

From: [Tom P](#)
To: [Chris Roberts](#); [Shari Winstead](#); [Keith McGlashan](#); [Keith Scully](#); [Doris McConnell](#); [Jesse Salomon](#); [Will Hall](#); [Plancom](#); [Debbie Tarry](#); [Rachael Markle](#)
Subject: 145th St. Station Design
Date: Monday, February 29, 2016 8:56:32 AM
Attachments: [145TH ST STATION DESIGN LETTER 2.docx](#)

Dear City Council, Planning Commission, Debbie Tarry, and Rachael Markle,

The attachment contains some of my thoughts about the station area design and a document from the Transit Oriented Development Institute website on that subject. I plan to speak at tonight's City Council Meeting. Thank you.

Tom Poitras

If Shoreline creates a plan and sets goals now for how they want the immediate neighborhood around the 145th station area to develop, they would then be in a strong position to request that Sound Transit build and pay for certain features, in the station complex, which would maximize the likelihood of Shoreline achieving those goals. How traffic is managed around the station and designating a few streets and future alleys (within several blocks of the station) to be “pedestrian and retail priority promenades”, could encourage pedestrian oriented development there. That could determine whether the immediate station neighborhood will ultimately be auto-centric or pedestrian oriented. If you choose the pedestrian model, there has to be enough density there to support businesses, and make them successful, without high auto-traffic volume past their store fronts. Also, residents there need enough shopping opportunities, within a few blocks of their home, to satisfy most of their household and entertainment needs. Obviously, being within a few blocks of the station, nonresident transit riders will shop and dine on those promenades too, contributing to business success. The area right next to the station should be self-sufficient to succeed.



An example of what Shoreline could ask for came up at one of the City Council’s dinner meetings. I believe an employee of Sound Transit suggested that the parking garage could be constructed in a manner that would support something like a convention center being built on its lid. Maybe I misunderstood her, and there are probably better ways to use that space, given the shortage of vacant property in that area, but now is probably the time to be thinking about those possibilities before it’s too late.

To the above mentioned end, I have included a copy of “TRANSIT ORIENTED DEVELOPMENT 10 PRINCIPLES” found on the Transit Oriented Development Institute website, which addresses some of those issues. It is located at <http://www.transitorienteddevelopment.org/placemaking/principles.html> . I have highlighted in red those portions which I consider most important.

Comment on #2 of “TRANSIT ORIENTED DEVELOPMENT 10 PRINCIPLES”: “**2. Designate 1/2 mile radius around station as higher density, mixed-use, walkable development**”. All authorities seem to agree on the ½ mile radius. However, since this area is mostly single family homes now, initially the higher density rezones should probably be restricted to within an easy several block walk from the station. Concentrating your efforts to a small area increases the probability of achieving your goals quickly and getting it right. Rezoning too far out increases the chances of undesirable things like blight happening to the station area and its residents.

TRANSIT ORIENTED DEVELOPMENT 10 PRINCIPLES

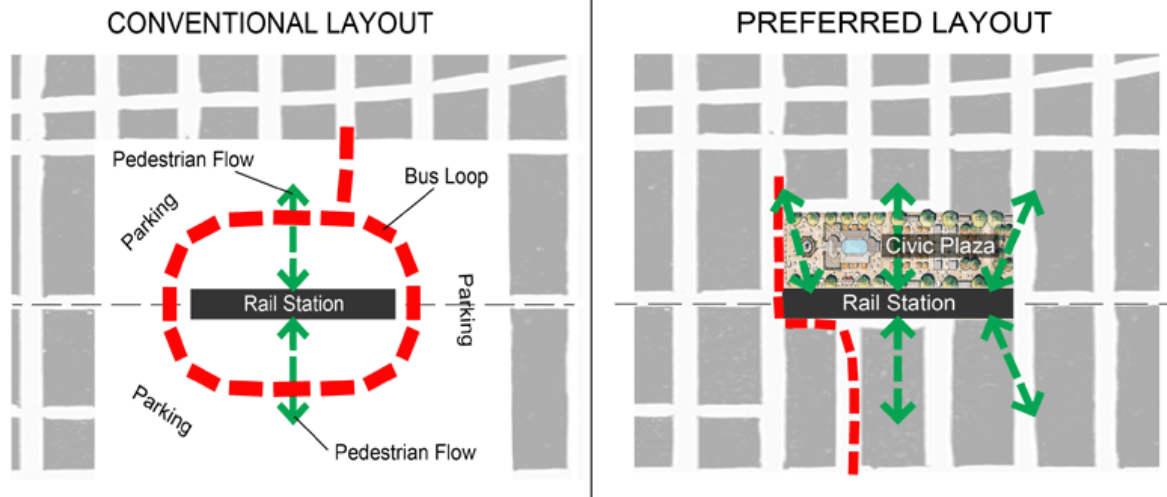
The following 10 principles are general guidelines for planning TOD districts and neighborhoods. Densities, details, and design vary project by project depending on many factors including location, context, availability of redevelopment property, surrounding development, etc.

These 10 principles are a starting point for further work preparing specific local development plans working with the community. Examples of these plans are located on our 'Reports' page.

1. Put stations in locations with highest ridership potential and development opportunities
2. Designate 1/2 mile radius around station as higher density, mixed-use, walkable development
3. Create range of densities with highest at station, tapering down to existing neighborhoods
4. Design station site for seamless pedestrian connections to surrounding development*
5. Create public plaza directly fronting one or more sides of the station building
6. Create retail and cafe streets leading to station entrances along main pedestrian connections
7. Reduce parking at station, site a block or two away, direct pedestrian flow along retail streets
8. Enhance multi-modal connections, making transfers easy, direct, and comfortable
9. Incorporate bikeshare, a comprehensive bikeway network, and large ride-in bike parking areas
10. Use station as catalyst for major redevelopment of area and great placemaking around station

*Getting the layout of the station right is one of the most important early moves that will lock in desirable or undesirable patterns, and dictate many factors including pedestrian and bicycle use, level of traffic all around the station, quality of station area development, location of cafes and retail, and overall success of the rail system. Avoid the conventional "station in a parking lot" scenario shown below on the left.

Preferred Design of Rail Station Site For Maximum Ridership and Pedestrian Connections



Rail station modeled after airport - isolated, separate from city, only access by car or bus - adding delays and additional complications to people's travels

Dangerous and unpleasant for pedestrians, discourages walking to and from the station

Dangerous for bicycles and discourages riding to and from station

Increases vehicular traffic, noise, pollution, accidents and delays all around the station

Discourages integration with surrounding city; discourages quality real estate development - cafes & retail surrounding the station

Station modeled after downtown rail stations - directly integrated into the city - accessible by walking, car, bus, and transit

Safe, pleasant, lively environment encourages walking to station, shopping, hanging out in cafes, etc.

Safe for bicycles, easy access, plenty of bike parking in multiple locations around station

Reduces vehicular traffic to, and around the station; high percent of people arrive on foot or bicycle

Station directly integrates into the city, encouraging high quality cafes, restaurants, retail, commercial, and residential development right up to the door of station