

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Light Rail Station Subarea Planning - Draft Design Concepts for the 145 th Street Station Subarea
DEPARTMENT:	Planning & Community Development
PRESENTED BY:	Miranda Redinger, Senior Planner Rachael Markle, AICP, Director, Planning & Community Development
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

On June 12, 2014, the City hosted a community meeting that constituted Part I of a two part Design Workshop series. Over 100 people attended, learned about the process, brainstormed, and sketched ideas for the 145th Street Station Subarea. Staff hosted similar workshops at the May and June meetings of the 145th Station Citizen Committee (145SCC) and with a small focus group of development interests. All comments received are included in Attachment A, which is a summary report of the Design Workshop series.

RESOURCE/FINANCIAL IMPACT:

No direct financial or resource impacts are anticipated as a result of this update.

RECOMMENDATION

Staff recommends that Council discuss draft design concepts presented and provide guidance about how these could translate into zoning scenarios to be presented at the Design Workshop, Part II, tentatively scheduled for October 9, 2014, and to be analyzed in the Draft Environmental Impact Statement (Draft EIS) for the 145th Street Station Subarea Plan.

Approved By: City Manager **DT** City Attorney **JA-T**

BACKGROUND

On June 12, 2014, the City hosted a community meeting that constituted Part I of a two part Design Workshop series for the 145th Street Station Subarea Plan (145SSSP). Over 100 people attended the meeting, learned about the process, brainstormed, and sketched ideas. Staff previously hosted similar workshops at the May and June meetings of the 145th Station Citizen Committee (145SCC) and with a small focus group of development interests. Staff and OTAK, the City's light rail subarea planning consultant, hosted a comparable series of Design Workshops for the 185th Street Station Subarea Plan (185SSSP); Part I was held in November of 2013 and Part II in February of 2014.

DISCUSSION

Draft Design Concepts Resulting from the June 12 Workshop

There are some important distinctions between the 185th and 145th Design Workshop series with regard to process and outcomes. The Design Workshops for the 185SSSP focused on a number of identified stakeholder groups, including advocates for the environment, affordable housing, and alternative transportation; youth groups; Shoreline's Chamber of Commerce; developers; large property owners; and the 185th Station Citizens Committee (185SCC). However, the 185th process was resource intensive and not many representatives of these groups attended the small group workshops that were offered. For the 145th Street Station Subarea Plan Design Workshops, staff focused on targeted invitations to these groups for the June 12 community meeting, rather than hosting two full days of workshops.

Another important distinction between the two Design Workshop series is in the concepts created. For 185th, there was one unifying design concept that emerged: a "station boulevard" or "signature street" corridor along NE 185th Street, 10th Avenue NE, and NE 180th Street, connecting Town Center and Aurora Avenue N to North City. The goal of the unified design concept was to support this corridor through infrastructure investment in order to create a walkable and bikable neighborhood center that would encourage additional uses, support additional densities, and create a sense of place.

In contrast, the June 12 community meeting and 145SCC and developer workshops yielded a variety of concepts for the 145th Street Station Subarea, which are detailed in the summary report (Attachment A). OTAK will share more detailed, but still conceptual sketches of the two main ideas generated during its presentation to the City Council at the August 18 regular meeting. Staff anticipates coming back to Council at some point in September to further discuss how these concepts could translate to zoning maps that will be introduced to the public at the October 9 145th Design Workshops Part II and, analyzed in the Draft EIS. It is possible that where the 185SSSP Draft EIS analyzed one concept with varying levels of development capacity (Some Growth and Most Growth), the 145SSSP Draft EIS may analyze two different concepts with similar levels of intensity. This is one of the areas that staff is seeking direction on as we work with OTAK to develop preliminary zoning scenarios.

Before describing the two concepts that will likely be analyzed as growth scenarios, it is important to note that some themes were so prevalent at the workshops that they will be included in both zoning alternatives. Common themes included:

- Encouraging housing opportunities and choices;
- Protecting and enhancing environmental assets;
- Creating a “signature street” mixed-use corridor;
- Improving NE 145th Street and east/west connections;
- Establishing bicycle and pedestrian connections across the interstate;
- Promoting safety and security;
- Controlling parking supply and demand;
- Preserving trees;
- Establishing community spaces; and
- Limiting height.

Many groups and individuals talked about the importance of creating “nodes” of density around various amenities, connected by a system of trails. Some also suggested that the trails, especially those through parks or open spaces include natural stormwater infrastructure, such as rain gardens to alleviate existing flooding issues in the subarea. Due to the popularity of this idea, a trail system with stormwater features will be shown in all conceptual renderings and future SketchUp modeling.

It is important to note that not all of the concepts above were universally supported, such as the location of the signature street. The largest spectrum of opinions related to parking. Some wanted no parking garage at all associated with the potential light rail station, some supported the parking garage and thought that Sound Transit should charge an hourly rate, and some supported the creation of Residential Parking Zones to protect on-street parking in the neighborhoods. Another difference of opinion was about where nodes of density should be focused, and the height that should be allowed in these areas. For the most part, people agreed that appropriate heights were between three (3) and five (5) stories.

For these reasons, the two design concepts described below and illustrated during the presentation contain different options for nodes of increased density and location of the signature street. Even though there was concern about excessive heights, as draft design concepts evolve into potential zoning scenarios, each will likely include greater densities and allowable heights in close proximity to the station, as per adopted Comprehensive Plan policies (see Shoreline Comprehensive Plan, Land Use Element, Light Rail Station, Goals LU20 through LU43). These scenarios will step down to single-family areas using intermediate zoning designations and transition standards, such as step-backs because the “wedding cake” effect was mentioned repeatedly as a desirable mitigation for increased development capacity.

Attachments B and C are comment letters from the Parkwood Neighborhood Association and a co-chair of the 145SCC supporting concepts mentioned above.

Concept 1: Focus on Commercial Nodes

An organizing design principle that was voiced repeatedly during the workshop series was that growth should be focused around commercial areas, that underutilized commercial areas will hopefully be revitalized because of proximity to light rail and additional residential density, and that these areas should be connected via a system of trails. Therefore, the first concept to be developed will focus on commercial nodes and corridors, like 15th Avenue and a “signature street” along 5th Avenue with a commercial center at 165th Street, and connecting the subarea to Aurora Square and Aurora Avenue via 155th Street. This scenario could be bolstered by redevelopment of the Fircrest campus, especially if such redevelopment included additional employment or commercial opportunities.

Concept 2: Focus on Park Amenities

The other organizing design principle that came out of the workshops was to focus additional density near parks because they would be an attractive amenity to new residents and could provide a buffer for additional homes and height (if coupled with design standards that required stepping down in height to single-family homes). Residents envisioned a parks system connected by trails, much like the chain of a necklace connects jewels.

Based on this vision, the second concept to be developed will focus on connecting Twin Ponds Park, Paramount Park and Open Space, and possibly Hamlin Park, and Jackson Park and Lakeside School in Seattle. The intention behind this concept is to build a green network, which could include restoration and enhancement of natural areas like Thornton Creek and sustainable building features in higher density residential areas like living walls, green roofs, and rain gardens. To create additional distinction between this concept and the one that focuses on commercial nodes, the “signature street” could be along 155th Street, as opposed to 5th Avenue.

Policy Questions

In addition to seeking general opinions and direction from Council regarding the concepts described above, staff has identified several specific questions to discuss.

- Should the two growth concepts contain a similar amount of population density, arranged in different configurations, or should one scenario analyze more growth than the other?
- Many residents who attended the Design Workshops were very adamant that additional densities and housing styles would be more palatable if they were not accompanied by additional height. Staff and the consultants will be sensitive to this preference within the half-mile radius generally, but based on previous Council direction, the area immediately adjacent to the station will probably include greater densities and height. Based on potential designations considered for the 185SSSP, does Council have a preference about what height limits should be used in zoning scenarios for this area?
- In addition to developing zoning scenarios from the design concepts that came out of the June workshops, the consultant will also create SketchUp models to illustrate *possibilities* for how certain areas may redevelop. OTAK has been

requested to create a view of a potential bicycle/pedestrian bridge north of NE 145th Street. Are there any other areas that Council would particularly like to have illustrated?

Market Assessment

Leland Consulting Group has been tasked with drafting a Market Analysis of the subarea, building on analysis from the Puget Sound Regional Council, Sound Transit, and BAE Urban Economics (who performed the Market Assessment for the 185SSSP). The Market Analysis is included as Attachment D, and Brian Vanneman, Principle at Leland, will present his findings during the meeting.

The analysis covers the context of Transit-Oriented and Infill Development, and Shoreline and the Station Subarea; the content of examining housing, retail and commercial, and office markets; key development opportunities, and implementation. The analysis concluded that the two primary markets for development will be housing and retail, with the following potential for additional housing units and retail space:

- Housing- “the station subarea has the potential to capture between 500 and 800 dwelling units during the first 20 years of development; over a 50 year period, the station area could attract between 1,300 and 2,000 housing units. In the first 20 years of development, new housing types are likely to range from two- and three-story townhouses to five- to seven-story mixed use mid-rise projects. In later years, taller projects may be possible.”
- Retail- “Over 20 years, between 67,000 and 100,000 square feet of retail could be captured in the station subarea. Retail demand and needs should be revisited once this scale of retail development has been realized.”

With regard to implementation, the analysis makes seven key recommendations:

- Ensure that the Link light rail station is an attractive and welcoming place;
- Make key pedestrian, bicycle, and auto improvements in the station subarea;
- Update the Comprehensive Plan and zoning designations to allow housing, retail and office space of much greater scale, height, and floor-area ratios (FAR);
- Complete the Station Subarea Plan, related environmental impact statements, and associated code revisions;
- Communicate regularly with major property owners in the event that they are interested in redevelopment;
- Consider the formation of a Community Renewal Authority (CRA) or other authority with the capacity to buy and sell land, make investments, and take other action in the station subarea in coming decades; and
- Upon completion of this Plan, actively market the vision to community leaders, developers, business owners, lenders, appraisers, and others in the Shoreline area with the capacity to move it forward.

NEXT STEPS

Attachment E is the most recent timeline for the 145SSSP process. Following guidance from this evening's meeting, staff and OTAK will develop three (3) potential zoning scenarios to bring back to Council in September for further refinement, including one "No Action" scenario and two that examine growth. These zoning scenarios will be presented at the second series of Design Workshops, including a community meeting on October 9. This community meeting will also serve as scoping for the 145SSSP Draft EIS. Staff will likely check in with Council following the October 9 Design Workshop if any comments are submitted that may be cause to reconsider zoning scenarios prior to analyzing them in the Draft EIS.

COUNCIL GOAL ADDRESSED

This agenda item addresses Council Goal #3, Prepare for two Shoreline Light Rail Stations.

RESOURCE/FINANCIAL IMPACT

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RECOMMENDATION

Staff recommends that Council discuss draft design concepts presented and provide guidance about how these could translate into zoning scenarios to be presented at the Design Workshop, Part II, tentatively scheduled for October 9, 2014, and to be analyzed in the Draft Environmental Impact Statement for the 145th Street Station Subarea Plan.

ATTACHMENTS

Attachment A - Summary Report of June Design Workshops, Part I
Attachment B - Letter from Parkwood Neighborhood Association
Attachment C - Letter from co-chair of 145SCC and supporting documents
Attachment D - Leland Consulting Group Market Analysis
Attachment E - Timeline for 145th Street Station Subarea Plan

SUMMARY REPORT



145TH STATION SUBAREA

Design Workshop Series Part I

June 2014



Hanmi Global Partner

THE OTAK TEAM

Introduction

With proposed light rail service coming to the Shoreline community by 2023, the City of Shoreline is planning for vibrant, equitable transit-oriented land uses in two station subareas—at the 145th Street Station and the 185th Street Station. Community and stakeholder engagement has been an important and integral part of the station subarea planning process. The City has conducted multiple community workshop sessions that have provided opportunities for interactive engagement between stakeholders and the project team.

This report is a product of the 145th Street Station Subarea planning process and summarizes the results of the first workshop series held in June 2014, with multiple meetings held at Shoreline City Hall. This workshop series engaged participants in a discussion about potential opportunities, challenges, and land use changes in the station subarea. A second workshop series will be held this fall (2014) and will focus on potential options for land use and community design in the station subarea.



Background on the Proposed Light Rail

The Lynnwood LINK Extension will be operated by Sound Transit and is currently in design. The 8.5-mile light rail line will connect the Cities of Shoreline, Mountlake Terrace, and Lynnwood to the existing Central LINK light rail line in Seattle (with the nearest station at Northgate). Once complete, this system will provide safe, fast, and reliable transportation for Shoreline residents to and from destinations throughout the region including employment centers, the University of Washington, downtown Seattle and Sea-Tac International Airport, and other locations.

The Lynnwood LINK Extension will run along the east side of Interstate 5, primarily within the freeway right-of-way through Shoreline. The 145th Street Station will be elevated due to the need for the light rail line to cross above the 145th/ Interstate 5 interchange. Sound Transit's Preferred Alternative includes a station location just north of NE 145th Street, and a park-and-ride transit garage immediately north of and adjacent to the station with capacity for 500 cars. The station

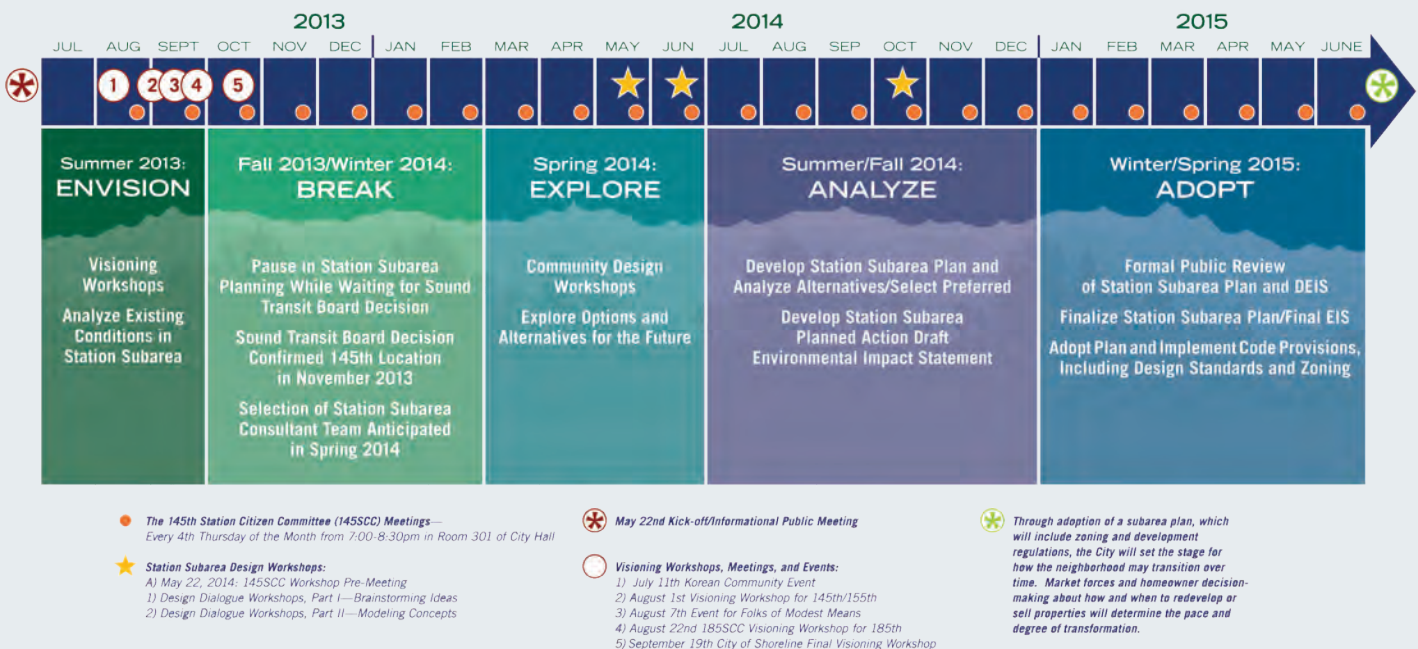
area also will include pedestrian waiting areas, stormwater facilities, bus queuing lanes, and various improvements to adjacent streets connecting to the station. Proposed transportation improvements will enhance connectivity to and from the station.

The Purpose of Station Subarea Planning

To prepare for light rail service, the City of Shoreline has been working with the community to develop long range plans for its two subareas in the vicinity of the 145th and 185th stations. The purpose of these planning processes has been to identify opportunities to create vibrant, walkable neighborhoods around high-capacity transit to increase activity in the station subarea, connect more people to more housing and transportation options, and enhance the character and identity of the neighborhood with community amenities and public spaces.

The 145th Street Station Subarea planning process will evaluate a variety of alternatives and ultimately a preferred alternative will be identified in the station subarea plan based on the results of environmental

FIGURE 1
Near Term Schedule



analysis, technical considerations, and public and stakeholder involvement. The subarea plan will propose actions necessary to implement the community-shaped vision for the station subarea and set a framework for the future of the community, demonstrating how light rail and the land uses of surrounding neighborhoods can support each other. With the development of the station subarea plan, the City anticipates amending the Shoreline Comprehensive Plan, zoning designations in the subarea, and Development Code provisions with design and transition standards, as well as provisions for affordable housing and green building. The subarea plan will identify capital improvements that encourage innovative engineering solutions, such as green streets.

The subarea plan is following the Planned Action process, allowed by Washington's State Environmental Policy Act (SEPA), which will streamline future project approvals, catalyzing redevelopment and reducing costs of development.

Community and Stakeholder Involvement

The City of Shoreline is implementing a variety of community and stakeholder involvement activities during the station subarea planning process. The Interactive community workshop sessions are just one part of a full spectrum of ways that neighborhoods, key property owners surrounding the proposed light rail stations, and the community-at-large is being engaged in the process. Visioning workshops, tours of the station areas, an online survey, and a robust website with extensive information are some of the engagement tools that have been implemented since spring of 2013. Throughout the station subarea planning process, residents and groups are encouraged to provide feedback and ideas through these methods. Figure 1 (page 2) illustrates the station subarea planning process and Figure 2 (page 4) depicts the longer term timeline anticipated for implementation for City of Shoreline and Sound

Transit activities.

For more information about public and stakeholder involvement and the station subarea planning process, and to view the results of other workshops and activities (including 185th Street Station Subarea workshops), visit: www.shorelinewa.gov/lightrail. The project Public and Stakeholder Involvement Plan can be downloaded from this website.

How Public Comments and Input Will Shape the Future of the Subarea

Comments and input received from community engagement and stakeholder involvement activities will help to shape the future of the 145th Street Station Subarea. The workshop sessions provided a unique, interactive forum for gathering this input and immediately applying it to design options and possibilities in the station subarea. The project team was able to interact directly with key stakeholders, neighborhood representatives, and the community as it considered potential options for the station subarea. Participants identified key concerns and opportunities in the neighborhood.

Comments and input gathered from the June 2014 workshop sessions will help guide the creation of the potential land use alternatives for how the subarea may develop and grow over a long-term horizon of 20 to 100 years or more. Input received during the workshop sessions will help frame the range of alternative land use scenarios that will be presented for public review and comment at the fall 2014 workshop sessions. The alternative scenarios will then move forward through a detailed evaluation and environmental analysis process, consistent with SEPA requirements for Planned Actions. A Draft Environmental Impact Statement (DEIS) will be developed, which is tentatively scheduled to be available for public review in January 2015.

Overview of the June 2014 Workshop Sessions for the 145th Street Station Subarea

The workshop sessions held in June 2014 included multiple meetings with the 145 Station Citizens Committee (145SCC), as well as meetings with key stakeholders such as Sound Transit and building professionals. A general community workshop was held on June 12, 2014. This report summarizes the results of these interactions. The June 2014 workshop sessions provided an important and necessary opportunity to engage the community in the alternatives development stage of station subarea planning.

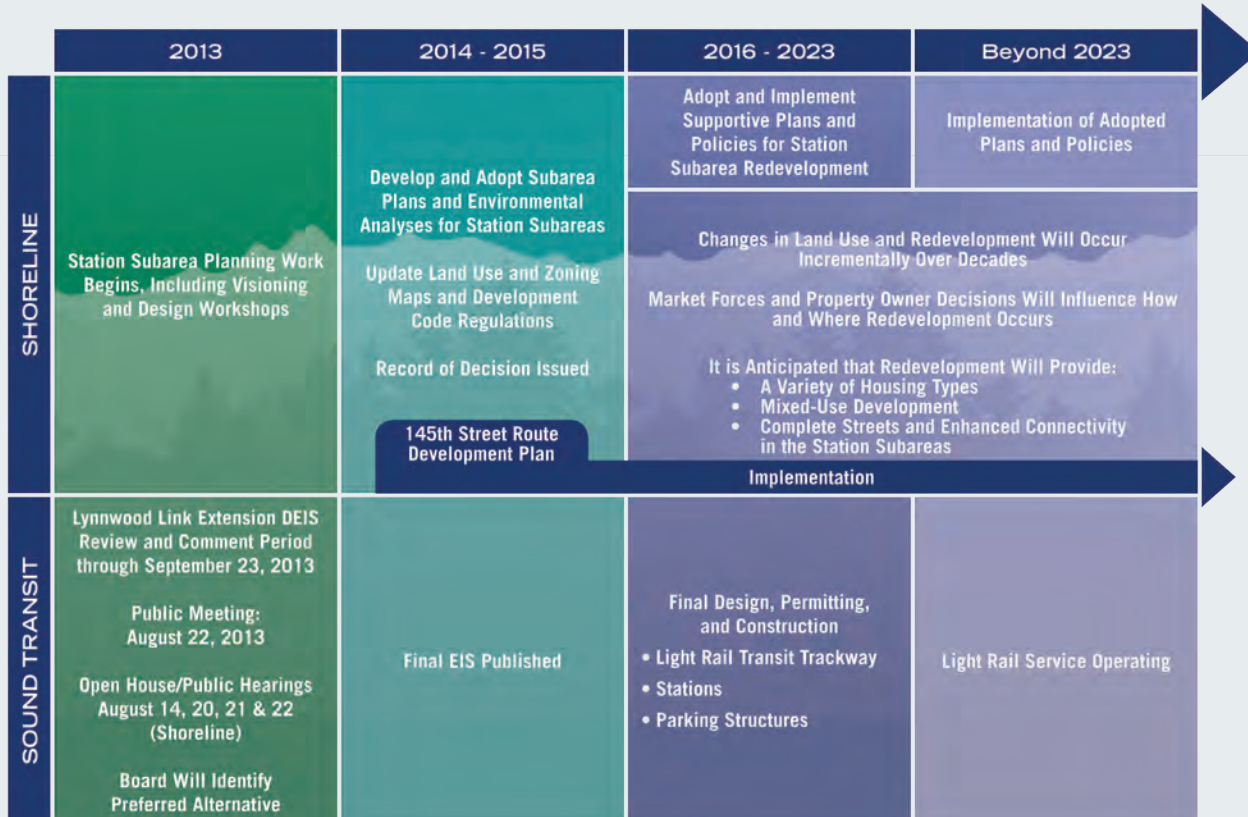
Other activities held in June 2014 included photo journaling where participants took photos of their ideas for the station subarea, as well as coloring

activities for children so that they could lend their voices to the conversation in a fun and creative way.

Workshop sessions were facilitated by City staff and the consultant team (Otak, Inc.). An overview presentation of the station subarea as well as opportunities for land use changes and community design was provided, highlighting imagery and ideas for discussion. After the presentations, community members attending each workshop were asked to respond to a series of questions in discussion groups. Each group talked about ideas for shaping the future of the subarea. A workshop session focused on development interests was held on June 5, 2014, and notes from that session are provided in the appendix.

The discussion groups included a mixture of representation from subarea homeowners, Shoreline business owners, 145th Station Citizen Committee (145SCC) members, Friends of Jackson Park Trail,

FIGURE 2
Long-Term Implementation Timeline



and others. The format of the workshop sessions provided a participant-driven discussion that allowed for flexibility and variation in each session to tailor to the interests of the participants present. Generally, the individual discussions were driven by the following questions:

- If you moved away from the area for ten to fifteen years, but came back when light rail is operating, and you looked around the 145th station subarea, what improvements would you hope to see and where would they be located? How would you expect land uses to change? What would you hope stayed the same?
- What about in 40 to 50 years - what would you like the neighborhood to be like when your grandchildren are raising their own families?
- How do you think your housing needs might change in 20 years? What will your children's housing needs be then?
- What are your recommendations for integrating housing options for seniors and for a range of income levels? Where should affordable and senior housing be located?
- What transportation improvements are needed along NE 145th Street or other roads, and for pedestrians and bicyclists?
- What is the best way for pedestrians from the west side of the freeway to access the station? What features should be included in the bridge design for 145th Street.

As the group discussions took place, the ideas and comments were documented in flip-chart notes and sketches, as well as diagrams on maps (hand-drawn). Refer to the Appendix for a complete set of notes and diagrams for each of the workshop sessions. Figure 2 illustrates the documented workshop notes.



WORKSHOP PHOTOS
Public Participation, Discussion, and Sketching

What We Heard

Workshop participants shared their insights and concerns regarding the existing and potential character of the neighborhood and offered a variety of ideas related to future opportunities and shifting priorities in the subarea. The comments and input were documented, and a full summary of the input is provided in the Appendix. Although comments provided were diverse, some common themes emerged among the different discussion groups that were easily recognizable. These ranged from housing choices and the potential for a new mixed use corridor along 5th Avenue, to multi-modal transportation, transit connectivity and environmental protection.



Community Workshop Wrap-Up Discussion

HOUSING CHOICES AND OPPORTUNITY

Much of the subarea's neighborhood identity is closely linked with a distinct residential feel and character. In discussing potential housing opportunities in the subarea, there was lively debate among participants about what housing types and choices should be available in the future to maintain the neighborhood's identity, while also serving a new and vibrant population that will come to reside in the 145th Street Station Subarea. Many of the discussion groups came to a consensus that a livable density is the best option. This could include an affordable mix of multi-family buildings, as well as townhomes, cottage style homes, and single family homes that are attractive to young families. Regarding multi-family options, many participants were concerned about building heights that would exceed 5 levels. Yet other participants tended to support building heights no greater than 3 to 4 levels in the station subarea. Participants also discussed the importance of a variety of housing options and not just all one type in the subarea – a vibrant mix of multi-family and single family options.

ENVIRONMENTAL PROTECTION AND ENHANCEMENT

Participants were passionate about the natural resources (including the Thornton Creek corridor and tributaries), parks, trees, and open space areas in and around the subarea. Key parks in the subarea include Twin Ponds Park, Paramount Park, and Hamlin Park. Participants wanted to see these areas protected and enhanced as redevelopment occurs. Many suggested improving environmental quality of the parks and natural resources included protecting and preserving trees, planting new trees including street trees (with 145th improvements), creating more green space, and day-lighting Thornton Creek. In day-lighting Thornton Creek, participants were supportive of addressing storm water issues and improving water quality.

MIXED USE CORRIDOR

Many participants were enthusiastic about the idea of 5th Avenue gradually transitioning to become a boulevard-style with a vibrant mix of uses, including neighborhood-serving retail and commercial uses to reinforce some of the current commercial activity already happening there. 5th Avenue connects NE 145th to NE 165th, as well as the 185th Street Station Subarea, and is a key corridor now and will be in the future. Ideas for the 5th Avenue Corridor included more intensive zoning to allow for multi-level buildings (most discussed no more than 3 levels) that include ground-level active uses such as retail with housing above. Greater density and building height at the 145th Street and 5th Avenue intersection and the 165th and 5th Avenue intersection should be designed to provide transition to adjacent neighborhoods with buildings that create a “wedding cake effect” (step backed floors) along 5th Avenue. Participants discussed connected commercial uses along NE 155th Street. Workshop groups also discussed the importance of having more local restaurants, grocery stores, cafes, and other “Mom and Pop” businesses that are easily supported by commuters, pedestrians, and bicyclists. Though still enthusiastic, some residents expressed caution that the transition of change and redevelopment should be something that maintains the integrity of the residential-feel of the neighborhoods in the subarea—similar to that seen in Fremont or Columbia City. The importance of designing 5th Avenue as a signature street with landscaped medians, street trees, furnishings, curb extensions, and other features that enhance identity, improve walkability, and provide traffic calming was also discussed throughout the groups.

NE 145TH STREET/ ENHANCING EAST-WEST TRANSIT CONNECTIONS

When considering multi-modal transportation connectivity and transit improvements, many participants saw NE 145th Street as an opportunity for increasing east-west connections from Aurora Avenue N., to the station subarea, and subsequently North City. Many agreed that NE 145th Street should be an improved transit corridor (with local and regional transit systems connecting to the light rail station and a strong mobility focus on pedestrian and bicycle connections). Comments related to potential widening of the street for traffic revealed that participants were concerned about areas of steep topography and close proximity to homes along the right-of-way. Ideas for improving NE 145th included greatly enhancing pedestrian accessibility and mobility, providing more human scale design features, better street trees that work in an urban setting, more landscaping and plantings, plazas, and redevelopment with buildings that frame the street. Local bus and transit stops along the corridor and the potential for a trolley circulator, connecting NE 145th Street, Aurora-Midvale, and NE 185th Street, also were discussed. Workshop groups highlighted the importance of other East-West Connections along streets in the subarea and the need for an enhanced trail system and pedestrian/bicycle bridge (further discussed below).

PEDESTRIAN AND BICYCLE CONNECTIONS/ BRIDGE ACROSS INTERSTATE 5

Participants were in favor of improving pedestrian and bicycle connectivity in the station subarea. There was broad, enthusiastic support for a pedestrian and bicycle bridge linking the station vicinity with the west side of Interstate 5. Precise locations of the bridge were discussed and sketched and included: NE 148th Street, Twin Ponds Park, and directly across from or nearly across from the station. Participants envisioned a seamless crossing that ties in with an enhanced pedestrian and bicycle network (with trails and on-street facilities) in the subarea. There were suggestions of constructing a trail along I-5, beneath the elevated light rail tracks, to connect to the station. Many felt that improving sidewalks, lighting, nature trails, and bike lanes would also serve as a way to facilitate walking and biking to the station, subsequently decreasing traffic and parking in the subarea.

SAFETY AND SECURITY

Safety and security in the subarea adjacent to the new light rail station, park-and-ride structure, and throughout the subarea were major issues of concern to many workshop participants. Of the greatest importance was the improvement of safety for pedestrians and bicyclists by widening and lighting sidewalks, and constructing barriers to protect bicycle and pedestrian lanes from vehicular traffic. This also included constructing a separated and covered bike and pedestrian bridge spanning I-5 (see above). Other safety and security measures discussed include increasing visibility on park paths, implementing traffic calming along busy streets, and providing proper maintenance and monitoring of the future station to deter criminal activity.

PARKING

For many citizens, vehicle parking in and around the station subarea is a major point of concern. Participants expressed fears that a large park-and-ride structure would become a “car magnet,” attracting more cars than necessary to the area, and causing overflow parking on surrounding residential streets. Others felt that a large parking garage with no activated sidewalk traffic could attract criminal activity. Ideas for improving the proposed parking conditions included “crime prevention through design” at the station and parking structure. Some participants discussed relocation, reduction, or elimination of the park-and-ride structure, with the premise that cars and parking are not in the spirit of mass transit in Shoreline or the residential character of the station subarea. Another popular idea was the suggestion that Sound Transit and the City of Shoreline discuss the possibility of a partnership to co-locate ground-floor active uses and commercial business within the park-and-ride structure. This would be done with the intention to activate street-life around the station, alleviate potential criminal activity (with more “eyes on the street”), and incorporate the park-and-ride structure into the existing neighborhood. Another suggestion was to charge for parking. Overall, there seemed to be broader spectrum of opinion about parking issues than any other topic of discussion.

TREE PRESERVATION/ OPEN SPACE ASSETS

Participants discussed the importance of preserving mature trees and clusters of trees in the station subarea, including areas along 5th Avenue and in the vicinity of the proposed light rail station and park-and-ride structure. The many parks and open space areas within and near the subarea also were highlighted as great neighborhood assets and potential locations that could support additional density.

COMMUNITY NEEDS

In discussing the future of Shoreline and the needs of the community in the station subarea, some participants expressed interests beyond transit and commercial improvements. Groups discussed such needs as improving and building bigger schools so they may be a draw for families to locate and/or stay in Shoreline; creating an indoor recreation center near the parks (Twin Ponds and Paramount); and providing more community gathering spaces. The consensus remained that implementing these neighborhood features would help to sustain and grow a vibrant neighborhood in and around the station subarea.

Planning Recommendations as a Result of the Workshop Series

Several planning recommendations and design concepts have emerged as a result of the workshop sessions and the common themes that materialized from various discussions. The planning recommendations include potential areas of focus for alternatives development.

Consider an Alternative Framed Around Focused Nodes for Higher Density Redevelopment

The NE 145th Street Station Subarea has the capacity to support greater housing density, mixed-use, and transit-oriented development. A common theme that emerged from the workshop is to consider an alternative (or multiple alternatives) that focus the highest density in key nodes in the subarea. Multiple groups suggested focusing redevelopment and density around key assets in the corridor, such as parks. Others suggested focusing

density around commercial/activity nodes. These approaches could be explored in two separate alternatives developed and further studied in the planning process.

Suggested commercial/activity nodes for the greatest density were at the intersections of NE 145th Street and 5th Avenue, and at NE 165th and 5th Avenue. There was also suggestion for increased density at NE 145th Street and Aurora Avenue. Increased density at these intersections with incremental redevelopment between the nodes would help to retain existing neighborhood character in between nodes. Design concepts should be sure to explore a “wedding cake effect” with buildings along along NE 145th and 5th Avenue, with higher level buildings (4 to 5 floors approx.) tapering to 1-to-3 level single family homes, townhomes, cafes, and restaurants. It is envisioned by the community that concentrating density along the 145th Street, 155th Street, and 5th corridors in this manner would create walkable and bikeable streets with human-scaled buildings that provide necessary community amenities, while also retaining the residential neighborhood character.

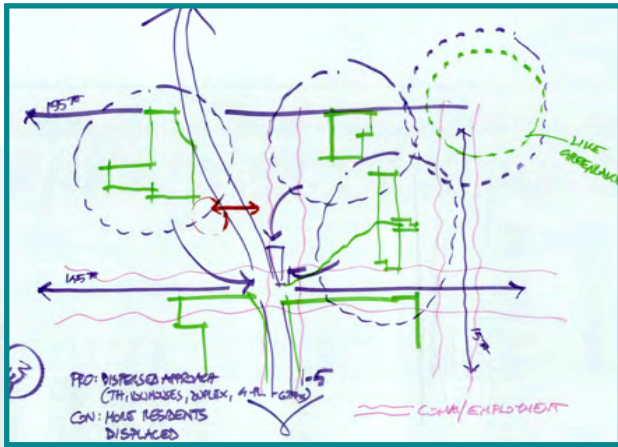
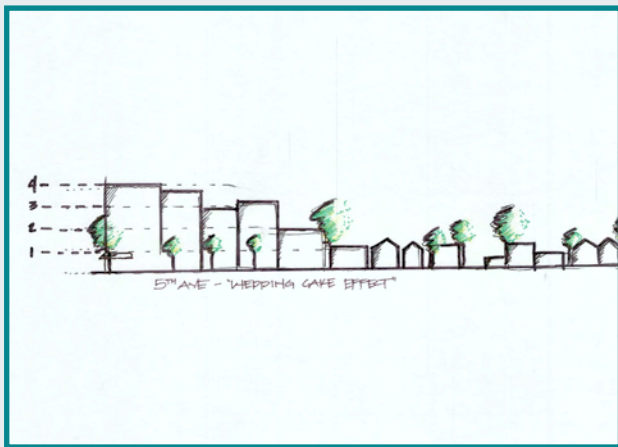


Diagram illustrating density nodes



Sketch of suggested 'Wedding Cake Effect' on 5th Ave.

Multi-Modal Transportation Connections

Improved transportation routes and connectivity for pedestrians and bicyclists throughout the station subarea are top priorities for the community. Among the most popular recommendations to increase connectivity were the construction of an East-West pedestrian and bicycle bridge spanning Interstate 5, and a prioritization of East-West transit connections along NE 145th Street and other key streets. The potential for an enhanced bus feeder system connecting to the light rail station also should be explored. Improved streets and intersections with pedestrian and bicycle facilities will be critical for enhancing connectivity to and from the light rail station. A variety of suggestions for the location of the pedestrian and bicycle bridge – a direct connection to the station, a connection to Twin

Ponds Park, or a connection at NE 148th - echo the desire by the community for a better connected pedestrian and bicycle network throughout the subarea, including improved natural trails, widened and lit sidewalks, and traffic calming devices for the safety and security of the neighborhood. Each of these will require a commitment to new transportation and capital investments by Sound Transit, the City of Shoreline, and utility providers to improve the access and services for existing and new residents in the subarea.

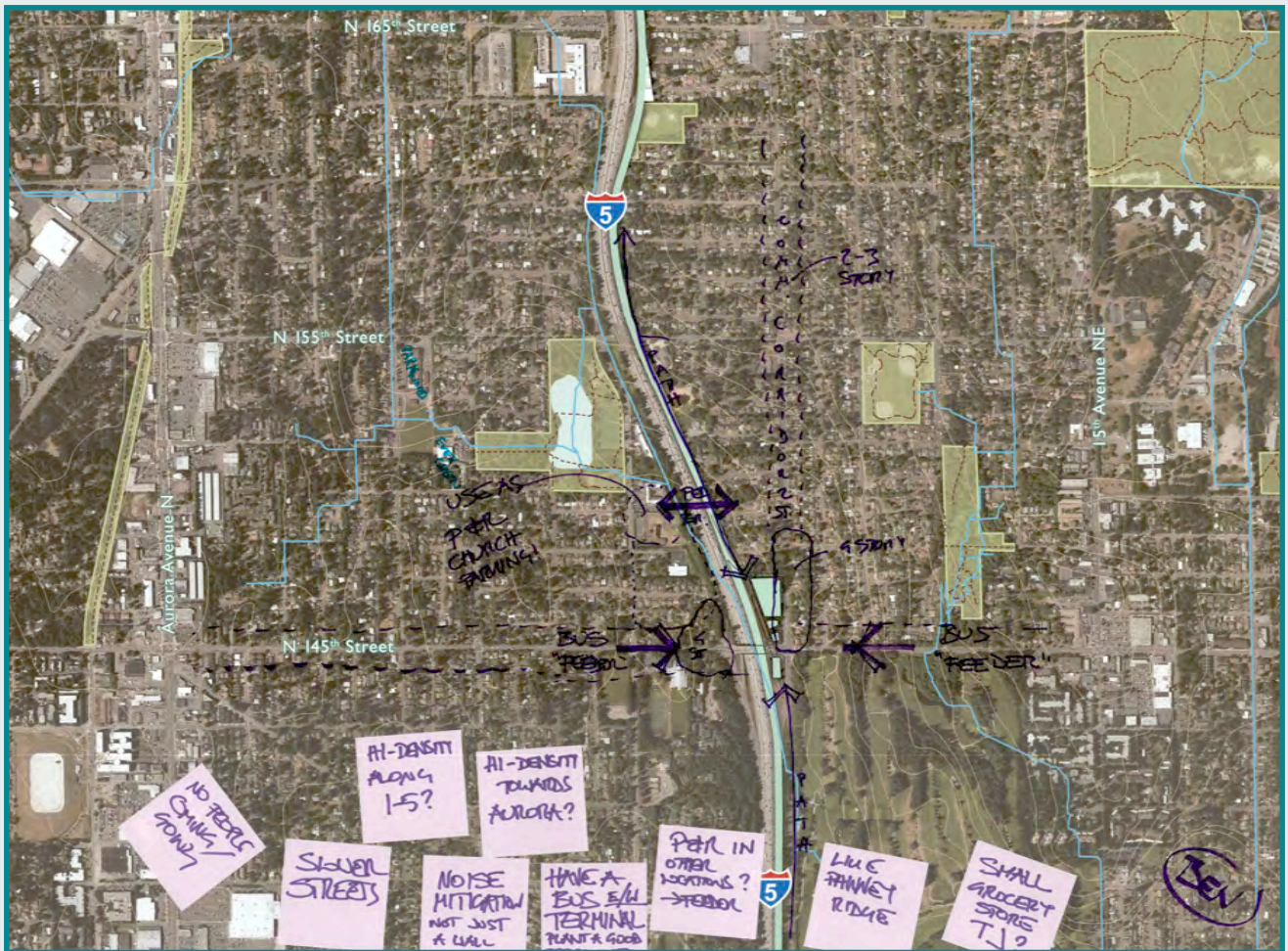
Creating a Distinct Neighborhood Boulevard/Signature Street with Vibrant Mixed Uses

Throughout the workshop sessions, 5th Avenue was continually identified by the community as an important North-South corridor that will connect the 145th Street Station with the 185th Street Station. As a result, many participants offered recommendations that this area become a distinct neighborhood boulevard and commercial corridor, boasting local restaurants, cafes, grocery stores, and other retail opportunities. Many felt this corridor would be economically supported by those commuting to and from the 145th Street Station. It is envisioned by the community that this boulevard-style corridor would be anchored by higher-density mixed-use buildings (with modest height) around the light rail station at NE 145th Street and 5th Avenue, and NE 165th Avenue and 5th Avenue. Between these two higher-density nodes, a mix of 1 to 3 level single family homes, townhomes, cafes, and restaurants would provide the amenities desired by the community. Some participants also suggested that the corridor be narrowed to decrease traffic, and focus the boulevard on being walkable and human-scaled to retain a friendly neighborhood feeling.

Protection and Enhancement of Natural Resources

Participants expressed a need to prioritize the protection and enhancement of natural resources throughout the redevelopment of the subarea, including trees, parks, open spaces, wetlands, streams, and other natural features. Not only was preservation and protection of existing parks and open space a high priority, but also the idea of creating new public gathering spaces, pocket parks, and green areas (including green roofs and green streets). Two of the most common themes included preserving large trees and clusters of mature trees in the subarea and around the proposed station as much as possible, as well as the potential for day-lighting Thornton Creek. Thornton Creek begins in Shoreline, and recognizing this, participants

expressed a need to prioritize the improvement of water quality, which would include flood mitigation and treatment of storm-water before it enters the Thornton Creek Watershed. Improvement of water treatment facilities – be it through rain gardens, retention ponds, or swales – would require a commitment to capital investments by the City of Shoreline and utility providers to improve infrastructure. A question arose about whether the stormwater facilities proposed at the light rail station would be better located at another place in the subarea. Dedicating that space instead to a pedestrian plaza/public gathering space could create more activity and “eyes on the street” around the station.



Notes from participants during workshop session



Workshop Discussion and Ideas Session

A Green Network

Concepts from the above categories can be combined to create a green network of trails and pedestrian and bicycle facilities that connect the parks, Thornton Creek corridor, and other open spaces within and adjacent to the subarea. Green streets with healthy trees and landscaping, stormwater facilities, green roofs, and living walls incorporated into new buildings could help to complete the green network as part of redevelopment throughout the subarea. Workshop participants sketched ideas for a network of trails that would enhance the quality of life for subarea residents and employees, and provide an attractive amenity to new residents, along with Shoreline's excellent schools and parks. Tying this network to the potential redevelopment of adjacent sites, such as the Fircrest campus, Lakeside school across I-5 (south side of 145th), and the golf course to the south would expand the network. Like a necklace, the green network would connect the jewels of parks and public spaces throughout the community.

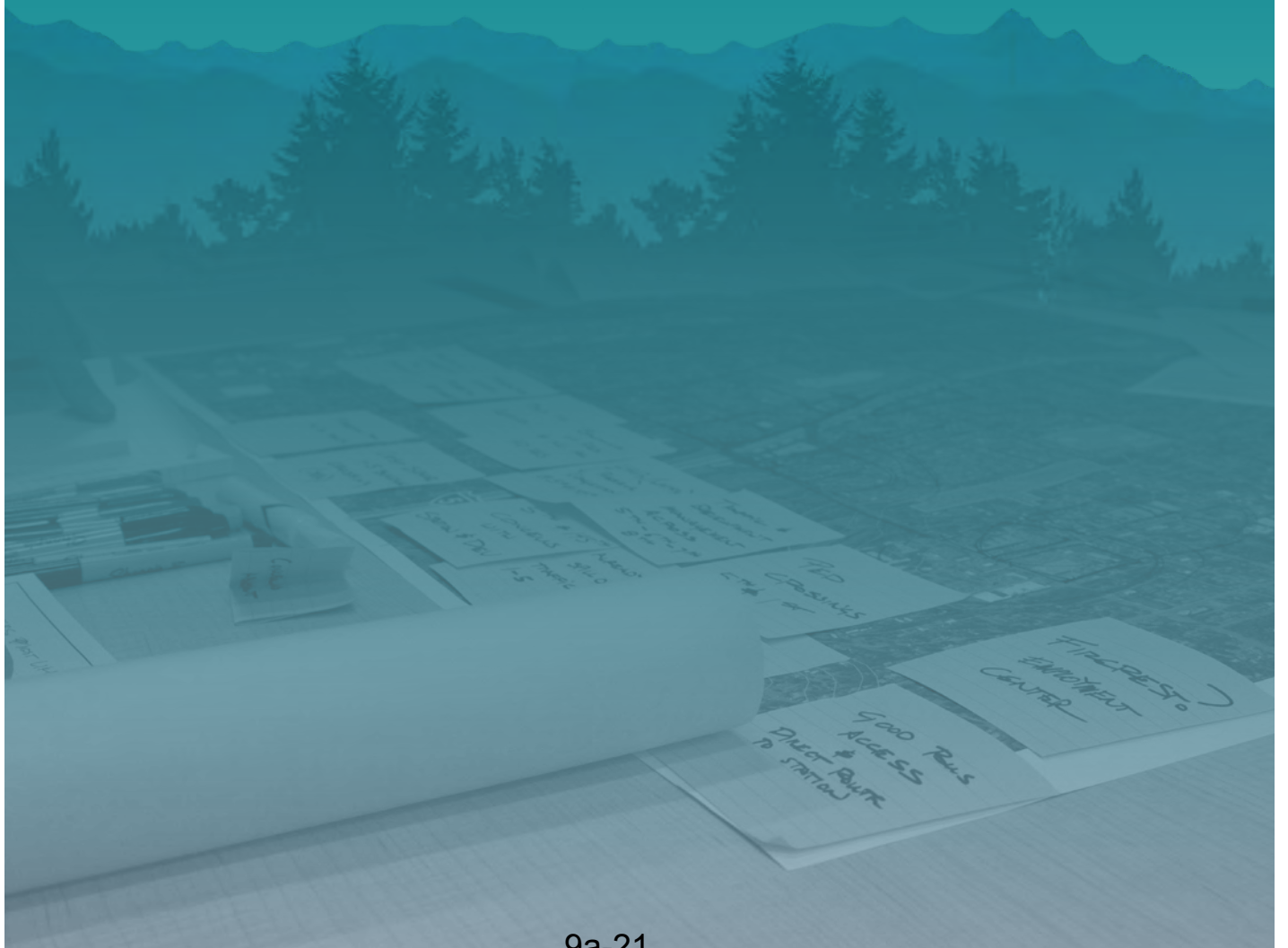
Next Steps

The workshop sessions held in June 2014 represented an important step in the planning process that will help to set the stage for

development of a range of alternatives for the subarea to be further analyzed and studied. The workshop sessions engaged the community in identifying opportunities, challenges, and conceptual ideas for the future of the NE 145th Street Station Subarea. Comments and input from the workshop will help frame potential options for land uses, zoning, transportation and infrastructure improvements, and community design features in the subarea. These possibilities and concepts will then be presented for additional public review and comment in the second workshop series this fall (2014).

After the second workshop series, the alternatives will be analyzed in the Draft Environmental Impact Statement (DEIS) and a preferred alternative will be identified for further analysis in the Final Environmental Impact Statement (FEIS) and subsequent implementation. Based on the analysis, the City will finalize the station subarea plan, update comprehensive plan and zoning designations for the area and prepare a planned action ordinance with development regulations. The subarea planning process is scheduled to be completed by mid-2015.

APPENDIX





145th Street Station Subarea Plan

Community Design Workshop

June 12, 2014

Agenda

6:00-6:15- Welcome and Introductions

6:15-6:45 - Presentation

6:45-7:45- Small Group Discussion,
Brainstorming and Sketching Ideas

7:45-8:00- Report Out and Next Steps

For more information, visit the light rail station area planning web page at:

www.shorelinewa.gov/lightrail

For more information about citizen committees that have formed to provide a neighborhood perspective on light rail station areas, visit:

145th Station Citizens Committee

http://be.futurewise.org/p/salsa/web/common/public/content?content_item_KEY=11096

145SCC@gmail.com

Contact Us

For questions regarding station subarea planning:

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Senior Planner & Project Manager

City of Shoreline

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Senior Planner & Project Manager

City of Shoreline

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For questions regarding potential improvements to NE 145th Street:

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Senior Transportation Planner

City of Shoreline

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For questions regarding the Lynnwood Link:

Roger Iwata

Community Outreach

Corridor Lead

Sound Transit

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roger.iwata@soundtransit.org

PUBLIC COMMENTARY

JUNE 12 WORKSHOP TABLE DISCUSSION SESSIONS FACILITATION TABLE ONE

- ⦿ What do you hope changes?
 - More traffic calming on streets
 - Make 145th better
 - Less noise from I-5
 - Paths parallel to or beneath Train
 - Pedestrian Overpass
- ⦿ What do you hope stays the same?
 - No one coming into my cul-de-sac
 - Quiet
 - Trees
- ⦿ Other comments:
 - Good bus/transit stops
 - Great feeder transit
 - Even at expense of more land, acquire bus terminal - probably to the north
 - High density on west because of Aurora
 - Density should be livable
 - Affordable for families
 - Orchard
 - “Phinney Ridge feel” along 5th
 - Lots of pedestrian and bike bridges
 - Food, bars, movies close by
 - Wider area at medium scale
 - Build around parks
 - Connect pearls on string
 - Make dense housing on 15th
 - Personal safety has to be a priority (park paths and lit roads)
 - Businesses in nodes or businesses along

corridors

- Don't think only about connecting to station - think instead about making a more safe, connected neighborhood

FACILITATION TABLE TWO

- ⦿ Need good transitions between multi-family buildings and adjacent single family areas: wedding Cake Effect – high near station, step down and out – taper into topography
- ⦿ Safe access exits to 5th
- ⦿ Sidewalks along 1st, 5th and 8th
- ⦿ Green spaces
- ⦿ “Underground city” – 1-2 stories underground
- ⦿ Ground level retail and services
- ⦿ Grocery stores
- ⦿ Station oriented businesses
- ⦿ Daylight Thornton Creek – Trails west of creek
- ⦿ Human scale with plantings, plazas, buildings – 145th is not human scale – No “wall of concrete”
- ⦿ Safety (lighting, vegetation, visibility)
- ⦿ Maintain stations – monitor bathrooms
- ⦿ Variety of density – daycares, schools
- ⦿ 155th and Aurora bridge
- ⦿ 2-3 stories like Fremont and Columbia City
- ⦿ Adequate parking – all residential parking
- ⦿ Accessible to elderly – universal design

FACILITATION TABLE THREE

- ⦿ Parking garage is cause for concern; chance for reducing or eliminating parking as it is not in the spirit of mass transit

- Crime problems with parking; must be monitored
- Parking is a car magnet
- Must facilitate walking and biking to station
- Needs to be a Seattle/Shoreline conversation
- Camouflage any large structures
- Pedestrian crossing – connect to Parkwood!
Wider than 185th only pedestrians and bikes
- If parking, co-located commercial with it so it is active at all times of day
- Trees
- 5th also connects two stations – 145th and 185th – important corridor
- Discussion on building size scale on 5th/145th:
 - 5th: 2-3 stories; preserve trees' boulevard vs. town center
 - 5th: 2-3 stories mid-way, higher near 145th and 165th to be realistic re: market forces
 - 145th: 4 stories max, but make sure enough parking
 - 145th: taller at edges (Aurora) but 3 stories mid-way
 - 5th: 2 stories like San Luis Obispo; density – just enough to preserve open space
 - Street narrowing on 5th to feel tight knit/ community and walking oriented
- Double decker bridge on 145th - bike/pedestrian on top and/or park space
- 145th plus another bike/pedestrian crossing – must be bike/pedestrian friendly
- Bike/pedestrian crossing that connects Twin Ponds, Paramount, and Hamlin
- I-5 = Grand Canyon – undesirable
- We want a village center! Unlike QFC/Goodwill

parking and car dominated development

- 165th and 145th corridor to connect Crest Theatre corner to 145th station – Ridgecrest “Boulevard”

PARKING GARAGE CONCERN – ②
 CHANCE OF ELIMINATING + OR REDUCING
 NOT IN SPIRIT OF MASS TRANSIT
 ↳ CRIME? MUST MONITOR
 ≠ CAR MAGNET
 FACILITATE BIKES/WALKING TO STATION
 SEATTLE/SHORELINE RESIDENT CONVERSATION
 “CAMO” ANY LARGE STRUCTURES
 DON'T WANT PARKING IN NEIGHBORHOOD
 = FACILITATE TRANSIT/WALK/BIKE TO STATION
 RED CROSSING! CONNECT PARKWOOD.
 IF PARKING → CO-LOCATE COMMERCIAL WITH IT SO IT IS ACTIVE AT ALL TIMES A DAY.
 ↳ WIDER THAN 185th ONLY PED/BIKE
 TREES-

5TH ALSO CONNECTS 2 STATIONS
 185 → 145 = IMPORTANT ②
 CORRIDOR
 HOUSING SCALE 5th + 145th
 ● 5th 2-3 stories, preserve trees. BVD vs a city center.
 ● 5th 2-3 stories MIDWAY BUT HIGH AT 165th + 145th to BE REALISTIC re: MARKET FORCES
 ● 145th 4 stories IS MAX, BUT MAKE SURE ENOUGH PARKING!
 ● 145th → taller at edges (AURORA) + MIDWAY 3 stories
 5th → 2 stories SAN LUIS OBISPO DENSITY (JUST ENOUGH w/ preserve open space)
 ● STREET NARROW ENOUGH ON 5th TO FEEL TIGHT KNOT (COMMUNITY + WALKING ORIENTED).

Flipchart Notes from Facilitation Table Three

- Somewhere to go out to dinner in my community
- Seattle contact for planning south of 145th Street
- Trees! To soften higher density
- Friends of Jackson Park Trail – need county/ regional coordination to prevent urban sprawl
- Storm water issues need to be addressed
- 145th = improved transit corridor, not a business district (have walkway like Greenwood)
- 145th Station = businesses that are supported by commuters/pedestrians/bikes
- Affordable housing stock in Ridgecrest and Parkwood for future families
- 5th – 155th to 145th focus should be commercial
- 145th = transit and mobility focus
- 5th cottage style homes
- 165th/5th commercial up-zone
- 145th = 2-3 stories with retail up 15th and 165th. Do not want it to be like Bellevue. No higher than 40'-50'
- 145th – transportation only corridor except at Aurora
- 5th ideal as commercial corridor – 4/5/6 story max height at 145th and 165th – tapered midway
- Dramatically denser at 145th and I-5 = less impact on neighborhood, just north of station and east of I-5
 - Tapered down so people on 6th see no change
- Pedestrian issue on 155th by park-hill-kids (safety)
- Water/Groundwater Thornton Creek - Flooding
- Lack of sidewalks
- Limit height on multi-family
- Doesn't like multi-family
- Concerned about increasing traffic
- Worried station area will be a dumping ground for high density (5+ stories)
- 3-story apartments okay
- Topography improvements; topography already creates a divide
- Replace light rail with shuttle express
- Predictability for redevelopment
- Golf course - pro and con
- Parking issue (ex. Ballard) - plan for it
- Pay for parking issue - parking in neighborhood
- Still need parking for development
- East/West mass transit solution for parking
- Stress on 5th garage
- Mailboxes already clocked
- Townhomes and Starter Homes?
 - Parks (more) with increased density
 - More street trees
 - Wider sidewalks
 - Lighting on sidewalk
- Housing Changes in 20 Years?
 - Mother-In-Law apartments allowed
 - Single family homes with yards
 - More schools - bigger
 - Schools as a draw to Shoreline
 - Recreation Center with a pool near the parks

FACILITATION TABLE FOUR

- Should light rail replaced with new technology?
 - Make improvements to area quickly
 - Nothing there

(indoor recreation)

- Need community meeting space

⊙ Pedestrians and Roads

- Solar powered lights on roads
- 145th/Greenwood/3rd - Traffic impacts included in traffic study
- Toll bridge on 520 has increased 145th traffic
- What types of businesses? - Trader Joe's, Restaurants, Mom and Pop places, No industry (too loud)
- Pedestrian bridge - from station spanning I-5 - covered for weather
- People friendly businesses
- No chains - no Wal-Marts, Sam's
- Safety/Security
- Underground tunnel to solve 155th/Paramount Park issue
- Pedestrian bridge directly into station

⊙ Environment

- Train noise
- Save trees - sound barrier
- Noise goes uphill on east, trees used to muffle I-5 noise prior to sound wall
- No businesses = crime; no dance clubs, family friendly only
- Building features: elevators in buildings, lot coverage, overall feeling

**JUNE 26 145SCC
TABLE DISCUSSION SESSION**

- Mid-Density Zoning (Townhomes, cottage, row house, etc.) – scale to accommodate single family homeowners that want to stay
- Like example of affordable housing from presentation – especially near parks
- Amenities in walking distance (5th and 8th);

no gigantic commercial

- Daycare is a compatible use
- Meridian comparable to 5th (amenities, uses, etc.)
- Boardwalk connector through Twin Ponds
- 145th will never be pedestrian/bike friendly
- Consider Transportation Benefit District
- Sidewalks and lighting for safety
- Wedding cake stepbacks
- Parkwood concerned about traffic/safety, traffic calming, sidewalks on 1st Avenue
- Need signal at 1st and 155th
- Density without height
- Bus barn converted to different use
- Don't like parking garage (need some parking, but focus on disabled parking, pay to park, park and rides, shuttle system)
- Tree preservation
- Bike path parallel to Light Rail (east side of I-5)
- 5th Corridor similar to Phinney Ridge – connect both stations
- “Pearl” concept – nodes around parks
- 65th, Ravenna-like
- Connect to CRA/Aurora Square via 155th
- East-West busses
- Bike rental at station
- Parking structure important, should have coffee shop, other amenities near stations
- Retired/aging/disabled population needs circulator busses

145TH STREET LIGHT RAIL STATION DESIGN WORKSHOP COMMENT CARDS

● What are your primary concerns about this area from an environmental perspective?

- Light rail and increased congestion at each station
- Keep large trees instead of replacing them. Pocket parks every three blocks. Green roofs.
- Protecting water quality.
- Thornton Creek: loss of mature trees

● Are there opportunities for environmental restoration or improvements to natural and storm water systems that you would like to see?

- Yes – keep and better protect creeks, wetlands and put in nature paths to station.
- Protecting Thornton Creek and Twin Ponds water quality
- Daylight Thornton Creek
- Tons! It is crucial!

● What green building features are appropriate for future development here?

- Solar
- Build around trees. Rooftop gardens, trees, pocket parks, wild species
- Natural drainage and LID

● What transportation improvements are needed in the subarea, and for pedestrians and bicyclists?

- Pedstrian/bicycle bridge across Interstate 5
- Walking paths to station - bike routes (alternate) - path along trail
- Safe passages to and from the station
- More mass transit to bring light rail riders to the station
- Widening 12' sidewalks, traffic lights
- Intersection improvements

Please provide your comments below. You may turn them in at the meeting, or send them to Miranda Redinger (see contact information below). **Please submit your comments by August 15, 2014.**

If you moved away from the area for ten years but came back when light rail is operating, and you looked around the 145th station subarea, what improvements would you hope to see and where would they be located? How would you expect land uses to change? What would you hope stayed the same?

Even though the trains won't be running for nearly a decade, the City will spend the next year creating a subarea plan for the neighborhoods surrounding the future station. Adoption of this plan will change land use and zoning designations, and regulations that influence neighborhood character. The purpose of this workshop is to brainstorm possibilities for where new households and businesses should go; where transportation and environmental improvements are needed; how buildings and public spaces are designed; and other factors that affect quality of life. Please fill out this comment form, telling us what you would like to protect, enhance, or change about your neighborhood.

What about in 40 to 50 years—what should the neighborhood be like when your grandchildren are raising their own families?

How do you think your housing needs might change in 20 years? What will your children's housing needs be then?

How should other buildings look; what kinds of uses are appropriate for the neighborhood over the next several decades?

What are characteristics of areas where you spend your free time? Do they include well designed plazas and art, a mix of uses, landscaping, and other ways to define public and private space?

What attracts people of all ages, cultures, abilities, and interests to use public space?

Contact:
Miranda Redinger, City of Shoreline
17500 Midvale Ave. N. Shoreline, WA 98133
mredinger@shorelinewa.gov and 206-801-2513
Please Submit Comments by August, 15, 2014.

www.shorelinewa.gov/lightrail

Comment card distributed at workshop

● What is the best way for pedestrians from the west side of the freeway to access the station? What features should be included in the bridge design for 145th Street?

- Hopeless – eliminate this station and stop.
- Walkways must be covered
- Concerned about the congestion that will be created by the garage - big problem.
- How about NO parking garage and add a bike/ped bridge? People will park on streets in neighborhood. People will cut through small streets.
- Will need higher barriers on pedestrian/bike bridges over 145th.
- For bicyclists, need link from 155th to station on 145th since 145th does not have a bike lane
- Wider sidewalk.

- ◎ What concerns or suggestions do you have related to parking?
 - Congestion increases with parking.
 - No parking garage please. Instead have park and rides scattered around city with shuttles.
 - Long term as well as short term parking to accommodate those using light rail to airport.
 - Preserve multi-story garage to save space.
 - Eliminate parking garage.
 - It might be nice to have special residential parking permits for their cars to save street parking for residents.

- ◎ Do you have future plans for your property? What would be the best case scenario for you personally? What are your biggest concerns?
 - I'm retired in an old-folks home.
 - I would like to stay and my neighbors too.
 - Maximum height should remain at 35' and development should be townhomes and row houses.
 - No changes for the near future; 10-20 years
 - Cut through traffic, more traffic: build a parking garage and people will drive to it.
 - Interested in selling property; increase property values.

- ◎ What are your recommendations for integrating housing options for seniors and for a range of income levels? Where should affordable housing be located?
 - Include transit and housing (apartment building) together with elevator to/from station
 - Located anywhere but no big buildings – instead cottage style townhomes, etc.
 - Denser housing near station makes sense.
 - Keep as many affordable single-family homes as possible in the subarea.

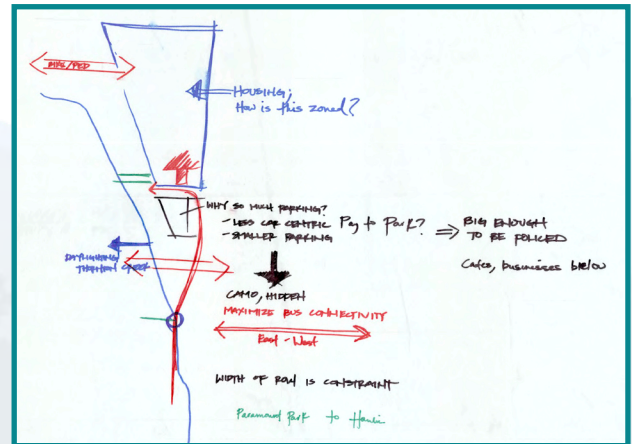
- Housing on top of and near light rail station makes sense.

- ◎ If you moved away from the area for ten years, but came back when light rail is operating, and you looked around the 145th Station Subarea, what improvements would you hope to see and where would they be located? How would you expect land uses to change? What would you hope stayed the same?
 - I feel like 145th and 5th Avenue can't handle the traffic of a parking garage. Better to have scattered parking options and shuttles in.
 - Neighborhood character similar to today's with more housing choices and better pedestrian and bicycle network/improvements.
 - More density immediately around station and in key nodes.
 - Personally hoped there would be no light rail (any time in the next 100 years).

- ◎ What about in 40 to 50 years – what should the neighborhood be like when your grandchildren are raising their own families?
 - Green. Charming. A destination. Think about quaint European towns.
 - Safe, environmentally-friendly – energy efficient – easy access to non-automobile transportation.
 - My grandchildren will not be living here!
 - They will still be paying for light rail.

- ◎ How do you think your housing needs might change in 20 years? What will your children's housing needs be then?
 - I still think families with children need yards and green spaces (that are not too structured).
 - No changes.
 - I will be long gone!

- My great-grandchildren will not be living here!
 - There will be a need for a wide variety of housing types to fit various incomes.
- ③ How should other buildings look; what kinds of uses are appropriate for the neighborhood over the next several decades?
- Residential/Pacific Northwest character
 - Modern with angles (look at Cristwood Park)
 - Urban farms to keep them connected to the earth.
 - Retail, mixed use and housing on top of light rail station.



Diagramming/Notes illustrating housing locations, transit connections, and parking concerns

- ③ What are characteristics of area where you spend your free time? Do they include well designed plazas and art, a mix of uses, landscaping, and other ways to define public and private space?
- Cristwood Park is wonderful!
 - They are green spaces with large trees, wild areas. Cobblestone plazas with large trees. Liveable-size buildings around.
 - Would be nice to have easy access, without driving, to stores, parks, etc.
 - Safe walking areas.
 - Parks, green space

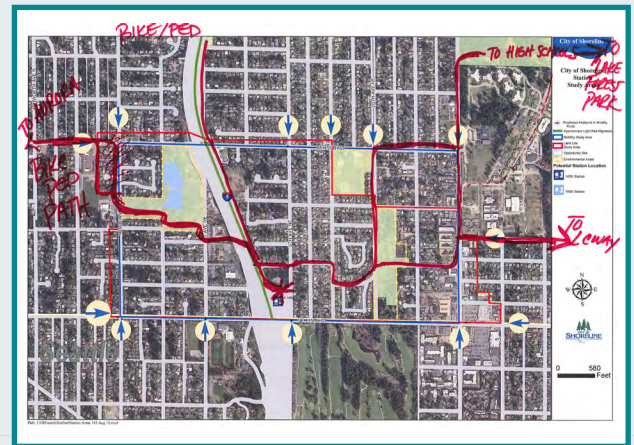


Diagram illustrating possible trail connections

- ③ What attracts people of all ages, cultures, abilities, and interests to use public space?
- Not 10 stories – at most 4! 2-3 to begin with.
 - Well-designed, attractive, open spaces enhance neighborhoods, including safety.
 - Trees, trees, and more trees
 - Sparse number of people - not crowded
- ③ Design thoughts from Ridgecrest Neighborhood Association Board of Directors:
- Don't want the station to be a regional hub sitting in a single family neighborhood
 - Work to philosophically move residents

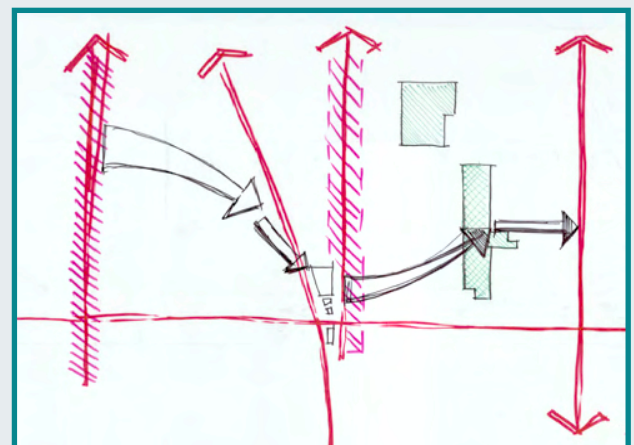
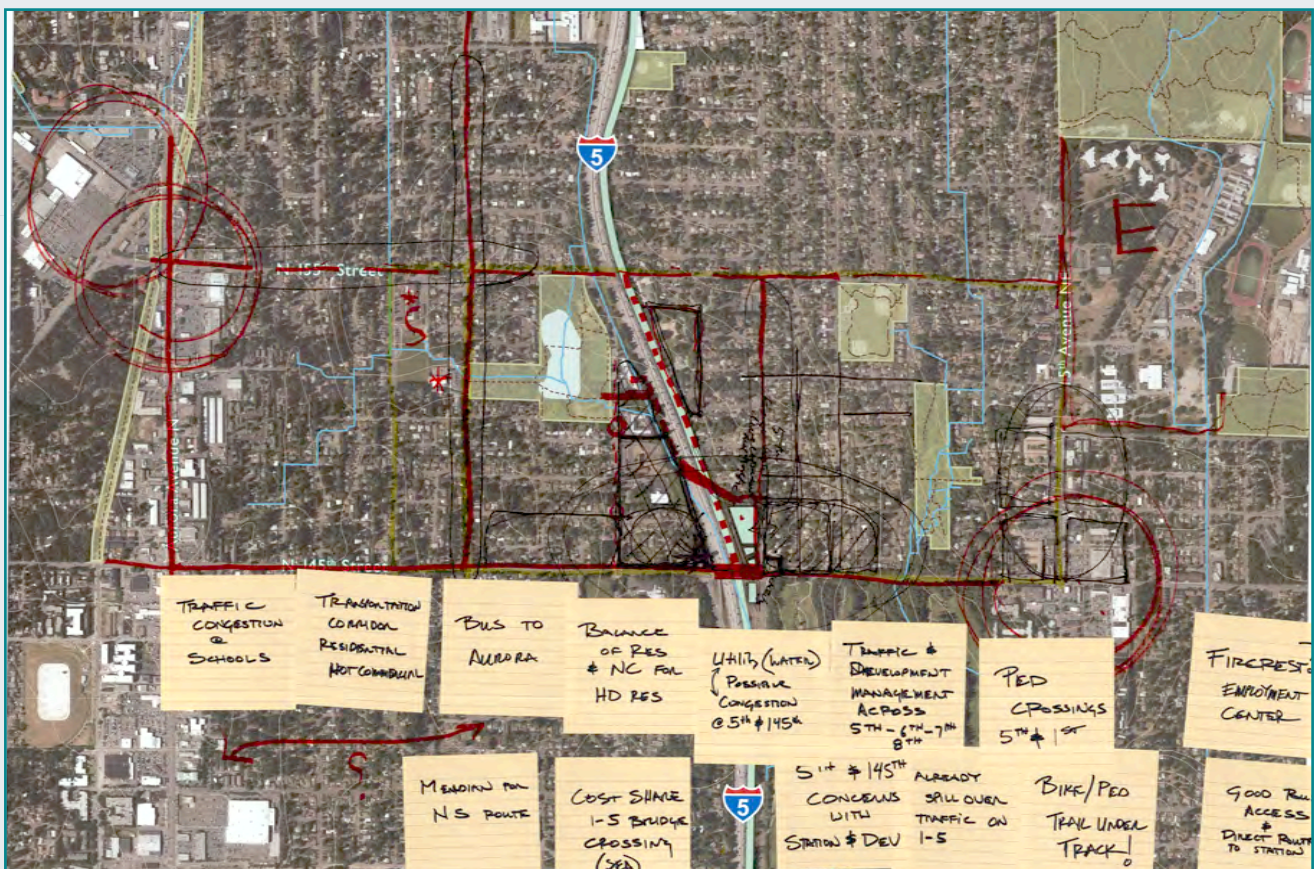


Diagram illustrating possible trail connections

towards mass transit options and away from single cars and large garage structures

- Take bold steps to focus on pedestrian, bike, and metro access
- Forward thinking, not car centric
- Pedestrian and bike bridge over I-5 connecting station to large church lots in Parkwood Neighborhood and over 145th, connecting station to new trail along Jackson Park
- Create new park and ride lots at nearby church parking lots that are not used during the day. Increase size of existing park and ride lots (at churches, near Jackson Park along I-5) Establish Metro shuttles and easy bike paths to station from all nearby lots.
- Introduce parking permit system for residents surrounding station area and newly zoned areas.

- Elegant density plans for 5th NE
- Create a compact, mixed use avenue similar to Phinney Ridge, Downtown Edmonds, with a focus on small, independent businesses that will complement that family oriented neighborhood
- Limit garage size
- Incorporate plantings and lighting features into the façade of any garage or station structure.
- Tier parking structure down slope to I-5 road level to mitigate profile at street level
- Incorporate cafes or other small businesses into the station
- Multi-use community space as mitigation for parking structure



Design Ideas for the 145th Station Subarea

● Additional Commentary (unprompted by questions):

- Recommend exploring a Thornton Creek day lighting near station.
- Would a clockwise 15 min. interval bus/trolley circulator on 145th/Aurora-Midvale/185th/10th/15th be possible to the neighborhood between stations?
- Would like to have a walkable connection down 145th between station and 155th, and would like commercial/coffee shops/day car/small commercial businesses on 145th.
- Can Shoreline approach Seattle to try to repurpose some of Jackson Park to be accessible and usable from 145th? Nice pedestrian/bike connection to 145th and 15th.
- Prefer to not have a parking garage.
- Discourage car dependency
- Development near station includes goods and services and parks so high density residents do not need to get in a car.
- Feeder busses that circulate between Lake City Way and Greenwood with several small park and rides.
- Limited parking size garage at transit station. Discourage drivers coming in.
- Resident parking permits to prevent commuter parking in neighborhoods.
- Development needs to be attractive when new and after many years!
- Overpass for pedestrians and bikes at 145th. Needs to be wide enough to allow friends to get together. A double-decker across at 145th is a bad idea – each end is too busy – stairs or elevators would be needed. 145th on west side is too steep. A bridge across at about 145th/147th connecting into the station in a section that remains open late (for access to shops) would be good. Allow motorized bikes,

scooters, mobility devices.

- Increased traffic on 155th
- Water issues from 15th Avenue NE to Thornton Creek
- Please create a Facebook page for a place for people to provide ideas and feedback. Advertise on current Shoreline Facebook pages.

DEVELOPMENT INTERESTS WORKSHOP

- On June 5, 2014, members of the project team met with design and development professionals. The team presented demographics that could influence development potential in the station subarea. After the presentation, the group discussed various opportunities and challenges. Following is a summary of comments and ideas discussed at the workshop session.
 - Given the “silver tsunami” of retiring baby boomers it is important to consider a variety of housing options for seniors—including options that accommodate aging in place and downsizing.
 - Good transit-oriented development (TOD) requires a variety of approaches—there is not just one formula. TOD is not just a lot of “4 over 1” or “5 over 1” buildings.
 - The Urban Land Institute is working with property owners across the region on assembling property and is also working with cities and developers on development agreements that include TOD, affordable housing, and other elements.
 - We have time to plan ahead and implement TOD around light rail transit stations; hoping to see more partnership opportunities with Sound Transit related to parking garages, etc.
 - Demographics here may change with light rail implementation—Seattle has not created enough density yet around light rail stations;

except in the Northgate area.

- Shouldn't rule out the potential for commercial and employment—Lynnwood is welcoming it.
- Looking for opportunities to assemble parcels for redevelopment along the Lynnwood extension.
- It is beneficial to provide as much flexibility as possible in development codes – form-based codes are better for this reason. Master plan approvals, development agreements, and other tools can help to encourage creativity in site design, architecture, and general development.
- Partnerships can work well – where infrastructure improvements and public realm enhancements are made by the City or public entities to support private development.
- The TOD Loan Fund is being implemented with a low interest loan that can be paid back over a long term.
- More of a focus on building to the market now and not taking risks or going out on a limb.
- Parking structures at transit stations usually create business opportunities right around the station and may influence businesses nearby such as on 15th.
- Sound Transit is starting to study the potential to charge for parking vs. allowing free parking.
- The Fircrest campus is a unique opportunity at the eastern edge of the station subarea; options are diverse and could include high tech, corporate campus, housing, and other uses. Bio-tech executives live in Shoreline/ Richmond Beach, or others may be interested in a local campus
- Need to think long term and incrementally – opportunities are probably more 20 to 30

years ahead and not 10 years; could look at zoning categories that are triggered by the size of lot so single family doesn't become nonconforming; minimum parcel size to be eligible for master plan

- There are a lot of assets in Shoreline – exceptional schools, parks, trails, etc. These will continue to draw residents to the community.
- Neighborhood walkability is an important market consideration – people are demanding more walkable neighborhoods. Street improvements that create better, connected, wider sidewalks will be important.
- People are also interested in good restaurants, social amenities, and public spaces in their neighborhoods...the elements that make for a great neighborhood and a great place to live.
- Shoreline's proximity to the Seattle metro area and being able to access downtown Seattle, UW, the airport and other destinations by light rail are also desirable factors that may draw residents.

August 11, 2014

Shoreline City Council
City Hall
17500 Midvale Avenue North
Shoreline, WA 98133

**RE: Parkwood Neighborhood Association Comments on the Lynnwood Link Light Rail
145th Station Subarea Planning**

To Shoreline City Council:

The Parkwood Neighborhood Association is excited about the arrival of light rail to our neighborhood and the many benefits and opportunities it will provide to Parkwood and the City of Shoreline.

Parkwood neighborhood, as the gateway to Shoreline from the South, is filled with mid-century homes, apartments, and businesses clustered along Aurora Avenue North. Parkwood is conveniently located in close proximity to Interstate 5 and the future light rail station at 145th Street. Parkwood is already experiencing a resurgence as new families move in and renovate homes. It will become an even more sought-after neighborhood with the convenience of improved transportation options. Parkwood is an ideal location for investment in infrastructure to support the growth of new residents and the likelihood of further development.

The Parkwood Neighborhood Association sees the benefits from the light rail station, the subarea planning effort, and the 145th Street Route Development Plan as the key to building a sustainable community. We picture a neighborhood that offers many attractive benefits for a safe, secure, and friendly community for single-family homes and mixed-use. We see a neighborhood that is a transportation hub providing a pleasant commute route for pedestrians. We envision major improvements to Twin Ponds Park so it can become a place where parents feel safe letting their children explore the woods, where naturalists are drawn to the beautiful native trees and wildlife, and where hikers can explore the park or walk to the light rail station through an improved network of trails.

With big changes coming to our neighborhood, we would like to share with the City Council our vision for the future of Parkwood so that it may be incorporated into the 145th station subarea planning alternatives under development at this time. The vision for Parkwood is focused around preserving the values of our neighborhood roots as a safe place for families and people of all ages and backgrounds to live and thrive in a supportive and connected community of neighbors.

To support our vision and goals for Parkwood, we would like to see the following enhancements given consideration and incorporated into the 145th Street subarea planning effort:

- **Development of a master plan for Twin Ponds Park** to identify improvements that will address greater use by more people as housing density and pedestrian traffic through the park increase. The park is one of the neighborhood's most important assets, with its many natural features (Thornton and Meridian creeks, ponds, forest, and trails) and community amenities (playground, soccer field, tennis courts, and community garden). We see the park developing into a healthier urban forest highlighting the arboretum roots of the park and improving the habitat and aesthetic values of Thornton and Meridian creeks. We would like to increase the usability of the park by improving the trail network so it could be a part of a neighborhood greenway leading to the 145th station.
- **Construction of sidewalks** on both sides of 1st Ave NE between 145th Street and 155th Street. The addition of flashing yellow lights and pavement lights to the crosswalks by the Community Garden/Aegis and at the soccer fields.
- **Addition of sound walls** along west side of I-5 to mitigate additional noise from light rail and the existing traffic noise from the freeway that currently degrades the natural setting of Twin Ponds Park and adversely impacts the park users. The existing sound walls on the west side of I-5 do not extend north of 145th Street.
- **Implementation of traffic dampening measures** on streets close to the main arterials that are currently being used as cut-through routes. Consideration must be given to student safety and increased traffic for The Evergreen School and Parkwood Elementary School near the 145th Street Station, whose classes start at 8:30 a.m. during the peak morning commute.
- **Mitigation of noise** in our neighborhood from increased traffic on 145th Street related to light rail and bridge tolls by installing sound walls, planting trees, or implementing other sound-dampening measures.

To support light rail ridership and the 145th Street Route Development Plan, we offer the following suggestions:

- Develop 145th Street with a focus on it as a transportation corridor that moves people through the neighborhood between destinations.
- Limit commercial and retail development that would increase traffic congestion along 145th Street.
- Add wider sidewalks on both sides of 145th Street.
- Encourage the construction of a pedestrian/bike bridge over I-5 on the north side of 145th Street that connects to planned bike facilities and/or a greenway to Twin Ponds Park.
- Incorporate a pedestrian/bike trail along the flat grade under the light rail tracks between the station and 155th Street. This alignment will avoid the steep hills that might discourage some from walking and biking to the station and will connect with the existing bicycle facilities along 155th Street.
- Work with Sound Transit and King County Metro to develop feeder bus routes through the neighborhood during peak commute times.

We would like to see the following elements incorporated into the development standards for multi-family housing:

- Staggered buildings heights to provide an aesthetic transition to adjacent, single-family residential properties.
- Encourage innovative higher density housing. For example, Cottage Housing as an option for transition between single family homes and higher density. See Wood Village Case Study (link below). Also, for higher-density rental options, consider affordable housing developments like the Cornerstone Community Housing in Eugene, Oregon (link below).
- Include community spaces and multi-purpose areas inside multi-family housing units.
- Development standards that incorporate natural systems, emphasize neighborhood attributes, and plan ahead for future transportation facilities (sidewalks, bike lanes, and transit).
- Architectural styles that are tasteful and strengthen the most desirable forms of the neighborhood. See Seattle Design Review Guidelines (link below).

We are optimistic that Parkwood will continue to be a thriving neighborhood through thoughtful planning and partnership, and that our neighborhood will find new life with the 145th Station subarea planning and development.

Sincerely,

Parkwood Neighborhood Association Board
Katie Schielke, Chair
parkwoodneighbors@gmail.com
parkwoodneighbors.org

References:

Cottage Housing: http://www.oregonmetro.gov/sites/default/files/wood_village_case_study.pdf

Affordable Housing Communities, seen at the Neighborhoods USA Conference:
[http://www.cornerstonecommunityhousing.org/home/mah/smartlist_1/housing_communities.htm](http://www.cornerstonecommunityhousing.org/home/mah/smartlist_1/housing_communities.html)
[1](#)

Seattle Design Review Guidelines:
<http://www.seattle.gov/dpd/aboutus/whoware/designreview/designguidelines/default.htm>

August 10, 2014

To: Members of the City Council of Shoreline
Members of the Shoreline Planning Commission

My name is Robin Lombard, and I have owned a home in Shoreline for more than 15 years. I am very excited to see light rail coming to Shoreline (I am a co-leader of the 145SCC) and believe we have a once-in-a-lifetime opportunity to enhance aspects of our city as part of the development of the station areas. I am specifically interested in and very supportive of the development of a pedestrian and bike trail ("greenway grid") through Shoreline to serve those traveling to and from the 145th Street station.

My introduction to the bike/pedestrian greenway grid was through a proposal written by Janet Way (see attached) which identifies a trail and highlights improvements that need to be made to the lower Paramount School Park portion of the trail. Janet calls out a need for a new box culvert to be built in the park to support the bike/pedestrian path and prevent flooding. Janet's proposal also highlights the need for better drainage along some of the roadway portion of the greenway. In other parts of Shoreline, rain garden swales have been used to good effect to prevent storm water flooding. They will be needed on the greenway near the east side of the station and could be constructed in ways to promote traffic calming which is also needed.

During the June 26 Design Workshop for the 145th Station Citizen's Committee, the idea of a pedestrian/bike greenway grid to the station was expanded – the idea we came up with was to create a trail connecting the Interurban Trail in West Shoreline to the business district on 15th Avenue Northeast by way of the 145th Street light rail station. During the workshop we envisioned a trail from near Aurora Square on the west side of the city, eastward along 155th, and south on Meridian to the entrance to Twin Ponds Park, through Twin Ponds Park (perhaps along a to-be-built boardwalk) to a bike/pedestrian bridge across I-5 to the station. The path also travels east from the station along 148th to lower Paramount School Park, eastward through the park on existing trail, and onward to 15th Avenue (see attached drawings from the Design Workshop). Our design incorporates Janet's earlier proposal, and continues her original greenway grid to the west side of Shoreline.

I encourage Council and Planning Commission members to consider the benefits of this proposal. We know that there will be a huge increase in traffic around the station areas and that we must find ways to encourage people to take alternate forms of transport. A greenway grid as suggested by Janet, and supported by citizens in the design workshop, will provide a much-needed safe avenue for those who do not drive and those who want to enjoy a stress-free trip to and from the station. It will also encourage those who would not walk or bike down 145th Street to consider doing so along a safer route. Creating the greenway grid will also allow us to fix some longstanding issues with storm water drainage. Lastly, this trail could also serve as a connector between two sides of Shoreline that were divided with the arrival of I-5 years ago. Members of the 145th SCC have discussed on more than one occasion that bringing the neighborhoods on either side of I-5 closer together is one of the values they hold and visions they want to see in the station area plan.

I am happy to work with any of you to help bring this proposal to life.

Thanks,

Robin Lombard
Parkwood Resident
Co-Leader, 145th Station Citizen's Committee

Proposal: Paramount-to-Light Rail Greenway Grid
By Thornton Creek Alliance (contact: Janet Way)

Description: Design and study feasibility of “surface water” Natural Drainage Trail “Grid” concept to address flooding and water quality issues in the Paramount Park and Thornton Creek basins, through a series of vegetated bio - swales (rain gardens) with permeable pathways, connecting the Paramount Park Neighborhood and 15th NE with the future Light Rail Station Area at 5th Ave NE and NE 148th St. (A rain garden and permeable path already planned for Summer 2014). The Greenway Grid conceptual design would include NE 148th St and 5th Ave NE, 8th Ave NE, 10th Ave NE, and 12th connecting to Paramount Park Natural Area and 12th NE(see attached map), The project would improve the already utilized trail(s) through Paramount Park and attenuate surface water drainage of storm water along all corridors, including inside Paramount Park Natural Area. The permeable pathways associated with this project will be a major amenity connecting the neighborhood to the Light Rail Station at 145th St.

This project will also facilitate pedestrian and bike connections for the neighborhood from 15th Ave NE to the expected Light Rail Station through an existing corridor AND make needed drainage improvements for water quality and habitat improvement. It will be in keeping with existing Shoreline Comprehensive Plan Goals as well as Southeast Subarea Plans and the Shoreline Surface Water and Transportation Master Plans.

The City of Shoreline has experience with similar projects and natural drainage systems. Ridgecrest Neighborhood has aging infrastructure, no sidewalks, and will eventually require upgrades with the coming rezoning and Light Rail Station Area planning. This project will address drainage infrastructure deficiencies to prevent localized flooding and improve water quality in the Thornton Creek Watershed and help create a walkable, bike friendly and transit oriented community with a “Greenway Grid.”

In addition, if designed appropriately, this project could include much-needed and neighborhood-called-for traffic calming through side streets such as 148th St and 8th Ave in anticipation of increased traffic on 145th St and 5th Ave NE, and 12th NE due to the Light Rail Station and associated parking garage (see attached photograph of example).

The eventual goal would be to provide the underlying design and feasibility concept to help the City of Shoreline construct the Greenway Grid to improve neighborhood infrastructure.

• **Process**

• **Research Grant opportunities.**

• **Community Buy-in**

Involve City of Shoreline, neighbors, expert designers, organizations and volunteers.

- **Engage Designer** – Peggy Gaynor (who has extensive experience with similar projects in Shoreline and neighboring cities.

- **Possible Partners**

- Major Sponsor – TCA (Thornton Creek Alliance)
- Possible Co-sponsors –
 - 145th Station Area Committee
 - Paramount Park Neighborhood Group (?)
 - Ridgcrest Neighborhood Association
 - City of Shoreline
 - Adopt-A-Stream Foundation (wishes to assist with outreach)
 - Futurewise (?)

- **Budget – TBD (estimate)**

- **Design and Feasibility Study - \$30K (Gaynor, Inc and Associates)**
- **Neighborhood Outreach - \$3K (Adopt-A-Stream)**

BIKE/PED

TO HIGH SCHOOLS
TO LAKE FOREST PARK

TO SUPER
BIKE PED PATH

City of Shoreline
Geographic Information System

City of Shoreline
Station
Study Areas

- Roadways Analyzed in Mobility Study
- Approximate Light Rail Alignment
- Mobility Study Area
- Land Use Study Area
- Opportunity Site
- Environmental Asset

Potential Station Location

- 145th Station
- 185th Station

TO CUNY



DRAFT



145TH STATION AREA PLAN SHORELINE, WASHINGTON



MARKET ANALYSIS

PREPARED FOR:



PREPARED BY:



LELAND CONSULTING GROUP

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Executive Summary

Planning for the Lynwood Link light rail extension is well under way, with a station planned at NE 145th Street in Shoreline, Washington. This market analysis has been conducted by Leland Consulting Group (LCG) as part of the 145th Street Station Subarea Plan being prepared by Otak for the City of Shoreline. The analysis is intended to identify the type, scale, and phasing of real estate development likely to be feasible within the station area, and provide a preliminary list of the actions that the City could take to encourage transit-oriented development (TOD). This executive summary explains the key findings of the market analysis; details are contained in the body of the report, which begins on page 7.

Context: TOD and Infill Development. Over the past decade, there has been a major national trend favoring TOD and infill—urban development that takes place within the fabric of existing cities and suburbs. According to the US Census and *Wall Street Journal*, “many U.S. cities are growing faster than their suburbs for the first time in decades, reflecting shifting attitudes about urban living.” A new generation of Americans (Generation Y) is seeking out active and exciting urban neighborhoods, while America’s biggest generation (the Baby Boomers) is now retiring, and also in many cases, looking for a more compact, connected, and urban lifestyle. While urban central city locations will continue to fare well, places that mix the best of suburban and compact, mixed-use qualities may be the most desirable. Transit is important to all demographic groups, with 52 percent of those polled nationwide stating that access to transit is an important factor in their choice of where to live. These demographic and consumer preference trends are very much in play in the Puget Sound region, where development trends during and following the recession have swung dramatically towards infill in places like Seattle, Bellevue, Mill Creek, and Bothell. Leland Consulting Group (LCG) expects these demographic demand drivers to remain in place for many decades, as the 145th Street Station Subarea redevelops.

The Station Subarea. The station area benefits from the fact that Shoreline is a desirable community, with a reputation for good neighborhoods, parks, trails, schools, and safety. The Link light rail will also create a convenient connection to key destinations, notably the region’s most important jobs center, downtown Seattle, as well as SeaTac Airport, the University of Washington, Northgate Mall, and communities to the north. However, there will be challenges to development in the station subarea as well. These include a high degree of parcelization (many small properties in diverse ownership), little “center” or sense of place as yet, a pedestrian and bicycle network that is disconnected in some key locations, topography, and a challenging transportation and pedestrian environment on NE 145h Street. Similar challenges have been overcome elsewhere and can be overcome in Shoreline with the right plan, implementation strategy, investment, and time.

Housing Market. Housing—including townhouses, apartments, and condominiums—is the most prevalent land use in TOD outside of central cities. One reason is that most transit trips are home-to-work trips, and people choose to live where they can take transit to work or school. Because Shoreline and the primary market area are projected to grow through 2035 and beyond, and because Shoreline should continue to attract medium- and higher-income households that can afford new housing, the station subarea has the potential to capture between 500 and 800 dwelling units during the first 20 years of development; over a 50 year period, the station area could attract between 1,300 and 2,000 housing units. In the first 20 years of development, new housing types are likely to range from two- and three-story townhouses to five- to seven-story mixed use mid-rise projects. In later years, taller projects may be possible. Thus, there will be *demand* for housing.

However, the main challenges for this and other types of development summarized below will be land *supply*, and *place making*—creating an interesting, vibrant, people-oriented place at the station or nearby that will attract those looking for housing.

Retail Market. As the population in the station subarea and throughout Shoreline continues to grow, these new households will generate new demand for retail and commercial services. In addition, there will be some potential to capture retail spending that is currently *leaking* out of Shoreline, and to replace obsolete retail space. Within a 20-year timeframe, most retail is likely to be *pulled* into place as part of mixed-use projects, with housing above and some retail on the ground floor. Such retail and commercial space can provide a tremendous benefit, as restaurants, coffee shops, dry cleaners, day care, financial services, and other small tenants can enable residents and workers to accomplish many errands within one trip or a short walking distance, and create a sense of place in the station area. Over the long term (20 years or more), there will be potential to add larger scale retail: a grocery, pharmacy or small general merchandise store, along with more of the *in-line* retailers mentioned above. High quality access from arterial roads, sizeable floor plates (likely between one and two acres), and parking are very important to these types of retailers, and therefore a large site with immediate access to 145th Street and the station would be needed, which underscores the current challenges of land supply. Such larger scale retail would also take place as part of a mixed use project. Over 20 years, between 67,000 and 100,000 square feet of retail could be captured in the station subarea. Retail demand and needs should be revisited once this scale of retail development has been realized.

Office Market. The Northend, stretching from Shoreline to Everett, has historically captured very little of the Puget Sound office market. Looking forward, there are a number of factors that suggest that it will be difficult to attract a significant amount of Class A or B office space to the station area. Office development tends to locate at the highest volume transportation nodes in a given region, such as downtown Seattle or major suburban freeway interchanges. In suburban locations, office parking requirements tend to be high, and therefore difficult to accommodate in land-scarce station areas. Finally, the current suburban office development outlook is not promising, with virtually all new office development taking place in downtown Seattle and the Eastside.

Given this context, LCG recommends that plans for the station area focus on attracting ground floor *commercial office*—financial services, medical and dental offices, architecture and design firms, etc.—that have modest space demands, a local service area, and can fit in next to retailers. Such office space is assumed in the retail capture figures above. Second, the City should look to larger-scale development sites on Aurora Avenue N or 15th Avenue NE for significant office development. Finally, the City should revisit the potential for additional office space once a dynamic place has been established through the development of significant housing, retail, and public spaces.

Other Uses. Major health care facilities, higher or primary education, government facilities, and other uses are also potential candidates for the station subarea, but are not *market-driven*. These uses typically depend on independent decisions made by local institutional leaders, and LCG did not review the potential for these uses as part of this analysis.

Emerging Vision. While a specific vision has not yet been adopted for the station subarea, LCG's understanding is that the findings and recommendations summarized above are consistent with input that has been gathered from City Council and community events. This input has focused on concentrated nodes of development; improved east-west connectivity; Fifth Avenue NE as a potential *neighborhood boulevard*; and protected and enhanced parks, spaces, and natural resources.

Implementation. A plan is only as effective as the capacity of an organization and its partners to implement it. Therefore, LCG offers these preliminary potential implementation actions for the City:

- Ensure that the Link light rail station is an attractive and welcoming place. The station will be a major infrastructure investment and the gateway to the larger station area. It should be a place that can act as a center within the larger subarea, and ideally include places for sitting, relaxing, enjoying music, and one or more small retail spaces.
- Make key pedestrian, bicycle, and auto improvements in the station subarea. These will help to improve the sense of place and increase developers' interest in the area. A pedestrian and bicycle bridge over I-5 should be considered, along with improved connections in the neighborhoods to the east and west, with the goal of connecting the station to Aurora Avenue N and 15th Avenue NE.
- Update the Comprehensive Plan and zoning designations to allow housing, retail, and office space of much greater scale, height, and floor-area ratios (FAR). Allowed heights may vary from a low of 45 feet to a high of about 200 feet. Consider reductions to parking requirements for these uses in recognition that the area will have excellent transit service. Consider provisions in the code that will incentivize developers to aggregate properties and build attractive infill that is compatible with adjacent neighborhoods.
- Complete this Station Subarea Plan, related environmental impact statements, and associated code revisions. This should provide considerable regulatory certainty for developers considering building in the station area.
- Communicate regularly with major property owners in the event that they are interested in redevelopment.
- Consider the formation of a Community Renewal Authority (CRA) or other authority with the capacity to buy and sell land, make investments, and take other action in the station subarea in coming decades. If appropriate, undertake targeted property acquisitions and aggregation of properties with willing sellers.
- Upon completion of this Plan, actively market the vision to community leaders, developers, business owners, lenders, appraisers, and others in the Shoreline area with the capacity to move it forward. Find and utilize your champions.

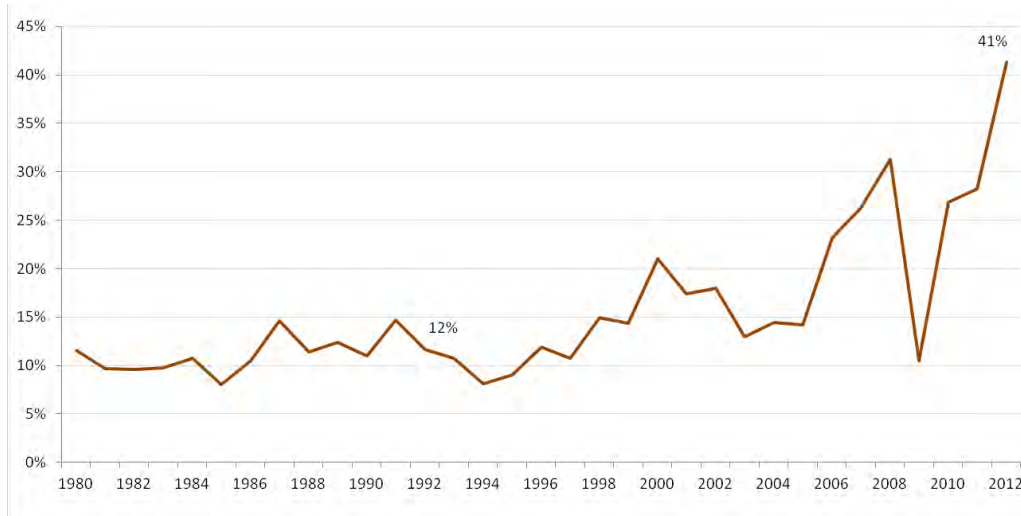
Context: TOD and Infill Development

Beginning in the 1990s and continuing to the present, the geographic focus of real estate development nationally has shifted from outward expansion towards transit oriented development (TOD) and infill—urban development that takes place within the fabric of existing cities. While lower-density, single use development will continue for the foreseeable future, a greater share of investment and development is likely to happen in places like Shoreline’s 145th Street Station Subarea. According to Alan Ehrenhalt, author of *The Great Inversion*:

Between 1990 and 2007, central cities increased their share of housing permits within their metropolitan areas by more than double, the Urban Land Institute found. This continued after the housing recession caused the number of permits to plummet in the outer suburbs. What is more, statistics show, housing in cities and inner suburbs held their value during the recession far better than their exurban counterparts. There is a thirst for urban life among Millennials. It shows up in polls, in anecdotal conversation, in blogs and other casual writing. It is not based primarily on watching television shows such as *Friends* or *Seinfeld*, though those should not be discounted.

Figure 1 below shows the impact of the “great inversion” trend in the Puget Sound region through the City of Seattle’s “capture rate” of all residential building permits issued region-wide by year. During the 1980s and 1990s, Seattle’s capture rate hovered between 10 and 15 percent. Beginning in the late 1990s, this rate began to increase rapidly. In 2012 (the most recent year for which data is available from the federal government), Seattle captured 41 percent of all regional housing permits. This is just one indication of the demand for urban living; other examples are visible in Bellevue, Bothell, Mill Creek, and other cities in the region.

Figure 1. City of Seattle Capture Rate of All Puget Sound Residential Building Permits

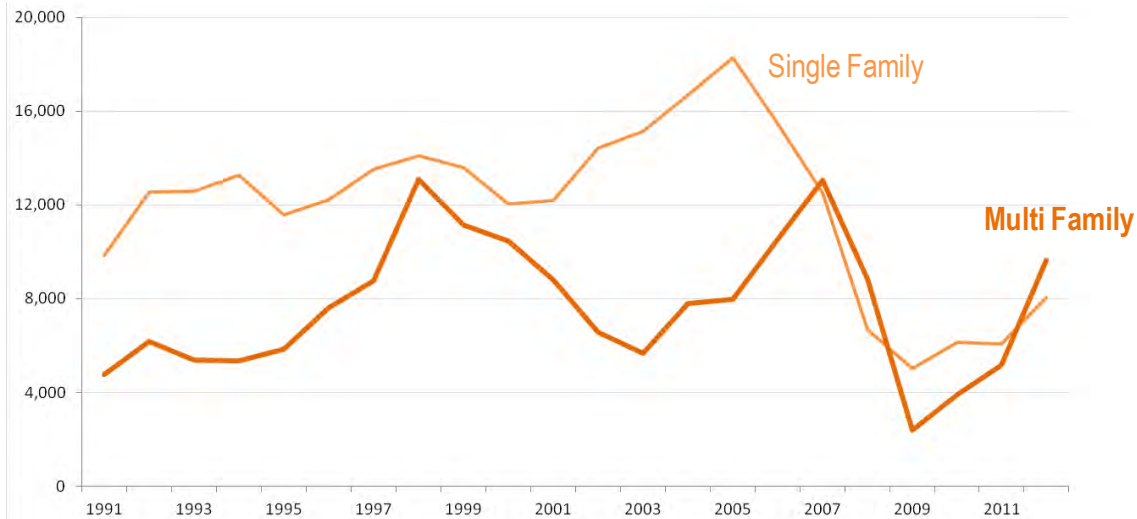


Source: United States Department of Housing and Urban Development, Leland Consulting Group.

Figure 2 shows another indicator of shifting residential demand, with the number of multifamily housing permits overtaking single family housing permits in 2012. This likely represents both a short-term cyclical phenomenon and a longer-term consumer preference trend. While single family permits

are likely to once again surpass the number of multifamily permits, multifamily is likely to capture a larger share of development than it did in the early 1990s and early 2000s.

Figure 2. Single Family and Multifamily Building Permits, Puget Sound Region



Source: United States Department of Housing and Urban Development, Leland Consulting Group.

Figure 3 shows the a 2014 forecast of “development prospects” by the Urban Land Institute (ULI), a national professional organization for developers, real estate investors, and land use professionals. Consistent with all years following the recession, infill product types such as infill housing and urban mixed use properties are viewed as the most promising development prospects.

Figure 3. Development Prospects by Property Type, 2014



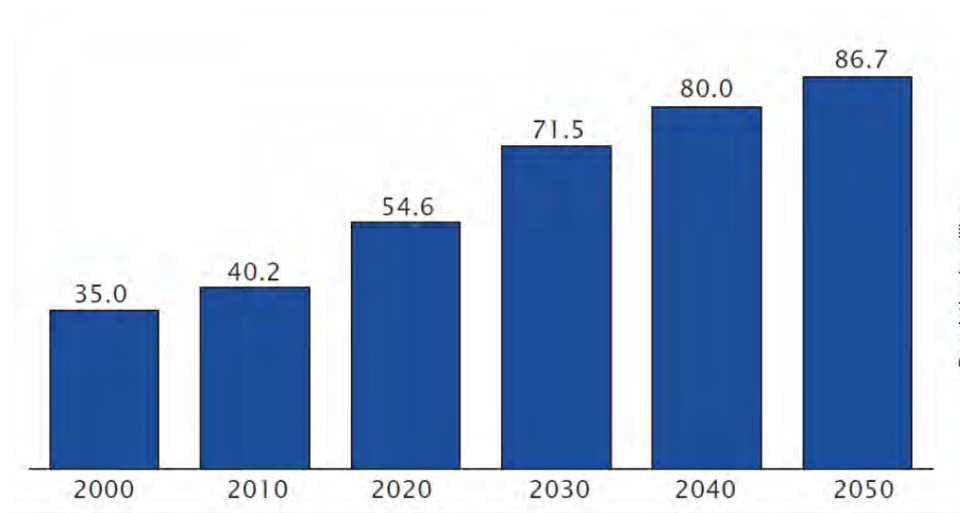
Source: Urban Land Institute, Leland Consulting Group.

Senior housing, student housing, and apartments—all of which may be good fits for the station subarea—are viewed as fair or above. Single use properties, particularly hotels, retail, and office, are

generally viewed as the most risky type of development given today's market conditions. Single family housing development has come back dramatically after being viewed as a very poor prospect for about five years.

As Figure 4 shows, the number of Americans 65 years old and older will be growing dramatically in coming decades; in almost all metropolitan regions, the largest amount of population growth will come from these 65 and older households in the next two decades. The location preferences of these households vary widely: some will move to sunnier climes and others will stay in their current homes indefinitely.

Figure 4. Population Aged 65 and Over, United States



Source: Urban Land Institute, Leland Consulting Group.

However, most research shows that, on the whole, those in the Baby Boom generation and older will be relocating to smaller, lower-maintenance homes in locations that have more services close by. According to *Age-Related Shifts in Housing and Transportation Demand*: "When older householders do move, they are more likely to move into higher density housing than middle-age adults... There are a number of indications... that baby boomers are more likely than younger adults to have a preference for more walkable locations, public transit, and higher density living." This trend is very important for Shoreline, which already has a high percentage of older households.

Figure 5 shows some results of “American in 2013: Focus on Housing and Community,” a national survey conducted by the Urban Land Institute. The figure shows the percentage of all adults, and members of Generation Y as a subset of all adults, who ranked various neighborhood features as “important” or “very important” (6 or more on a scale of 1 to 10). This survey and others like it reveal two findings. First, access to transit is important to a majority of Americans, particularly younger Americans. Second, it is one among a large number of neighborhood characteristics that influences where people decide to live and work. One takeaway for station subarea planning is that cities and their partners need to make sure that many of these attributes are in place in order to realize true TOD.

Figure 5. Development Prospects by Property Type, 2014

Community Attribute	% who say it's important:	
	All Adults	Gen Y
Convenience to public transit	52	57
Neighborhood Safety	92	88
Quality of Public Schools	79	87
Space between neighbors	72	69
Short distance to work or school	71	82
Distance to medical care	71	73
Walkability	70	76
Distance to shopping/entertainment	66	71
Distance to family and friends	63	69
Distance to parks/recreational areas	64	68

Source: American in 2013: Focus on Housing and Community, Urban Land Institute, 2013.

TOD and Interstates

As a component of this market analysis, LCG was asked to review comparable light rail stations that are located within highway rights of way, and the development that has taken place in surrounding station subareas. While a wide variety of station areas were reviewed, the figures below and on the following page shows two stations that we believe provide the most relevant lessons for the 145th Street Station Subarea.

Center Commons, a 4.9-acre development pictured in Figure 6, was developed immediately south of the NE 60th Avenue light rail station in Portland, Oregon. The station boarding platform is within the Interstate 84 right of way, essentially at the grade of highway traffic, and below the grade of surrounding streets. Despite the lack of appeal or ambiance at the station area, Center Commons and other nearby development has been successful. Center Commons includes five different development components, including market-rate rental, ownership, senior, and affordable housing at a variety of different scales, from two to five stories. The shared public spaces are also of high quality, and the southeast corner of the block is occupied by a historic building and restaurant that was retained. The City of Portland (Portland Development Commission) and the regional government (Metro), were both involved in land acquisition, land value write-down, land sales, and other elements of the project. The project contains a total of 288 units at an average density of 65 units per net acre. Metro estimates that the project results in a net increase of approximately 45,800 transit trips per year.¹

Figure 6. NE 60th Avenue Station and Center Commons, Portland, Oregon



Several key lessons learned are:

- Attractive and successful transit-oriented development adjacent to a freeway is possible.
- Most development at Center Commons is oriented towards the surrounding neighborhood and away from the freeway and station. The most attractive and successful public places are also somewhat distant from the freeway. It may be important to buffer development from the freeway.

¹ Leland Consulting Group site visits, and Center Commons Project Profile, Metro http://www.oregonmetro.gov/sites/default/files/centercommons_final.pdf

- Proactive public sector agency involvement can help to spur development.

Figure 7 shows the Hollywood light rail station area in Portland Oregon, about one mile west of the NE 60th Avenue Station shown above. The station boarding platform is also within the Interstate 84 right of way, essentially at the grade of highway traffic, and below the grade of surrounding streets.

Figure 7. Hollywood Light Rail Station Area, Portland, Oregon



Key lessons learned from this station are:

- A pedestrian and bicycle bridge/highway crossing was built, separate from the primary arterial roadway (39th Avenue), which significantly improves the non-auto connectivity in the area. This station would be far less accessible without the pedestrian and bicycle bridge.
- A wide variety of infill development has taken place in this station area, ranging from townhouses to mid rise (generally five story) mixed use projects.

Shoreline and the Station Subarea

Figure 8 below and Figure 9 on the following page summarize some of the key demographic attributes of Shoreline, the 145th Street Station residential primary market area, King County, and the Puget Sound region (Seattle Metropolitan Statistical Area or MSA). The primary market area includes the City of Shoreline and parts of Lake Forest Park and North Seattle, and is the area from which new housing development at the station subarea is most likely to draw residents. Some key takeaways from Figure 8 include:

- Median household incomes in Shoreline, the market area, and King County are all above \$65,000 per year. This indicates a large population of middle- and upper-income households with the capacity to rent or buy new housing and spend retail dollars in the station subarea.
- Shoreline and the market area both have high percentages of households in the 55+ and 65+ age categories. As stated above, this is an important demographic group for TOD and infill development. Many of these households will be looking to downsize and “age in place” near where they already live. Shoreline should be ready to keep many of these residents local, either in market rate infill or age-restricted development.

Figure 8. Demographic Summary

Key: Lower Higher Compared to the other geographical areas shown below.

Demographic Attribute	City of Shoreline	Primary Market Area	King County WA	Seattle MSA (Tacoma, Bellevue, Seattle)
Population	55,001	129,353	2,016,956	3,579,892
Number of Households	22,445	56,616	824,051	1,413,782
Family Households (2010 Census)	61%	55%	59%	62%
Household Size (Average)	2.39	2.24	2.40	2.48
Household by Size (2010 Census)				
1 - 2 person household	64%	68%	64%	62%
3 - 4 person household	29%	26%	28%	29%
5+ person household	7%	6%	8%	9%
Median Household Income	\$68,069	\$60,745	\$71,992	\$66,838
Per Capita Income	\$35,102	\$35,752	\$39,014	\$35,056
Population by Age				
0 to 24	26%	26%	30%	32%
25 to 34	13%	15%	16%	15%
35 to 44	13%	14%	15%	14%
45 to 54	15%	14%	14%	14%
55 to 64	16%	15%	13%	13%
65+	17%	17%	12%	12%
Median Age	43.4	41.7	37.8	37.5

Source: ESRI Business Analyst, US Census, Leland Consulting Group.

- By contrast, Shoreline has a low share of 25 to 34 age households, and these types of households, which tend to locate in higher density environments, may be more difficult to attract to the City and station subarea. However, the light rail represents a promising opportunity to

attract more younger households because it will provide a direct rail connection to University of Washington and North Seattle Community College.

- 64 percent of Shoreline households, and 68 percent in the market area, have one or two people, which are the most likely to chose TOD or infill development. This is a very large market: more than 38,000 households in the current market area.

Some key takeaways from Figure 9 below include:

- All the geographical areas reviewed have highly educated populations, particularly the primary market area and King County. About two-thirds of the households in the city, market area, and King County are employed in white collar work. Both education and white collar employment are correlated with interest in urban living.
- 63.5 percent of the households in Shoreline are owners, more than the other areas compared. This is likely also a reflection of the older households in Shoreline and prevalence of single family homes. There should be an opportunity to add rental housing stock to the mix, particularly to the degree that 55+ households can be retained and younger households added.

Figure 9. Demographic Summary (Continued)

Key: Lower Higher Compared to the other geographical areas shown below.

Demographic Attribute	Shoreline City WA	Primary Market Area	King County WA	Seattle MSA (Tacoma, Bellevue, Seattle)
Education and Employment				
Less than High School	8.1%	7.9%	7.9%	8.5%
High School or Equivalent	17.1%	16.2%	17.0%	21.3%
Associate's or some college	31.5%	29.9%	29.1%	32.7%
Bachelor's or Advanced Degree	43.3%	45.8%	45.9%	37.5%
Occupation				
"White Collar"	66.8%	68.2%	69.1%	65.1%
"Blue Collar"	15.7%	14.4%	14.9%	17.9%
Housing				
Median Home Value	\$375,245	\$399,840	\$421,752	\$347,693
Household Tenure				
Owner Occupied Housing Units	63.5%	55.7%	57.2%	59.7%
Renter Occupied Housing Units	36.5%	44.3%	42.8%	40.2%

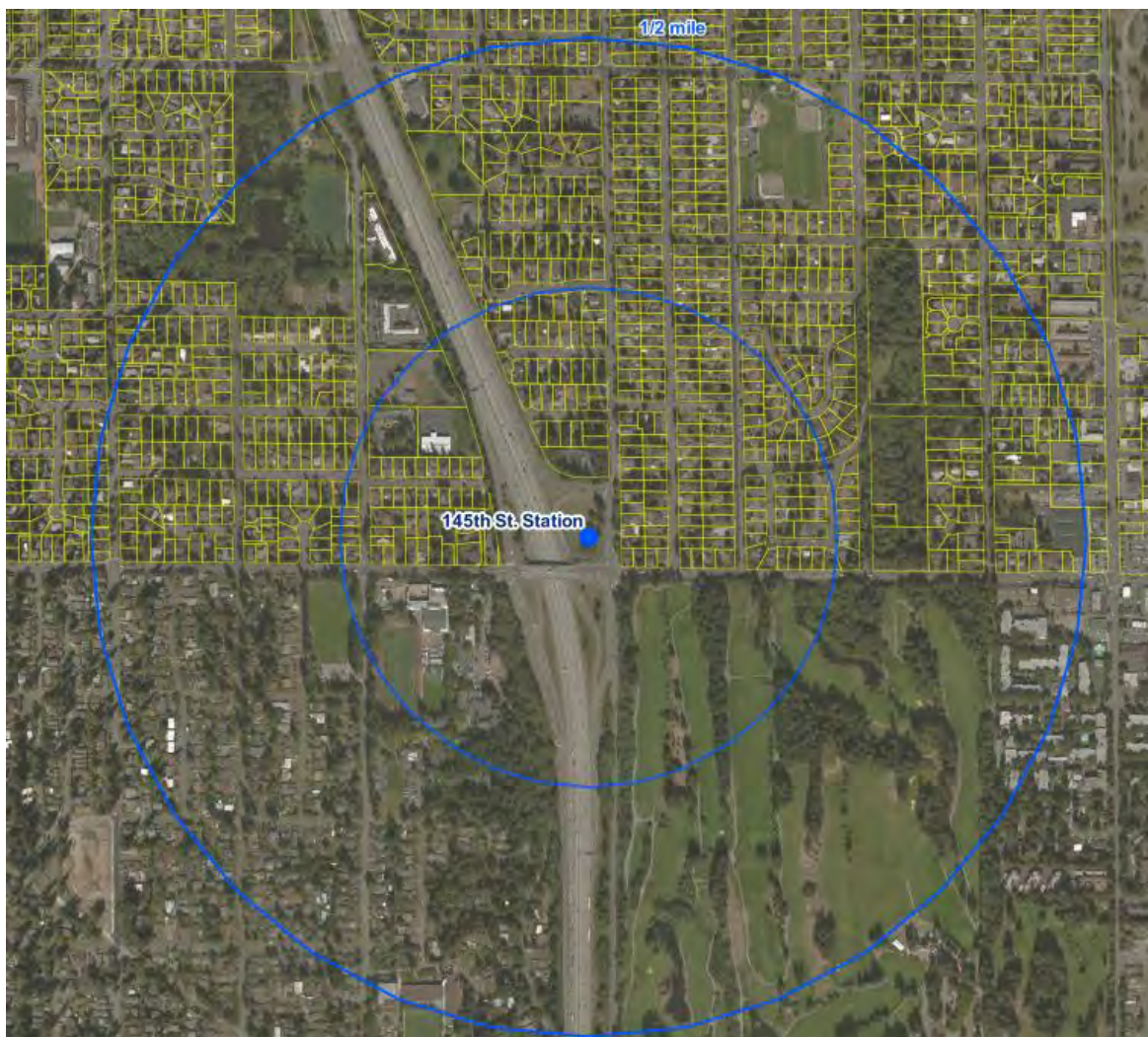
Source: ESRI Business Analyst, US Census, Leland Consulting Group.

The Station Subarea

Figure 10 shows the 145th Street Station Subarea. The ¼ mile circle (smaller blue circle) represents about a 5 minute walk; the ½ mile circle represents a 10 minute walk. Most walk-in transit users tend to come from within this ½ mile circle, and about 60 percent of transit users walk to transit.

A key feature of the station area is that the north half is located in the City of Shoreline and the south half is located in the City of Seattle. While this is a very important distinction in terms of the provision of services and jurisdictional control, the market—potential residents, shoppers, business tenants, and other users who drive real estate demand—is typically less attuned to this distinction. In addition, the urban environment in Seattle will, for better or worse, influence users' perceptions of the station subarea in Shoreline.

Figure 10. The 145th Street Station Subarea



Source: Leland Consulting Group.

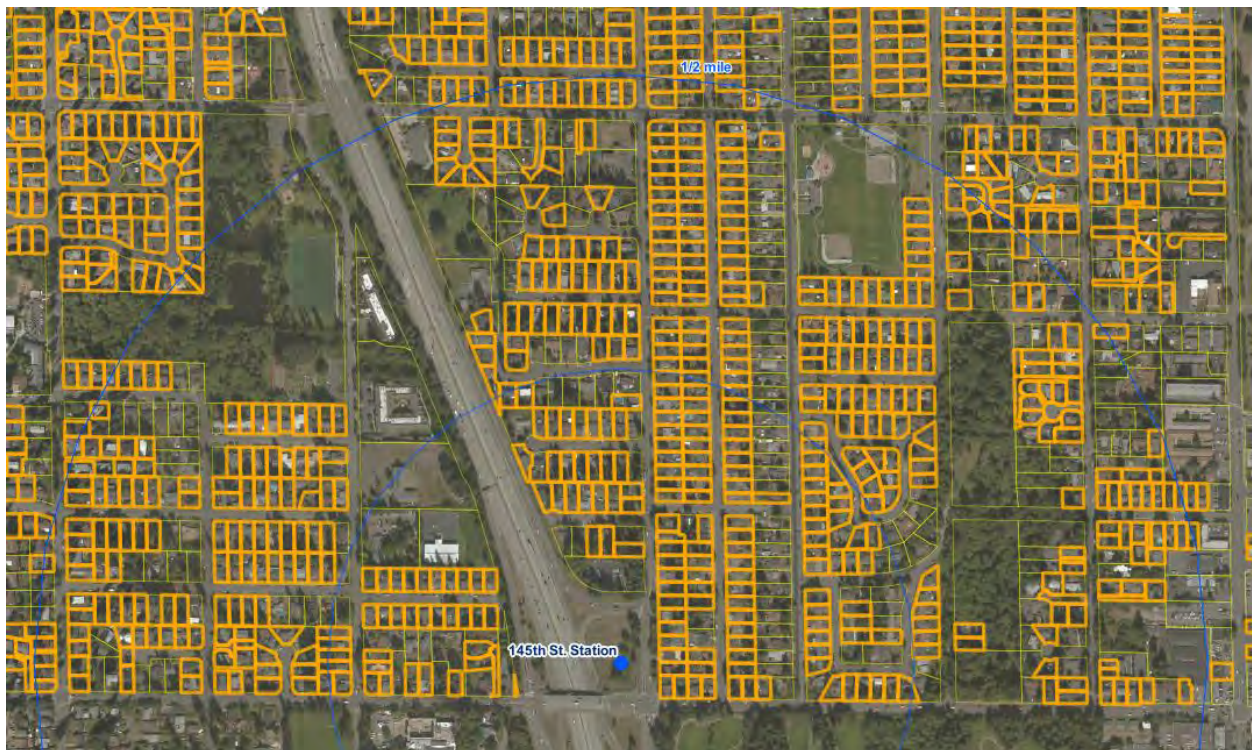
Parcel Sizes

Figure 11 shows a key feature of the station subarea vis-à-vis large scale redevelopment: a majority of properties are relatively small. In Figure 11, all lots that are 8,500 square feet or less are highlighted. Most of the other single family residential lots are approximately 10,000 square feet in size.

Diverse property ownerships, relatively small property sizes, and relatively high improvement (home) values present challenges for large scale development projects. A modest sized mixed use project can easily be 1.5 acres, which would require the acquisition of eight contiguous single family home lots within a narrow time frame, and in the right location. This can be very time consuming and logistically challenging, and therefore developers will seek out large lots when possible. The City has at least two options available to encourage large scale redevelopment. First, zoning and regulation can encourage higher density development and provide density or other incentives for larger projects. Second, the City could actively acquire or option (obtain the right to buy) properties with the goal of aggregating and selling them to a selected developer. Both of these options should receive strong community support before being implemented.

There are five large-lot properties (ranging in size from about one to three acres) to the northwest of the station and across I-5. These are the most obvious large-scale —development opportunity sites” in the ½ mile station area. The three southern properties are occupied by religious institutions; the two northern properties are occupied by Aegis, an assisted living provider. While they are opportunity sites, they are also privately owned, on the opposite side of I-5 from the station, and cannot be accessed to the south except via 1st Avenue NE. In order to be redeveloped, these owners would probably need to be willing sellers, to the City or a private developer.

Figure 11. 145th Street Station Subarea: Lots of 8,500 Square Feet or Less Highlighted



Source: Leland Consulting Group.

Figure 12 shows the view from NE 145th Street, looking northwest, with the future Link light rail station just to the north. This photograph shows that Interstate 5 creates a significant east-west division in the station area that will be difficult to bridge. 145th is a high volume arterial with narrow sidewalks. Urban streets that are most welcoming for mid- or high-rise development typically have wide sidewalks (eight to 15 feet) that include trees/planter strips, and on street parking. The City of Shoreline is currently looking at ways to make NE 145th Street more pedestrian and development friendly. NE 145th Street slopes up to the west, which will make ground-floor retail on this street challenging; developers only build retail on sloped streets in the most high-density urban districts.

These station-area challenges underscore the importance of looking to side streets such as 5th Avenue NE to create the most active, pedestrian friendly places. Side streets gain some exposure to the traffic on 145th, which will benefit retail, while having a naturally more pedestrian friendly character.

Within this view of the station area, the station itself is likely the most promising site for place making and/or real estate development since it is a single site that will be developed at one time, is large enough to create a sense of place and contain some retail or other uses, and also be partially buffered from the freeway.

Figure 12. Looking Northwest from 145th St / Link Light Rail Station
Station location is approximate.



Source: Leland Consulting Group.

Project Vision

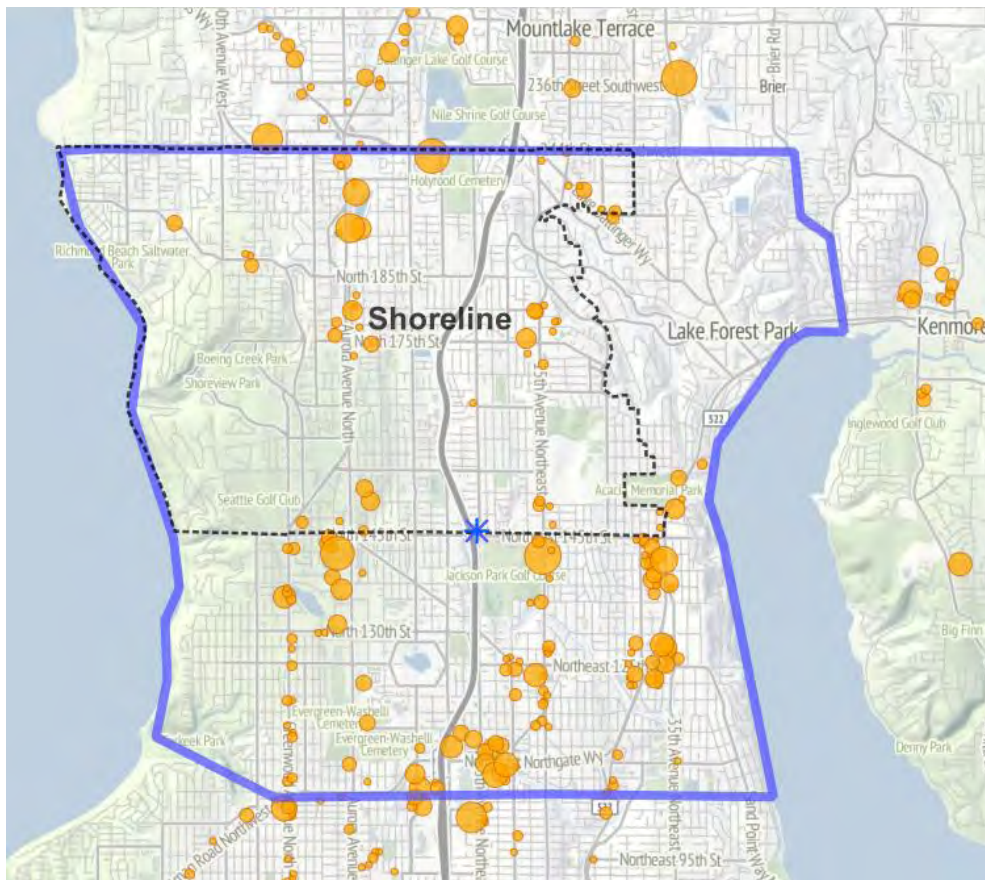
The 145th Street Station Subarea Plan is in the early stages of development—a work in progress. The first series of community workshops were held in June, 2014. As a result of these workshops, five key concepts emerged that will help form the vision to guide subarea planning for the 145th Street Station. These concepts are summarized below, and are generally consistent with the findings of this market analysis.

- **Concentrated Density in Nodes of Development:** The subarea has capacity to support greater housing density, mixed use and transit-oriented development. Interest was expressed in focusing the highest density of development and redevelopment around key assets and key intersections, while retaining the residential neighborhood character of much of the subarea.
- **Improved East-West Connectivity for Pedestrians and Bicyclists:** Improved routes and connectivity for pedestrians and bicyclists have been expressed as a top priority by the community. Three important points were raised: the idea of an enhanced bus feeder system connecting activity centers to the light rail station; the prioritization of East-West transit connections along NE 145th and other key streets; and an East-West pedestrian and bicycle bridge spanning Interstate 5.
- **5th Avenue as a North-South Neighborhood Boulevard:** Viewed as an important corridor linking the 145th Street Station and the 185th Street Station, 5th Avenue was envisioned by many as a distinct, walkable and human-scale neighborhood boulevard and commercial corridor, anchored by higher-density mixed-use development at key nodes.
- **Protected & Enhanced Parks, Spaces and Natural Resources:** Preserving and protecting existing parks and open spaces, while creating new public gathering places, parks and —green infrastructure” was viewed as an important principle for planning, serving as public amenities as well as a means of improving area water quality.
- **Green Network Linking Parks, Spaces and Future Development:** An overall concept relating to the four noted above was to create a —green network” of trails, pedestrian and bicycle facilities, green space, landscaping, trees, and elements of green infrastructure (such as green roofs and stormwater facilities) – connecting parks, open spaces and activity centers throughout the community.

Housing Market

Figure 13 shows the City of Shoreline boundary (outlined in dashed black line) and the primary residential market area defined by LCG. This market area includes the City of Shoreline as well as parts of Lake Forest Park and north Seattle, and represents the area from which the majority of future potential residents of the station area are most likely to be drawn. The market area also helps to understand baseline expectations about population growth and demographics. Figure 13 also shows the rental multifamily housing projects in the area; the greater the number of units in the project, the larger the circle.

Figure 13. Primary Residential Market Area and Rental Multifamily Housing Projects



Source: Leland Consulting Group.

Several observations can be made based on Figure 13. First, the largest clusters of rental multifamily housing are located to the south, in Seattle, particularly around the Northgate Mall. Second, both within Shoreline and Seattle, rental multifamily is clustered along and around major arterial roads, particularly Aurora Avenue N and 15th Avenue NE. There are no multifamily housing projects located within a ½ mile of the proposed 145th Street Station, and few located in close proximity to I-5.

Table 1 shows LCG's 20 year household growth projection for the primary market area. The projection is based on Puget Sound Regional Council (PSRC) estimates for current and future households by traffic analysis zone (TAZ). However, the annual household growth rate has been adjusted slightly upwards to 1.09 percent, because current projections completed by ESRI show that the market area, King County, and the Puget Sound region are growing faster than expected (at 1.38, 1.39, and 1.25 percent respectively). Table 1 shows a total 20-year demand for more than 13,500 new housing units. This is larger than the total household growth since a small number of units will need to be replaced each year. This provides the base amount from which the station area can “capture” some of the significant housing demand in the market area.

The household growth shown in Table 1, along with the positive demographics presented previously (relatively high incomes, education, percentage of one and two person households, etc.) demonstrate that the market area in general, and the station area specifically, will see strong housing demand in the coming decades.

Table 1. 20 Year Household Growth, Station Area Primary Market Area

Households	2014	52,788
	2024	58,849
	2034	65,606
Household Growth	2014 - 34	12,818
Annual Growth Rate	"	1.09%
Adjusted Unit Requirement	"	13,587

Source: Puget Sound Regional Council, ESRI, Leland Consulting Group.

The two images on the following page show two current “infill” density infill projects in Shoreline. The first (Figure 14) shows the Malmo Apartments, which are now under construction just off Aurora Avenue N, north of 145th Street. The second (Figure 15) shows the Echo Lake Apartments, completed in 2009, which are also located just off of Aurora Avenue N, north of 185th Street. Both are examples of the type of projects that will be feasible during the next two decades at the 145th Street Station Subarea under certain conditions. Both can also be considered TOD, since they are both well served by the existing Rapid Ride high frequency bus service.

The two projects have been customized to meet the demands of two of the key target markets discussed earlier: younger Generation Y renters in the case of the Malmo, and 55+ households in the case of Echo Lake. While there are similarities between the projects, this translates into different marketing approaches and amenity packages. The Malmo offers generally smaller units with open floor plans; its website boasts of wifi throughout and access to hip restaurants and night life. The Echo Lake apartments feature larger units (including some townhouses), more subdued interior design, a community pool, and is age restricted to households 55 and older. Both market their access to the Interurban Trail, walkable access to grocery stores and shops, and quick access to Seattle and the region.

It is important to note that both projects are “pushing the market:” they are financially ambitious, and at the moment, pioneering since there are no other truly comparable projects in Shoreline. If they are financially successful, other developers and lenders will seek to build similar projects in Shoreline, potentially in the station subarea and elsewhere; if they struggle, it will be much more difficult to obtain financing and build similar projects in the future. It is impossible to tell now how successful the Malmo will be since it is still under construction. Reports indicate that Echo Lake has struggled through the recession but may become more profitable as the economy continues to gain momentum. The \$2.00 per square foot rental rate is an important rent (revenue) threshold for mixed-use, mid-rise developers. When developers can earn \$2.00 per square foot per month (\$1,200 per month for a 600 square foot unit), financial returns typically become strong enough to justify construction. While the Malmo’s asking rents are at or above this level, it remains to be seen whether the project can consistently generate such rents as it competes against other similar properties in north Seattle and elsewhere. (This report focuses on market rate rental economics since very little condominium development is now taking place.)

Figure 14. Malmo Apartments (Under Construction), Shoreline



Figure 15. Echo Lake Age Restricted Apartments, Shoreline



Figure 16 shows the Avalon Towers Apartments in downtown Bellevue, Washington. This is a high-rise project (13 and 23 story towers) that is not currently feasible in Shoreline due to development economics. The higher structural and cosmetic construction costs associated with such buildings—including multiple floors of underground parking, multi-floor concrete podium, steel and concrete structure on residential floors, more numerous elevators, core circulation, and mechanical elements, more expensive cladding and interior finishes, etc.—mean that higher rents must also be achieved in order to justify development. Typically, feasibility for such projects begins at rents of between \$2.50 and \$3.00. These rents are driven by a concentration of high-income households, and a highly desirable urban environment. There are no built projects in the market area achieving such rents at this time. However, given time and the maturation of the Shoreline market, some projects of this nature may be possible in the long-term future.

Figure 16. Avalon Towers Apartments, Bellevue



The tables below show the projected 20-year housing demand for rental housing (Table 2) and ownership housing (condominiums and townhomes, Table 3) in the station subarea, based on all household growth in the market area. Two station subarea “capture rates” have been estimated: a conservative and more aggressive attainable capture rate, which represents the high end of the number of units that could potentially be attracted to the station area. LCG projects that the station area could capture approximately 330 to 520 market rate rental units, and 180 to 290 ownership units over a 20-year period. This assumes that an adequate amount of land can be aggregated and acquired by developers near the station for reasonable prices, and that appropriate zoning and regulations are in place, among other conditions covered later in this report. Some housing in the three lowest income brackets is assumed to be wholly or partially subsidized by federal, regional, or local affordable housing programs. In addition, if public policy and low-income housing financing can be aligned, some additional affordable housing units could be included in the station subarea programs. In general, however, private market rate projects drive TOD and development feasibility.

Table 2: Rental Housing: 20-Year Station Subarea Housing Demand

Annual Income Range	Approx. Rent Range	Trade Area Rental Demand	Conservative Capture Rate (within rentals)	Conservative Capture (units.)	Attainable Capture Rate (within rentals)	Attainable Capture (units.)
\$15-25K	\$375 - \$625	808	7.0%	57	11.0%	89
\$25-35K	\$625 - \$875	761	7.0%	53	11.0%	84
\$35-50K	\$875 - \$1,000	897	7.0%	63	11.0%	99
\$50-75K	\$1,000+	978	7.0%	68	11.0%	108
\$75-100K	\$1,000+	611	7.0%	43	11.0%	67
\$100-150K	\$1,000+	538	7.0%	38	11.0%	59
\$150 -200K	\$1,000+	98	7.0%	7	11.0%	11
over \$200K	\$1,000+	41	7.0%	3	11.0%	4
Totals		4,732	7.0%	331	11.0%	521

Table 3. Condominiums and Townhomes: 20-Year Station Subarea Housing Demand

Annual Income Range	Approx. Home Price Range	Trade Area For-Sale Demand (income \$15K+)	Pct. Townhome/Condo	Townhome/Condo Demand	Conservative Capture Rate (within condo/townhome)	Conservative Subject Capture (units)	Attainable Capture Rate (within condo/townhome)	Attainable Subject Capture (units.)
\$15-25K	\$75 to \$100K	143	50%	71	7.0%	5	11.0%	8
\$25-35K	\$100 to \$150K	326	50%	163	7.0%	11	11.0%	18
\$35-50K	\$150 to \$200K	734	50%	367	7.0%	26	11.0%	40
\$50-75K	\$200 to \$250K	1,467	50%	734	7.0%	51	11.0%	81
\$75-100K	\$250 to \$350K	1,427	40%	571	7.0%	40	11.0%	63
\$100-150K	\$350 to \$500K	1,908	25%	477	7.0%	33	11.0%	52
\$150 -200K	\$500K and up	717	20%	143	7.0%	10	11.0%	16
over \$200K	\$500K and up	774	15%	116	7.0%	8	11.0%	13
Totals		7,496	35%	2,642	7.0%	185	11.0%	291

Source for both tables: Leland Consulting Group.

The two tables below show a 20 year and 50 year housing demand projection for the station area. A very long-term (100-year) demand projection has been extrapolated from the 50 year projection.

During the 20 year time horizon, LCG projects that the station subarea has the potential to capture a total of between 516 and 811 new housing units. We have assumed an average density of 60 dwelling units per acre, which implies a mix of mid-rise (five or more stories) and lower-scale wood frame projects (largely wood frame apartments and townhouses). This is very similar to the density of the Center Commons project, the Portland-area TOD project shown on page 6. At this density, nine to 14 acres of net buildable land would be required to accommodate this amount of development. For a sense of scale, this is equivalent to about two or three Center Commons projects. LCG assumes that no net new single family housing will be built in the station subarea, although many single family homes would probably be retained, rehabbed, or replaced.

For the financial feasibility reasons outlined above, LCG recommends that the focus for the next 10 to 20 years be on encouraging development that is between two and seven stories in scale. This scale of development is more economical in the near term, can create a strong sense of place, and can “prove” the viability of the station area market, and therefore set the stage for higher density development in the future if desired.

Table 4: 20 Year Demand Projection

Housing Type	Dwelling Units		
Rental	331	to	521
Condo/Townhome	185	to	291
Single Family	-	to	-
Total	516	to	811

Average Density	60		
Acres Required	9	to	14

Table 5 shows a 50 year demand projection for the station area, for between 1,291 and 2,028 housing units. The density of 80 units per acre assumes a mix of low, mid, and high-rise (10 or more stories) construction. This suggests a potential 100 year build out of between approximately 2,500 and 4,000 units—a sizeable urban neighborhood. All 50 and 100 year projections are highly speculative by nature, since technology, lifestyles and lifespans, climate, and many more factors have the potential to change dramatically in that time.

Table 5: 50 Year Demand Projection

Housing Type	Dwelling Units		
Rental	828	to	1,301
Condo/Townhome	462	to	727
Single Family	-	to	-
Total	1,291	to	2,028

Average Density	80		
Acres Required	16	to	25

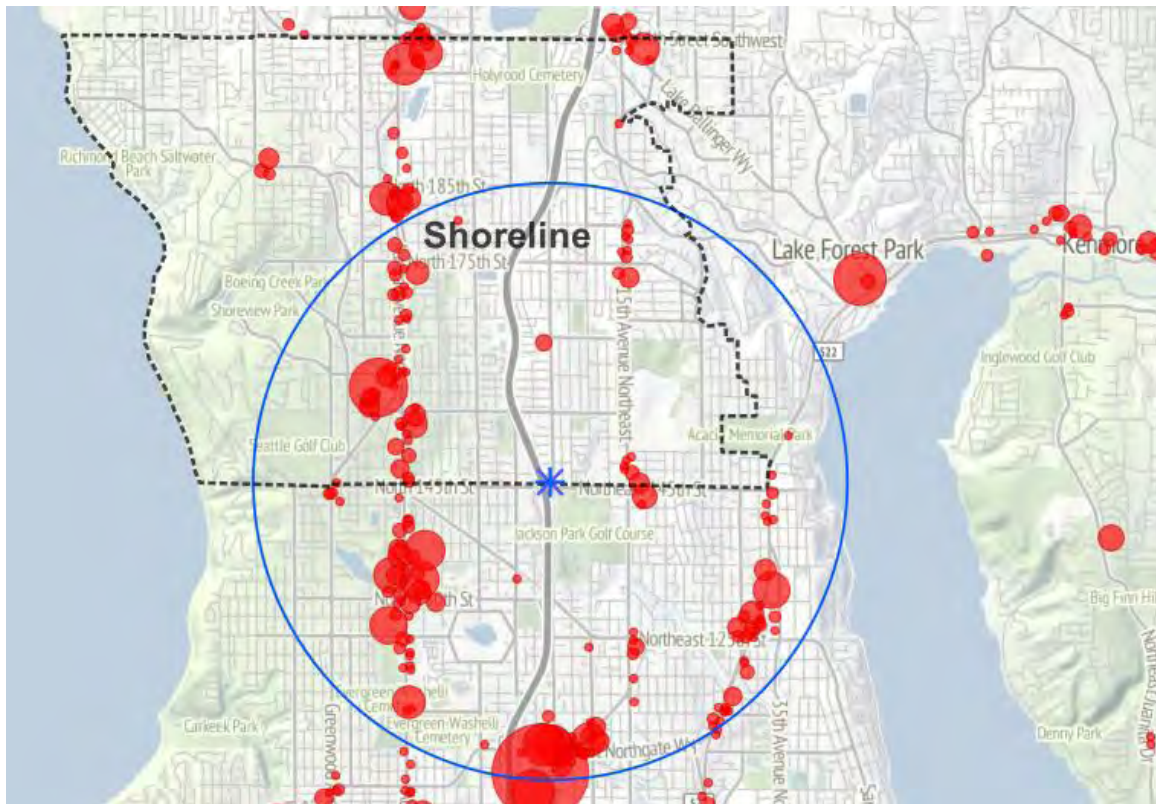
Source: Leland Consulting Group.

Retail and Commercial Market

During the near and medium term phases of development (within a 20 year planning horizon), the retail focus in the station subarea should be on establishing *quality* of place and providing services for local residents rather than *quantity* of retail space. Under the right conditions, retail can be pulled into place along with other types of development, particularly housing, during this time frame. Without significant development of other kinds, it will be difficult for developers to justify retail- or commercial-only development, regardless of what is allowed under Comprehensive Plan and zoning rules.

As Figure 17 shows, the environment for large-format retail is very competitive, and nearly all retailers are located on high-traffic arterial roads, particularly Aurora Avenue N, and also 15th Avenue NE and other streets. The Northgate Mall is another major retail center that is just on the edge of the two-mile station area radius (shown as a blue circle below). The retail centers shown in red below are scaled to show their total square footage; larger retail centers are shown as larger red circles. Regional and sub-regional retail types, such as fashion, home decoration and furniture, major entertainment, and beauty supplies will almost certainly continue to locate in these corridors and nodes, or others like them. The “community” and “neighborhood” retail environment is also very competitive. Grocery stores and pharmacies typically anchor this scale of retail, and are complemented by a variety of other stores including restaurants, salons, banks and financial services, etc.

Figure 17. Current Retail Locations, Shoreline and Vicinity

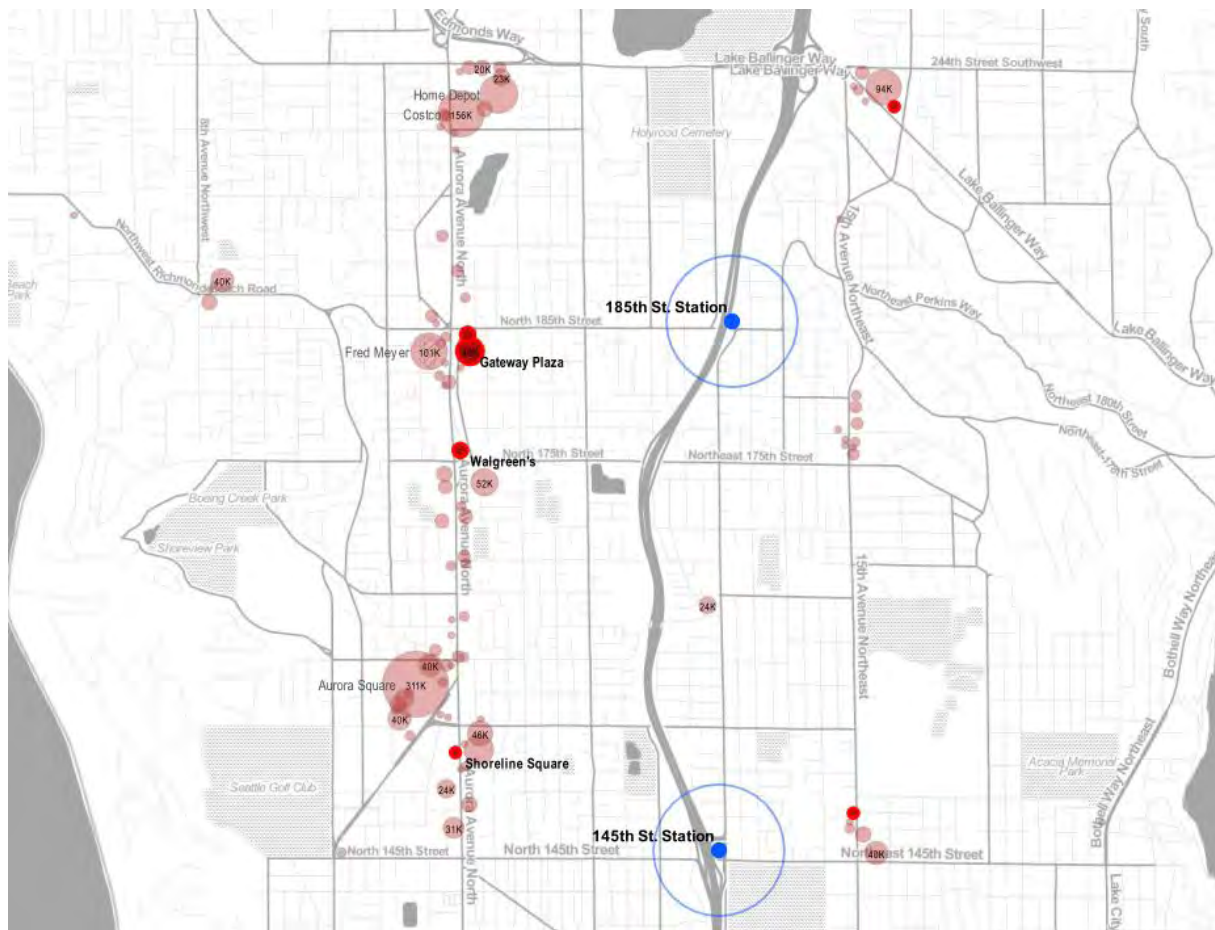


Source: CoStar, Leland Consulting Group.

Two grocery-anchored centers are located just over a half-mile away from the station area: The Aurora Village Shopping Center on Aurora Avenue N, just north of 145th Street is anchored by Safeway, and a QFC grocery anchors a neighborhood center on 145th Street and 15th Avenue NE. Most grocers seek locations where they are at least a mile from the closest completion, and therefore, a grocery anchor is unlikely until such time as the station area has developed considerably. Most retail is located on north-south oriented arterials, since this tends to follow the work-to-home commute, when a large share of spending at neighborhood retail centers takes place.

Figure 18 shows retailers within a smaller geographical area. In addition, retail properties that have been developed in the past decade (since 2004) have been highlighted in darker red. This reveals a prevalent trend in development over the past decade: retail (as well as other types of commercial) development have slowed considerably. This is due to short term factors such as the economy, but also major long term factors, such as increasing online shopping, “just in time” inventory, and therefore the diminishing need for large retail floor spaces. LCG projects that the pace of retail development in the coming decades will also be slower, and smaller in scale, than in the past.

Figure 18. Current Retail Locations and Half-Mile Station Areas, Shoreline



Source: CoStar, Leland Consulting Group.

Near and Medium Term Retail and Commercial Demand

A small restaurant and retail space are shown in Figure 19 below. While the total retail area of such retailers is typically 1,000 to 3,000 square feet, they can provide important goods and services, a sense of place, and a social hub for an infill neighborhood. Such small commercial tenants can include restaurants, coffee shops, other food vendors, salons, small medical offices, title companies and real estate offices, pet stores, and electronics. While these tenants prefer locations alongside anchor retailers such as grocery stores and pharmacies, a small number could be located in the station subarea in the first ten or more years of development, assuming that housing can also be attracted. These total retail area is likely to be no more than 25,000 square feet.

As these retailers will not have the benefit of a neighborhood retail anchor, they will benefit from high traffic exposure on NE 145th Street, a high volume of transit users, and a significant local population if properly located with accessibility to each of these markets.

Figure 19. Restaurant and Small In-line Retailer in Mixed Use Project

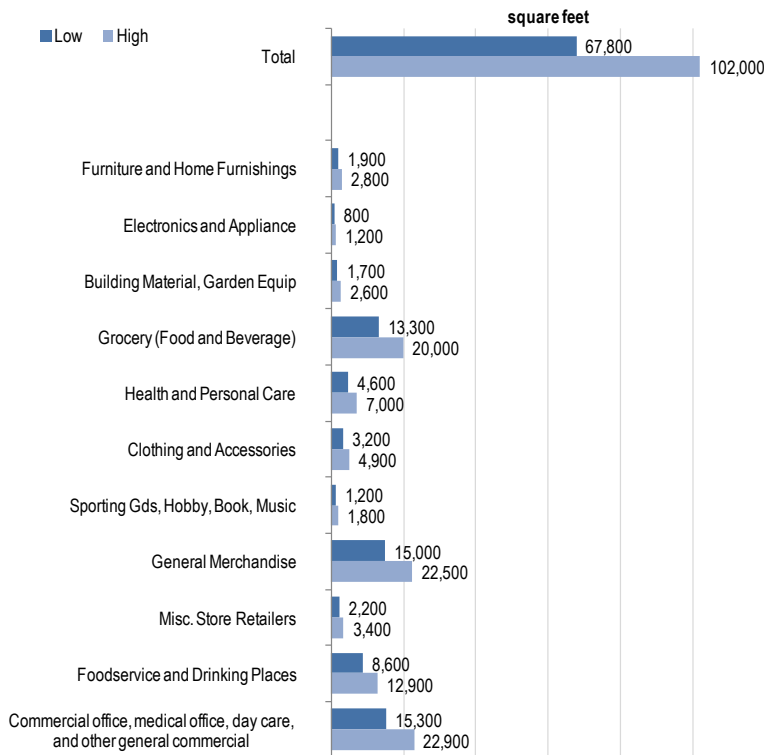


Long Term Retail and Commercial Demand

Table 6 shows a potential long-term retail program that could be contemplated once significant residential development has occurred (800-plus units), some retail is in place, and the public realm around the station area (pedestrian and bike connections, sidewalks, and station-area area plaza) has been improved. This retail program should not be attempted or expected until this development is in place. This retail program would also require one to two acres of ground-floor site area for the primary retailers, as well as a comparable amount of space for underground parking. It would be built as part of a mixed use project, with housing and other uses on upper floors. The site should front onto NE 145th Street, the street that carries the most passersby, and therefore has the greatest visibility.

Over the long term, retail in the station subarea will benefit from ongoing population growth within Shoreline and at the station area, and therefore increasing demand (consumer spending). In addition, there will be some potential to capture retail spending that is currently “leaking” out of Shoreline, and to replace obsolete retail space. As shown below, anchor tenants or tenant groups in this space would be grocery (food and beverage), general merchandise (e.g. Walgreens), food service (restaurants), and commercial office/general commercial. The total demand would be for between 67,800 and 102,000 square feet of retail and commercial space.

Table 6. Long Term Retail Demand at Full Station Area Build Out



Source: CoStar, ESRI, Leland Consulting Group.

As suggested above, there will be challenges to attracting this scale of retail. These include local (Aurora Avenue N and 15th Street NE) and regional competition; the difficulty of providing easy ingress and egress from both directions on NE 145th Street; smaller parcel sizes in the station subarea compared to those needed for large scale development; and orientation on an east-west

rather than one of the north-south arterials, which carry the majority of work-to-home commute traffic.

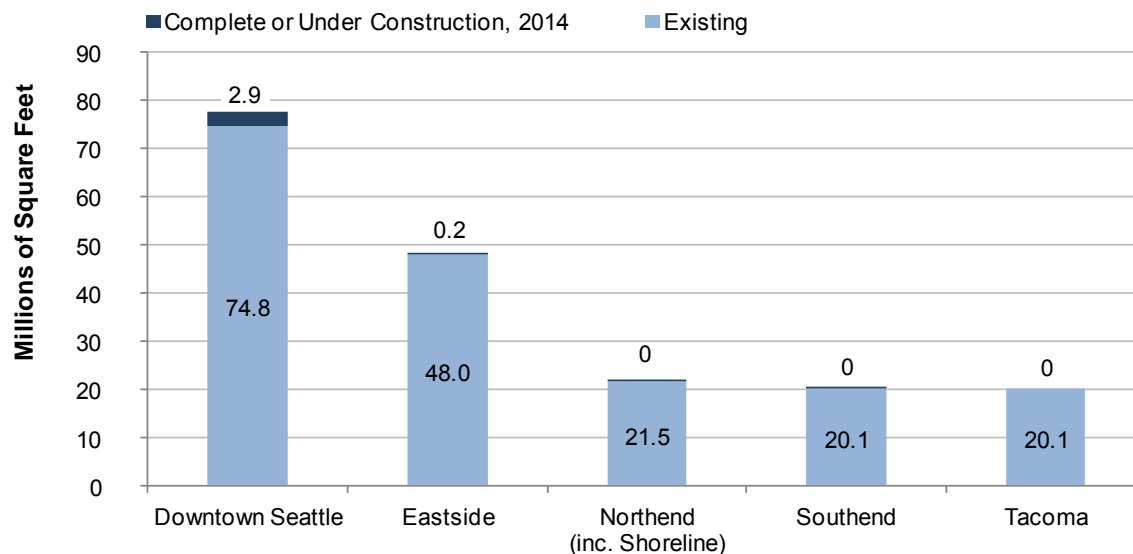
Office Market

Figure 20 shows the amount of office space that is existing and under construction within the five major Puget Sound region submarkets tracked by CoStar, a commercial real estate data provider. Shoreline is included in the Northend submarket, and the data is from the first quarter of 2014. Downtown Seattle dominates the regional market for office space, with the Eastside a strong and growing competitor. The Northend (which also includes Northgate, North Seattle, Lynnwood, Edmonds, and Everett), Southend, and Tacoma, are secondary office markets.

Office development tends to locate at the highest volume transportation nodes in a given region, such as downtown Seattle or major suburban freeway interchanges. In suburban locations, office parking requirements tend to be high (three spaces per 1,000 square feet), and therefore difficult to accommodate in land-scarce station areas.

Figure 20 also shows that office development is slow, particularly outside of downtown Seattle and the Eastside. As of early 2014, 4,000 square feet of office space was under development in the Northend, representing an annual growth rate of less than one tenth of one percent. (This amount is rounded to zero in the figure below).

Figure 20. Puget Sound Regional Office Space: Existing and Under Construction, Q1 2014



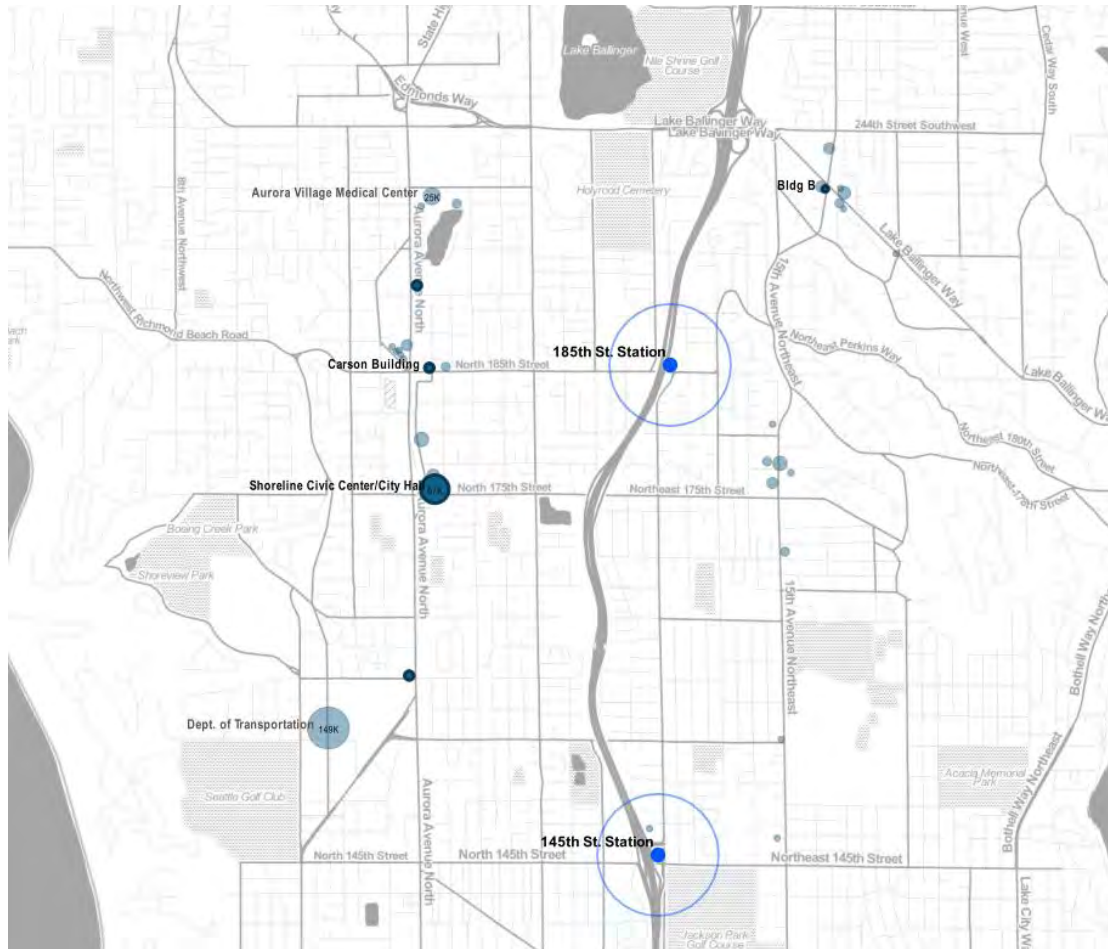
Source: CoStar, Leland Consulting Group.

As shown in Figure 5 on page 9, new office development nationwide generally continues to be viewed as a poor prospect. This is true for a number of reasons. Many companies shed space during the recession, which continues to be refilled. Companies continue to downsize their total space, and the amount of space occupied per person, as hard-wall offices are eliminated and replaced by open floor plans. In addition, employees can work from home or in coffee shops. Many office fixtures that required space, particularly extensive paper files, are being eliminated. Finally, companies hurt by the recession are highly reluctant to take on additional space and operating costs. While some of these factors will change as the economy improves, others are long-term

trends that LCG and other market analysts expect will significantly dampen the demand for new office development over the long term.

Figure 21 shows the office space currently located in Shoreline. Office locations, shown as blue circles, are scaled to the size (square feet) of office space. Darker blue circles represent office built in the past decade (since 2004). The largest office space built in the City in that time period is Shoreline City Hall. Similar to retail spaces, office development in Shoreline is clustered along Aurora Avenue N and 15th Avenue NE.

Figure 21. Current Office Locations and Half-Mile Station Areas, Shoreline



Source: CoStar, ESRI, Leland Consulting Group.

Given this context, LCG recommends that plans for the 145th Street Station Subarea focus on attracting ground floor “commercial office” space—financial services, medical and dental offices, realtors, small architecture firms, etc.—that have modest space demands, a local service area, and can fit in next to retailers. Such office space is assumed in the retail capture figures noted above. Second, the City should focus efforts to attract large scale employers to the larger-scale development sites on Aurora Avenue N or 15th Avenue NE. Finally, the City should revisit the potential for significant office development at the station area once a dynamic place has been established through the development of significant housing, retail, and public spaces.

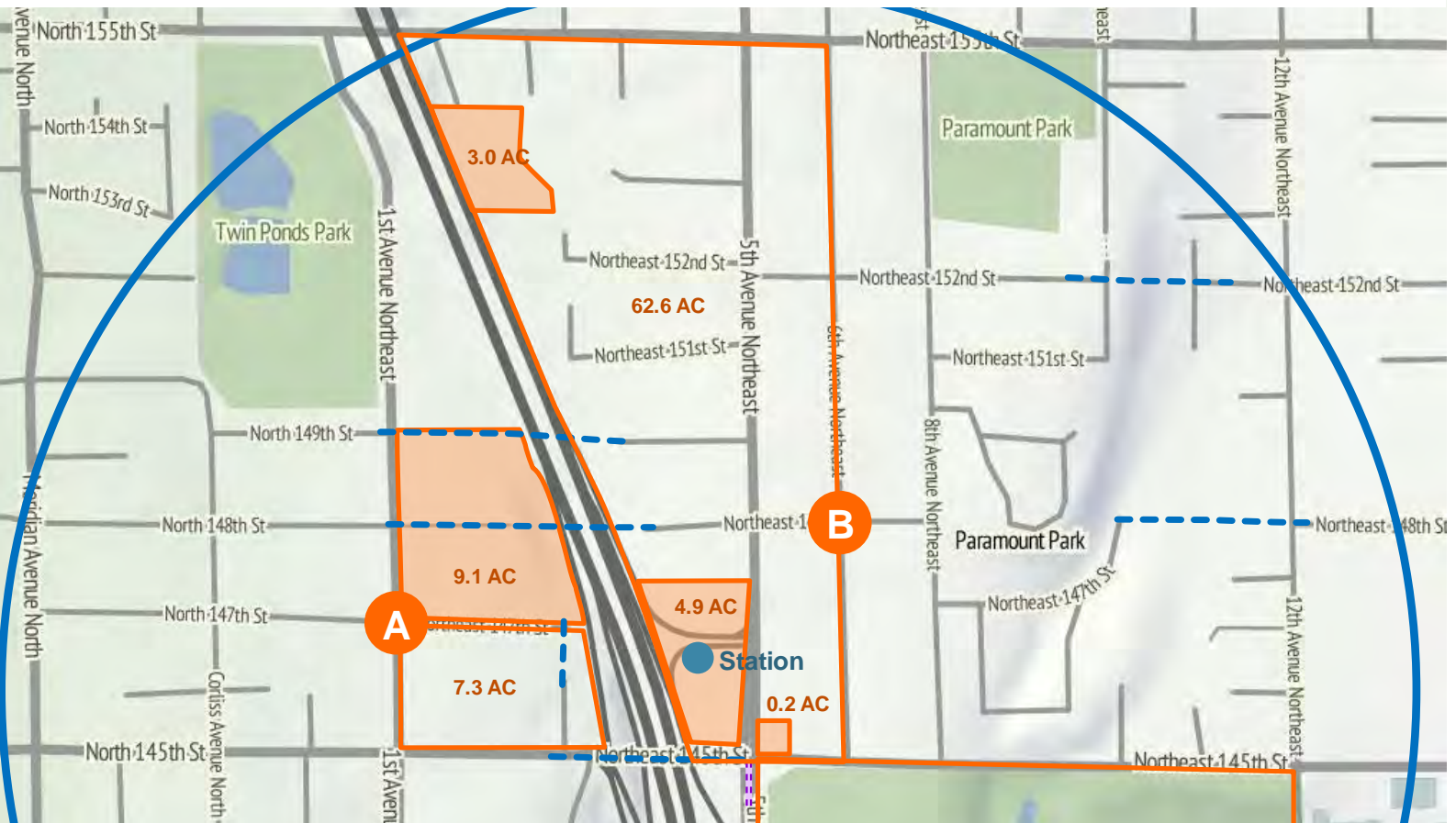
Key Development Opportunities

Figure 22 below shows the areas where LCG recommends that the City, other public agencies, and private developers focus their efforts for realizing higher density transit-oriented development in the station area. The City’s redevelopment focus should be very close to the station—immediately to the west, east, or north. The direction may depend partially on where opportunities emerge through willing sellers or blocks of aggregated properties.

One set of development opportunities (**Area A**, below) is on the west side I-5. This includes a northern section composed of three large church properties totaling that total 9.1 acres. However, this area is difficult to get to from the station on foot. If it could be combined with additional properties in the 7.3 acre area immediately south that is currently occupied by single family homes, it would improve prospects for redeveloping the entire 16-acre area with a mix of two to seven story housing and mixed use development.

Figure 22. Opportunities for Future Development

- Key Development Opportunity Areas
- Additional Development Opportunity Areas
- Potential Transportation Improvements



The station itself is a development site. It should be a place where residents of the surrounding neighborhoods and Shoreline community want to go, even if they are not catching a train. Any plazas or public spaces should be of high quality, and include water features, places to sit and relax, and potentially public art. The City and Sound Transit should strongly consider at least one small retail space at the station where coffee, grab-and-go food, and sundries can be sold, even if such space is rented at below-market rates. The quality of the station as a gateway, plaza, and place has the potential to encourage or discourage new housing and mixed use development immediately around it, since open space and retail are among the top amenities that potential urban residents are looking for. Care should be taken to soften the presence of any parking structures here through quality exterior materials, vertical landscaping, interesting design at the ground level, or other features. The station itself is likely to be the largest public investment made in the station subarea within the next decade, and it should be done right.

Immediately to the east and north of the station, the 62.6 acre triangle (**Area B**, above) surrounding 5th Avenue NE is a development opportunity area. If properties of adequate size can be assembled, and regulation encourages higher densities, the area could redevelop with a mix of two to seven story housing and mixed use development over time.

The intersection of 5th Avenue NE and NE 145th Street may have the greatest near-term potential for some retail/commercial hub, since there will be considerable passersby on foot, bike, and car. However, traffic circulation at this intersection could deter those at the station from patronizing retail on the east side of 5th Avenue NE. The first 500 feet of 5th Avenue itself could attract some of the retail/commercial spaces described above since it will also have moderate visibility from NE 145th Street and the station, and is also much more pedestrian friendly than NE 145th Street.

There is a small, publicly-owned pump station at the corner of 5th Avenue NE and NE 145th Street that could be redeveloped in the event the pump station was moved.

Over the long term, LCG sees Jackson Park Golf Course as a potential development opportunity site. Fewer Americans are playing golf every year, and by some reports, 300 golf courses around the county have closed in the past decade. While the City of Shoreline cannot control the future of this course, it should continue to monitor the site and be prepared to partner with Seattle in the event it becomes available for reuse in part or whole.

Finally, a series of potential transportation improvements are highlighted in Figure 22. These include two potential I-5 pedestrian/bicycle bridge alignments; connectivity improvements to the west and east of the station; and improvements on NE 145th Street. These improvements, largely to pedestrian and bicycle infrastructure, can improve transit use, the vitality of the neighborhood, and development prospects—particularly ground floor retail.

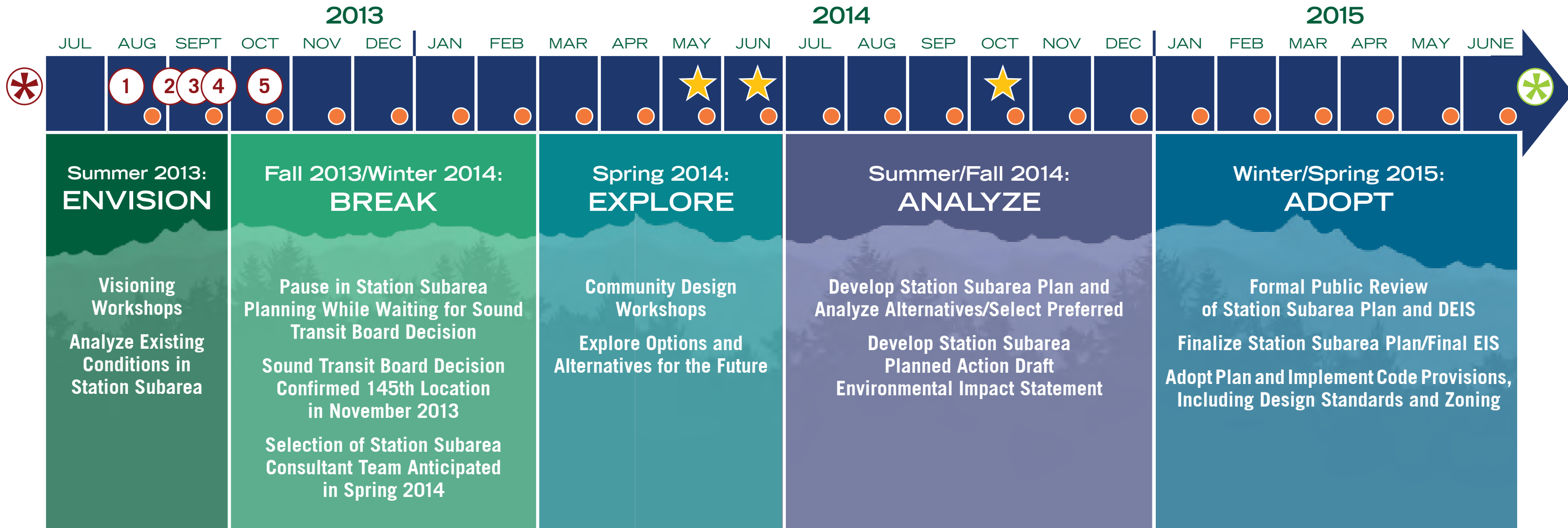
Implementation

A plan is only as effective as an organization's capacity to implement it. Therefore, LCG offers these preliminary potential implementation actions for the City:

- Ensure that the Link light rail station is an attractive and welcoming place. The station will be a major infrastructure investment and the gateway to the station subarea. It should be a place that can act as a center to the station subarea, and potentially include areas for sitting, relaxing, enjoying music, and one to three small retail spaces.
- Make key pedestrian, bicycle, and auto improvements in the station subarea. These will help to improve the sense of place and increase developers' interest in the area. A pedestrian and bicycle bridge over I-5 should be considered, along with improved connections in the neighborhoods to the east and west, with the goal of connection the station to Aurora Avenue N and 15th Avenue NE.
- Update the Comprehensive Plan and zoning designations to allow housing, retail, and office space of much greater scale, height, and floor-area ratios (FAR). Allowed heights may vary from a low of 45 feet to a high of about 200 feet. Consider a reasonable reduction to parking requirements for these uses in recognition that the area will have excellent transit service. Consider provisions in the code that will incentivize developers to aggregate properties and build attractive infill that is compatible with adjacent neighborhoods.
- Complete this Station Area Plan and related environmental impact statements. This will provide additional regulatory certainty for developers considering building in the station area.
- Communicate regularly with major property owners in the event that they are interested in redevelopment.
- Consider the formation of a Community Renewal Authority (CRA) or other authority with the capacity to buy and sell land, make investments, and take other action in the station subarea in coming decades. If appropriate, undertake targeted property acquisitions and aggregation on properties with willing sellers.
- Upon completion of this Plan, actively market the vision to capable community leaders, developers, business owners, lenders, appraisers, and others in the Shoreline area with the capacity to move it forward.

145th Station Subarea Plan Schedule

DRAFT - Schedule will be finalized following consultant selection and project scoping



● **The 145th Station Citizen Committee (145SCC) Meetings—**
 Every 4th Thursday of the Month from 7:00-8:30pm in Room 301 of City Hall

★ **Station Subarea Design Workshops:**
 A) May 22, 2014: 145SCC Workshop Pre-Meeting
 1) Design Dialogue Workshops, Part I—Brainstorming Ideas
 2) Design Dialogue Workshops, Part II—Modeling Concepts

✳ **May 22nd Kick-off/Informational Public Meeting**

○ **Visioning Workshops, Meetings, and Events:**
 1) July 11th Korean Community Event
 2) August 1st Visioning Workshop for 145th/155th
 3) August 7th Event for Folks of Modest Means
 4) August 22nd 185SCC Visioning Workshop for 185th
 5) September 19th City of Shoreline Final Visioning Workshop

✳ **Through adoption of a subarea plan, which will include zoning and development regulations, the City will set the stage for how the neighborhood may transition over time. Market forces and homeowner decision-making about how and when to redevelop or sell properties will determine the pace and degree of transformation.**