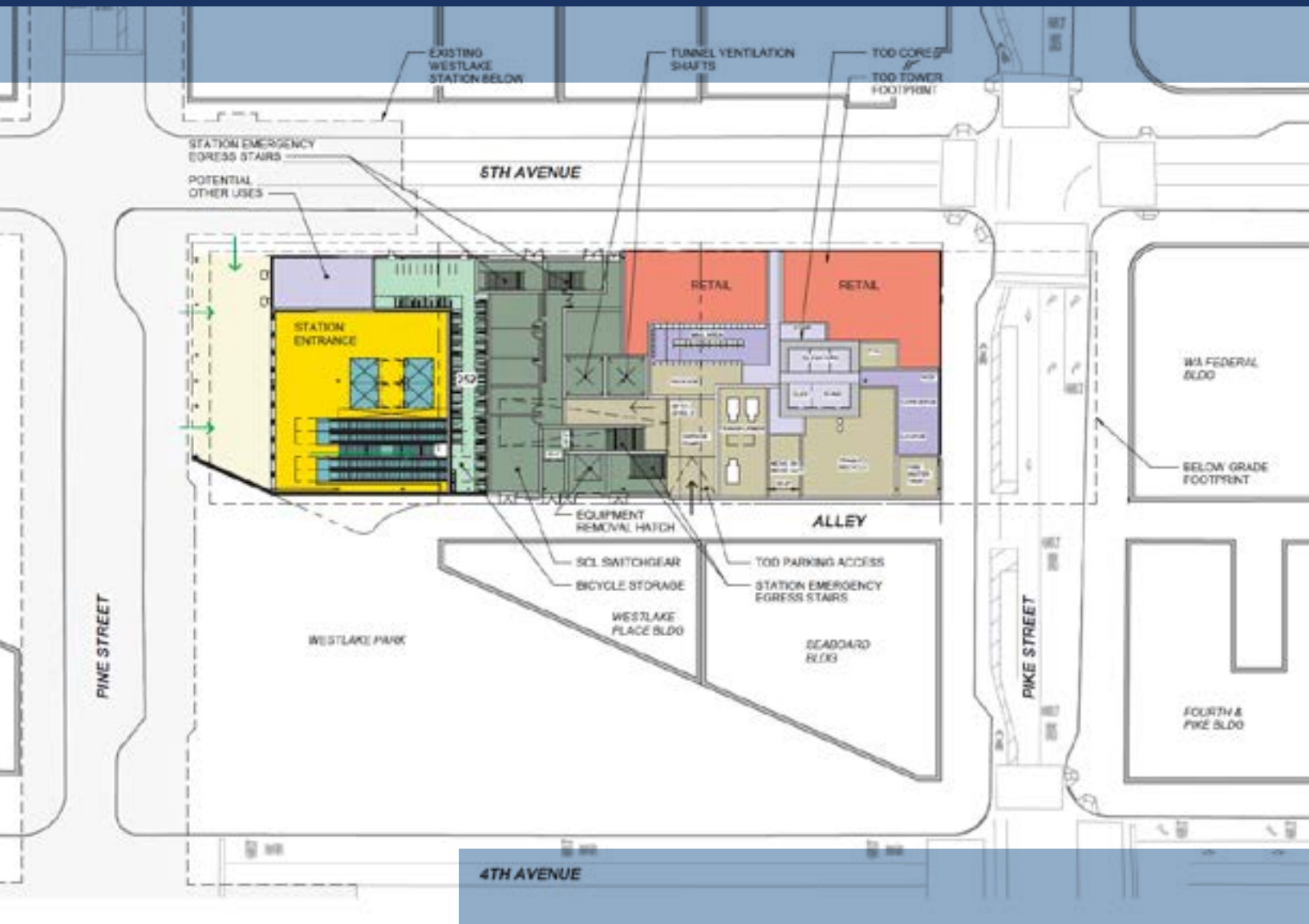




WESTLAKE STATION

Opportunities for Integrated Transit-Oriented Development



THIS REPORT IS SPONSORED BY: SOUND TRANSIT



© 2025 URBAN LAND INSTITUTE

ON THE COVER: Sound Transit, conceptual Westlake Station Configuration: Site Plan. For discussion purposes only.

All rights reserved. Reproduction or use of the whole or any part of the contents of this publication without written permission of the copyright holder is prohibited.

ULI Advisory Services: National and Global Programs

Since 1947, the ULI Advisory Services program has assembled over 700 ULI-member teams to help sponsors find creative, practical solutions for complex land use challenges. A wide variety of public, private, and nonprofit organizations have contracted ULI's advisory services. National and international panelists are specifically recruited to a panel of independent and objective volunteer ULI member experts with the skills needed to address the identified land use challenge. The program is designed to help break through obstacles, jump-start conversations, and solve tough problems that need outside, independent perspective. Three- and five-day engagements are offered to ensure thorough consideration of relevant topics.

ULI Advisory Services: District Council Programs

The goal of the ULI Advisory Services program is to bring the finest expertise in the real estate field to bear on complex land use planning and development projects, programs, and policies. Since 2006, ULI Northwest's technical assistance panel (TAP) program has assembled over 30 ULI-member teams in service of ULI's mission to provide leadership in the responsible use of land in creating and sustaining thriving communities worldwide. Drawing from its local membership base, ULI Northwest conducts one-and-a-half-day TAPs offering objective and responsible advice to local decision-makers on a wide variety of land use and real estate issues ranging from site-specific projects to public policy questions. The TAP program is intentionally flexible to provide a customized approach to specific land use and real estate issues. In fulfillment of ULI's mission, this technical assistance report is intended to provide objective advice that will promote the responsible use of land to enhance the environment.

About the Urban Land Institute

The Urban Land Institute (ULI) is a global, member-driven organization comprising more than 48,000 real estate and urban development professionals dedicated to advancing the Institute's mission of shaping the future of the built environment for transformative impact in communities worldwide.

ULI's interdisciplinary membership represents all aspects of the industry, including developers, property owners, investors, architects, urban planners, public officials, real estate brokers, appraisers, attorneys, engineers, financiers, and academics. Established in 1936, the Institute has a presence in the Americas, Europe, and Asia Pacific regions, with members in 84 countries.

More information is available at uli.org. Follow ULI on [X](#), [Facebook](#), [LinkedIn](#), and [Instagram](#).

About ULI Northwest

ULI Northwest is a District Council of the Urban Land Institute, a nonprofit education and research organization supported by its members. ULI Northwest carries out the ULI mission locally by serving as the preeminent real estate forum in the Pacific Northwest, facilitating the open exchange of ideas, information, and experiences among local, national, and international industry leaders and policy makers.

ULI Northwest

P.O. Box 31505
Seattle, Washington 98103
(206)224-4500

northwest@uli.org
northwest.uli.org



Find this report and hundreds of others on Knowledge Finder, the leading global resource of trends and best practices in real estate development and financing. Explore an ever-expanding library and find recommended content related to your interests, including reading lists, case studies, videos and webinars, books, and more.

knowledge.uli.org

Acknowledgments

ULI Northwest would like to thank the staff at Sound Transit, especially Kristin Hoffman, Tim Bates, Sloan Dawson and Thatcher Imboden for their excellent work coordinating this Technical Assistance Panel.

ULI Northwest would also like to thank the 7 stakeholders who shared their experiences, perspectives, and insights with the panel.

Project Staff

Andrea Newton
Executive Director, ULI Northwest

Riley Bancroft
Senior Manager, ULI Northwest

Jane Green
Program Manager & TAP Project Manager,
ULI Northwest

Ray Gastil
Technical Writer

Member Leads

John Hempelmann
Founding Partner, Cairncross & Hempelmann

Rick Krochalis
Public Development Advisor

Stakeholders

Sally Bagshaw
Downtown Resident

Gabe Grant
Spectrum Development Solutions

Amy Grotefendt
Seattle Metropolitan Chamber of Commerce

Paul Inghram
Puget Sound Regional Council

Bobbie Nickel
Visit Seattle

Andy Sheffer
City of Seattle Parks and Recreation

Sabrina Villanueva
Clise Properties

PANELISTS

Panel Chair



David Yuan
Partner/Architect
NBBJ

Panel Members



Andy Bench
President
Wright Runstad &
Company



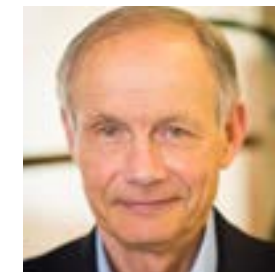
Rob Chmielowski
Senior Principal
Magnusson Klemencic
Associates



Will Gorham
Vice President
Plenary Americas



Tim Grant
President
PCI Group



Matt Griffin



Adam McCarthy
Principal
McNamara • Salvia



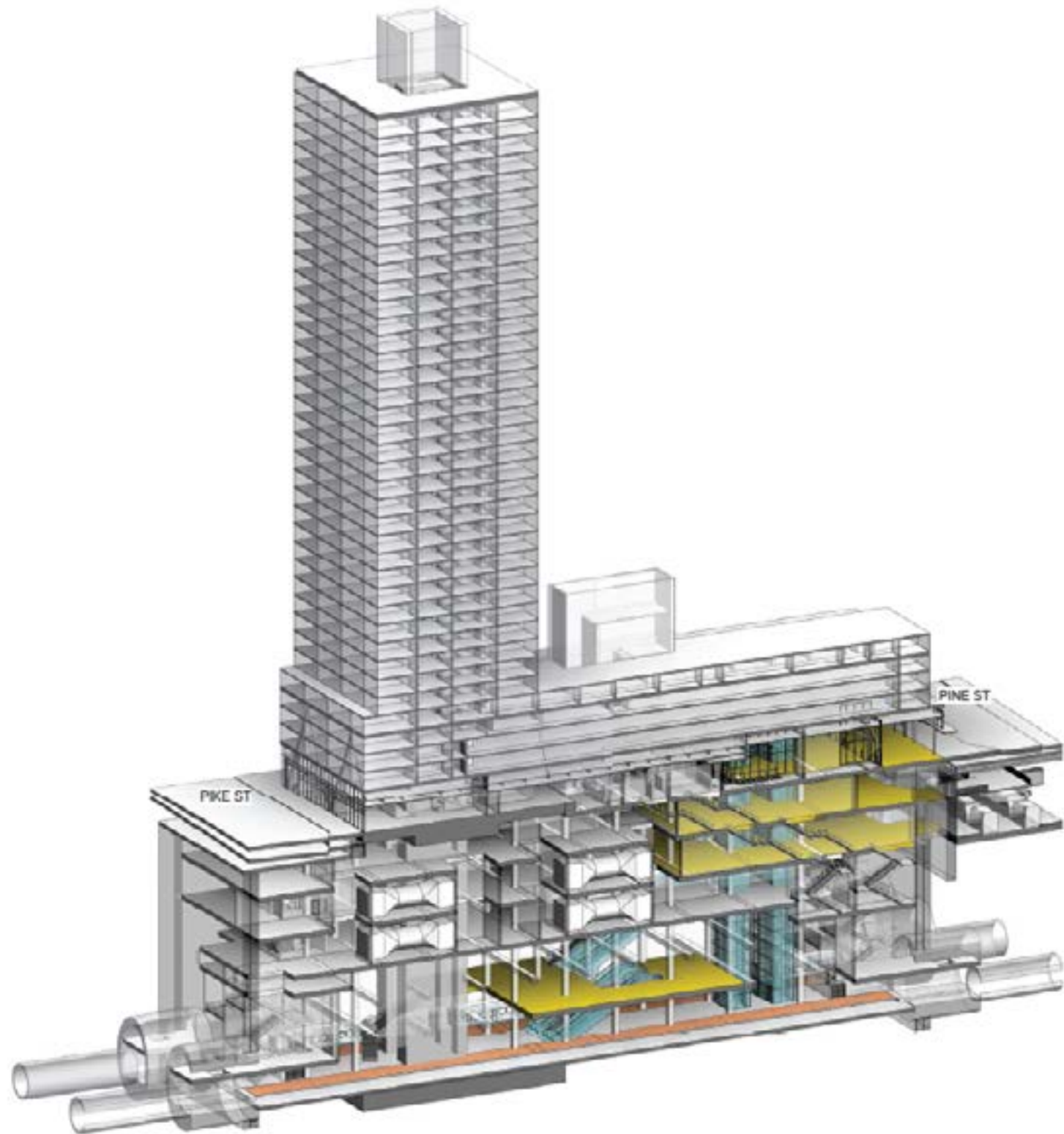
Matt Simo
President & CEO
Urban Renaissance Group



Kris Wilson
Partner
Perkins Coie



Julie Wilson-McNerney
Attorney
Schwabe



SOURCE: SOUND TRANSIT, CONCEPTUAL DESIGN OF WESTLAKE STATION TOD, FOR DISCUSSION PURPOSES ONLY

CONTENTS

| | |
|---|----|
| Panelists & Project Team | 4 |
| Executive Summary | 8 |
| Background | 9 |
| The Assignment | 10 |
| Principles for Joint and Integrated Development | 12 |
| Residential as Primary Use | 13 |
| Deal Terms and Incentives | 16 |
| Managing Risk | 17 |
| Strategies for Sequential Development | 18 |
| Conclusion | 21 |

EXECUTIVE SUMMARY

As part of the Ballard Link Extension (BLE), Sound Transit partnered with the Urban Land Institute (ULI) Northwest to conduct a Technical Assistance Panel (TAP) focused on the integrated joint development opportunity at Westlake Station. The TAP is an opportunity for the Sound Transit to learn from the development community what delivery and partnership methods will have the greatest potential for success in a process that includes sponsor briefings, site tours, stakeholder interviews, deliberation, and recommendations.

The preferred Westlake station is a tunnel station located just west of 5th Avenue between Pike and Pine Streets, immediately to the south of the existing Westlake light rail station. The station site spans half a block east-west and includes a direct connection to the existing Westlake Station, where passengers will be able to transfer between light rail lines.

Identifying Key Issues:

The TAP focused on four issues identified by Sound Transit: 1) **residential as primary use**; 2) **deal terms and incentives**; 3) **managing risk**, and 4) **strategies for sequential development facilitating overbuild**.

In addition, the TAP conducted stakeholder interviews, which highlighted goals for diverse housing types, ground floor retail, a “civic jewel” station, public space activation, and the need for upzones and incentives for successful development.

Site Recommendations:

The panel confirmed **residential as the primary use**, citing lower risk, greater flexibility and lower upfront structural costs, compared to planning for multiple uses. On-site, above-ground parking integrated into



Ballard Link Extension. Source: Sound Transit. For discussion purposes only.

the podium is not ideal in the downtown core and securing parking in existing nearby garages could support apartment residents. Because ground floor space for the integrated development is limited, the panel considered strategies to reduce the amount of transit station program at the street level. For example, they recommended **vacating the alley below grade** to the west of the station and considering purchase of the triangular Seaboard building to create more space for transit-related uses below grade. This would also allow for more pedestrian friendly street front and could potentially reduce costs. They also raised **structure** questions relevant to project expense: could Sound Transit raise the level of the tunnel, which probably reduces costs, could reduce disruption with a shorter build time, and improve passenger experience by reducing the time to change trains? Specifically, is the 20' between tunnel levels necessary or a starting point?

Implementation Recommendations:

Regarding **strategies for sequential development facilitating overbuild**, the panel recommended pursuing two contracts, one for the station and one for overbuild, with commitment to get the tower core built in the station contract phase. If so, the third party needs to have a financial incentive, like participation in the upside of selling, or owning the condominium interest above. The panel concluded that this is a once in a generation opportunity to do something extraordinary and unique: extraordinary **coordination** will be pivotal.

Note: Images provided to the TAP by Sound Transit regarding the station and station-area TOD are preliminary concept images for discussion purposes only. They are not intended to reflect final design.

Background

Sound Transit is a regional transit authority, whose statutory scope includes designing, building, and operating high-capacity transit, and all associated activities. Sound Transit completed the first phase of the Link light rail system connecting Downtown Seattle to Seattle-Tacoma International Airport in 2009 and subsequently expanded that operating line to the University of Washington (2016), Northgate (2021), and Lynnwood (2024). The agency opened the 2 Line service in Bellevue and Redmond in 2024, which extends to Downtown Redmond (2025) and to downtown Seattle where it will interline with the 1 Line to Lynnwood (2025). A further extension of the existing 1 Line south to Federal Way is under construction and will add three additional stations and bring the network to 62 miles of light rail service (2026). Later expansions, including WSLE and BLE, are set to expand the light rail system to 116 miles.

After several years of alternative development and environmental review, ST is poised to advance design and construction work on locally preferred alternatives for the WSLE and BLE projects, which will add 13 new light rail stations to the urban core and inner-ring neighborhoods of Seattle. Sound Transit has the opportunity to achieve high levels of integration between its stations and new transit-oriented development (TOD). This includes air rights and integrated development over stations, also called overbuilds, defined as projects that are constructed on top of a transit facility. As preferred alternatives were refined for both extensions, potential TOD opportunity sites were identified, allowing Sound Transit to conduct a test fit and feasibility study. From there, Sound Transit identified six potential stations where overbuild appeared feasible and advanced TOD conceptual designs. This work clarified that the transit project would need to plan and provide for future overbuild development in station design and construction.

Sound Transit has an established practice in delivering TOD at stations, managed by a dedicated team in the Community Development Office (CDO) and guided by the Agency's [Equitable Transit Oriented Development Policy](#). CDO has numerous TOD and joint development projects, with nearly 3,500 housing units built, under construction, awarded to developers, or in negotiations; of these, nearly 2,700 are income-restricted affordable housing. In addition, the Agency has experience with integrated development. At the U District Station, Sound Transit and The University of Washington partnered on an overbuild of the underground station, completed in 2024.

Sound Transit, while not empowered to build TOD itself, is making design and project delivery decisions in the near term that could greatly affect the feasibility and desirability of integrated TOD. To inform Sound Transit's decisions, the Agency is partnering with ULI Northwest to convene five TAPs to review conceptual designs for integrated development and make recommendations to Sound Transit and its partners.

THE ASSIGNMENT

The BLE Preferred Alternative includes Westlake station, located below grade just west of 5th Avenue and south of Pine Street. It is proposed to span half a block of property currently zoned DRC 85-170 (Downtown Retail Core), which generally allows commercial and residential uses. Abutting the site to the west is an alley that runs the length of this block. The western half of this block includes mixed use buildings and Westlake Park.

The new Westlake station includes a **direct connection to the existing Westlake Station** where passengers will be able to transfer between three light rail lines. In addition to light rail, the area includes numerous bus routes, a streetcar line, and the Seattle Center Monorail, which together serve thousands of employees, residents, shoppers, tourists, and convention-goers daily. Westlake Park, located on the western half of the station block, is at the heart of downtown and includes popular food trucks, play and sitting areas, holiday decorations, and frequent special events.

Note: Westlake Park is adjacent to the Westlake station site. Seattle Parks and Recreation and Seattle Parks Foundation began outreach for park improvements in 2024, prior to the TAP, and announced plans to complete improvements by May 2026, prior to FIFA's Men's World Cup.

LEGEND

- BELOW GRADE STATION PLATFORM
- TUNNEL GUIDEWAY
- STATION ENTRANCE
- EXISTING STATION ENTRANCE
- ACTIVE FRONTAGE
- PEDESTRIAN FOCUSED AREA
- SIGNALIZED INTERSECTION AND/OR CROSSWALKS
- EXISTING MONORAIL
- EXISTING STREETCAR
- BUS ROUTES
- ACTIVE BUS BAY - EXISTING TO BE RETAINED
- PARATRANSIT
- PICK-UP / DROP-OFF
- EXISTING BIKE FACILITY
- POTENTIAL BIKE FACILITY
- BIKE STORAGE
- PARK / OPEN SPACE
- POTENTIAL BUS FOOTPRINT
- POTENTIAL TRANSIT-ORIENTED DEVELOPMENT



*Westlake Station Environment Concept Plan. Source: Sound Transit. **Design is not final and subject to change. For discussion purposes only.***

Sound Transit posed four primary questions for the panelists:

1. Do you concur that **residential is a reasonable primary** use for the site, or should other uses and building products be prioritized?
2. What approach and **deal terms/incentives for integrated development delivery** could help Sound Transit offset or reduce its capital costs at Westlake?
3. Consider strategies for **managing risks** to Sound Transit and the development team.
4. Considering a sequential development delivery case, what are options and strategies for Sound Transit to consider in **sourcing additional capital to invest in structural enhancements?**

Stakeholder Interviews

Stakeholders included downtown residents, tourism and travel experts, commercial and institutional real estate managers and developers, parks and open space experts, and downtown business leaders. Stakeholders emphasized the importance of diverse development, transit-oriented design, public space activation, zoning and incentives for development.

They advocated for retail opportunities, from station-oriented grab-and-go retail to cosmetics, local boutiques, luxury retailers, and some 24/7 retail to help activate the space and better serve downtown. They thought the location could work for a broad range of residential and related opportunities, whether workforce, retirement, or luxury housing or hotel emphasizing that the design should respond to key selling points for Seattle-based tourism and conventions, including Seattle's commitment to art and sustainability.

In this central Seattle location, there is great potential for a high-profile "civic jewel" station, like Calatrava-designed stations in other cities, such as the World Trade Center station in New York, that could be a focal point to promote community pride and tourism, making Westlake like a "Times Square of the West Coast" and Seattle's front door. In brief, think big and create a sense of place, through design and programming such as public restrooms, welcome and information centers, and art to enhance public spaces. Integrating transit entrances with development and the park would enhance the user experience, and the station could anchor a vibrant pedestrian experience corridor between Pike Place Market, the Convention Center, and the waterfront which should include intuitive wayfinding. Enhancing Westlake Park with flexible programming and Pacific Northwest flora and fauna could showcase our region's natural beauty.

Consider a suite of incentives to attract developers, demonstrating clear expectations and streamlined processes including permitting, design review, and utility relocation. For this to occur, coordination between the city, Sound Transit, and developers is essential to mitigate uncertainties and delays. A cross-disciplinary task force for the station area with a leader from the mayor's office would be ideal to facilitate navigating the complexity across departments.

Principles For Joint and Integrated Development

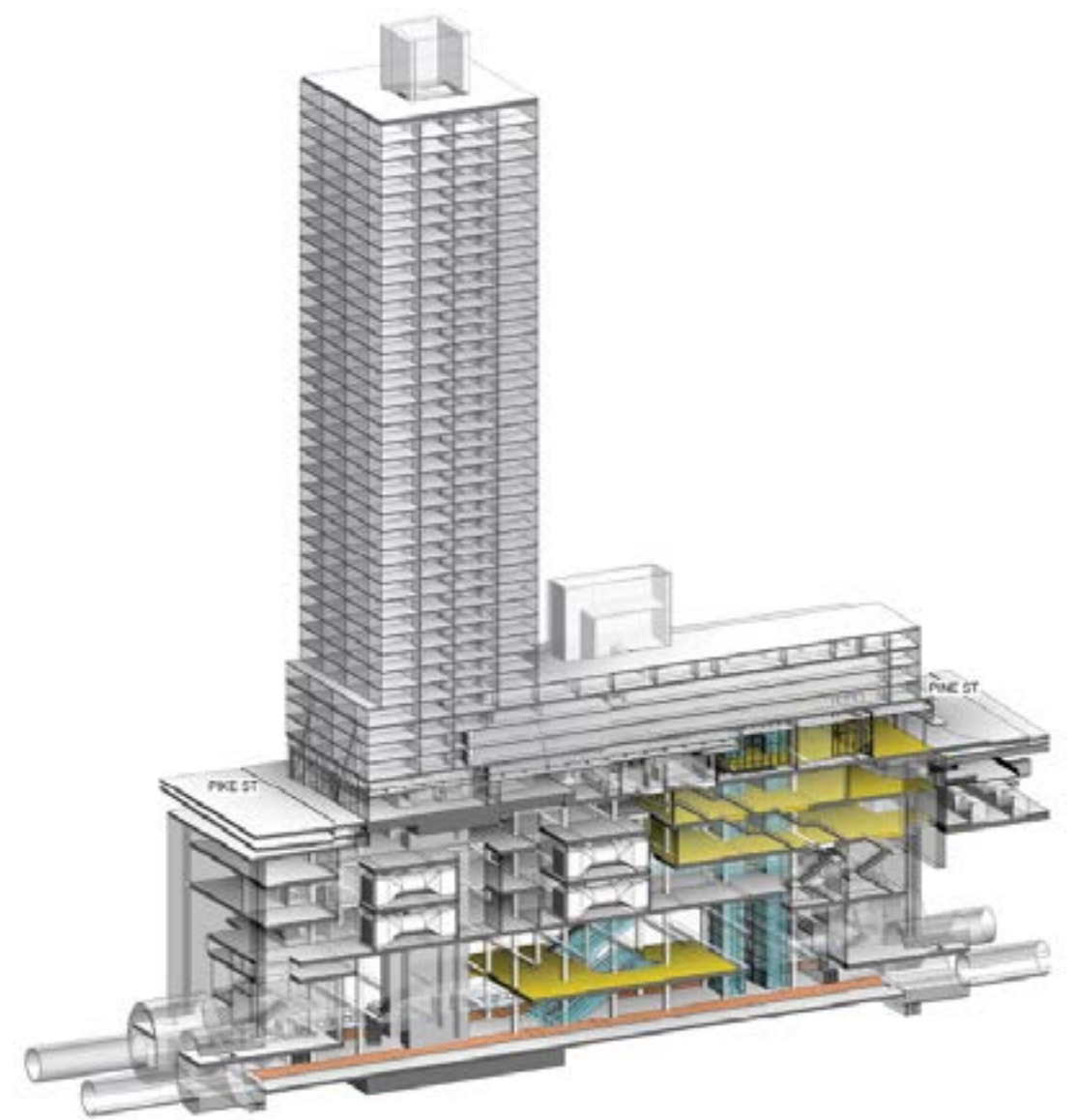
In addition to the focus areas indicated by Sound Transit, the Westlake TAP also reviewed a working set of principles for Sound Transit's station area development derived from earlier TAPs at Alaska Junction, Denny, and Ballard stations, also conducted in 2024.

- Start with the intention of overbuilding the station headhouse and provide a feasible development opportunity supporting transit ridership, capitalizing on public investment in transit, and supporting local and regional growth strategies.
- In defining integrated development opportunities, seek reasonable flexibility in uses and simplify the contracting, design, and permitting process to help mitigate uncertainties and reduce risk to both Sound Transit and the developer. Get early input from a development partner to help ensure that integrated TOD opportunities incorporate the necessary design allowances/features for the development opportunity.
- Invest in creating an attractive development site (e.g., cost of structural elements and utilities) to entice developers to accept tradeoffs and complications (e.g., logistics, design inflexibility, operational).
- Take measures to ensure that the complications arising from the presence of transit infrastructure or the need to partner with a developer do not render a development site undesirable for a residential project.
- Work with the city on necessary and desired zoning and code amendments and consider formalizing agreements such as a Memorandum of Understanding (MOU) and/or Development Agreement to document terms, expectations, processes, and even development rights for clarity, continuity, and predictability through election cycles.
- Recognize that permitting and construction of the transit project and the TOD project impact one another, depending on the level of integration, and extraordinary collaboration and prioritization between all public actors (Seattle Department of Construction and Inspections, Seattle Public Utilities, Seattle Fire Department, Seattle City Light, Seattle Department of Transportation) is essential for facilitating integrated development and a streamlined permitting process. Work with the city to establish an 'ombudsman' for the projects.
- Consider that delivering integrated TOD in a phase after transit project construction reduces the risks of simultaneous construction, permitting, finance, and management, and allows for development to be more responsive to market conditions.

RESIDENTIAL AS PRIMARY USE

Do you concur that residential is a reasonable primary use for the site, or should other uses and building products be prioritized?

Residential is by far the least risky and most likely to attract interest. Planning and design for multiple uses, including the much larger floor plates for office development (25,000 square feet rather than the 10,000 square feet required for residential) requires more intensive structure, introducing additional risk and cost. The smaller residential floor plate also has programmatic flexibility and could accommodate hospitality or senior housing, for example.



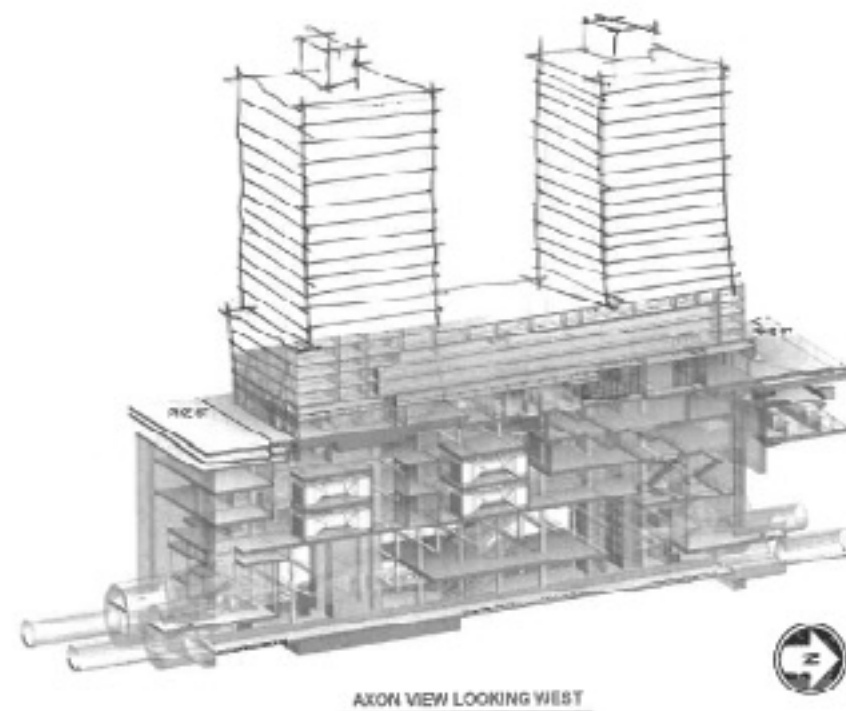
*Axonometric of Westlake Station and TOD concept overbuild. Source: Sound Transit. **For discussion purposes only.***

For optimal residential development, onsite parking should not be a focus. Recognizing that downtown residential can generate some parking demand, a future developer could secure parking stalls in another building or facility within a five-minute walk, a strategy that has worked for other downtown residential projects. This would free up the podium space for amenities, whether related to hotel, residential, or other community uses. Maximizing street level retail will be important given the station's location in the heart of Seattle's retail district. Stakeholders stressed the number one goal was to create a great street and public space experience in this pivotal Seattle location. The panel, in reviewing options for residential development, recommended revising the proposed concept and exploring other development concepts, including a concept with two smaller residential towers and a below grade alley vacation.

Two Residential Towers Alternative

While an upzone to a 440-foot tower height is optimal for project flexibility, the panel devised and sketched a potential alternative concept for the site, comprised of two smaller, 240-foot residential towers.

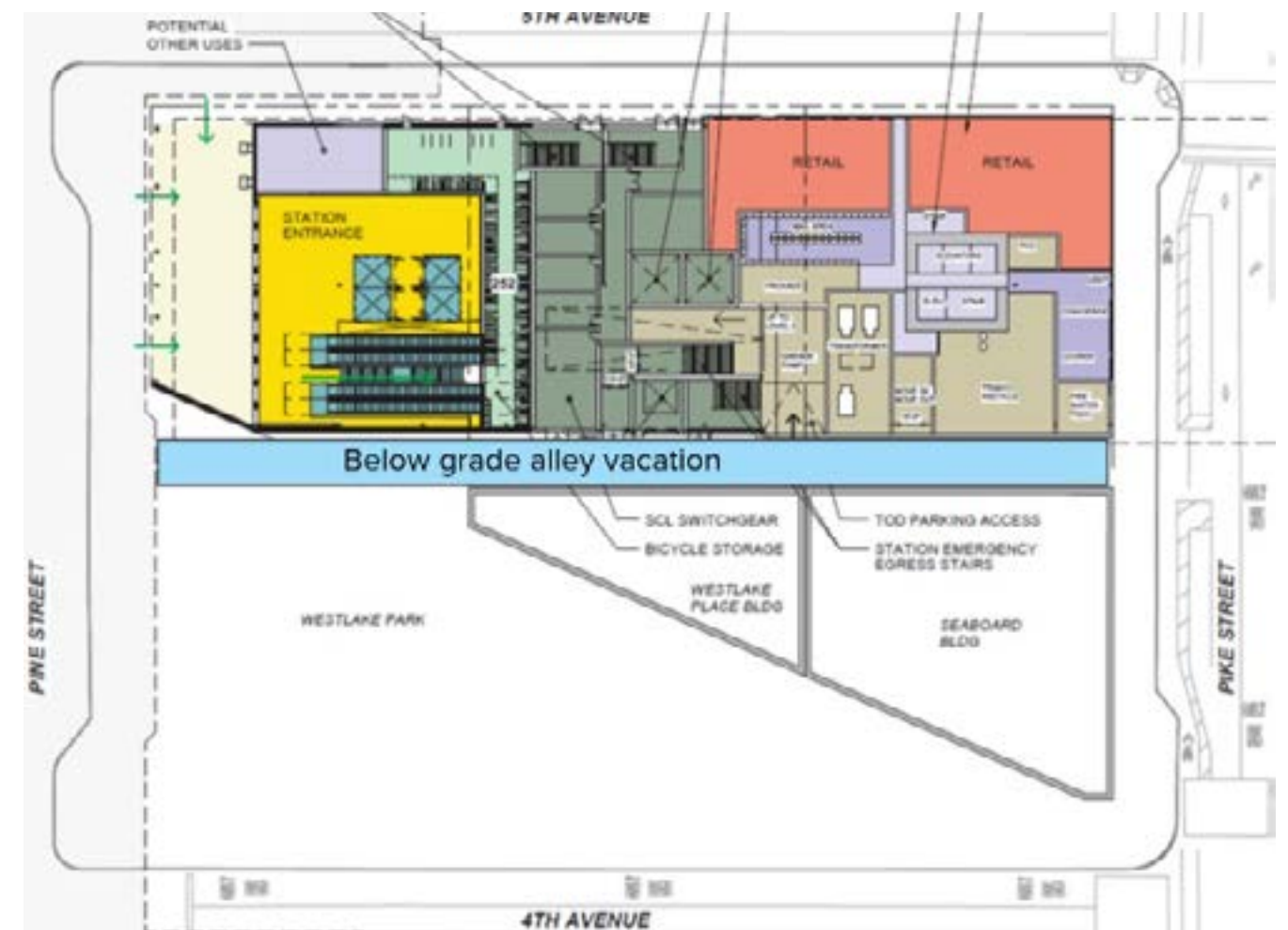
This concept would reduce development costs, since shorter towers have lower structural demand, and may require a less onerous structural permit review process. Building and zoning codes increase restrictions and requirements—and costs—above 240 feet. However, this approach would lack high-rent units above 240 feet, would require a second building core directly above the station entry, and have the challenge of locating ventilation shafts at sufficient distance from residential units as one tower faces the other tower in close proximity.



Two Tower Alternative. Source: TAP-produced Sketch Overlay on Westlake Station Axonometric by Sound Transit. Sketch and Axonometric **concept drawing for discussion purposes only.**

Pursuing a Below-Grade Alley Vacation

A below grade alley vacation beneath the alley running between Pike and Pine streets could bring significant project benefit. As a major public asset, the transit project would meet the public benefit requirement for securing a vacation approval from the city. For the station, a wider space below grade could accommodate more back of house space uses. For the station area, it could help to minimize disruption to Pike Street and maximize the amount of pedestrian friendly uses including street level retail.



Below Grade Alley Vacation Concept. Source: TAP Overlay on Sound Transit Westlake Station Configuration Site Plan. **Concept image for discussion purposes only.**

DEAL TERMS AND INCENTIVES

What approach and deal terms/incentives for integrated development delivery could help Sound Transit offset or reduce its capital costs at Westlake?

Developers should be able to buy air rights for the tower at market value, minus the cost of the TOD infrastructure investment. The costs for below-grade structural upgrades to facilitate a residential tower above are relatively marginal compared to the total cost of building the station. For the above grade volume, create a fee simple condominium interest agreement. A timely zoning change allowing for a 440-foot-height tower would be important given the downtown location. This could align with the near-term Regional Centers Supplemental FEIS of Seattle's Comprehensive Plan. Pushing out the developer contribution as late as possible would be more attractive from a development standpoint. Implementing performance "windows" of time for both Sound Transit and the potential private developer, with clear penalties for non-performance, would help create surety and reduce risk for both parties.



PHOTO SOURCE: SOUND TRANSIT

MANAGING RISK

Consider strategies for managing risks to Sound Transit and the development team.

The panel identified key risks, including attempts to stop the project. This could be spurred by concerns about disruption (such as street closures for construction), which would be a risk regardless of whether the station and overbuild are fully integrated. While more germane to the transit project itself, the panel also noted the risk of a potential landmark designation of the existing 5th and Pine building since it was Nordstrom's original store. Sound Transit should proactively review this considering the potential risk of increased mitigation costs due to these concerns, and also proactively manage surprises through early outreach.

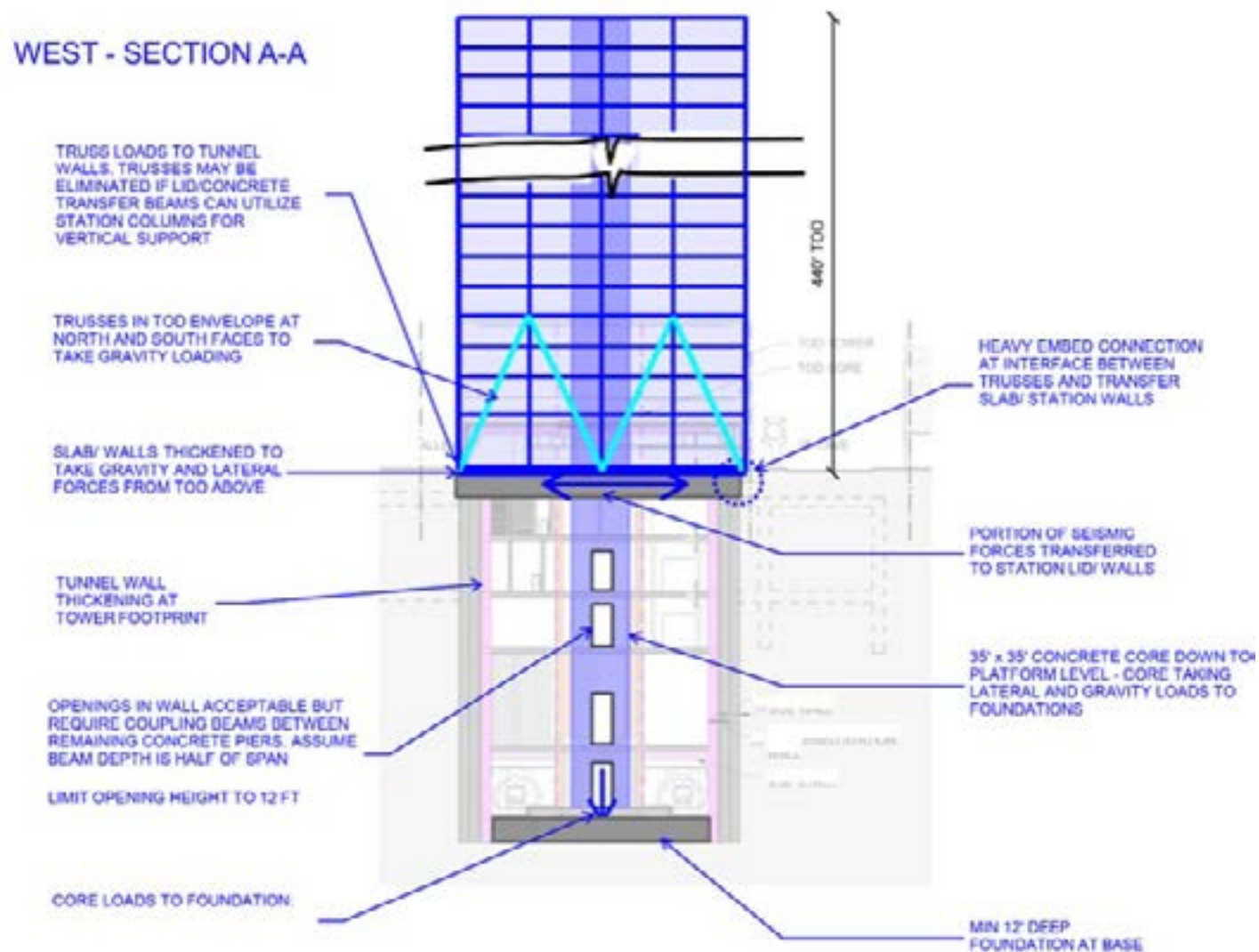
Additional risks include that an upzone might not be approved in time for the RFP, financing, or other deadline. Getting the zoning changed early is key. The vesting timeframe for buildings is also a potential risk, indicating the value of clarification and flexibility regarding vesting with the city. There is the additional risk of scope uncertainty if the agreements do not delineate clear responsibilities between the tunnel, station, and tower. To manage this risk, there needs to be a collective commitment between the city of Seattle and Sound Transit. Projects of this scale and complexity need "champions."

Further risks to the project include running out of station project resources; consider options to reduce costs such as using and upgrading existing entrances (make these grand) instead of building another head house. In addition, there is the potential for the private entity to fail to perform, and that the potential lock of tower development could jeopardize entitlements. To respond to these risks, in addition to penalties for non-performance, it is important to hire the most qualified team possible and establish step-in rights to take over the development if necessary.

Managing the risk of over-determining the below grade/above grade structural relationship should be considered. In brief, pre-ordaining the proposed truss system puts the risk on the developer, taking away their flexibility in how the above-grade structure integrates with the station.

STRATEGIES FOR SEQUENTIAL DEVELOPMENT

Considering a sequential development delivery case, what are options and strategies for Sound Transit to consider in sourcing additional capital to invest in structural enhancements.



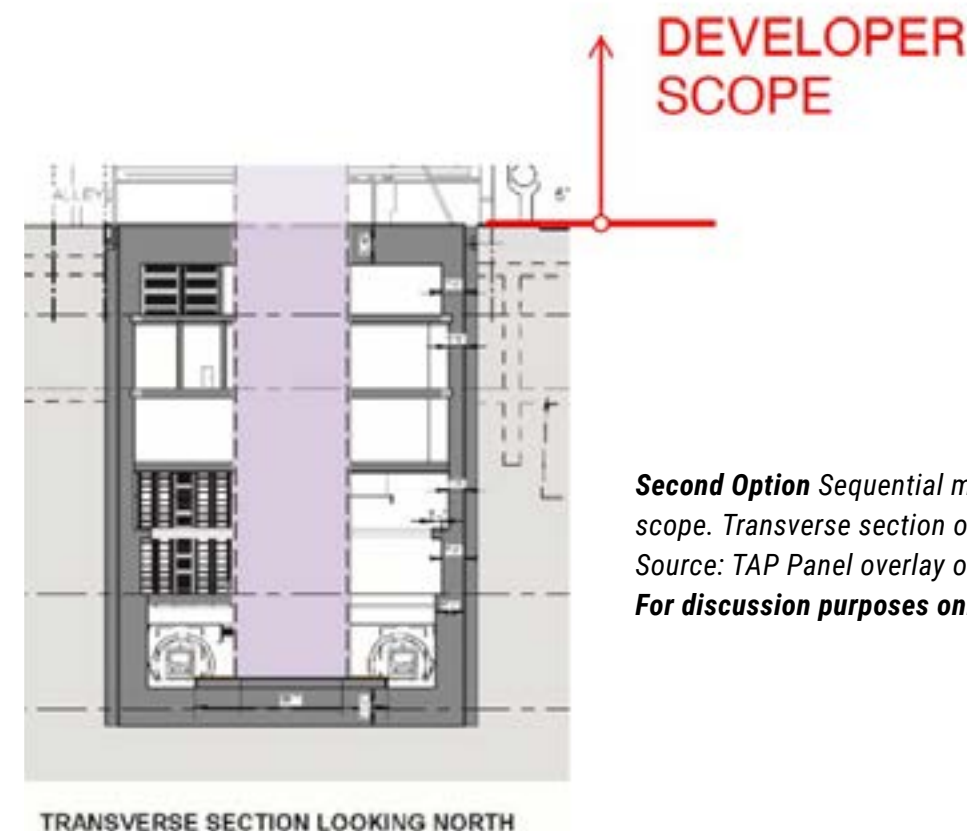
Westlake Station TOD structural integration section concept showing station, tower core, and tower. Source: Sound Transit. **For discussion purposes only.**

Sequential Development Models

The panel considered concurrent development that would begin at tunnel construction stage, and support infrastructure for the station box development to potentially provide a time benefit in reduced overall construction. As discussed in prior TAPs, procuring a financing model to resource structural enhancement for overbuild, and also finance the vertical development, is challenging because of the market risk related to the time frame. Sequential development is much simpler, even given the complexity of integrating the tower infrastructure into the station box.

Consider two development options for developing below grade infrastructure and the tower overbuild. The **first option** would be to hire a station and tower developer to build the station and tower above grade. The tunnel developer, under a separate contract, does the excavation, the boring, the slurry wall, and mat, completing the "hole in the ground" and tunnel, followed by the station and tower developer. The station and tower developer could be an infrastructure company partnering with a residential developer. If the "entity" dropped the ball, Sound Transit could step in to finish the station and keep the transit service schedule on track.

In the **second option**, Sound Transit (or a third party designated by Sound Transit) would build the station up to grade, including the tunnel, station, headhouse, tower core and reinforced station box, including the foundation, lid and walls, needed for the tower development on top. The remaining southern two-thirds of the half block would then be available for redevelopment, allowing for maximum flexibility for the future developer. In this model, the station could be operational prior to the construction of the tower itself.



Second Option Sequential model, showing developer scope. Transverse section of Westlake Station. Source: TAP Panel overlay on Sound Transit section. **For discussion purposes only.**

The panel briefly explored a third opportunity, in which a Public Private Partnership (P3), which had been mentioned in earlier TAPs, would be responsible for building the tunnel as well as the station. In this model, the P3 would design, build, finance, and maintain the station. This model could have its delivery times guaranteed by penalties for non-performance.

Capital Sourcing for Sequential Delivery

In terms of the overall cost of BLE and ST3, enhancing below grade structure to accommodate integrated development is relatively marginal. In terms of capital sources, the baseline, from the panel's perspective, was that Sound Transit would pay, but with the option that a city or county sponsored TIFIA/RRIF loan (Build America Bureau/Department of Transportation TOD financing) could be a source. In the case of the city or county participation, there would likely be affordable housing requirements and the complexity of the overbuild would be considered risky for public investment. In the case of infrastructure overbuilding being funded privately, the price of the capital would increase significantly necessitating luxury development.



CONCLUSION

Westlake Station presents an unprecedented chance to reimagine urban connectivity and the “front door” of Seattle through thoughtful structural integration and innovative TOD development models. A careful balance of risk, partnership, and vision, with capital sourcing and public benefit at the forefront of decision-making will be paramount in creating a thriving transit hub in the heart of Seattle. This is a once in a generation opportunity to do something extraordinary and unique. Extraordinary **coordination** will be pivotal.

City and Sound Transit Coordination

After the Technical Assistance Panel, in February 2025, Seattle Mayor Harrell signed an executive order “[supporting and expediting Sound Transit 3 Investments](#).” These included creating the Office of Waterfront and Civic Projects & Sound Transit, dedicating the resources to staff it, considering land use changes and supportive property transactions, and improved rider experience, including support of Equitable TOD.

NOTES ON TERMS USED

Equitable Transit Oriented Development: (ETOD)

City briefings to panelists included references to the city of Seattle’s strategy and implementation plan for community-driven outcomes.

Mixed-Use Joint Development Case Studies and Examples:

While there are no precise matches for this type of joint fully integrated development in United States practice, the discussion at this and other TAPs has turned to several key examples. Crucial references include recent examples in Toronto, including the future [King and Bathurst Station, a TOD that will be part of Toronto’s Ontario Line](#), and The [Stories at South Granville Station](#) in Vancouver BC, as well as those identified in the National Academy of Sciences Guide to Joint Development for Public Transportation Agencies (TCRP Research Report 224), which include Chicago Union Station, Philadelphia 30th Street Station, Boston’s North and South Stations, New York’s Hudson Yards, the Miami Bus Terminal, and the Potrero Yard modernization and redevelopment plan in San Francisco.



ULI Northwest District Council

PO Box 31505
Seattle, WA 98103

206 224 4500
northwest@uli.org

www.northwest.uli.org