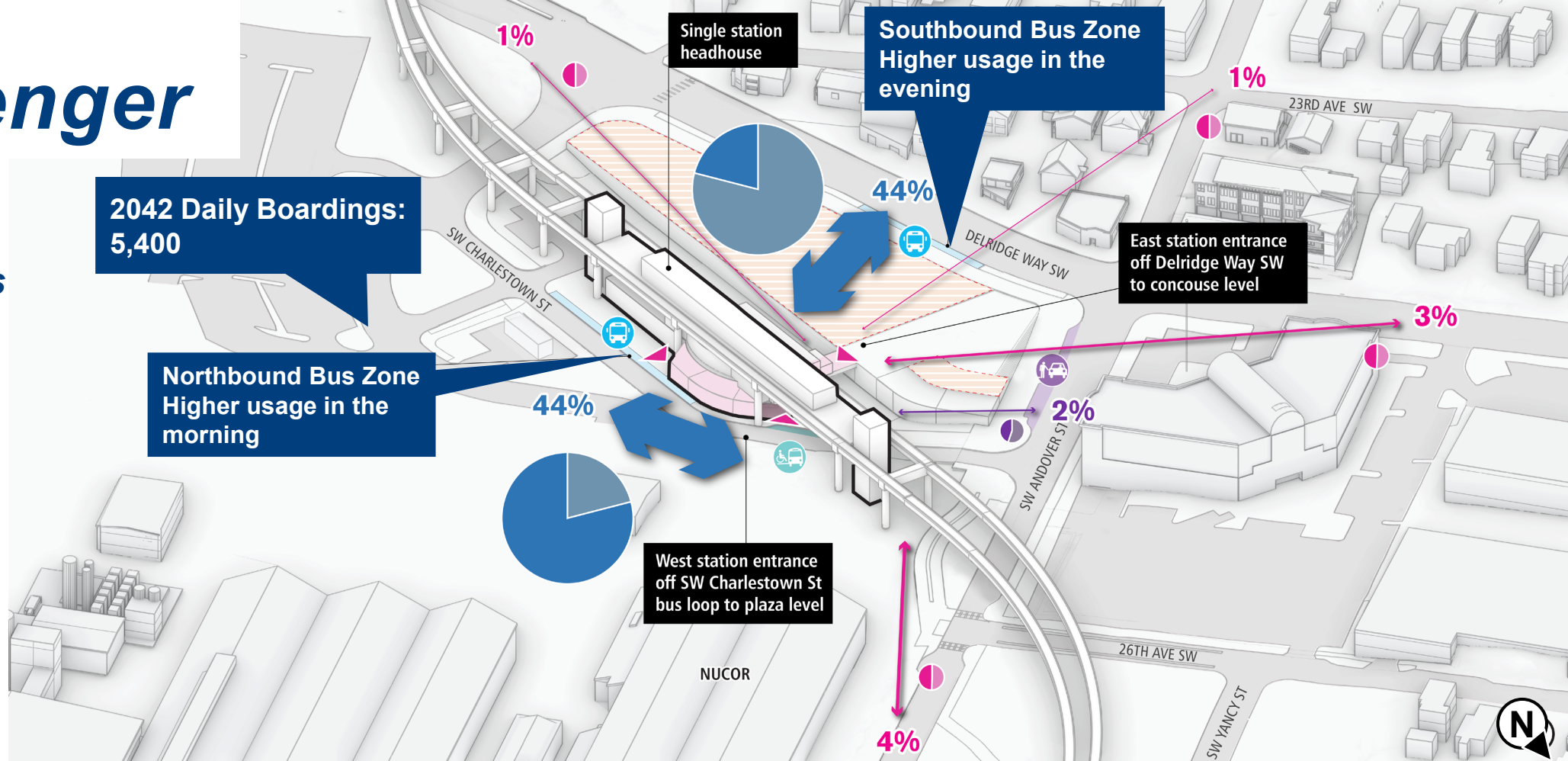
2042 Daily Boardings:
5,400

Northbound Bus Zone
Higher usage in the
morning

Southbound Bus Zone
Higher usage in the
evening

East station entrance
off Delridge Way SW
to concourse level

West station entrance
off SW Charlestown St
bus loop to plaza level



Delridge Station Environment

- Tunnel and Station Below
- Station Entrance
- Potential Transit-Oriented Development (TOD)
- Bus Zones
- Pick-Up/Drop-Off Area
- Paratransit

Daily Trips by Travel Mode and Direction

Travel Mode and Direction	Number of Peak Hour Trips	Percent of Daily Trips
Walk	AM PM	XX%
Bus Transfer		
Pick-Up Drop-Off		

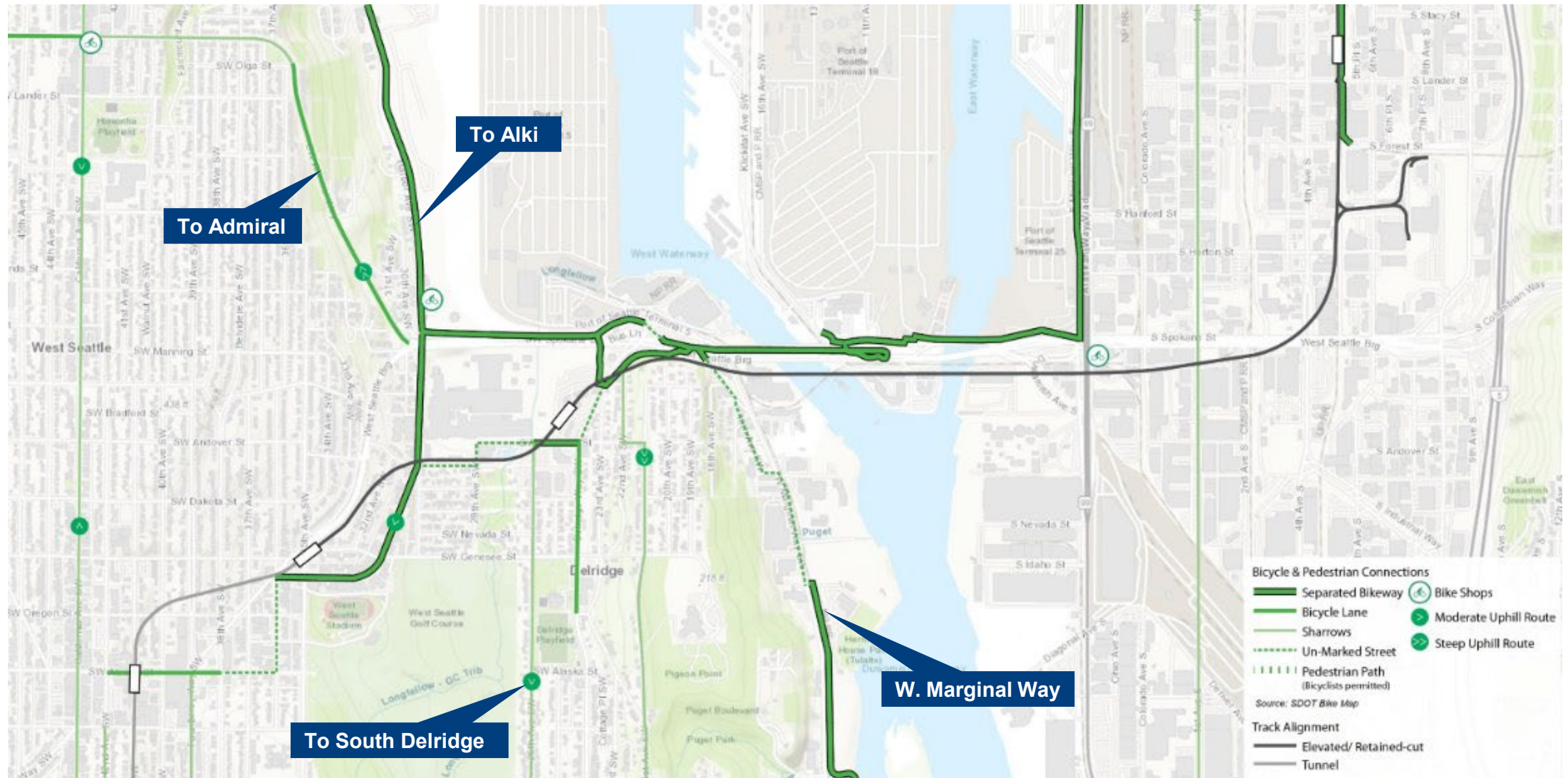
Arrows and pie charts are scaled based on percent of daily trips.

Note: Station access calculations based on the station design as of May 2023. Percentages may not add up to 100% due to rounding. Walk distribution indicates general directional assumption, not routing along specific streets.

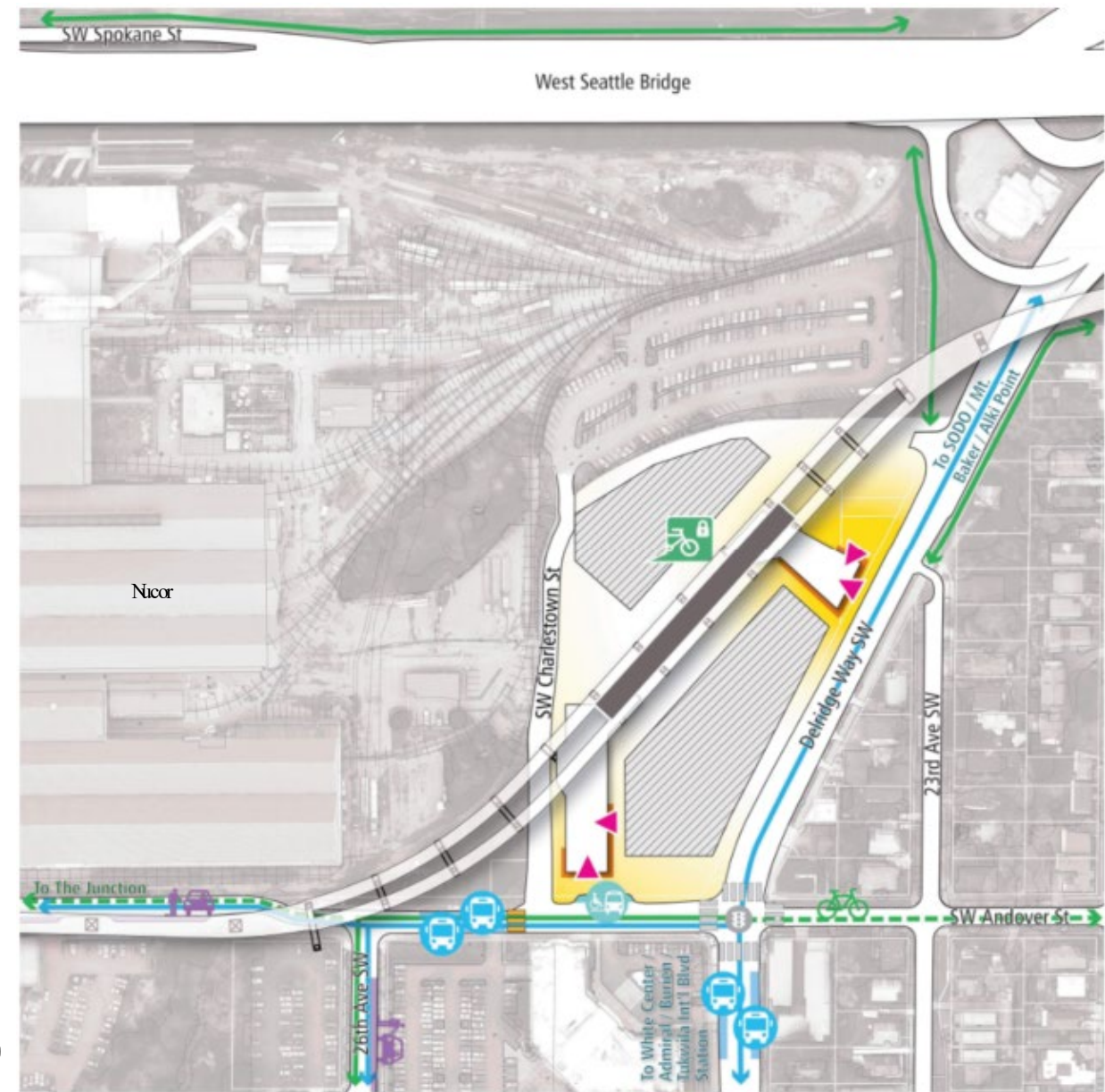
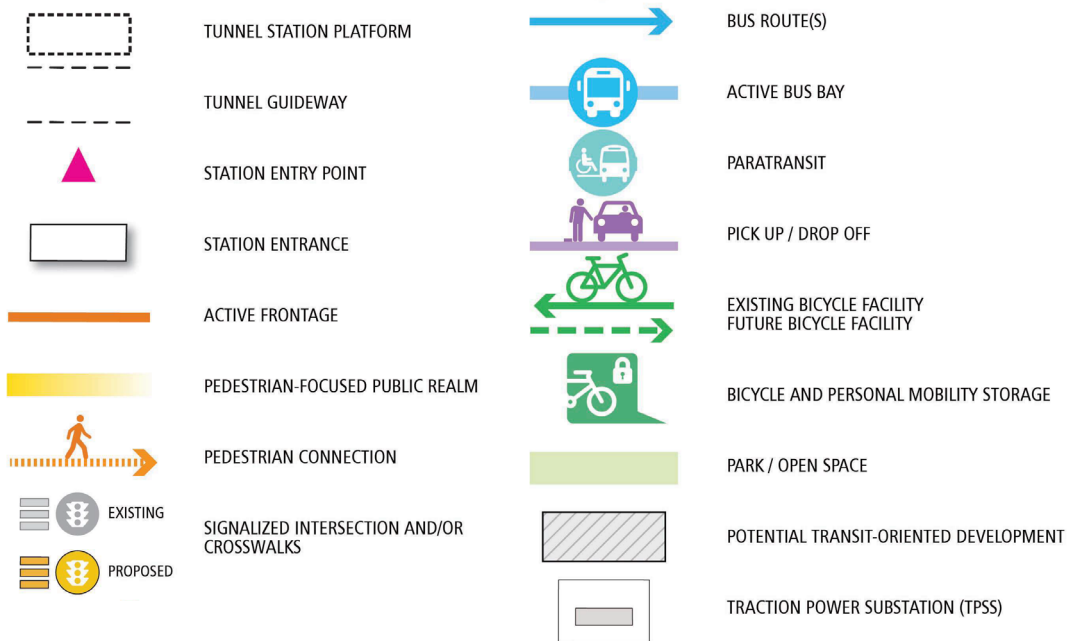
10-Minute Walkshed



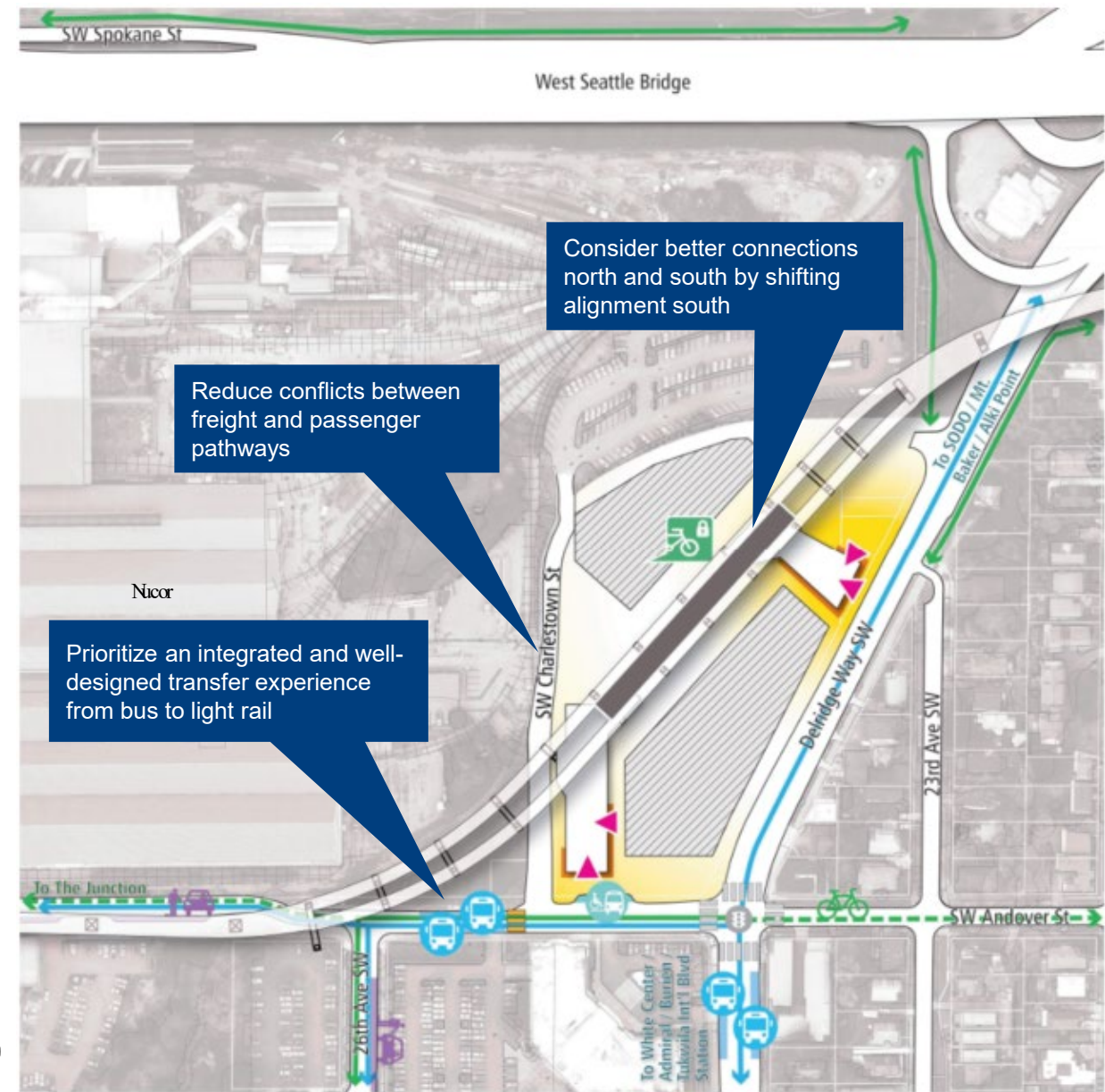
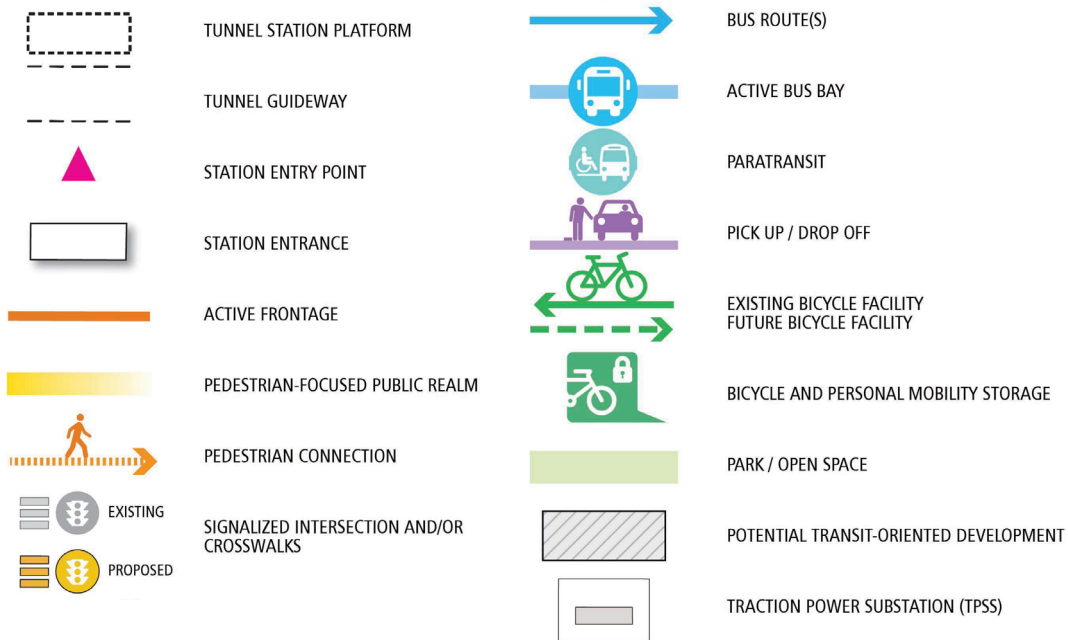
Area Bike Infrastructure



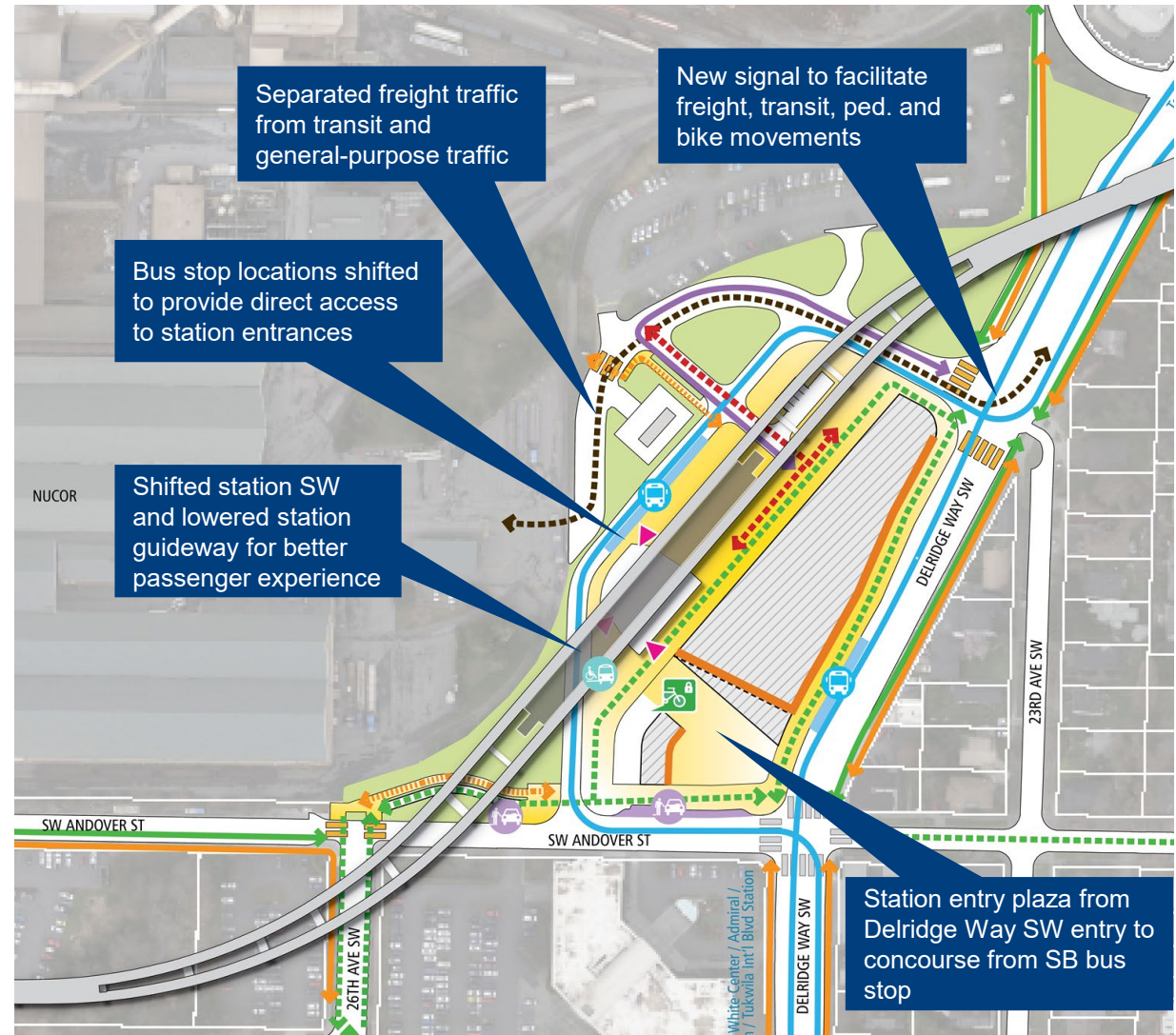
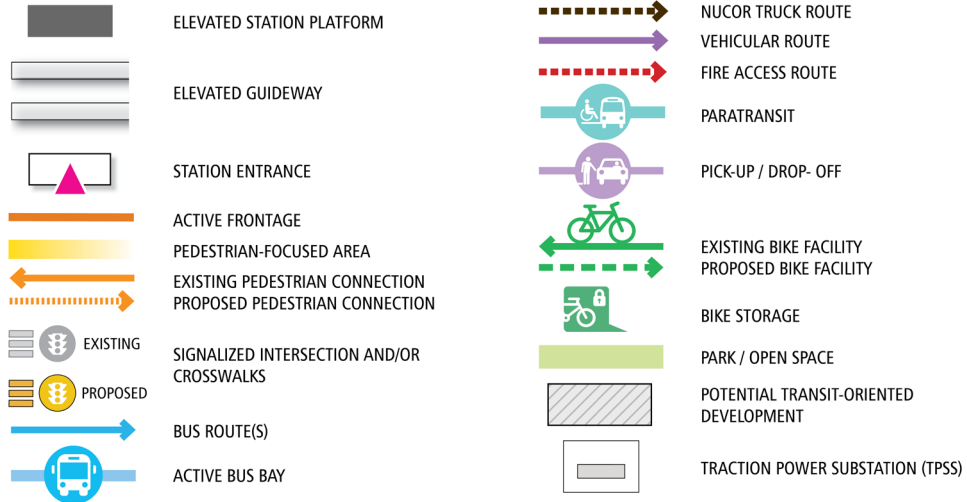
DEIS Concept: Elevated Andover



Board Direction for Further Study



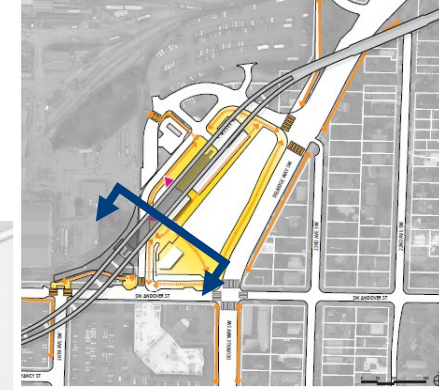
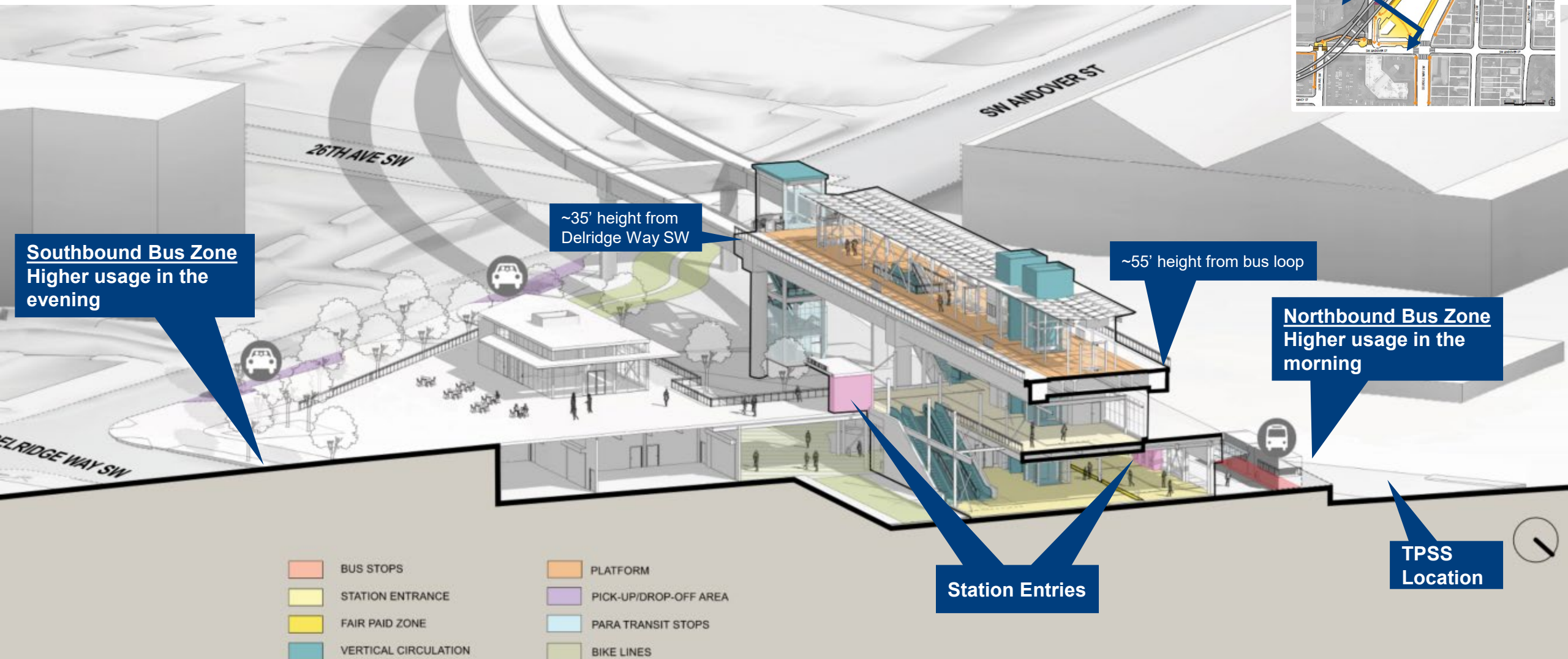
PE Concept



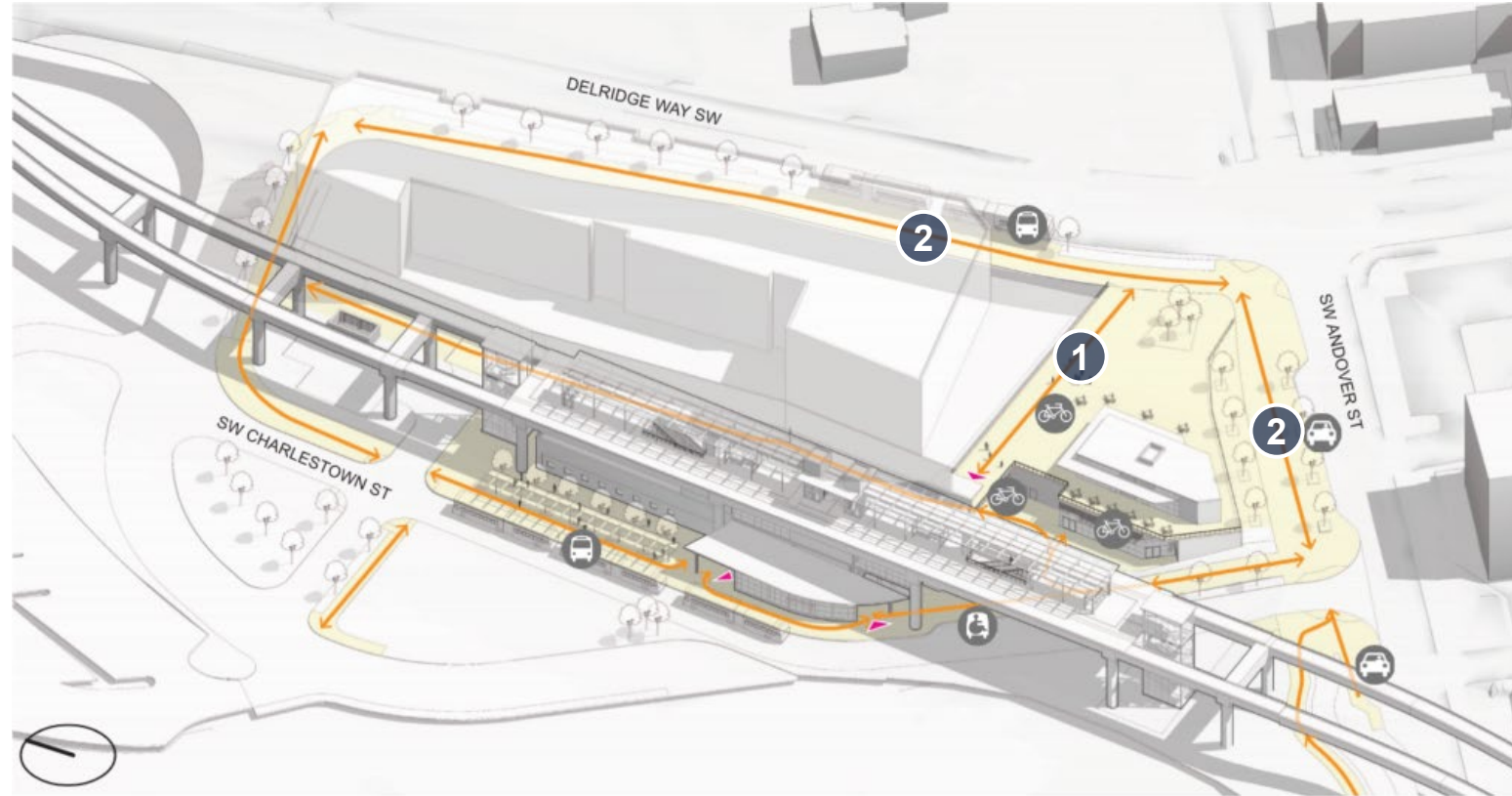
PE Concept Design

DRAFT

Responding to the site...



Pedestrian Circulation



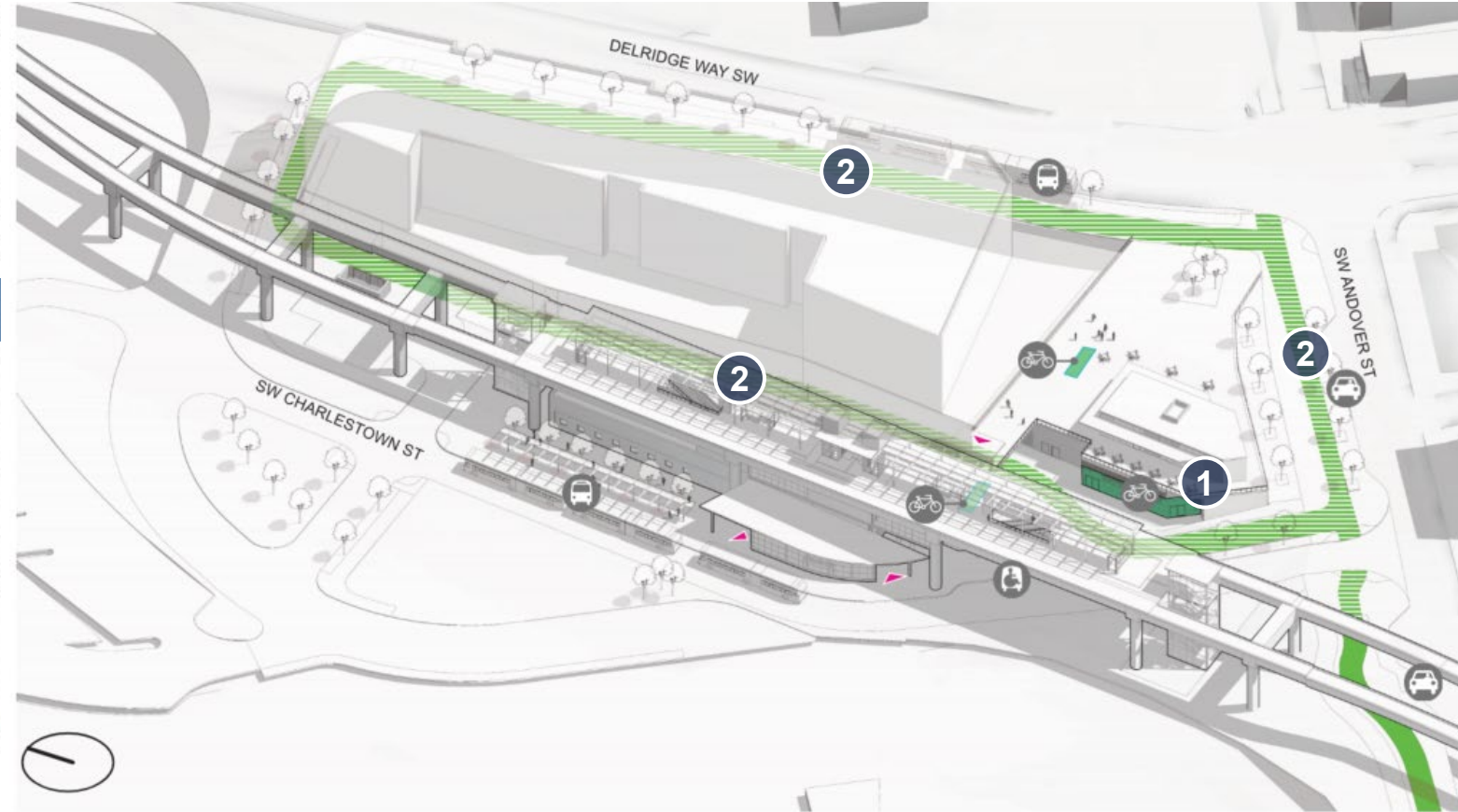
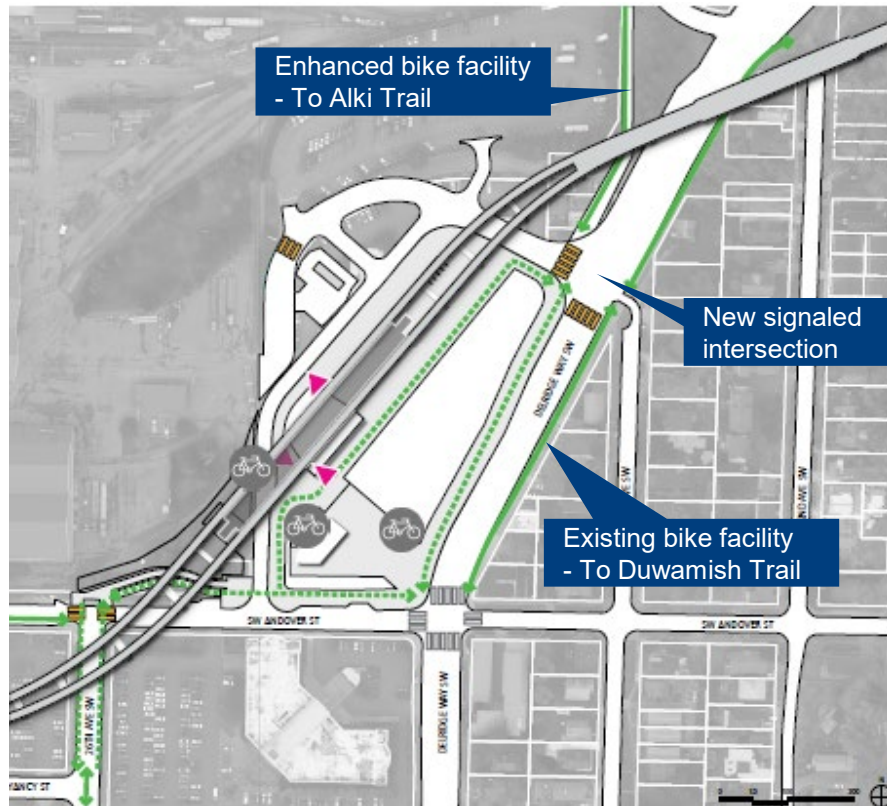
- 1 Direct connection between Delridge Way SW and SB transit stop, connects to concourse level
- 2 Sidewalk widened (18' min.) on station frontages per SEDG and Streets Illustrated

PEDESTRIAN PATHS
PEDESTRIAN-FOCUSED AREA
STATION ENTRANCE

PICK-UP/DROP-OFF
BUS STOP

PARATRANSIT
BIKE

Bike Access and Storage



- 1 Long-term secure bike storage at lower plaza level
- 2 Shared use paths provide optionality and connections to existing bike paths and green streets

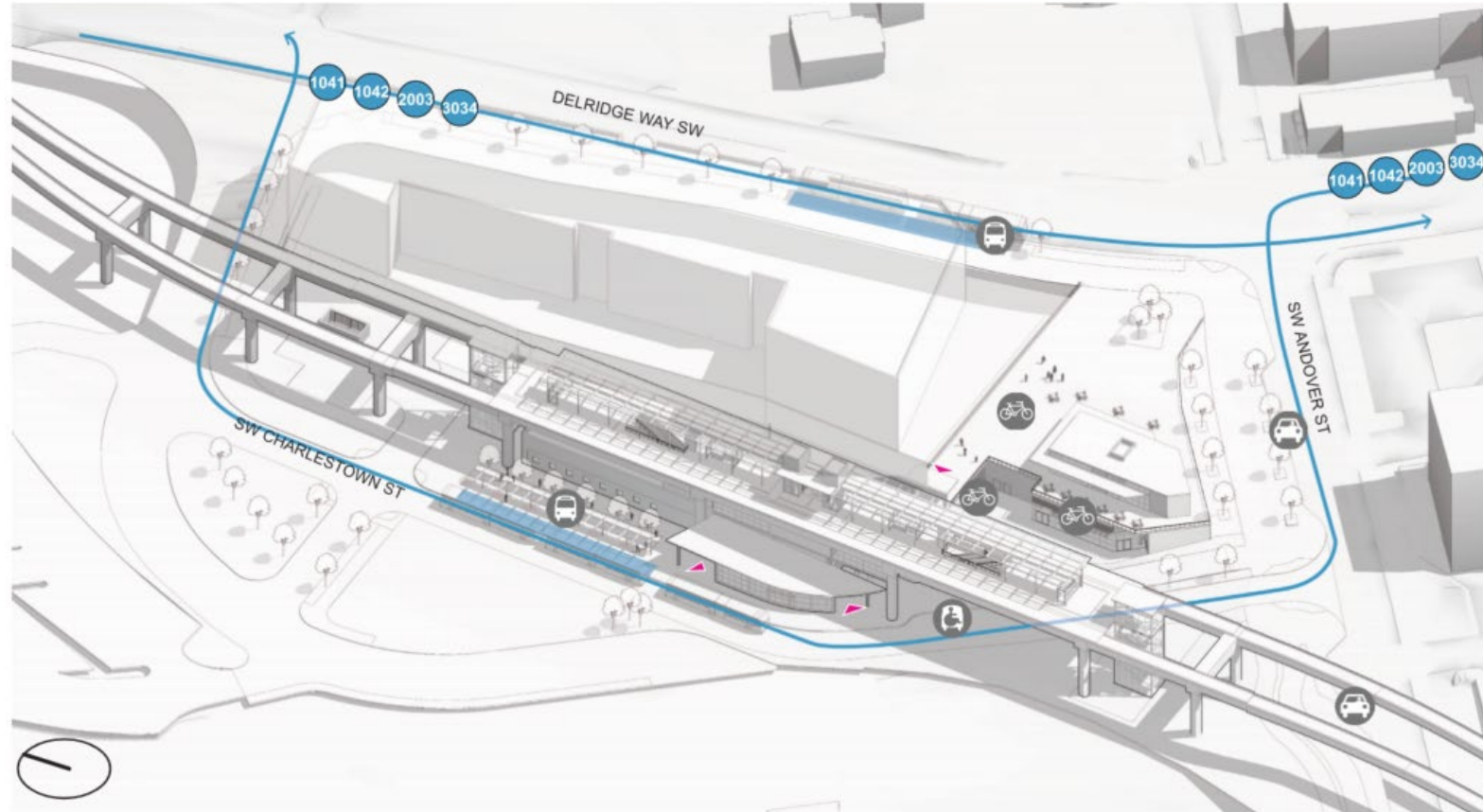
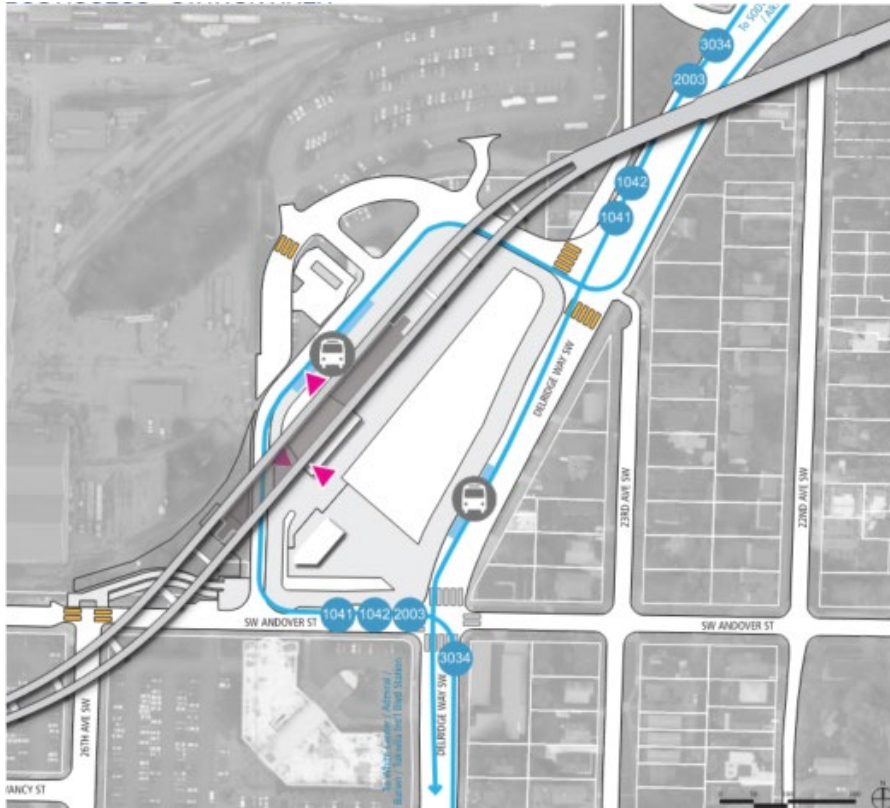
- - - - - PROPOSED BIKE FACILITY
 ——— EXISTING BIKE FACILITY
 ■ BIKE LANES
 |||| SHARED-USE PATH

PICK-UP/DROP-OFF
 BUS STOP

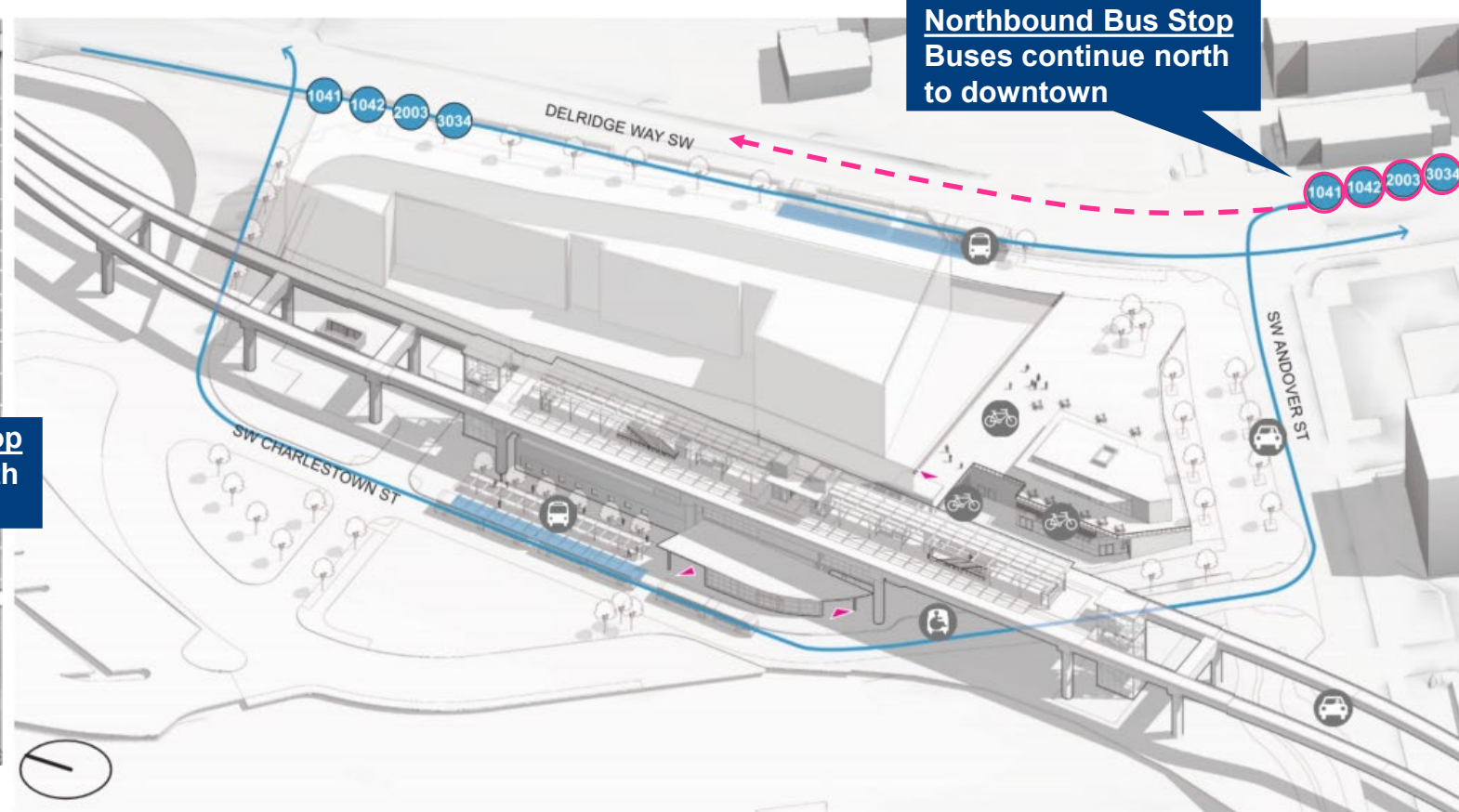
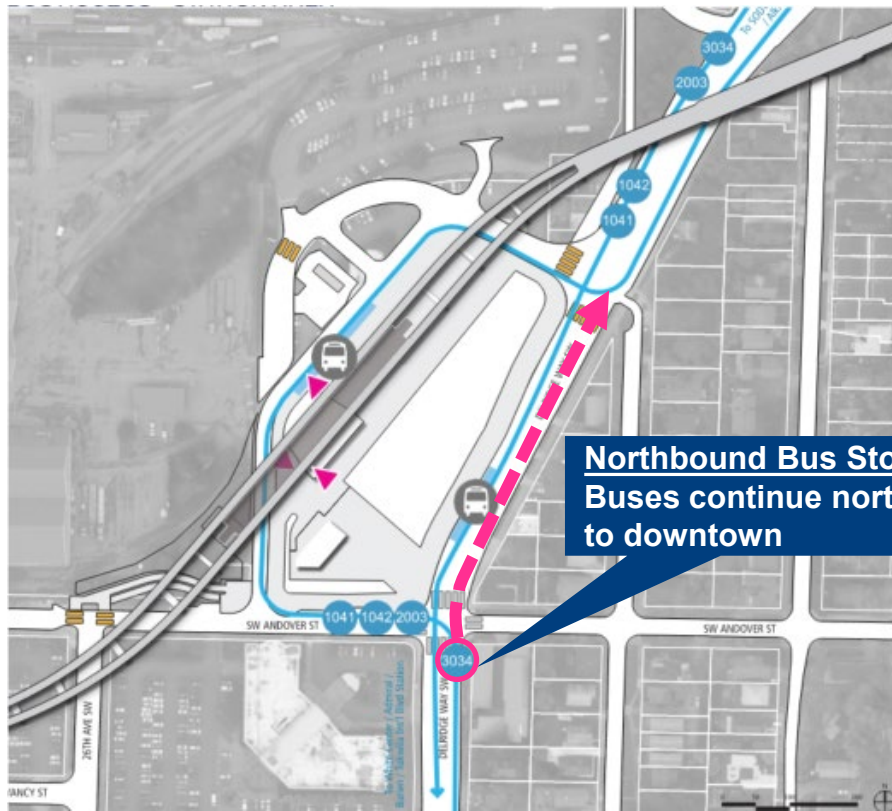
PARATRANSIT

SHORT-TERM BIKE STORAGE
 LONG-TERM BIKE STORAGE
 STATION ENTRANCE

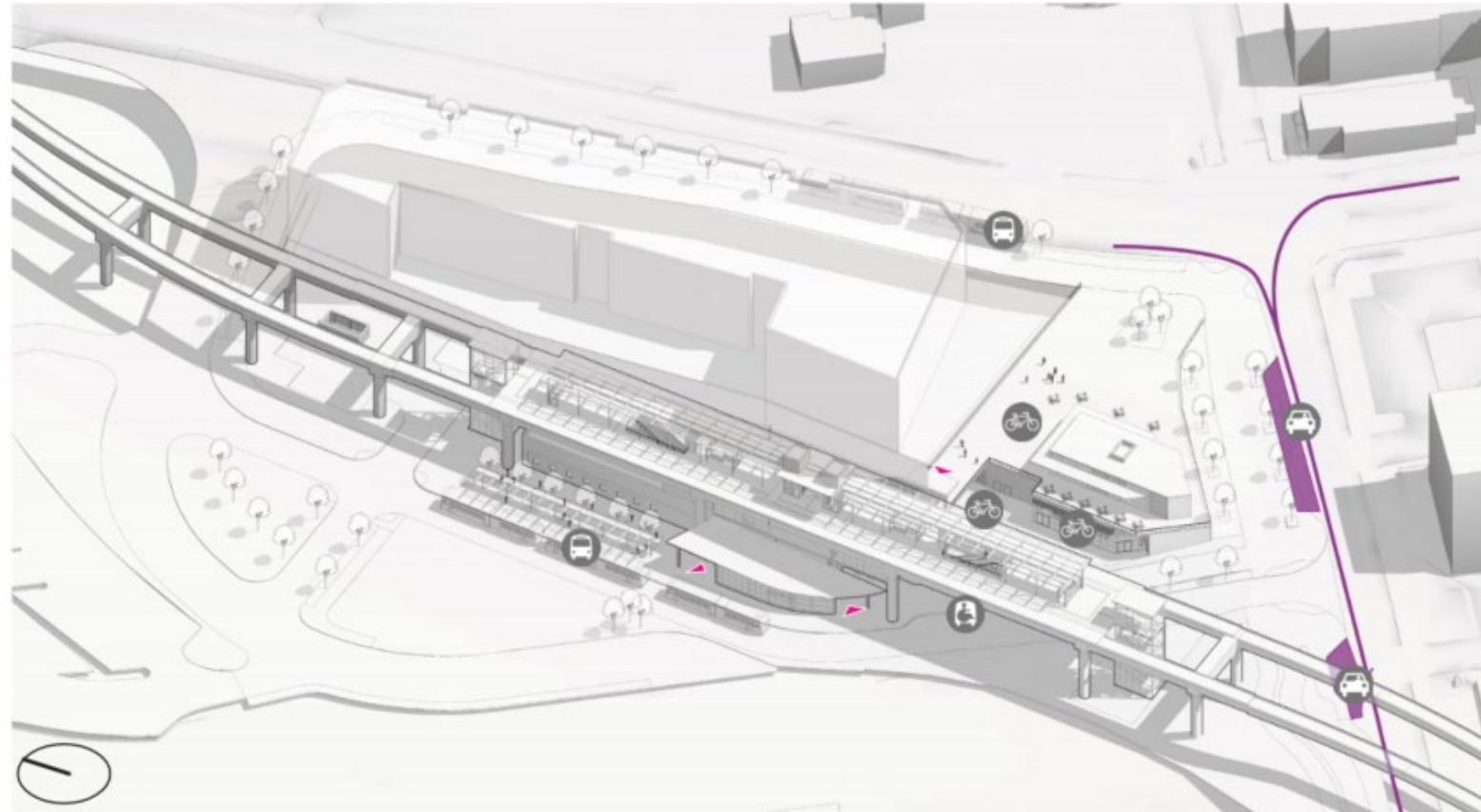
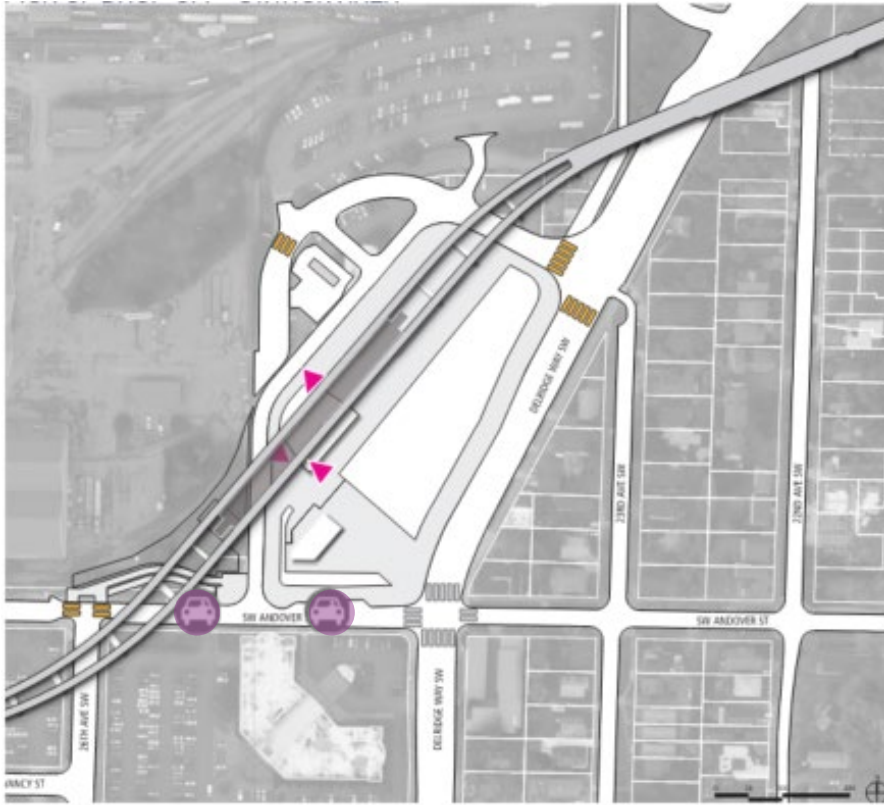
Transit Integration



Transit Integration – Prior to BLE Opening

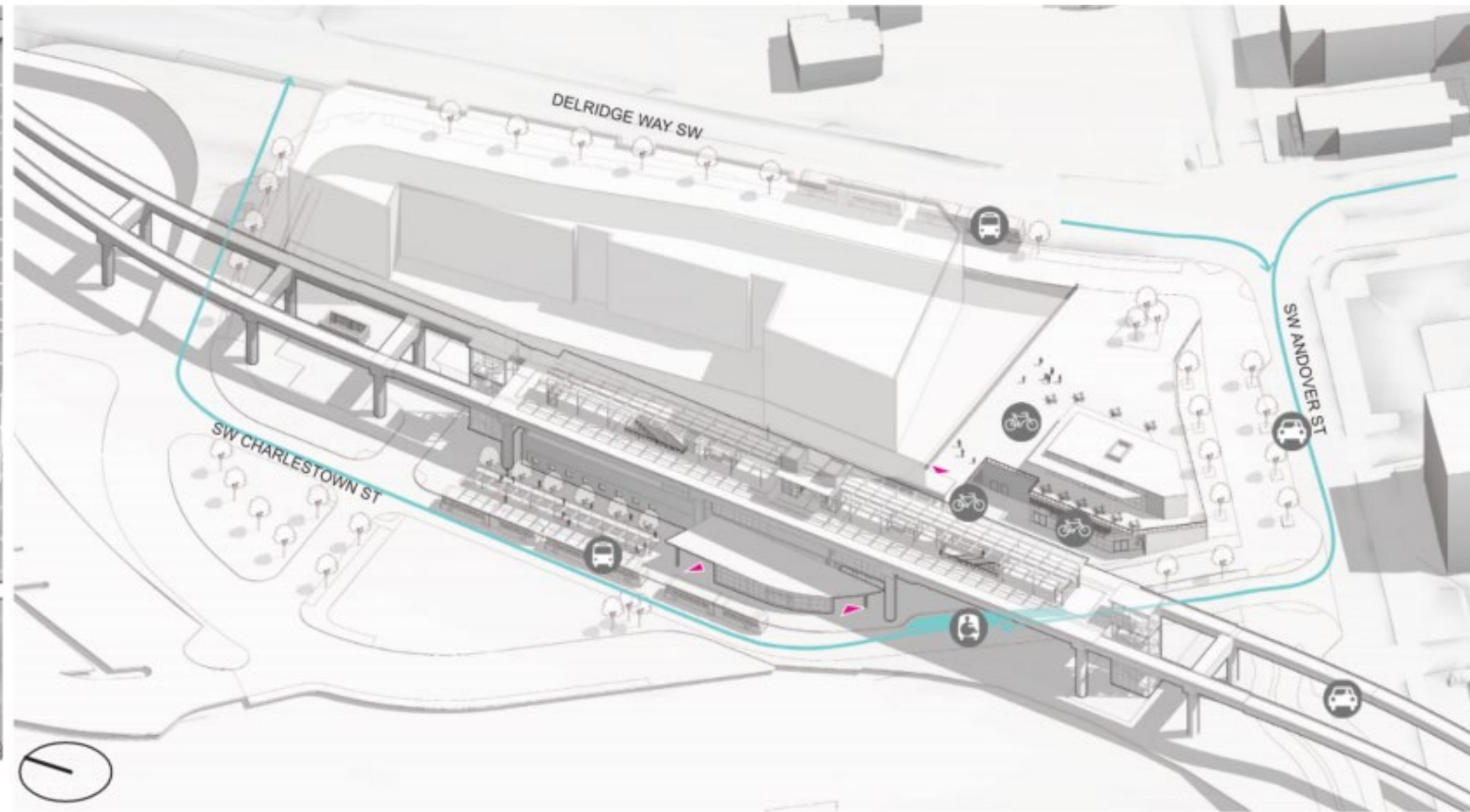
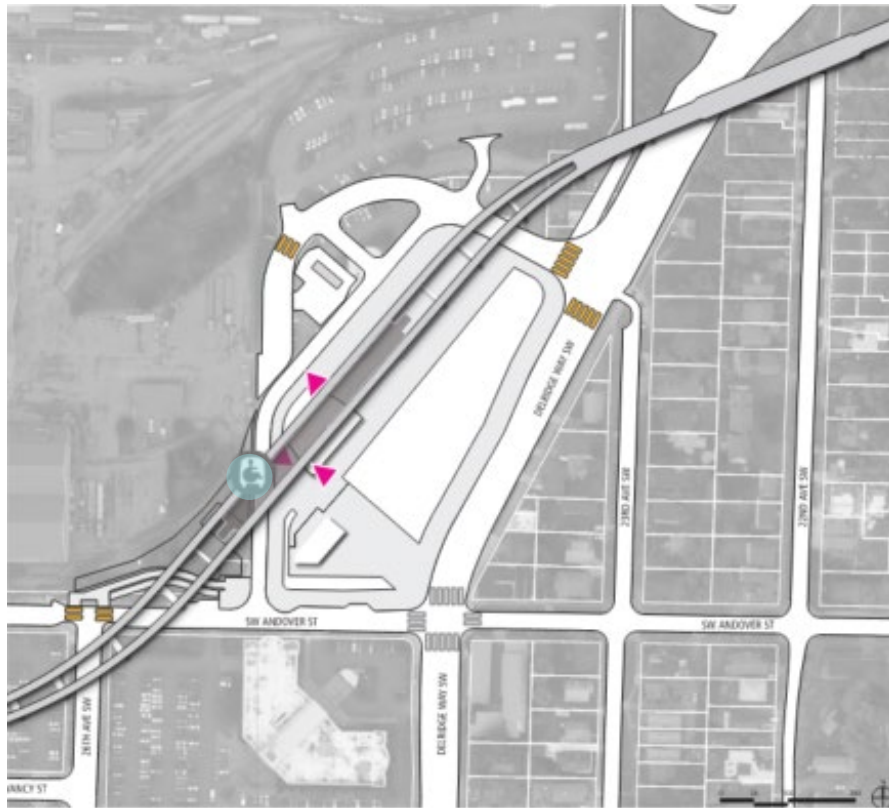


Pick-up and Drop-off



- VEHICULAR ROUTES
- PICK-UP/DROP-OFF AREA
- STATION ENTRANCE
- PICK-UP/DROP-OFF
- BUS STOP
- PARATRANSIT
- BIKE

Paratransit



— PARATRANSIT ROUTES

■ PARATRANSIT BOARDING AREA

▲ STATION ENTRANCE



PICK-UP/DROP-OFF



BUS STOP



PARATRANSIT

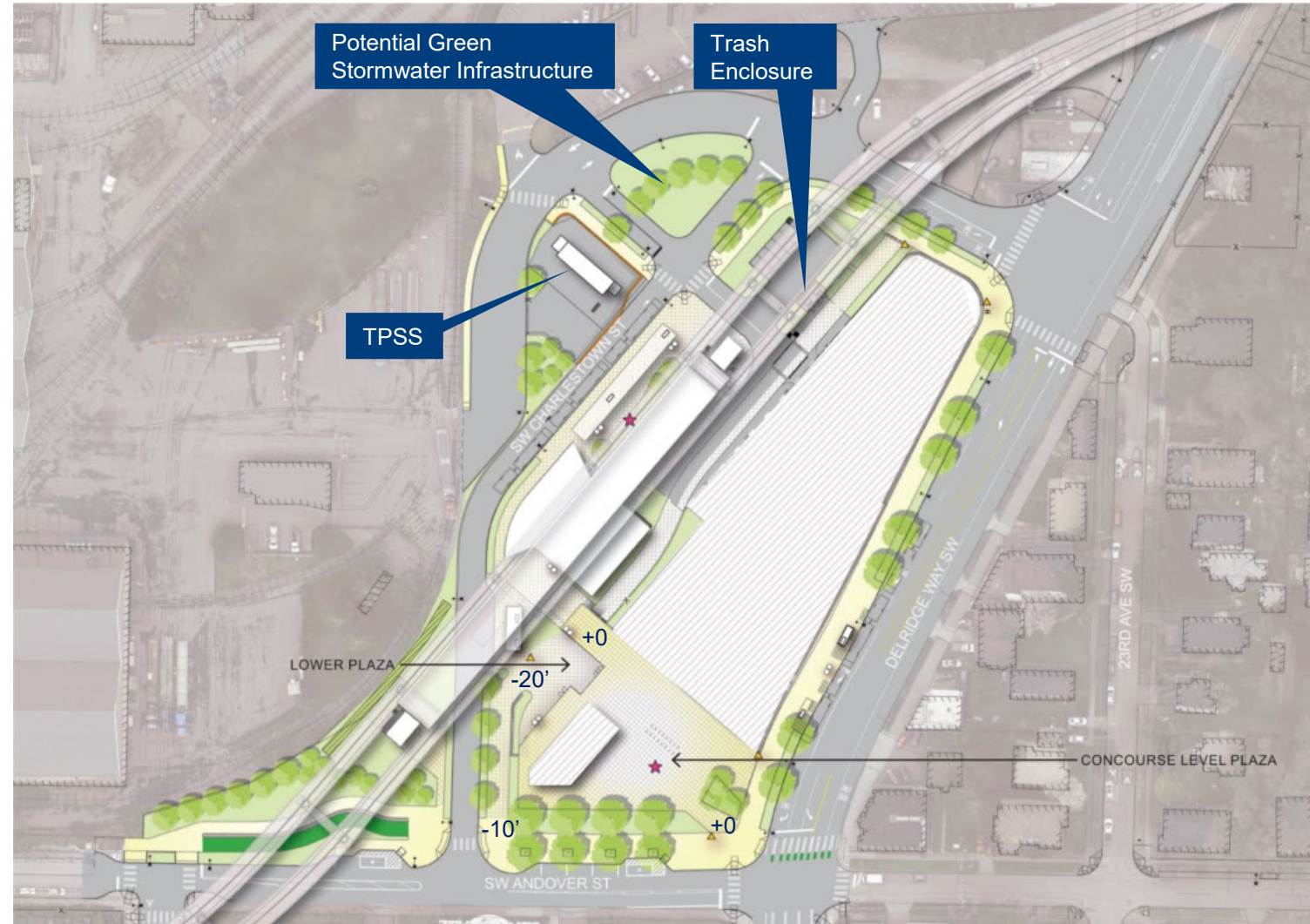


BIKE

Station Public Realm

LEGEND

- EXISTING STREET TREE
- PROPOSED STREET TREE
- PROPOSED PLANTING AREA
- POTENTIAL TRANSIT ORIENTED DEVELOPMENT
- BICYCLE RACK
- BUS SHELTER
- BENCH
- LEANING RAIL AND WEATHER PROTECTION
- WAYFINDING SIGN
- TRASH RECEPTACLE



Key Themes from Fall 2023 Engagement

Feedback Overview

24%

of respondents said this is their primary station

DELDRIDGE



Access

Ways that you would 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



Feedback About the Plaza

Uses and activities that you would like to see at the public plaza



Space for buskers

"A multi-use plaza with seating, benches, and fountains. Open ground for activities"

"For the plaza, safety should be a priority"

In-Language Focus Group Feedback



Public restrooms

Large apartment units with 3+ bedrooms for families

"Value community history"

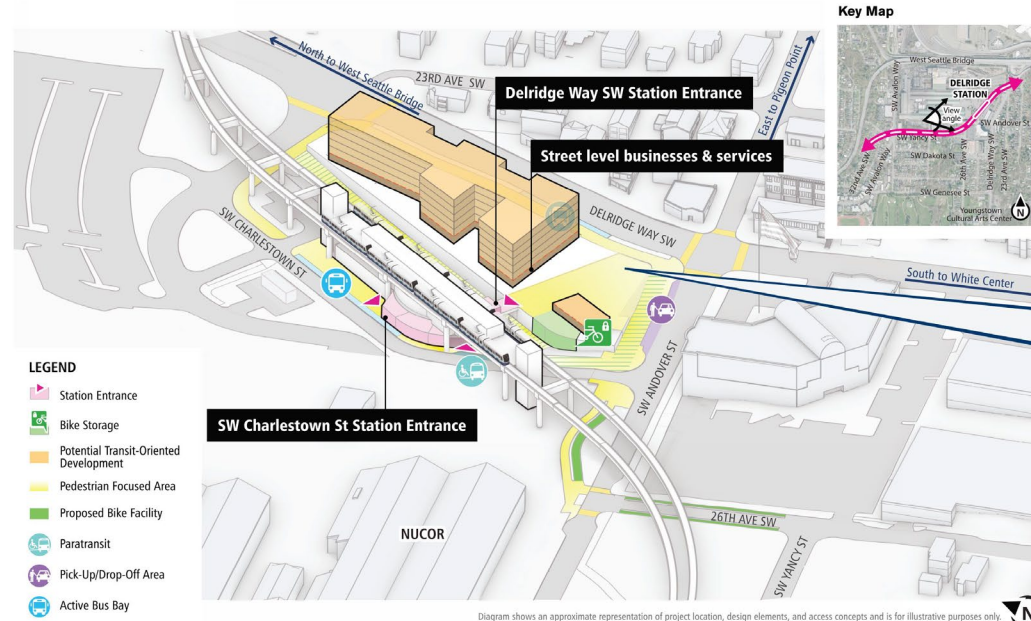
"Public safety in shared spaces"

"Secure bike parking"

"A station that prioritizes getting people in and out as efficiently as possible"

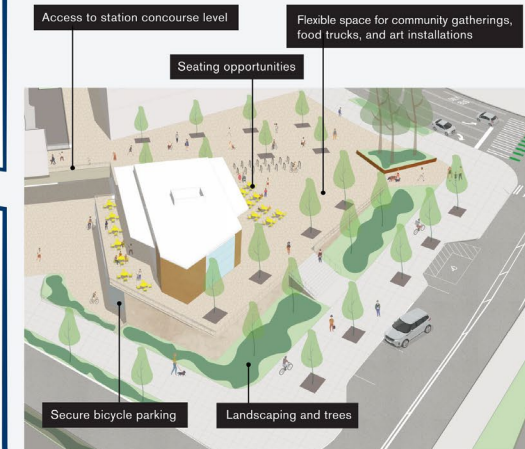
"Safe bike infrastructure - separated from cars by a hard barrier"

Need grocery stores, restaurants, and similar businesses



- LEGEND**
- Station Entrance
 - Bike Storage
 - Potential Transit-Oriented Development
 - Pedestrian Focused Area
 - Proposed Bike Facility
 - Paratransit
 - Pick-Up/Drop-Off Area
 - Active Bus Bay

Diagram shows an approximate representation of project location, design elements, and access concepts and is for illustrative purposes only.



*EXAMPLE OF PLAZA TREATMENT

Station Public Realm Concept

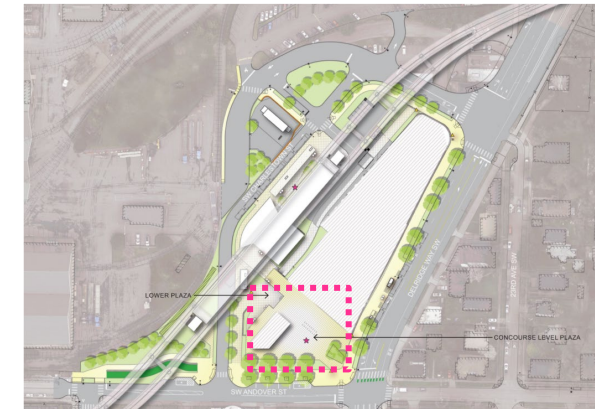
At grade connection to Delridge Way SW

Station Entry Plaza – Programming TBD

Potential future development opportunity*

Lower-level Plaza

Long-term secure bike parking and ancillary spaces at lower level



Key Plan

Feedback About the Plaza

Uses and activities that you would like to see at the public plaza



Small-Scale Retail or Food and Drink uses



Open Paved Space for Community Events



Bike Racks & Mobility Device Parking



Merchant Kiosks or Food Trucks



"Water feature or other elements to acknowledge Longfellow Creek nearby"

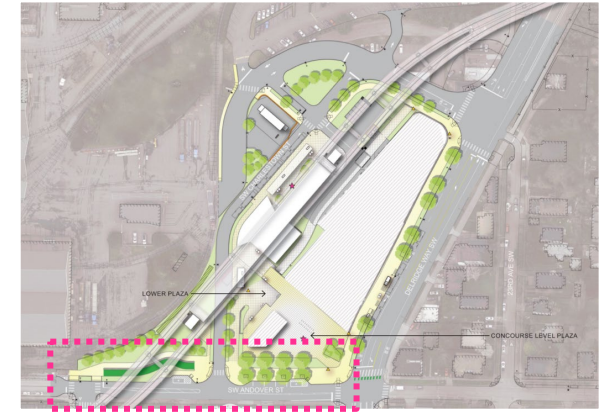
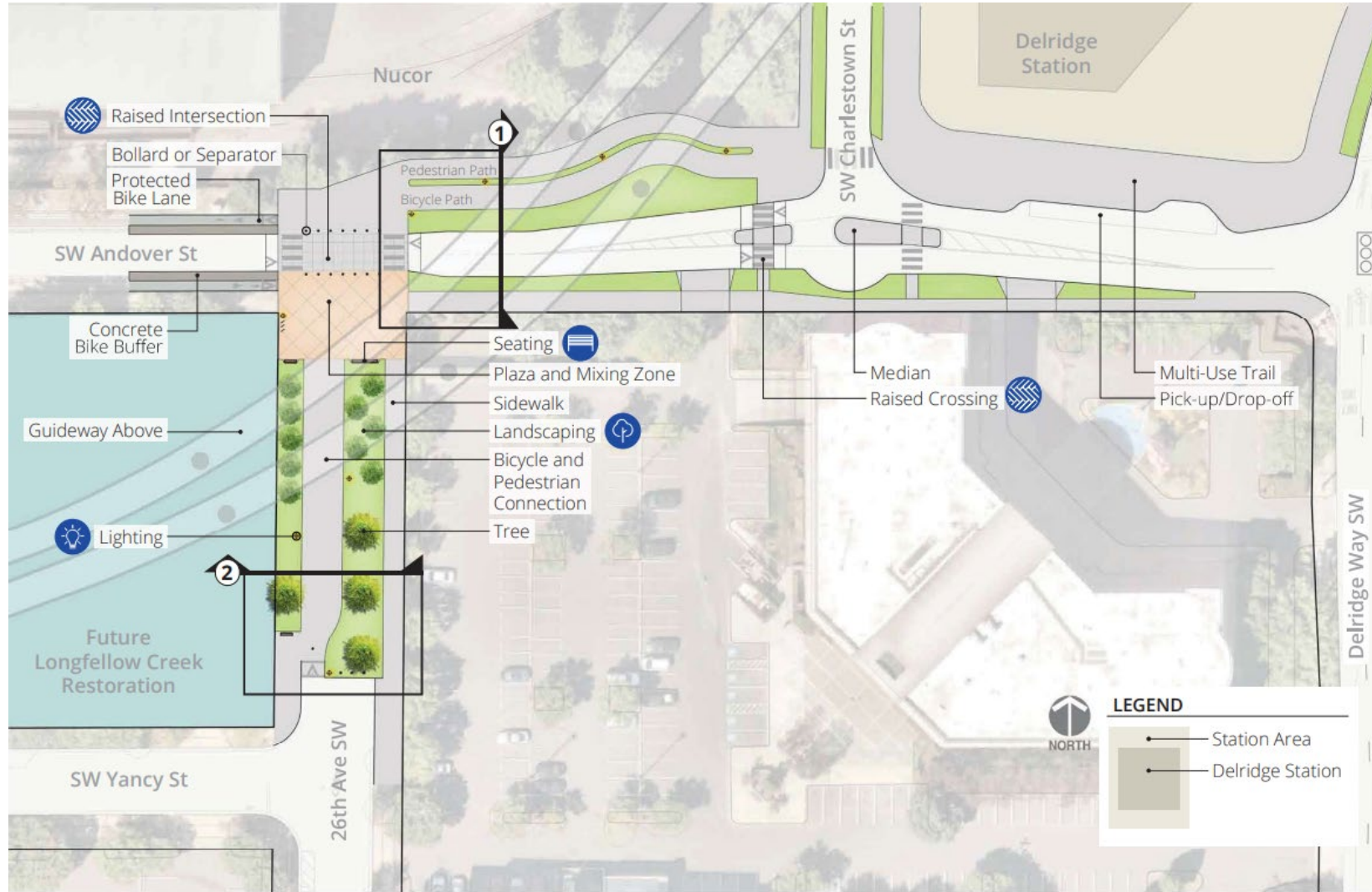
Space for buskers

"A multi-use plaza with seating, benches, and fountains. Open ground for activities"

"For the plaza, safety should be a priority"

* Future development opportunity not to be constructed as part of transit project

SW Andover St. / 26th Street Concept - SDOT



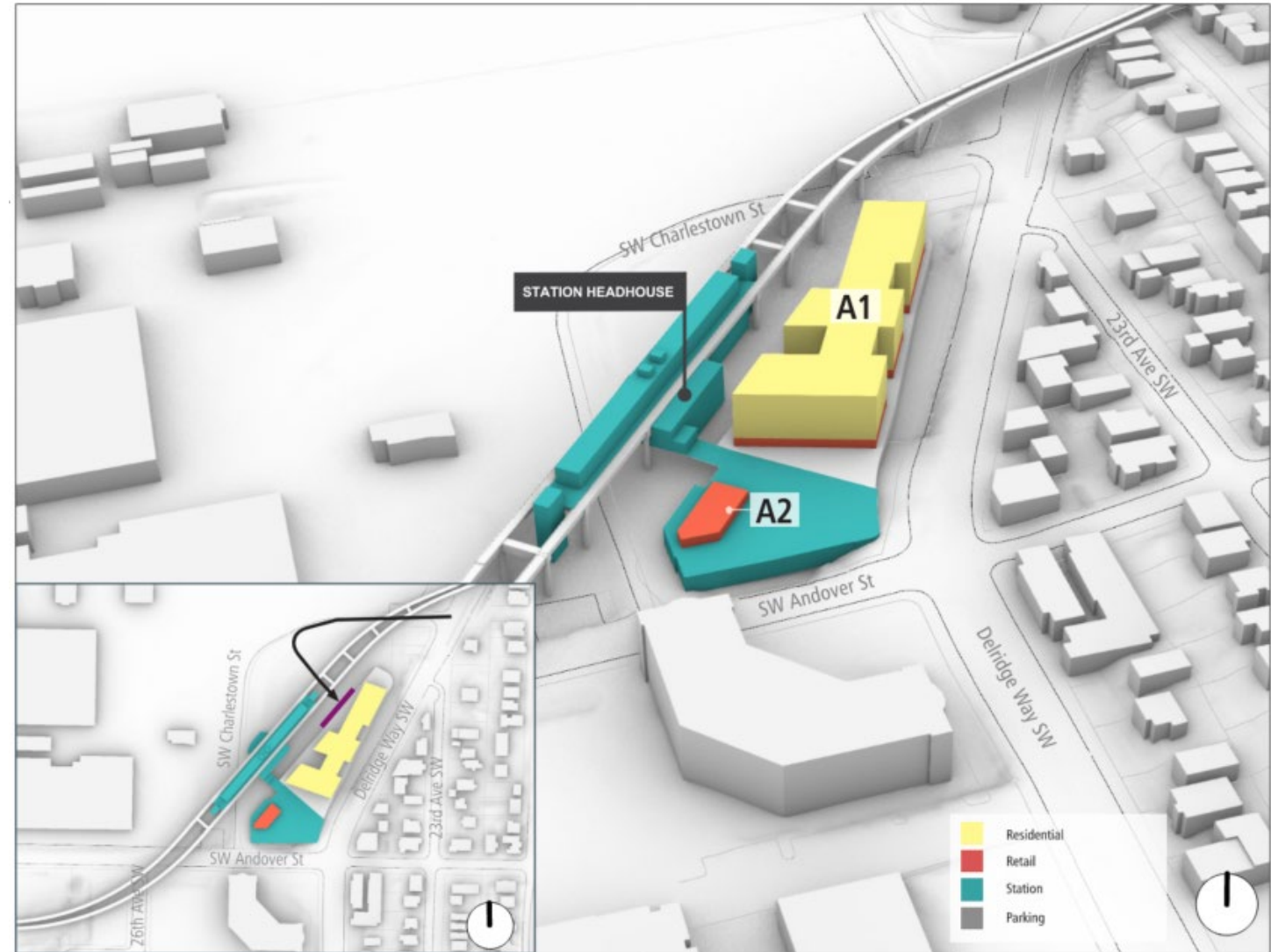
TOD Concept - Existing Zoning

Site	Bldg. Interface Type	Total GSF	Rezoned	Zoning	Res. Units	Retail GSF	Flex Ind GSF	Parking Stalls
A1	Adjacent	45,000	No	MML U/85	0	4,000	41,000	0
A2	Adjacent	31,000	No	MML U/85	0	4,000	27,000	0
Total:		76,000			0	8,000	68,000	0

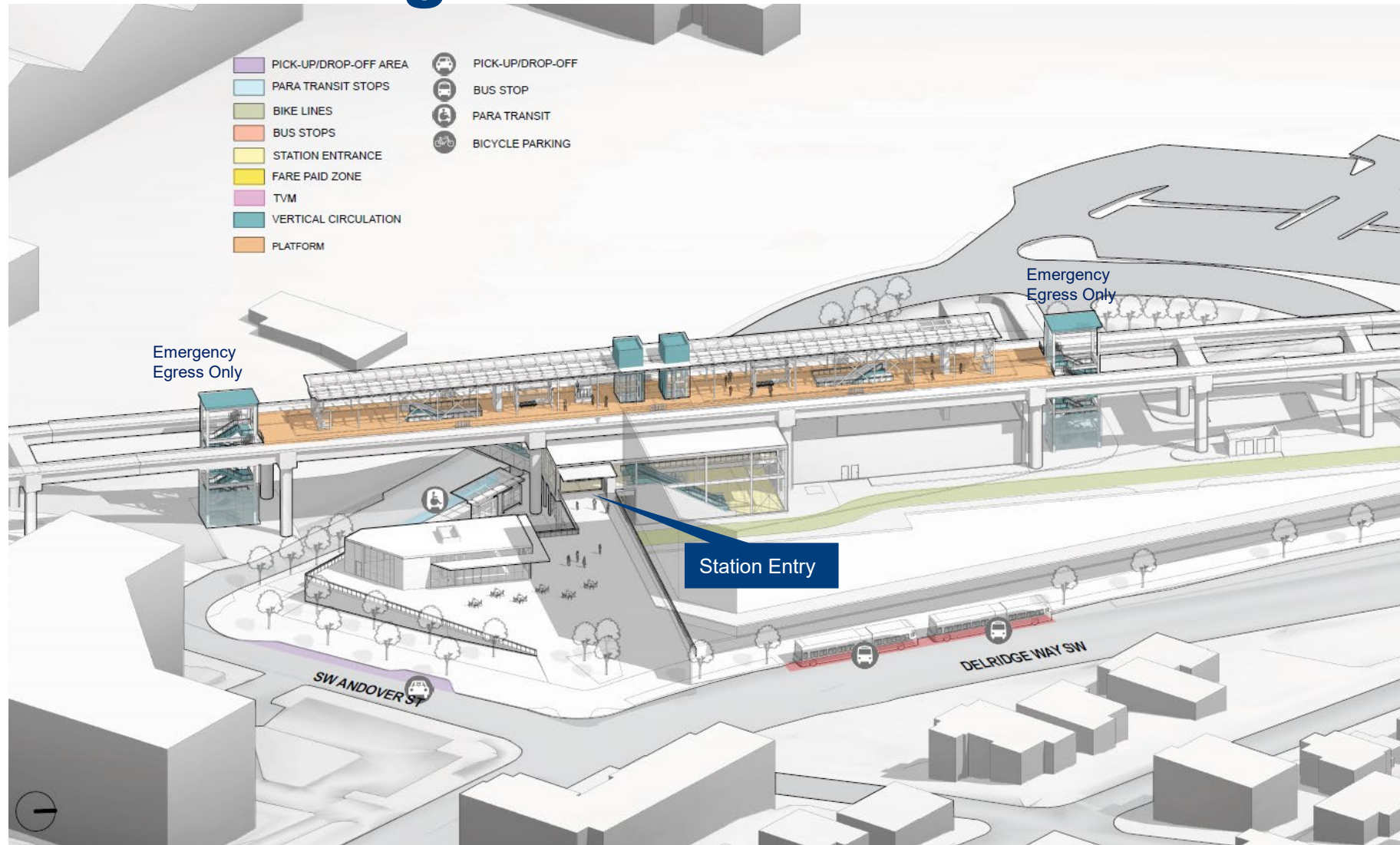


TOD Concept – Community Feedback

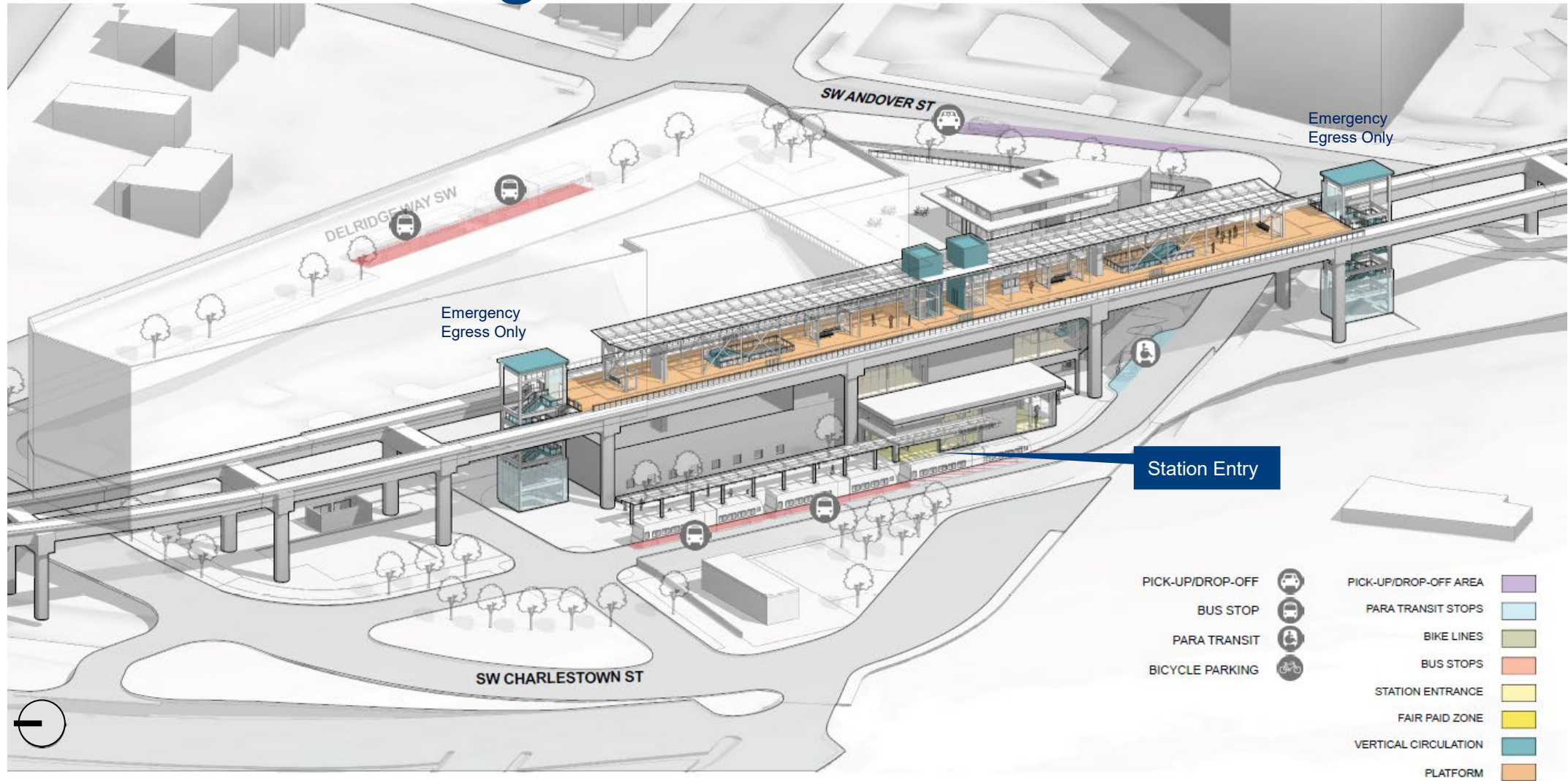
Site	Bldg. Interface	Total GSF	Rezoned	Zoning	Res. Units	Retail GSF	Parking Stalls
A1	Adjacent	148,300	Yes	NC3-85	145	22,550	220
A2	Adjacent	2,500	Yes	NC3-85	0	2,500	
Total:		150,800			145	25,050	220



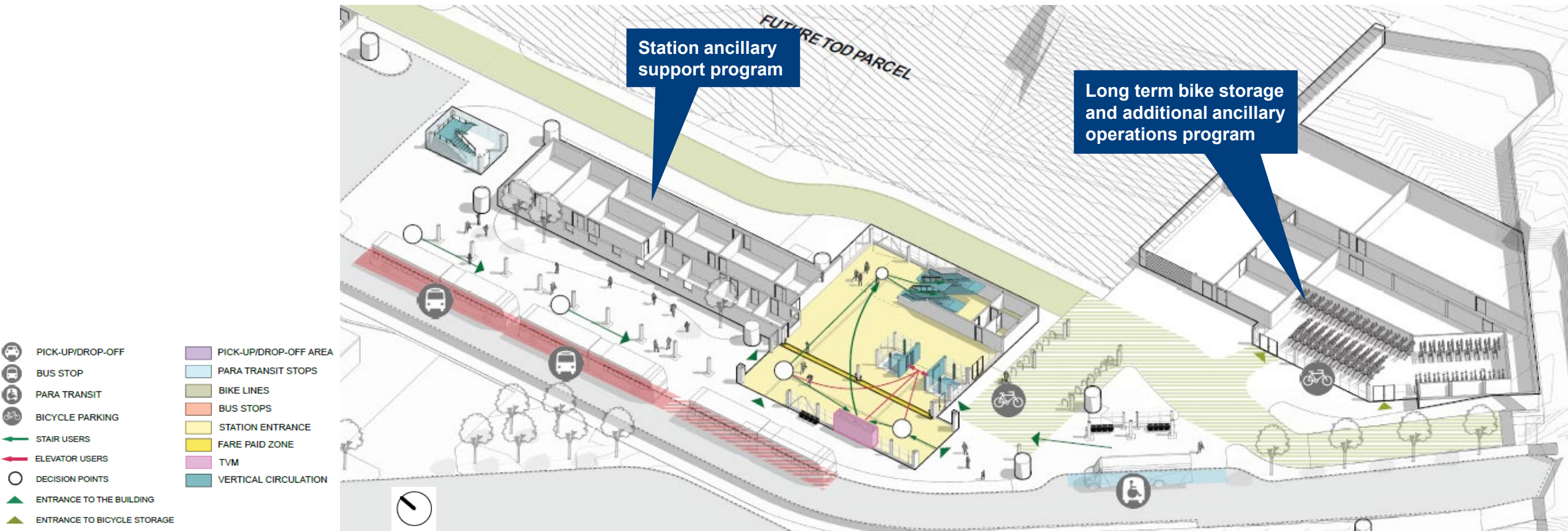
Station Configuration – SW Overview



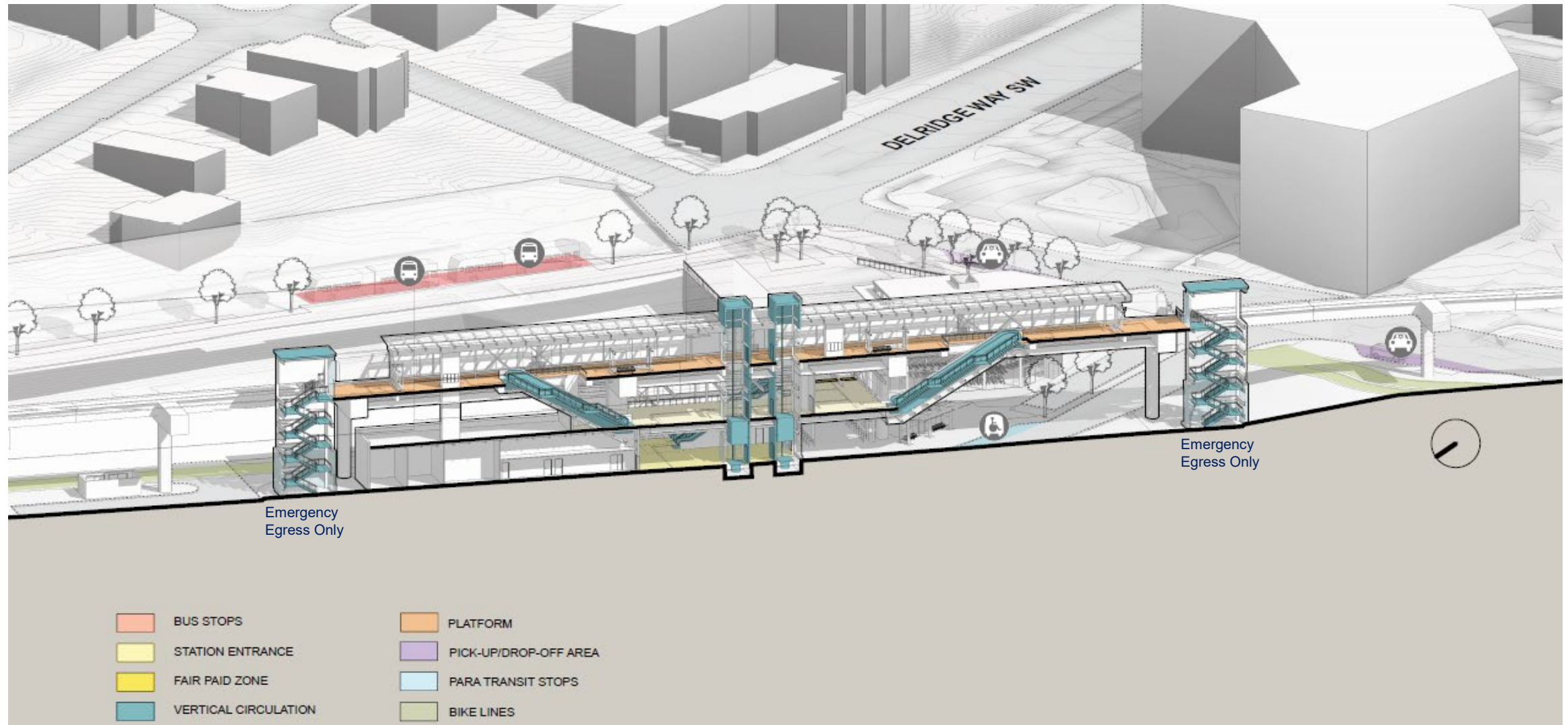
Station Configuration – NE Overview



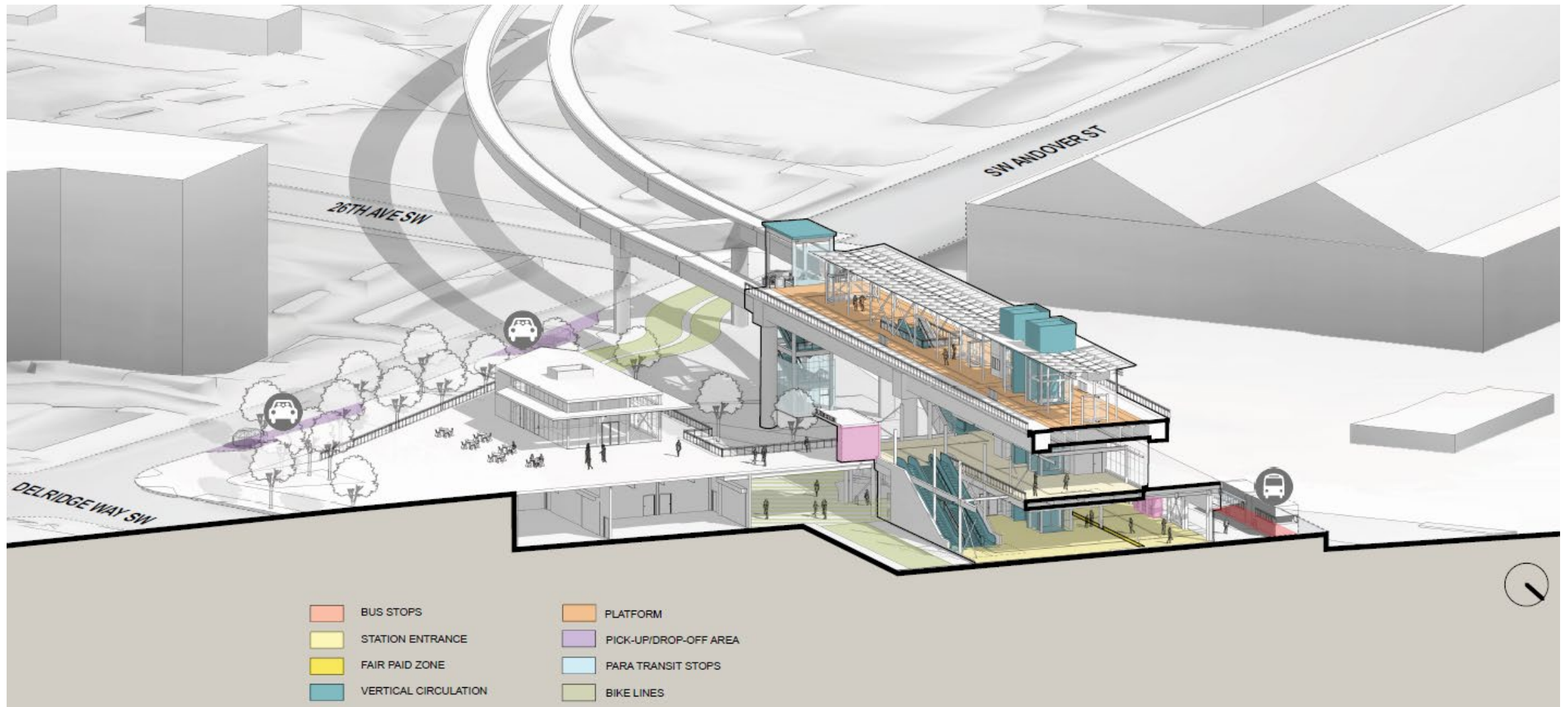
Passenger Circulation: Lower Level



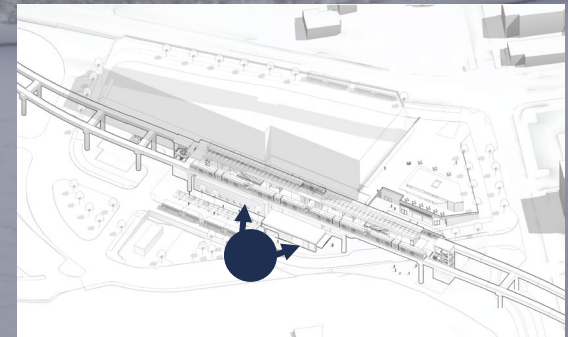
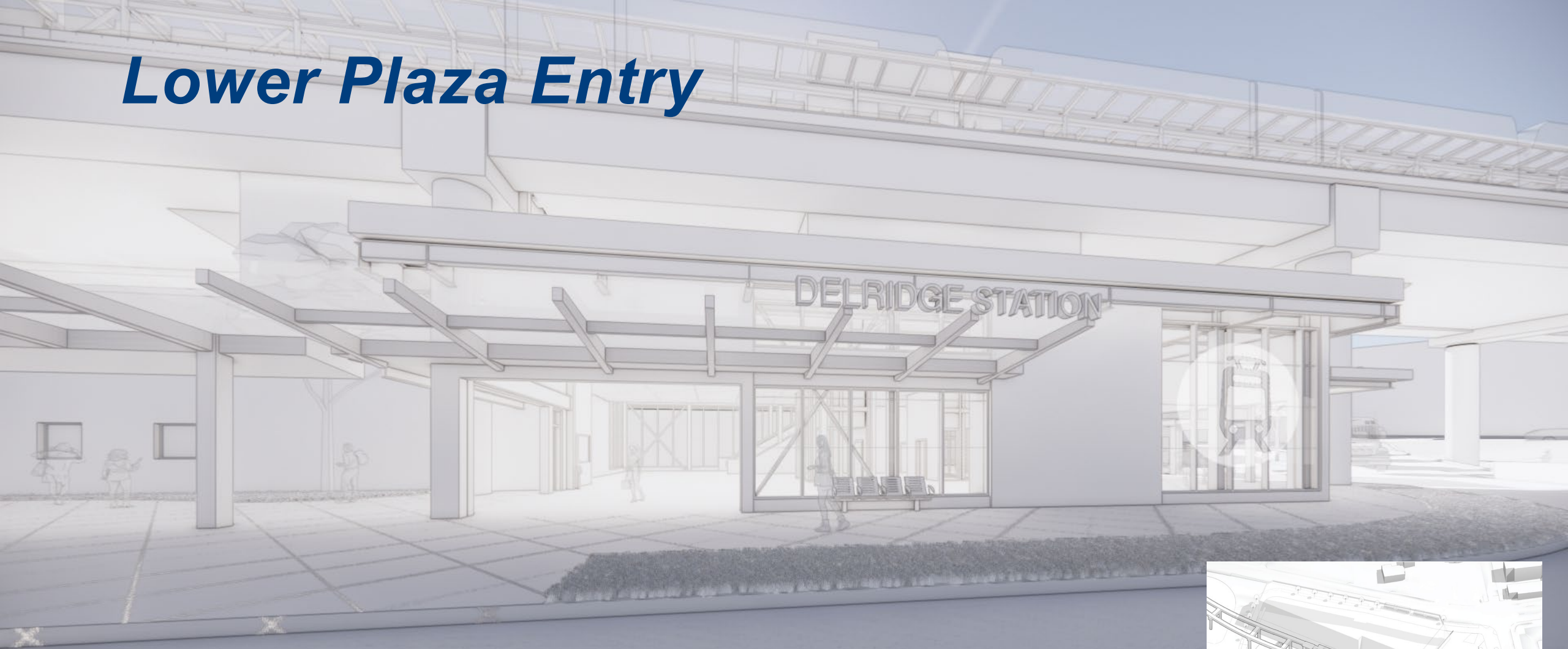
Passenger Circulation: Vertical Transportation



Passenger Circulation: Vertical Transportation



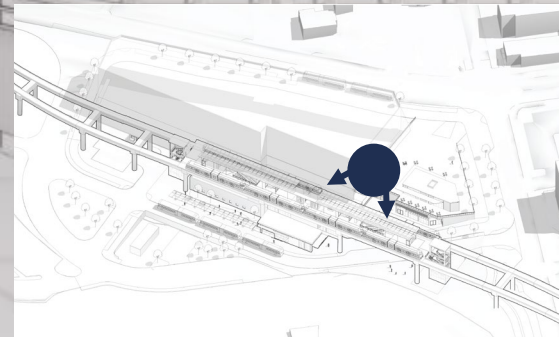
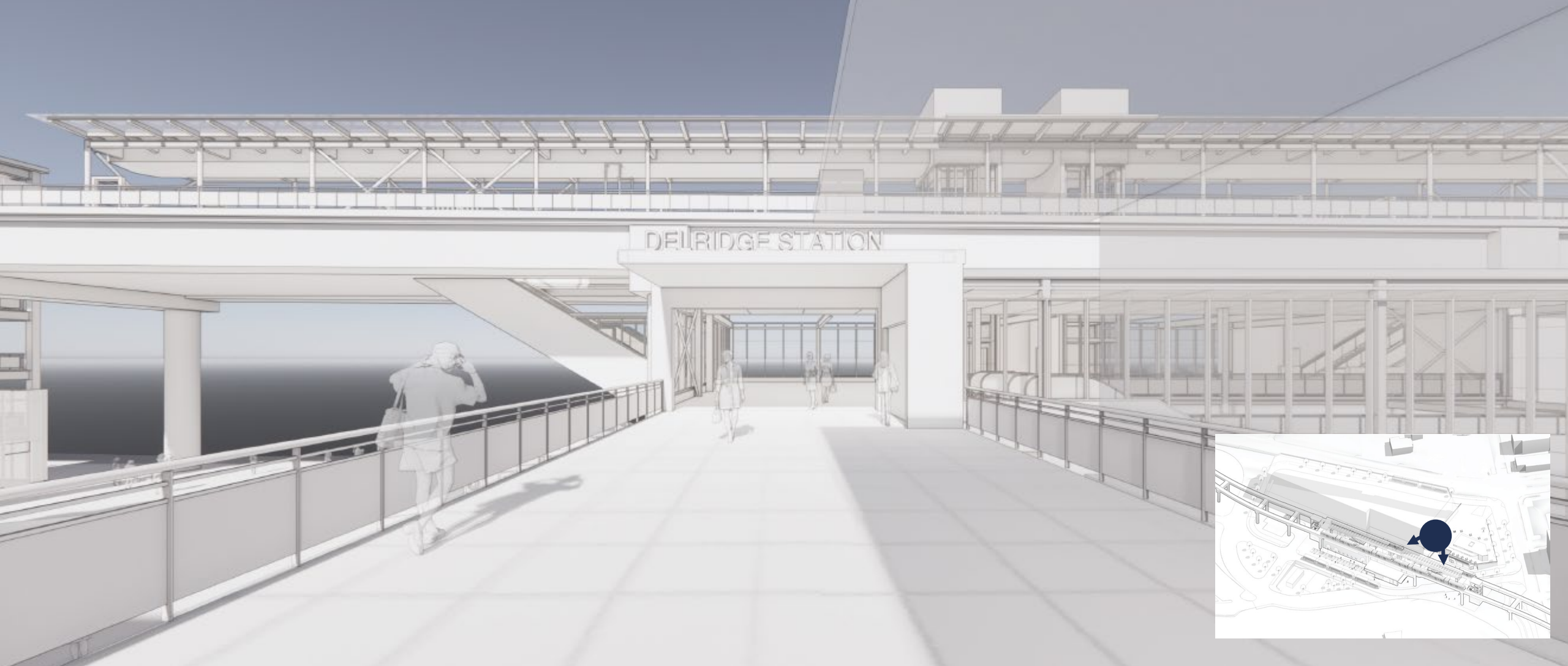
Lower Plaza Entry



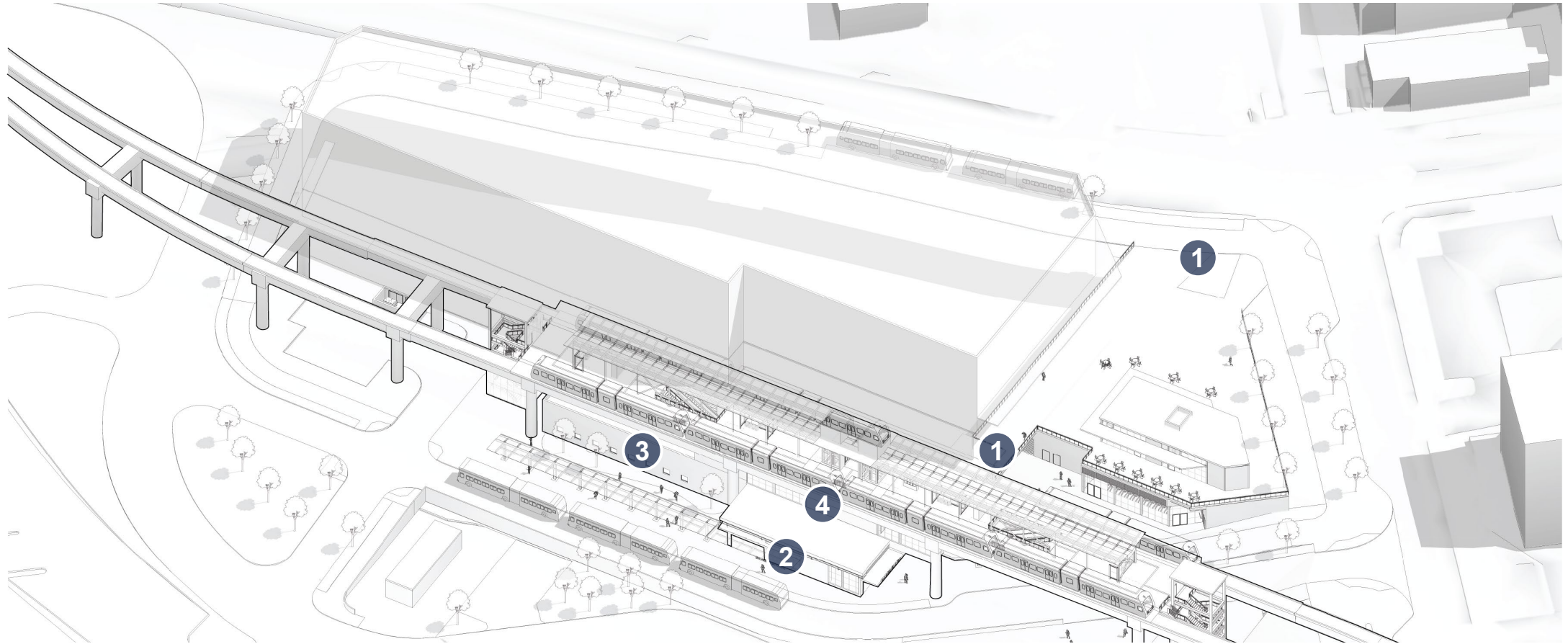
Bike Room & Pedestrian Alley



Station Entry from Delridge Way SW



Public Art: Early Planning



- 1 Possible sculpture locations to help with wayfinding. If at the station entrance, may be incorporated into façade.
- 2 Bus-transit level lobby opportunities in curtainwalls and on other interior surfaces.

- 3 Large wall surface adjacent to bus loading area.
- 4 Temporary exhibition spaces (lightboxes, etc.)

Public Art: Approaches

A Prompt for Artists: Consider the Journey

- *Make a connection to the surrounding neighborhood – people, natural areas and the built environment*
- *Guide passengers into the station and help them navigate their way to the right place*
- *Make the experience inviting and pleasant*

Top: *Light Artwork*, Tory and Eroyn Franklin
(Star Lake Station, Federal Way)

Bottom: *Photo Synthesis*, Vicki Scuri Siteworks
with Alexandr Polzin (South Bellevue Station)



Q&A / Discussion

Thank you.



 *soundtransit.org*

