

West Seattle Link Extension

*Seattle Design
Commission Briefing
Package 3: SODO Station*

November 7, 2024



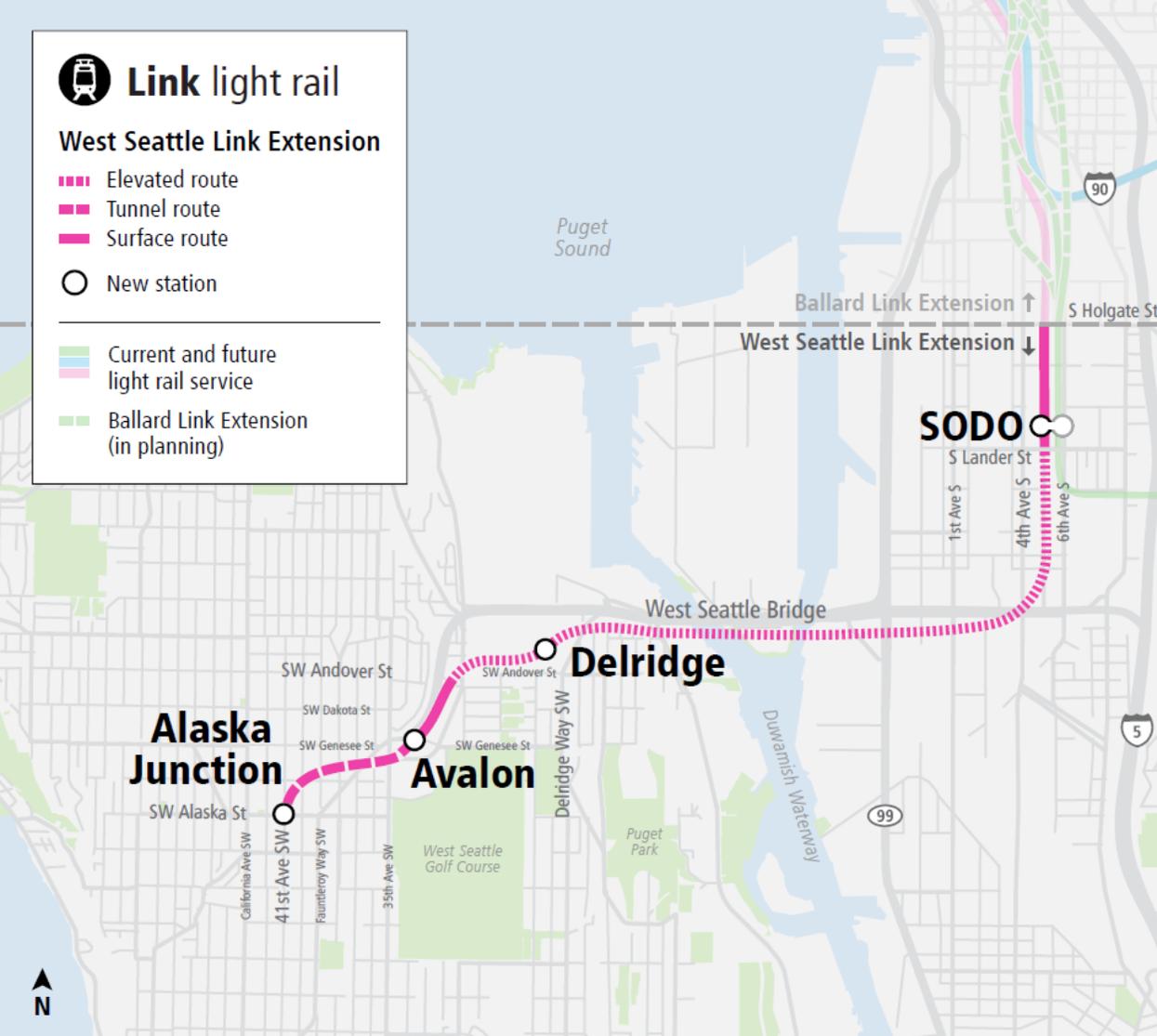
Link light rail

West Seattle Link Extension

-  Elevated route
-  Tunnel route
-  Surface route

-  New station

-  Current and future light rail service
-  Ballard Link Extension (in planning)



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





ST3
APPROVED

2016



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

PLAN



DESIGN



CON

2024–2027



Final route and station design

Station naming

Identify artists for station art

Property acquisition/relocation

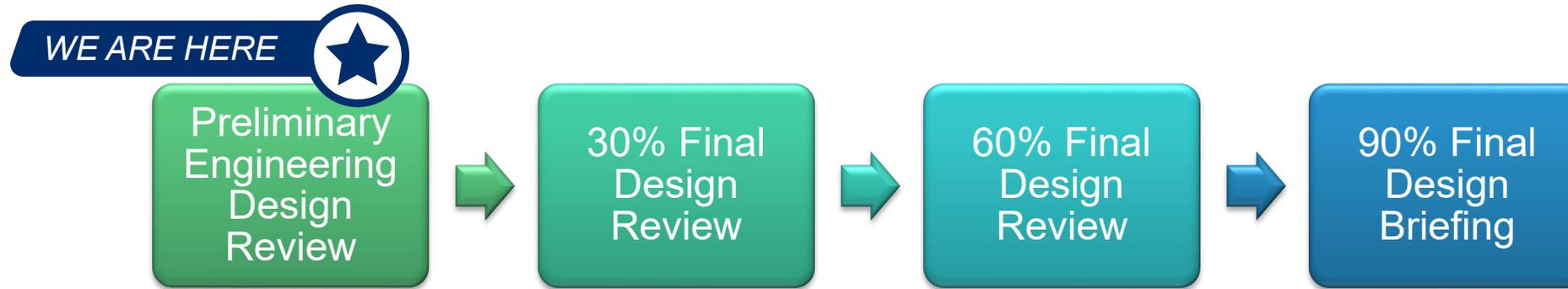
Early construction activities

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*

Context and Engagement

Tribal Engagement

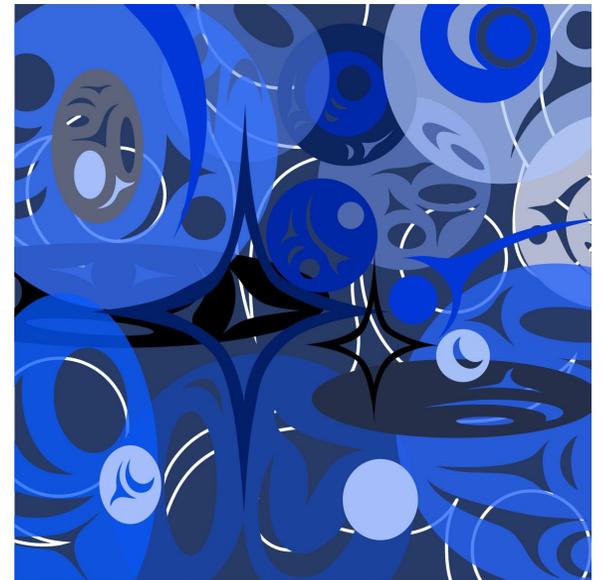
Federal Consultation on Cultural Resources and Fisheries

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, Souder Tacoma Dome Station, 2024.
swələx̣ - Power

Tribal Engagement

Project elements we have discussed with potential Tribal input:

- *Station features*
- *Art*
- *Interpretive signage*
- *Landscape design and 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.



Sustainability

WSLE Overview

- Sustainability design priorities
- Sustainability certifications: LEED™ & Envision™
- Climate change vulnerability assessments
- Salvage and diversion goals
- Embodied carbon study and results
- Sustainability opportunities
- What's next



Sustainable Design Priorities

Conserve Natural Resources – Efficiency

- Use less (materials)
- Maximize resource efficiency (energy, water, materials)
- Implement restorative design features

Design & Build for the Long Term – Resiliency

- Consider materials with long life-cycles
- Evaluate use of materials for durability, service life
- Review for climate resilient design and operations

Plan sustainable infrastructure in coordination with Transit Oriented Development & Access Improvements – Integration

Climate Vulnerability & Adaptation Options



Vulnerability

Exposure

Indicators e.g., storm surge depth

Adaptive Capacity

Indicators e.g., asset condition

Sensitivity

Indicators e.g., length of detour around asset

Construction Salvage

Prioritize Salvage, Diversion & Recycling

- Sound Transit has no-cost salvage contracts
- Minimum requirement for **waste diversion = 75%**
- LEED(TM) stations likely to improve diversion rate



Photo Credit:
Lovett Deconstruction and Salvage Shop



PUYALLUP
STATION GARAGE

Insulation Aluminum Steel Concrete



Embodied Carbon

Study WSLE & BLE Material Reduction Potential

Reduce Embodied Carbon (concrete)

- Piloting Global Warming Potential (GWP) Reduction in all Parking Garages - **achieved 30%**
- Looking to Expand Concrete GWP Reduction Beyond Parking Structures
- Coordinating Material Transparency Environmental Product Declarations (EPDs) on all WSLE Stations

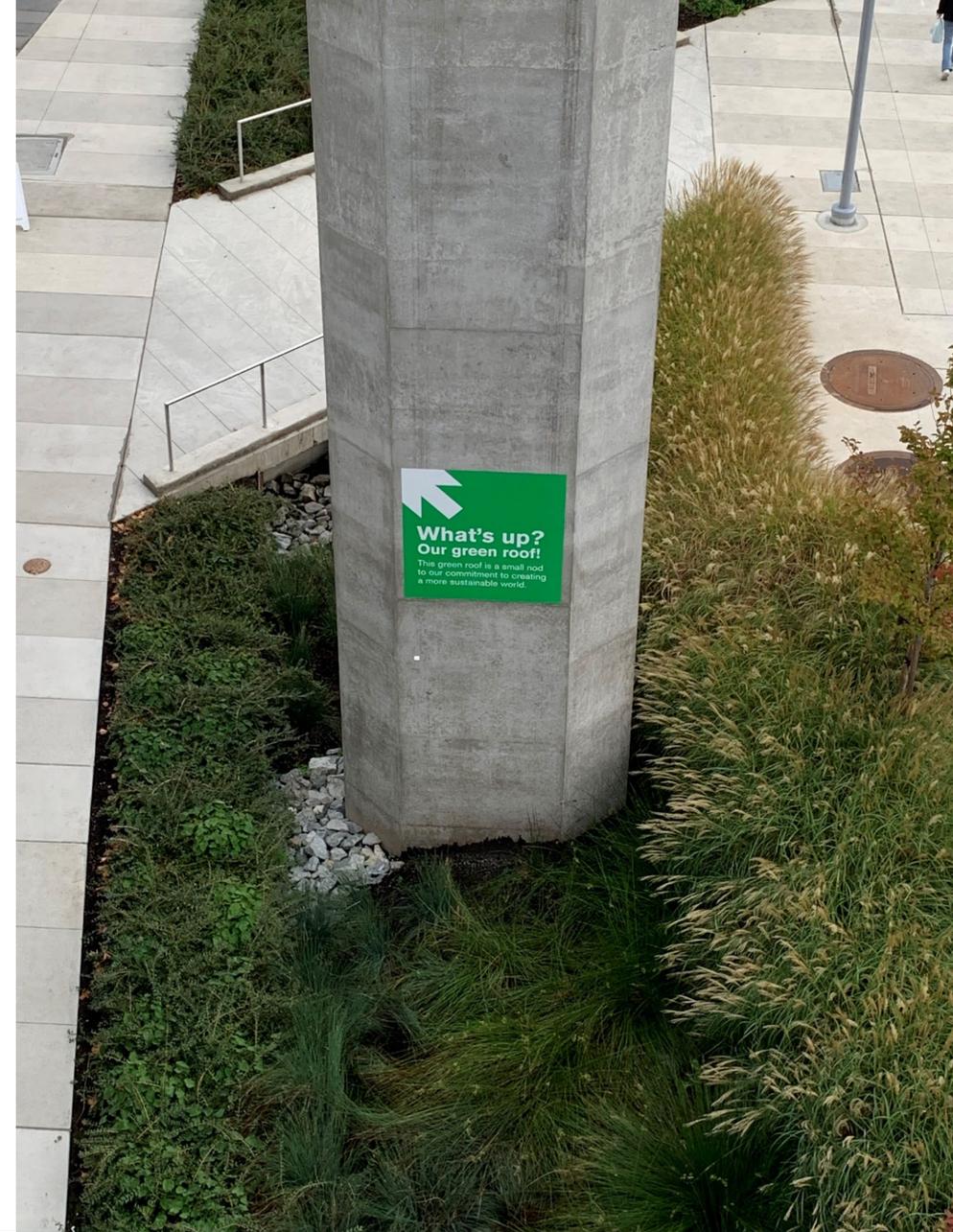
Sustainability Opportunities

Design and Construction

- Salvage Trees On-Site: Restoration
- Ground Source Heat-Pumps
- Balanced Fill On Site
- Watershed Improvements
- Green Stormwater Infrastructure
- Energy-Efficient Ventilation

Synergies with City and 3rd Parties

- Improvement Projects: Utilities, Stormwater
- Fresh Water Infrastructure for Steam Plant



What's Next

Sustainability Management Plan

- LEED™ Gold & Envision™ Platinum Certification Strategies

Climate Resiliency Design

- Identify Adaptation Strategies

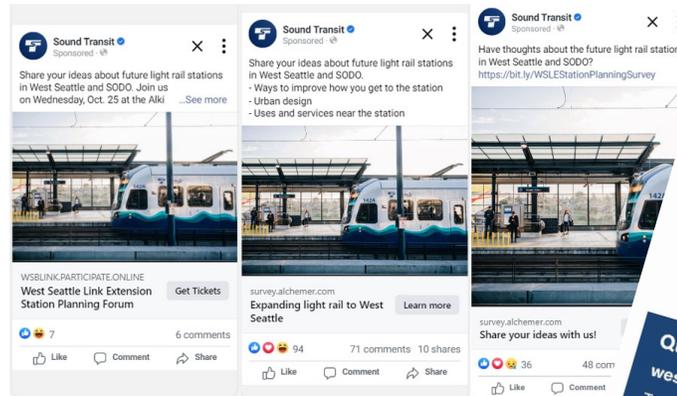
Embodied Carbon Studies

- Concrete & Other Materials



Community Engagement

Building Public Awareness



SOUNDTRANSIT

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

Seattle 輕軌 擴建

請立即發表您對潛在的路線及車站位置的意見

Expanding light rail to West Seattle

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

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

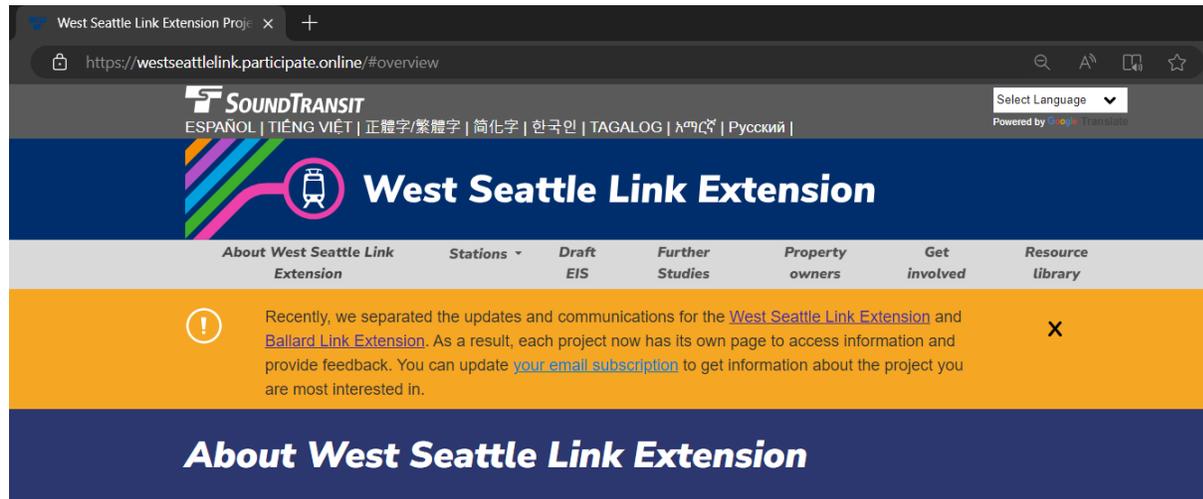
West Seattle Link Extension Station Planning Open House
Tuesday, March 5, 2024
5:30 – 7:30 p.m.
 Short presentation at 6 p.m.
 Alki Masonic Center
 4736 40th Avenue SW
 Spanish, Vietnamese, Somali, and ASL interpretation will be provided

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 wsblink@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 2 至 3 週與公眾會議聯繫，電話：(206) 903-7229/TTY: 711 或發送電子郵件至 wsblink@soundtransit.org。
 հայ գոյ: 800-823-9230

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](#)



Engagement – SODO Station

- **Partnered with SODO Business Improvement Area (BIA) to host SODO-focused station planning events.**
- **Briefings and tours with community groups, including SODO BIA–Transportation Committee, Seattle Freight Advisory Board, SODO property owners' group, and more.**
- **Meetings with partner agencies, such as King County Metro, Port of Seattle, Northwest Seaport Alliance, United States Postal Service, and more.**
- **Ongoing one-on-one meetings with property owners and tenants, and door-to-door business outreach.**

SODO Station – Recent community feedback

Station design priorities:

- **Feels safe and vibrant, easy to move through, and welcoming atmosphere with quality materials.**
- **Improve safety at station with better lighting, visibility, more people using the station.**
- **Interest in easy transfers between lines and getting to the station.**

Transit-oriented development priorities:

- **Businesses/services: Food/drink, shopping/retail, social services.**
- **Uses: Brewery/distillery, incubator/accelerator spaces, tech offices with production facilities.**

SODO Station – Recent community feedback

Improving access

- **Interest in improving bike and pedestrian connections, including protected bike lanes on Airport Way S and other SODO streets, and more sidewalks throughout SODO.**
- **Interest in additional protected drop-off zones at the station.**
- **Interest in additional signals or signal changes to improve access and safety.**



SODO Station Planning Drop-In Session: Nov 29, 2023

SODO Station Area – Community Feedback

Additional common themes

- **Improving access to the station from S. Lander St.**
- **Interest in the potential for transit-oriented development in the station area.**
- **Concern about construction impacts, including event traffic and road closures for freight movement and neighborhood traffic.**
- **Concern about property acquisition and business displacement.**

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



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

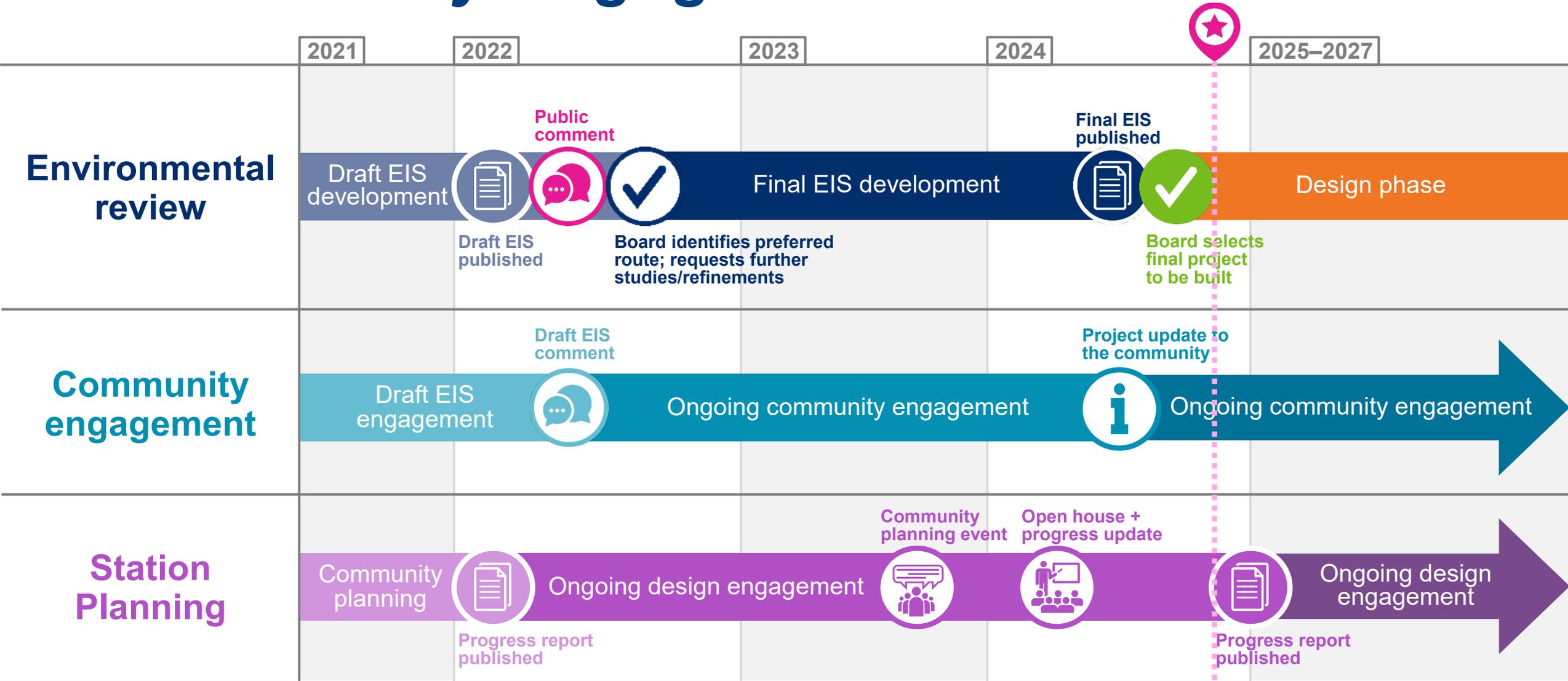
engaging Delridge corridor's RET communities and local businesses

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



Community Engagement Schedule



Q&A / Discussion

***PE Design Review:
SODO Station***

Section Overview

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



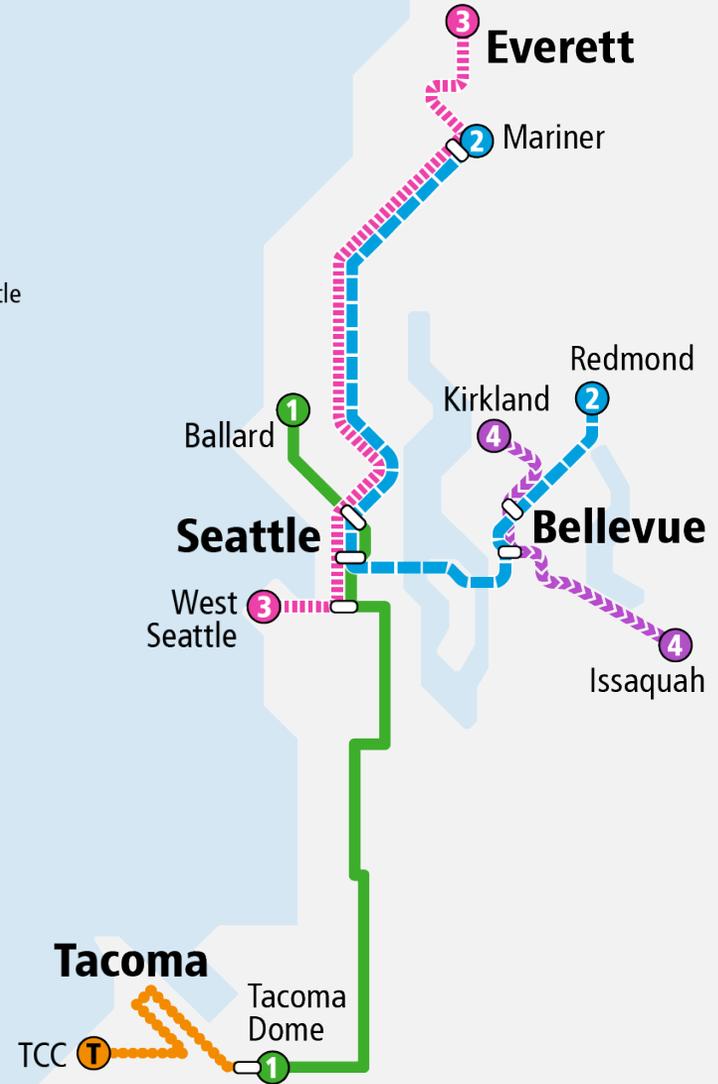
Operating plan: 2032

-  1
Lynnwood–Tacoma
-  2
Lynnwood–Redmond
-  3
West Seattle–SODO
-  T
Tacoma Dome–Hilltop
-  Transfer

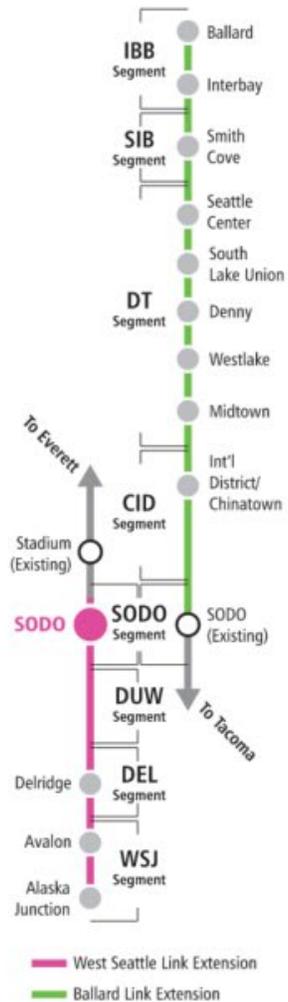


Operating plan: 2042

-  1
Ballard–Tacoma
-  2
Mariner–Redmond
-  3
Everett–West Seattle
-  4
Kirkland–Issaquah
-  T
Tacoma Dome–Tacoma Community College
-  Transfer



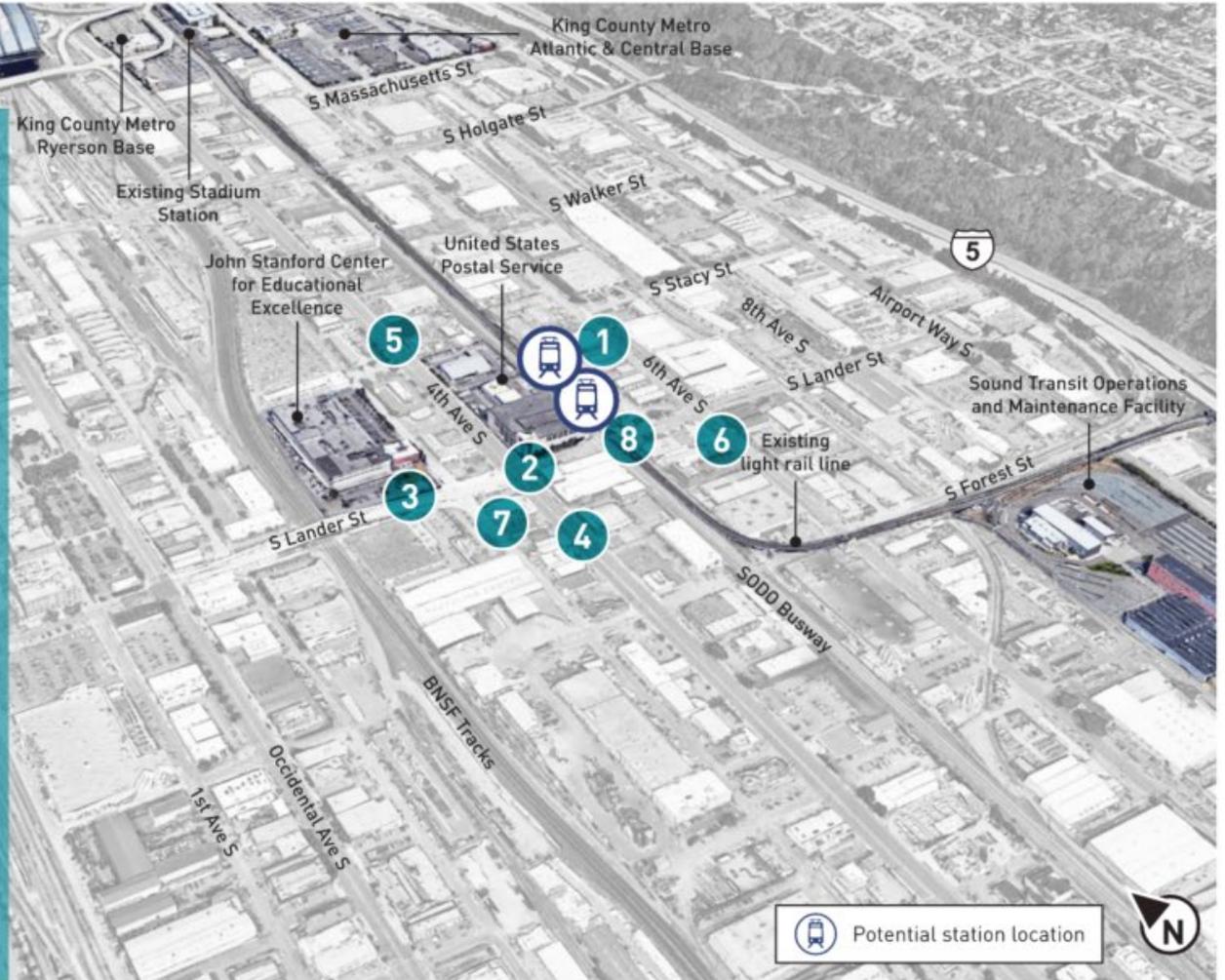
Neighborhood



2018-2019

NEIGHBORHOOD FEEDBACK

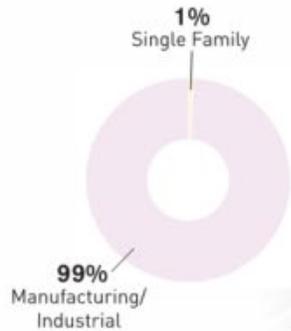
- 1 Seamless transfers between the 1 Line and 3 Line platforms is important
- 2 Station should contribute to increased vibrancy, development, and safety of the area
- 3 Walking routes to the station should be improved, especially between the station and large employment centers
- 4 Preserve freight mobility and minimize conflicts with other modes
- 5 Station could best serve members of local communities by integrating with Metro bus service and improving transit mobility in the area
- 6 Use art, landscaping, and architecture to create spaces for people, while embracing the area's industrial character
- 7 Provide an open and well-lit station to increase safety and visibility
- 8 Provide safe pedestrian and bike crossings at S Lander St and the SODO Busway



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

Area Context

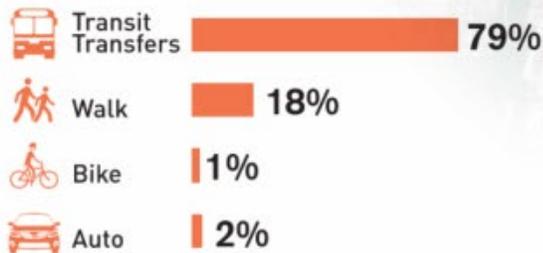
Existing land use in the station area ⁽¹⁾



Ridership/daily boardings ⁽²⁾



How people will travel to the station ⁽²⁾



Bike facilities within 10-minute bikeshed ⁽³⁾



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



Planning and design priorities

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

- Provide "last mile" connections between the station and surrounding businesses by improving pedestrian and bike facilities, especially the east-west connections
- Support growth and development of existing businesses, and connect infrastructure to existing job locations
- Provide wayfinding throughout the station area
- Locate station entrances and vertical circulation to avoid or minimize circuitous pathways
- Integrate the SODO Trail with the guideway heading south and make improvements to the bike corridor
- Leverage development opportunities to support job creation, makerspace, light industrial, and modest retail amenities for local workers and transit riders

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. Includes transfers from existing and new light rail as well as bus.
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

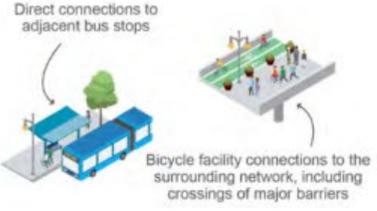
TABLE 4.1.3 Station Access Investment Framework			
	WALK, BIKE, AND ROLL	MULTIMODAL	AUTO
	<p>Most passenger access walk, bike, and roll stations on foot, by bicycle, or with a mobility device.</p> <ul style="list-style-type: none"> Walk, bike, and roll stations require access elements that support safe and convenient connections, such as wide, accessible sidewalks and bikeways that are comfortable for people of all ages and abilities. 	<p>Passenger access to multimodal stations is split between various access modes: walking, rolling, bicycling, transit, and private or shared vehicles.</p> <ul style="list-style-type: none"> 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. 	<p>Most passengers access auto stations through pick-up/drop-off or by parking a personal or shared vehicle.</p> <ul style="list-style-type: none"> 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	<p>PRIMARY</p> 	<p>PRIMARY</p> 	<p>PRIMARY</p> 
	<p>SECONDARY</p> 	<p>SECONDARY</p> 	<p>SECONDARY</p> 
	<p>NOT ENCOURAGED</p> 		
PRIMARY	 <p>Frequently spaced, visible street crossings</p> <p>Wide sidewalks buffered from traffic</p> <p>Bikeways separated from traffic</p>	 <p>High-quality passenger waiting areas</p> <p>Direct, comfortable walking, rolling, and bicycling connections to station entries</p> <p>Dedicated transit facilities adjacent to station</p>	 <p>Pick-up/drop-off curb space</p> <p>Off-street parking for shared and private vehicles</p> <p>Direct, comfortable walking and rolling connections to station entries</p>
SECONDARY	 <p>Direct connections to adjacent bus stops</p> <p>Pick-up/drop-off curb space</p>	 <p>Off-street parking for shared and private vehicles</p> <p>Pick-up/drop-off curb space</p>	 <p>Direct connections to adjacent bus stops</p> <p>Bicycle facility connections to the surrounding network, including crossings of major barriers</p>

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			

TABLE 4.1.4
The Station Environment Typology Matrix crosswalks the three Station Access Types and the Three Land Use Types

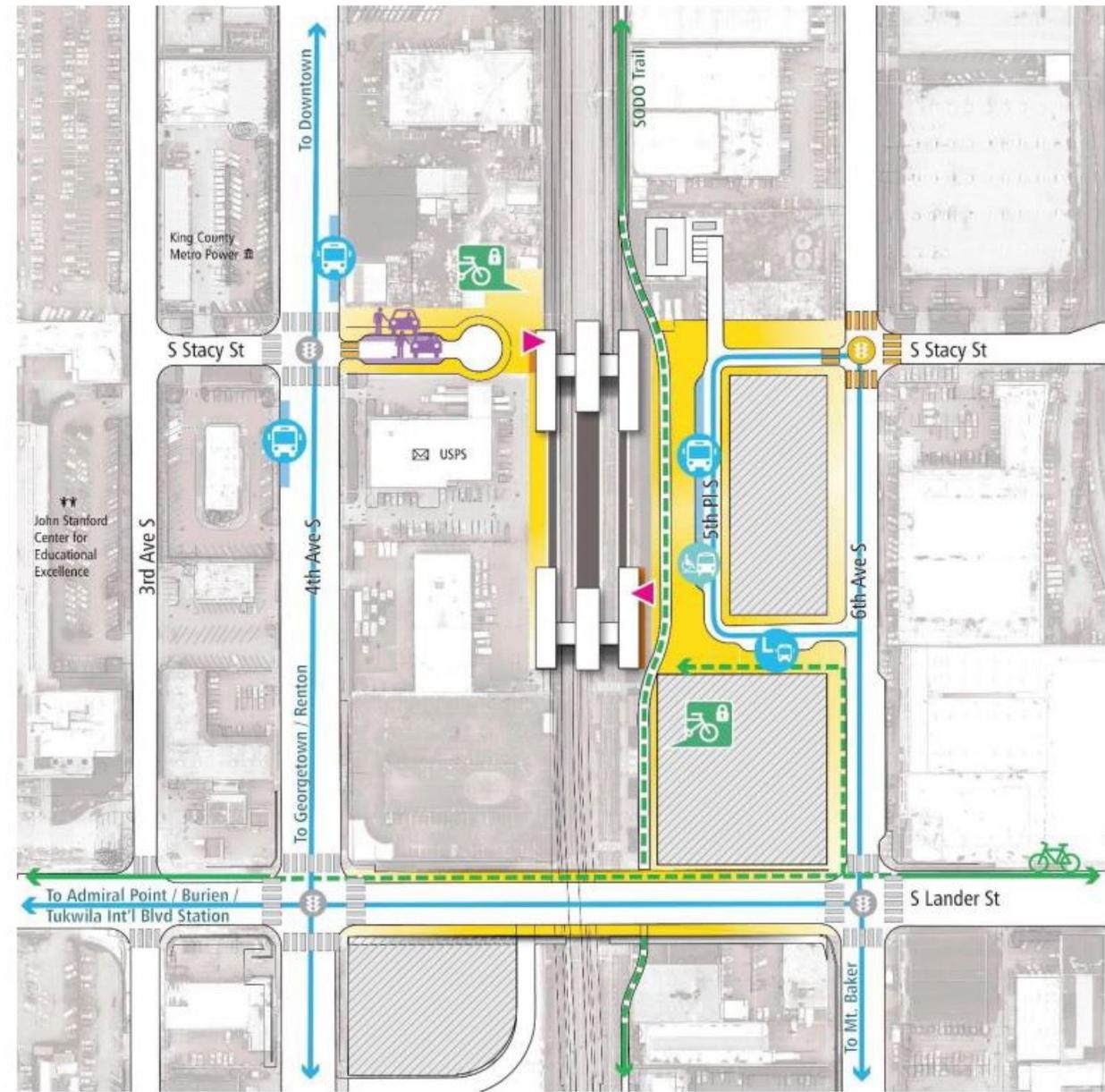
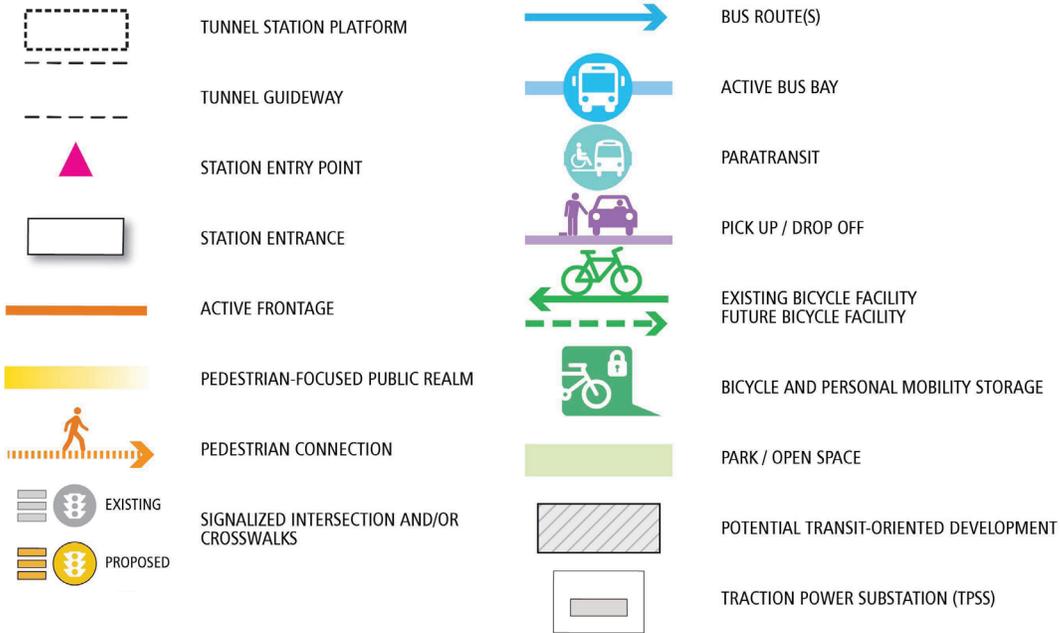
		ACCESS TYPE		
		WALK, BIKE, & ROLL	MULTIMODAL	AUTO
LAND USE	ESTABLISHED URBAN	<ul style="list-style-type: none"> Majority walk, bike, and roll access mode and No off-street transit facility No rail-rail connection <p>Typically urban centers in metropolitan cities with high existing densities and well-established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

- Conditions encountered most frequently
- Potential new condition with transit investment
- Conditions encountered less often
- Condition not applicable
- Likely and desired future state condition
- Likely path of transition over time
- Multi-state transition path

Table 4.1.4 Station Area Environment Typology Matrix crosswalks the three Station Access Types and the Three Land Use Types

***Concept evolution and past
engagement***

DEIS Concept: At-Grade Station



Walking, biking, and rolling to the station

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



- Station entrance
- Existing bike route
- Potential transit oriented development (TOD)
- Planned bike route
- Pedestrian focused area
- Bike and personal mobility storage
- Proposed signalized intersection and/or crosswalks
- Existing signalized intersection and/or crosswalks

- 1** Add new signal and crosswalks to facilitate access to bus drop-off and layover area
- 2** Consider allowing pedestrians to cross the light rail tracks using the station's pedestrian bridges without having to buy a ticket
- 3** Explore the feasibility of constructing a public stair or other connection between S Lander St overpass and the station entrance
- 4** Incorporate wide sidewalks with space for bikes in the design of the new S Lander St overpass
- 5** Reconstruct segment of SODO Trail on east side of station with visual cues (signage and trail markings) to slow cyclists in the station area where pedestrians are present

In partnership with others, consider adding bike lanes on S Holgate St from the SODO Trail to the Mountains to Sound Trail

In partnership with others, explore the opportunity to install protected bike lanes on 6th Ave S between S Holgate and S Forest streets for cyclists connecting to east-west bike routes on S Lander St and S Holgate St after the new overpasses are built

Partner with the city to improve the sidewalk on the west side of 4th Ave S; explore other pedestrian improvements within the existing right-of-way

Partner with the city to implement a bike route from the proposed S Lander St overpass to the west station entrance

Explore the opportunity to extend the SODO Trail south between S Forest St and S Spokane St



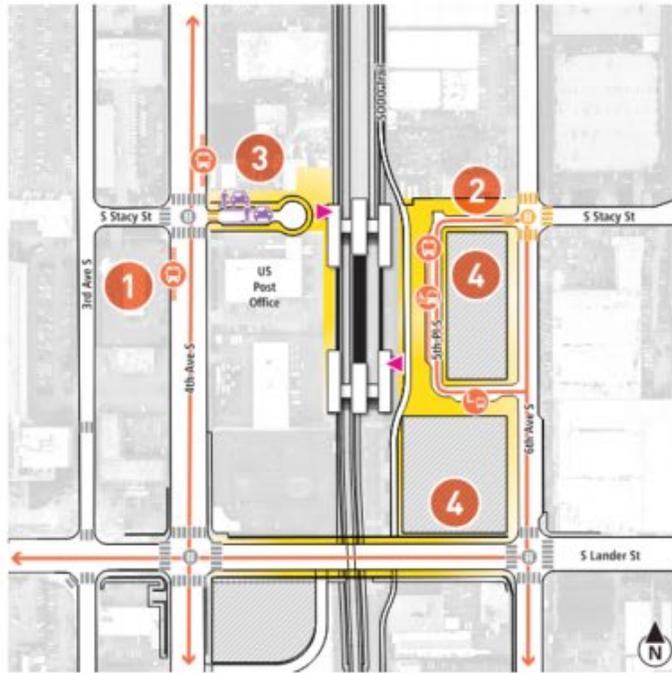
A wide sidewalk on the existing S Lander St Bridge enables pedestrians and cyclists to safely cross over the river.



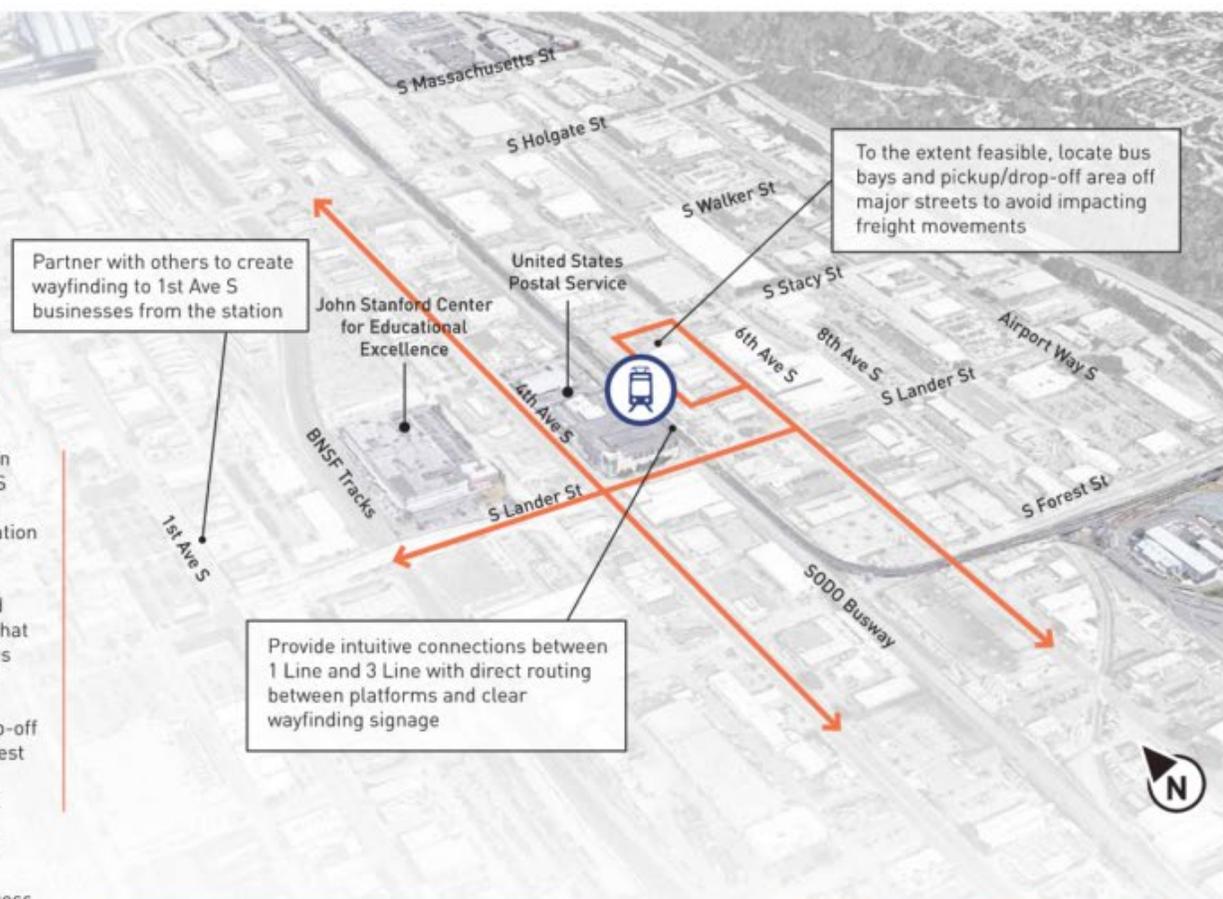
Wayfinding signage helps pedestrians find key destinations nearby

Connecting to the station

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



- 1 Locate bus stops on 4th Ave S close to S Stacy St for simple transfers to the station
- 2 Create off-street loop for transit and paratransit users that also accommodates bus layover space
- 3 Locate pickup/drop-off area at the northwest station entrance to reduce potential conflicts with bus stops on 4th Ave S
- 4 Explore station access improvements in partnership with new development[s]



Transit loop near a station



Real-time signage provides current information on bus connections

Living and working near the station

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



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

- 1** Assess potential for flex office and industrial use with some retail opportunities to take advantage of potential foot traffic generated by the station
- 2** Although station is in an industrial area, encourage new developments near the station to incorporate building frontages that are lively and focus on pedestrian scale design features
- 3** Explore opportunities to provide access to the station mezzanine from an upper floor of adjacent development

Consider potential development opportunities including industrial incubators, makerspaces, and other innovation/research and development uses with a scale and fit appropriate for SODO; balance the existing industrial uses and associated freight movement with access needed for future development

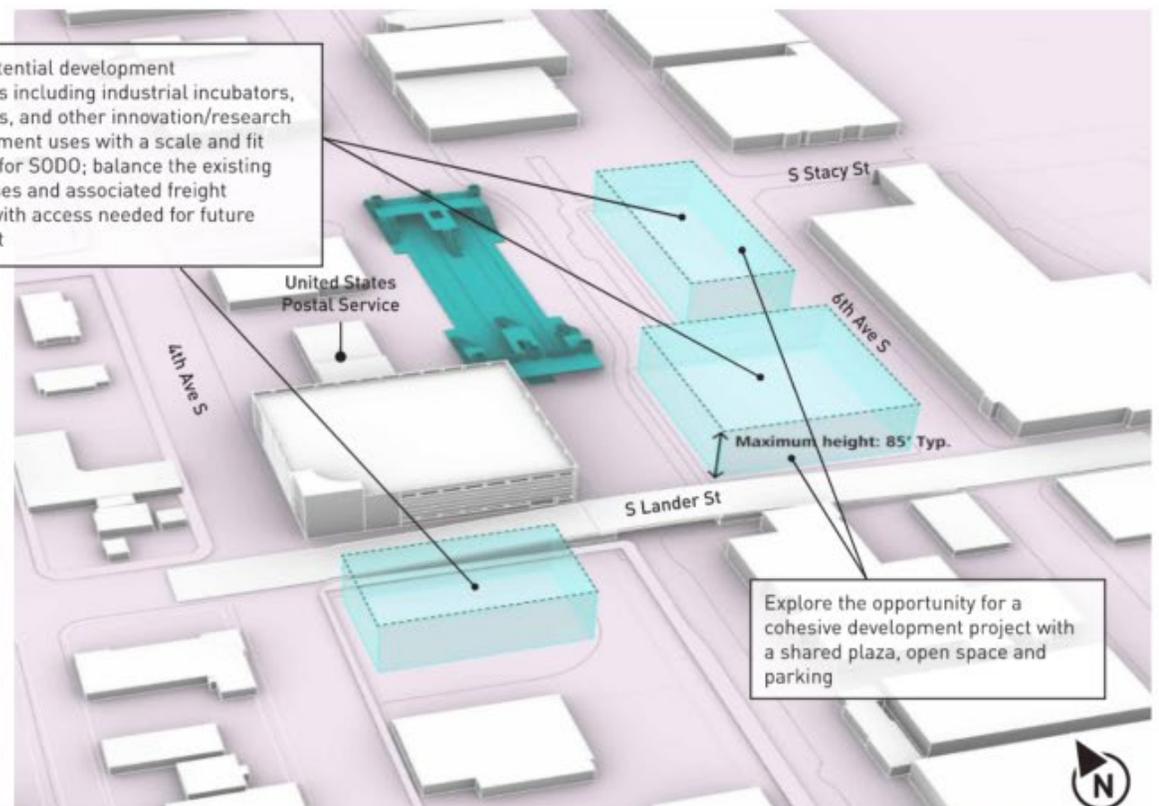


Diagram above depicts potential building envelopes based on current (2021) zoning.



Large industrial development sites can include multiple tenants and uses



Vocational training to support local jobs is one possible future use near the station

Enjoying public space near the station

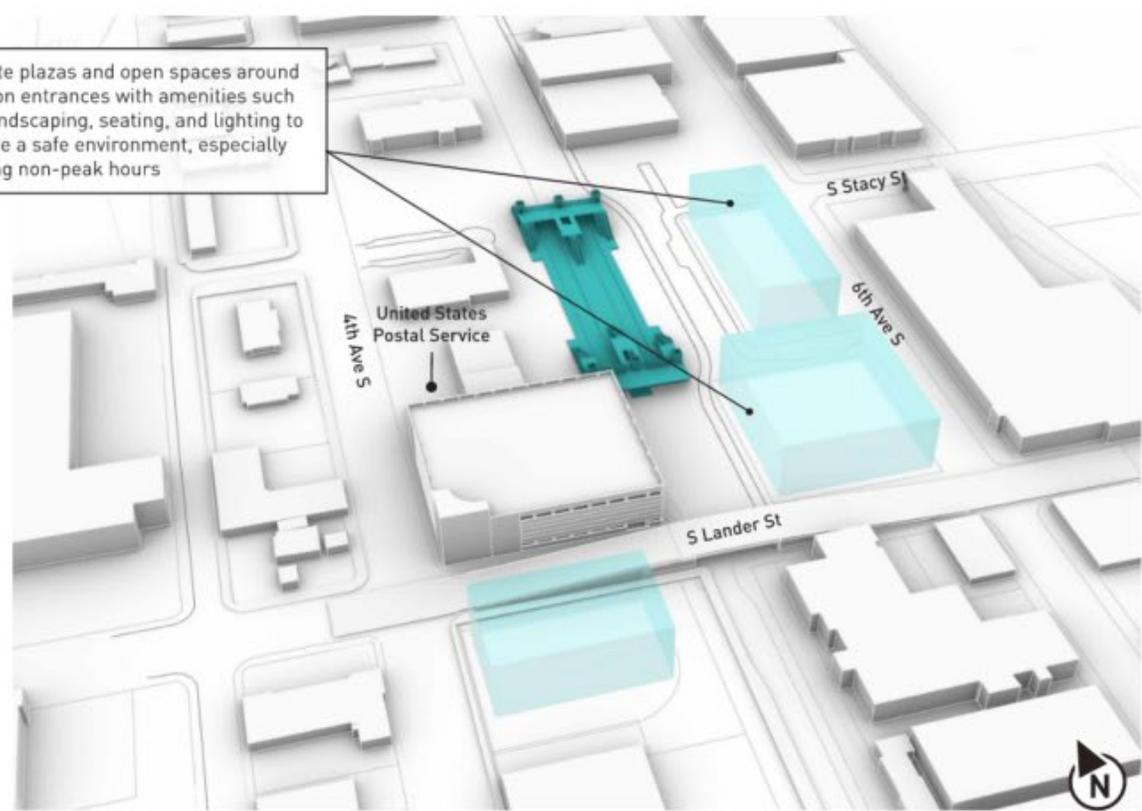
Ideas and recommendations to enhance and activate community public spaces - such as parks, plazas, and amenities - in partnership with others.



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

- 1** Explore design opportunities for the Lander St overpass that would complement the existing Lander St overpass to the west
- 2** Create a well-lit and safe environment for pedestrians and cyclists where the SODO Trail runs under the new Lander St overpass
- 3** Consider creating a pedestrian-oriented plaza space with adjacent active uses that leads passengers to the station entrance

Create plazas and open spaces around station entrances with amenities such as landscaping, seating, and lighting to create a safe environment, especially during non-peak hours



Recently completed Lander Street overpass with multi-use trail



Landscaping and bike racks are used to separate cyclists from pedestrians in an adjacent sidewalk and

PE Concept Design

Passenger Trips

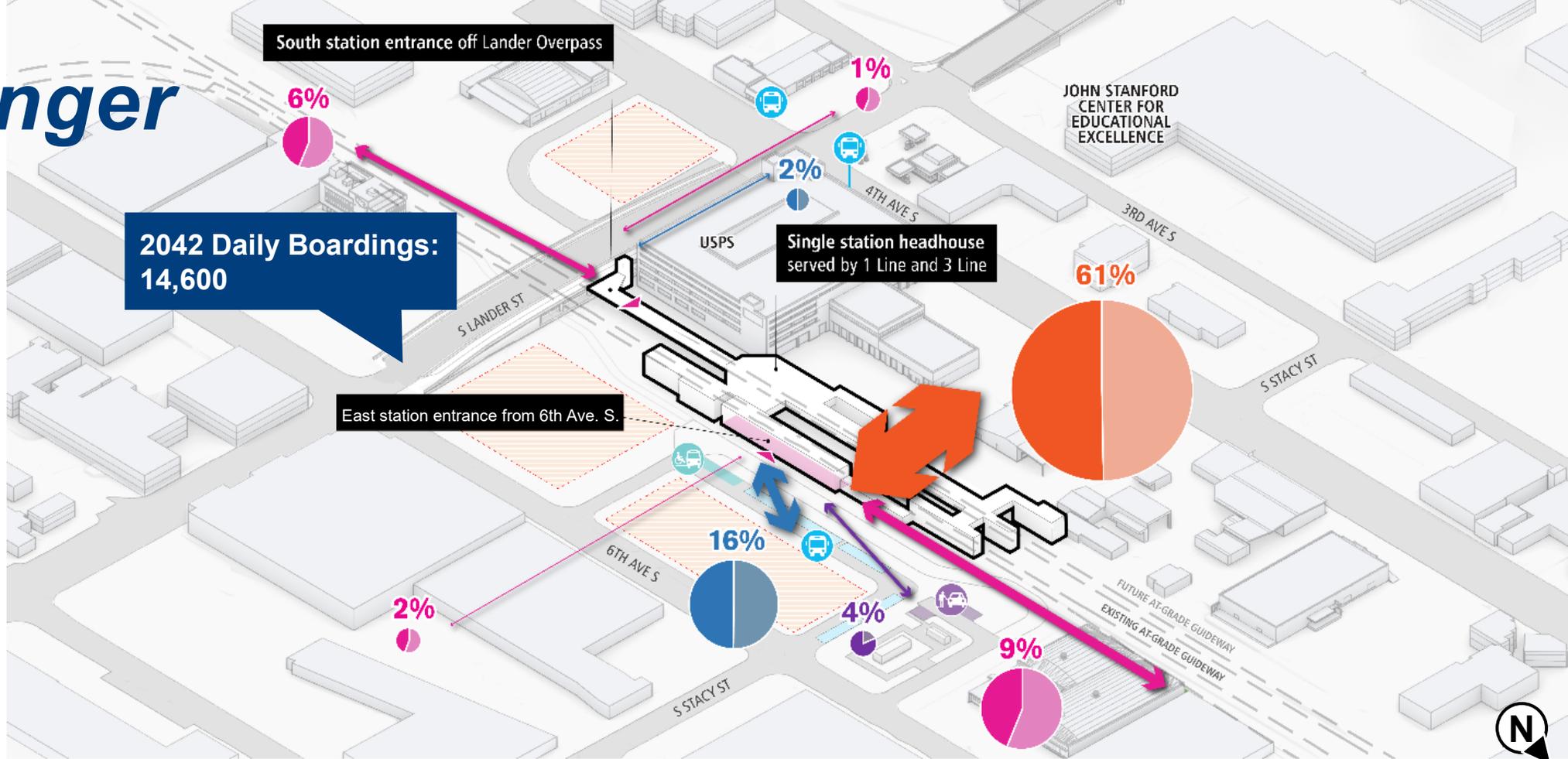
Access Modes

61% Transfer
Train-to-train

18% Transfer
Bus-to-train

16% Walk
2% Bike

4% Auto



SODO Station Environment

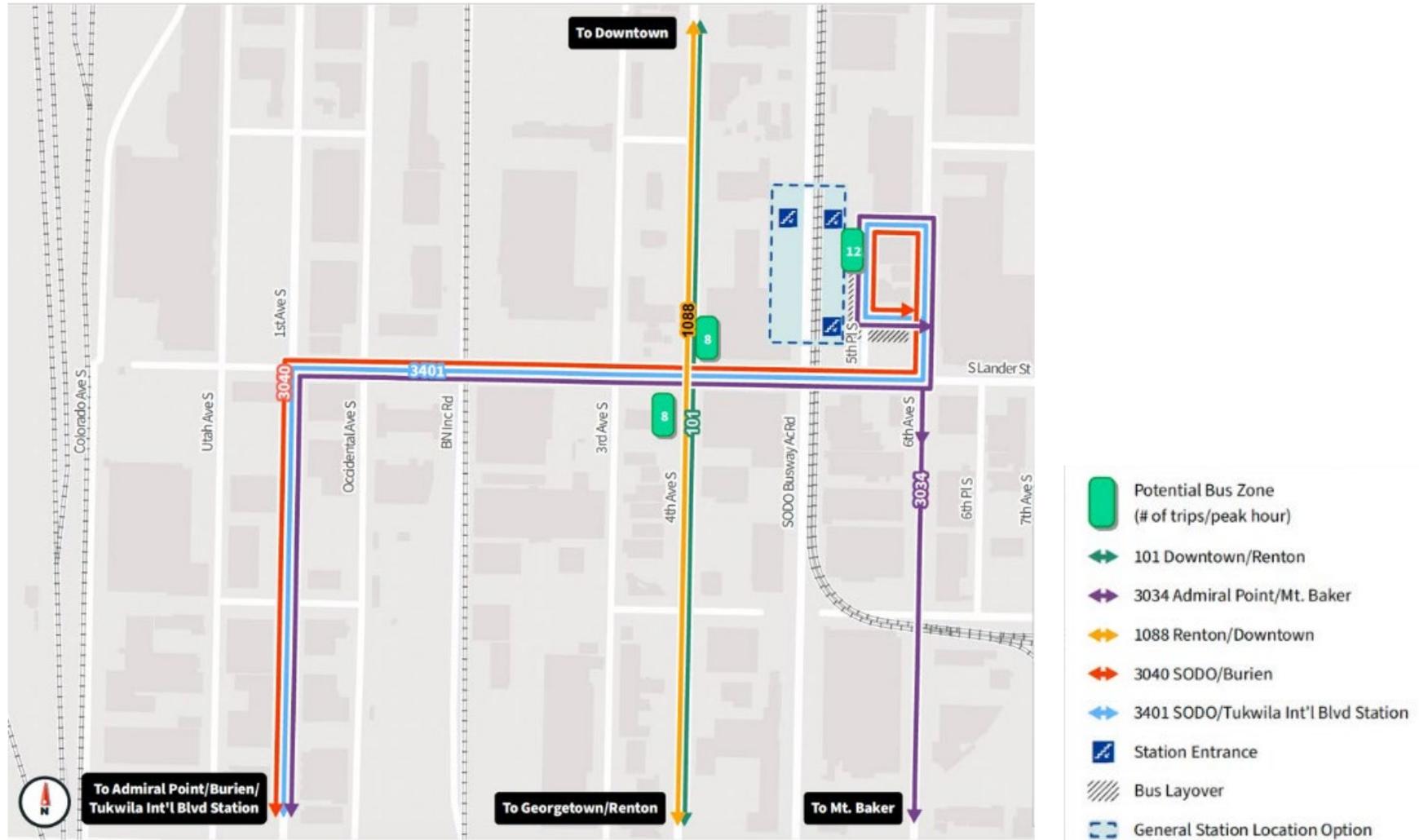
- Station Entrance
- Bus Zones
- Tunnel and Station Below
- Pick-Up/Drop-Off Area
- Potential Transit-Oriented Development (TOD)
- Paratransit

Daily Trips by Travel Mode and Direction

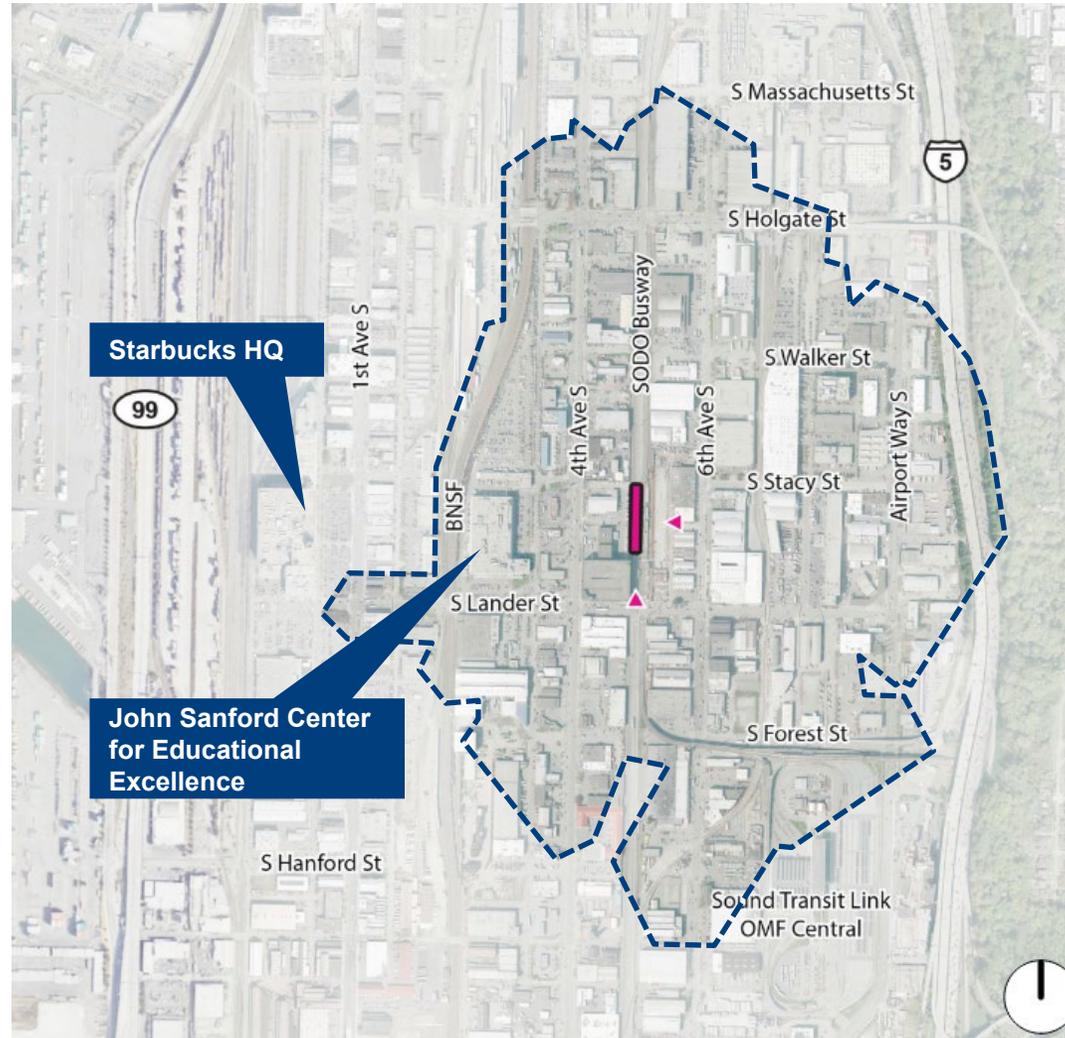
- | Travel Mode and Direction | Number of Peak Hour Trips | Percent of Daily Trips |
|---------------------------|---------------------------|------------------------|
| Walk | AM PM | XX% |
| Bus Transfer | | |
| Light Rail Transfer | | |
| Pick-Up Drop-Off | | |
- Arrows and pie charts are scaled based 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.

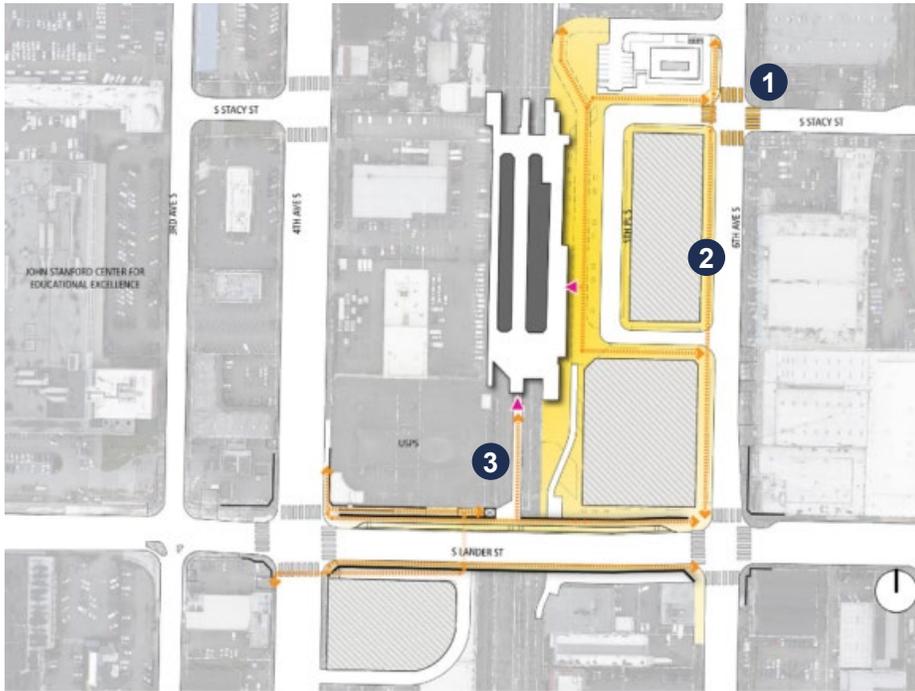
Bus-Rail Integration



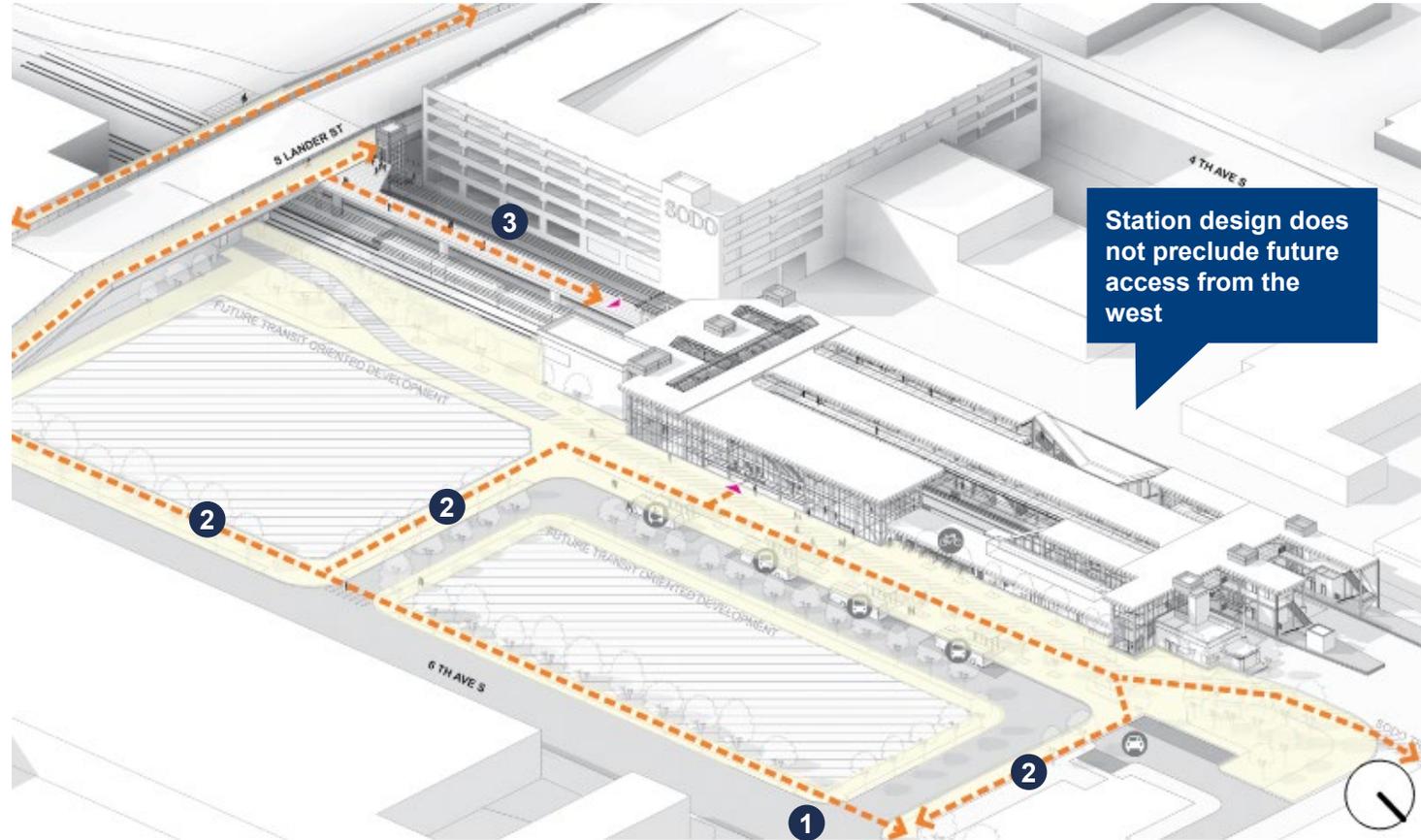
10-Minute Walkshed



Passenger Circulation - Station Site

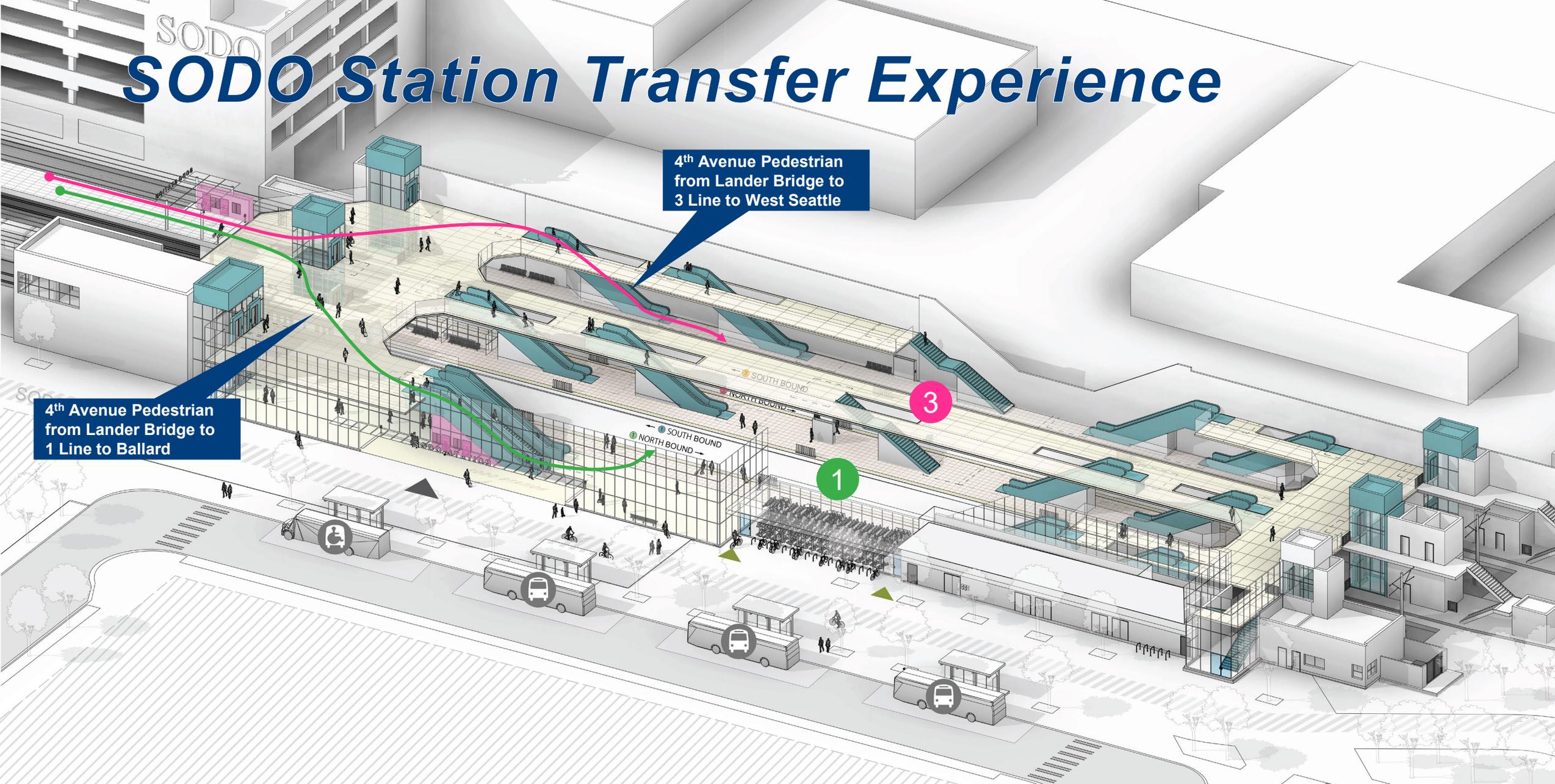


- 1 New signal and crosswalks at Stacy St.
- 2 Sidewalk widened (18' min.) on station frontages per SEDG and Streets Illustrated
- 3 Lander St. overpass station access



- PEDESTRIAN PATHS
- PEDESTRIAN-FOCUSED AREA
- PROPOSED CROSSWALK
- STATION ENTRANCE
- PICK-UP/DROP-OFF
- BUS STOP
- PARATRANSIT
- BIKE STORAGE

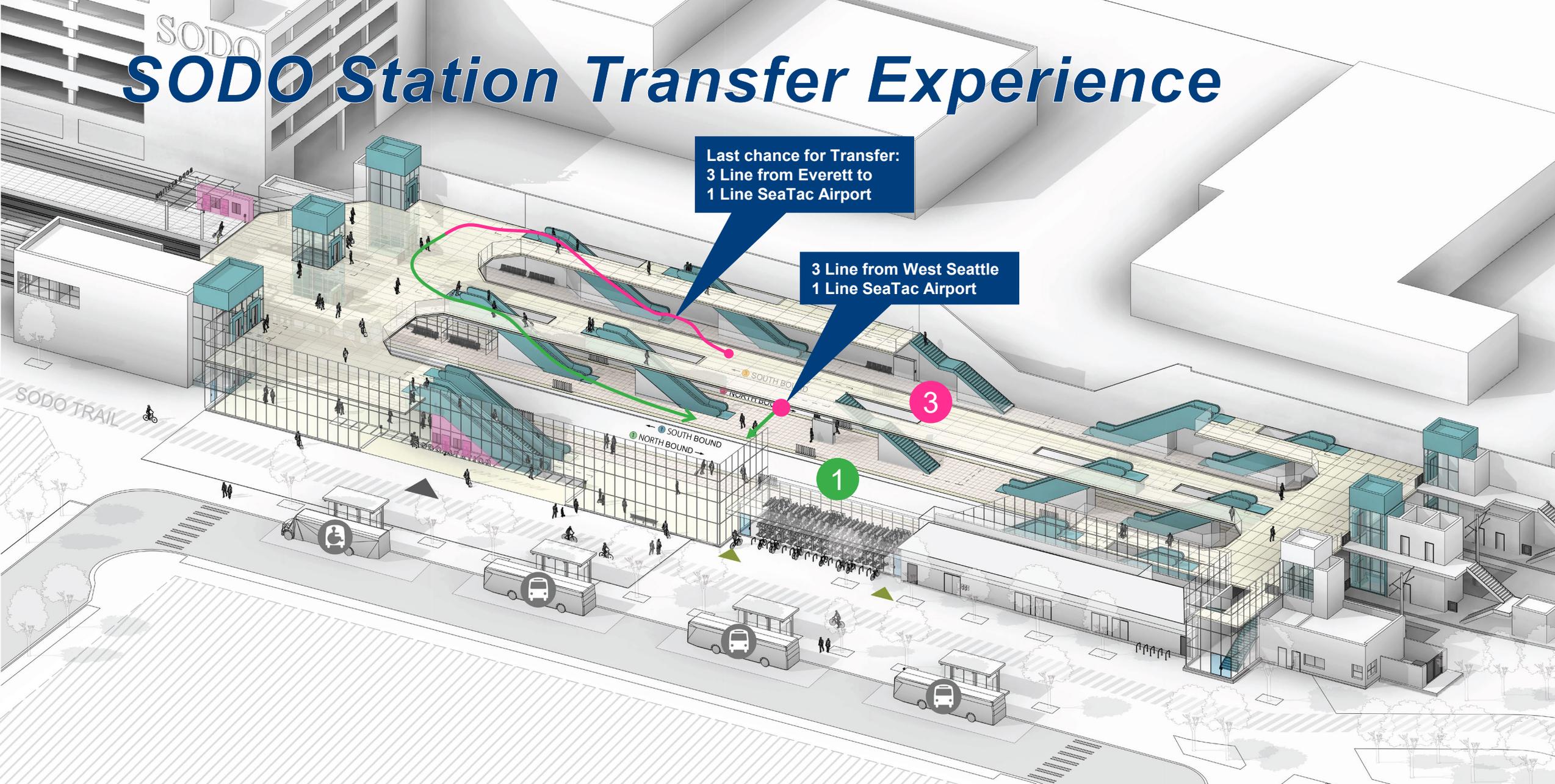
SODO Station Transfer Experience



4th Avenue Pedestrian from Lander Bridge to 3 Line to West Seattle

4th Avenue Pedestrian from Lander Bridge to 1 Line to Ballard

SODO Station Transfer Experience



Last chance for Transfer:
3 Line from Everett to
1 Line SeaTac Airport

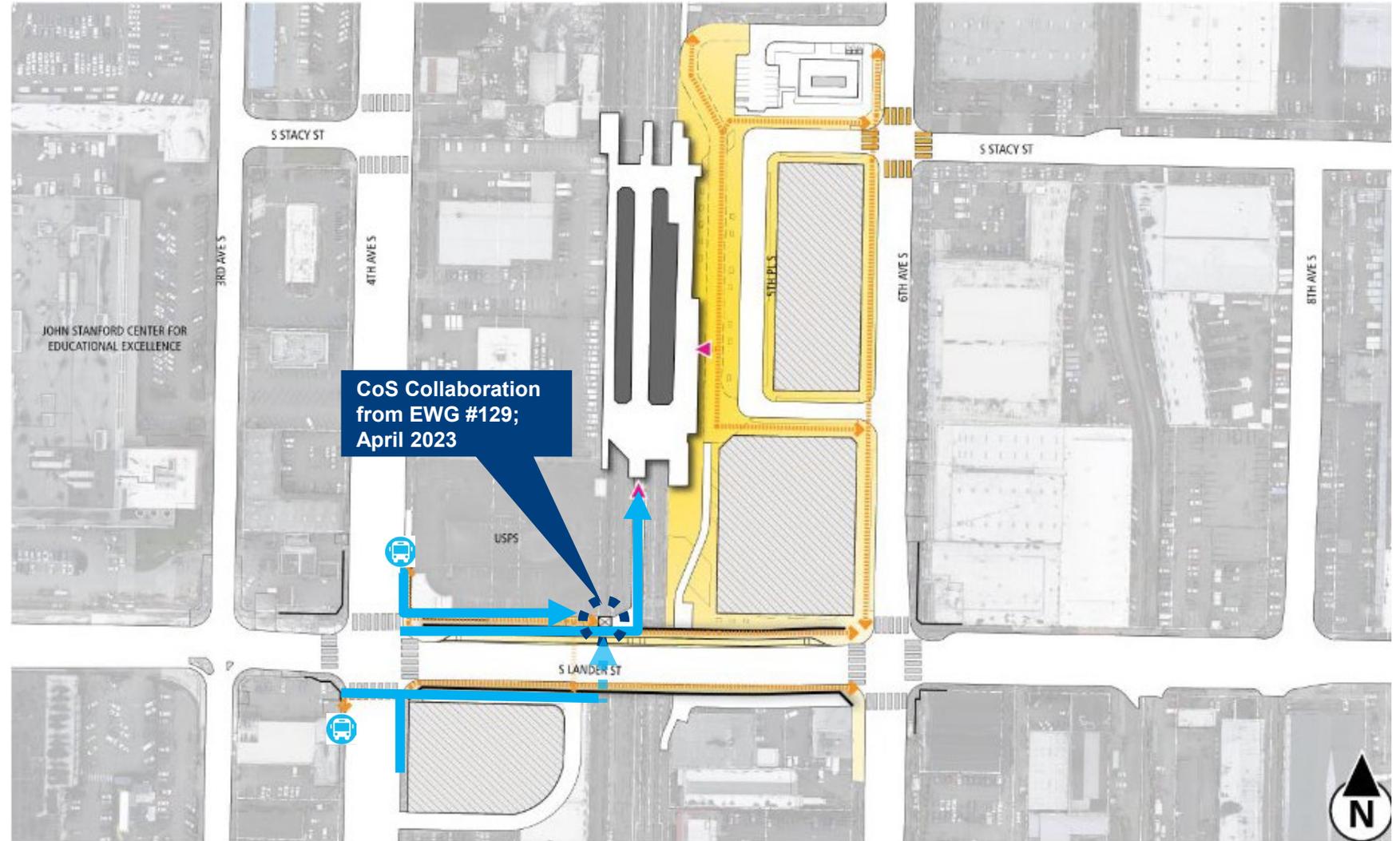
3 Line from West Seattle
1 Line SeaTac Airport

1

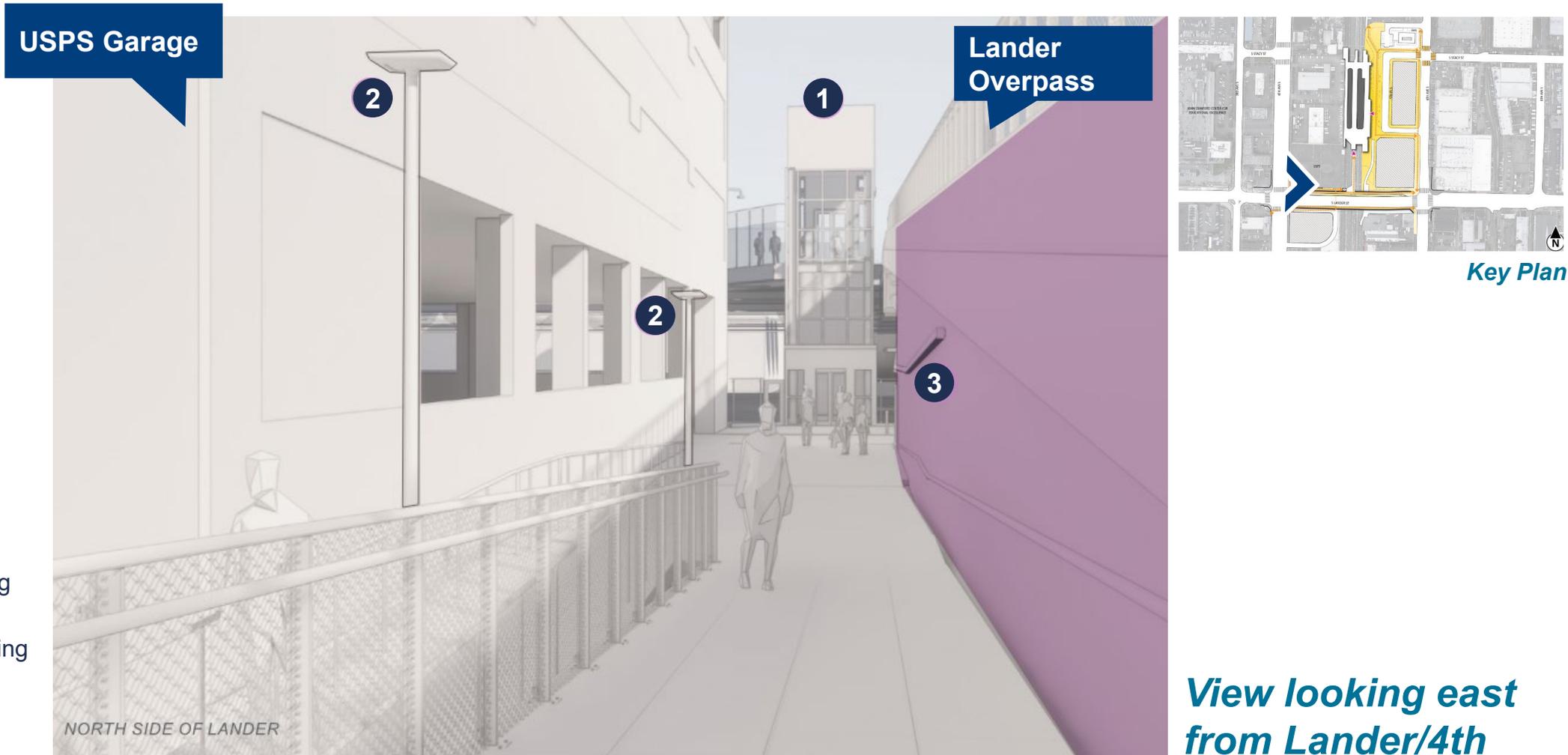
3

Pedestrian Access from 4th Ave. S

1. Pedestrian sidewalk up Lander St. overpass to Lander Access Bridge
2. ADA ramp and sidewalk to elevator; to Lander Access Bridge
3. Pedestrian access, under overpass to elevator; to Lander Access Bridge

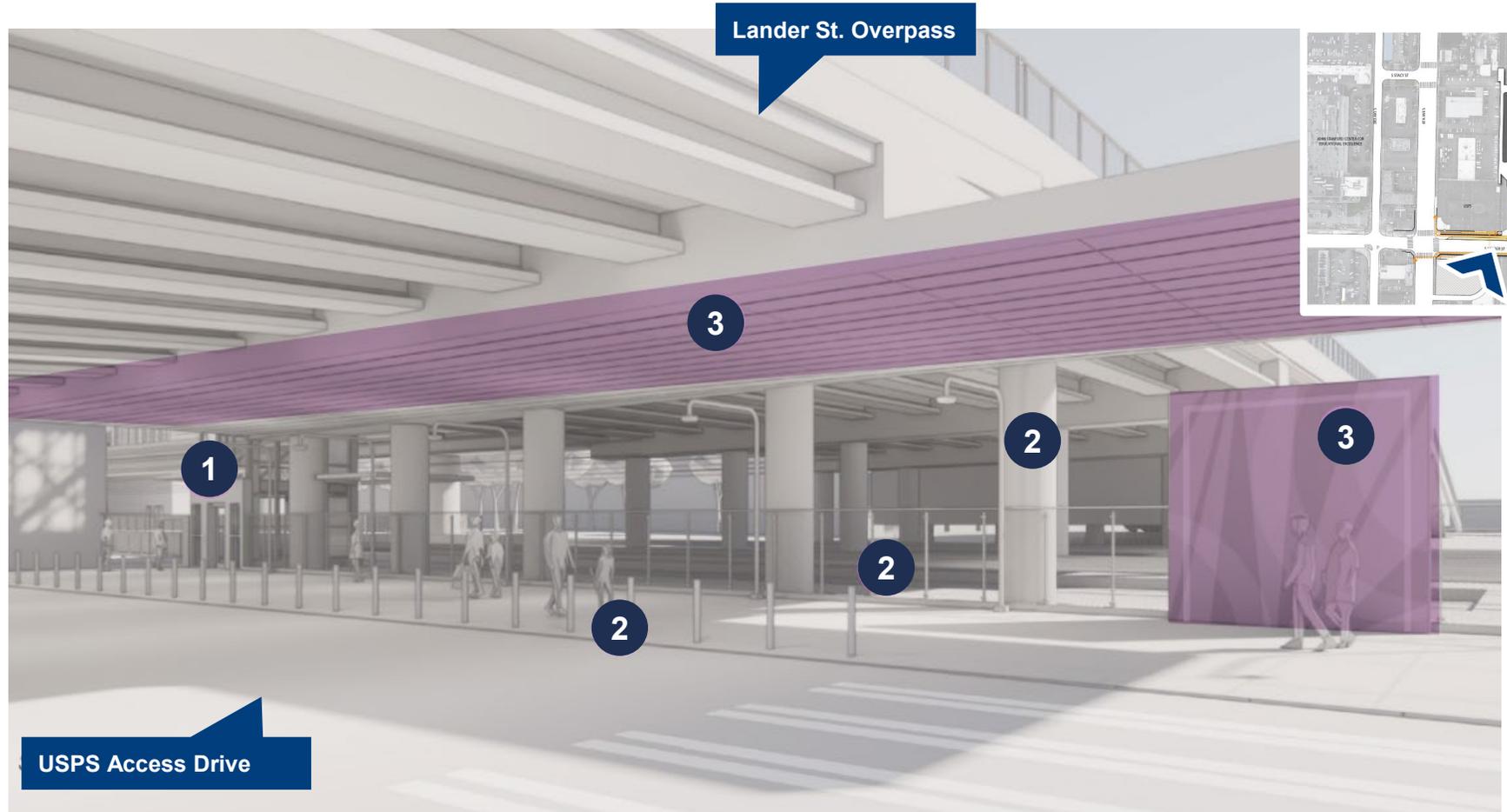


Pedestrian Access at USPS Garage



- 1 Elevator access
- 2 Pedestrian lighting
- 3 Potential wayfinding elements

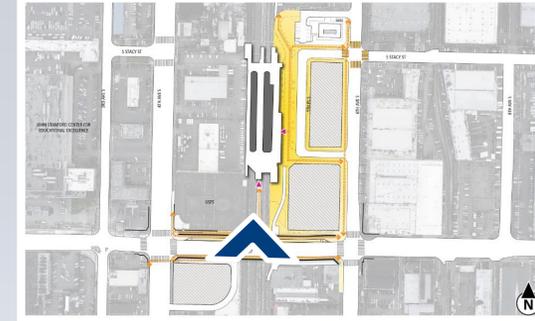
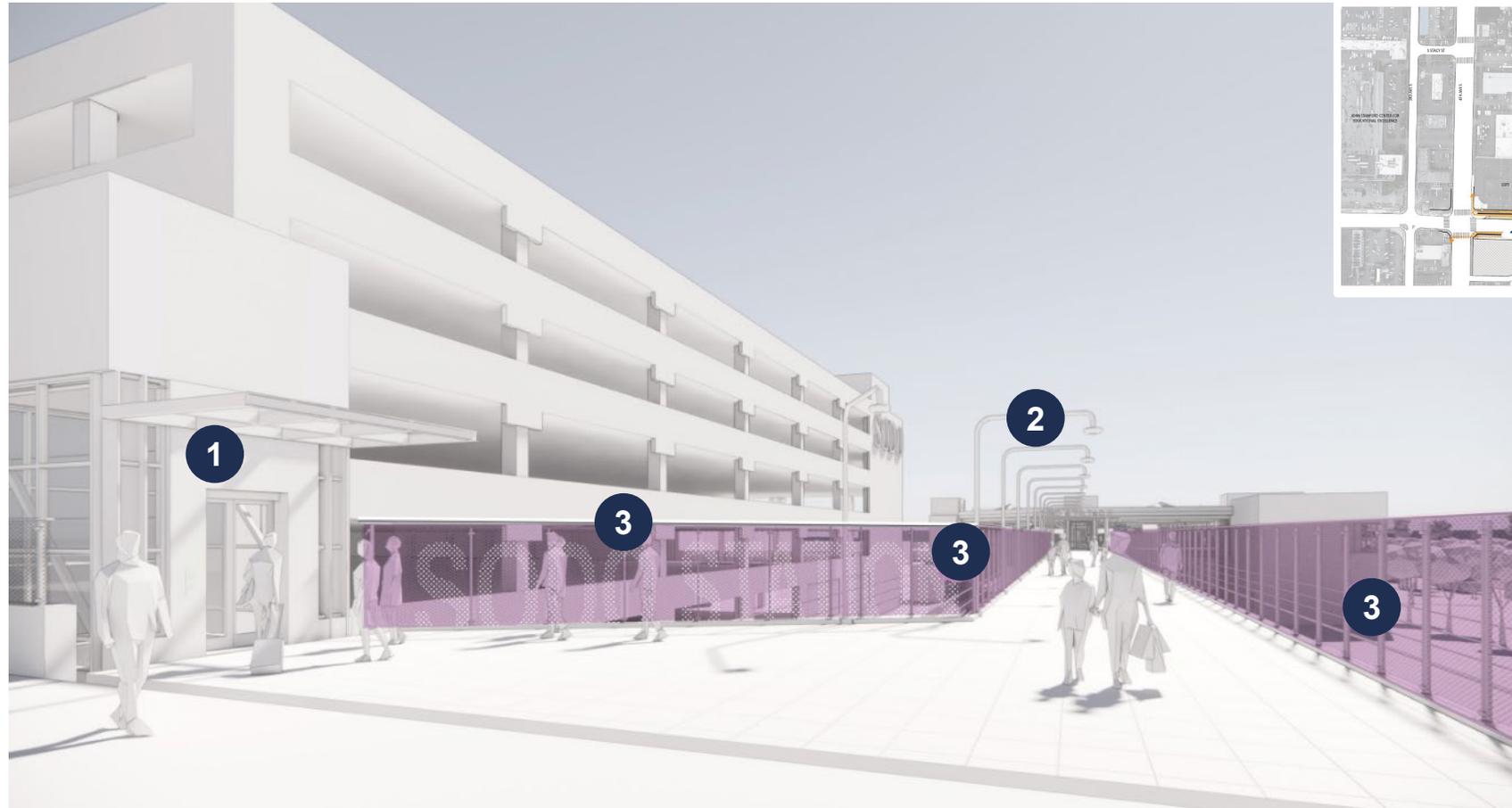
Pedestrian Elevator Access



- 1 Elevator access
- 2 Pedestrian lighting, fencing & bollards
- 3 Potential wayfinding elements

View looking northeast; south of Lander overpass

Pedestrian Elevator Access

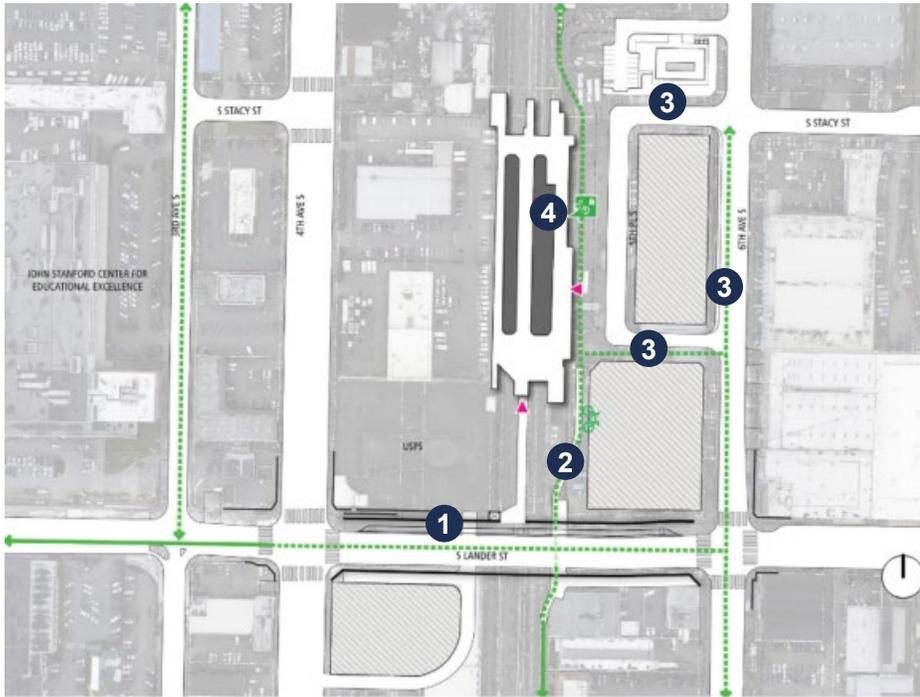


Key Plan

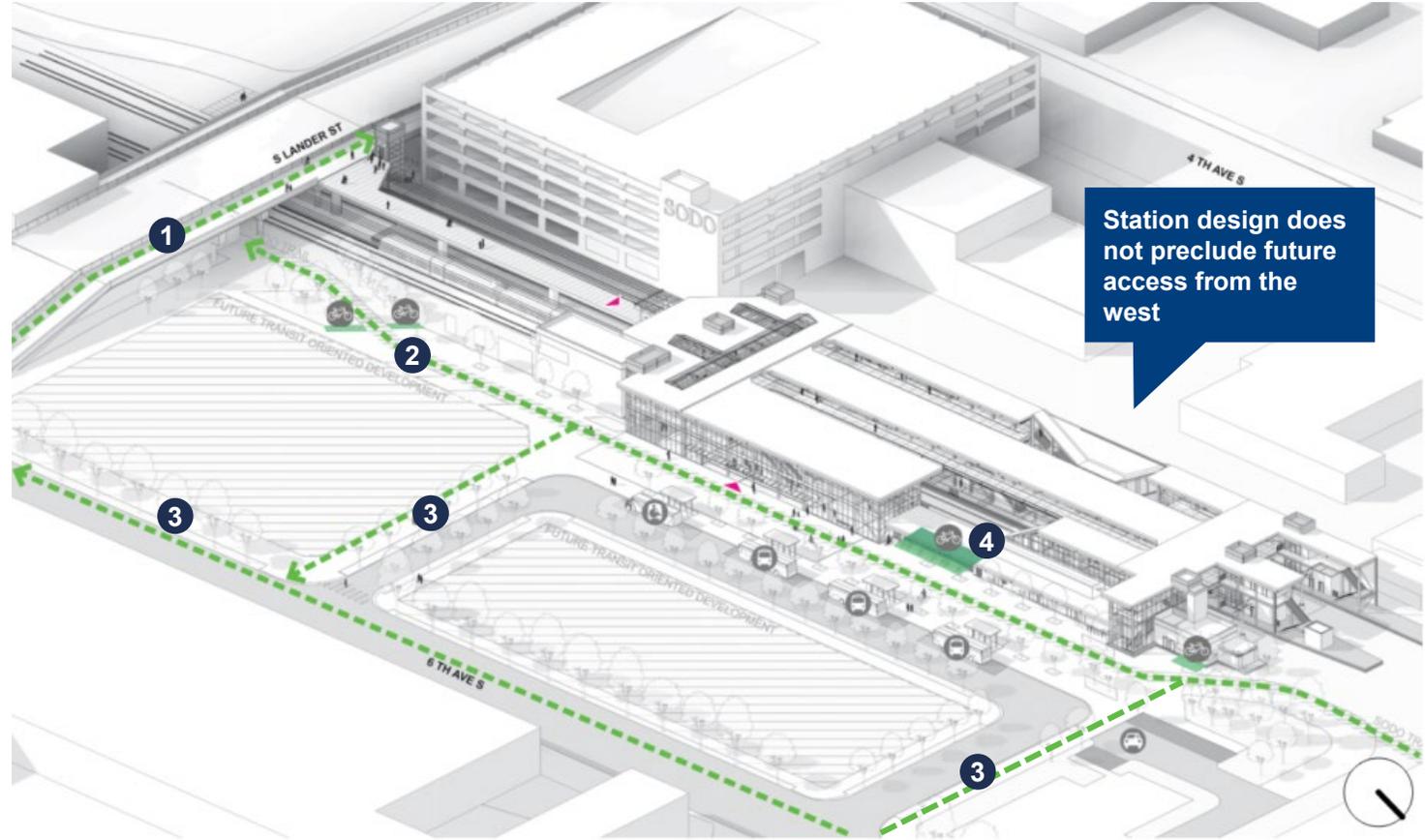
- 1 Elevator access
- 2 Pedestrian lighting
- 3 Potential guardrail station identification & wayfinding elements

View looking north; on Lander overpass

Bike Access and Parking

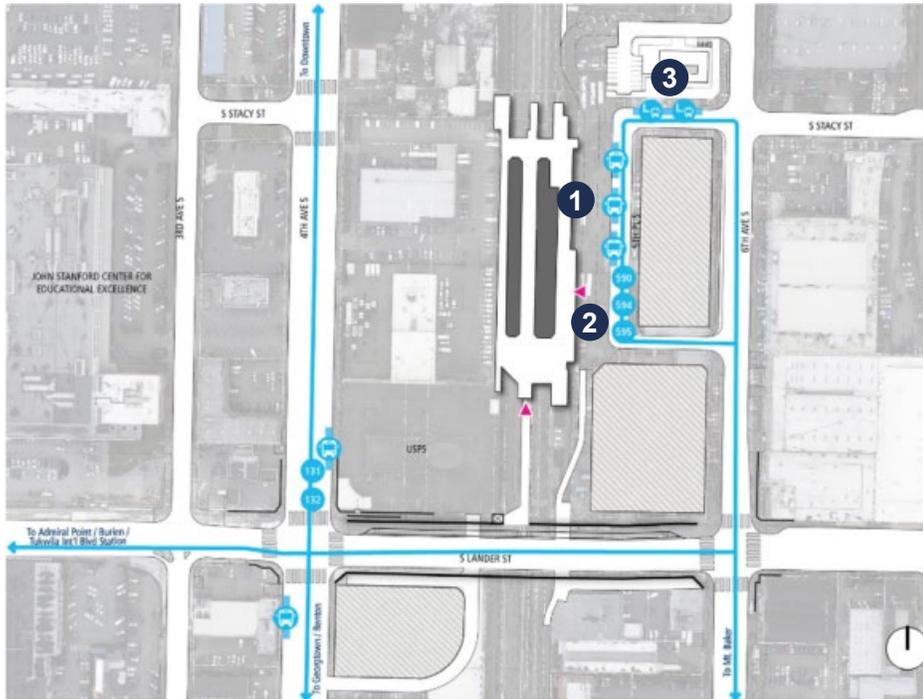


- 1 Protected 2-way cycle track on N. side of Lander St. overpass
- 2 SODO Trail; Downtown to Georgetown
- 3 Wide sidewalk for shared pedestrian and bike access
- 4 Secure bike room (152 spaces); short-term racks (60 spaces)

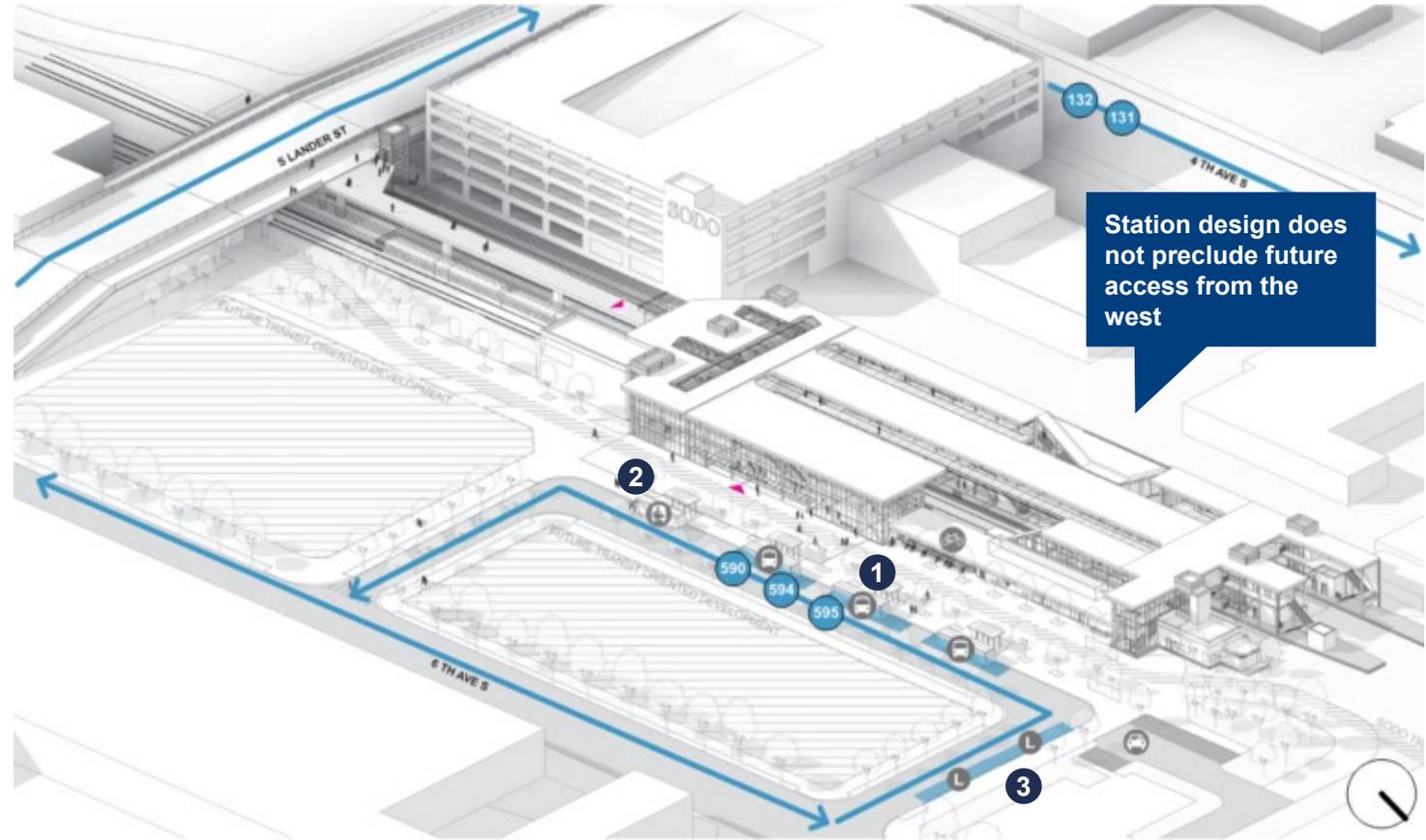


- PROPOSED BIKE FACILITY
- EXISTING BIKE FACILITY
- SHORT-TERM BIKE STORAGE
- LONG-TERM BIKE STORAGE
- STATION ENTRANCE
- PICK-UP/DROP-OFF
- BUS STOP
- PARATRANSIT

Transit Integration



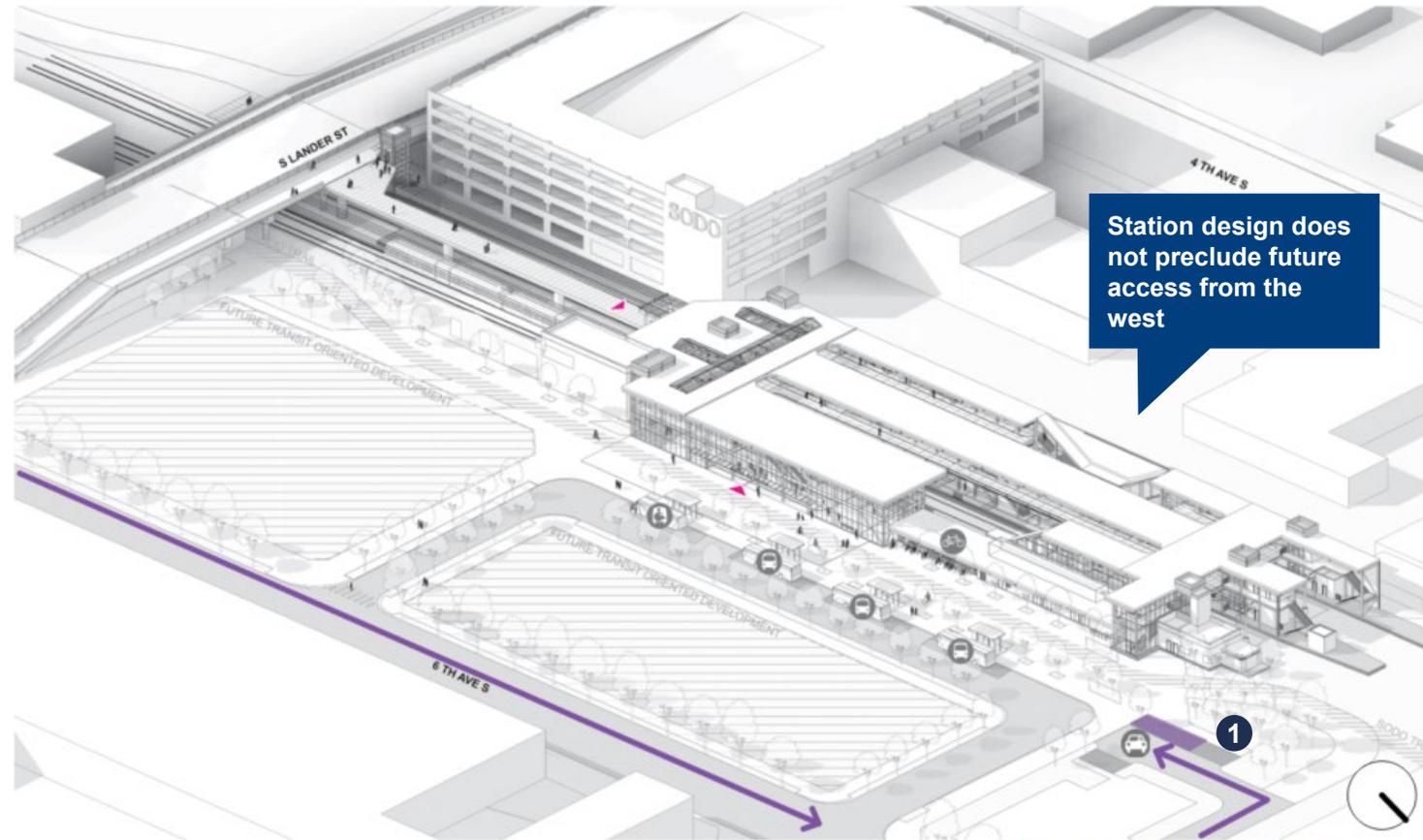
- 1** KCM standard active bus bays with seamless access to station entrance on off-street bus loop
- 2** Paratransit located with seamless access to station entrance
- 3** Bus layover provided on off-street bus loop



Pick-up & Drop-off



1 PUDO located away from heavy bus movements

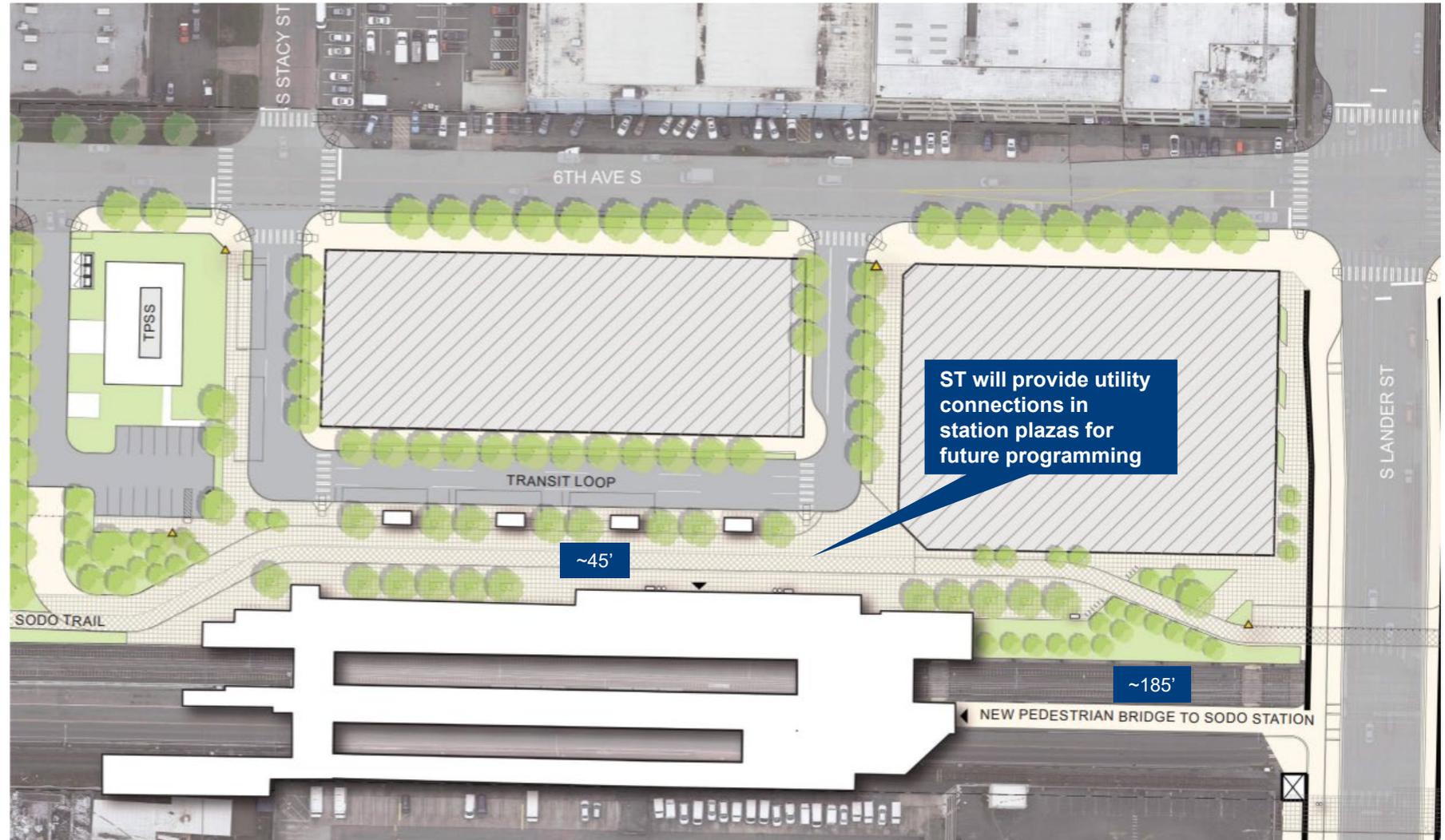


- VEHICULAR ROUTES
- PICK-UP/DROP-OFF AREA
- STATION ENTRANCE
- PICK-UP/DROP-OFF
- BUS STOP
- PARATRANSIT
- BICYCLE STORAGE

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



Transit Oriented Development

II U/160

Industry and Innovation

Typical land uses

Industrial Uses, Information Computer Technology (ICT), research and development, Commercial uses, Institutions, Manufacturing uses

Height limit

Industrial: No height limit
Other: 160'

Maximum size of use

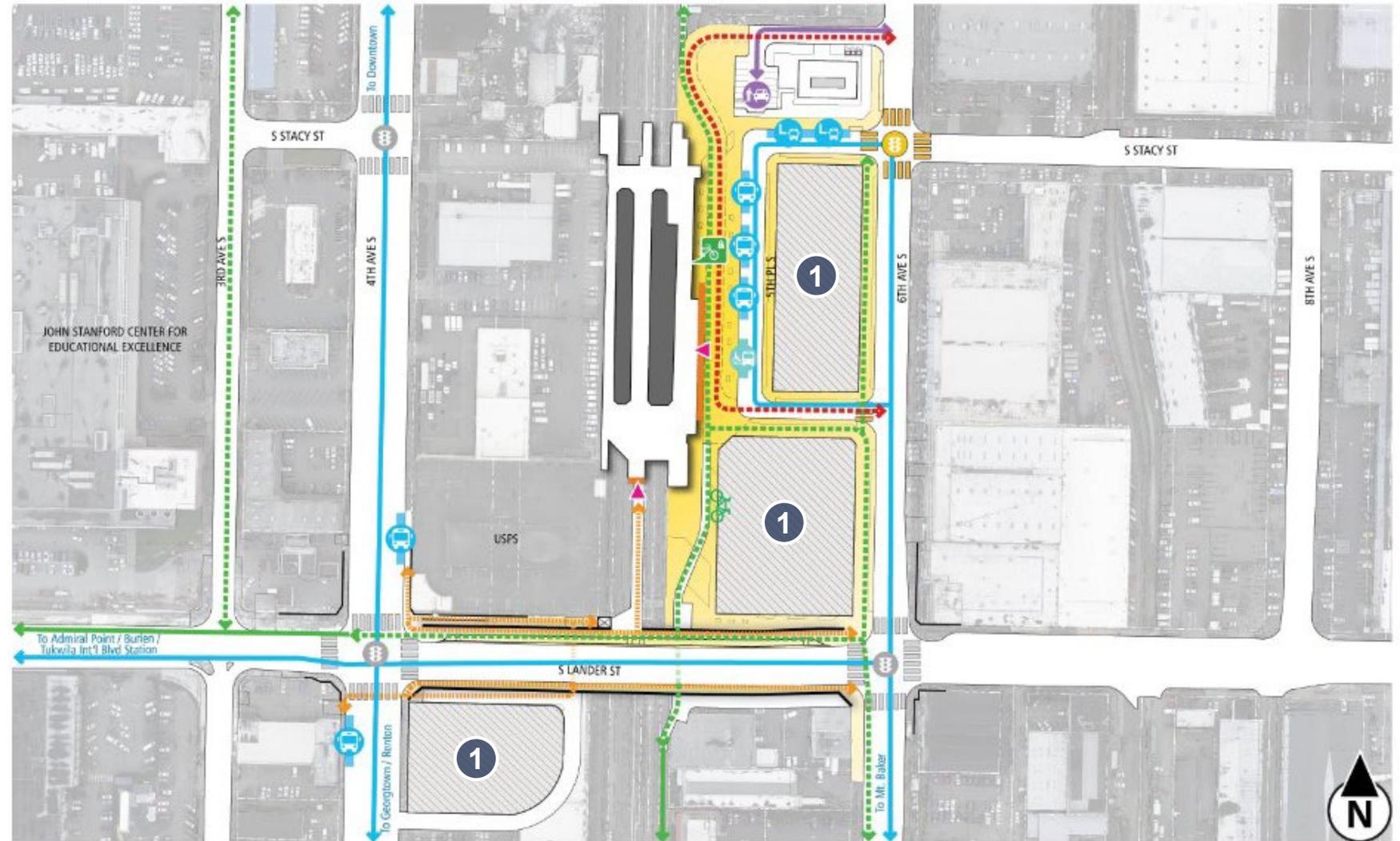
Drinking establishments 3,000
Entertainment 25,000
Lodging uses 25,000
Medical services 25,000
Office 15,000
Restaurants 3,000
Retail sales, major durables 15,000
Sales and services, automotive 25,000
Sales and services, general 7,500

FAR

FAR limits for all use: 2.5
Minimum industrial use FAR: 0.5
Maximum FAR with Tier I: 6.0
Maximum FAR with Tier II :6.5

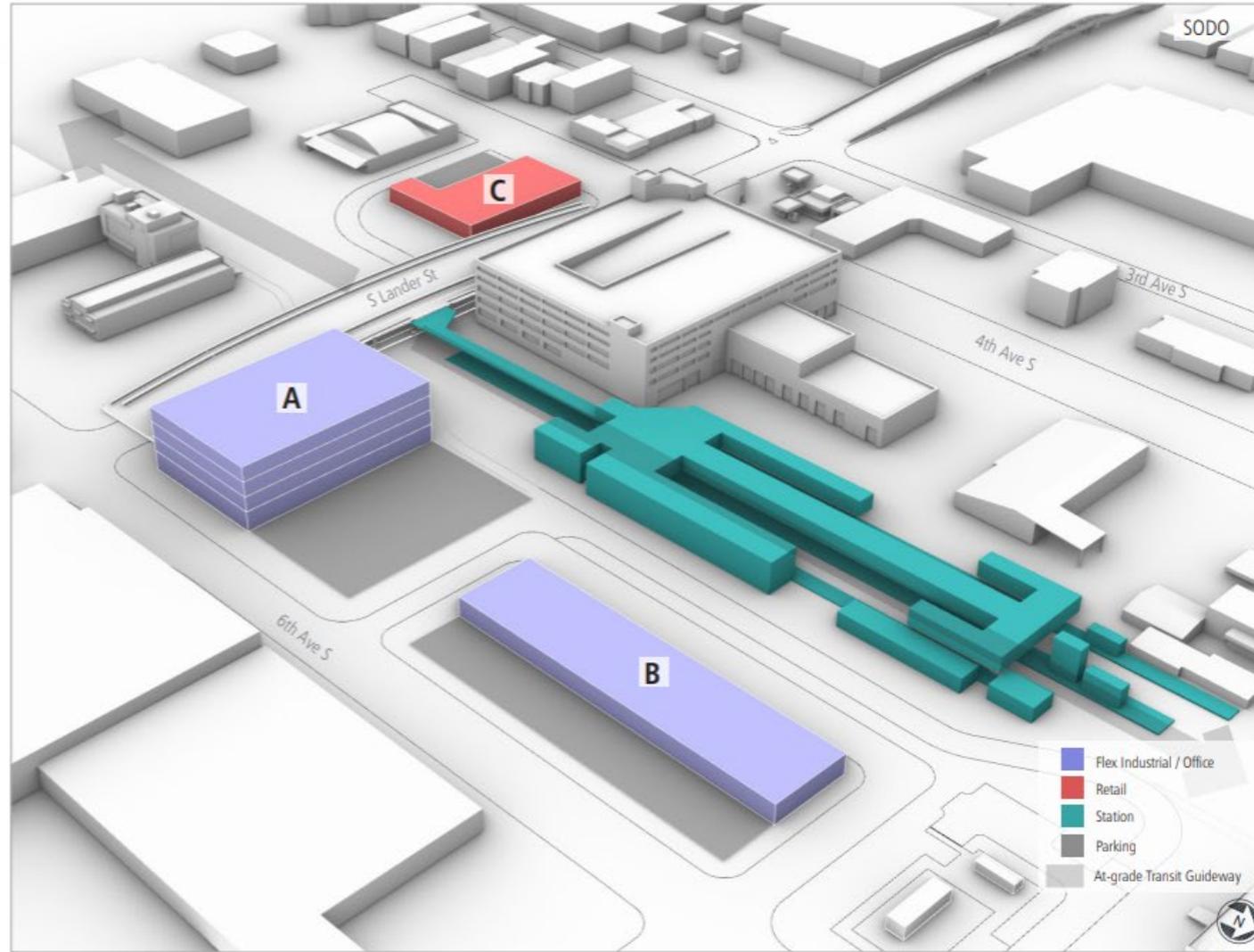
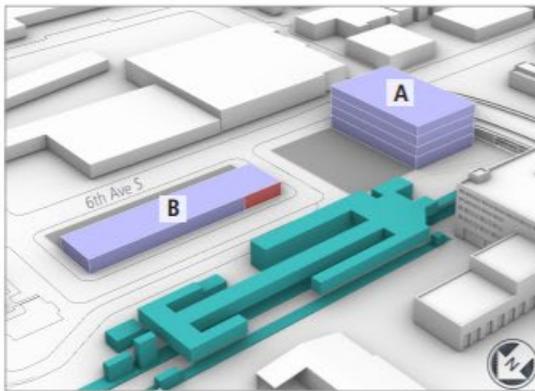
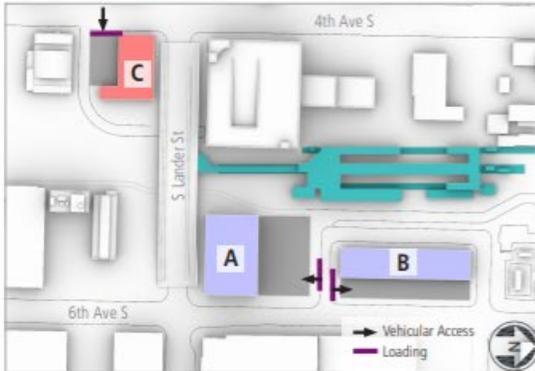
FAR exemption for spaces occupied by a vocational, educational or training institution for activities related to industrial uses.

- ① Potential adjacent future phase TOD sites (industry/innovation zone)



TOD Concept

Site	Feasibility **	Total GSF	Flex Ind GSF	Retail GSF	Office GSF	Parking Stalls
A	2	108,000	100,000	0	8,000	70
B	3	25,000	22,000	3,000	0	25
C	1	14,000	0	14,000	0	25
Total:		147,000	122,000	17,000	8,000	120



Key Themes from Fall 2023 Engagement

Feedback Overview

8%

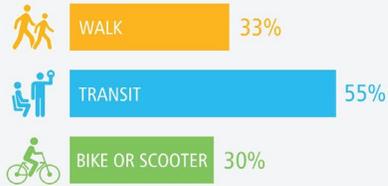
of respondents said this is their primary station

SODO



Access

Ways that you would likely get to the station



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

Transit-Oriented Uses

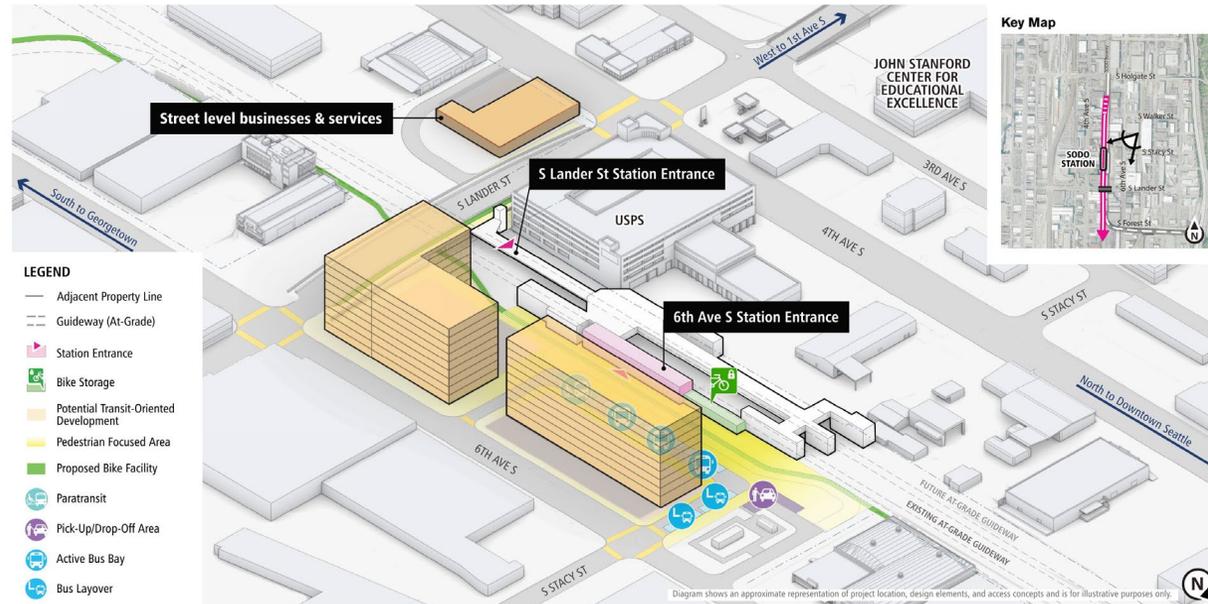
Businesses or services that would be the most useful to have near the station entrance



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



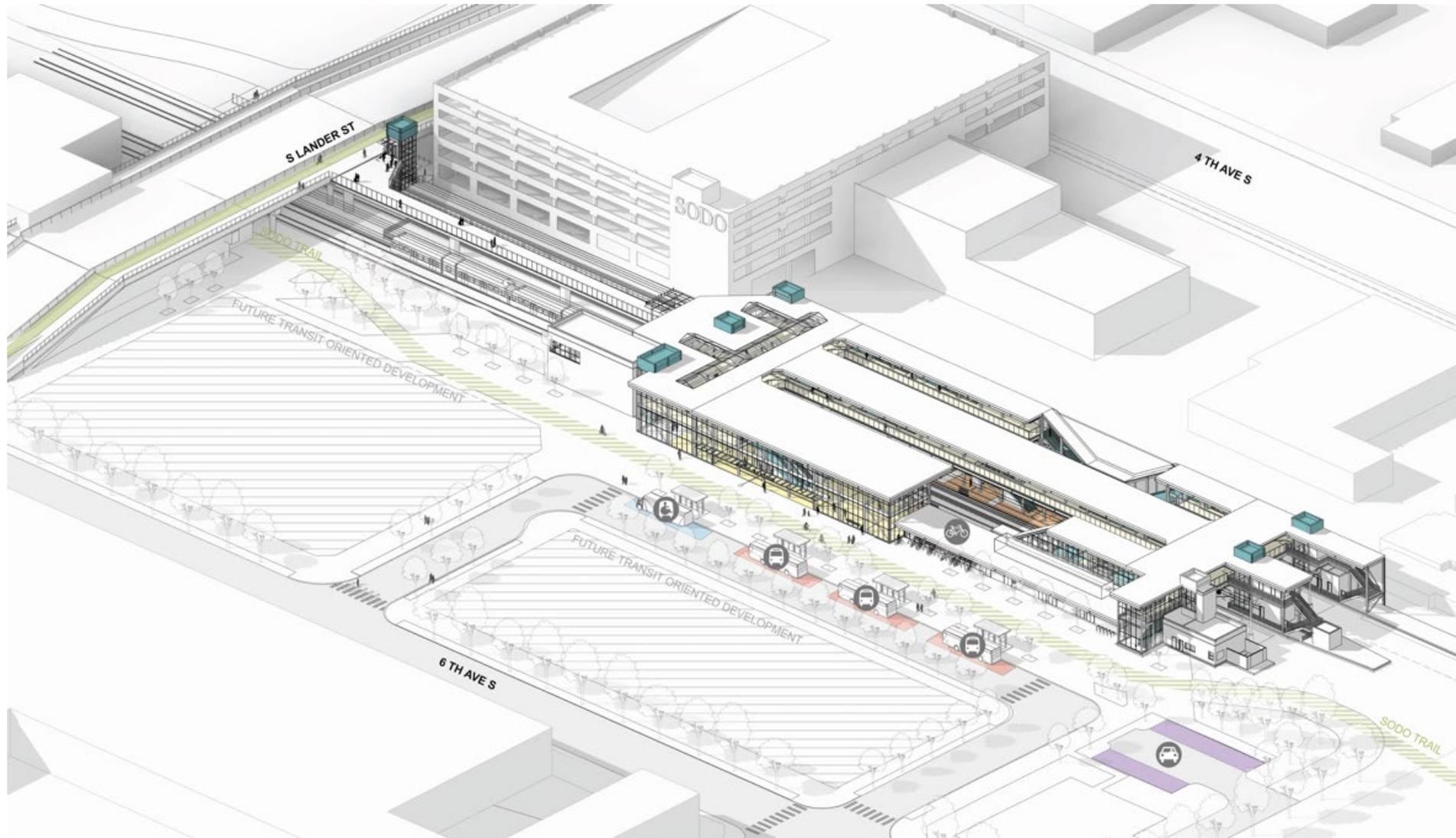
- "Food hall and breweries"
- "Arts-oriented businesses, galleries and studios"
- "Small grocery store, food/drinks, and shopping"
- "Short distance between street & platform; quick to get to and from the station"
- "Need for improved bike and pedestrian routes in the neighborhood"
- "Greenspace or plaza"
- "Keep the area mostly industrial"



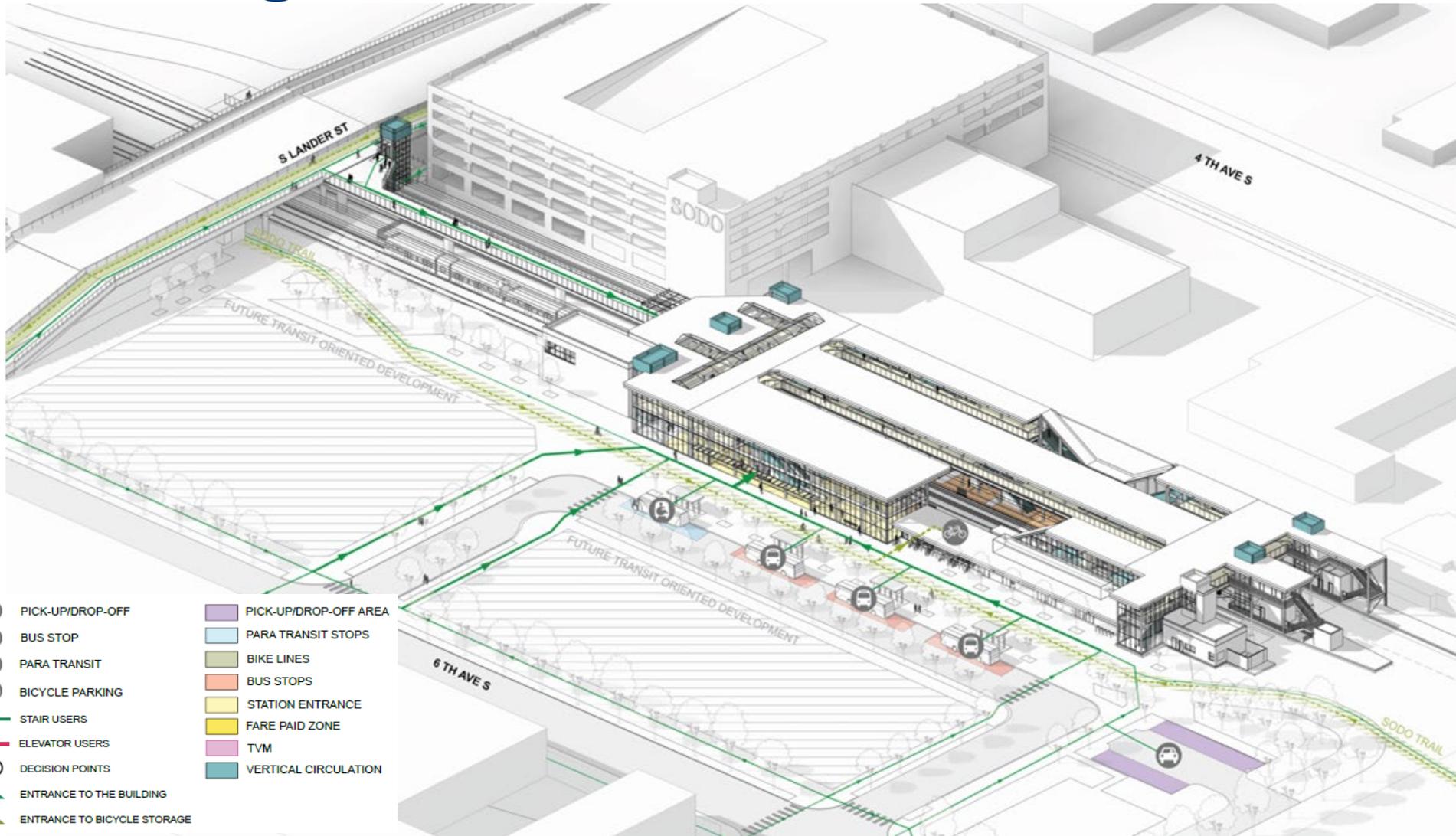
Design Preferences

- Safe & Vibrant
- Easy to Move Through
- Welcoming with Quality Materials

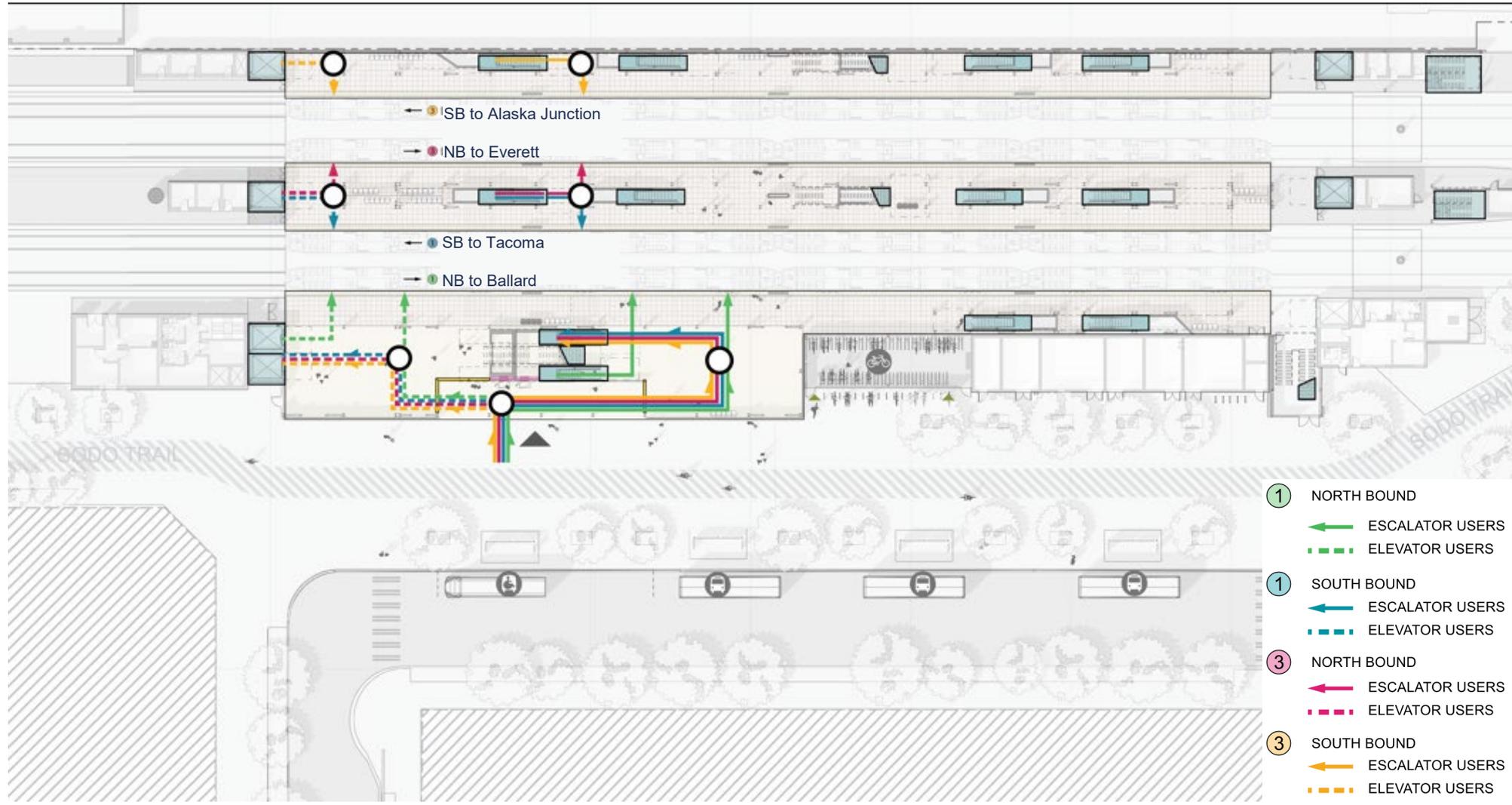
Station Architecture: Overall View



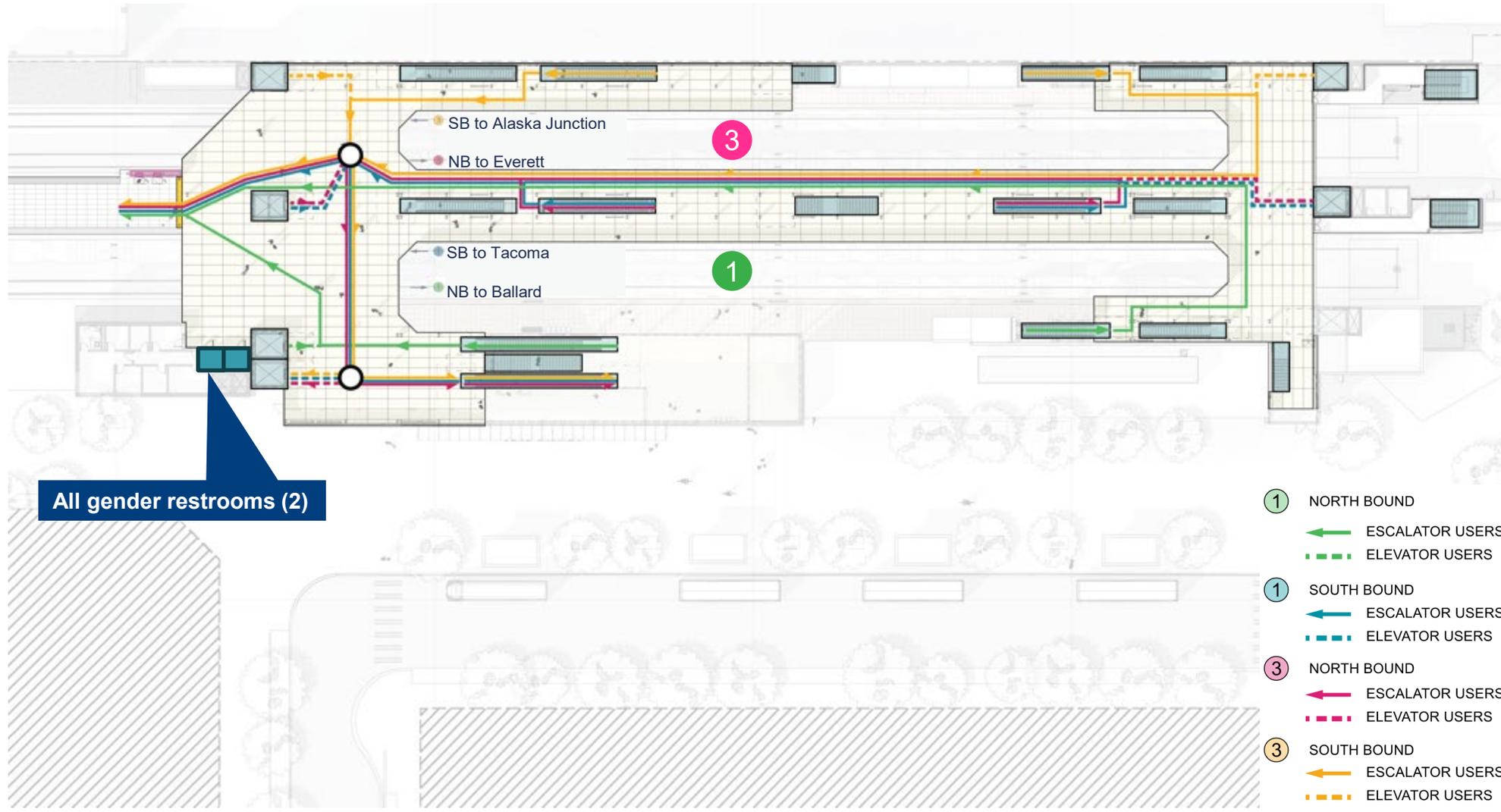
Accessing the Station



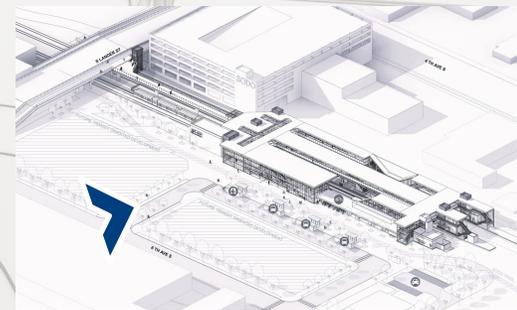
Passenger Circulation: Entry Level



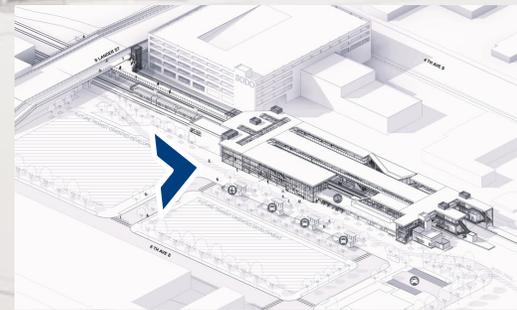
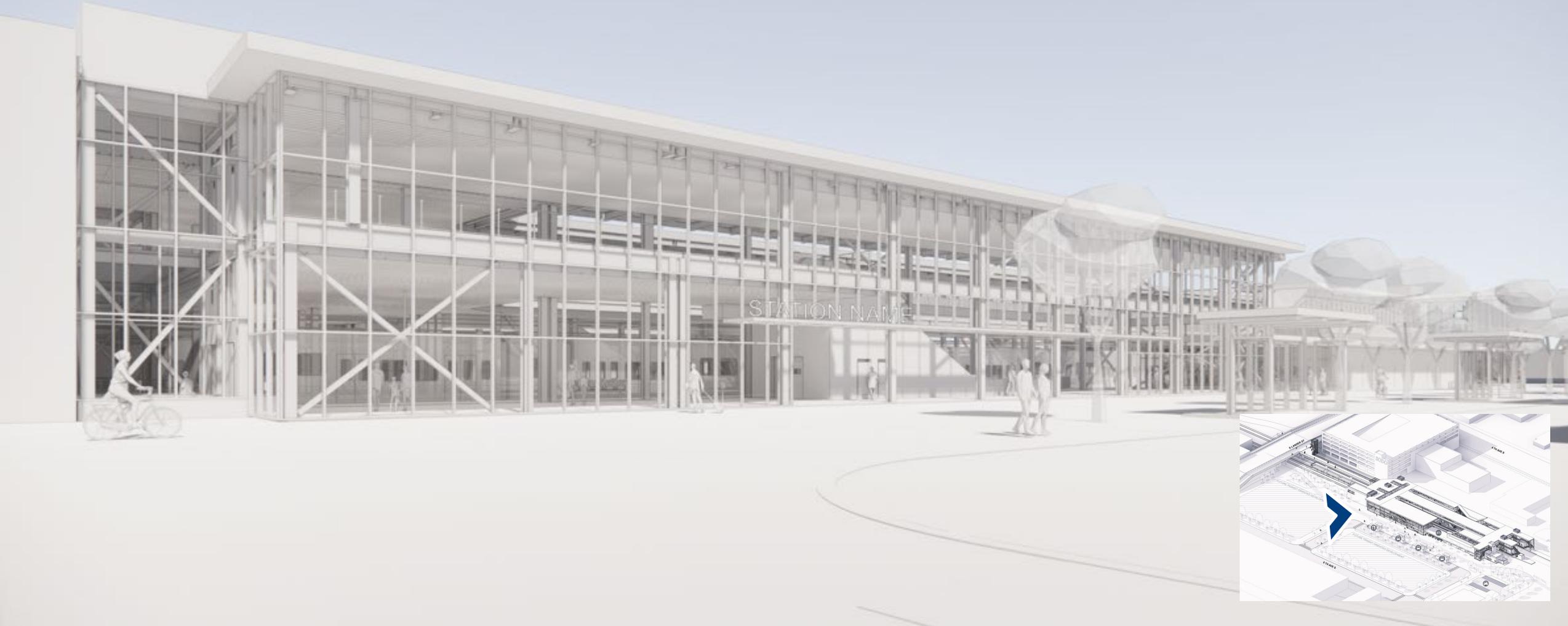
Passenger Circulation: Concourse Level



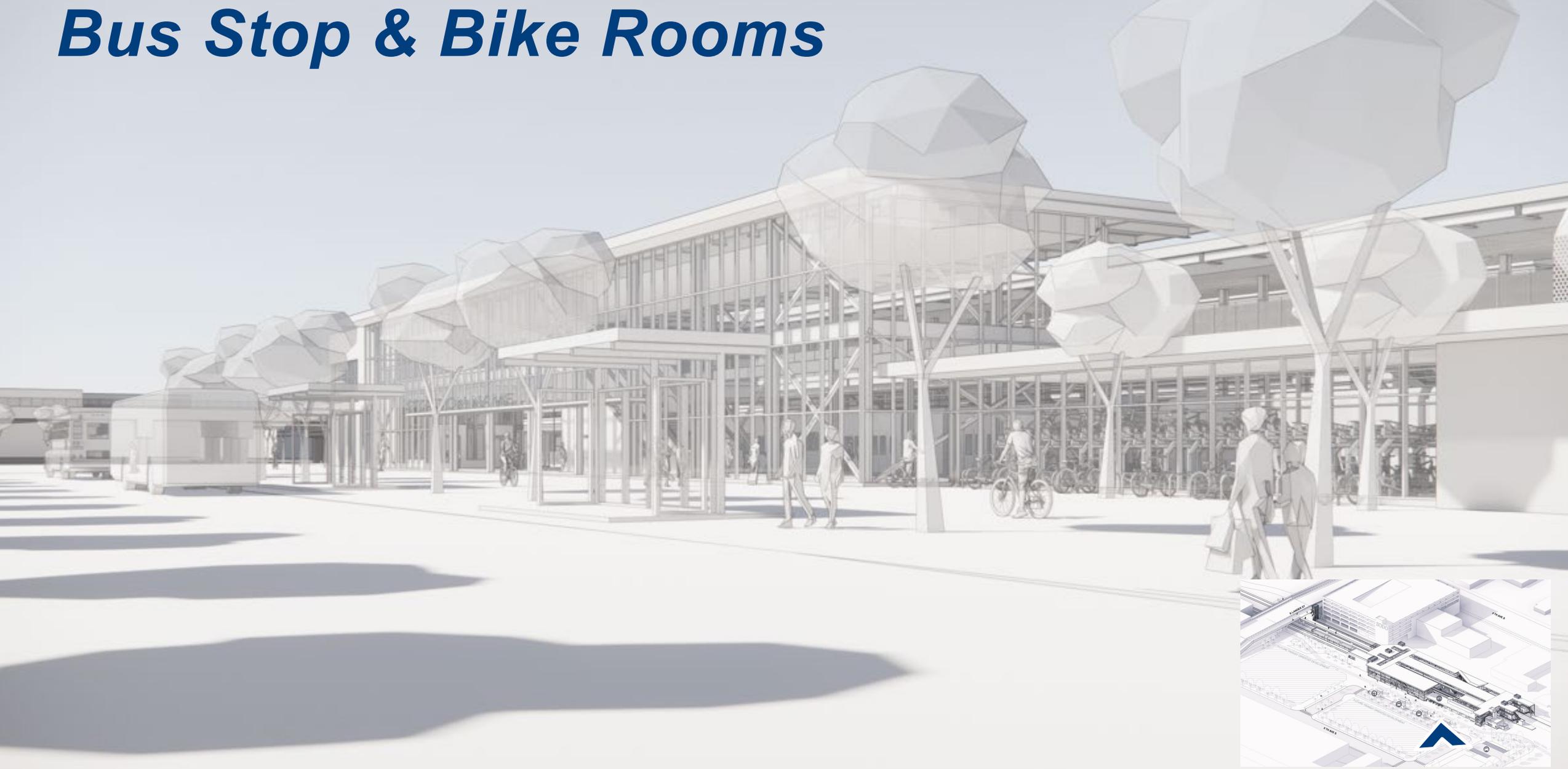
Looking West from 6th Ave. S.



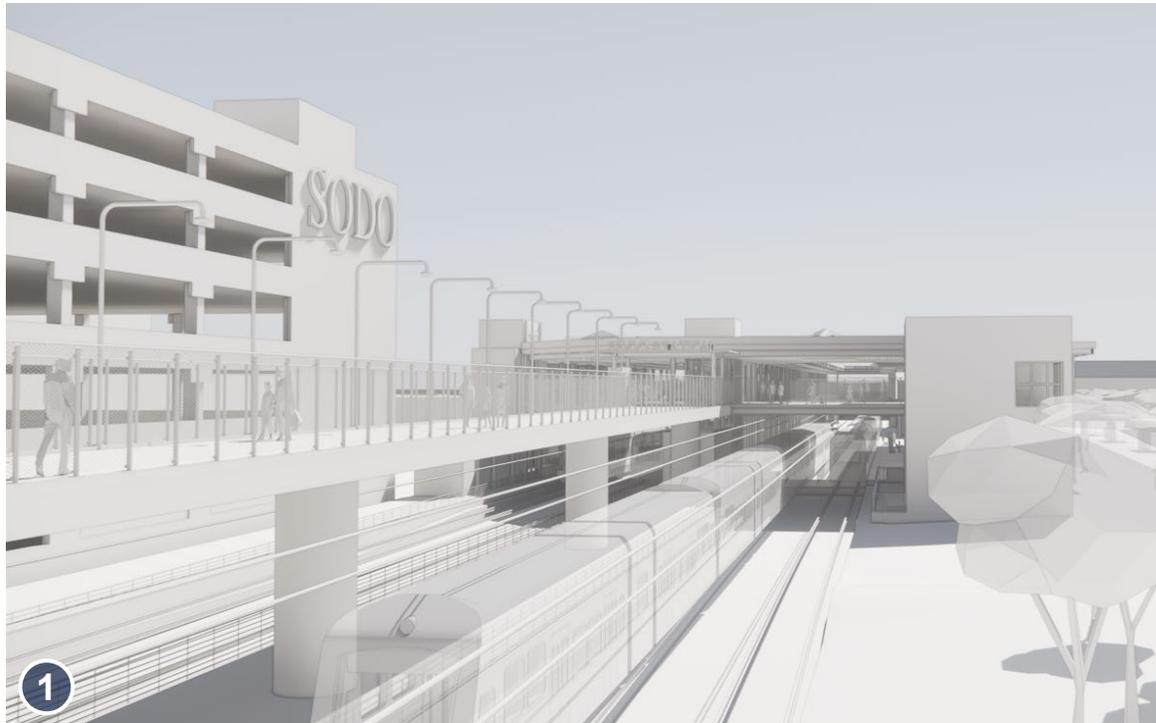
Station Entry



Bus Stop & Bike Rooms



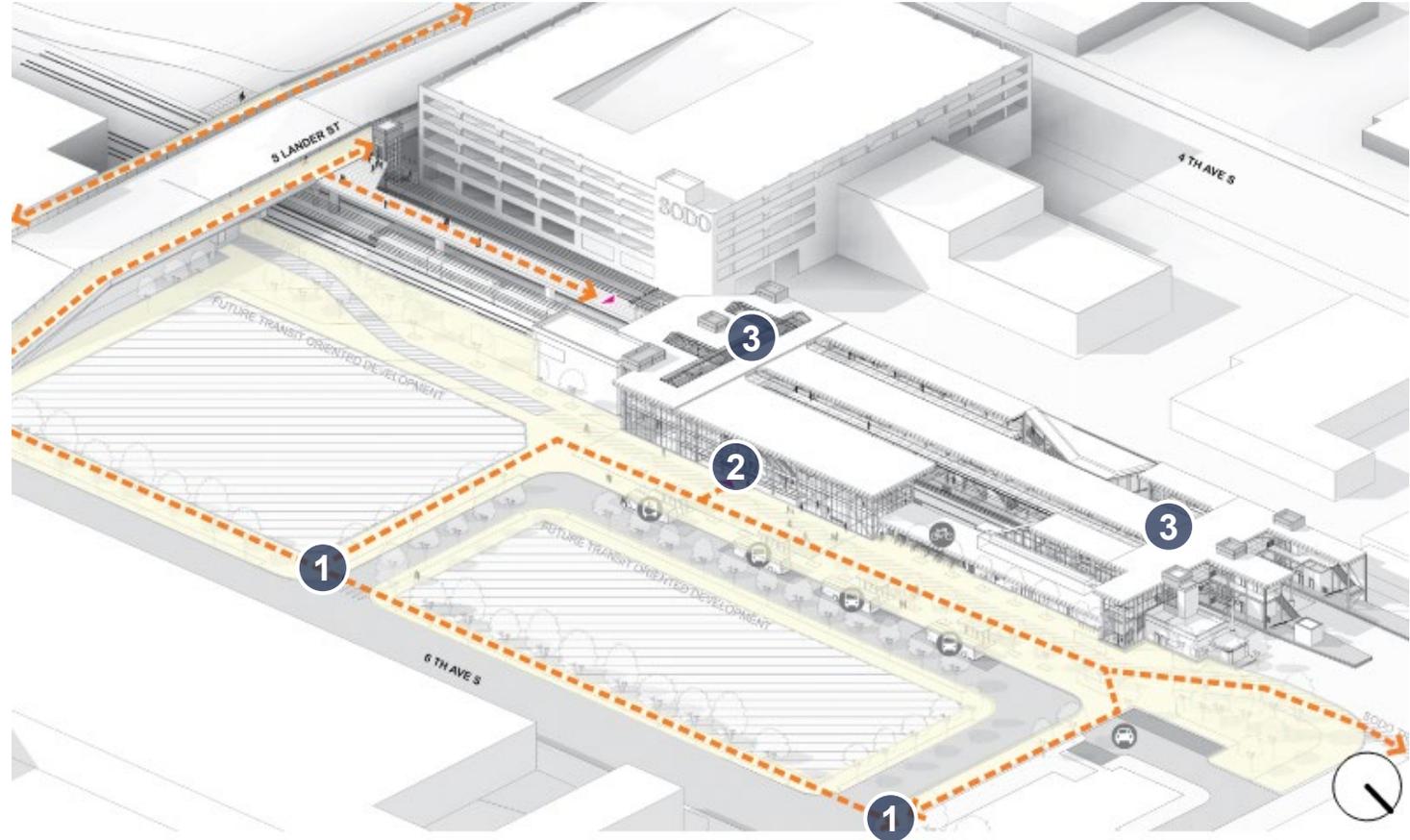
Lander St. Pedestrian Access



Public Art: Early Planning



- 1 Possible sculpture locations to support wayfinding.
- 2 Celebrate the entrance.
- 3 Ceiling and/or column mounted opportunities throughout to aid passenger navigation.



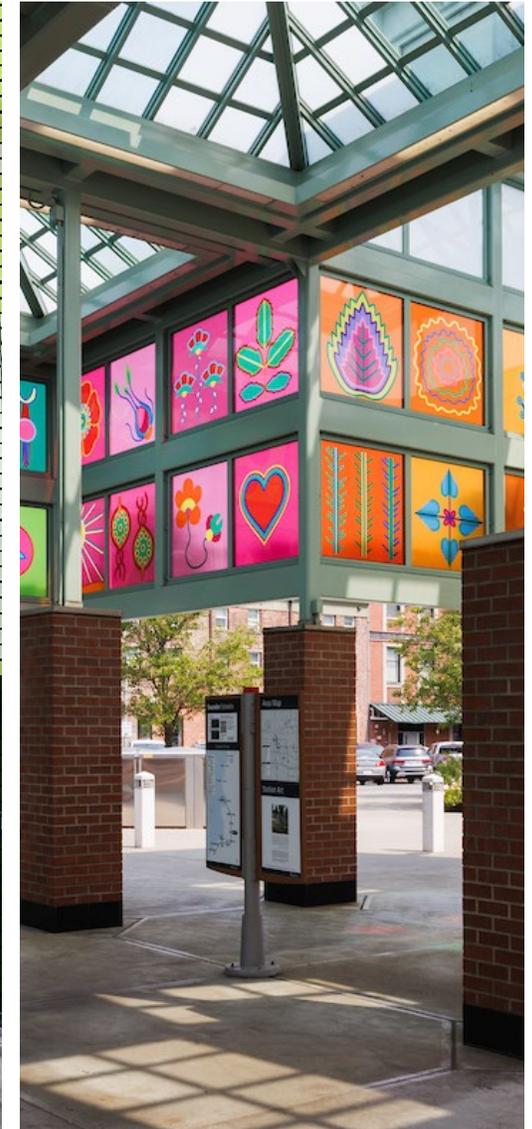
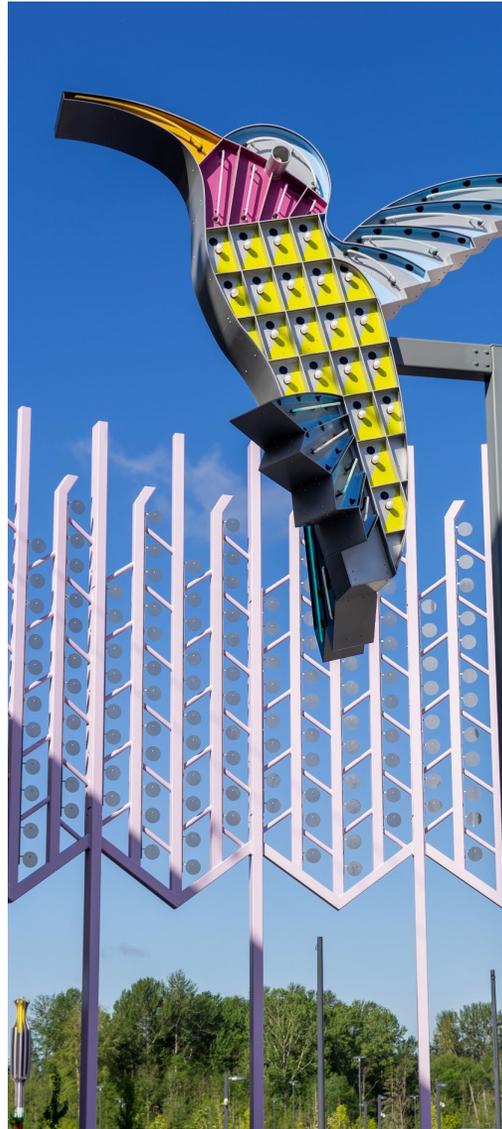
- PEDESTRIAN PATHS
- PEDESTRIAN-FOCUSED AREA
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- BIKE STORAGE

Public Art: Approaches

Focus on Navigation

Use artwork to:

- Mark the pathways to the station;
- Celebrate the entrance;
- Help passengers navigate their way through the station.



Above: *City Hummingbird*, Claudia Fitch (Lynnwood City Center); *Verdant*, Leo Saul Berk (Overlake Village Station, Redmond); *Auburn Station Project*, Ryan! Feddersen (Auburn Sounder Station)

Public Art: SODO Track

Start is in active discussions with 4Culture about the future of the SODO Track project.



Above: Artist Kenji Hamai Stoll working on his mural for the SODO Track. (Image courtesy of 4Culture)

Q&A / Discussion

Thank you.



 [soundtransit.org](https://www.soundtransit.org)

