

# SUMMARY REPORT



## 145<sup>TH</sup> 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

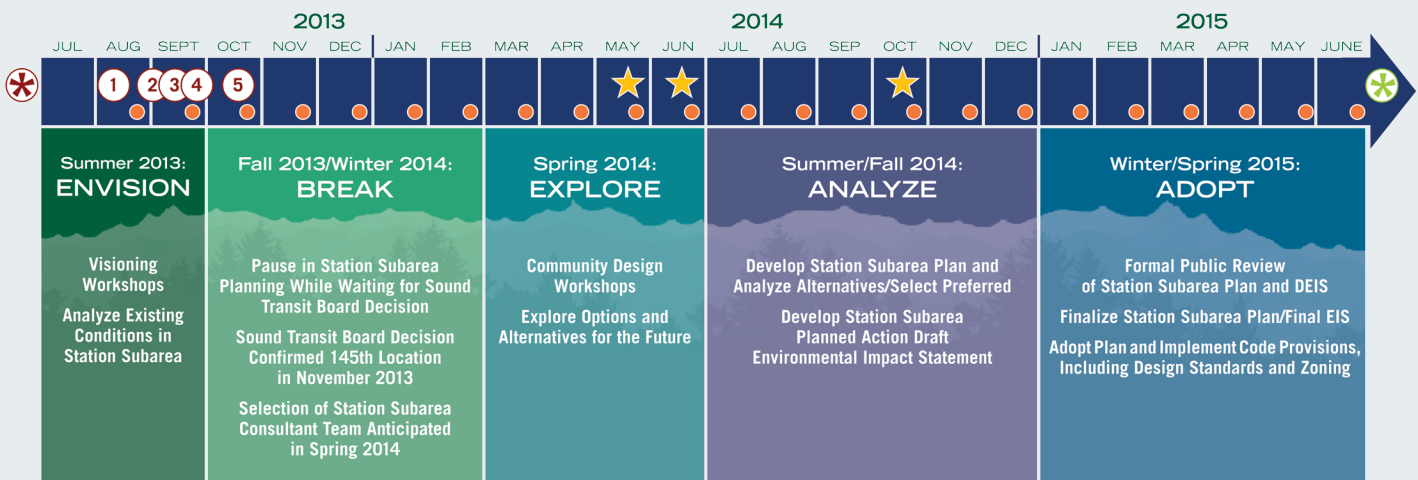
area also will include pedestrian waiting areas, stormwater facilities, bus queuing lanes, and various improvements to adjacent streets connecting to the station. Proposed transportation improvements will enhance connectivity to and from the station.

# 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*



● 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.



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](http://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.

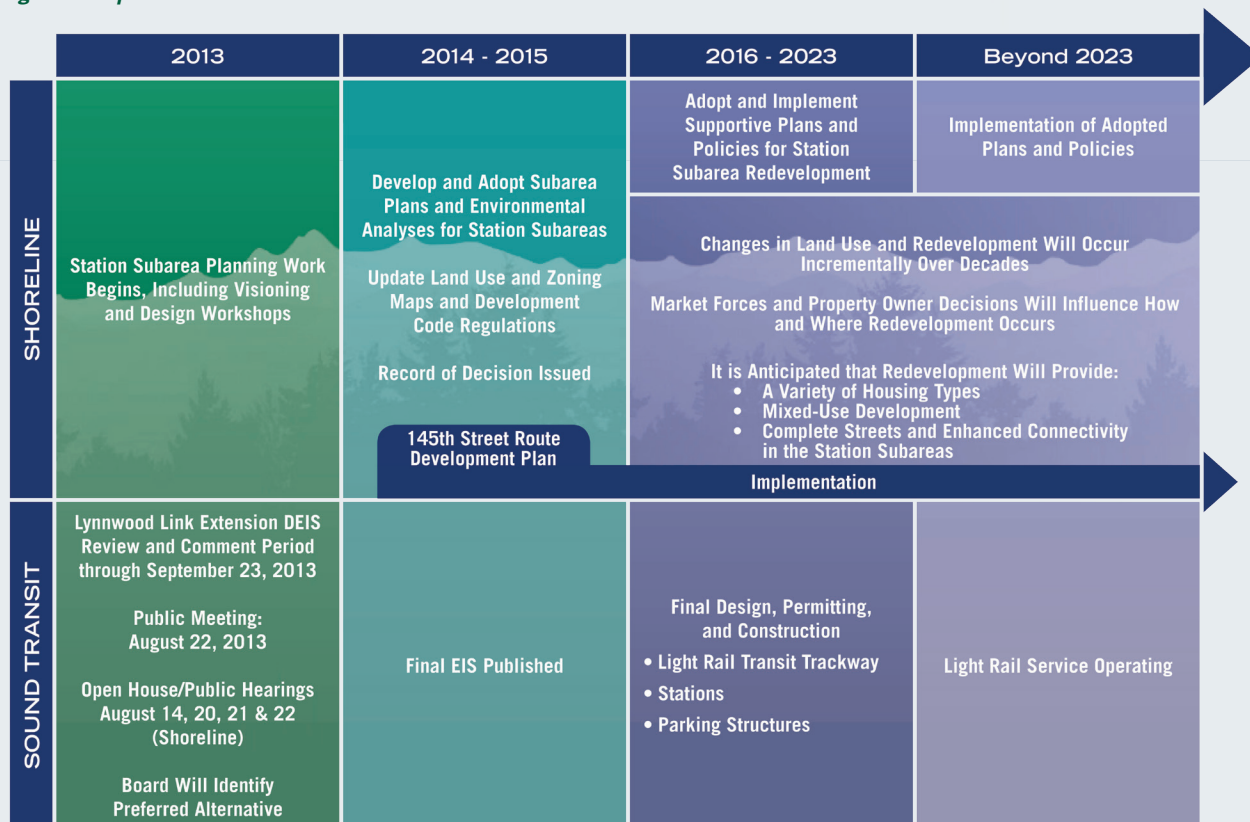
Other activities held in June 2014 included photo journaling where participants took photos of their ideas for the station subarea, as well as coloring

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.

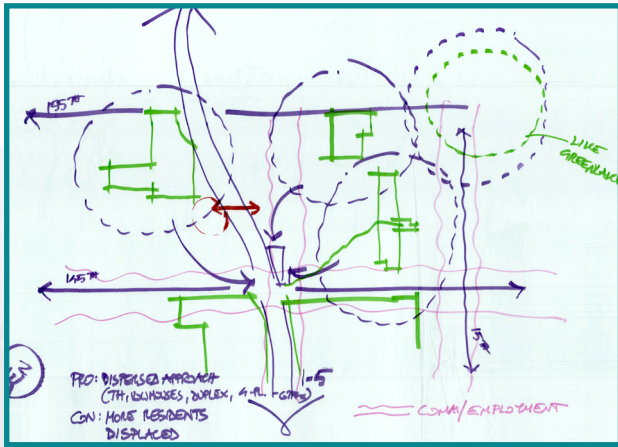
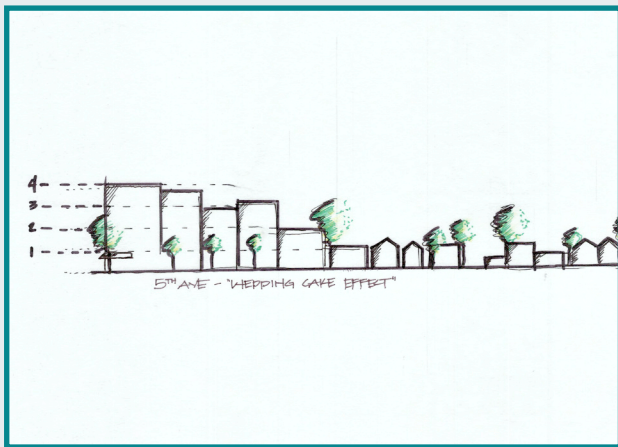


Diagram illustrating density nodes



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

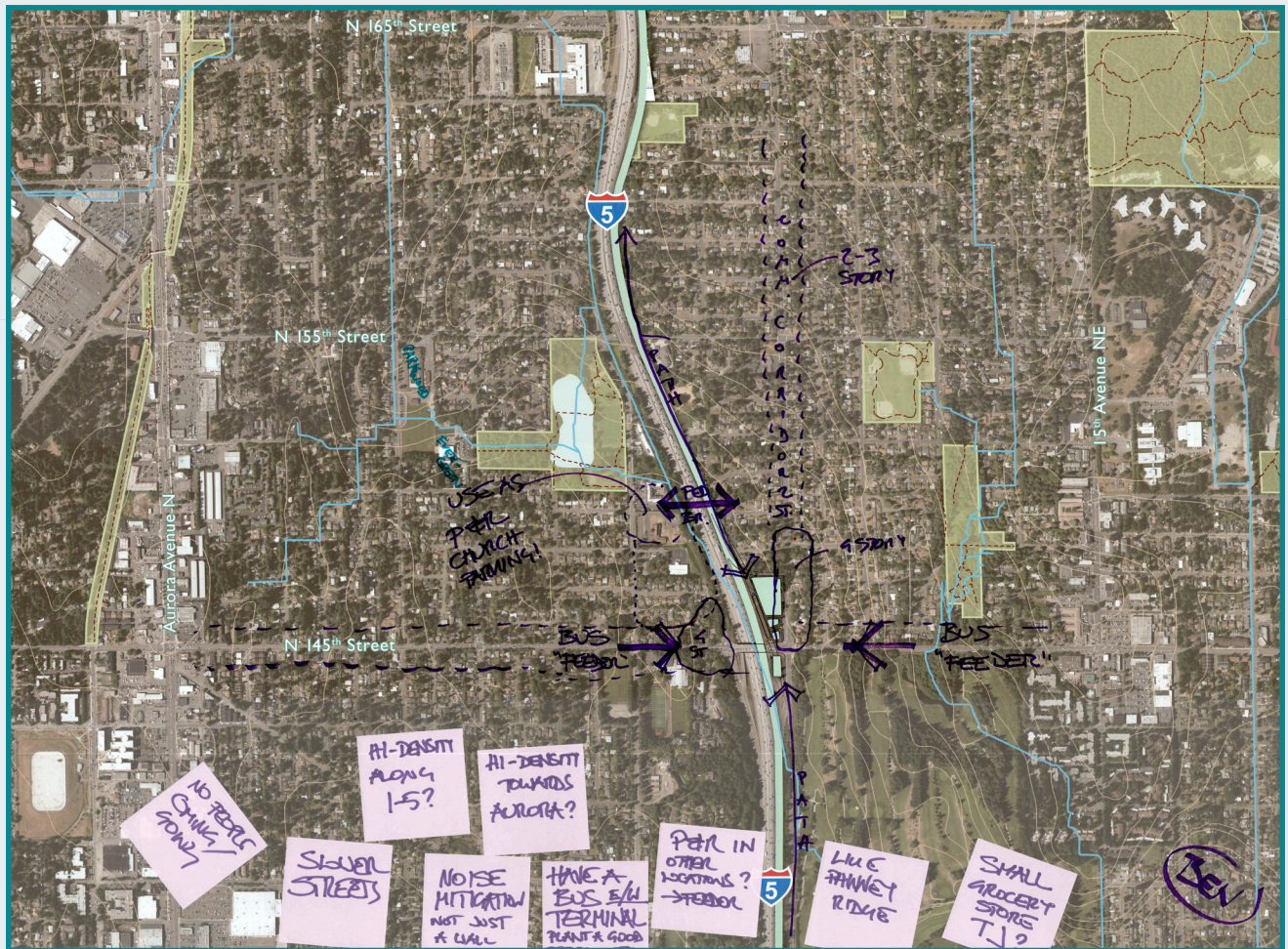
Throughout the workshop sessions, 5th Avenue was continually identified by the community as an important North-South corridor that will connect the 145th Street Station with the 185th Street Station. As a result, many participants offered recommendations that this area become a distinct neighborhood 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.

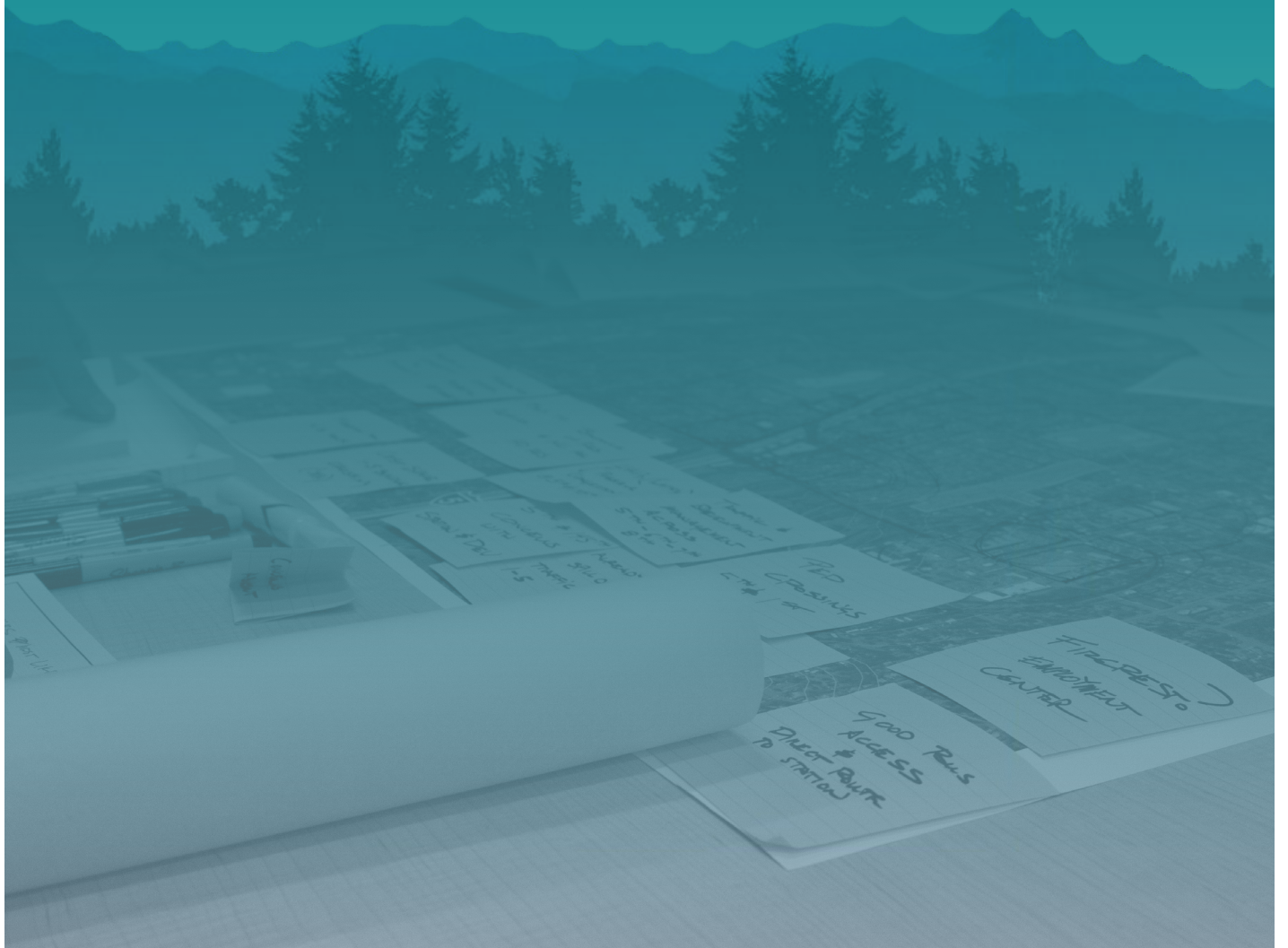
### **Next Steps**

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





## 145<sup>th</sup> 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

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

[www.shorelinewa.gov/lightrail](http://www.shorelinewa.gov/lightrail)

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

145<sup>th</sup> Station Citizens Committee

[http://be.futurewise.org/p/salsa/web/common/public/content?content\\_item\\_KEY=11096](http://be.futurewise.org/p/salsa/web/common/public/content?content_item_KEY=11096)

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### Contact Us

For questions regarding station subarea planning:

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For questions regarding potential improvements to NE 145<sup>th</sup> Street:

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# 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  
 ≠ CAR MAGNET → CRIME? MUST MONITOR  
 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.  
 TREES- → WIDER THAN 185th ONLY PED/BIKE

5th ALSO CONNECTS 2 STATIONS  
 185 → 145th = IMPORTANT ③  
 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

## 145<sup>TH</sup> 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](http://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!



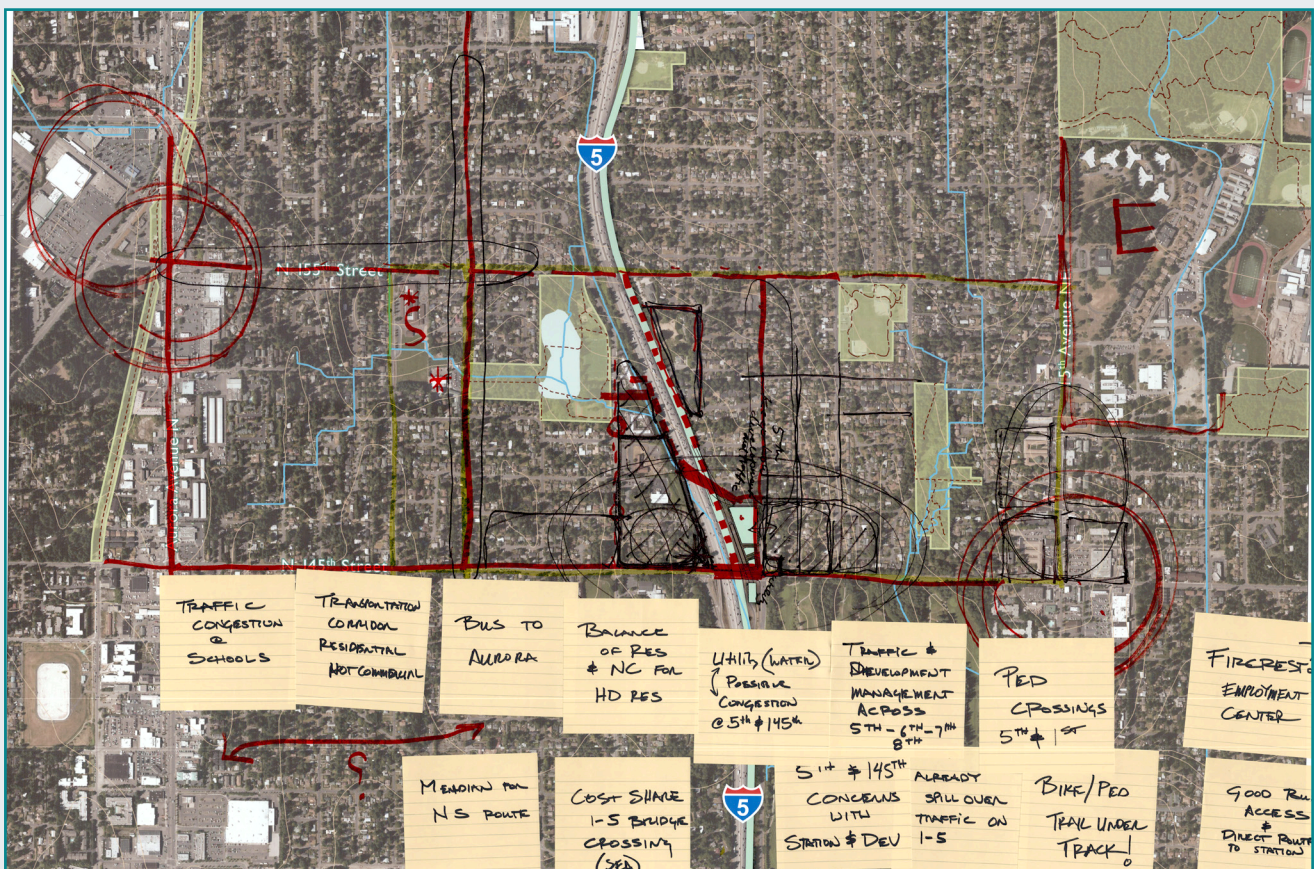




towards mass transit options and away from single cars and large garage structures

- 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.