Interbay/Ballard Open House

Dec. 12, 2022

SoundTransit // Powering progress

Interbay-Ballard Further Studies

Interbay-Ballard Further Study & Engagement

GOALS

- **Update** on the status of the Ballard Link Extension project and ongoing further studies
- **Share** alternative concepts for alignments and stations in the Interbay-Ballard segment that Sound Transit team is exploring as requested by the Board in response to Draft EIS
- **Gather** community feedback on station and alignment concepts



TIMELINE FOR FOR FURTHER STUDIES

December 12

Open House 1

- Share alternatives being explored in response to Draft EIS comments and Sound Transit Board direction
- Introduce Interbay station and alignment concepts

Early to Mid December

Online Update 1

- Post accessible meeting materials on project website (https://wsblink.participate.online)
- Share online survey of feedback activities in Open House 1

January 11

Open House 2

- What we heard at Open House 1
- Share findings of further studies in Interbay and Ballard

Mid to Late January

Online Update 2

- Post accessible meeting materials on project website (https://wsblink.participate.online)
- Share online survey of feedback of all further studies concepts

February

Sound Transit Board: Status Report

SUPPORTING THE WORK

General awareness building including media, stakeholder emails, door-to-door, website updates

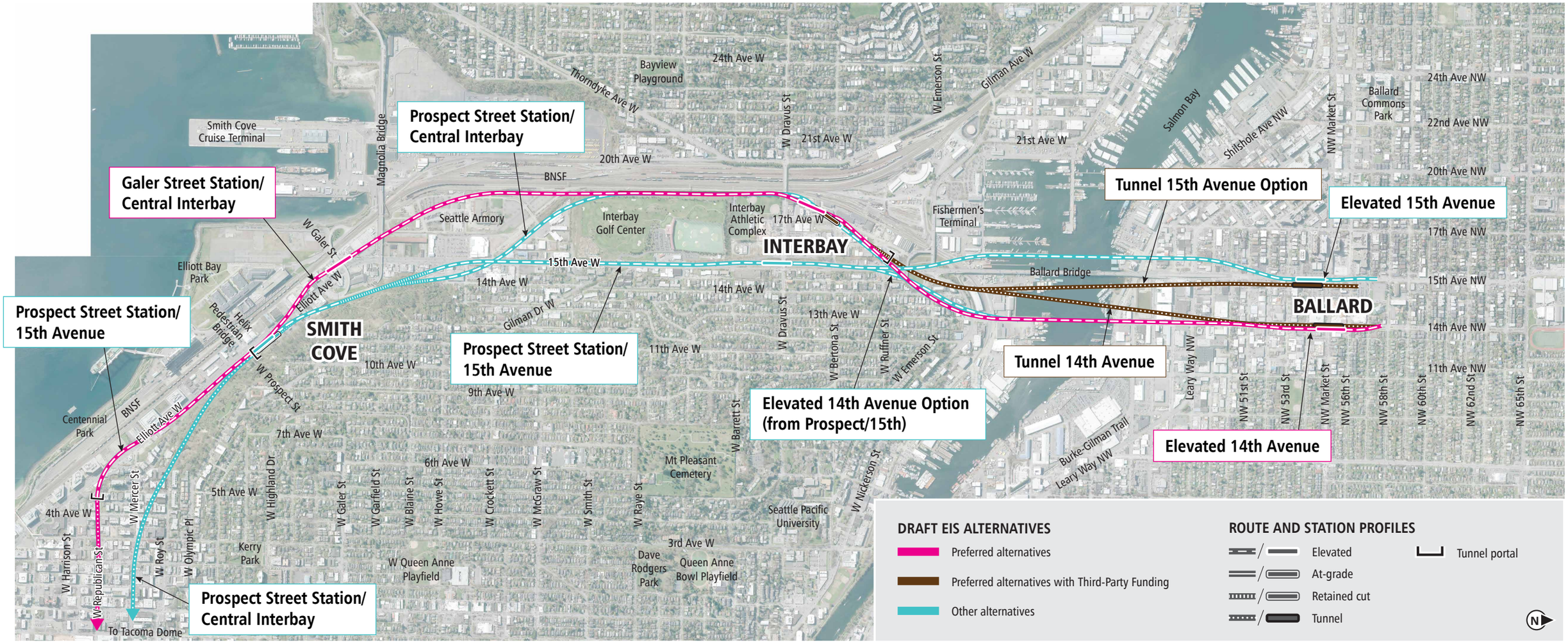
Interagency and consultant work

Optional small group, topic specific meetings and briefings (upon request)

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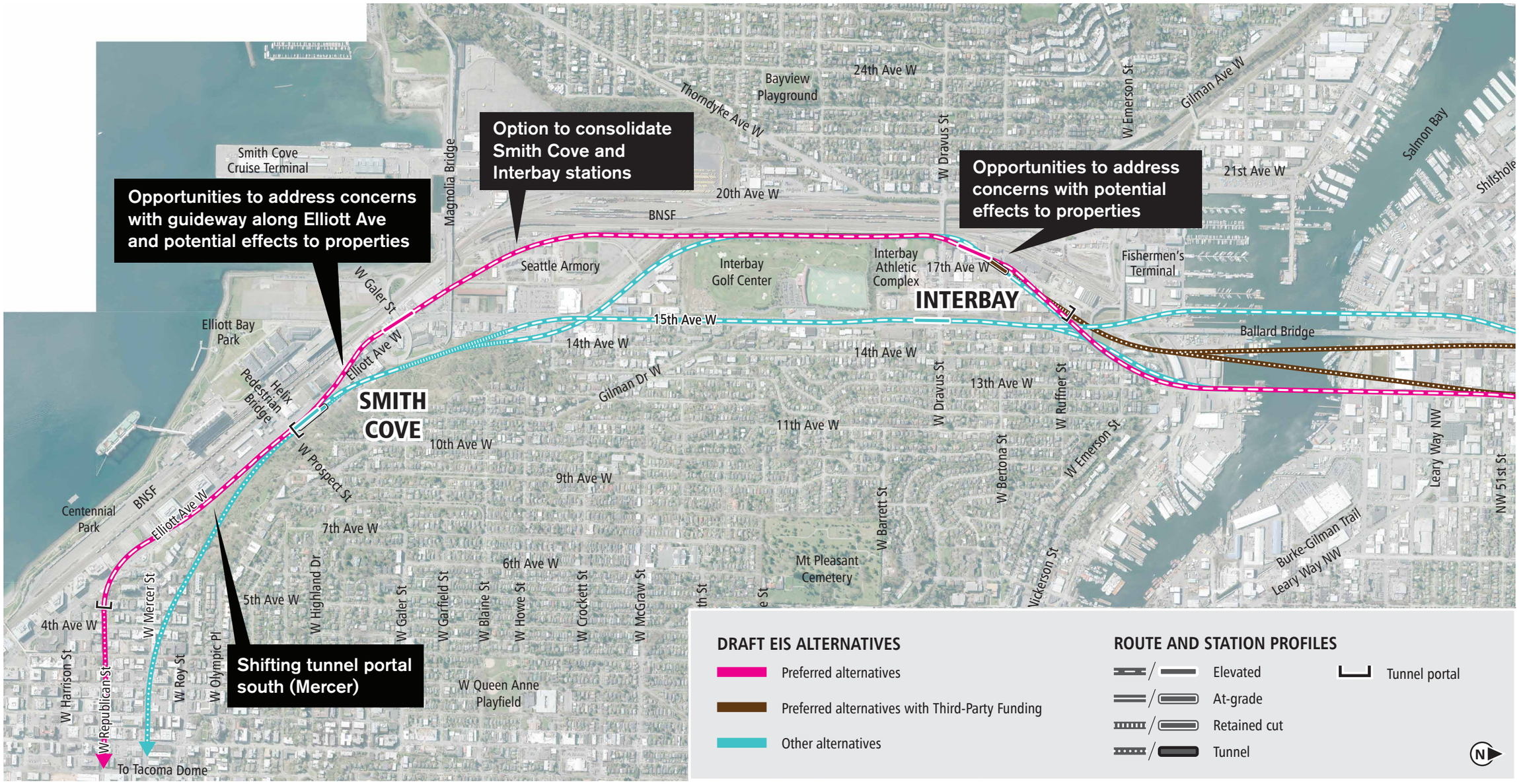
12/12/2022

South Interbay and Interbay-Ballard Draft EIS Alternatives



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Interbay - Further Studies



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Ballard Station - Further Studies

Develop cost savings refinement concepts for Tunnel 15th Ave Station and explore opportunities for third party funding

Investigate station access and safety enhancements, including entrances on both sides of Market St

Investigate pedestrian access improvements across 15th Ave from Tunnel 14th Ave Station

Explore shifting 14th Ave Tunnel alignment to reduce property impacts and cost

20th Ave W
17th Ave W
16th Ave W
15th Ave W
14th Ave W
13th Ave W
Thorndyke Ave W
Fishermen's Terminal
Salmon Bay
Ballard Bridge
Shilshole Ave NW
NW Market St
20th Ave NW
17th Ave NW
15th Ave NW
14th Ave NW
BALLARD
W Dravus St
W Bertona St
W Ruffner St
W Emerson St
W Nickerson St
Leary Way NW
NW 51st St
NW 53rd St
NW 54th St
NW 56th St
NW 58th St
N

DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES

- Elevated
- At-grade
- Retained cut
- Tunnel
- Tunnel portal

SOUNDTRANSIT

12/12/2022

Corridor Concept A: Modified Draft EIS alternative SIB-1

Corridor overview: Issues for Further Study

Concept A: Modified SIB-1

Based on community and agency partner feedback on the Draft EIS, Sound Transit has developed a modified version of the Draft EIS Preferred Alternative alignment (SIB-1), involving a tunnel portal at W Republican St just east of Elliott Ave W, connecting to the elevated Smith Cove station spanning W Galer St and retained cut Interbay station spanning W Dravus St. This graphic depicts the alignment as well as the related technical and community issues under study.

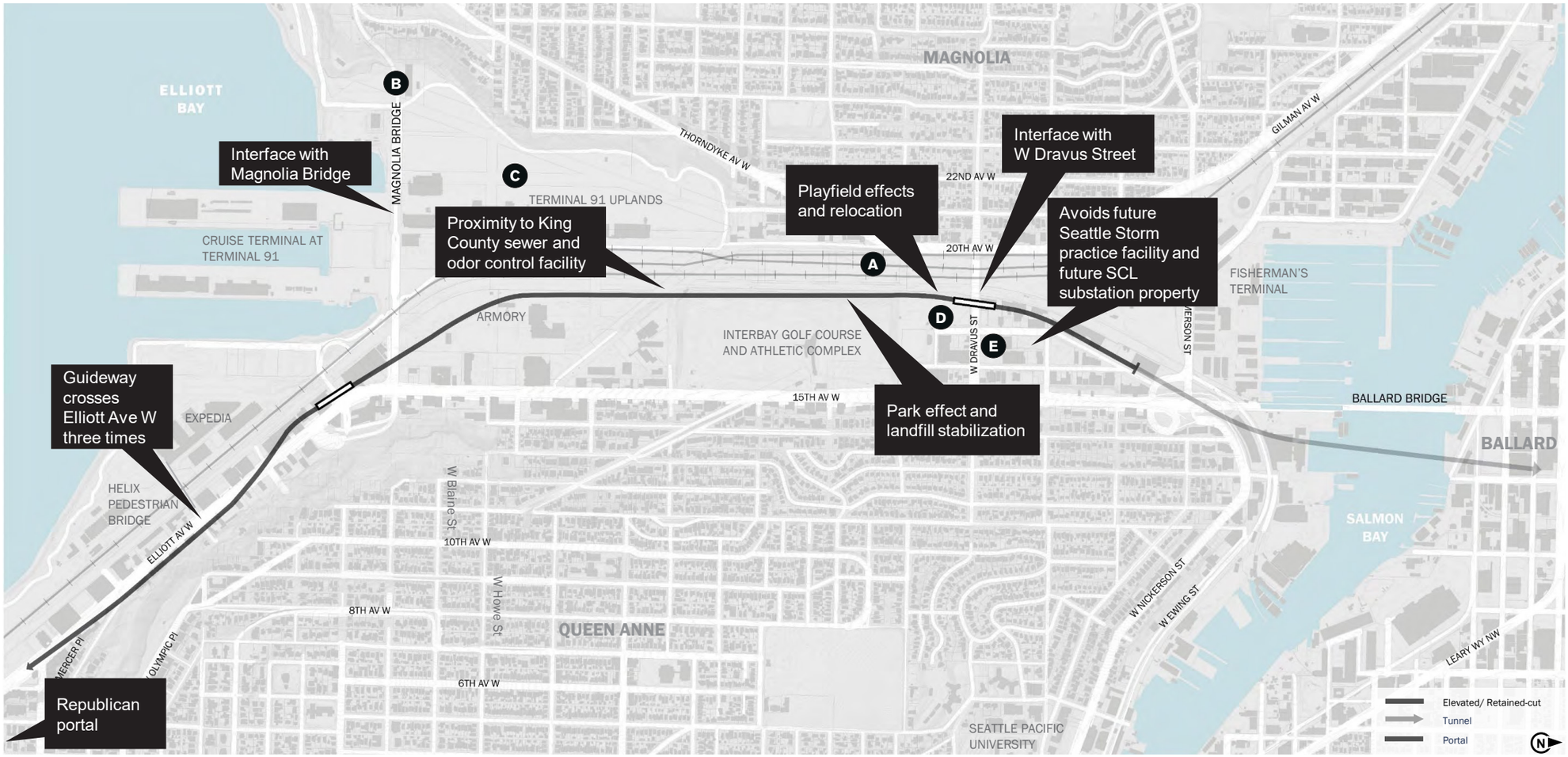


Diagram is an approximate representation of alignment and station location for illustrative purposes only.



BNSF railroad
Photo by Mithun



Magnolia bridge
Photo by Seattle Times



Terminal 91
Photo by Port of Seattle



Interbay sport field
Photo by Mithun



W Dravus St
Photo by Mithun

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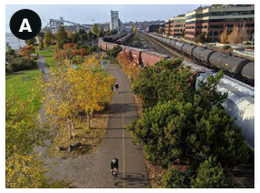
12/2022

Corridor Overview: Access And Urban Framework

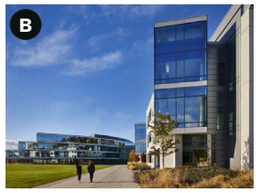
Concept A: Modified SIB-1

Corridor Overview

The Modified SIB-1 concept would retain two distinctive station areas in Interbay. The walksheds of both stations are constrained by infrastructure barriers and topography, though the Smith Cove station at W Galer St would be positioned to connect readily to the existing trail and bike network serving the waterfront, while Interbay station would readily connect to Magnolia's network; both stations would serve different bus routes in King County Metro's proposed future network. There are opportunities to improve the quality of the street environment along Elliott Ave W/15th Ave W, provide new trail connections adjacent to the guideway, as well as to serve future redevelopment on the Armory property and in the Interbay neighborhood.



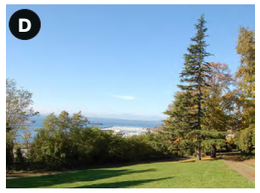
Elliott Bay Trail
Photo by SDOT



Expedia campus
Photo by Expedia



Pier 91& Cruise Ship Terminal
Photo by Port of Seattle

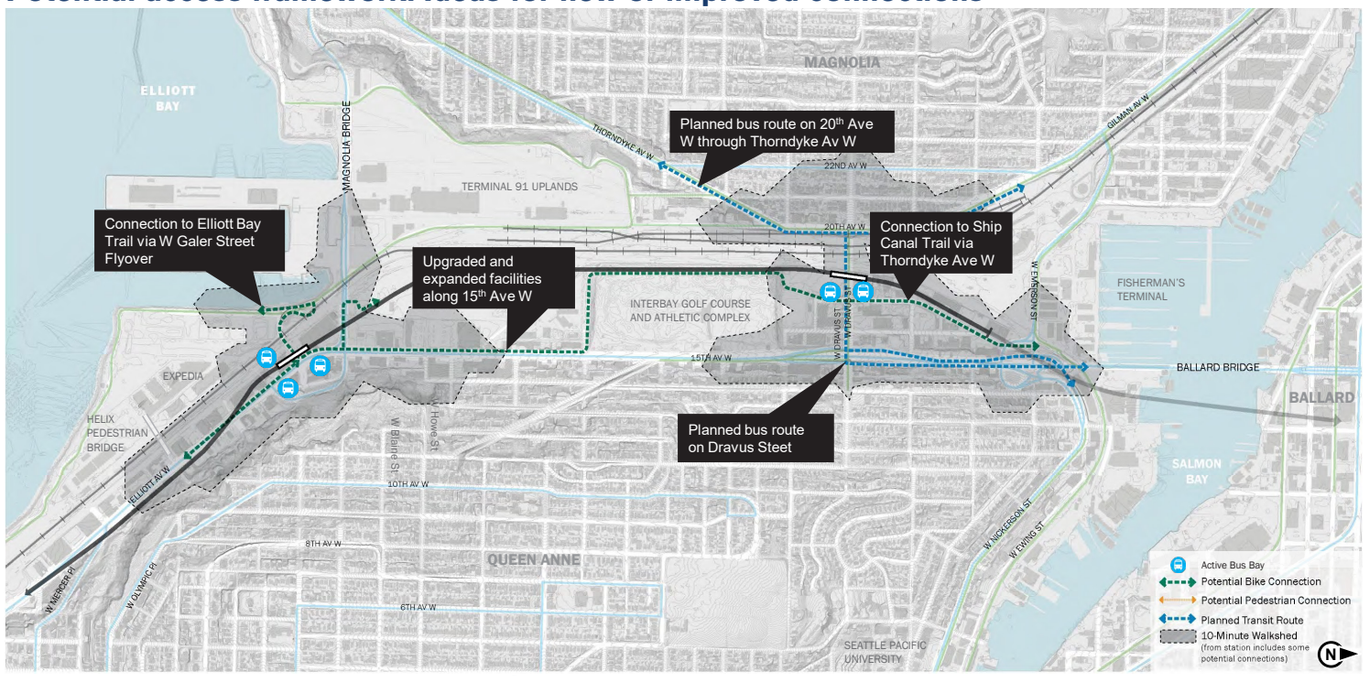


Kinnear Park
Photo by Seattle Parks and Recreation

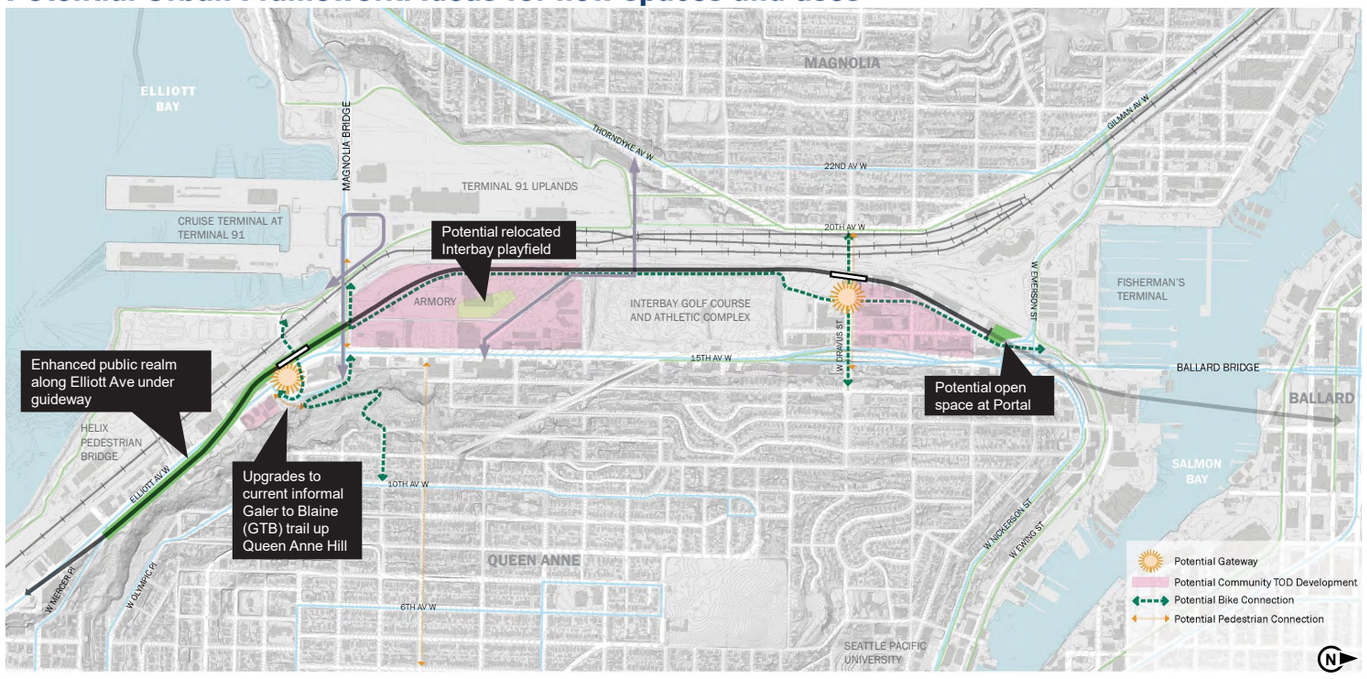


Corridor Reference

Potential access framework: Ideas for new or improved connections



Potential Urban Framework: Ideas for new spaces and uses



Diagrams show an approximate representation of alignment, station location, and access concepts for illustrative purposes only. Not approved by any party.

SOUNDTRANSIT

12/2022

Corridor Concept B: Modified Draft EIS alternative SIB-3

Corridor overview: Issues for Further Study

Concept B: Modified SIB-3

Based on community and agency partner feedback on the Draft EIS, Sound Transit has developed a refined version of the Draft EIS alternative SIB-3, involving a tunnel portal at W Mercer Place just east of Elliott Ave W at Kinnear Park, connecting to an elevated Smith Cove station north of the Magnolia Bridge on the Washington State Armory property and retained cut Interbay station spanning W Dravus St. This graphic depicts the alignment as well as the related technical and community issues under study.

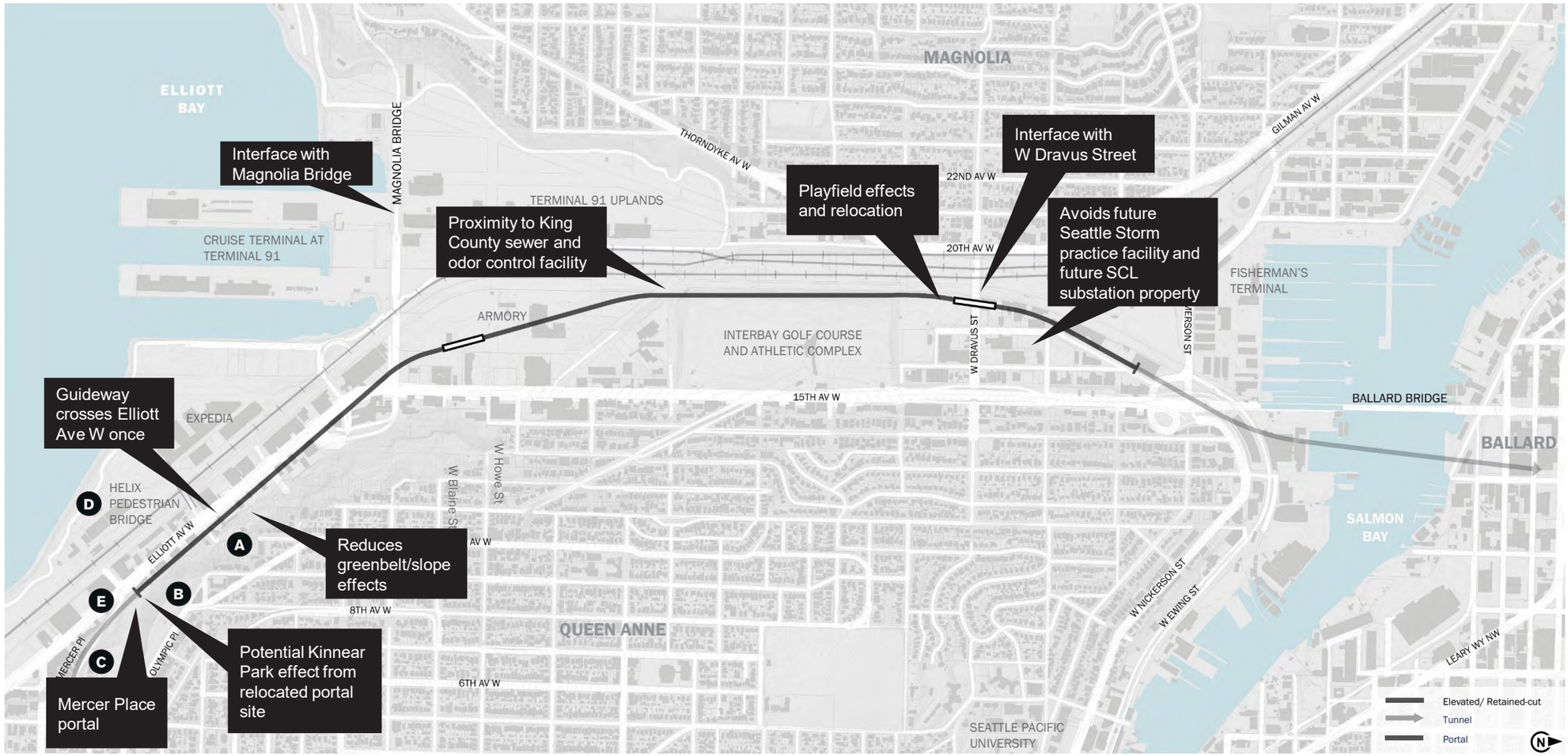
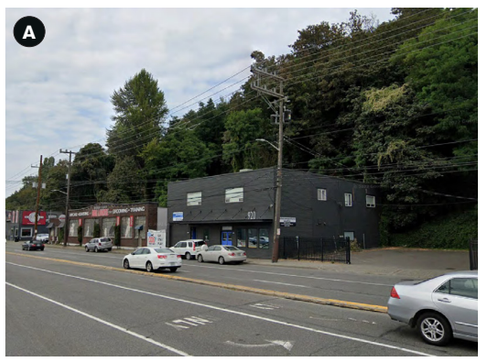


Diagram is an approximate representation of alignment and station location for illustrative purposes only.



SW Queen Anne Greenbelt
Photo from Google Maps



Kinnear Park
Photo by Seattle Parks and Recreation



Mercer Place
Photo from Google Maps



Helix pedestrian bridge
Photo by Mithun



Elliott Ave W
Photo from Google Maps

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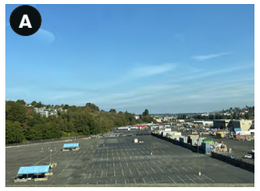
12/2022

Corridor Overview: Access And Urban Framework

Concept B: Modified SIB-3

Corridor Overview

The Modified SIB-3 concept would retain two distinctive station areas in Interbay. The Smith Cove station north of the Magnolia Bridge would be located in the Armory property, and necessitates the development of a street grid to support station access as well as future development. This provides ready connections to existing trail and bike infrastructure serving the waterfront and Queen Anne, resulting in an expanded access shed to the station. There are considerable opportunities for transit-oriented development around both the Smith Cove and Interbay stations, as well as opportunity to provide new trail connections adjacent to the guideway.



Terminal 91
Photo by Mithun



15th Ave W
Photo by Mithun



W Dravus St
Photo by Mithun

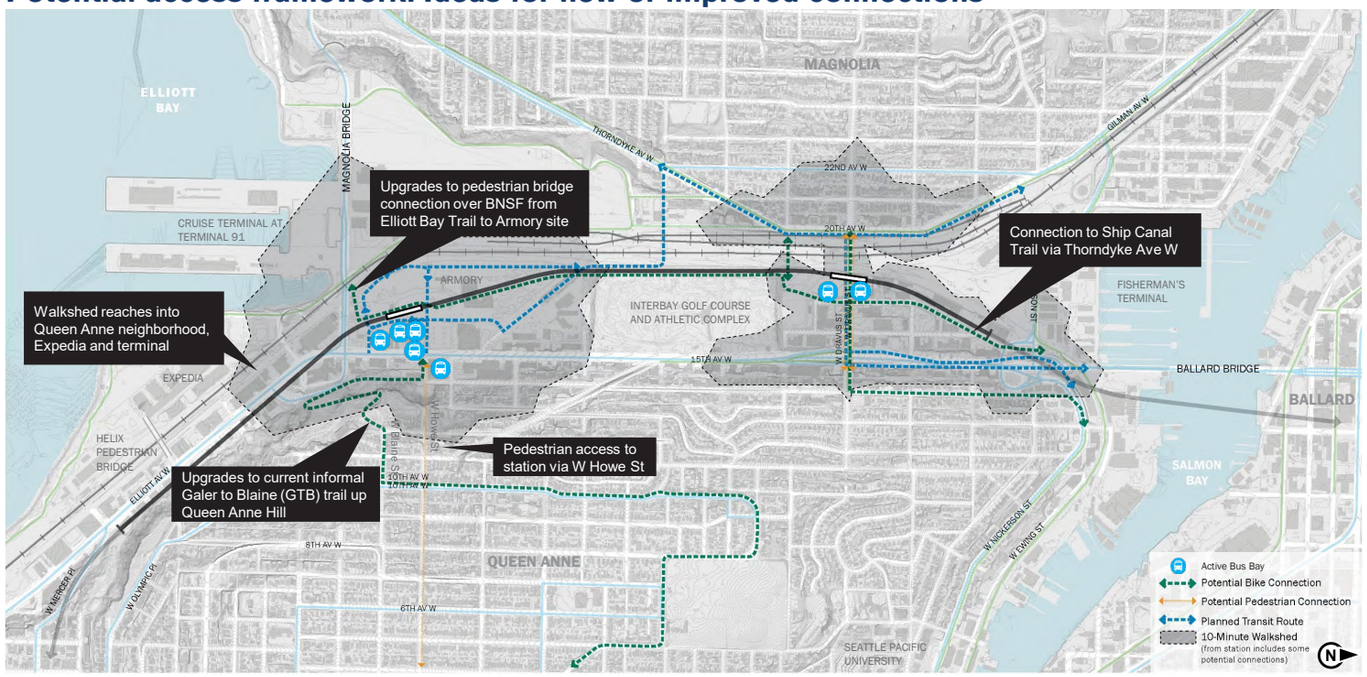


17th Ave W
Photo by Mithun

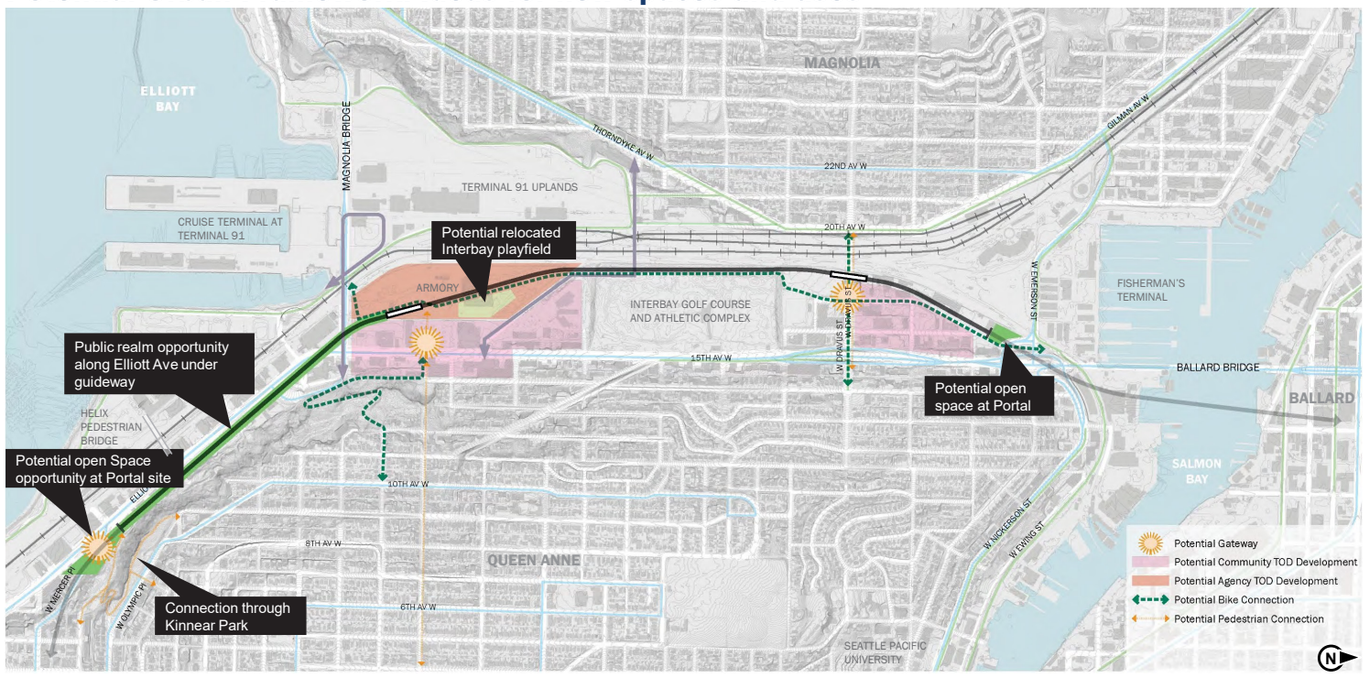


Corridor Reference

Potential access framework: Ideas for new or improved connections



Potential Urban Framework: Ideas for new spaces and uses



Diagrams show an approximate representation of alignment, station location, and access concepts for illustrative purposes only. Not approved by any party.

SOUNDTRANSIT

12/2022

Corridor Concept C: Consolidated Smith Cove/Interbay Station

Corridor overview: Issues for Further Study

Concept C: Consolidated Station

Based on community and agency partner feedback on the Draft EIS alternatives, Sound Transit has developed a refined alignment and station concept that consolidates stations in Interbay. This concept features a tunnel portal just north of the Magnolia Bridge connecting to a retained cut consolidated Smith Cove-Interbay station at W Howe St and just west of 15th Ave W. This graphic depicts the alignment as well as the related technical and community issues under study.

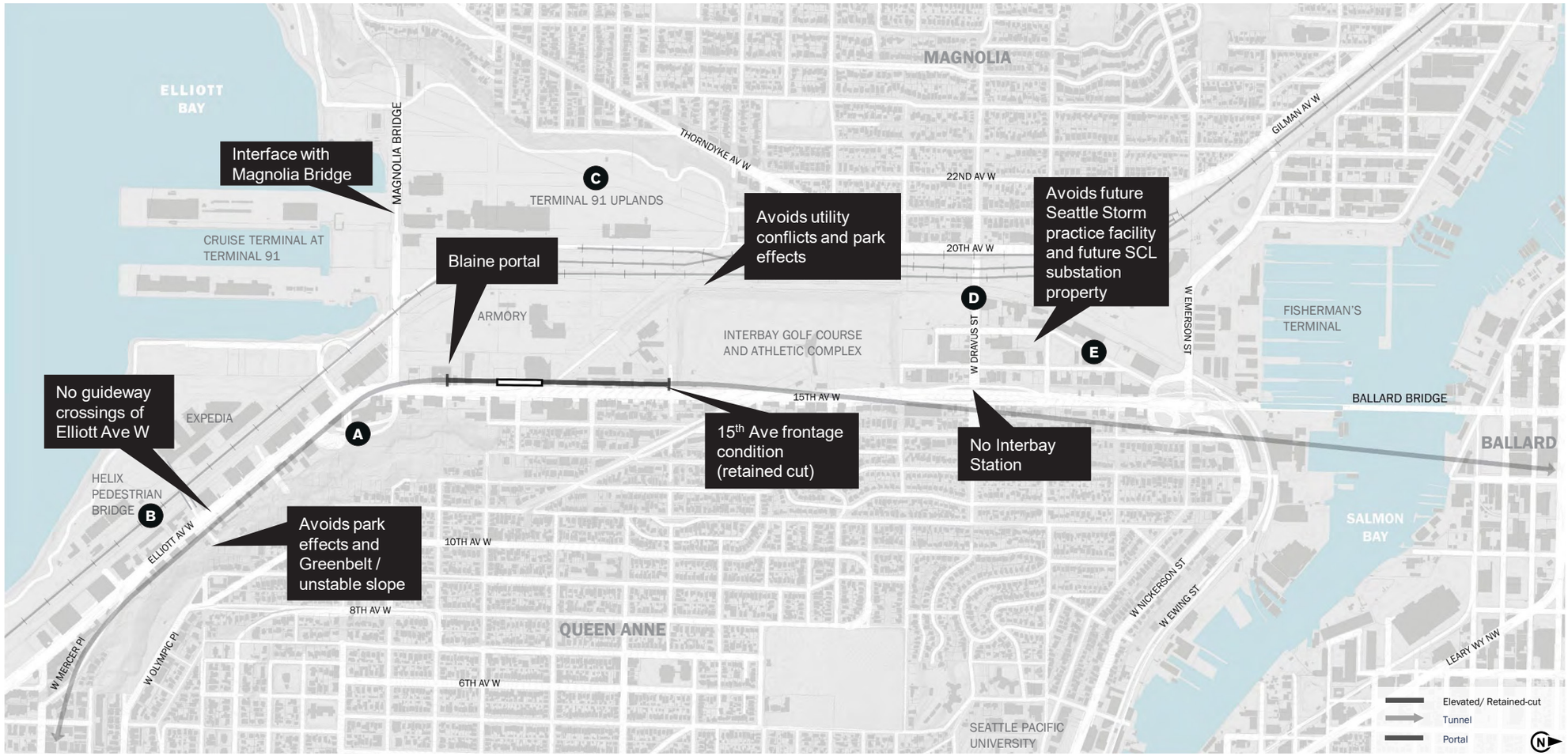
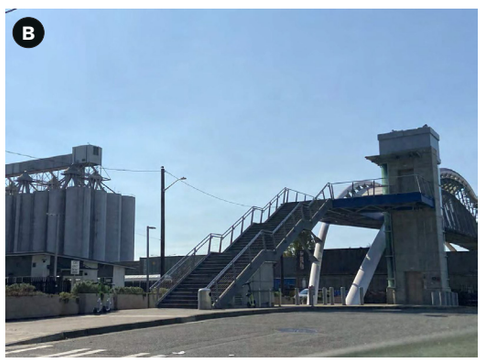


Diagram is an approximate representation of alignment and station location for illustrative purposes only.



W Galer St Flyover
Photo from Google Maps



Helix pedestrian bridge
Photo by Mithun



Terminal 91
Photo by Port of Seattle



W Dravus St
Photo by Mithun



Thorndyke Ave W
Photo from Google Maps

SOUNDTRANSIT

12/2022

Corridor Overview: Access And Urban Framework

Concept C: Consolidated Station

Corridor Overview

This new concept would consolidate the Smith Cove and Interbay stations into a single station in a retained cut trench near the Armory property on the west side of 15th Ave W. The station would involve some extension of the street grid to support station access as well as future development, providing ready connections to existing trail and bike infrastructure serving the waterfront and Queen Anne. It would serve fewer jobs and housing units within walking distance, requiring more passengers to access the station via bus, bike, or private vehicle. There are considerable opportunities for transit-oriented development around the consolidated station, as well as opportunities to provide new trail connections along 15th Ave W.



Armory site
Photo by Mithun



Private road next to Armory site
Photo by Mithun



15th Ave W
Photo from Google Maps

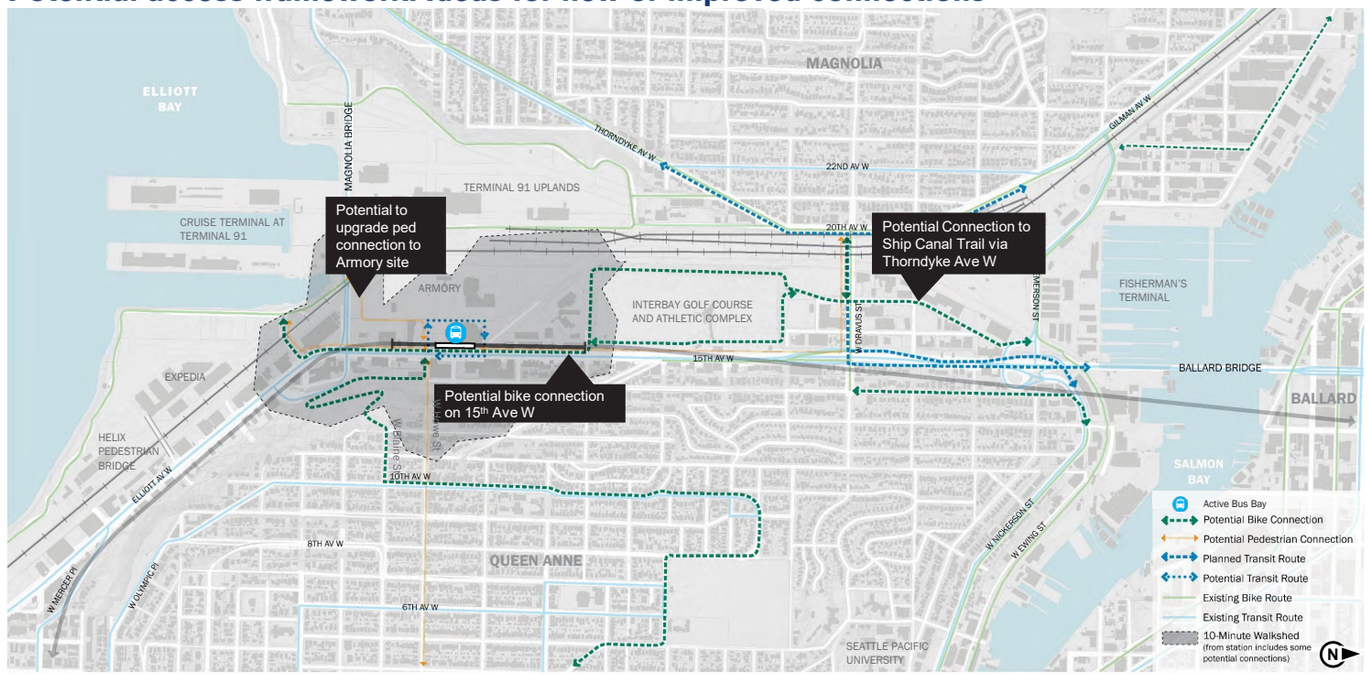


15th Ave W
Photo by Mithun

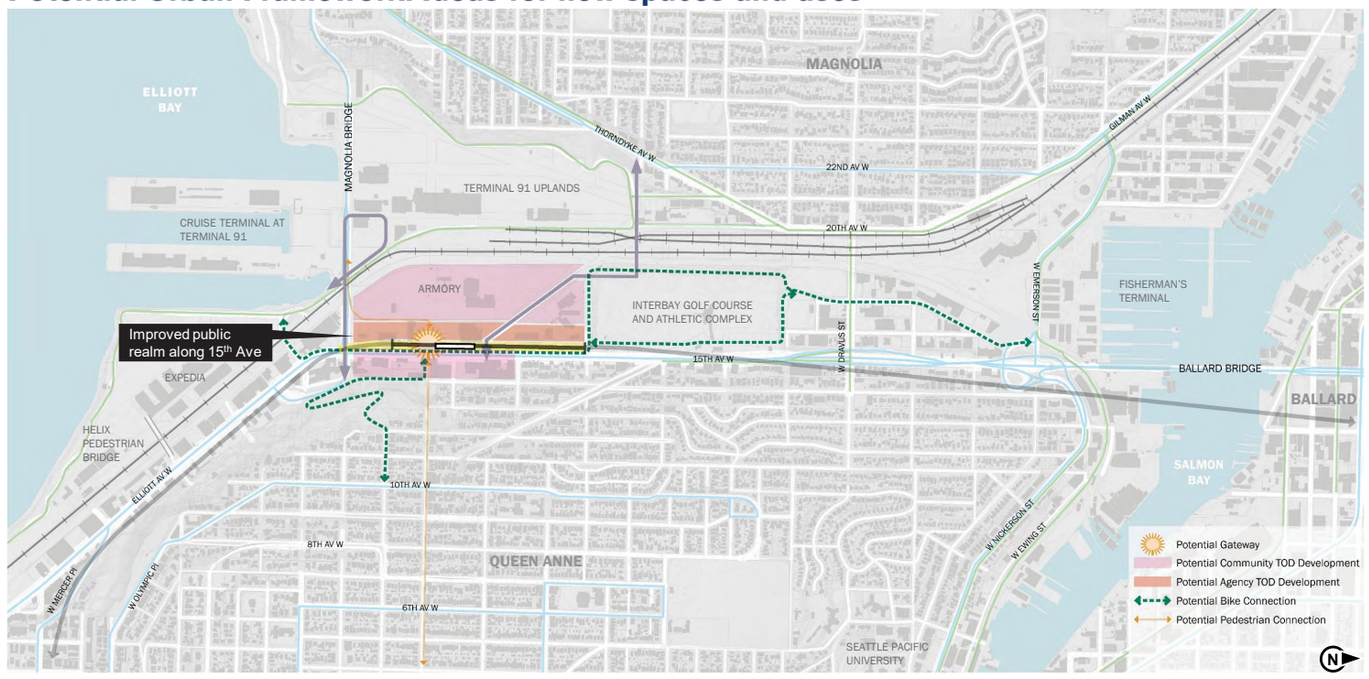


Corridor Reference

Potential access framework: Ideas for new or improved connections



Potential Urban Framework: Ideas for new spaces and uses



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SOUNDTRANSIT

12/2022

Smith Cove Station North of Magnolia Bridge

Smith Cove Station North of Magnolia Bridge: Station Access Framework

Concept B: Modified SIB-3

Non-Motorized Access

A more detailed plan for the Smith Cove station north of Magnolia Bridge is depicted on the graphics to right, with potential walking and biking pathways overlaid on an extended grid of local streets serving the station and adjacent development blocks. This station location would align with existing pedestrian hillclimb facilities to Queen Anne via an extension of W Howe St into the Armory site, and could connect to upgraded or rebuilt facilities over the BNSF tracks to connect to the Elliott Bay Trail and Terminal 91, as well as the current informal "Galer to Blaine" path up the Queen Anne Greenbelt. A potential trail along the guideway could connect to W Dravus St and the Ship Canal Trail via the Interbay Station area, providing further neighborhood as well as regional nonmotorized connections.



Wide sidewalks at station entrances offer ample space for pedestrians entering the station
Photo by Sound Transit



Sidewalk space with pedestrian amenities
Photo by Sound Transit

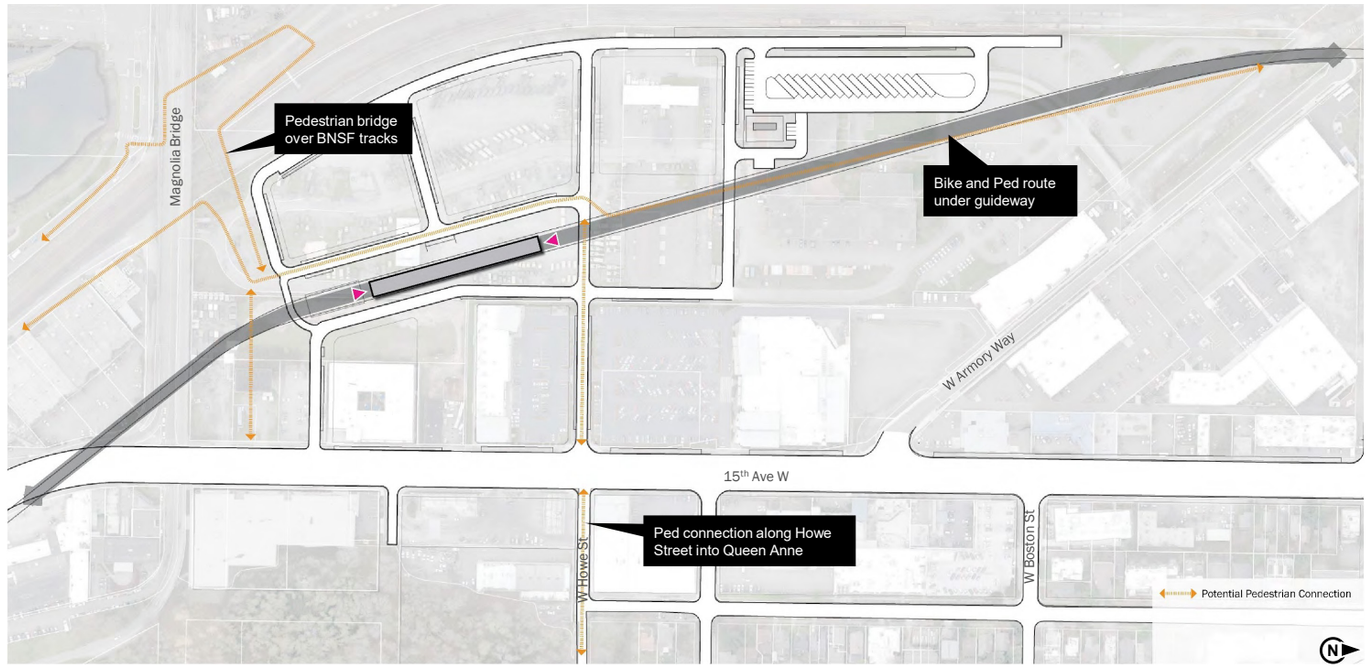


Cycle track with buffer from vehicles
Photo by Sound Transit

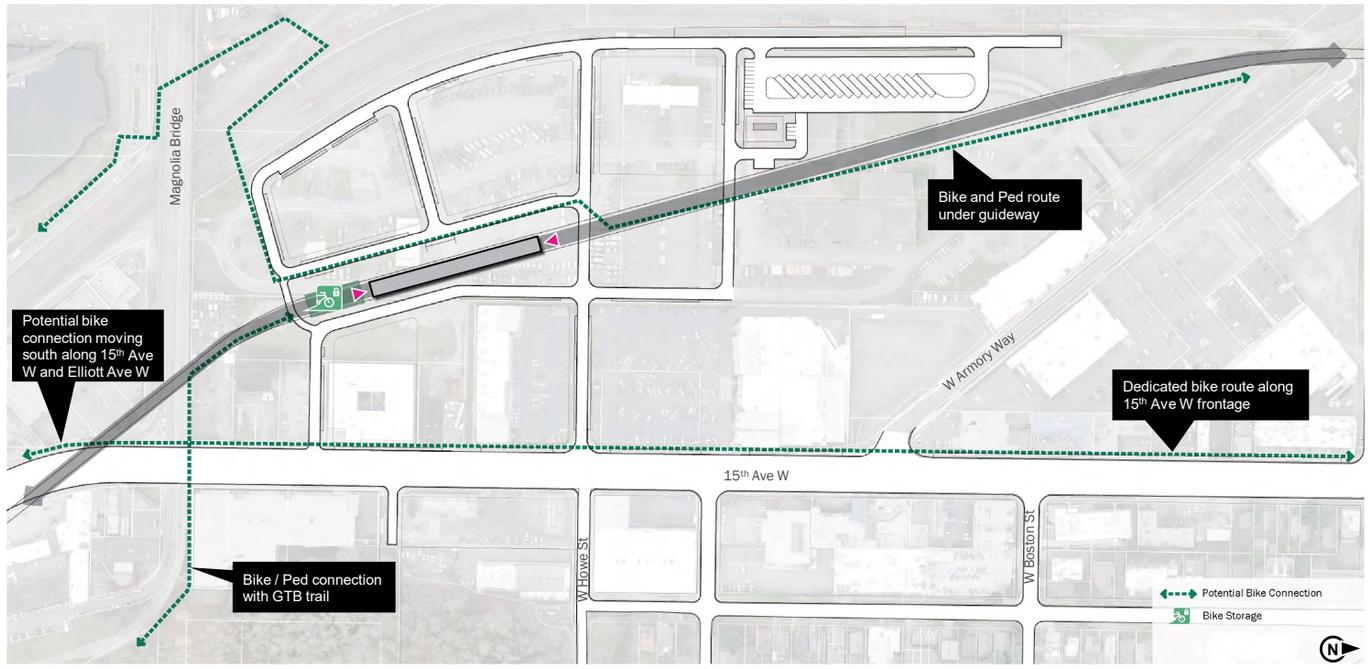


Urban design treatments under guideway
Photo by Sound Transit

Potential Walk Access



Potential Bike Access



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SOUNDTRANSIT

12/2022

Smith Cove Station North of Magnolia Bridge: Station Access Framework

Concept B: Modified SIB-3

Motorized Access

A more detailed plan for the Smith Cove station north of Magnolia Bridge is depicted on the graphics to right, with bus transit and pick-up and drop off zones and circulation routes overlaid on an extended grid of local streets serving the station and adjacent development blocks. This station location would feature dedicated zones and a pathway for buses on the east side of the station as well as a layover area west and north of the station for bus routes terminating at the station. Bus routes connecting to this station serve Magnolia and more distant communities in South and East King County. Depending on decisions by the City of Seattle, bus routes connecting to Magnolia could use a future bridge on either the existing Magnolia Bridge alignment or on W Armory Way.

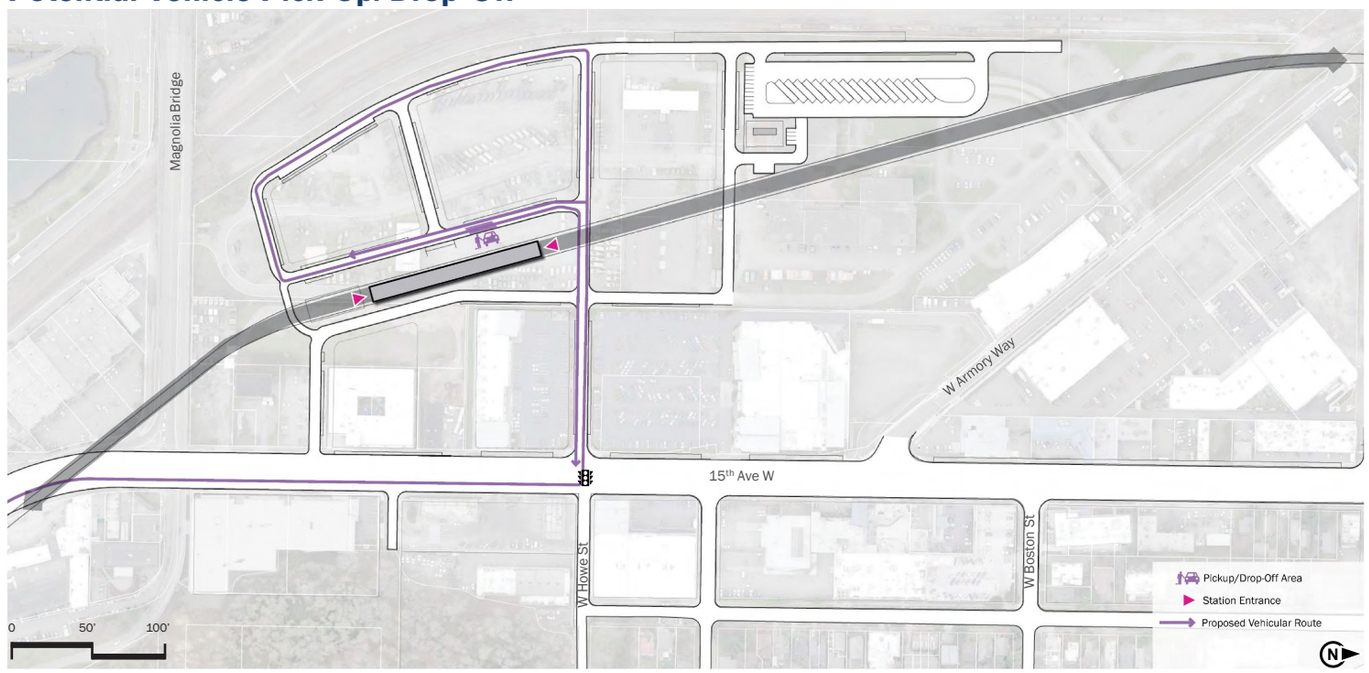


Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers
Photo from Wikicommons

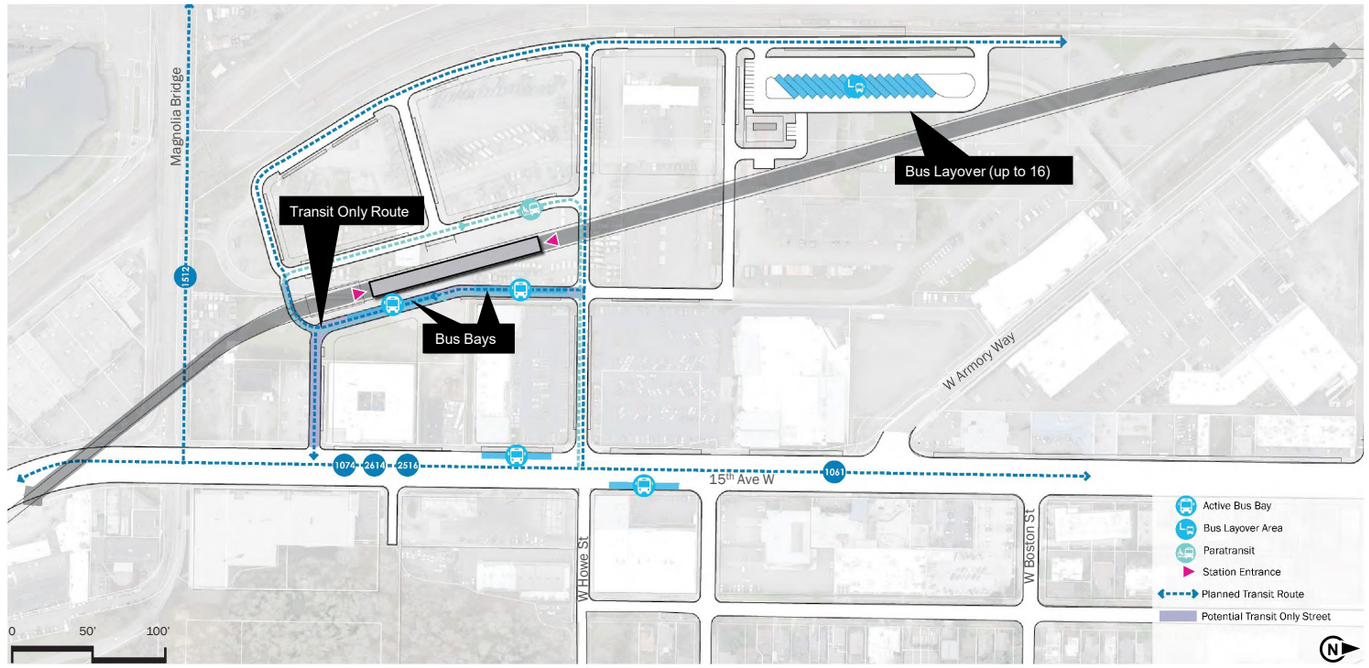


Urban design treatments under guideway
Photo by PWL Partnership Landscape Architects

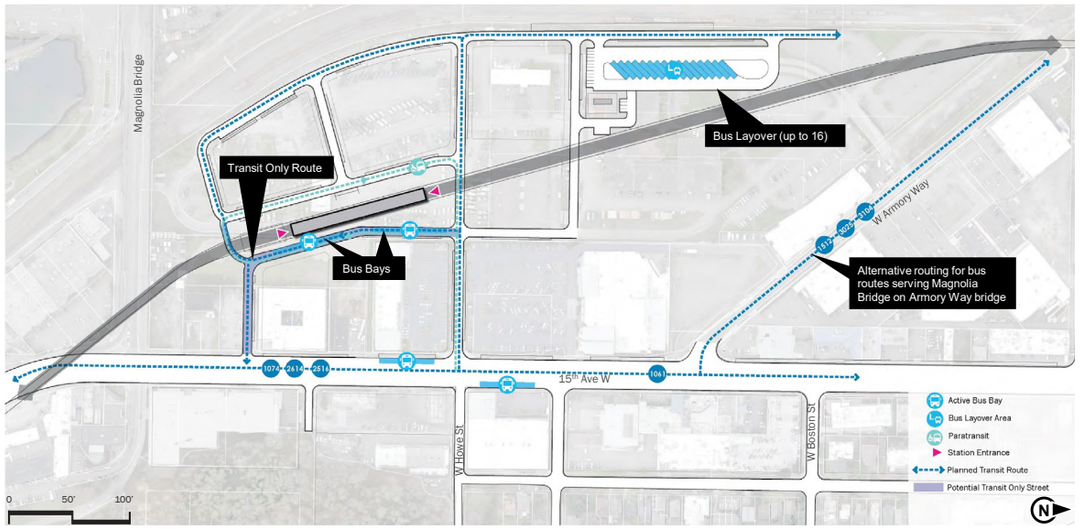
Potential Vehicle Pick-Up/Drop-Off



Potential Transit Circulation



Potential Transit Circulation With Armory Bridge



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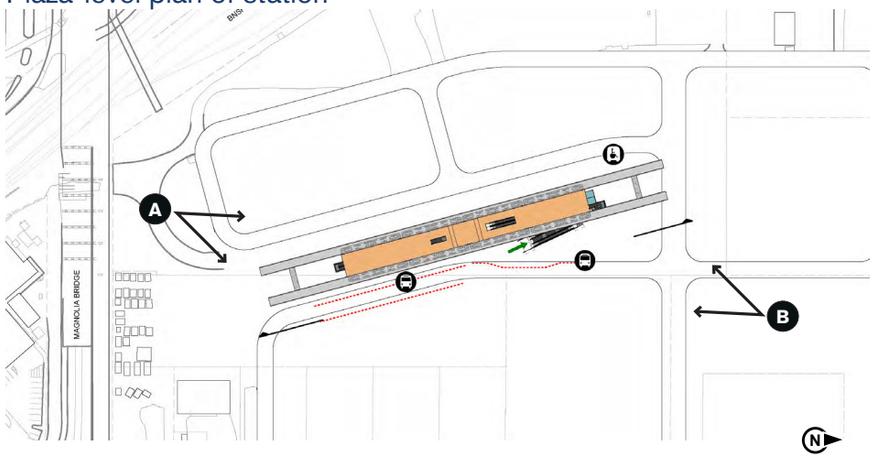
SOUNDTRANSIT

12/2022

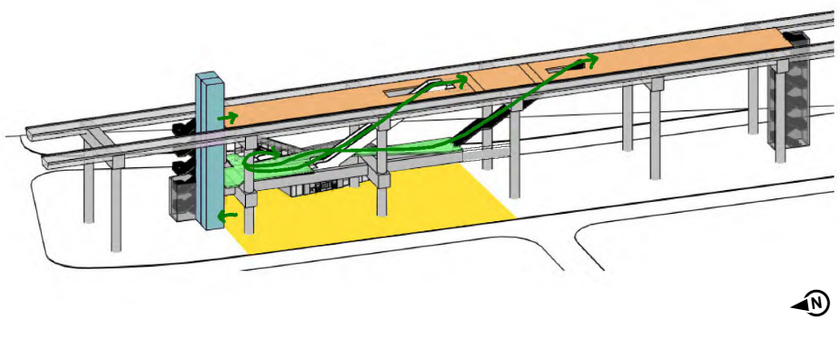
Smith Cove Station North of Magnolia Bridge: Urban Design Framework

Concept B: Modified SIB-3

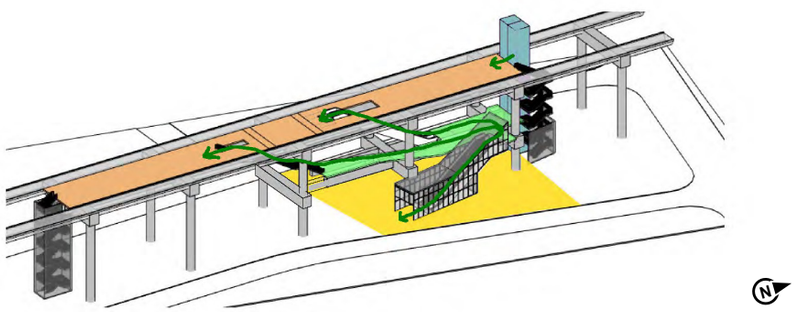
Plaza-level plan of station



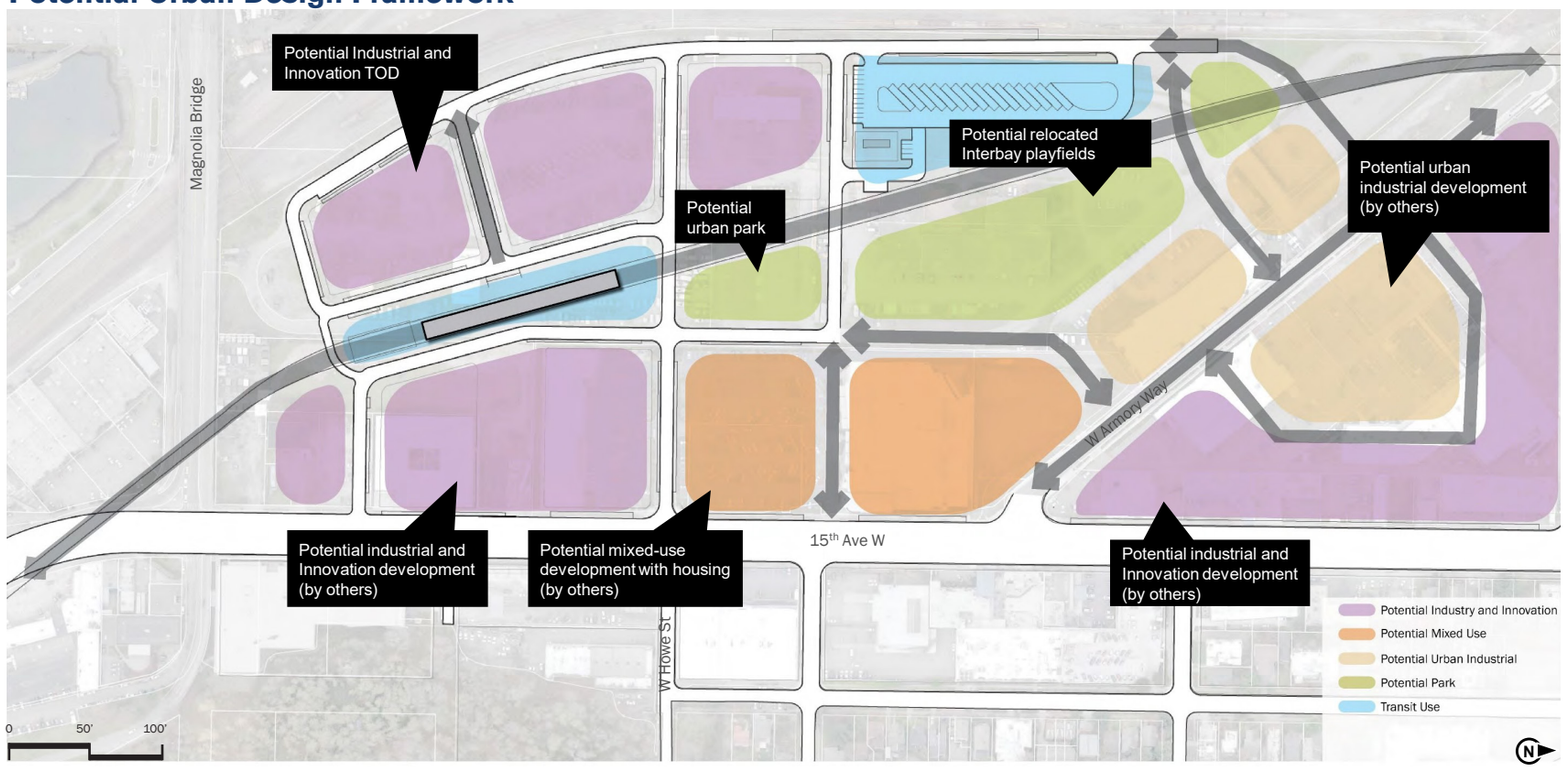
Ⓐ Birds-eye view of station looking northeast



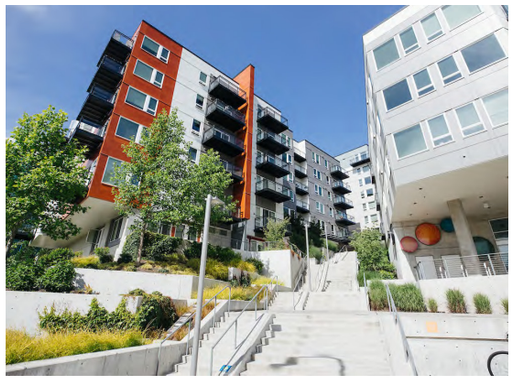
Ⓑ Birds-eye view of station looking southwest



Potential Urban Design Framework



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Transit oriented development near a light rail station
Photo by Sound Transit



Example of an urban park
Photo by Cambridge Crossing



Example of “craft” businesses integrating retail and light industrial use
Photo from Google Maps

SOUNDTRANSIT

12/2022

Refined Interbay Station

Refined Interbay Station: Station Access Framework

Concept A or B: Modified SIB-1 or SIB-3

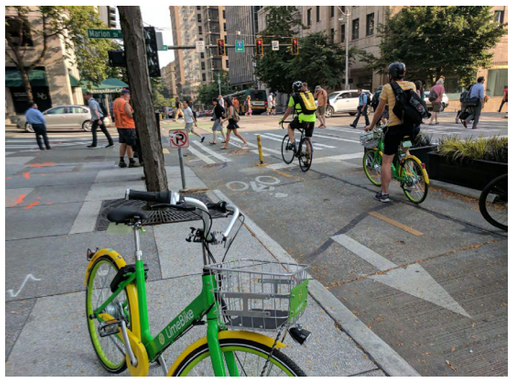
Non-Motorized Access

A more detailed plan for the refined Interbay station spanning W Dravus St is depicted on the graphics to right, with potential walking and biking pathways overlaid on the existing grid of local streets serving the station and neighborhood. This station location would align with an existing walking and biking route on W Dravus St that connects facilities in Magnolia and Queen Anne, which could be upgraded in partnership with the City and others. A potential trail along the guideway could connect to the Ship Canal Trail north of the station via dedicated walking and biking facilities through the station area on 17th Ave W, providing further neighborhood and regional nonmotorized connections.



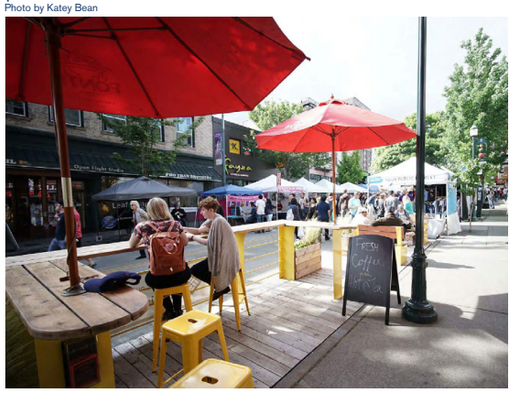
Wide sidewalks with active storefronts make walking pleasant

Photo by Katey Bean



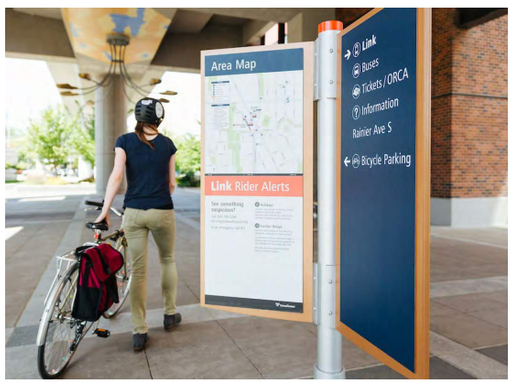
Cycle track with buffer from vehicles

Photo by SDOT



Example of a “slow street” with outdoor cafés

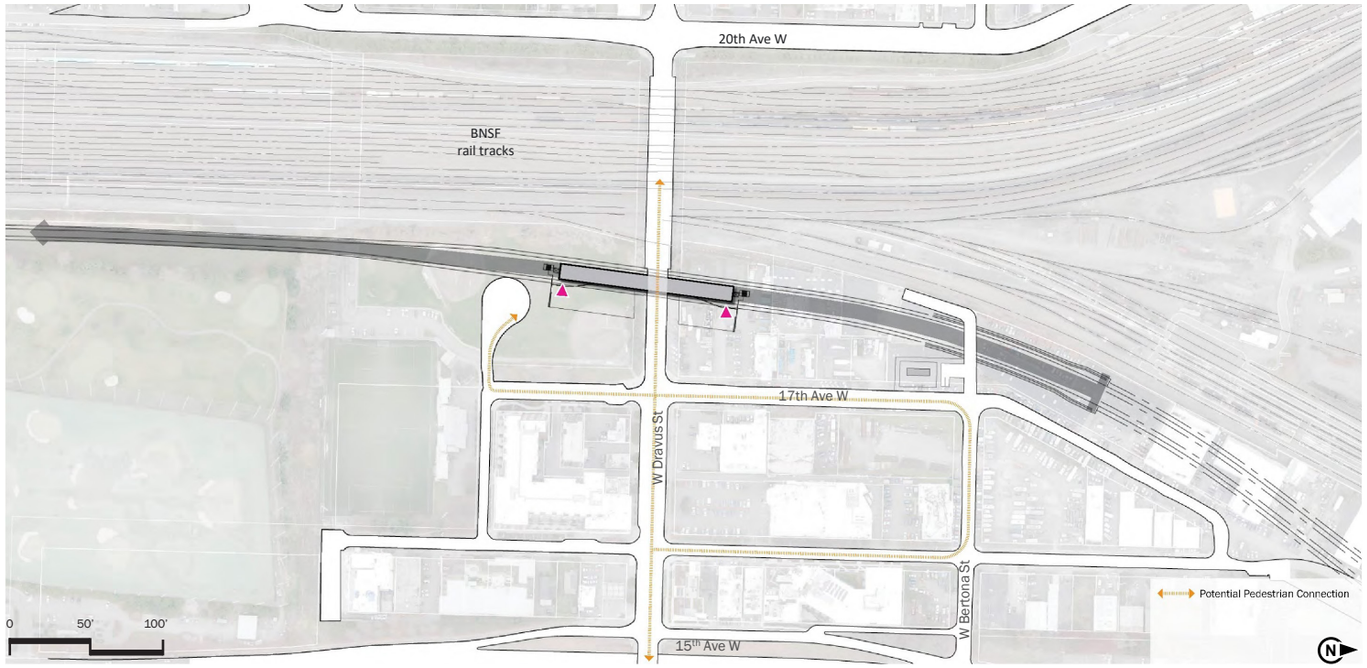
Photo by SDOT



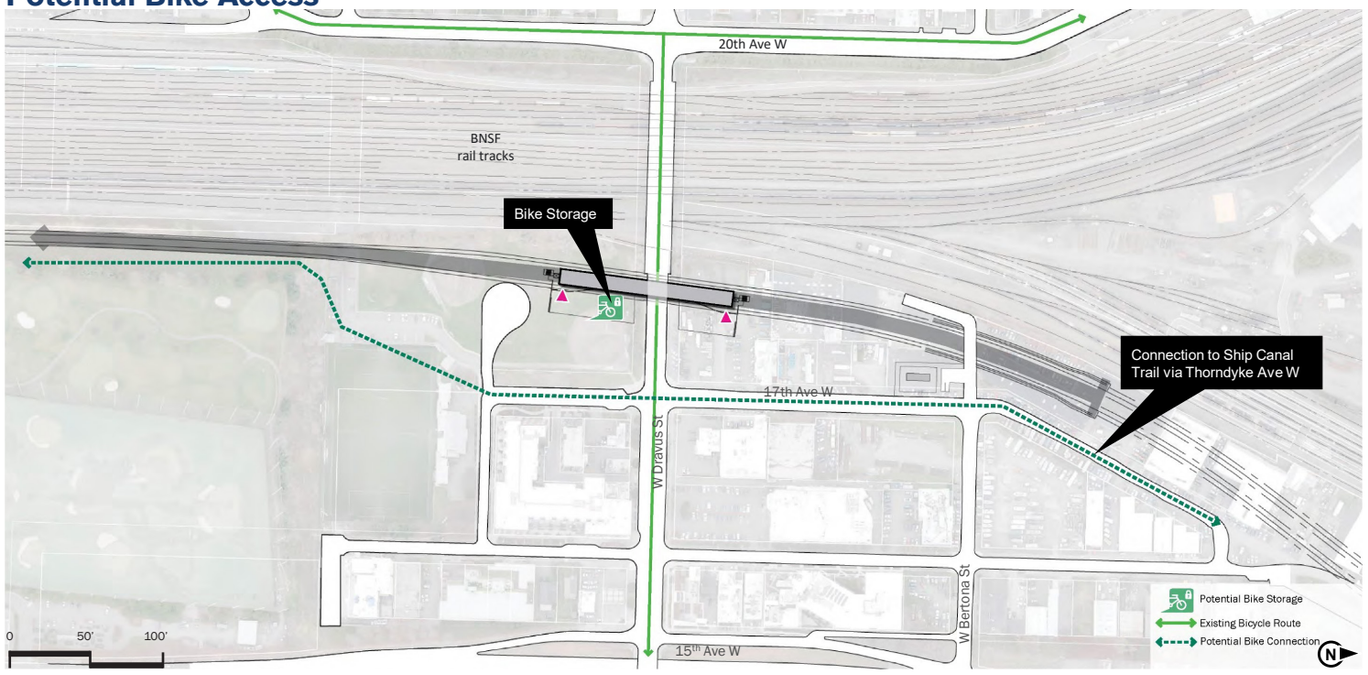
Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers

Photo by Sound Transit

Potential Walk Access



Potential Bike Access



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Refined Interbay Station: Station Access Framework

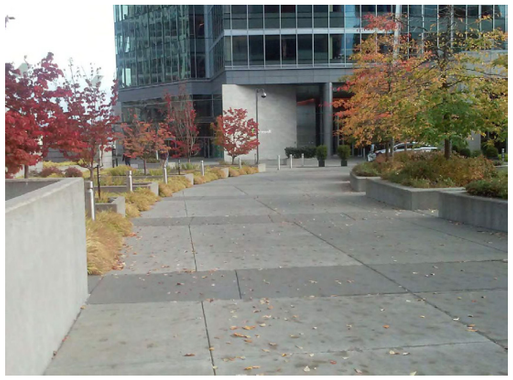
Concept A or B: Modified SIB-1 or SIB-3

Motorized Access

A more detailed plan for the refined Interbay station spanning W Dravus St is depicted on the graphics to right, with bus transit and pick-up and drop off zones and circulation routes overlaid on the existing grid of local streets serving the station and neighborhood. This station location would feature dedicated zones for buses on both sides of Dravus St, enabling seamless access to station entrances, as well as an additional bus bay and layover area on the west side of 17th Ave W. Bus routes connecting to this station serve Magnolia and other destinations in Seattle, such as Seattle Pacific University, Ballard, and University of Washington.



Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers
Photo from Wikicommons



Pickup/drop-off loops can be integrated with plazas that include landscaping, lighting, and seating
Photo by Katey Bean

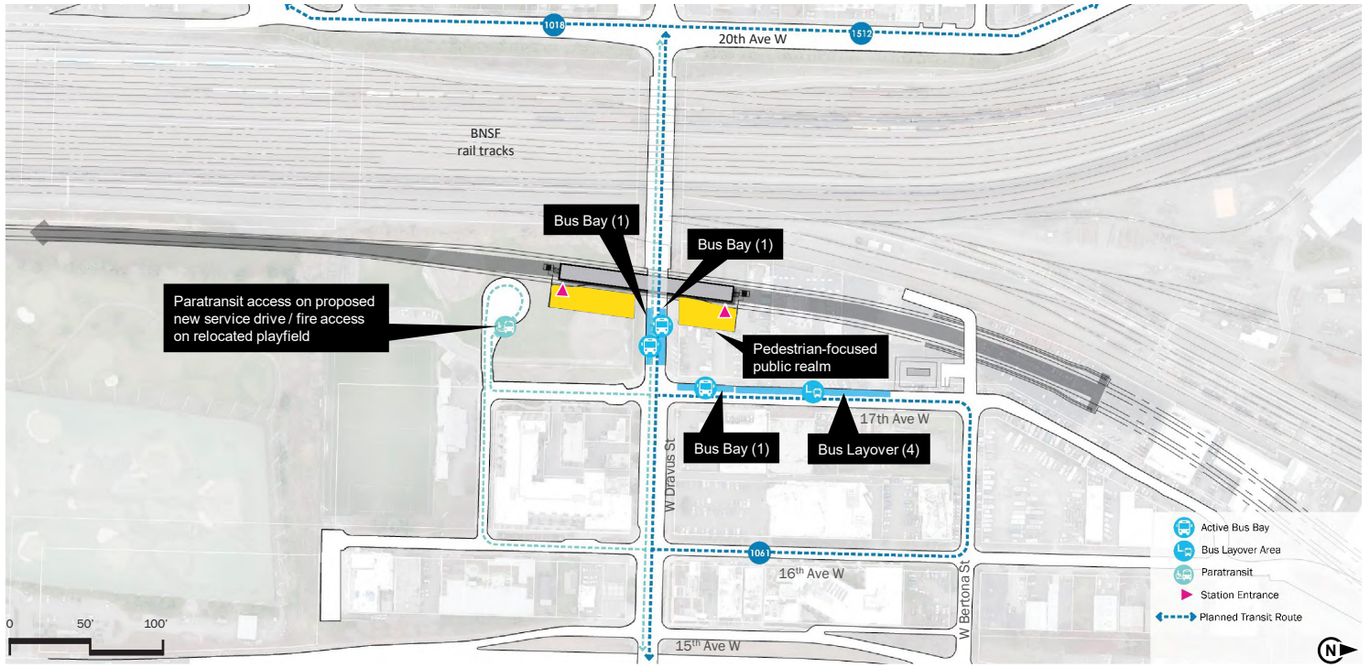


Urban design treatments under guideway
Photo by PWL Partnership Landscape Architects

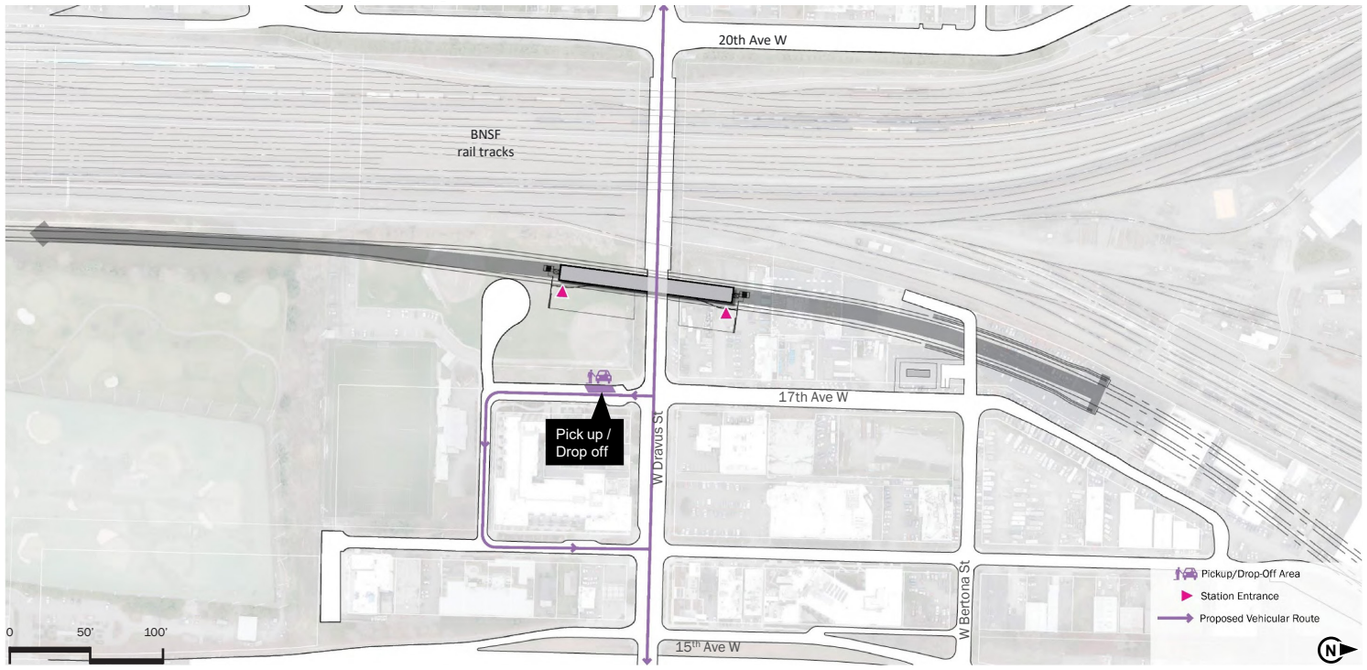


Example of a “slow street” that accommodates buses, pedestrians, cyclists, and local traffic
Photo by SDOT

Potential Transit Circulation



Potential Vehicle Pick-Up/Drop-Off



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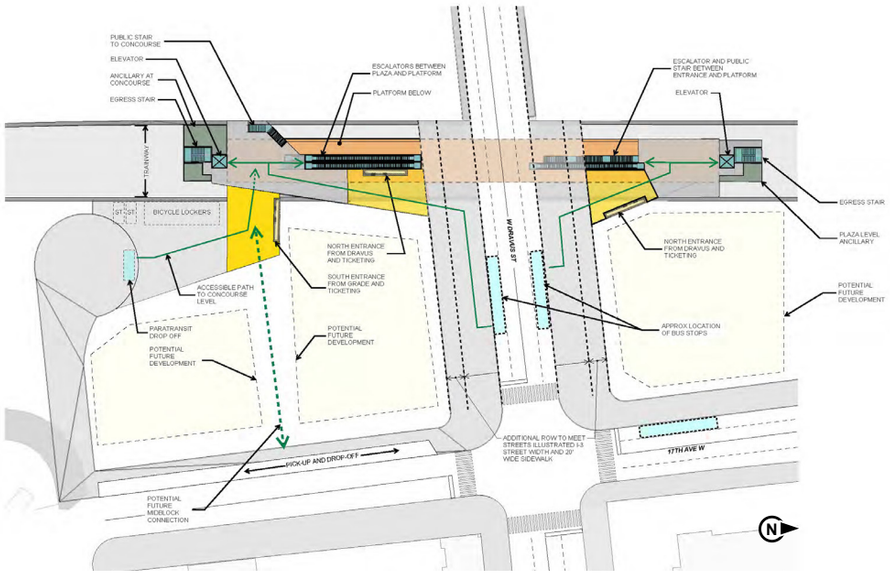
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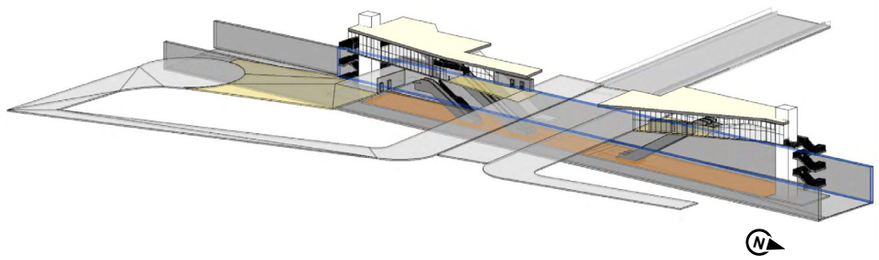
Refined Interbay Station: Urban Design Framework

Concept A or B: Modified SIB-1 or SIB-3

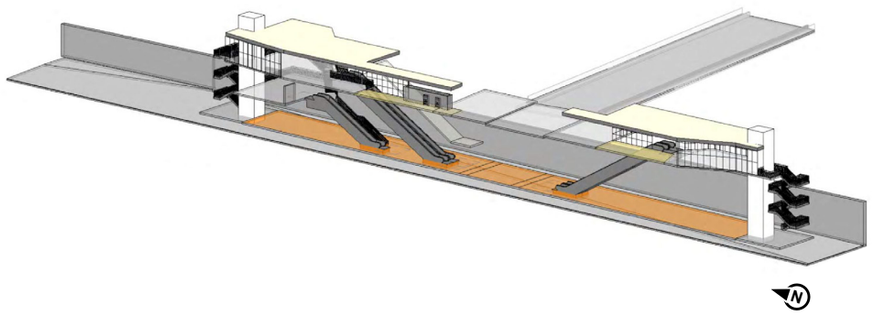
Plaza-level plan of station



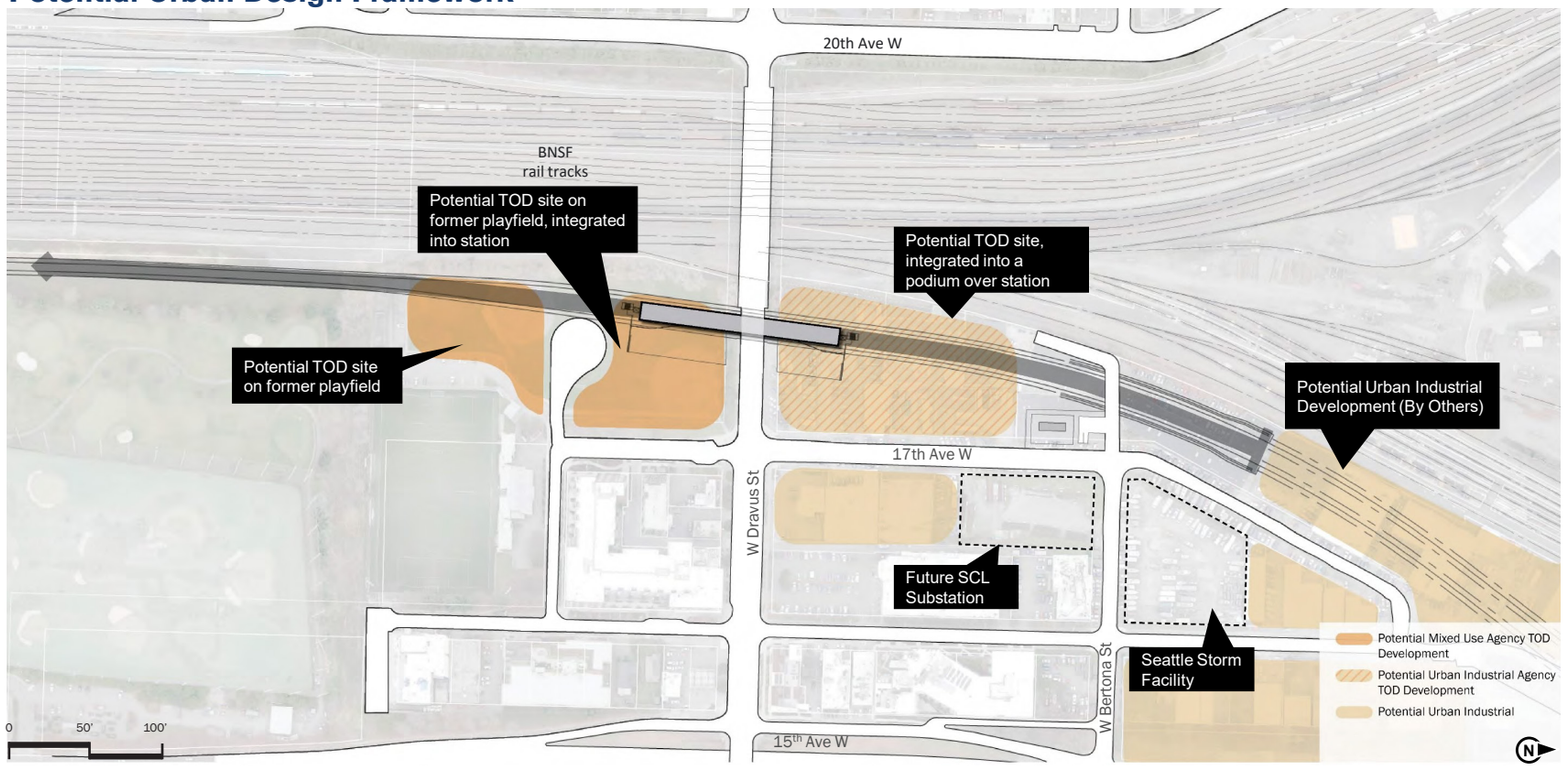
Birds-eye view of station looking southwest



Birds-eye view of station looking northeast



Potential Urban Design Framework



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Mixed-use development near the future station in an area zoned as commercial/mixed-use

Photo by Will Ausitn



Large plaza space associated with a building entrance

Photo by Mithun



Example of “craft” businesses integrating retail and light industrial use

Photo by Katey Bean

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Consolidated Smith Cove/Interbay Station

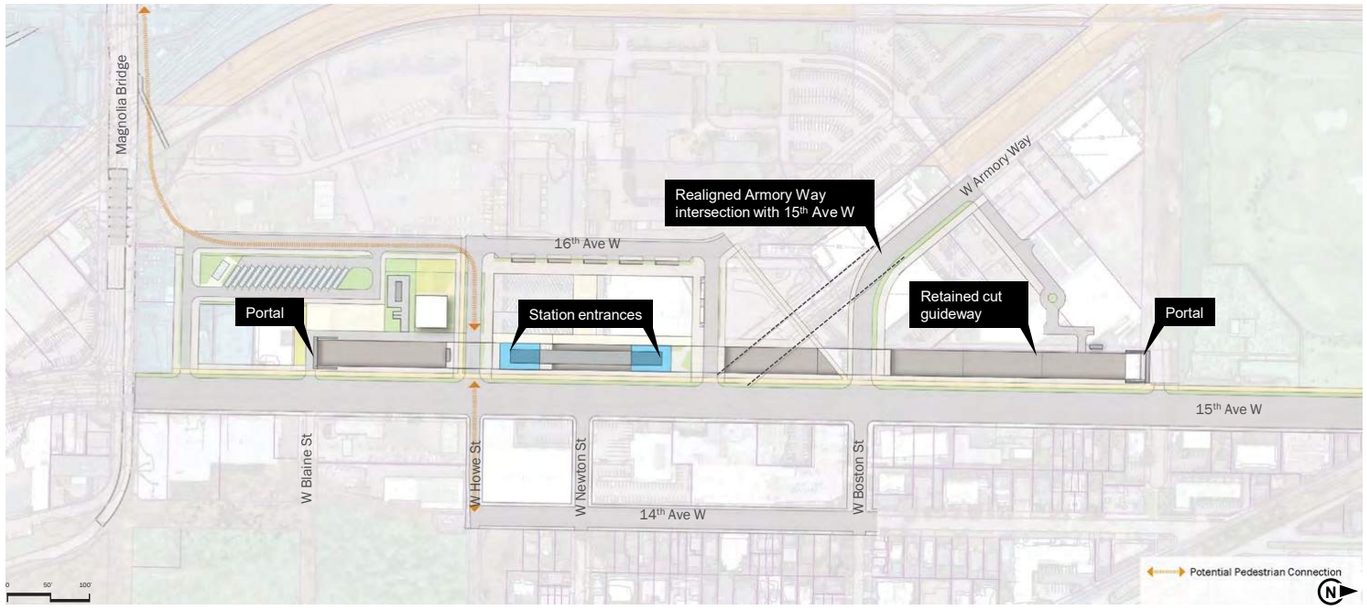
Consolidated Station: Station Access Framework

Concept C: Consolidated Station

Non-Motorized Access

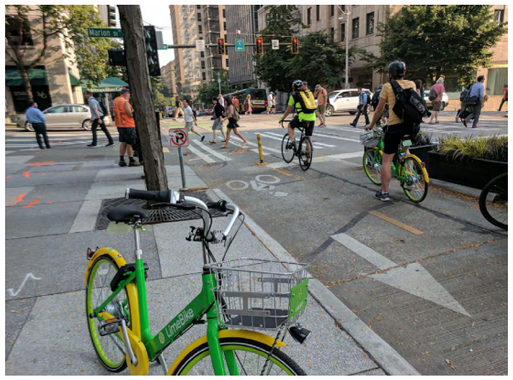
A more detailed plan for the Consolidated station is depicted on the graphics to right, with potential walking and biking pathways overlaid on the existing and extended grid of local streets serving the station and adjacent development blocks. This station location would align with existing pedestrian hillclimb facilities to Queen Anne via an extension of W Howe St to the west, and could connect to upgraded or rebuilt facilities over the BNSF tracks to connect to the Elliott Bay Trail and Terminal 91, as well as the current informal "Galer to Blaine" path through the Queen Anne Greenbelt. Frontage improvements along 15th Ave W could include dedicated cycling and walking facilities from Expedia in the south to the Interbay neighborhood in the north, providing further neighborhood and regional nonmotorized connections.

Potential Walk Access

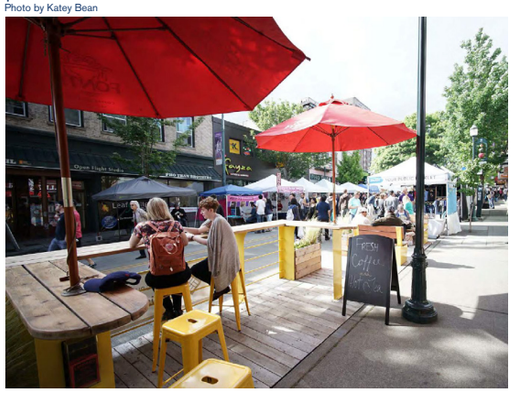




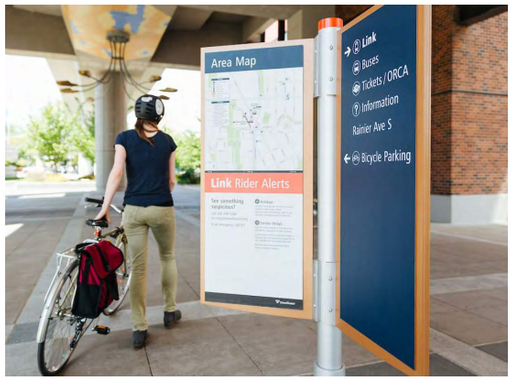
Wide sidewalks with active storefronts make walking pleasant
Photo by Katey Bean



Cycle track with buffer from vehicles
Photo by SDOT

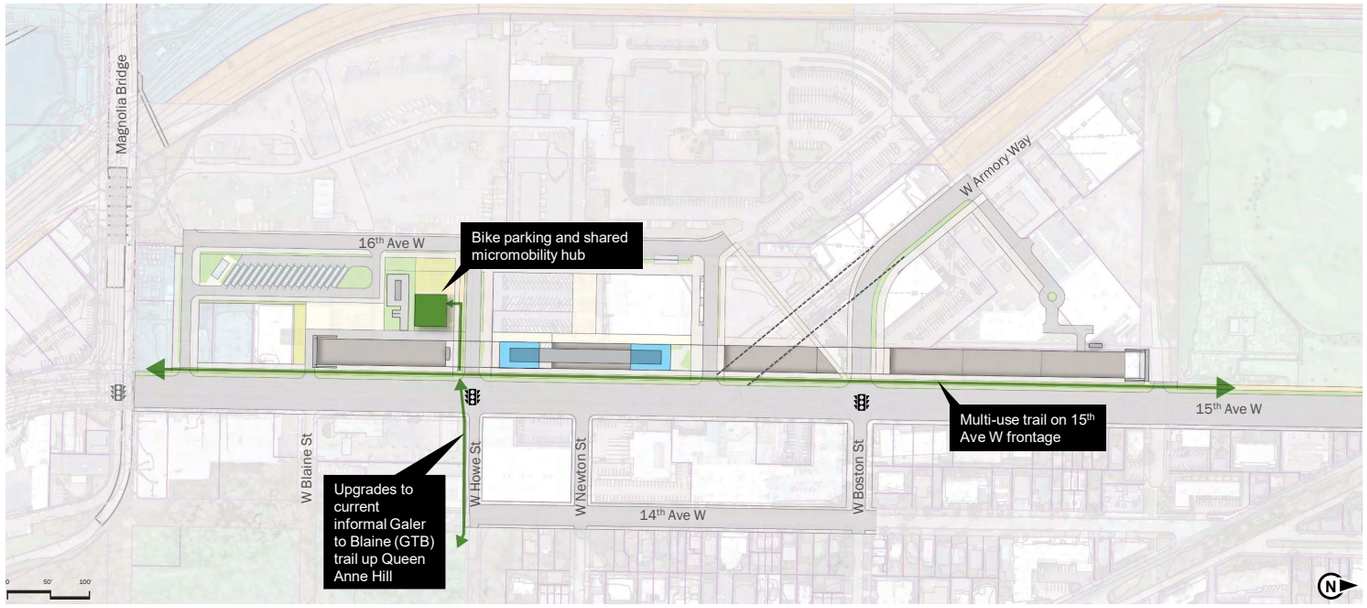


Example of a "slow street" with outdoor cafés
Photo by SDOT



Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers
Photo by Sound Transit

Potential Bike Access



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Consolidated Station: Station Access Framework

Concept C: Consolidated Station

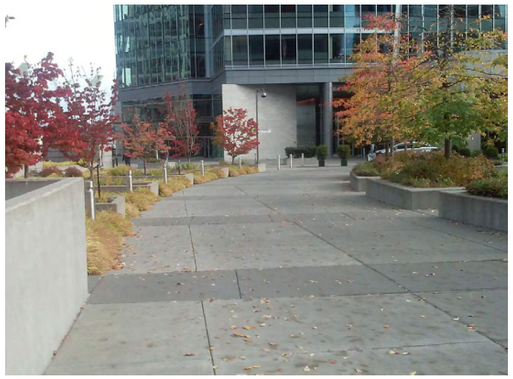
Motorized Access

A more detailed plan for the Consolidated station is depicted on the graphics to right, with bus transit and pick-up and drop-off zones and circulation routes overlaid on the existing and extended grid of local streets serving the station and adjacent development blocks. This station location would feature dedicated zones and a pathway for buses off of 15th Ave W, as well as a layover area south of the station for bus routes terminating at the station. Bus routes connecting to this station serve Magnolia and more distant communities in South and East King County. Depending on decisions by the City of Seattle, bus routes connecting to Magnolia could use a future bridge on either the existing Magnolia Bridge alignment or on W Armory Way.



Mobility hub with amenities for cyclists, pedestrians, bus passengers, and light rail passengers

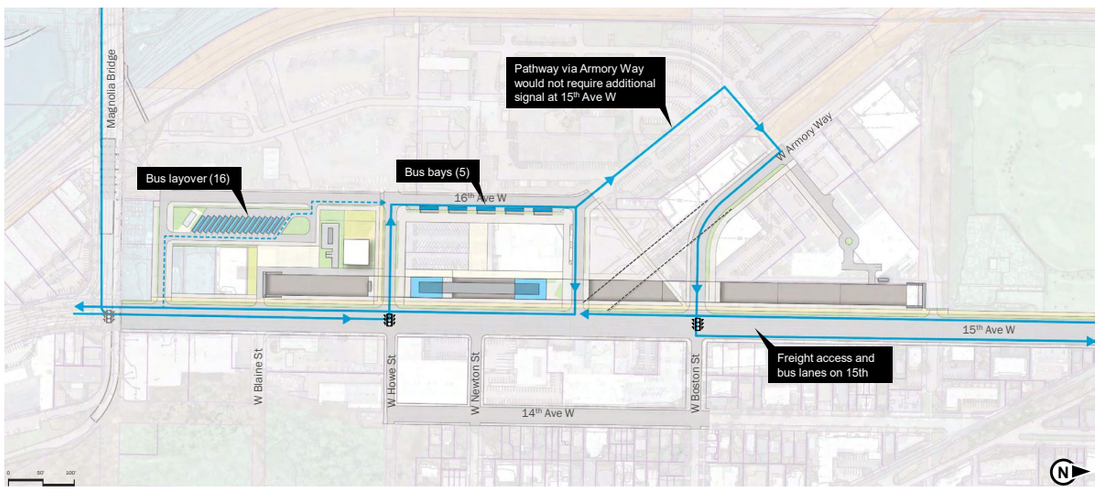
Photo from Wikicommons



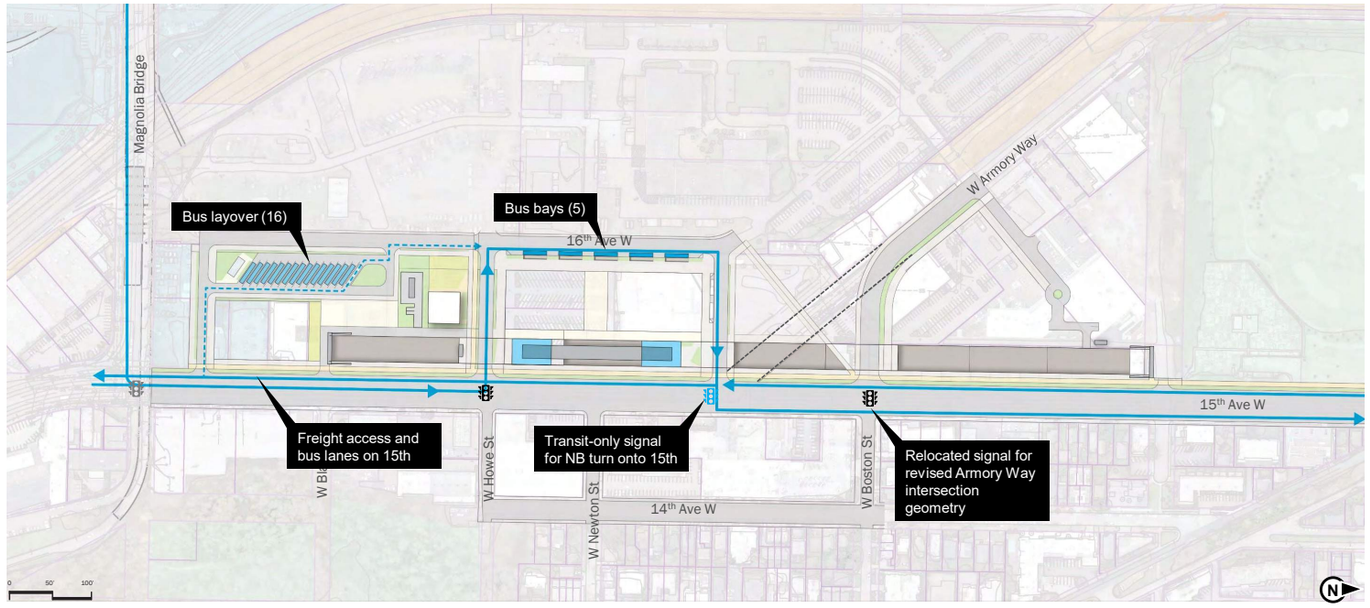
Pickup/drop-off loops can be integrated with plazas that include landscaping, lighting, and seating

Photo by Katey Bean

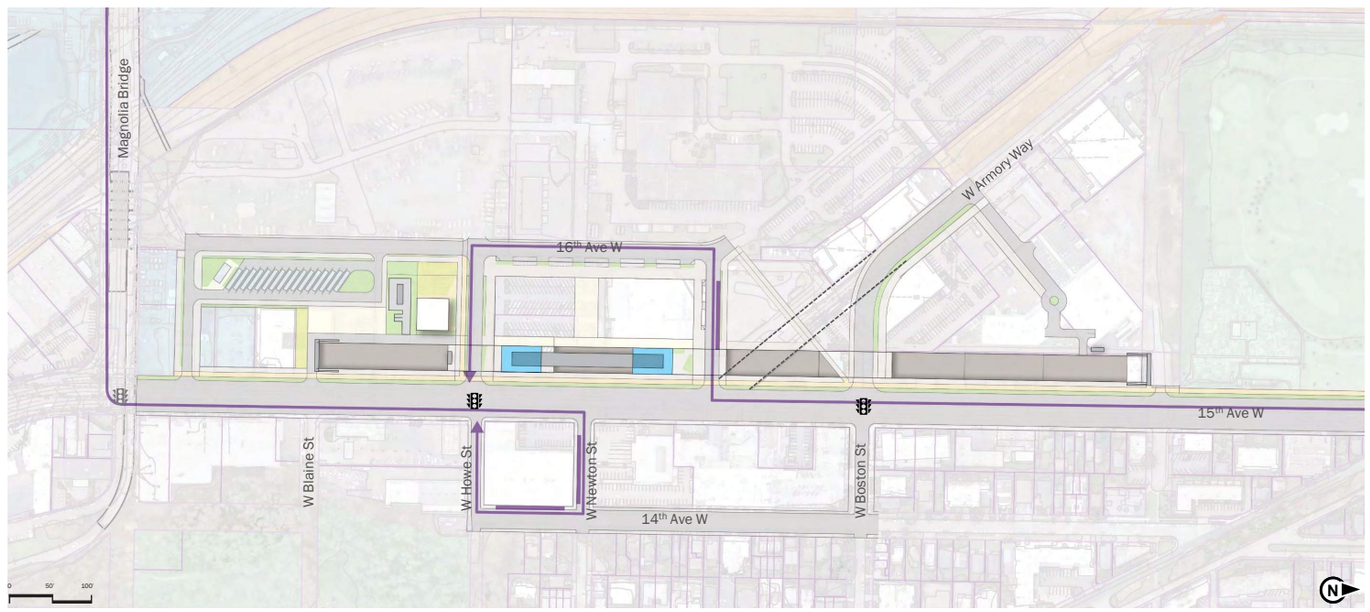
Potential Transit Circulation With Armory Bridge



Potential Transit Circulation



Potential Vehicle Pick-Up/Drop-Off



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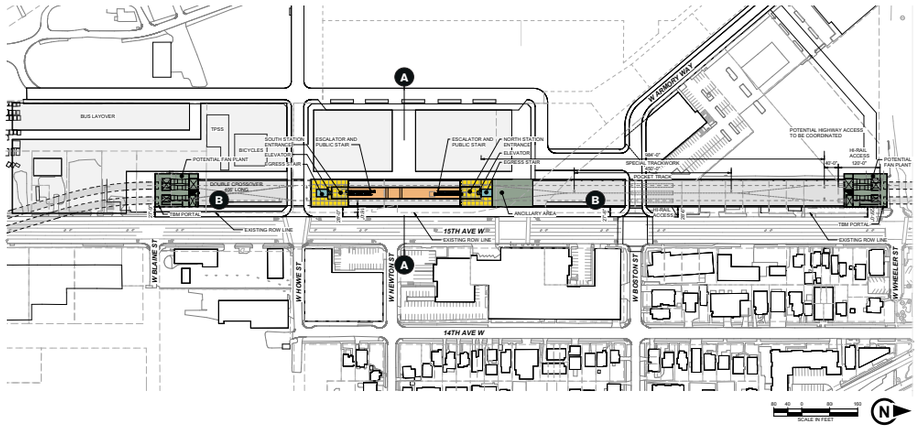
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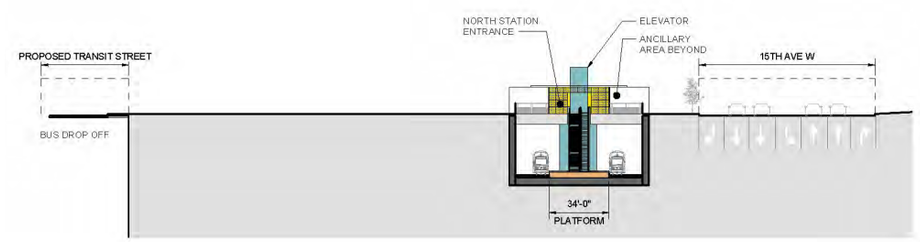
Consolidated Station: Urban Design Framework

Concept C: Consolidated Station

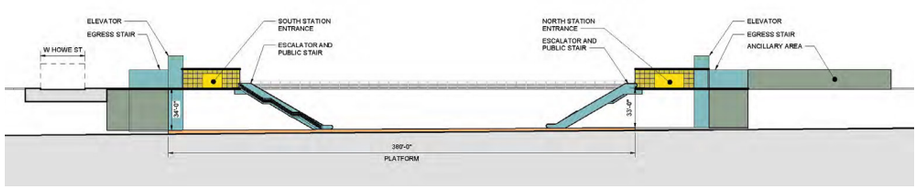
Site Plan



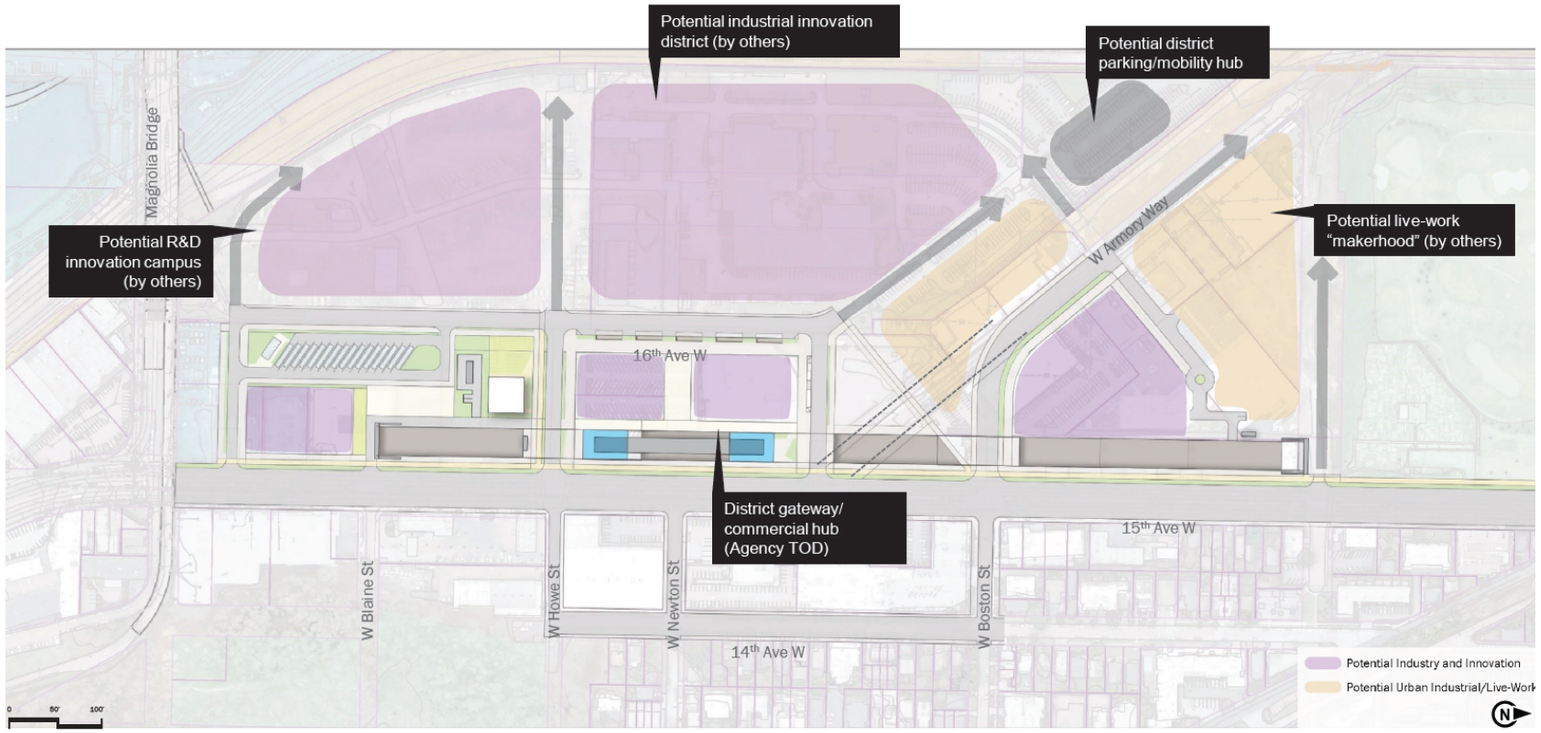
Section A



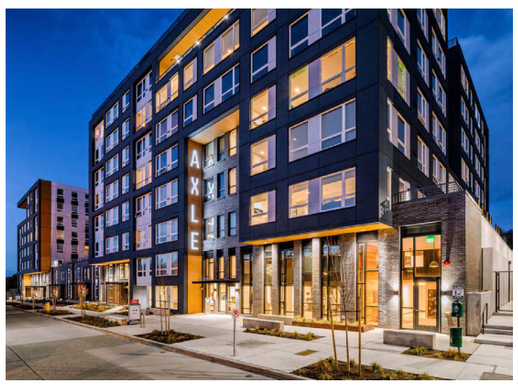
Section B



Potential Urban Design Framework

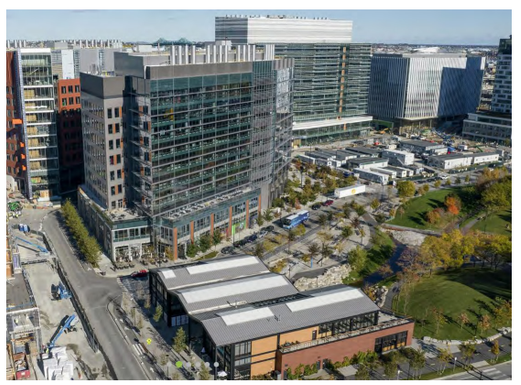


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Mixed-use development near the future station in an area zoned as commercial/mixed-use

Photo by Ausitn, W



R&D innovation campus

Photo by Cambridge Crossing



District gateway, commercial hub

Photo by Sound Transit

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Visit our online open house and subscribe to project emails:

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