

**From:** [Megan Kogut](#)  
**To:** [Chris Roberts](#); [Shari Winstead](#); [Will Hall](#); [Doris McConnell](#); [Keith McGlashan](#); [Jesse Salomon](#); [Keith McGlashan](#)  
**Cc:** [City Council](#)  
**Subject:** Public comment: Sound Transit Station Design Guiding Principles  
**Date:** Monday, February 29, 2016 6:00:49 PM

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Dear Council,

Here are my comments on the City of Shoreline's Station Design Guiding Principles with a focus on the 145<sup>th</sup> Street Station. I will admit that I am far less informed about this process and its possibilities than I'd like to be, but I hope that at least the spirit of my comments is of use to you.

**Multi-modality:** I feel this point emphasizes that while commuting on bike and foot are relatively rare in Shoreline now, Council recognizes that in the future both will become commonplace, especially to and from the light rail station. As a bike and foot commuter for 25 years, I support the maximization of both modes of transportation rather than compromising based on today's traffic patterns and values. In other words, in the face of uncertainty, let's err on the side of overanticipating and overbuilding for bike and foot traffic.

**Public safety:** I understand that the main issue with transit stations and safety is that light rail is an easy way for anyone to travel from one place to another, for better or worse. There should be a robust light rail security plan that is responsive to stations well north of security headquarters, such that response times are reasonable at northern stations. Also, the station should be designed to encourage public use and to discourage crime, particularly considering potentially longer response times at this station.

**Sustainability:** While enthusiastically supportive of sustainability, and after being present at the South Transit open house, I am reasonably hopeful that stations are held to high standards for sustainability. I am also aware that overall, the station brings more sustainability to Shoreline. I focus instead on mitigation for impacts to the local environment. A creek is partially buried under the 145<sup>th</sup> exit, and while it may not be "daylightable", it would be nice to enhance sections of it that are at the surface, and build awareness through the use of art and/or landscaping, and/or mitigate its continued burial, especially if the creek will be restored upstream in the future. Second, the existing Park and Ride lot is surrounded by a grove of large trees that I feel are a significant and irreplaceable (in our generation, anyway) asset to this entrance to Shoreline. They give a sense of place and significance in the midst of a major interchange for people. I would like to see as many of these trees retained as possible, preferably in their current grove formation. Hopefully they can be integrated into the design of the station, which I feel would give the station significant character simply by virtue of being wooded. This is my second biggest priority of all the Principles.

**Mobility:** I support the Council's thoughtful decision to emphasize that the station comply with all ADA standards and then some.

**Design/neighborhood character:** My primary contribution to this point is that I feel that the 145<sup>th</sup> is a major gateway to Shoreline from the south, particularly for visitors from Seattle. The reconfiguration of the area is a one-time chance to make this a gateway to celebrate and enhance Shoreline as a destination as well as a place to transfer to and from light rail. And the reconfiguration could theoretically be quite detrimental to the gateway if not done well. It

is time to think forward. The 145<sup>th</sup> Station will increase ridership greatly, with likely BRT ridership from Bothell and neighboring cities, so function will be critical to reduce impact to the surrounding neighborhood yet help commuters take advantage of local businesses. In fact this station could manage almost twice as many riders as the 185<sup>th</sup> Street station, depending on how ST3 rolls out. I propose that Sound Transit is asked to consider designs that delineate neighborhood business and residential areas from the station and its entrances and exits (as well as the I-5 onramp and offramp) through landscape design and large format artwork. I'd like to see Sound Transit essentially carve out what they need for a great station and then create a welcoming and grand entrance along 5<sup>th</sup> Avenue north of the station and onramp, such that 5<sup>th</sup> Avenue invites the eye (and the person) northward. This is my biggest priority of all the Principles.

**Public amenities:** I would like to see some public amenities in the station to encourage exploration and lingering and reduce crime. But, to the extent reasonable, I'd like to see public amenities placed outside of the station as well, to maximize use of the public amenities, enhance the neighborhood and take full advantage of any budget for public amenities.

**Transit Oriented Development:** I am in full support of TOD near the station. I'd like to see Sound Transit funds put to full use enhancing TOD near the station by encouraging foot and bike traffic to local businesses.

**Public Art:** I'd like to see almost all the public art funds put towards enhancing the neighborhood. I absolutely do not want an iconic station similar to some of the other stations. I feel that an iconic station would distract and detract from local TOD and the neighborhood. I'd rather see a functional, beautiful and simple station with native landscaping. Funds that would go towards standalone art within the station, or station enhancements that aren't functional, should go instead to delineating enhancing the entrance to Shoreline and nearby TOD. It is time to invest in Shoreline, which will in turn enhance Sound Transit's goals of increased ridership.

Thank you for your consideration.

Sincerely,

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