#### West Seattle and Ballard Link Extensions

Downtown Community Advisory Group

January 6, 2022





# Agenda

- Welcome and introductions
- Station Planning: Background
- Midtown and Westlake Stations
- Denny and South Lake Union Stations
- Seattle Center Station
- Next steps and next meeting

## Meeting etiquette and accessibility



*Upon joining the meeting, please mute* your line when you are not speaking to minimize audio feedback. Unmute before talking.



*Please raise your "hand"* if you have a question or comment. Facilitator will call on you to speak.

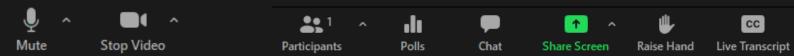


**One person speaks at a time.** Please say your name, and then note a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.



More





#### Mute/Unmute

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Participants

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Polls

Chat

**^** 

Share Screen

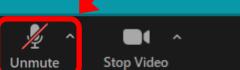
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Raise Hand

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Live Transcript

More



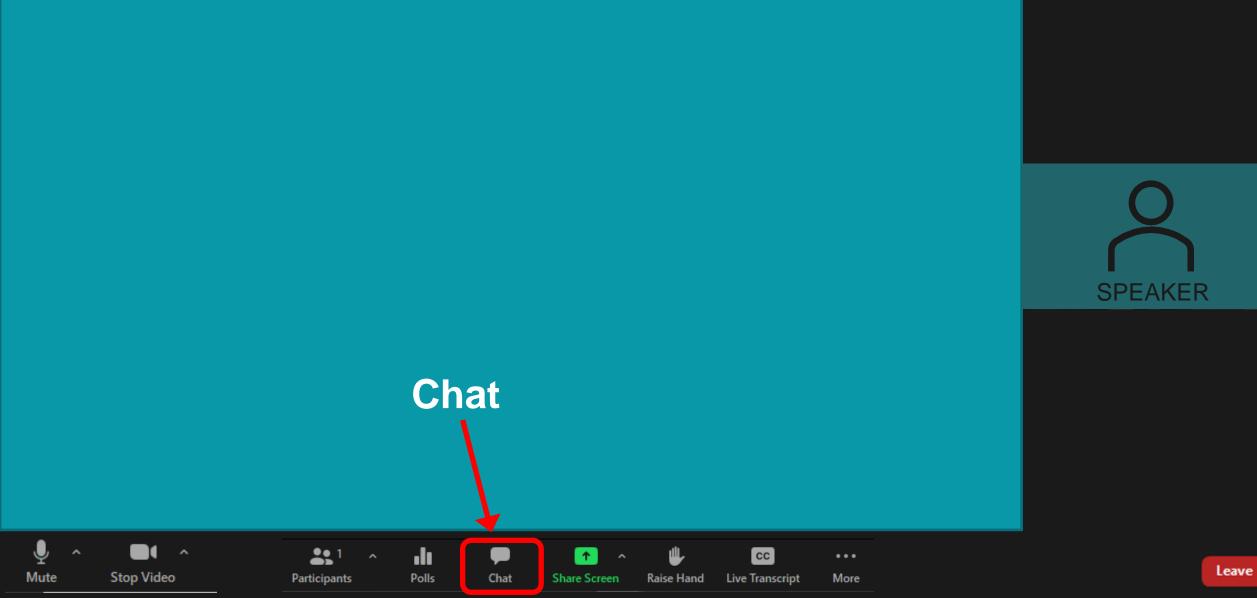
Leave

SPEAKER

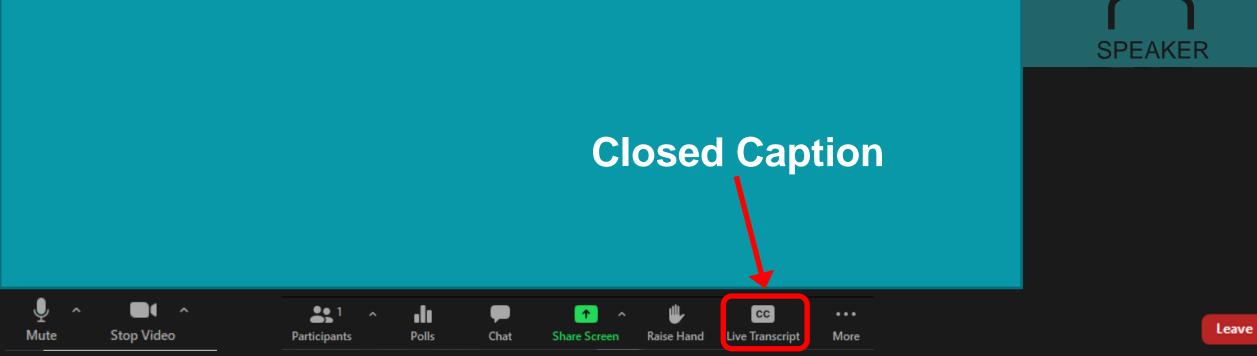








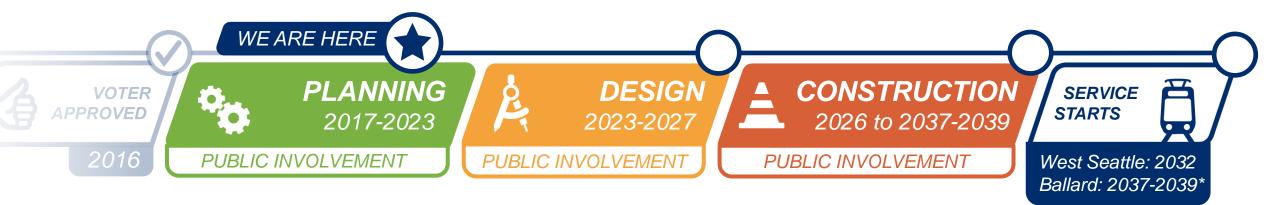




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## West Seattle and Ballard Link Extensions Project timeline





ST3 APPROVED



# PLANNING

2019-2023

2017–2019

Alternatives development

Early scoping

Scoping

Feb-March 2018:

Feb–April 2019:

May–Oct 2019: Board

alternatives and other

identified preferred

**DEIS** alternatives



Early 2022: Publish Draft EIS

**Environmental review** 

Public comment period

Board confirms or modifies preferred alternatives

2023: Publish Final EIS

Board selects projects to be built

Federal Record of Decision

#### PUBLIC INVOLVEMENT



11



## **Draft EIS alternatives**

#### What we're studying in this phase

#### Preferred Alternatives

Preferred Alternatives with Third-Party Funding

Other Draft EIS alternatives

\*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.



## **Community Advisory Groups**

Build understanding and common ground around key project decisions.

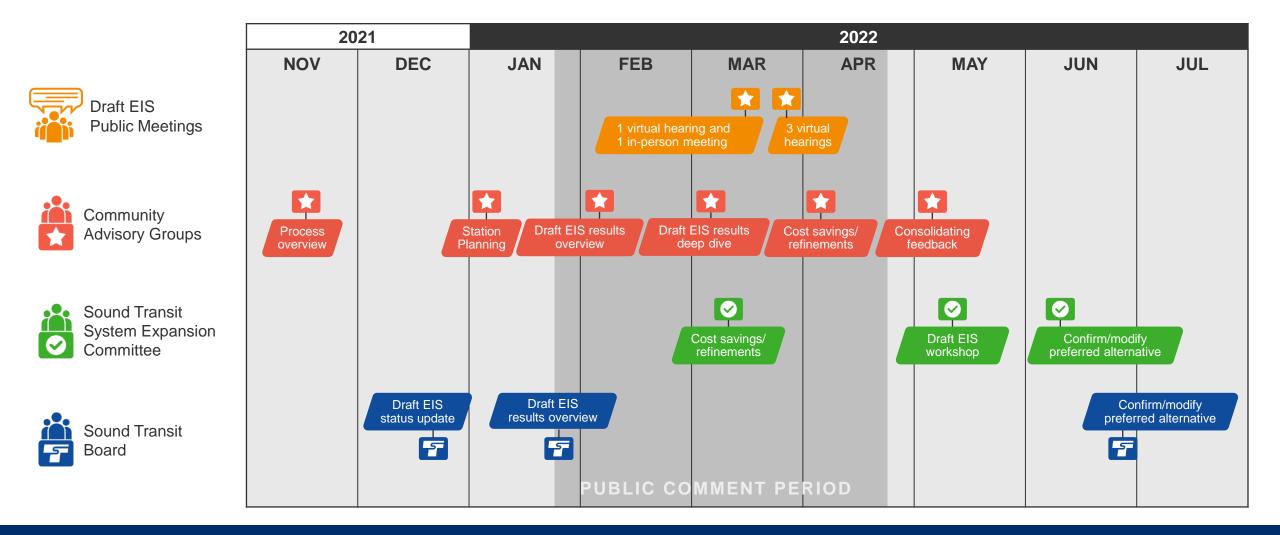
*Highlight specific issues and trade-offs* as Sound Transit works to deliver a project on the target schedule and within scope.

**Share feedback** with the Sound Transit Board before they confirm or modify the preferred alternative.





#### **Community engagement and collaboration** Draft Environmental Impact Statement (EIS)





## Why we're here today

- Learning about the stations and station concepts
- Posing questions for you to think about, beginning a conversation about station planning



### Introductions

#### **Please share briefly:**

- 1) Your name,
- 2) Pronouns, and
- 3) Please share which WSBLE station you are most interested in.



### **Downtown CAG members**

Alex Hudson Amy Worthington Edward Swanson Elizabeth Archambault **Jacqueline Gruber** John Stilin Keith Daly

Kylie Rolf
Matthew Curry
Nathan Lilje
Sabrina Villanueva
Sascha Sorenson
Steve Lewis



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### The goal: integrated station areas

Integration with development

Public spaces

10 00 00

Convenient walking and biking connections

Accessible and visible entries

Transit integration



## **Co-planning partnership**

## **SoundTransit**

- Routes and station locations
- Light rail guideway and station design
- Environmental review

Centering racial equity

&

Co-planning stations with communities

## **City of Seattle**

- Community planning and station access
- ✓ Land use and zoning
- Street and right-of-way use



## Racial Equity Toolkit (RET): Outcomes

- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- > Enhance mobility and access for communities of color and low-income populations;
- Create opportunities for equitable development that include expanding housing and community assets for communities of color;
- Avoid disproportionate impacts on communities of color and low-income populations;
- Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome; and
- Meaningfully involve communities of color and low-income populations in the project.



## **Co-planning focus: the "Station Context"**

- 1-3 blocks surrounding the station, which will see the most direct physical change from station construction and operations
- Area of shared responsibility; geography encompasses Sound Transit, City, and others' investments
- Work to align existing and planned investments in service of community priorities and accessibility needs





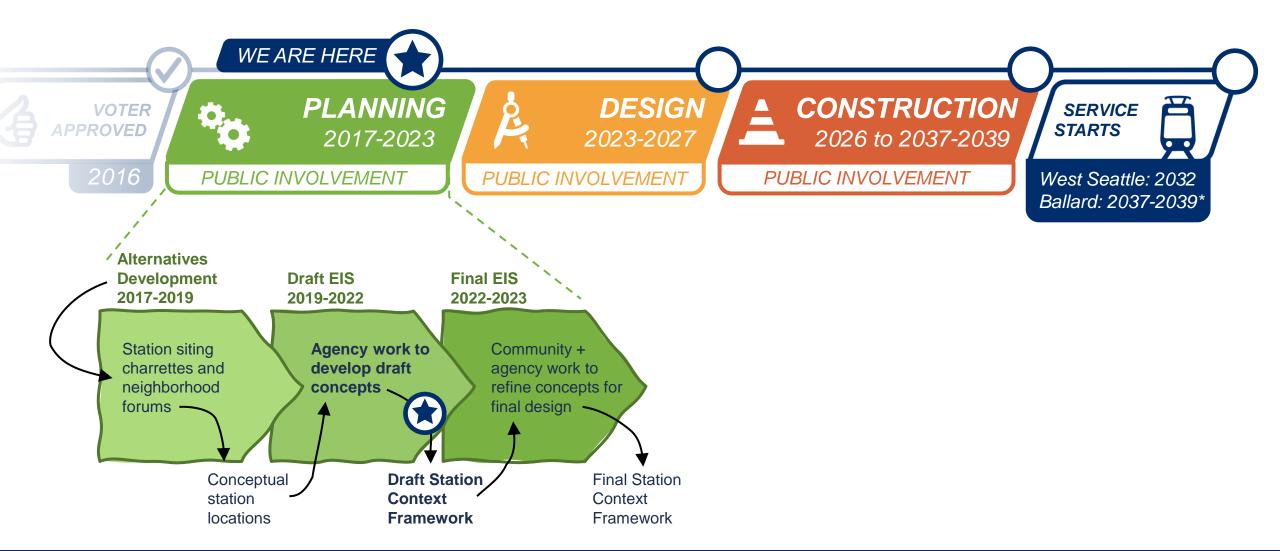
## **Station Context Framework**

- Presents a concept for urban design of the station and station context
- Shows how access, circulation, and public spaces work together, and highlights opportunities for adjacent or joint development
- Raises up issues for community to weigh, along with potential refinements to carry into final design



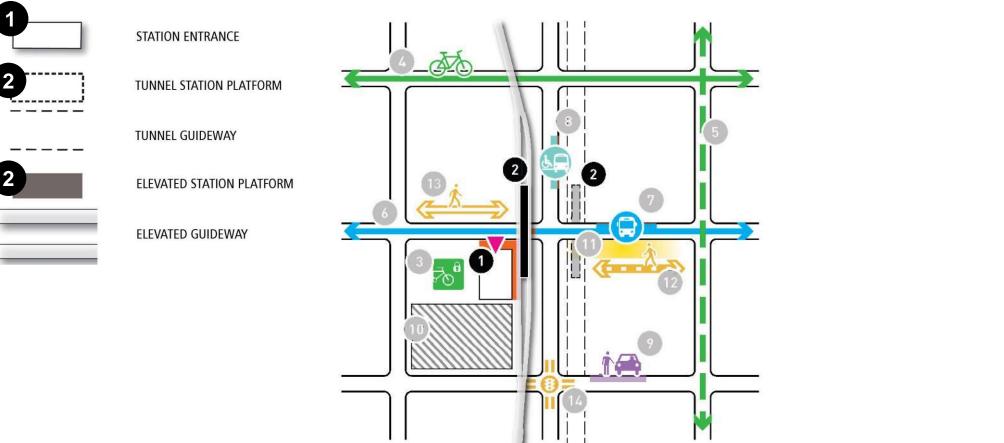


## How we got here (and what's next)





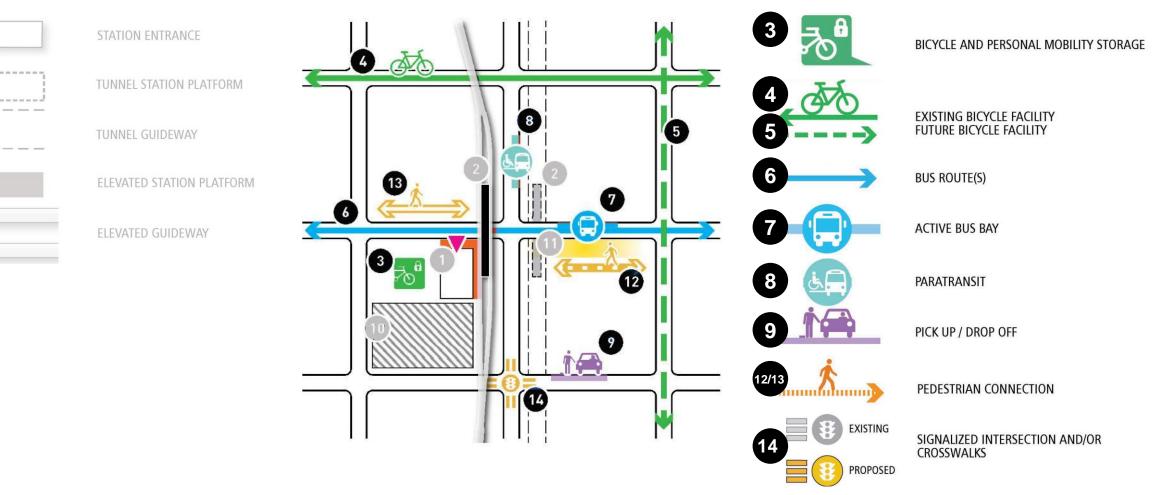
## **Orientation to the station context plans**



#### <sup>25</sup> Station configuration



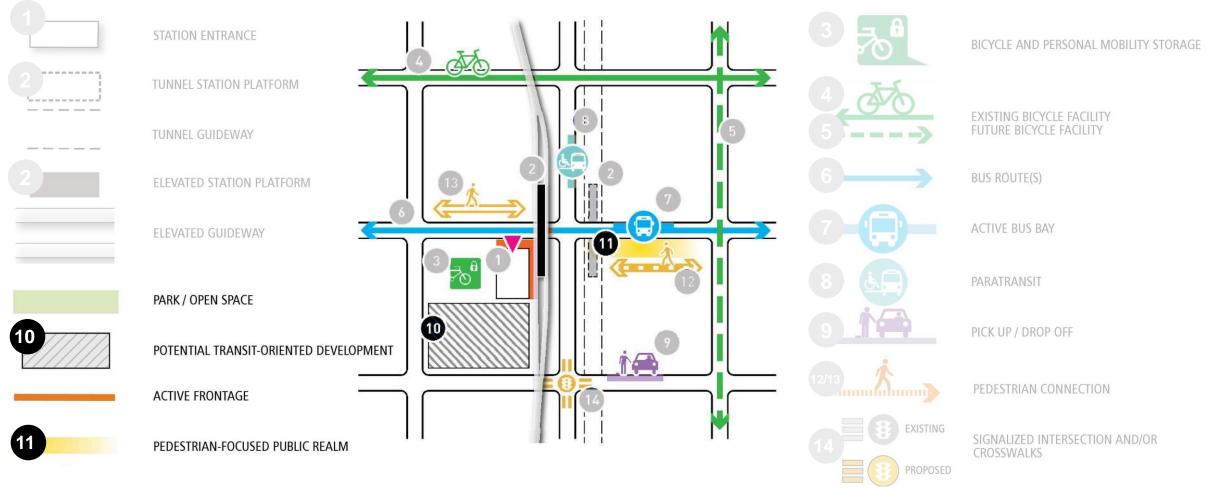
## **Orientation to the station context plans**



#### <sup>26</sup> Access and transit integration



## **Orientation to the station context plans**



#### <sup>27</sup> Adjacent development and public space



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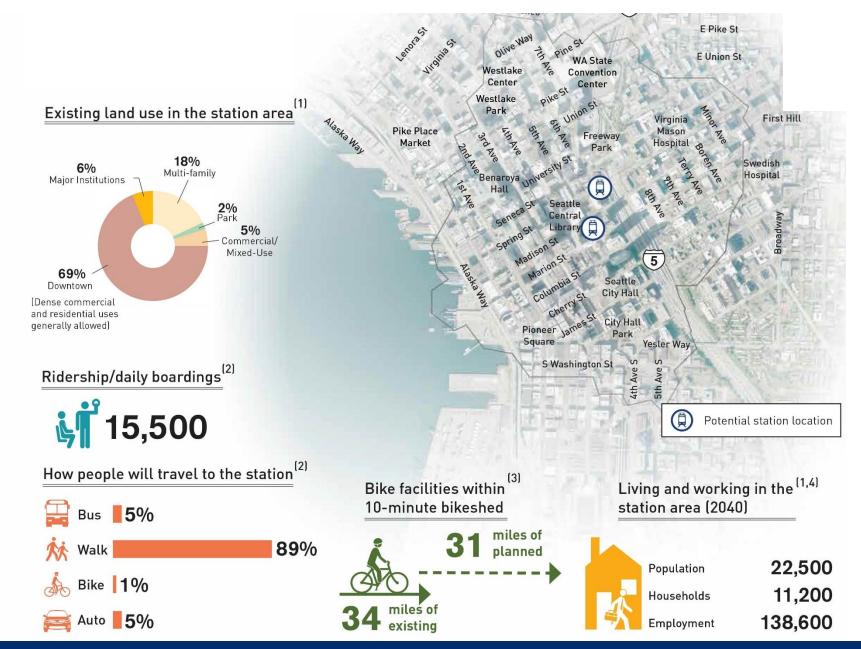
# Midtown Station



- Enhance mobility and access for communities of color and lowincome populations
- Create opportunities for equitable development that includes expanding housing and community assets for communities of color
- Create a sense of belonging for communities of color at all stations

#### <sup>30</sup> Midtown Station Applying RET Outcomes





<sup>31</sup> *Midtown Station By the numbers* 



What we heard so far

#### NEIGHBORHOOD FEEDBACK

D Station should serve as a gateway to retail and services both in the station and in the surrounding neighborhood

Seattle

Waterfront

Improve bike routes and minimize pedestrian and car conflicts

Provide an easy and safe crossing environment for pedestrians and cyclists coming from First Hill, and make access easy for all ages and abilities

Station entrance should be visible and well-integrated with existing buildings and infrastructure, oriented to maximize pedestrian flow

**(5)** Provide clear wayfinding near station

Station and surrounding area should be designed for the safety and comfort of passengers and others traveling through the area



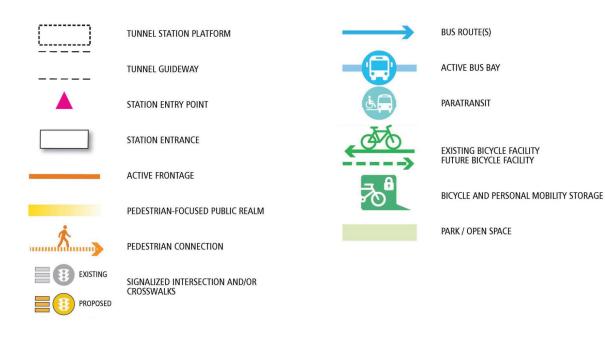
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

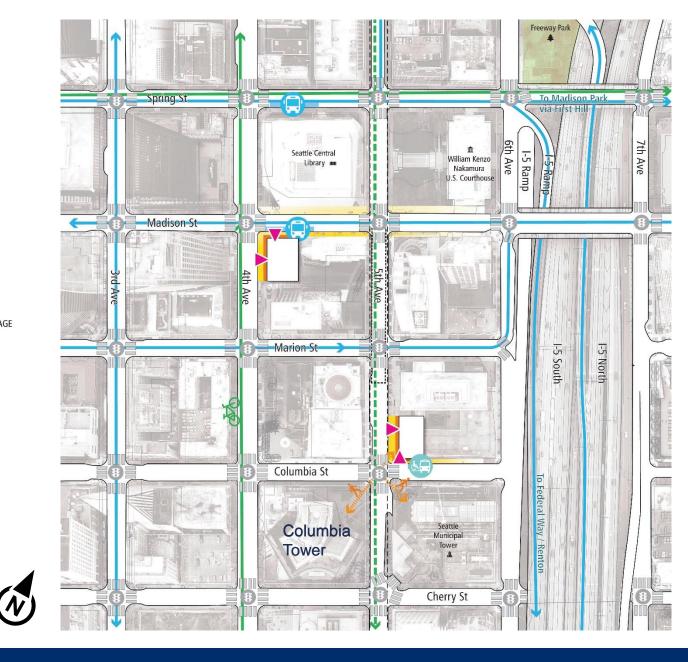
#### <sup>32</sup> Midtown Station Neighborhood feedback



# **Preferred** alternative

#### **Tunnel 5th Ave Station**



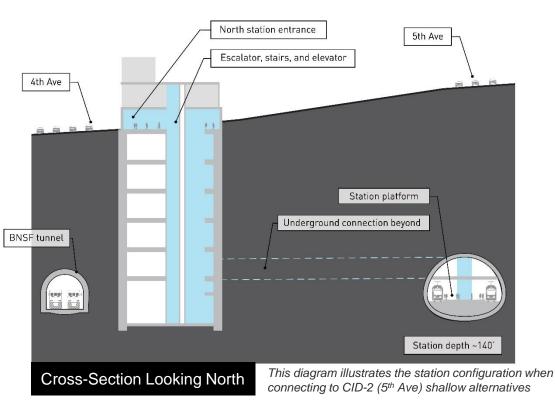


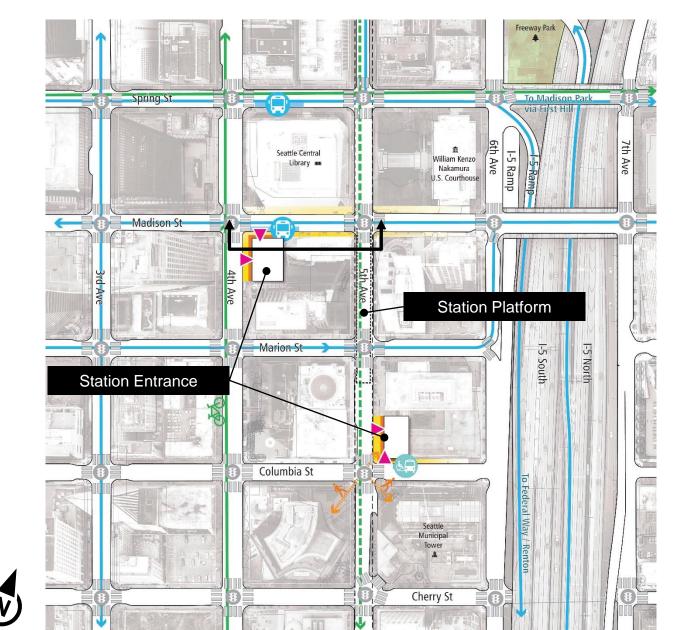
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

#### <sup>34</sup> *Midtown DT-1 Station context plan*



#### **Tunnel 5th Ave Station**



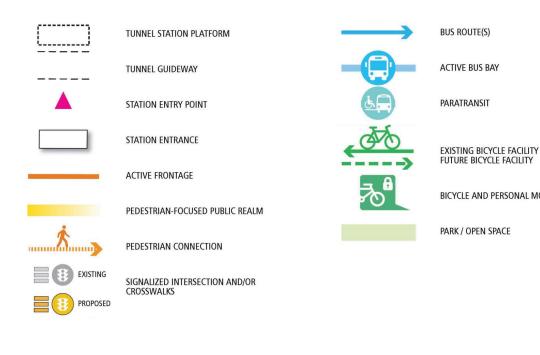


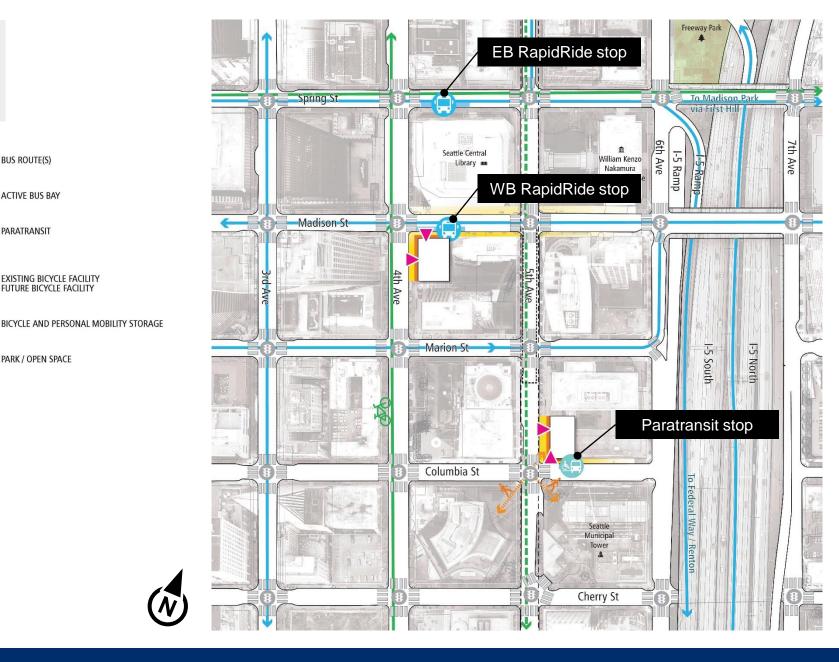
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#### <sup>35</sup> Midtown DT-1 Key features and cross-section



#### **Tunnel 5th Ave Station**

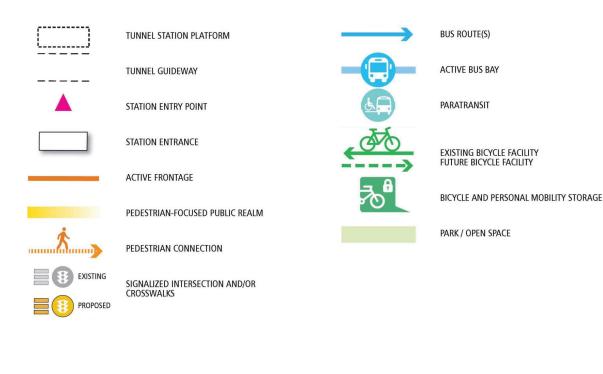


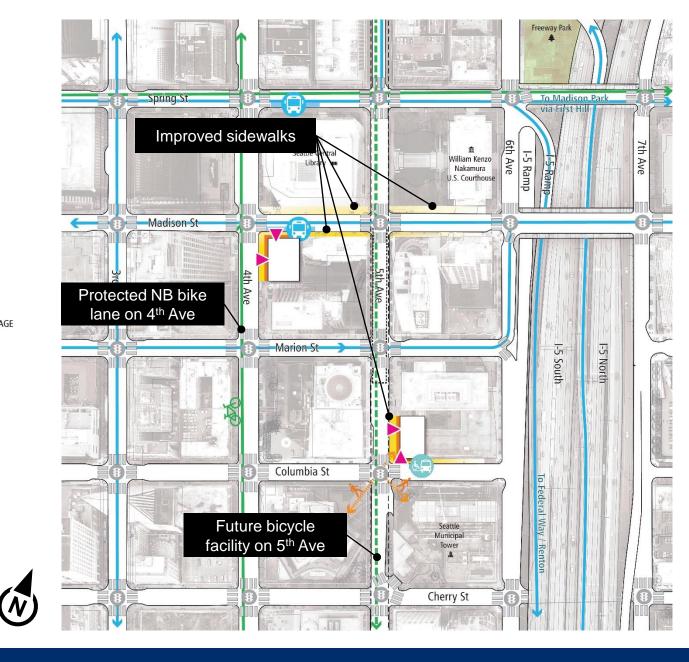


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#### <sup>36</sup> Midtown DT-1 Taking transit to the station



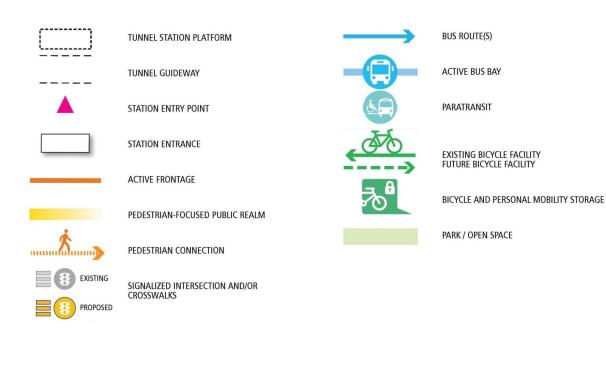


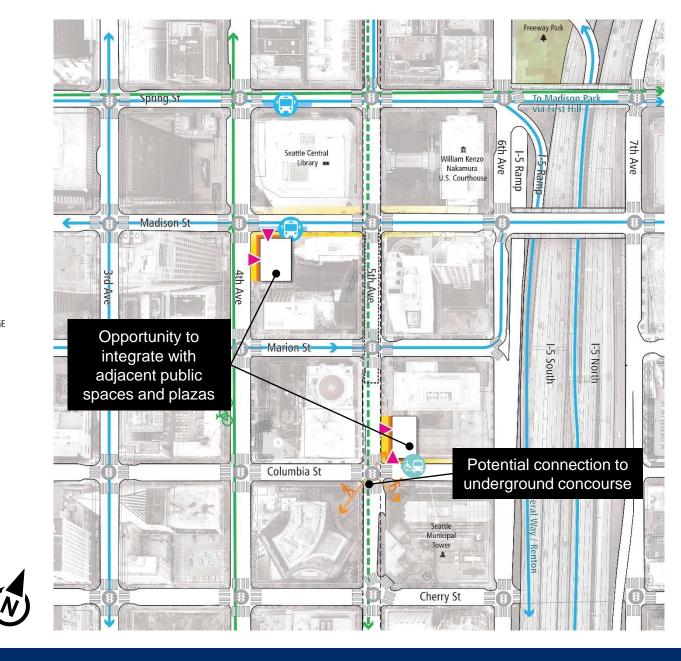


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

<sup>37</sup> Midtown DT-1 Walking, rolling, biking to the station





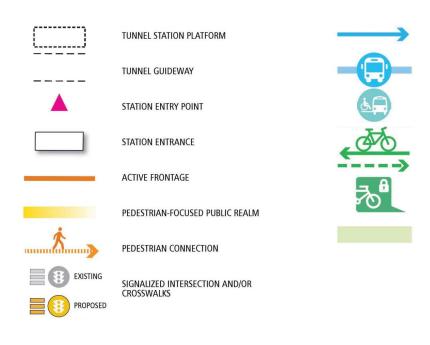


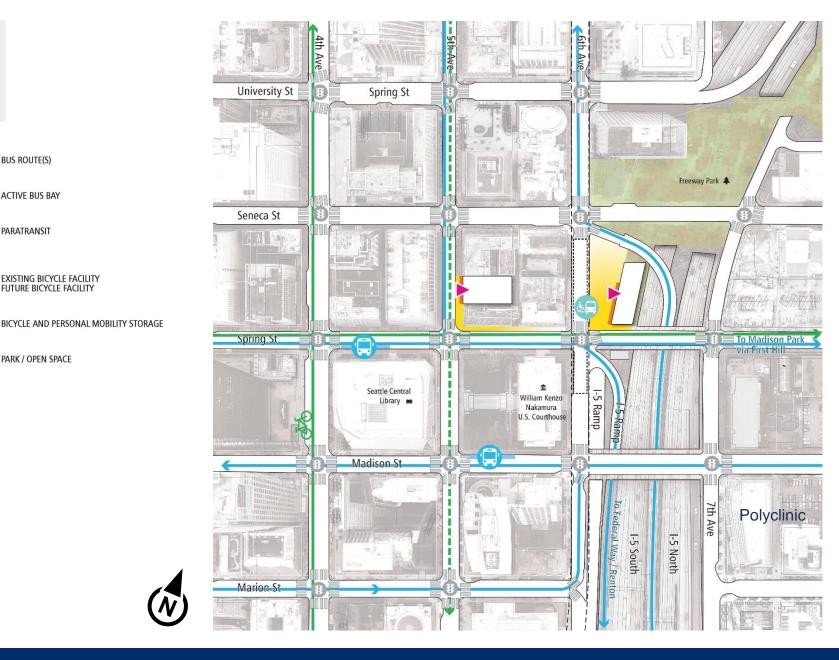
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>38</sup> Midtown DT-1 Enjoying places around the station



# **Other Draft EIS alternative**





Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

### <sup>40</sup> *Midtown DT-2 Station Context Plan*

**BUS ROUTE(S)** 

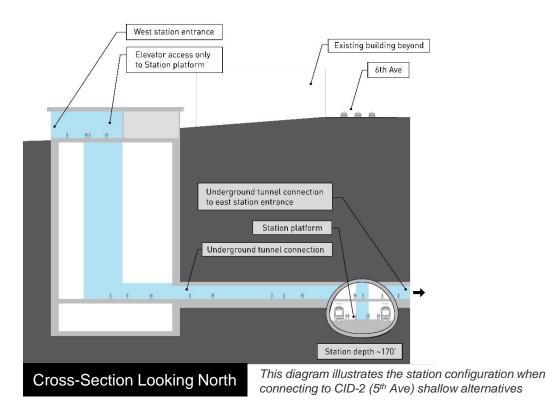
ACTIVE BUS BAY

PARATRANSIT

EXISTING BICYCLE FACILITY FUTURE BICYCLE FACILITY

PARK / OPEN SPACE



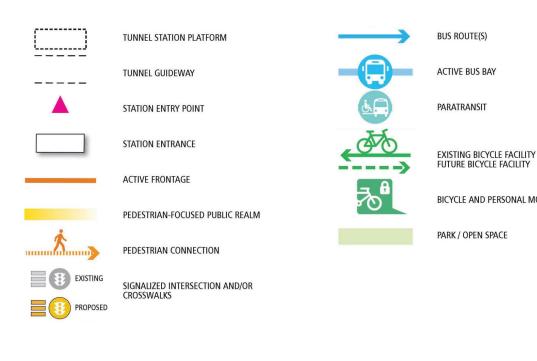


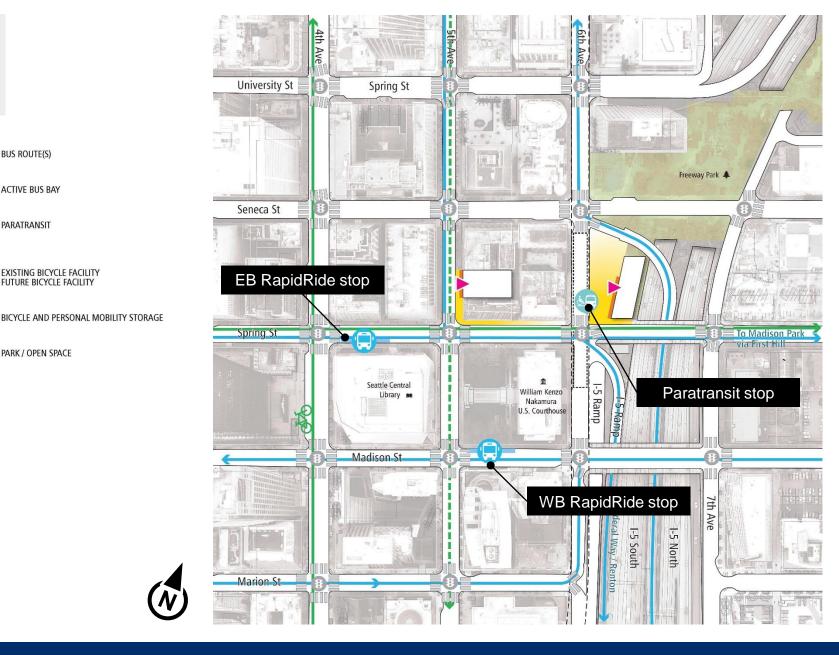
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#### Ave University St Spring St Inc. **Station Entrance** Freeway Park IN NO. Seneca St 131 五条 Spring St To Madison Park ----via First Hi 盦 Seattle Central William Kenzo Library DE Ramp Nakamura **Station Platform** U.S. Courthouse Madison St • th I-5 North 균 al-Way / Rentor South Marion St

### <sup>41</sup> Midtown DT-2 Key Features and Cross-Section



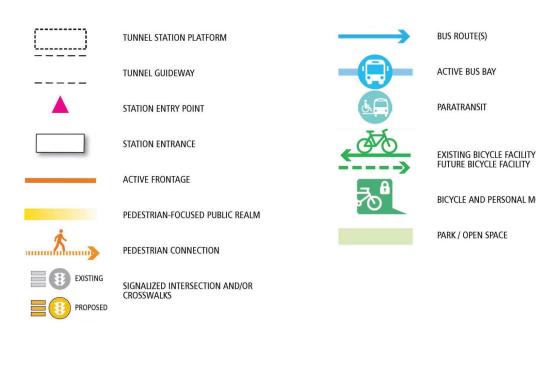


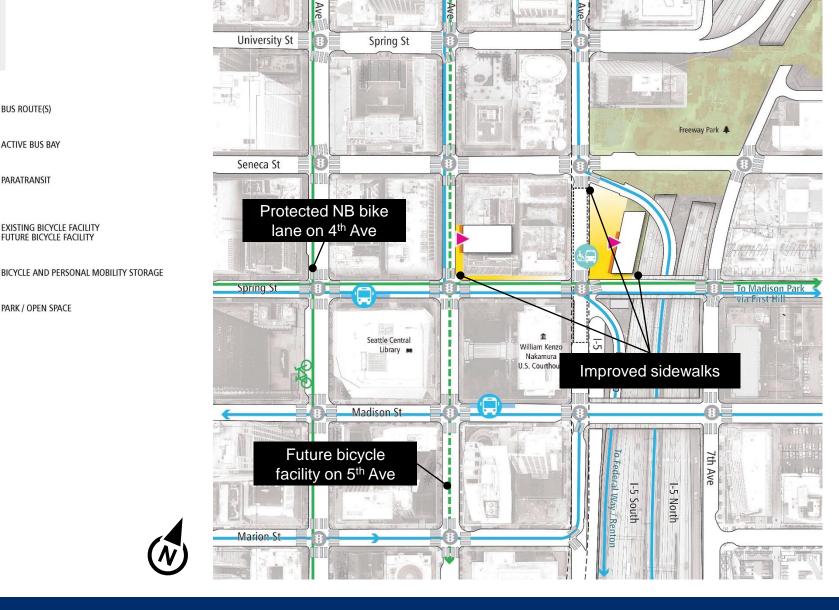


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## <sup>42</sup> *Midtown DT-2 Taking transit to the station*



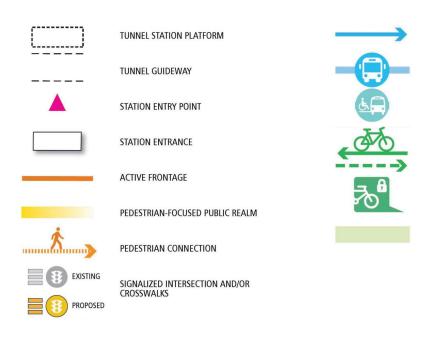


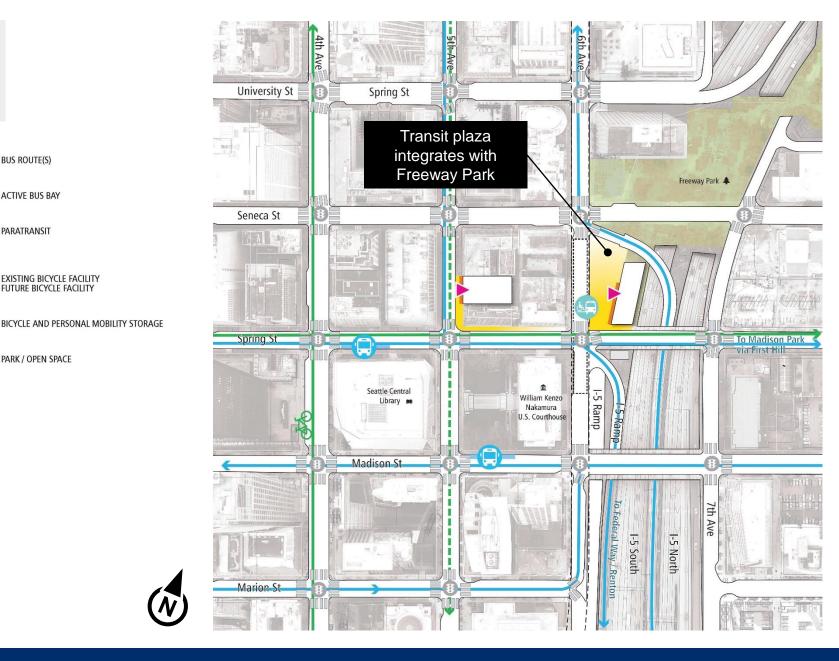


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<sup>43</sup> Midtown DT-2 Walking, rolling biking to the station







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## <sup>44</sup> *Midtown DT-2 Enjoying places around the station*

**BUS ROUTE(S)** 

ACTIVE BUS BAY

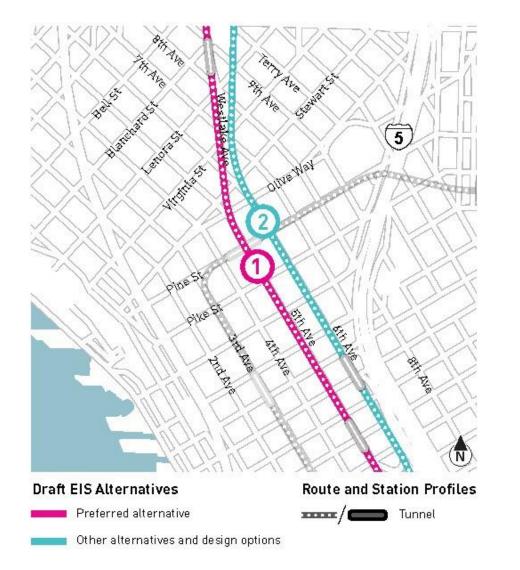
PARATRANSIT

EXISTING BICYCLE FACILITY FUTURE BICYCLE FACILITY

PARK / OPEN SPACE



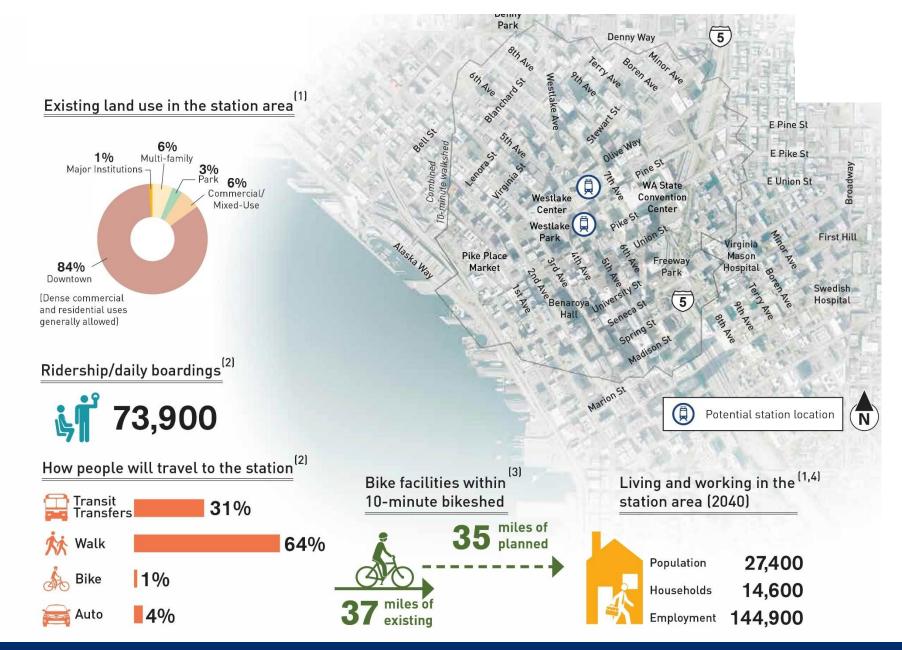
## Westlake Station



- Enhance mobility and access for communities of color and lowincome populations
- Create opportunities for equitable development that includes expanding housing and community assets for communities of color
- Create a sense of belonging for communities of color at all stations

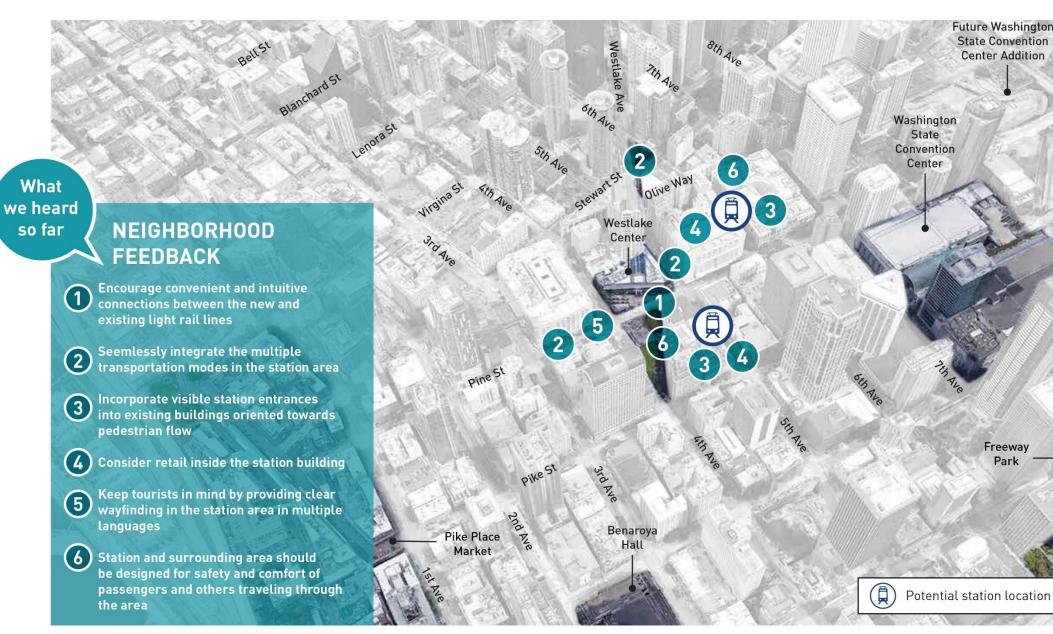
## <sup>46</sup> Westlake Station Applying RET Outcomes





47 Westlake Station By the numbers





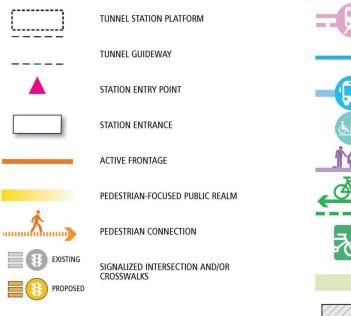
Neighborhood feedback gathered from in-person and on-line events during alternatives development 2018-2019.

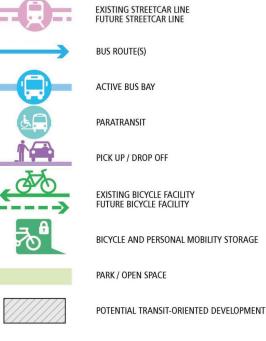
## 48 Westlake Station Neighborhood feedback

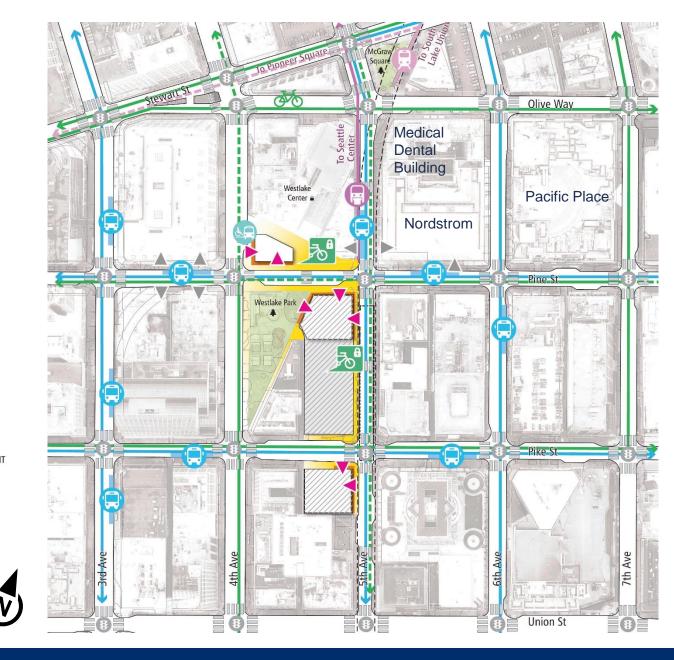


5

## **Preferred** alternative



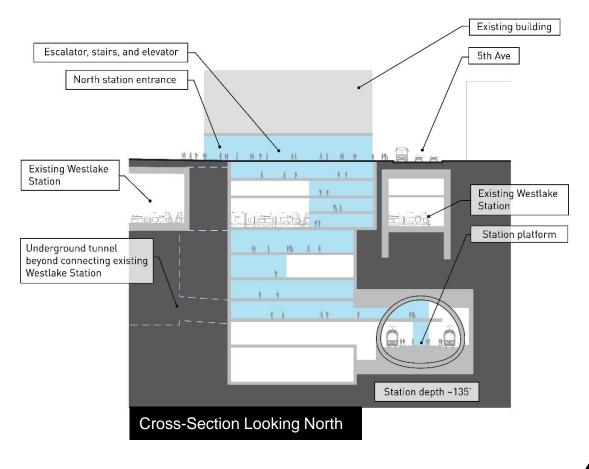


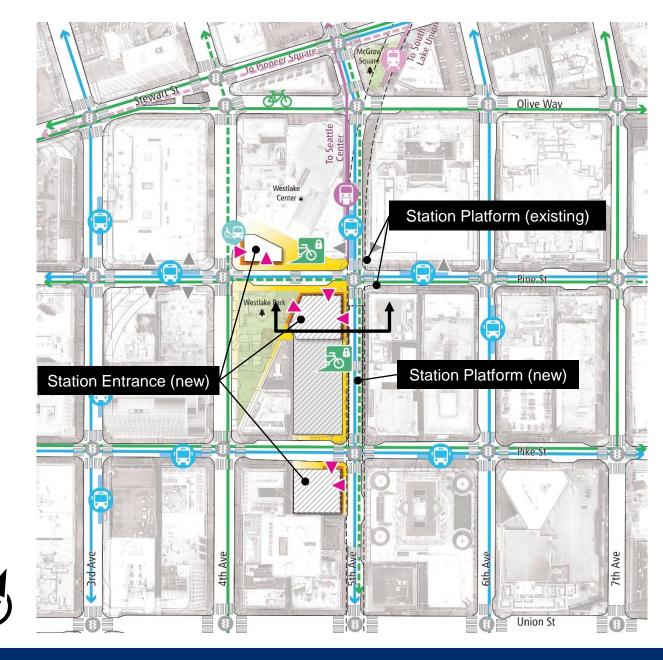


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>50</sup> Westlake DT-1 Station context plan



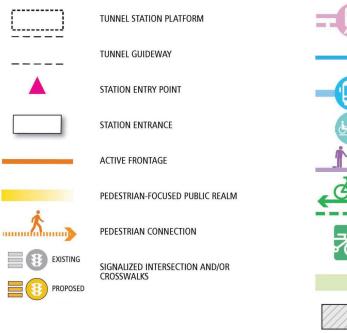


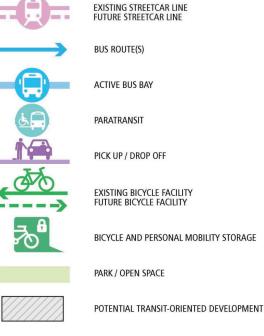


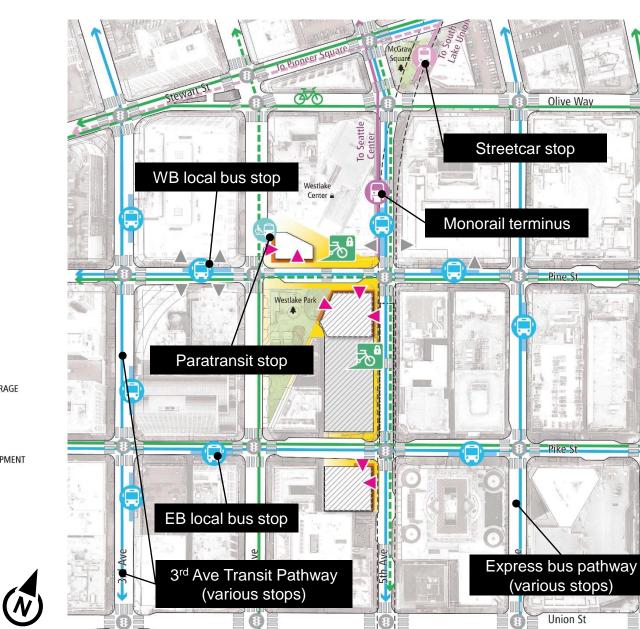
#### Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>51</sup> Westlake DT-1 Key features and cross-section









Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>52</sup> Westlake DT-1 Taking transit to the station



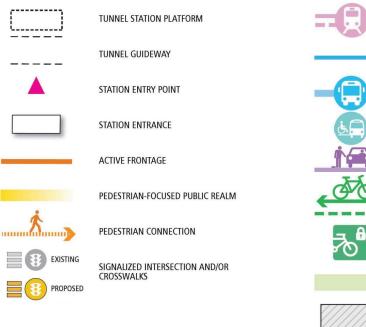
Union St

8

Olive Way

Pine St

Pike St







ACTIVE BUS BAY

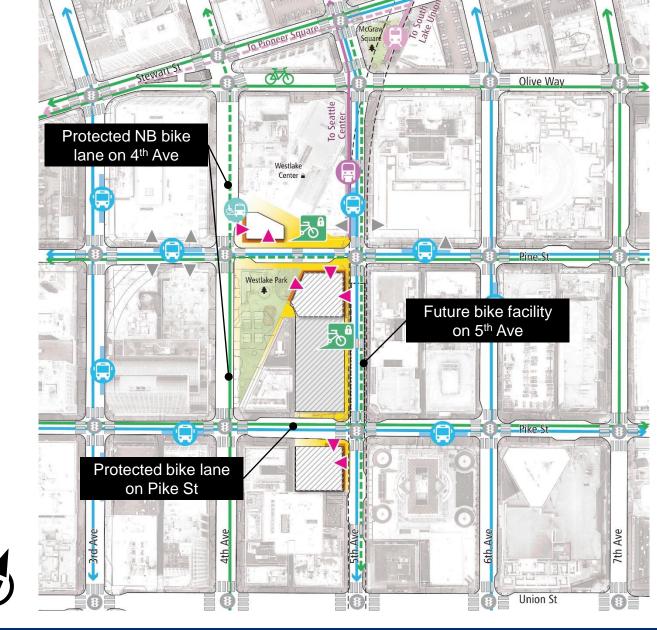
PICK UP / DROP OFF

EXISTING BICYCLE FACILITY FUTURE BICYCLE FACILITY

BICYCLE AND PERSONAL MOBILITY STORAGE

PARK / OPEN SPACE

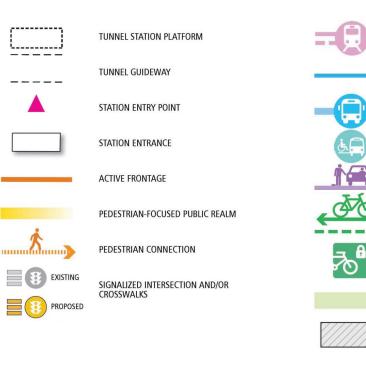
POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

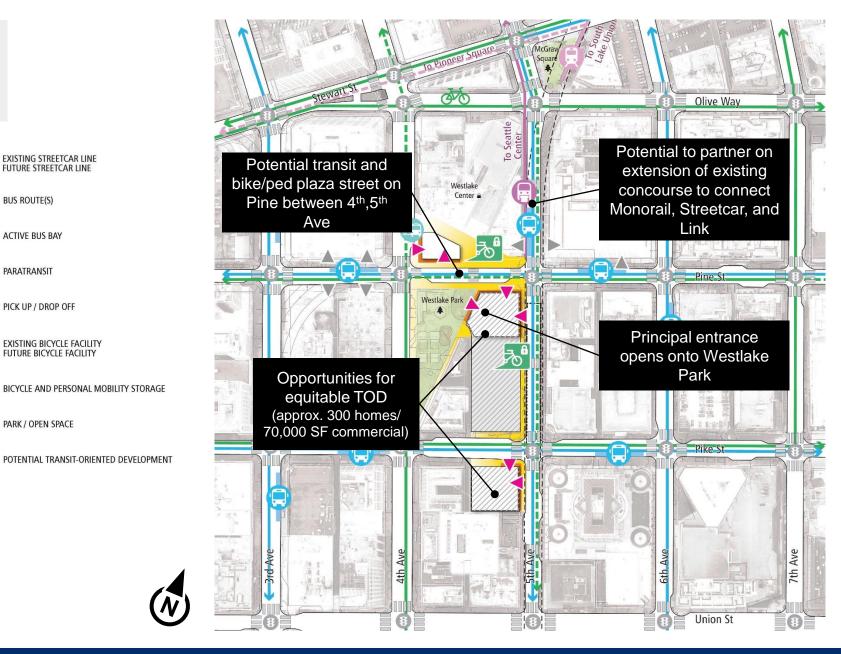


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## <sup>53</sup> Westlake DT-1 Walking, rolling, biking to the station







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## <sup>54</sup> Westlake DT-1 Enjoying places around the station

**BUS ROUTE(S)** 

ACTIVE BUS BAY

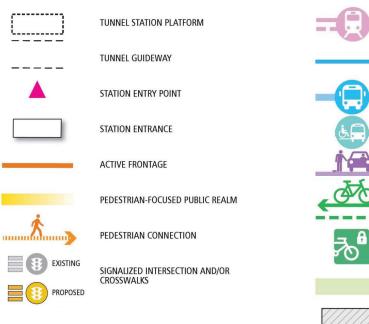
PARATRANSIT

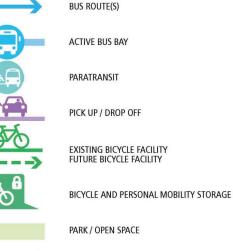
PICK UP / DROP OFF

PARK / OPEN SPACE



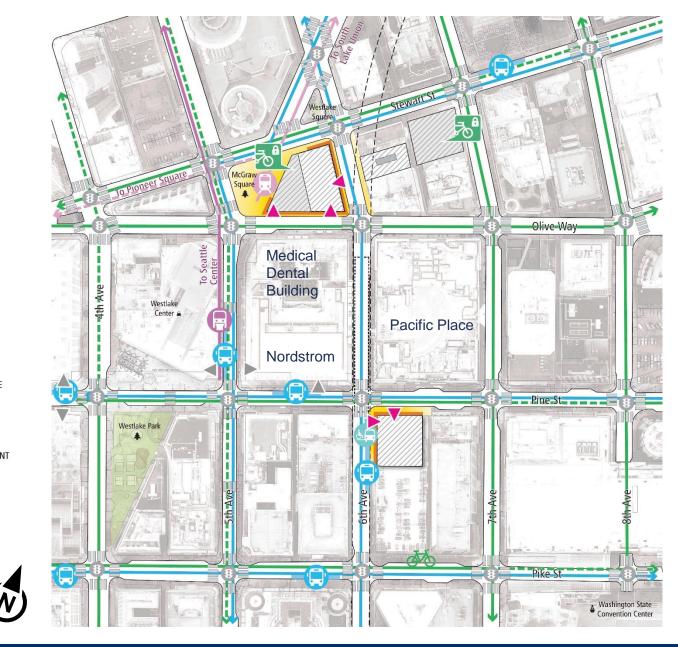
# **Other Draft EIS alternative**





EXISTING STREETCAR LINE FUTURE STREETCAR LINE

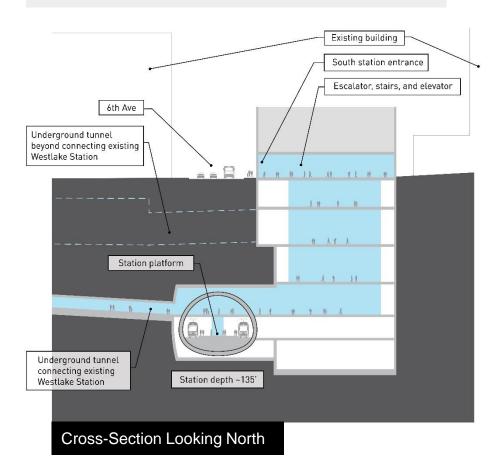
POTENTIAL TRANSIT-ORIENTED DEVELOPMENT



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## <sup>56</sup> Westlake DT-2 Station context plan



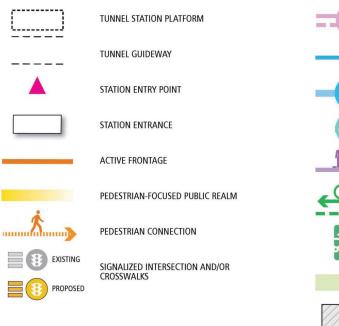


Stewart St McGraw Square Olive Way Station Entrance (new) Station Platform (new) Pine St Westlake Station Platform (existing) 5th A Pike St Washington State Convention Cente

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>57</sup> Westlake DT-2 Key features and cross-section







EXISTING STREETCAR LINE FUTURE STREETCAR LINE

**BUS ROUTE(S)** 

PARATRANSIT

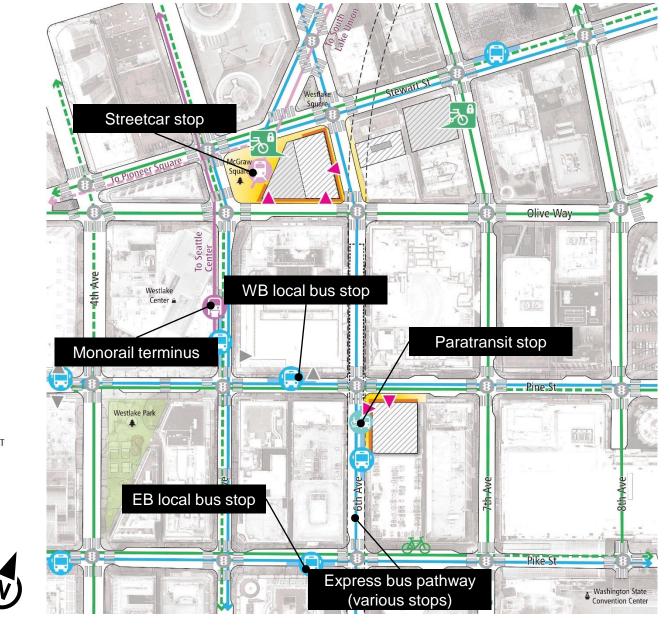
PICK UP / DROP OFF

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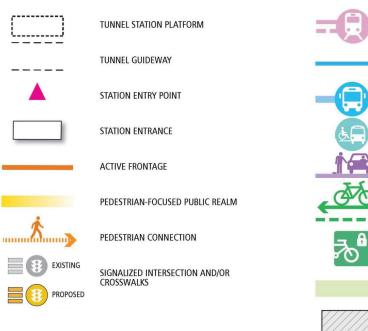
POTENTIAL TRANSIT-ORIENTED DEVELOPMENT



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## <sup>58</sup> Westlake DT-2 Taking transit to the station

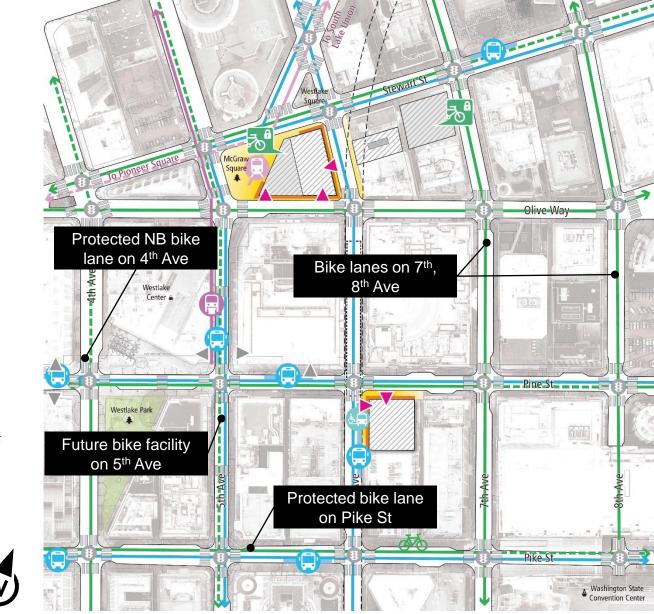






EXISTING STREETCAR LINE FUTURE STREETCAR LINE

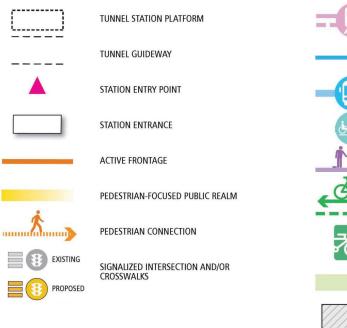
POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

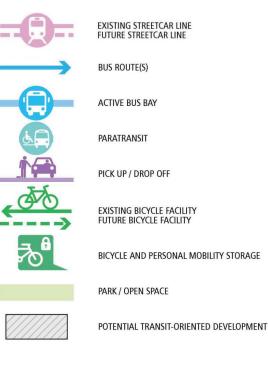


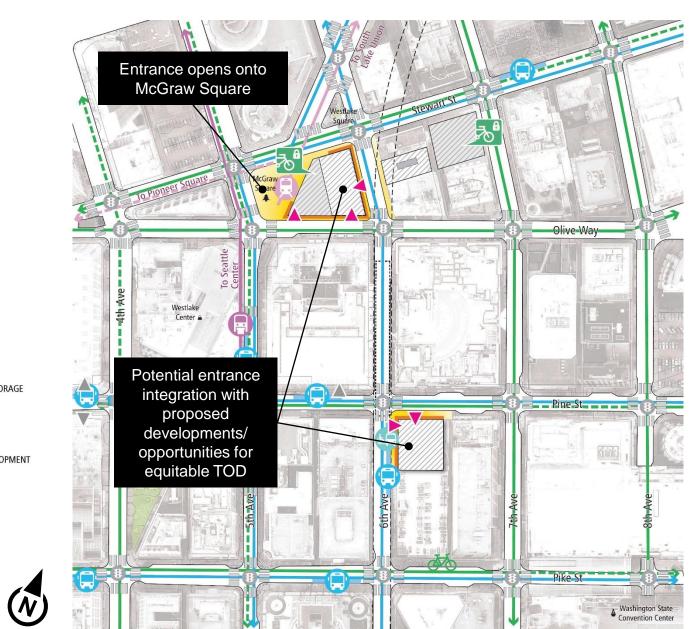
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## <sup>59</sup> Westlake DT-2 Walking, rolling, biking to the station









Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>60</sup> Westlake DT-2 Enjoying places around the station



## **Questions for Discussion**

What are your thoughts/questions about:

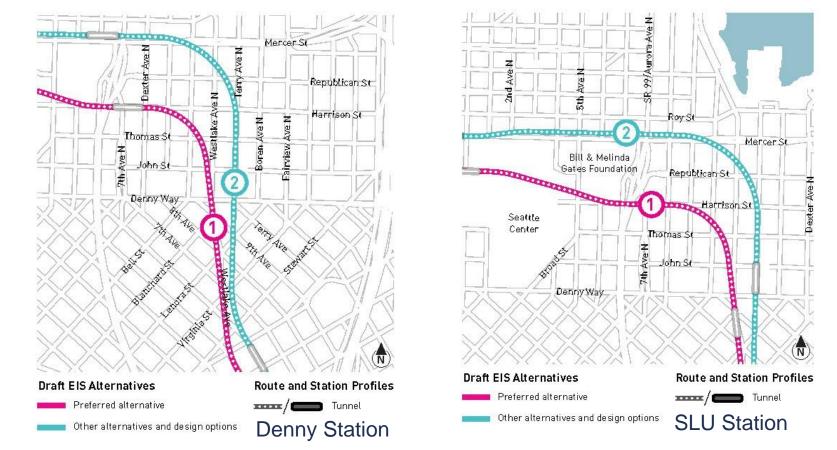
- Taking transit to the station
- Walking, rolling, biking to the station
- Enjoying places around the station



## **Break for 5 min**

# Agenda

- Welcome and introductions
- Station Planning: Background
- Midtown and Westlake Stations
- Denny and South Lake Union Stations
- Seattle Center Station
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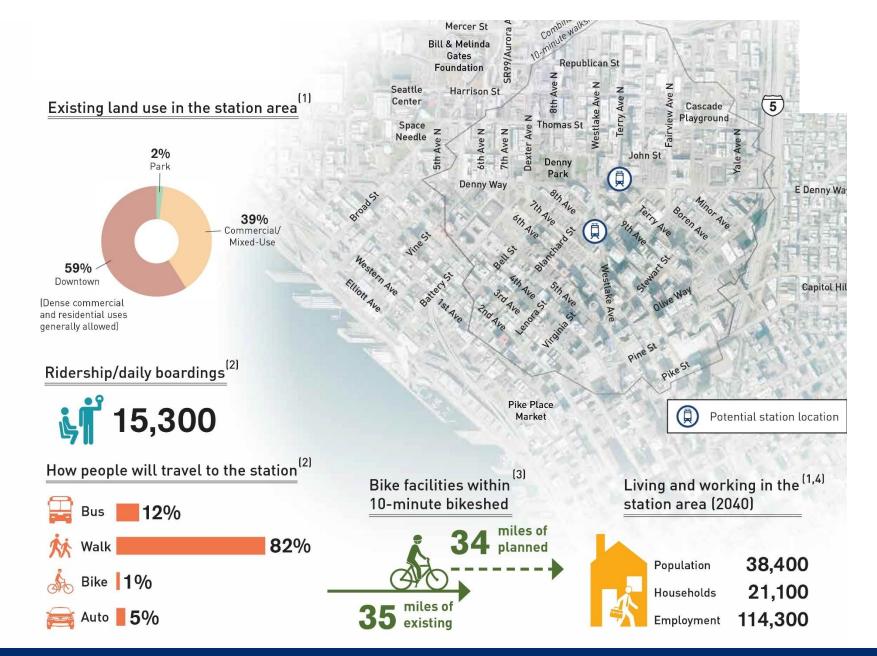


- Enhance mobility and access for communities of color and low-income populations
- Create opportunities for equitable development that includes expanding housing and community assets for communities of color

Seattle **SoundTransit** 

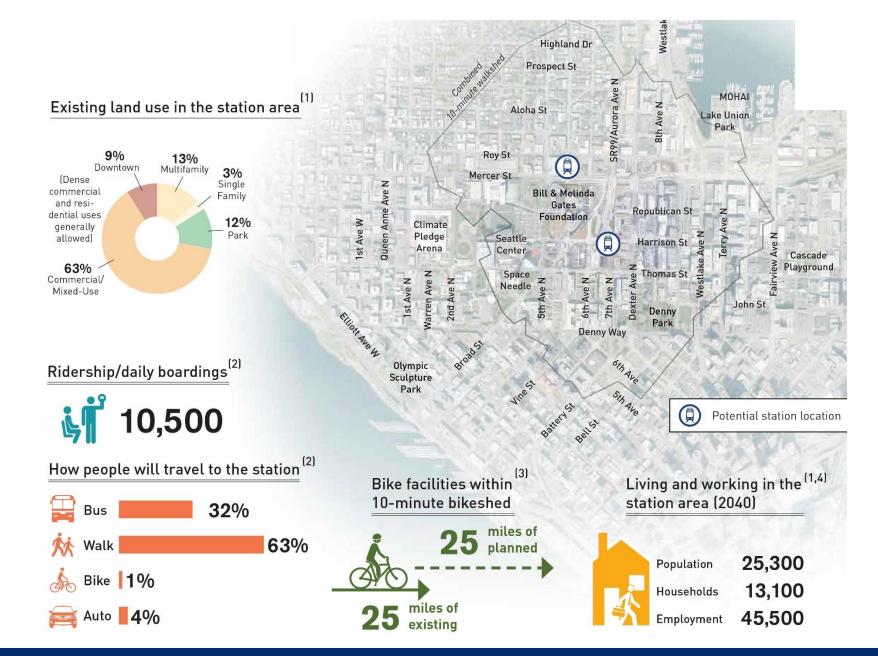
• Create a sense of belonging for communities of color at all stations

<sup>64</sup> Denny & SLU Stations Applying RET Outcomes



**Denny Station By the numbers** 





### <sup>66</sup> SLU Station By the numbers



What we heard so far

#### KEIGHBORHOOD FEEDBACK

Denny Way is currently a busy street with narrow sidewalks but it could be improved to provide a more comfortable experience for people walking and biking

Buses along Denny Way are often delayed due to traffic and people choose to walk instead of waiting for a bus

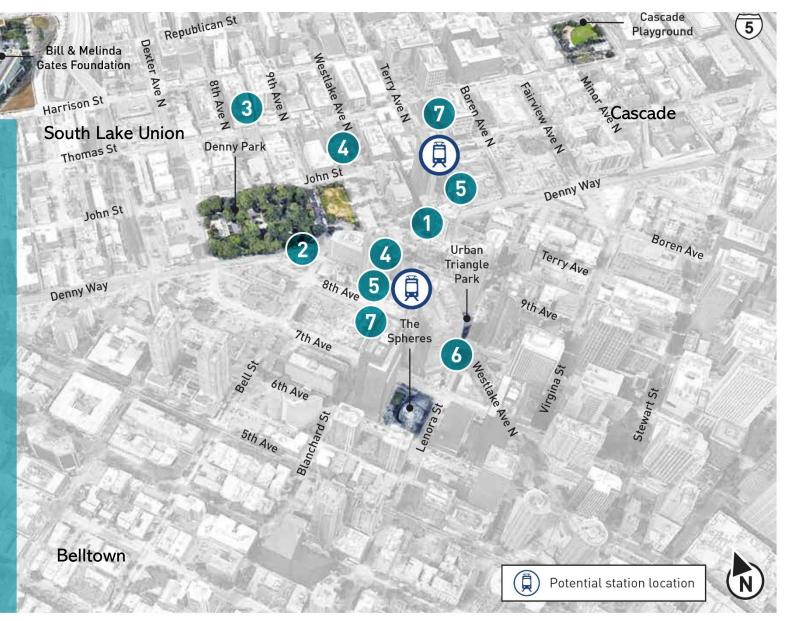
Prefer cycling on 8th Ave N and 9th Ave N (protected bike lanes)

Enhance bike network for safe and convenient access to and from station

**5** Encourage safe and convenient transfers between bus, streetcar and light rail

Where possible, identify bike pathways that do not intersect with the Seattle Streetcar tracks

Promote uses and activities near the station that are outside of typical business hours



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

## 67 **Denny Station** Neighborhood feedback





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

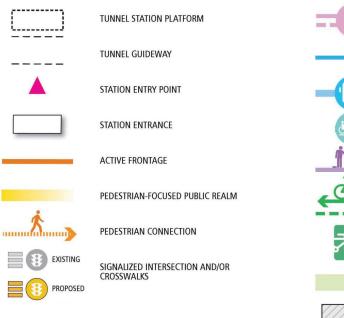
### 68 **SLU Station** Neighborhood feedback



# **Denny Station**

## **Preferred** alternative

### **Tunnel Westlake Ave Station**







PICK UP / DROP OFF

EXISTING BICYCLE FACILITY FUTURE BICYCLE FACILITY

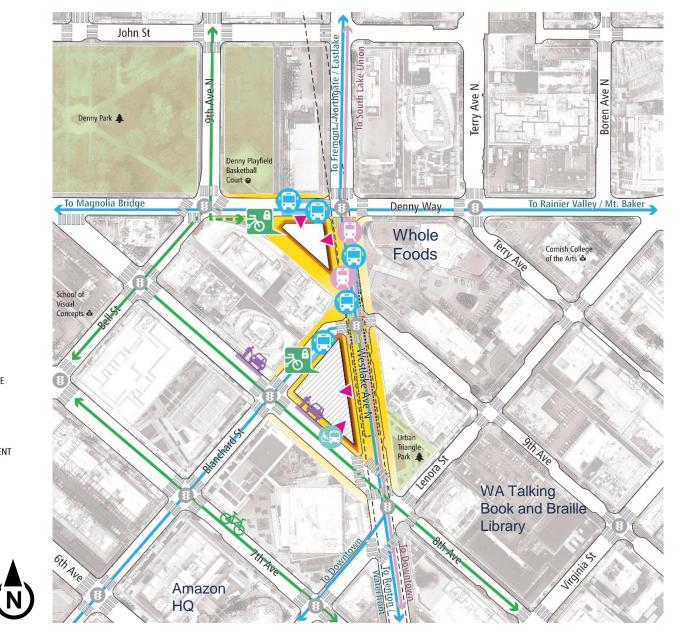
BICYCLE AND PERSONAL MOBILITY STORAGE

PARK / OPEN SPACE

POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

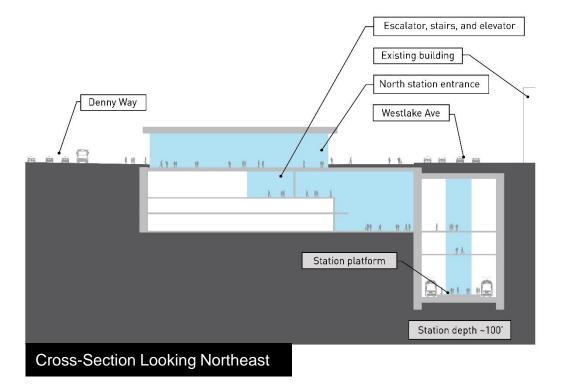
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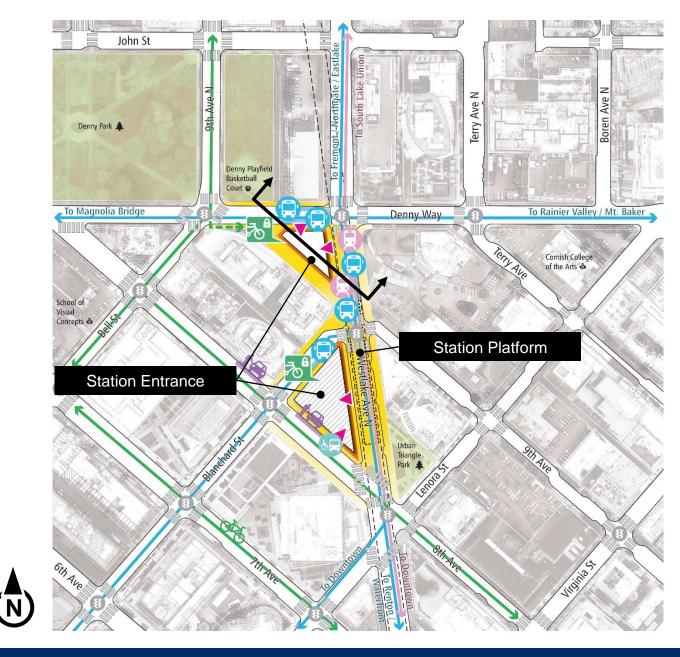
## <sup>71</sup> **Denny DT-1** Station context plan





### **Tunnel Westlake Ave Station**



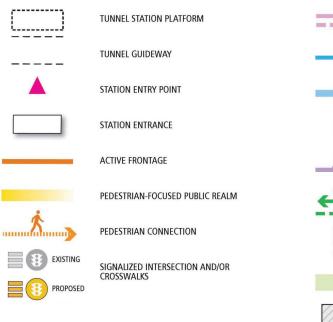


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

### 72 **Denny DT-1** Key features and cross-section



#### **Tunnel Westlake Ave Station**





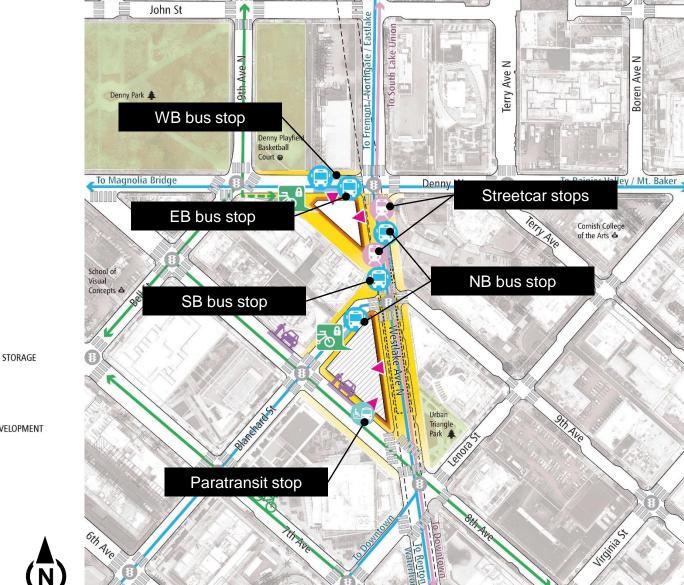
EXISTING BICYCLE FACILITY FUTURE BICYCLE FACILITY

BICYCLE AND PERSONAL MOBILITY STORAGE

PARK / OPEN SPACE



POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

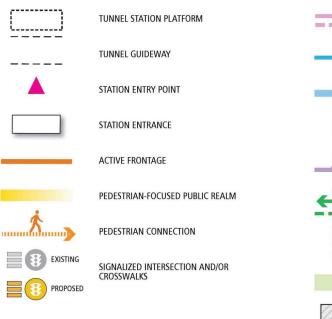


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>73</sup> **Denny DT-1** Taking transit to the station



### **Tunnel Westlake Ave Station**







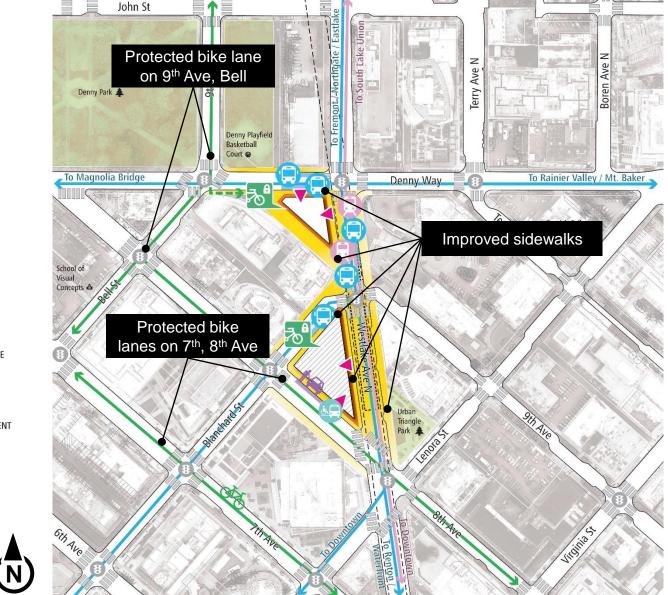
**BUS ROUTE(S)** 

EXISTING BICYCLE FACILITY FUTURE BICYCLE FACILITY

BICYCLE AND PERSONAL MOBILITY STORAGE



POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

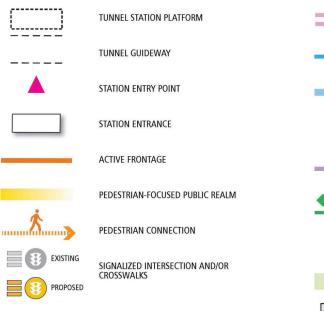


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>74</sup> **Denny DT-1** Walking, rolling, biking to the station



#### **Tunnel Westlake Ave Station**







ACTIVE BUS BAY

PARATRANSIT

PICK UP / DROP OFF

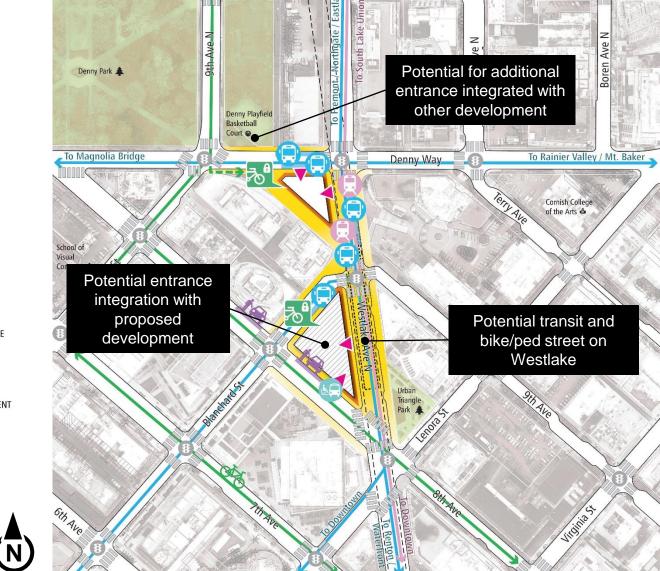
EXISTING BICYCLE FACILITY FUTURE BICYCLE FACILITY

BICYCLE AND PERSONAL MOBILITY STORAGE

PARK / OPEN SPACE



POTENTIAL TRANSIT-ORIENTED DEVELOPMENT



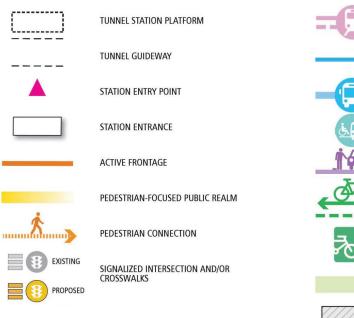
John St

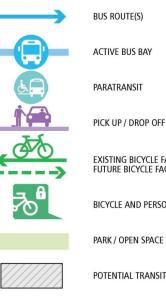
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>75</sup> **Denny DT-1** Enjoying places around the station



# **Other Draft EIS alternative**





EXISTING STREETCAR LINE FUTURE STREETCAR LINE

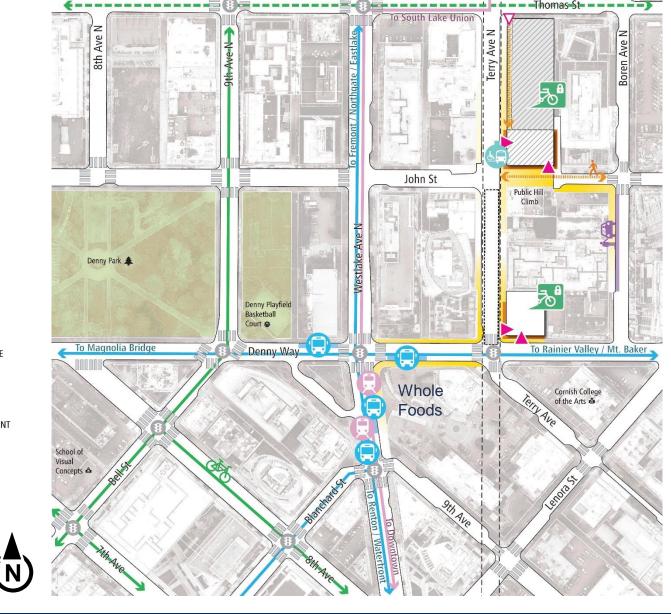
EXISTING BICYCLE FACILITY FUTURE BICYCLE FACILITY

BICYCLE AND PERSONAL MOBILITY STORAGE

PARK / OPEN SPACE



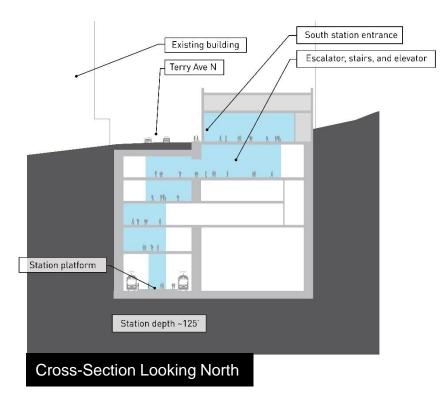
POTENTIAL TRANSIT-ORIENTED DEVELOPMENT



Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## 77 **Denny DT-2** Station context plan





John St Public Hill **Station Entrance** Climb Ave N Denny Park 🌲 **Station Platform Denny Playfield** Basketball Court @ To Magnolia Bridge Denny Way To Rainier Valley / Mt. Baker Cornish College of the Arts @ School of Visual Concepts @

Ave

8th

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Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## 78 **Denny DT-2** Key features and cross-section



Thomas St

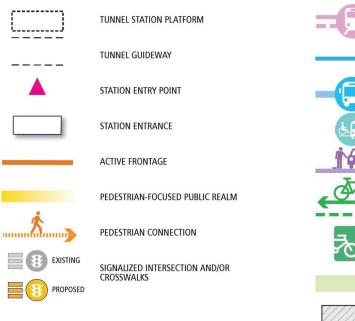
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To South Lake Union

Ave

Terry







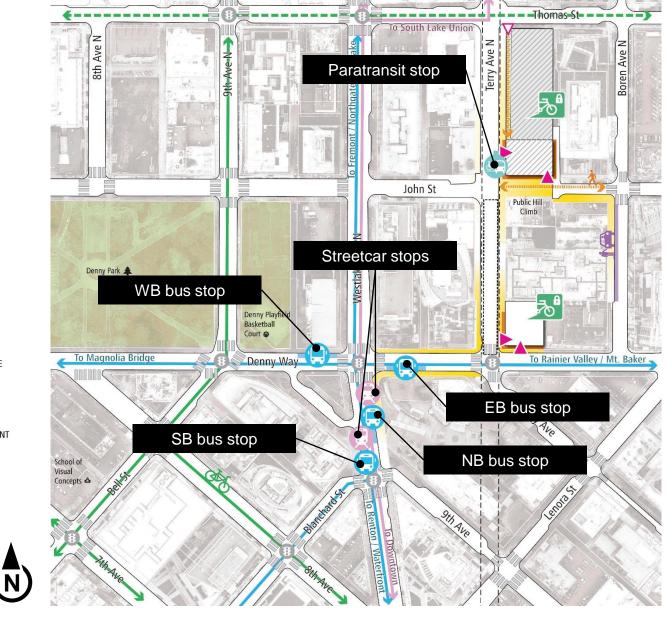
EXISTING BICYCLE FACILITY FUTURE BICYCLE FACILITY

BICYCLE AND PERSONAL MOBILITY STORAGE

PARK / OPEN SPACE



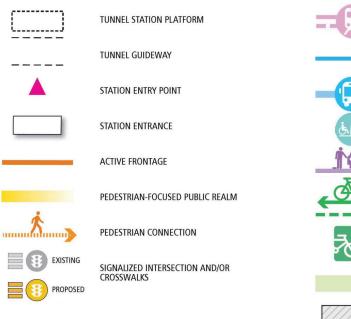
POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

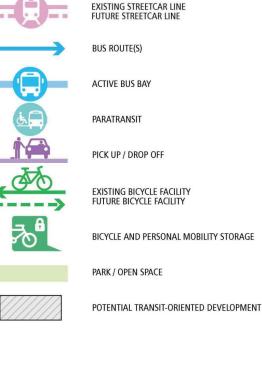


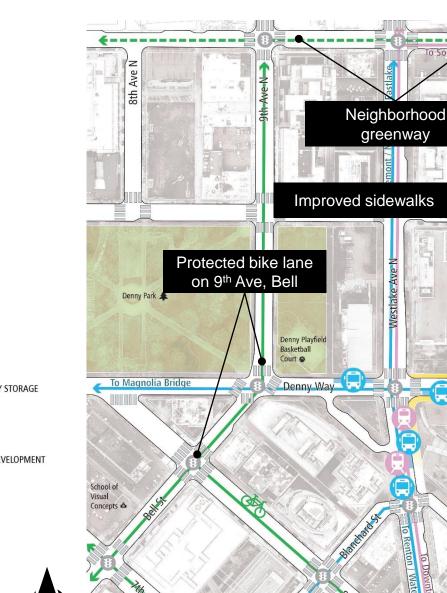
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>79</sup> **Denny DT-2** Taking transit to the station









Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>80</sup> **Denny DT-2** Walking, rolling, biking to the station



Thomas St

5

Public Hill

Climb

To Ra

Connection to

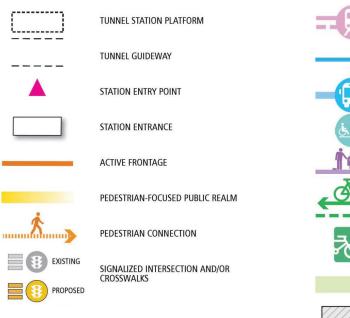
Cascade

neighborhood

Bor

nier Valley / Mt. Baker

ke Union







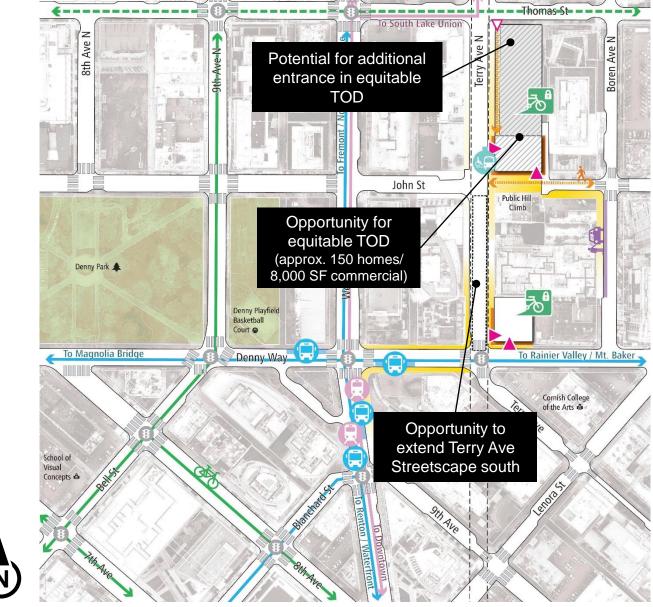
EXISTING BICYCLE FACILITY FUTURE BICYCLE FACILITY

BICYCLE AND PERSONAL MOBILITY STORAGE

PARK / OPEN SPACE



POTENTIAL TRANSIT-ORIENTED DEVELOPMENT



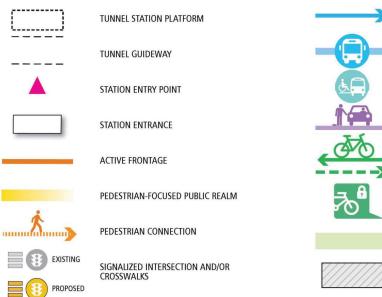
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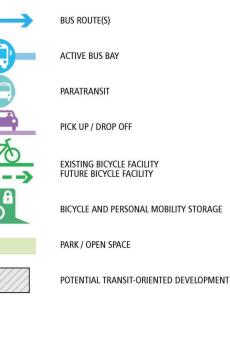
## <sup>81</sup> **Denny DT-2** Enjoying places around the station

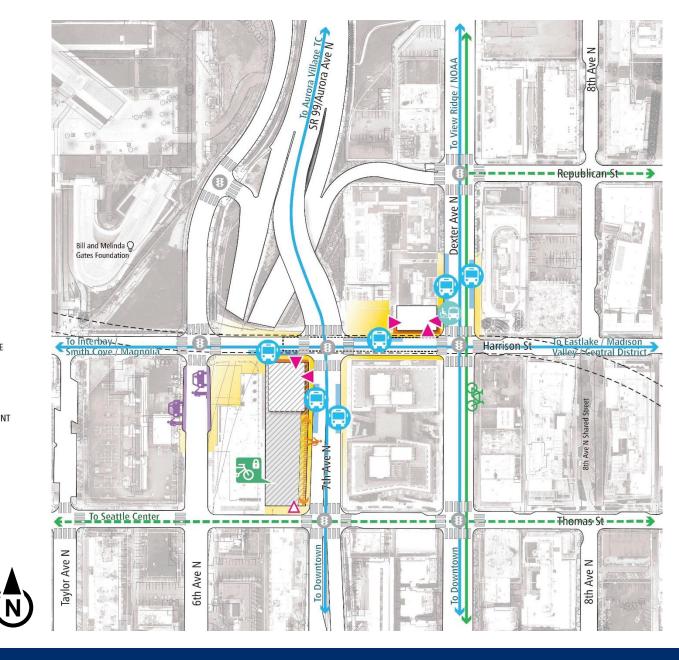


# South Lake Union Station

# **Preferred** alternative



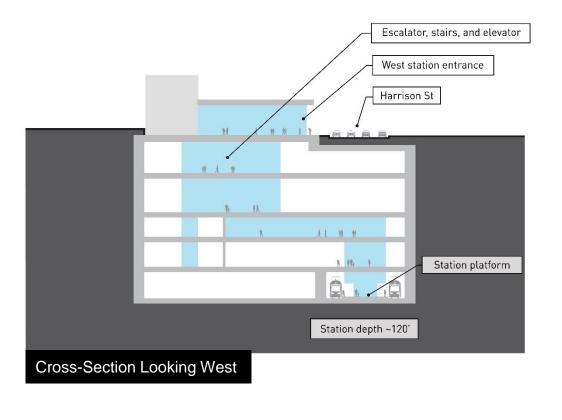




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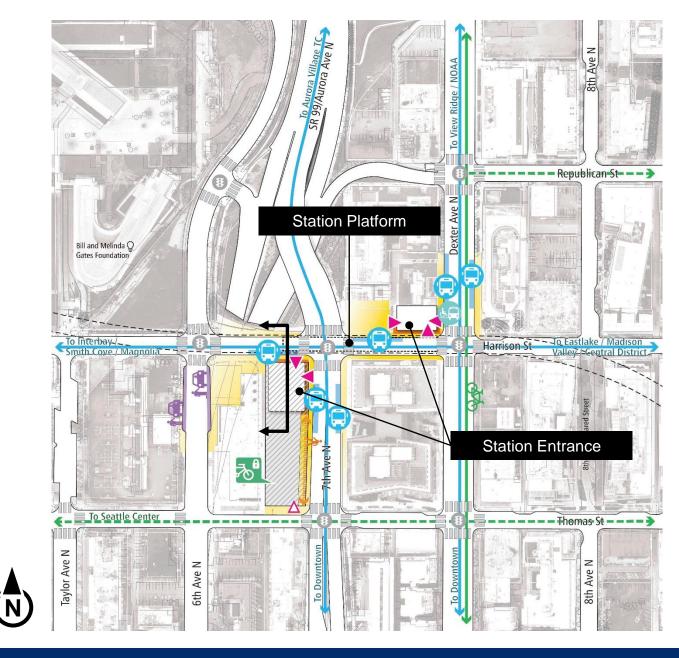
## <sup>84</sup> SLU DT-1 Station context plan



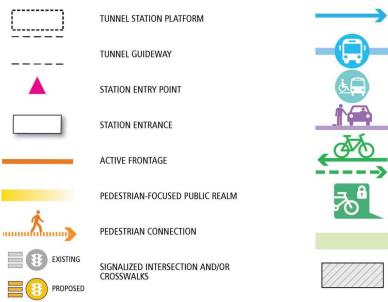


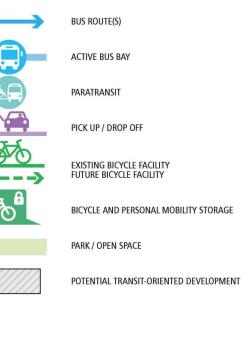
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

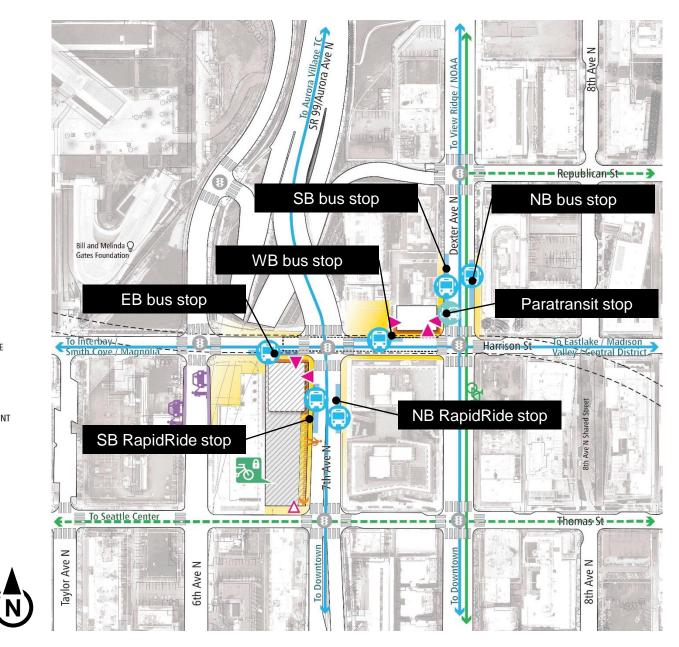
### <sup>85</sup> **SLU DT-1** Key features and cross-section







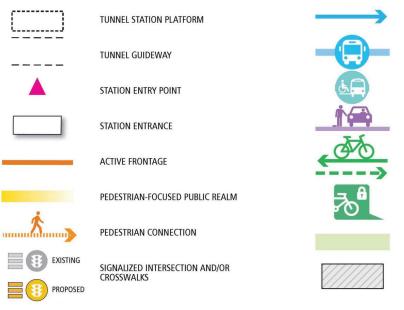


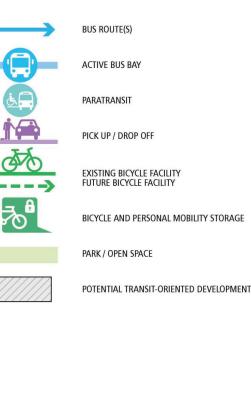


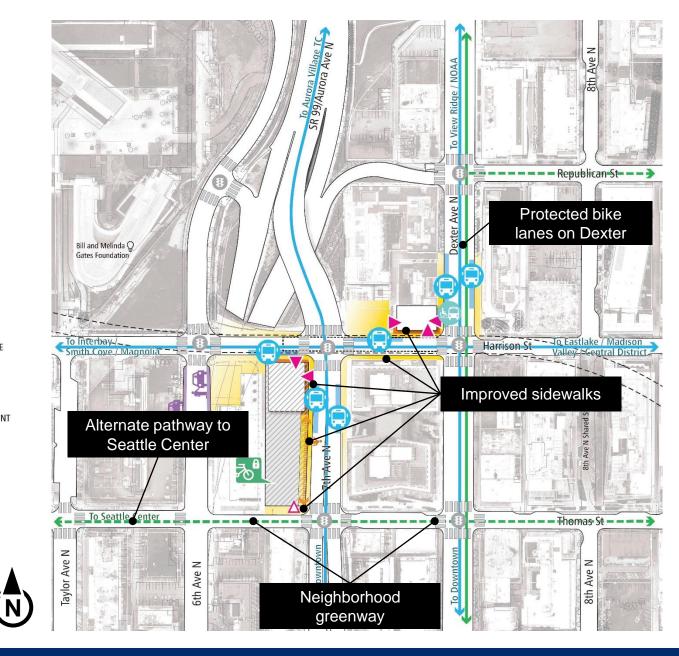
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>86</sup> SLU DT-1 Taking transit to the station





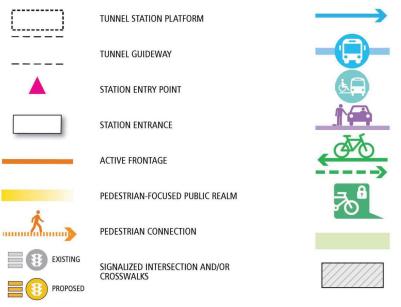


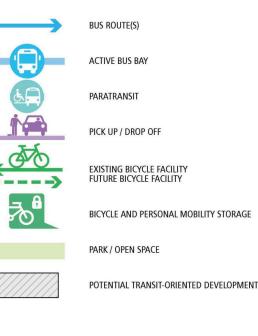


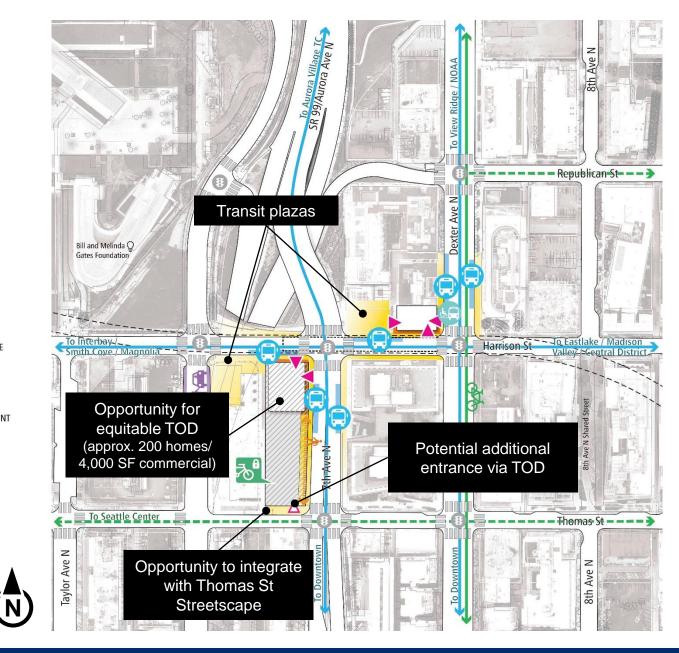
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>87</sup> SLU DT-1 Walking, rolling, biking to the station







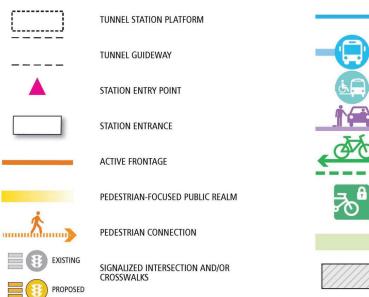


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>88</sup> **SLU DT-1** Enjoying places around the station



# **Other Draft EIS alternative**





 $\mathbf{N}$ 

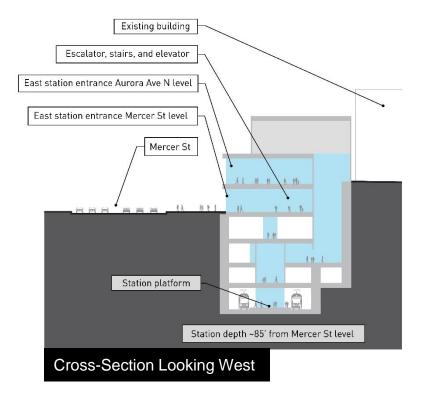
Valley St Aurora Village Ave Z Ave oth 5th h a SR 99/Aurora Ave N Roy St Taylor Ave ⋧ 5 de to To Interbay / Smith Mercer St To Eastside / Madison Cove / Magnolia Valley / Central District 🔠 Z Ve A 6th Bill and Melinda Q To Downton \_\_\_\_\_

Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

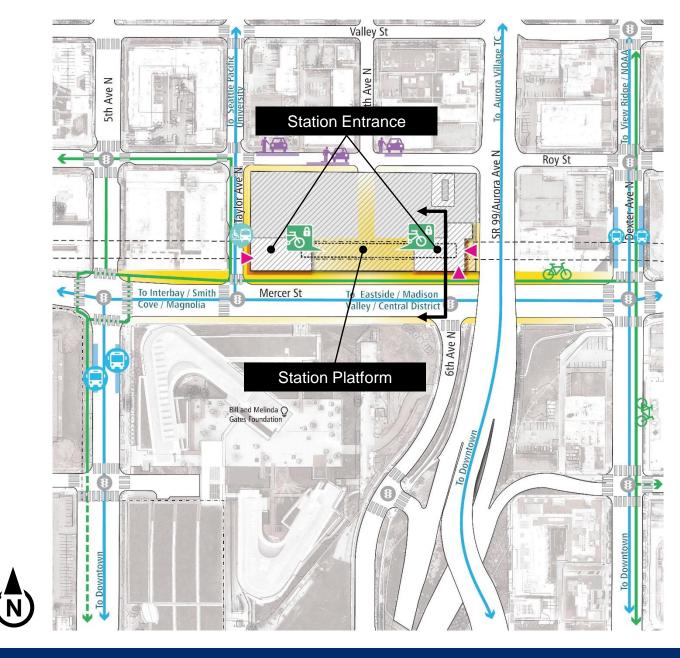
## 90 SLU DT-2 Station context plan





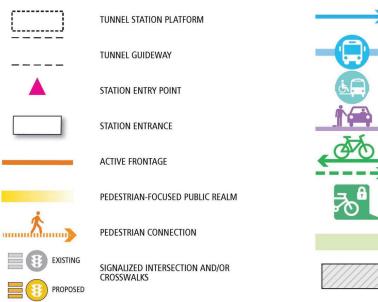


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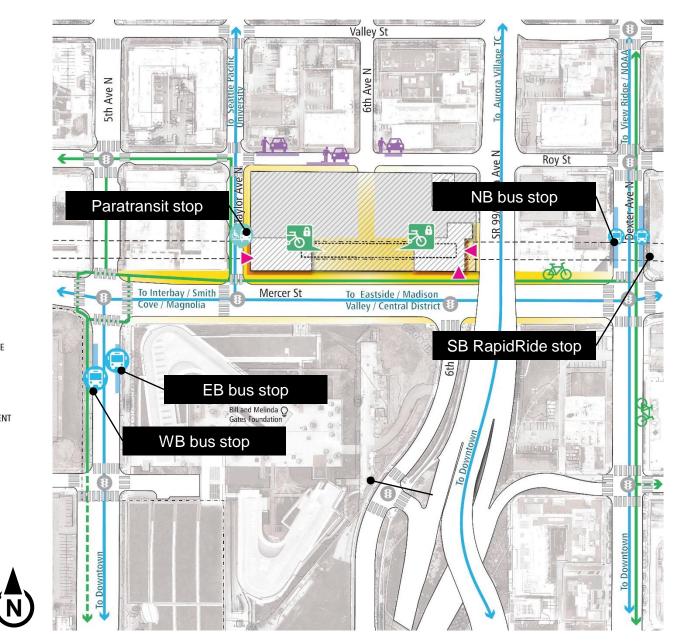


### <sup>91</sup> SLU DT-2 Key features and cross-section





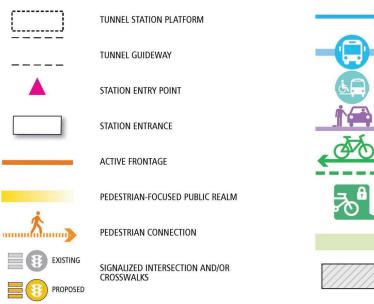


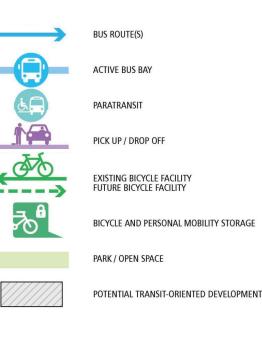


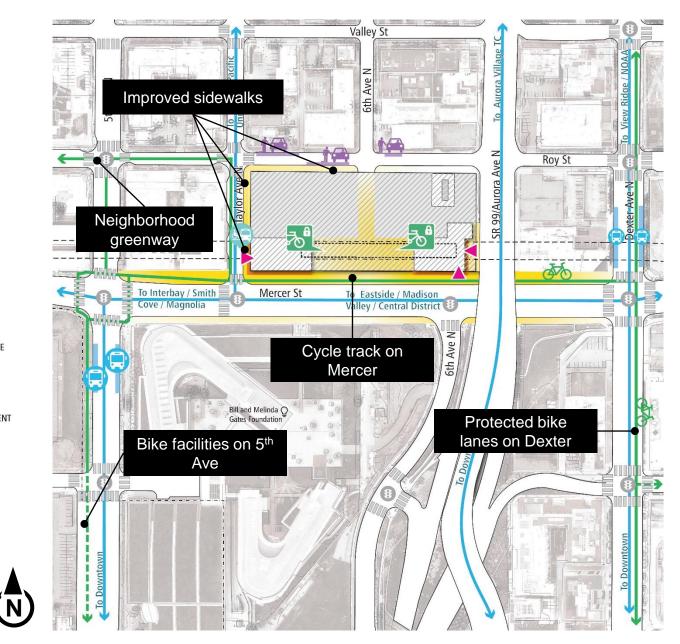
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## <sup>92</sup> SLU DT-2 Taking transit to the station





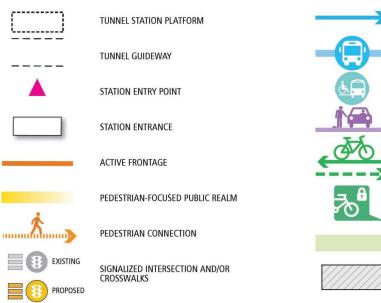




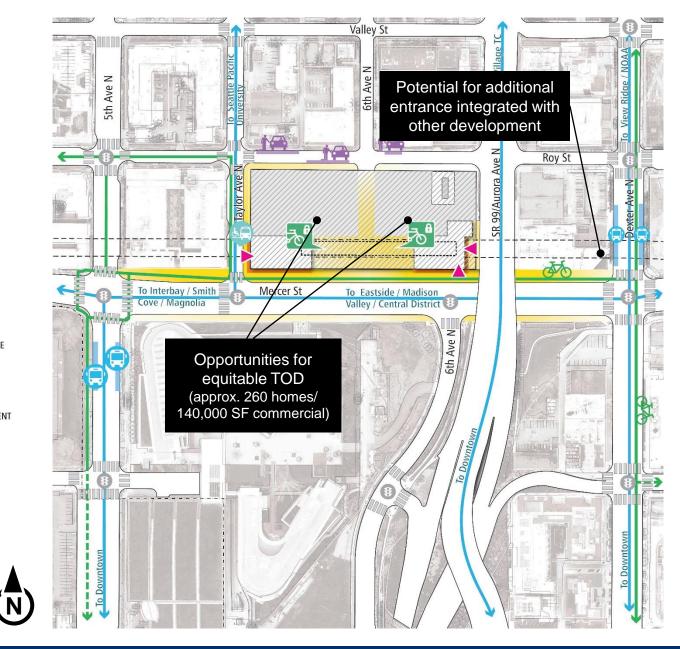
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>93</sup> SLUDT-2 Walking, rolling, biking to the station









Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>94</sup> SLUDT-2 Enjoying places around the station



## **Questions for Discussion**

What are your thoughts/questions about:

- Taking transit to the station
- Walking, rolling, biking to the station
- Enjoying places around the station





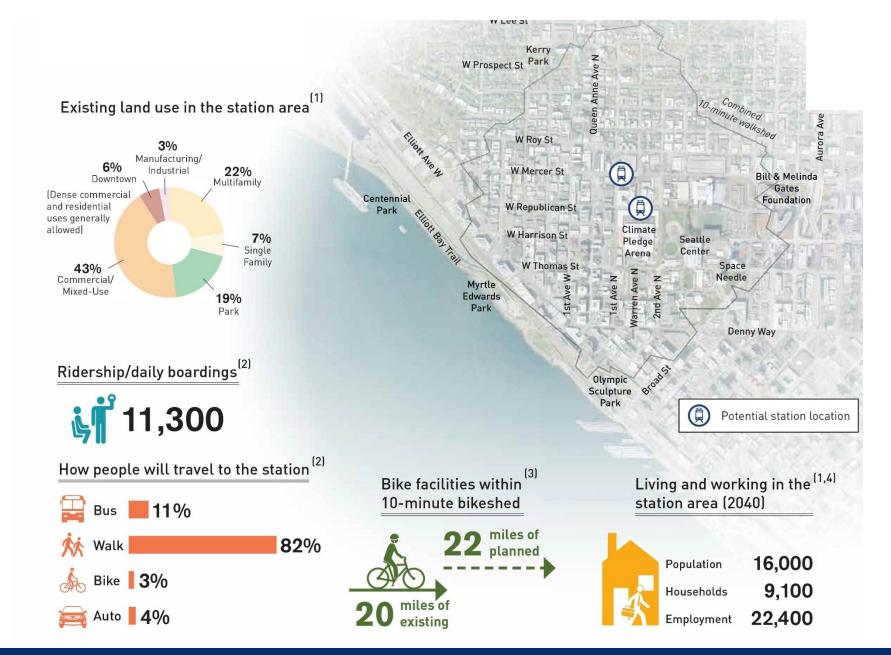
# Agenda

- Welcome and introductions
- Station Planning: Background
- Midtown and Westlake Stations
- Denny and South Lake Union Stations
- Seattle Center Station
- Next steps and next meeting



- Enhance mobility and access for communities of color and lowincome populations
- Create opportunities for equitable development that includes expanding housing and community assets for communities of color
- Create a sense of belonging for communities of color at all stations

<sup>97</sup> Seattle Center Station Applying RET Outcomes Seattle **SoundTransit** 



<sup>98</sup> Seattle Center Station By the numbers



What we heard so far

#### NEIGHBORHOOD FEEDBACK

Desire to have safe connections to the station, particularly crossing Mercer St

Riders need to have easy access with clear wayfinding to and from the station before and after events

3 Desire to have weather protected bike storage and presence of transit security

Connection through Seattle Center campus to other destinations is important

5 Enhance connection from the station to Elliott Bay Trail through W Harrison St and Thomas St Overpass

Provide safe and convenient connections from the station to Belltown neighborhood and Waterfront

Interest in denser development with retail options and housing; consider integrating station entrance into larger development

8 Maintain existing tree canopy and green spaces in the station area

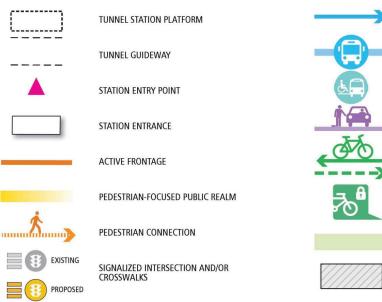


## <sup>99</sup> Seattle Center Station Neighborhood feedback

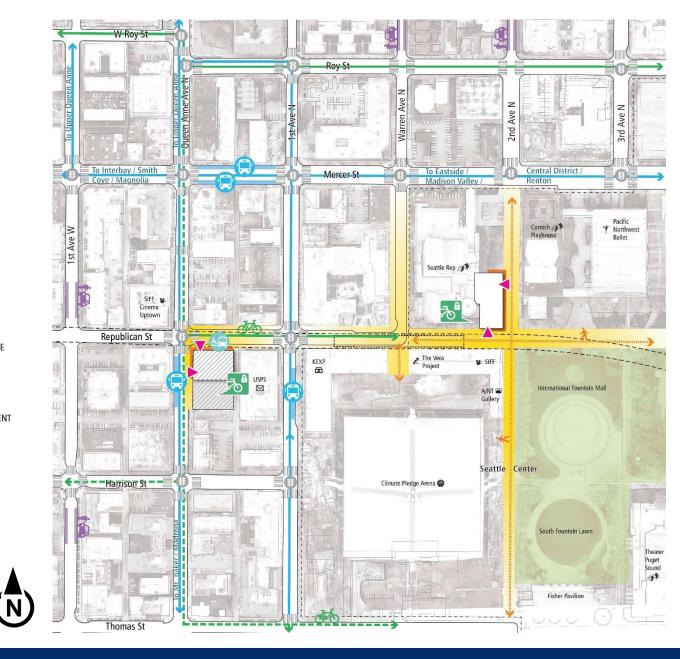


Space Needle

# **Preferred** alternative



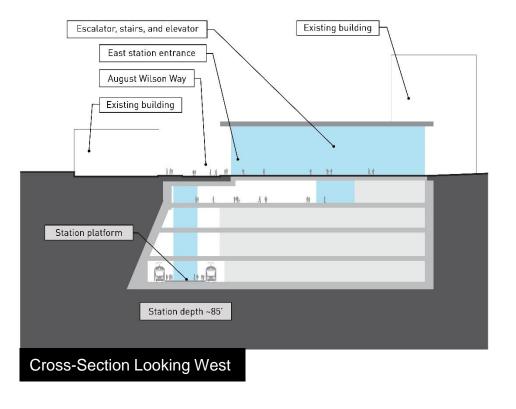




Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

## <sup>101</sup> Seattle Center DT-1 Station context plan



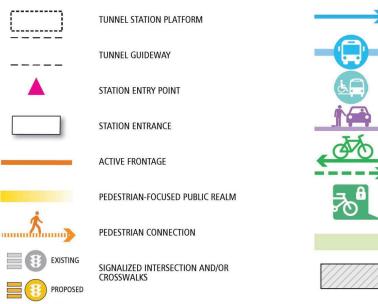


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

#### To Interbay / Smith Central District To Eastside Mercer St Cove / Magnolia Madison Valley **Station Platform** Pacific Cornish and \* Northwest Playhous Rallet Seattle Rep SIFF Cinema 5 Uptown **Republican St** P The Vera KEXP Project 6 International Fountain Mall **Station Entrance** Seattle Center 🗲 🚽 – – Harrison St – – Climate Pledge Arena 🚳 South Fountain Lawn Theater Puget Sound 133 **Fisher Pavilion** N) Thomas S

## <sup>102</sup> Seattle Center DT-1 Key features and cross-section







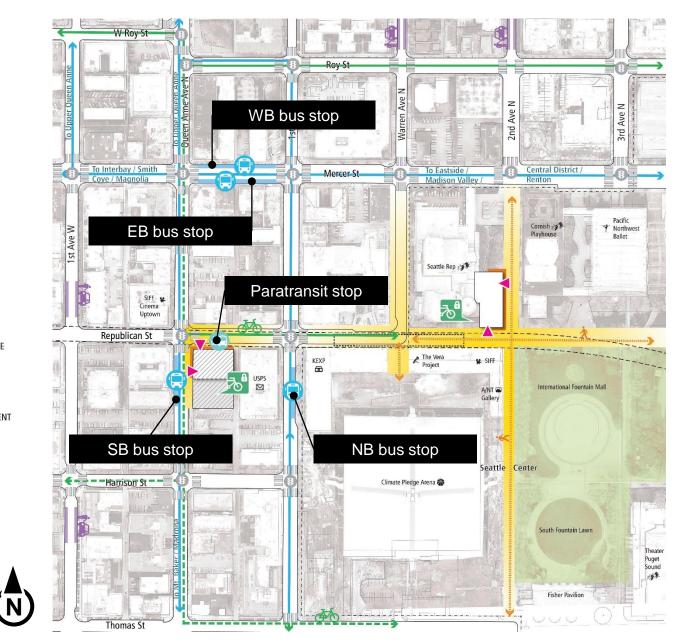
EXISTING BICYCLE FACILITY

BICYCLE AND PERSONAL MOBILITY STORAGE

PARK / OPEN SPACE

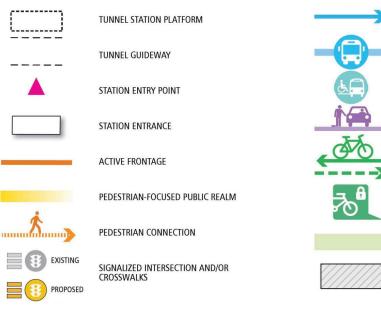
POTENTIAL TRANSIT-ORIENTED DEVELOPMENT

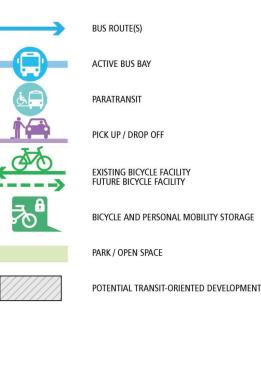
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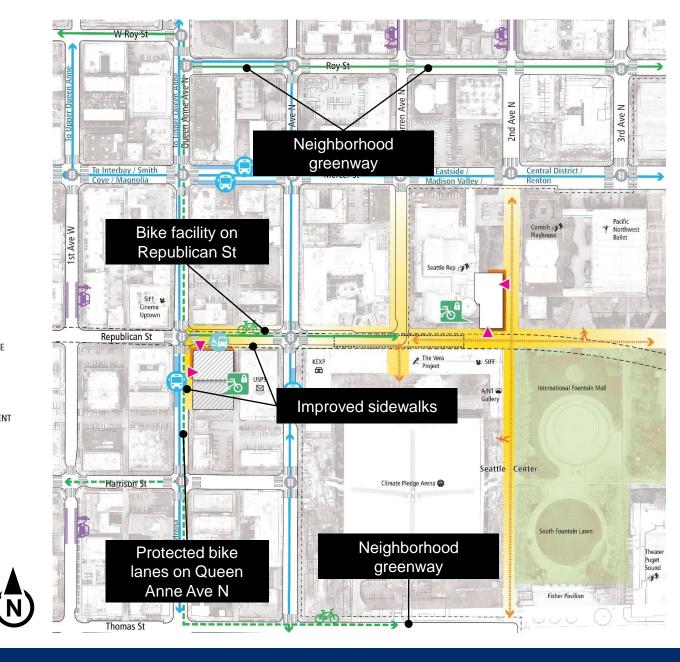


<sup>103</sup> Seattle Center DT-1 Taking transit to the station



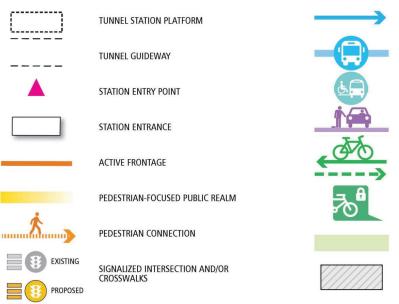


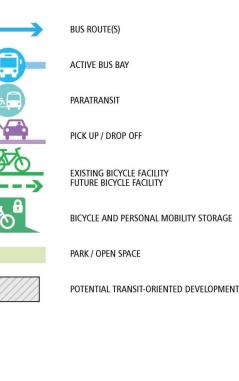


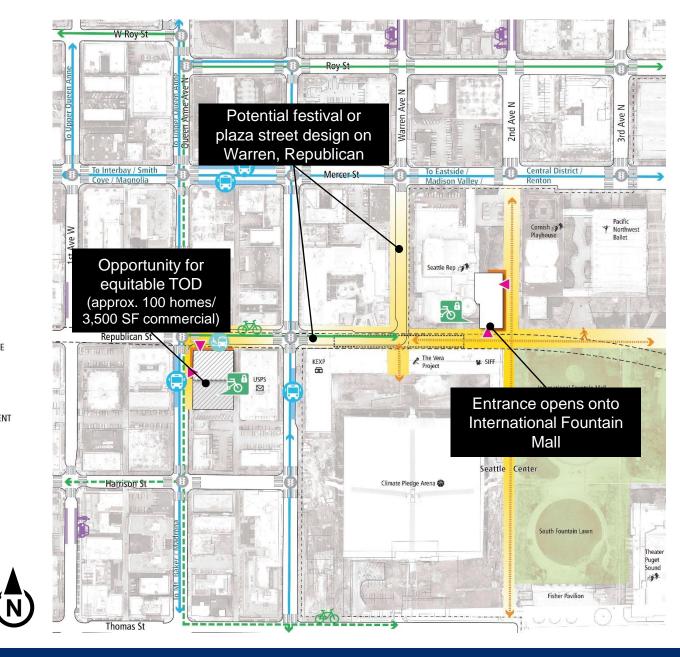


Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

<sup>104</sup> Seattle Center DT-1 Walking, rolling, biking to the station **SoundTransit** 





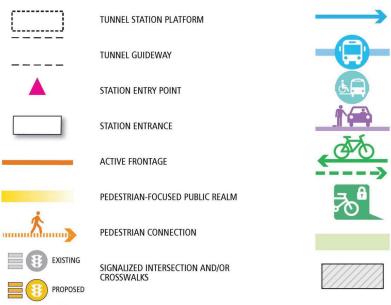


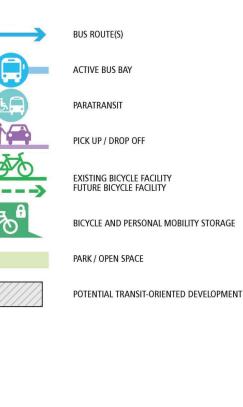
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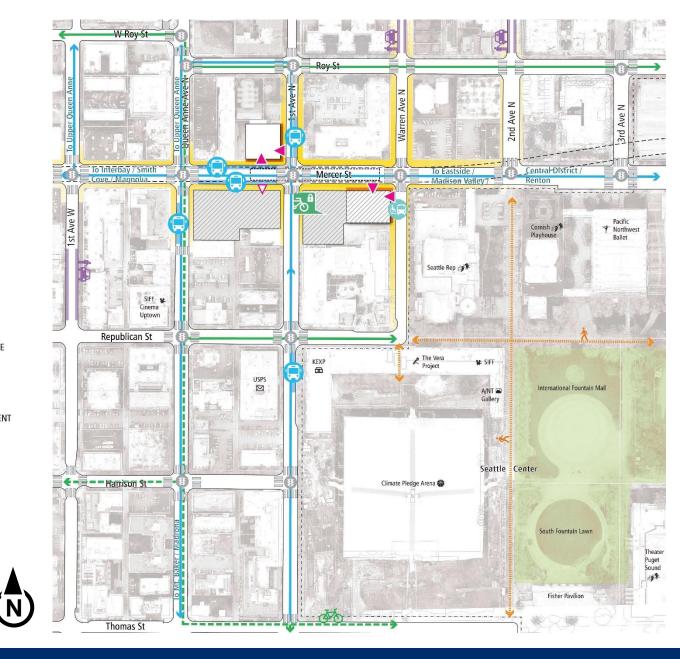
## <sup>105</sup> Seattle Center DT-1 Enjoying places around the station **T** SoundTransit



# **Other Draft EIS alternative**



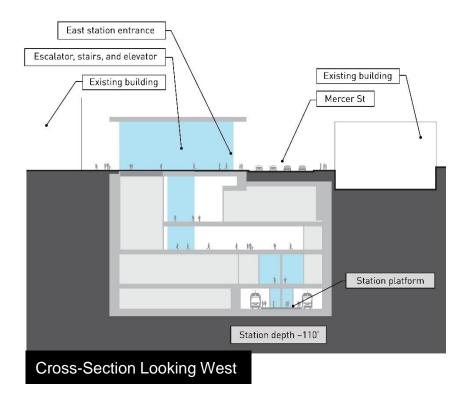




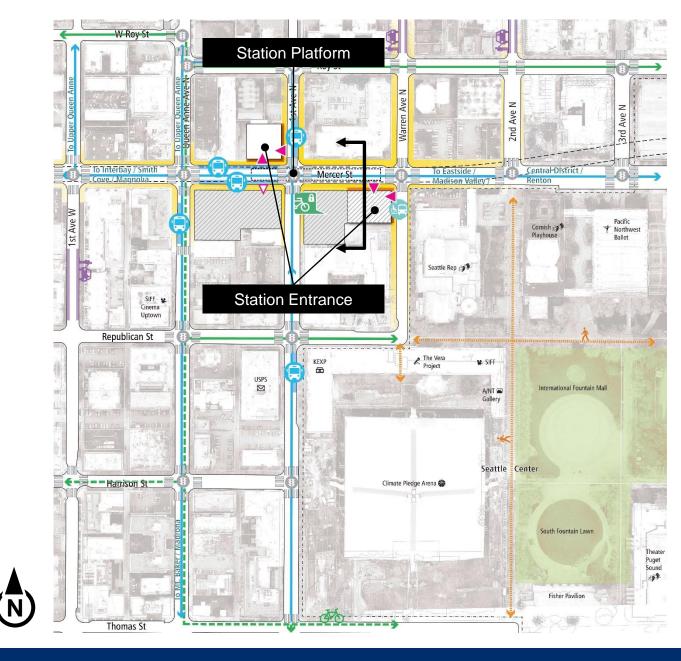
Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

### <sup>107</sup> Seattle Center DT-2 Station context plan



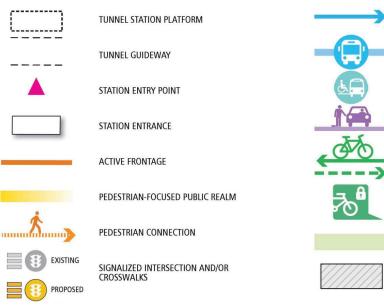


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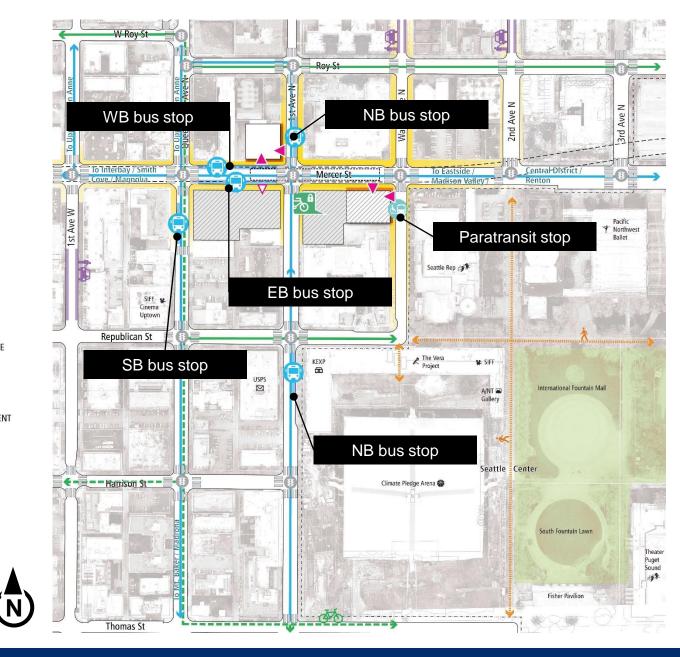


### <sup>108</sup> Seattle Center DT-2 Key features and cross-section





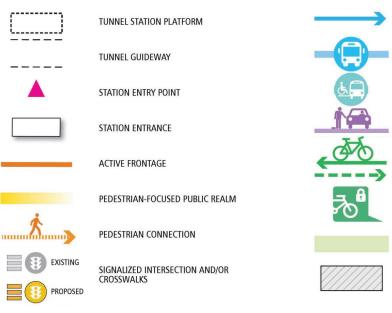


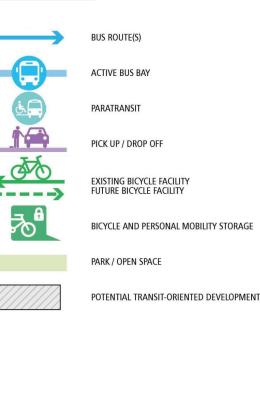


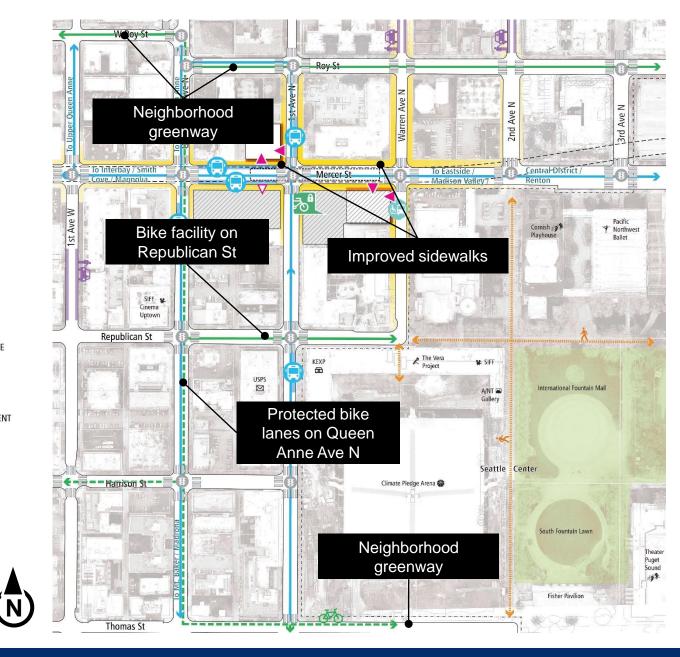
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## <sup>109</sup> Seattle Center DT-2 Taking transit to the station



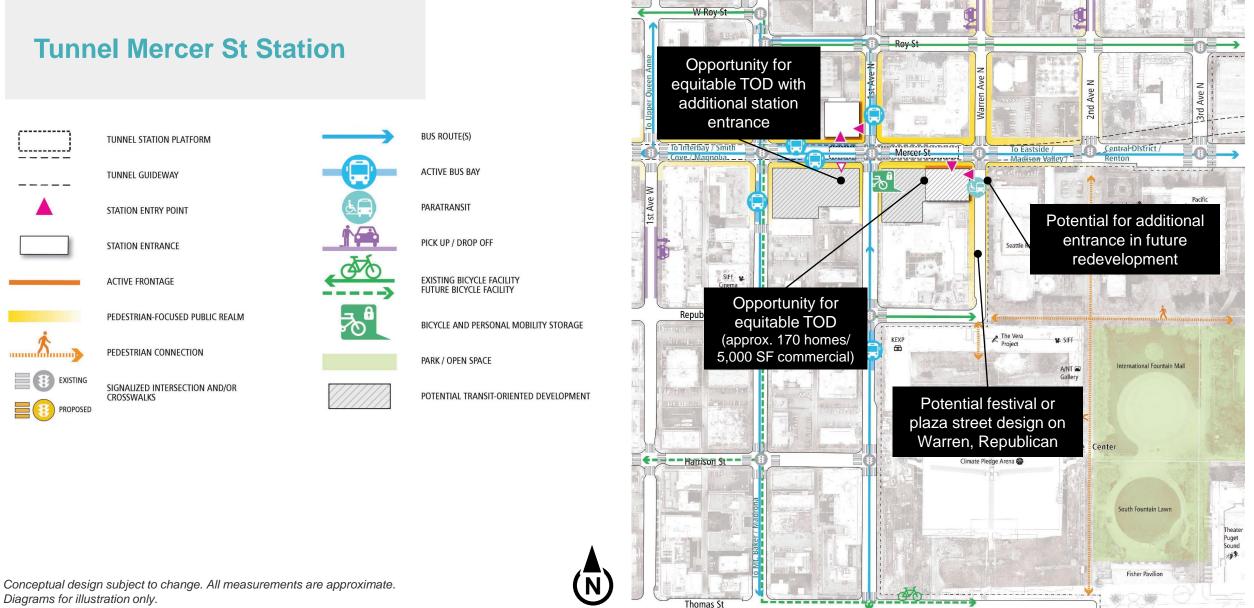






Conceptual design subject to change. All measurements are approximate. Diagrams for illustration only.

<sup>110</sup> Seattle Center DT-2 Walking, rolling, biking to the station **SoundTransit** 



Diagrams for illustration only.

## <sup>111</sup> Seattle Center DT-2 Enjoying places around the station **SoundTransit**



## **Questions for Discussion**

What are your thoughts/questions about:

- Taking transit to the station
- Walking, rolling, biking to the station
- Enjoying places around the station





# Agenda

- Welcome and introductions
- Station Planning: Background
- Midtown and Westlake Stations
- Denny and South Lake Union Stations
- Seattle Center Station
- Next steps and next meeting

## **Upcoming engagement**



## Publish Draft EIS

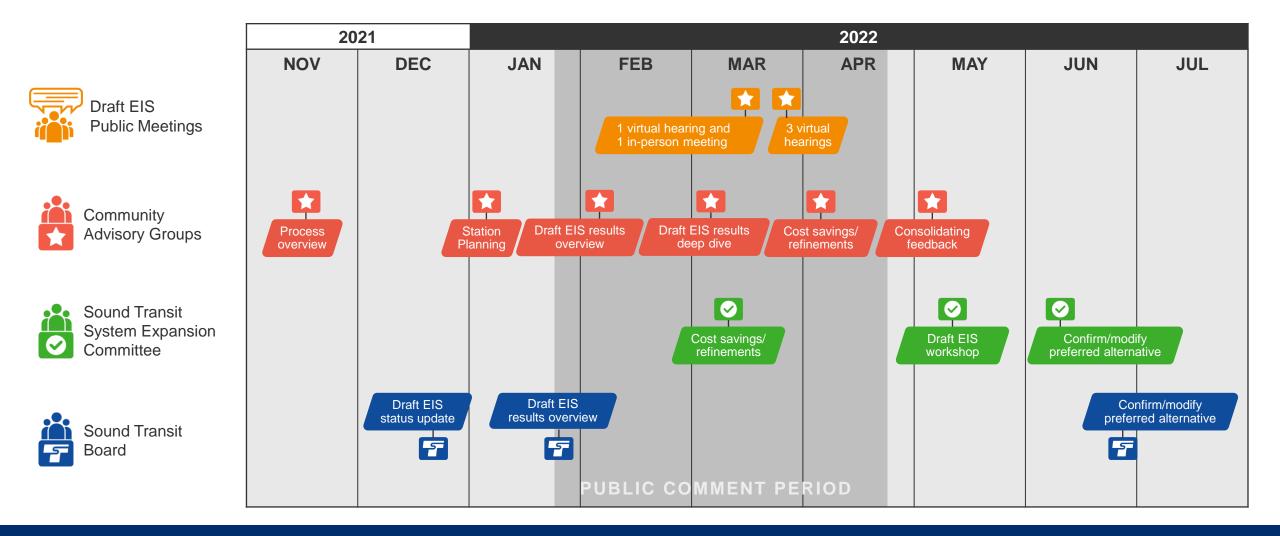
Friday, January 28th



## **Collect public feedback**



## **Community engagement and collaboration** Draft Environmental Impact Statement (EIS)





## What's next?

Date	Meeting	Time
Tues. Jan. 11	West Seattle/ Duwamish CAG Station Planning	5pm – 7pm
Thurs. Jan. 13	CID/ SODO CAG Station Planning	5pm – 7pm
Fri. Jan. 28	Draft EIS Publication	
Wed. Feb 2	Interbay/ Ballard CAG Draft EIS results overview	5pm – 7pm
Thurs. Feb. 3	Downtown CAG Draft EIS results overview	5pm – 7pm



# Questions? Contact Leda Chahim: leda.chahim@soundtransit.org

wsblink.participate.online

## wsblink@soundtransit.org (206) 903-7229



soundtransit.org/wsblink