

LYNNWOOD LINK EXTENSION STATION AREA TRANSIT-ORIENTED DEVELOPMENT POTENTIAL



401 South Jackson Street
Seattle, WA 98104-2826

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- C Development Regulations
- D 5-Minute and 15-Minute Walk Sheds at Stations
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Acronyms and Abbreviations

AA	alternatives analysis
BC/D	community business district
BRT	bus rapid transit
BTP	business/technical park
C	commercial (zone)
CC-C	City Center Core
CC-W	City Center West
CB	community business (zone)
CG	general commercial (zone)
CT	Community Transit
CTR	commute trip reduction
DADU	detached accessory dwelling unit
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
FAR	floor-area ratio
F/T	Freeway/Tourist
FTA	Federal Transit Administration
GIS	Geographic Information System
GMA	Growth Management Act
HOV	high-occupancy vehicle
I-5	Interstate 5
KCM	King County Metro
LI	light industrial (zone)
LID	Local Improvement District
LR	lowrise (zone)
MR	multifamily residential (zone)
MUZ	mixed use zone

NB	neighborhood business (zone)
NC	neighborhood commercial (zone)
NCBD	North City Business District
NCHCT	North Corridor High Capacity Transit (Project)
NCTP	North Corridor Transit Partners
NEPA	National Environmental Policy Act
PSRC	Puget Sound Regional Council
RMH	residential multifamily high (zone)
RMM	residential multifamily medium (zone)
RS	residential (zone)
SEPA	State Environmental Policy Act
SF	square feet
SR	State Route
ST	Sound Transit
ST2	Sound Transit 2
TAZ	Traffic Analysis Zone
TCRP	Transit Cooperative Research Program
TOC	transit-oriented community
TOD	transit-oriented development
U.S.	United States
WSDOT	Washington State Department of Transportation

EXECUTIVE SUMMARY

Project Overview

Sound Transit is preparing to extend light rail from the Northgate Transit Center to the Lynnwood Transit Center. This project, the Lynnwood Link Extension, is a part of the Sound Transit 2 Plan approved by voters in 2008.

As a supplement to local funding, Sound Transit intends to apply for funding through the federal New Starts program. In compliance with federal regulations and guidelines for this program, Sound Transit conducted an Alternatives Analysis (AA) (Sound Transit 2011) to support the evaluation of several options for addressing mobility needs in the corridor, including bus rapid transit (BRT¹) and light rail options along I-5, State Route (SR) 99, and 15th Avenue NE.

In addition, in October 2011, Sound Transit completed the scoping process for the project's Environmental Impact Statement (EIS), as required by the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). This process provided an opportunity for the public, agencies and jurisdictions to learn about the project and to provide comments as environmental review began.

In December 2011, the Sound Transit Board adopted Motion No. M2011-87, narrowing the modes and corridors for further study in the Draft EIS process to light rail along the I-5 corridor and excluding other modes and corridors from further consideration.

The proposed Lynnwood Link Extension alignment generally follows I-5 between Northgate and Lynnwood, as shown in Figure S-1. Interstate 5, the major north-south highway route through Washington, serves a large market of commuters traveling between communities in Snohomish and King counties and Seattle, as well as other trips. The corridor falls within an urban area that is constrained by Puget Sound to the west and Lake Washington to the east.

Additional planning and analysis were completed in collaboration with local jurisdictions in the project corridor between December 2011 and April 2012. In April 2012, the Sound Transit Board adopted Motion No. M2012-17, which identifies the following station options to be evaluated in the Draft EIS, scheduled to be completed in the spring of 2013:

- NE 130th Street Station

¹ BRT can be defined for this study as a flexible, rubber-tired rapid-transit mode that combines stations, vehicles, services, running ways, and Intelligent Transportation System (ITS) elements into an integrated system with a strong positive identity that evokes a unique image. (TCRP 2003) Note: "running ways" generally includes streets and/or highways.

- NE 145th Street Station
- NE 155th Street Station
- NE 185th Street Station
- Mountlake Terrace Transit Center Station
- Mountlake Terrace Freeway Station
- 220th Street SW Station
- 200th Street SW Station
- Lynnwood Transit Center Station
- Lynnwood Park-and-Ride Station

Within this corridor, there are a number of alignment and station alternatives under consideration. For design and environmental review purposes, the corridor is divided into three segments, as shown in Figure S-1. Each segment contains stations that could work in a variety of combinations. The DEIS analysis will be based on a range of station and alignment alternatives.

The Final EIS is expected to be completed in 2015 and light rail service is targeted to begin in 2023.



Figure S-1. Lynnwood Link Extension Segments and Project Corridor

Purpose of the Report

This report is intended to inform Sound Transit, local jurisdictions, citizens, and other interested parties, about the current potential for Transit Oriented Development in each station area, and to serve as a starting point for discussions and decisions about what actions might be taken to enhance TOD potential in station areas where it is considered desirable. Finally, the information and assessments in this report will eventually support Sound Transit’s application for FTA New

Starts funding. The New Starts program of the Federal Transit Administration awards grants on a competitive basis following a rigorous, objective review of potential projects around the country. Land use and economic development are key criteria in judging projects for funding qualification.

Project work to date confirms that the Lynnwood Link Extension will provide excellent access to the PSRC-designated Regional Growth Centers it will serve: Lynnwood and Northgate.

Ridership potential is high (upwards of 50,000 boardings per day for some alternatives) and stations at those locations, as well as in between, are expected to draw riders from the broad Puget Sound-to-Lake Washington corridor who will access light rail by foot, bike, bus transit, park-and-ride and drop-off.

In addition, there are opportunities in the immediate area of each station – an approximate half-mile radius or 10- to 15- minute walk – for transit oriented development to occur; that is development that will both feed more riders to the rail system, and that will take advantage of the riders on the system to support higher density mixed-use development around the stations themselves.

In support of these objectives and opportunities, this report presents a qualitative assessment of the existing conditions within each station area relative to factors that influence TOD potential. It does not include recommendations for specific actions or tools that could increase the development potential of individual station areas; that work will be led by the local jurisdictions with support from Sound Transit.

TOD Potential

As defined by the Puget Sound Regional Council in Vision 2040, “Transit-oriented development (TOD) is the development of housing, commercial space, services, and job opportunities in close proximity to public transportation. Such development is intended to reduce dependency on automobiles, as well as to improve mobility and access between residences, jobs, and services.” (PSRC 2008).

The “potential” for TOD, therefore, is assessed in this report based on the extent to which existing conditions and policies support development around stations. This report looks at four major factors to assess the potential for TOD to occur, each of which is discussed in the next section:

- Existing conditions supporting TOD
- Transit supportive plans and policies
- Station access
- Potential development opportunities

Assessing TOD Potential

As mentioned above, this report assesses TOD potential based on *existing* conditions, that is a combination of what is—and is not—on the ground today, current zoning and land use patterns, and what policies, plans and programs are already in place. Thus, this report is a snapshot in current time, and there will be many opportunities between now and the inauguration of rail service in the corridor for these conditions to change.

Existing conditions supporting TOD

This factor looks at existing demographics, mix of existing uses, and existing station area character within a 0.5-mile radius of the station which could support TOD in the area. Clearly, what is on the ground today could change by the time Lynnwood Link Extension is operational in 2023, but assessing existing conditions provides baseline information and can help determine whether and what changes could be made to create a transit-oriented community.

Population and employment: The project corridor includes station areas with the potential to serve both existing and future population and employment, therefore existing population and employment within a 15-minute walk of a station are reported and compared with that of other Lynnwood Link Extension stations. Station areas that have the highest residential populations within their walk sheds include the NE 130th Street, NE 145th Street, NE 155th Street, and NE 185th Street stations, although all contain primarily single family neighborhoods.

The station alternatives serving the Lynnwood Transit Center—an already existing facility serving a designated regional center—have the highest in number of employees, followed by the 220th Street SW Station. The other station areas have far fewer employees within a 15-minute walk of the station.

Mix of existing uses: A TOD community is characterized by a mixture of housing and employment supported by commercial uses, usable public open space and public facilities. This land use pattern around transit stations is known to increase ridership and, in turn, to help create and sustain the vitality and livability of the surrounding areas. This factor looks at local jurisdictions' existing zoning designations, and considers current use, acknowledging that what is on the ground today may not reflect the existing zoning designation.

The four proposed stations within King County are all in predominantly single-family neighborhoods, and have not developed a balanced mix of uses; while the station options in Mountlake Terrace and Lynnwood tend to have a greater mix of land uses in the station areas.

Existing station area character: This is an important factor in determining if and how a station area might redevelop. The following attributes—assessed qualitatively—are considered in this evaluation: minimal building setbacks; commercial and multifamily buildings with well-proportioned facades; strong urban design character including street furniture, trees, and other pedestrian amenities; public amenities and facilities; and a mix of active uses.

Many of the station alternatives in Lynnwood Link Extension are located in areas with few or no commercial uses and could not be assessed on many of the factors listed above. The proposed stations in Mountlake Terrace and Lynnwood are located in areas with some commercial uses that tend to be automobile-oriented with few public amenities.

Transit Supportive Plans and Policies

This factor is based on a qualitative assessment of existing development strategies for station areas including: existing transit-supportive plans and policies that promote transit-oriented growth in station areas; TOD-supportive development requirements; and design guidelines that promote and facilitate growth around transit stations.

The plans and policies reviewed include comprehensive plans, subarea plans, land use and zoning documents, development codes, and other existing transit-related plans and policies.

It is possible that jurisdictions may adopt new policy direction prior to implementation of Lynnwood Link Extension; again, this report is a snapshot in current time.

All of the cities in the corridor have taken at least some steps to develop transit-supportive plans and policies, though not necessarily with regard to all of the station areas. Lynnwood's City Center Plan addresses future employment density, residential density, and transit supportive policies in accordance with the PSRC Regional Growth Center designation.

Mountlake Terrace and Lynnwood have both developed plans for future transit-supportive development in Lynnwood Link Extension station areas and Shoreline has adopted principles and policies relating to two of the three station alternatives in Shoreline.

Development requirements: The development requirements for Seattle, Shoreline, and Mountlake Terrace permit the construction of detached accessory dwelling units, or backyard cottages, in single-family zones. Backyard cottages can incrementally increase housing density in a single-family zone; however, there are guidelines and restrictions associated with their development. Mountlake Terrace recently adopted an overlay district near the Town Center, allowing smaller parcels in single-family zones.

Design guidelines: Seattle, Mountlake Terrace, and Lynnwood have design guidelines for some development projects located within a station area. Mountlake Terrace has specific design guidance for development projects located in the Town Center with an emphasis on pedestrian use. Lynnwood's City Center design guidelines emphasize new pedestrian connections through both private development and new public streets to reduce existing superblocks.

Station Access

This factor looks at how existing development patterns support or hinder passenger access to and from the station options for pedestrians, bicyclists and transit riders (factors which also contribute to Station Area Character). Vehicle access is not included because it typically does not, by itself, contribute to TOD. The assessment is based on: the availability of facilities, their

quality and connectivity, and the existence of barriers to travel; distances to destinations served by the stations; and the number of residents and jobs within a 15-minute walk or bicycle ride of the station.

This assessment includes existing facilities and, although Sound Transit recognizes that jurisdictions may have additional facility plans under design or in CIP programs, only built facilities are included.

In an environment where sidewalks and street crossings are not fully built out, there are access challenges for all of the stations. Bike facilities are often even more limited. Station alternatives serving the Lynnwood Transit Center and the Mountlake Terrace Transit Center Station provide the strongest station access due to the existing transit centers at both locations. The Mountlake Terrace Freeway Station also serves the Mountlake Terrace Transit Center, however it lacks the direct pedestrian and bicycle connection to the station that the Transit Center Station provides.

Potential Development Opportunities

This factor assesses the development opportunities within the 0.5 mile station area based on current use and availability of specific parcels in public or private hands. Station footprints, possible parking structures, and other ancillary facilities have not been finalized and are therefore only discussed at a high level. Similarly, construction staging areas are not assessed. Included in the assessment of potential development opportunities, Sound Transit looked at ratios of improvement-to-total assessed value; market conditions, including rental and vacancy rates; existing uses, including the compatibility of TOD, in regard to the amount of existing transit supportive uses; physical feasibility, including topography and physical barriers; and ownership, with regard to the likely ability to assemble developable parcels.

A preliminary analysis of the market demand for office space, multifamily housing, retail space, and lodging was conducted at station areas but is not included in the potential development opportunities assessment. The scope of each market assessment varied by station depending on location and assessed development opportunities.

Potential development opportunities within station areas increased from south to north, with the greatest potential for development opportunities occurring within the Lynnwood City Center. Those stations in primarily existing single family neighborhoods have limited development opportunities due to the assemblage of land that would be required to develop a project as well as the lack of available appropriate parcels.

Summary Results by Station Area

Each station area was assessed on the four factors above. Figure S-2 displays the results of each factor for the station areas in comparison to other stations within the Lynnwood Link corridor. The factors contribute to the "Overall TOD Potential", illustrated in the first column. For each station area, results were assigned a rating of "limited", "moderate", or "strong". For some

station areas, the results were between two ratings, thus the ratings “limited to moderate” or “moderate to strong” are used. The color scale ranges from a light yellow (limited) to a dark green (strong).

Figure S-3 geographically illustrates the overall TOD potential at station locations. Key findings are then presented for each station area.

NE 130th Street Station

TOD potential for the NE 130th Street Station is limited, primarily because of the single-family development pattern in this area. Much of the land within the station area is occupied by a golf course and parkland. Two nearby commercial areas—where development can be expected to occur—are outside the station area. Based on existing plans and policies, this area is not designated to receive future growth. However, if a station was located here, there is a desire and policy directive to initiate TOD planning. The current station location is primarily within WSDOT right of way, most likely eliminating the potential for TOD on a station facility site.

NE 145th Street Station

The NE 145th Street Station area has limited TOD potential, primarily because of its location in an area that is currently zoned predominantly single-family residential. The City of Shoreline Comprehensive Plan includes new goals and policies aimed at redevelopment near the proposed station. However, with a public golf course occupying over 20 percent of the station area and rights-of-way occupying 24 percent, redevelopment in this area is unlikely to be significant enough to support a transit-oriented community.

NE 155th Street Station

The NE 155th Street Station area has limited TOD potential, primarily because of its location in an area that is currently zoned predominantly single-family residential. There are no existing transit-supportive plans and policies to support TOD in this area and preliminary development and market assessments do not indicate opportunities for future development. There is limited existing transit service to this station area and residential streets lack sidewalks.

NE 185th Street Station

The NE 185th Street Station has limited to moderate TOD potential. The City of Shoreline Comprehensive Plan includes new goals and policies aimed at developing TOD near the proposed station and there are some development opportunities within the station area. Current zoning places almost 60 percent of the station area in single-family residential and almost 30 percent is highway right-of-way, but there are two parcels within the station area, owned by the Shoreline School District, which may offer some redevelopment or infill opportunity.

Lynnwood Link Extension: Station Area Transit-oriented Development (TOD) Potential

Station Area	Overall TOD Potential	Existing Conditions Supporting TOD	Transit-supportive Plans & Policies	Station Access	Potential Development Opportunities
200th Street SW Station (Lynnwood)					
Lynnwood Transit Center Station (Lynnwood)					
Lynnwood Park-and-Ride Station (Lynnwood)					
220th Street SW Station (Mountlake Terrace)					
Mountlake Terrace Freeway Station (Mountlake Terrace)					
Mountlake Terrace Transit Center Station (Mountlake Terrace)					
NE 185th Street Station (Shoreline)					
NE 155th Street Station (Shoreline)					
NE 145th Street Station (Shoreline)					
NE 130th Street Station (Seattle)					
Northgate Station (Seattle)		Northgate Station not included in assessment - station constructed as part of Northgate Link project prior to Lynnwood Link Extension; overall assessment based on current development plans for the area. Northgate is a PSRC-designated Regional Growth Center and City of Seattle-designated Urban Center.			



Note: Station sites under refinement and assessments are based on preliminary concepts. Construction staging areas are not yet identified and are not included in this assessment.

Figure S-2. Lynnwood Link Extension TOD Potential Summary

Stations Serving Mountlake Terrace Transit Center

The Mountlake Terrace Freeway Station area has moderate TOD potential and the Mountlake Terrace Transit Center Station area has moderate to strong TOD potential. The Freeway Station area has less TOD potential than the Transit Center Station area because of the longer access to reach the station platform in the middle of I-5. Additionally, locating a station in the middle of the freeway does not allow typical TOD to occur directly near the station and introduces urban design challenges.

The Mountlake Terrace Transit Center Station includes a station entrance adjacent to large, vacant parcels to the south of the station that could have TOD potential, and the proposed City of Mountlake Terrace Town Center is supported by plans and policies in place to promote transit-oriented and mixed-use development. However, the significant amount of right-of-way and parks within the station area (almost 50 percent) limits development potential for both station alternatives.

220th Street SW Station

The 220th Street SW Station has moderate TOD potential. The surrounding existing land use and zoning supports a higher density development pattern and the proximity to existing healthcare and medical facilities could provide an opportunity for growth along 220th Street SW, west of the station. However, transit access to this station is limited. Adjacent to the station site is almost 6 acres in public ownership that was recently rezoned to a higher commercial use.

Stations Serving Lynnwood Transit Center

All of the station alternatives serving the Lynnwood Transit Center have moderate to strong TOD within their station area.

All three station alternatives are located in a PSRC-designated Regional Growth Center, which, along with the Northgate Station area, is expected to receive the greatest percentage of growth in this transportation corridor over the next 30 years. Today the Lynnwood Transit Center sits in an area of large retail stores and strip malls surrounded by parking lots. The area is not designed for pedestrians and is primarily automobile-dependent. However, existing plans and policies, such as the Lynnwood City Center Plan, support major redevelopment in this area and preliminary assessments of development opportunities and market analysis indicate development opportunities are available.

Additionally, the three station alternatives all serve the existing Lynnwood Transit Center, a regional transit hub.

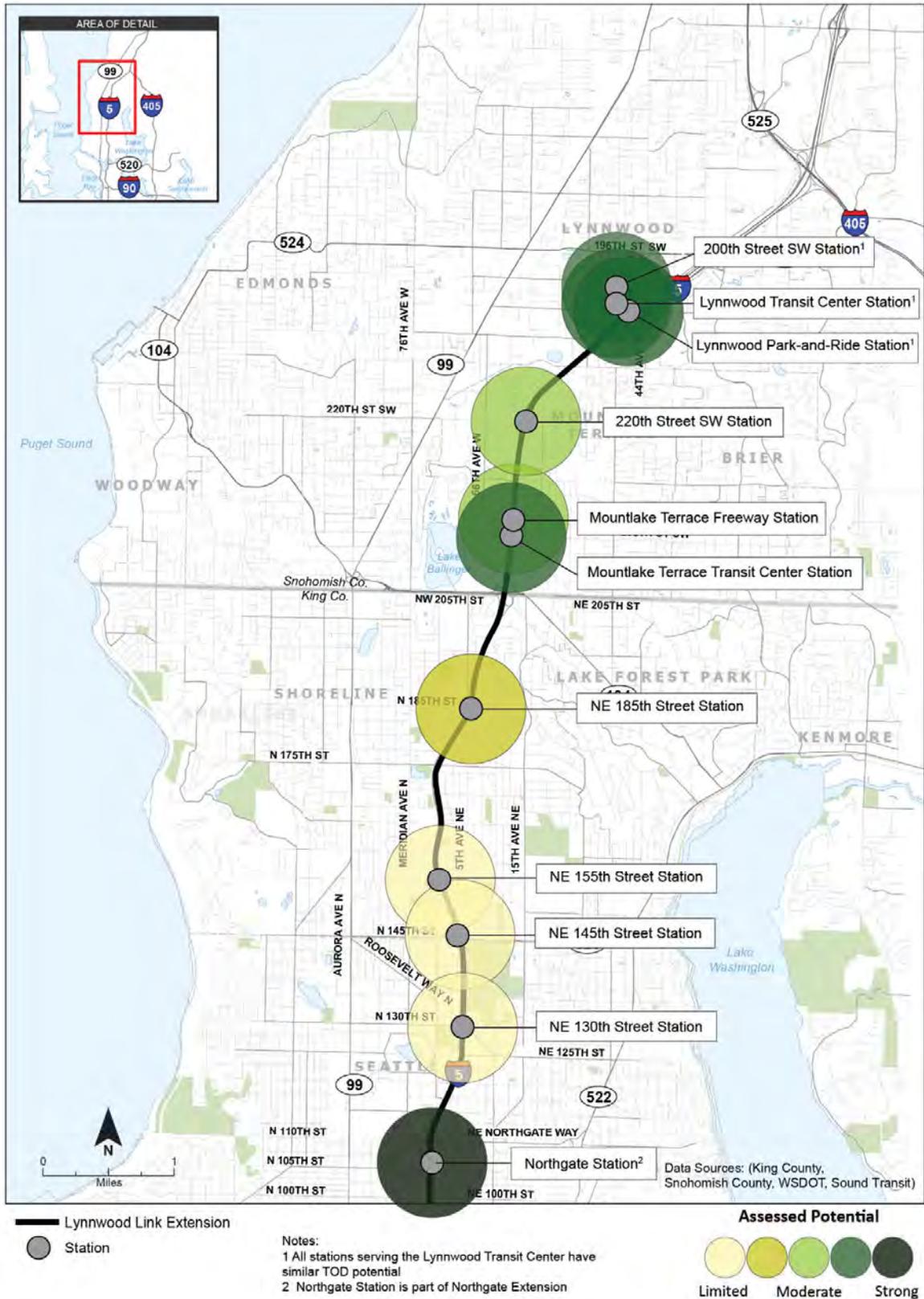


Figure S-3. Lynnwood Link Extension Station Area TOD Potential

Next Steps

It is important to reiterate three key points about this report:

First, this report is a tool to help inform the discussion of and decisions about which station alternatives will be identified in the preferred alternative for the Lynnwood Link Extension project. Station area TOD potential is just one factor among many that will be considered.

Second, the information presented in this report is a snapshot in current time, based on conditions existing in station areas today. Some conditions are fairly unlikely to change, for example the amount of land in use as right-of-way. Others, however, are relatively fluid and highly dependent on the desires and actions of local communities and jurisdictions, for example zoning designations or design guidelines.

Finally, the information and assessments in this report will eventually support Sound Transit's application for FTA New Starts funding. Land use and economic development are key criteria in judging projects for funding qualification.

With regard to the ultimate station area planning and development process, Sound Transit will support local jurisdictions and communities as this work moves forward. Clearly local jurisdictions will take the lead in the ultimate decisions about land use patterns within their boundaries. The information presented here is quite preliminary, and will be refined with additional assessment and investigation once the Sound Transit Board identifies a preferred alternative for the Lynnwood Link Extension project.

1 INTRODUCTION

1.1 Project Background

Sound Transit is preparing to extend light rail from the Northgate Transit Center to the Lynnwood Transit Center, which voters approved as part of the Sound Transit 2 Plan in 2008. As part of the federal regulations and guidelines leading to application for New Starts grant funds, Sound Transit conducted an Alternatives Analysis (AA) (Sound Transit 2011) to support the evaluation of several options for addressing mobility needs in the corridor, including bus rapid transit (BRT) and light rail options along I-5, State Route (SR) 99, and 15th Avenue NE.

A scoping process is a required step for an EIS under the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) and was completed in October 2011. The scoping process provided an opportunity for the public and agencies to learn about the project and provide comments as environmental review begins.

In December 2011, the Sound Transit Board adopted Motion No. M2011-87 that narrowed the modes and corridors for further study in the Draft EIS process to light rail along the I-5 corridor, and excluded from further consideration other modes and corridors. The proposed alignment generally follows I-5 between Northgate and Lynnwood, as shown in Figure 1-1. Interstate 5 is the major north-south highway route through Washington and also serves a large commuter market between communities in Snohomish and King counties and Seattle. The corridor falls within an urban area that is constrained by Puget Sound to the west and Lake Washington to the east.

Between December 2011 and April 2012, additional planning and analyses were completed in collaboration with local jurisdictions within the project corridor. In April 2012, the Sound Transit Board adopted Motion No. M2012-17, which identifies the following stations to be included in the Draft EIS, as shown in Figure 1-1: NE 130th Street Station, NE 145th Street Station, NE 155th Street Station, NE 185th Street Station, Mountlake Terrace Transit Center Station, Mountlake Terrace Freeway Station, 220th Street SW Station, 200th Street SW Station, Lynnwood Transit Center Station, and Lynnwood Park-and-Ride Station. Varying combinations of station options will be evaluated in the Draft EIS.

Within this corridor, there are a number of alignment and station alternatives under consideration. For design and environmental review purposes, the corridor is divided into three segments, as shown in Figure 1-1. Each segment contains stations that could work in a variety of combinations. The DEIS analysis will be based on a range of station and alignment alternatives. The Draft EIS is expected to be completed in the spring of 2013.



Figure 1-1. Lynnwood Link Extension Segments and Project Corridor

1.2 Purpose of Report

This report provides a qualitative assessment of transit-oriented development potential for each station identified by the Sound Transit Board to be analyzed in the Lynnwood Link Extensions DEIS. This report is a separate and independent report from the NEPA/SEPA DEIS and was developed for the purposes of Sound Transit.

Station area TOD potential was assessed within approximately 0.5 miles of each of the proposed station locations and compared with the other stations. This report does not assess TOD potential of the Lynnwood Link Extension light rail stations in comparison to the planned Northgate Link Light Rail Station at Northgate or any other light rail station locations currently in operation, under construction, or in a planning stage by Sound Transit.

Not included in this report are recommendations for the specific actions or tools that could increase the development potential of individual station areas. That work will be led by the local jurisdictions with support from Sound Transit.

A Purpose and Need Statement was developed for the Lynnwood Link Extension. Relevant to station area development potential, one project purpose is to “Support the project corridor communities’ and the region’s adopted land use, transportation, and economic development vision, which promotes the well-being of people and communities, ensures economic vitality, and preserves a healthy environment.”

Relevant Lynnwood Link Extension project needs include:

Meet the rapidly growing needs of the project corridor and the region’s future residents and workers by increasing mobility, access, and transportation capacity to and from regional growth and activity centers in the North Corridor and the rest of the region, as called for in the region’s adopted plans, including the Puget Sound Regional Council’s (PSRC) VISION 2040 and *Transportation 2040*, as well as related county and city comprehensive plans.

Implement the long-range vision for mass transit service established by Sound Transit’s Regional Transit Long-Range Plan, with a regional transit investment that supports economic vitality, preserves the environment, preserves communities, and allows for the future extension of mass transit north to Everett.

Provide the transit infrastructure needed to support the development of Northgate and Lynnwood as designated regional growth centers that provide housing, employment, public services, and multimodal transportation connections.

1.3 Organization of Report

This report is organized as follows:

Section 2: Growth Management Context

A summary of the state and regional context for land use, growth management, and transportation planning in the project corridor and Sound Transit’s long-range plans for the corridor

Section 3: City Comprehensive Plan Goals and Policies Supporting Transit-oriented Development

A summary of local plans and policies supporting station area development, organized by the project corridor cities from south to north: Seattle, Shoreline, Mountlake Terrace, and Lynnwood

Section 4: Transit-oriented Development

A definition and description of transit-oriented development (TOD) from various perspectives as well as a regional and corridor overview of TOD potential

Section 5: Transit-oriented Development Potential

A description of each element used in the analysis

Sections 6 through 12: Stations

A station-by-station discussion detailing the results of the analysis and transit-oriented potential evaluation based on that analysis

Section 13: References

A list of the references and sources cited in this report

2 GROWTH MANAGEMENT CONTEXT

State, regional, and local land use plans in the Lynnwood Link Extension study area share the goal of improving transit accessibility and encouraging transit use by concentrating mixed land uses near transit centers. Lynnwood Link would connect the PSRC-designated Regional Growth Centers of Northgate and Lynnwood and provide for uninterrupted access among the four jurisdictions in the corridor.

Lynnwood Link Extension is within the urban growth boundaries identified by King and Snohomish counties. These boundaries have been in effect for 20 years and continue to be reflected in regional, county, and local land use plans. As a result, this corridor is, and is expected to continue to be, one of the more densely developed areas in the region.

This section provides state, regional, and agency context for Lynnwood Link Extension.

2.1 State Growth Management Laws

Washington State's Growth Management Act (GMA), which was adopted in 1990 and updated in 2009, requires state and local governments to manage growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, and preparing comprehensive plans supported by capital investments and development regulations. This growth management approach is unique among states.

Affected jurisdictions, including the cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood, keep pace with land development by making public road and transit improvements to help meet the expected transportation demand. The GMA requires local governments to develop and adopt growth management policies, plans, and regulations. Comprehensive plans require elements that address land use, housing, capital facilities, utilities, rural lands (counties only), and transportation. A summary of applicable jurisdiction comprehensive plan goals and policies is included in Chapter 3.

2.2 Regional Growth Management Adopted Plans

The Puget Sound region has a coordinated series of regional, county, and local plans and policies that guide how the region manages its growth, consistent with state's GMA. The primary plans at the regional level are the PSRC's VISION 2040 (PSRC 2008) and *Transportation 2040* (PSRC 2010). These plans share land use, growth management, and transportation policies that assume the regional mass transit system will link the urban centers where the region's growth will be focused. County and local city comprehensive plan policies in the North Corridor and throughout the region reinforce the need for mass transit investments to support new population and employment developments, as well as provide for vibrant urban communities that offer alternatives to the automobile.

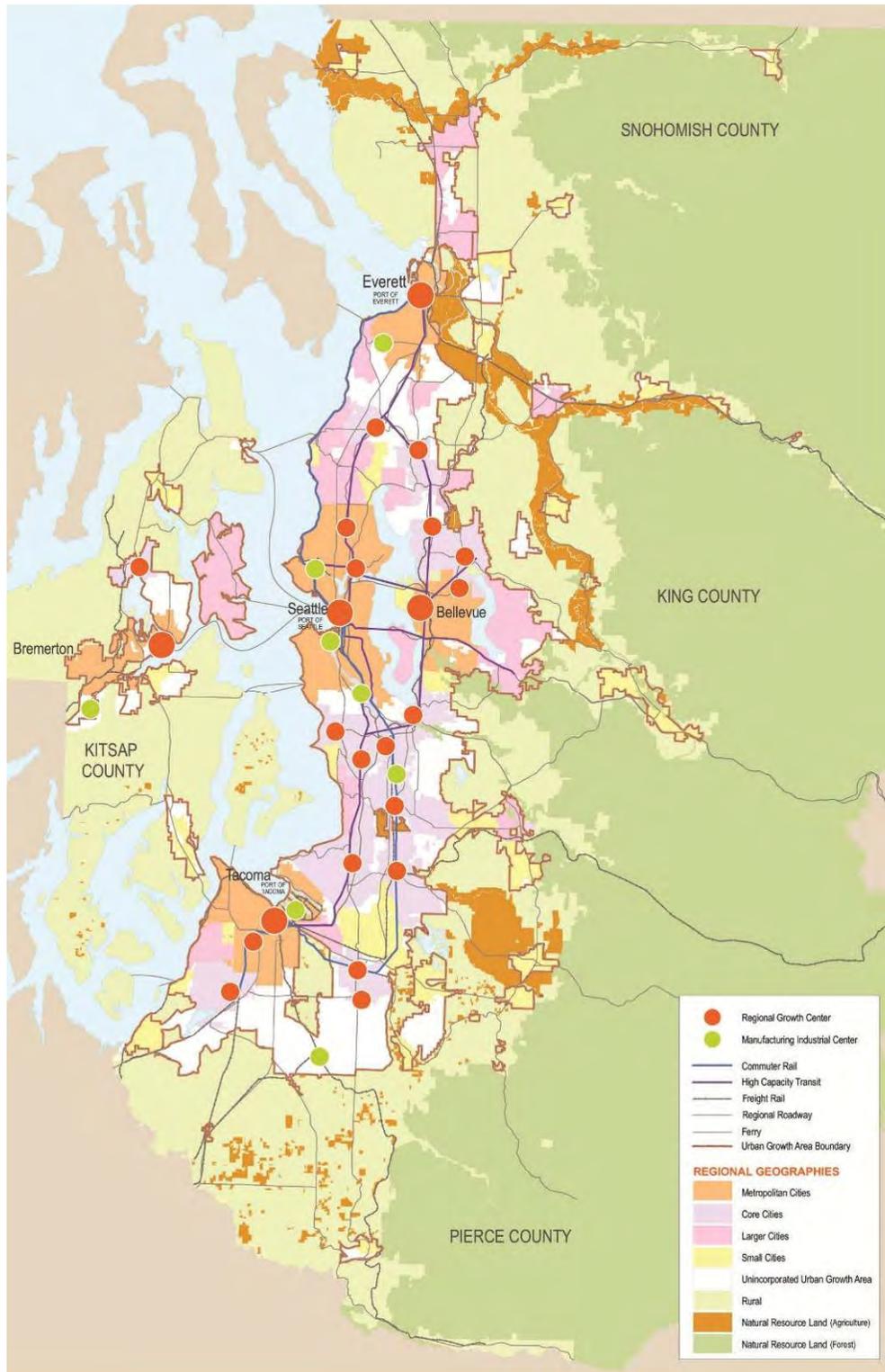
2.2.1 VISION 2040

VISION 2040, which was adopted by PSRC in 2008, is the region's integrated, long-range vision for how and where the region should accommodate approximately 1.5 million additional people for a total population of 5 million, as well as 1.2 million new jobs for a total employment of nearly 3 million. *VISION 2040's* goals are to maintain a healthy region, promote the well-being of people and communities, ensure economic vitality, and preserve a healthy environment.

VISION 2040 refines the urban growth boundaries first established over 20 years ago. The Lynnwood Link Extension is within King and Snohomish Counties' urban growth boundaries and traverses one of the more densely developed suburban areas in the region. The Lynnwood Link Extension connects two PSRC-designated Regional Growth Centers—Lynnwood and Northgate—that are expected to receive the greatest percentage of North Corridor growth over the next 30 years. Figure 2-1 illustrates the VISION 2040 regional centers, building upon the urban center concept that was originally established in Vision 2020. By 2030, the area surrounding the Northgate Station is forecasted to have a density greater than 10,000 persons per square mile, and Lynnwood anticipates a population density between 5,000 and 10,000 persons per square mile near its city center.

As of 2010, nearly 126,000 people lived within 0.5 miles of the project corridor in Seattle, Shoreline, Mountlake Terrace, and Lynnwood, and there were 60,000 jobs. The total population and employment in each of these cities is even higher: 720,000 people and 565,000 jobs as of 2010.

Regional and local plans anticipate higher levels of growth within the project corridor through 2040, even though the corridor has established communities with a substantial population base. Population within the corridor (defined as the set of forecast analysis zones immediately surrounding I-5 and Highway 99 between Northgate and Lynnwood) is forecasted to grow 21 percent by 2040 over the estimated 2010 population of 193,000. Employment over the same period is forecasted to grow by 39 percent over the estimated 2010 level of 75,000. Most of the growth would be through redevelopment to higher densities in areas that are identified in regional and local plans as activity centers and regional growth centers. High levels of growth have occurred and will occur in the Lynnwood Link Extension travel market area, including in Everett, Lynnwood, north Seattle, and downtown Seattle.



Source: PSRC VISION 2040

Figure 2-1. VISION 2040 Regional Centers

Figure 2-2 shows the population and employment growth expected in the communities between Everett and north Seattle.

2.3 Sound Transit's Long-Range Plans

Sound Move, voter-approved in 1996, authorized the creation of Sound Transit and included regional transit projects such as light rail between University of Washington and SeaTac Airport (and an extension to Northgate if funding was available).

Sound Transit's Regional Transit Long-Range Plan (Long-Range Plan), which was updated in 2005, represents the goals, policies, and strategies for the long-term development of a mass transit system within the Central Puget Sound region.

Between 2005 and 2008, Sound Transit developed a second-phase system plan known as Sound Transit 2 (ST2). In 2008, the Sound Transit Board approved Resolution 2008-10, which adopted ST2 as Sound Transit's mass transit system plan, and identified the Lynnwood Link Extension from Northgate to Lynnwood as one of the plan's major elements. Voters subsequently approved a November 2008 ballot measure that authorized local funding for ST2, including the Lynnwood Link Extension.

The Sound Transit Long-Range Plan provided the basis for the current ST2 Plan, and defined the vision for developing mass transit throughout the region, including the Lynnwood Link Extension area. The long-range planning effort comprised planning, engineering, and environmental studies, as well as public outreach throughout the region, including the Lynnwood Link Extension.

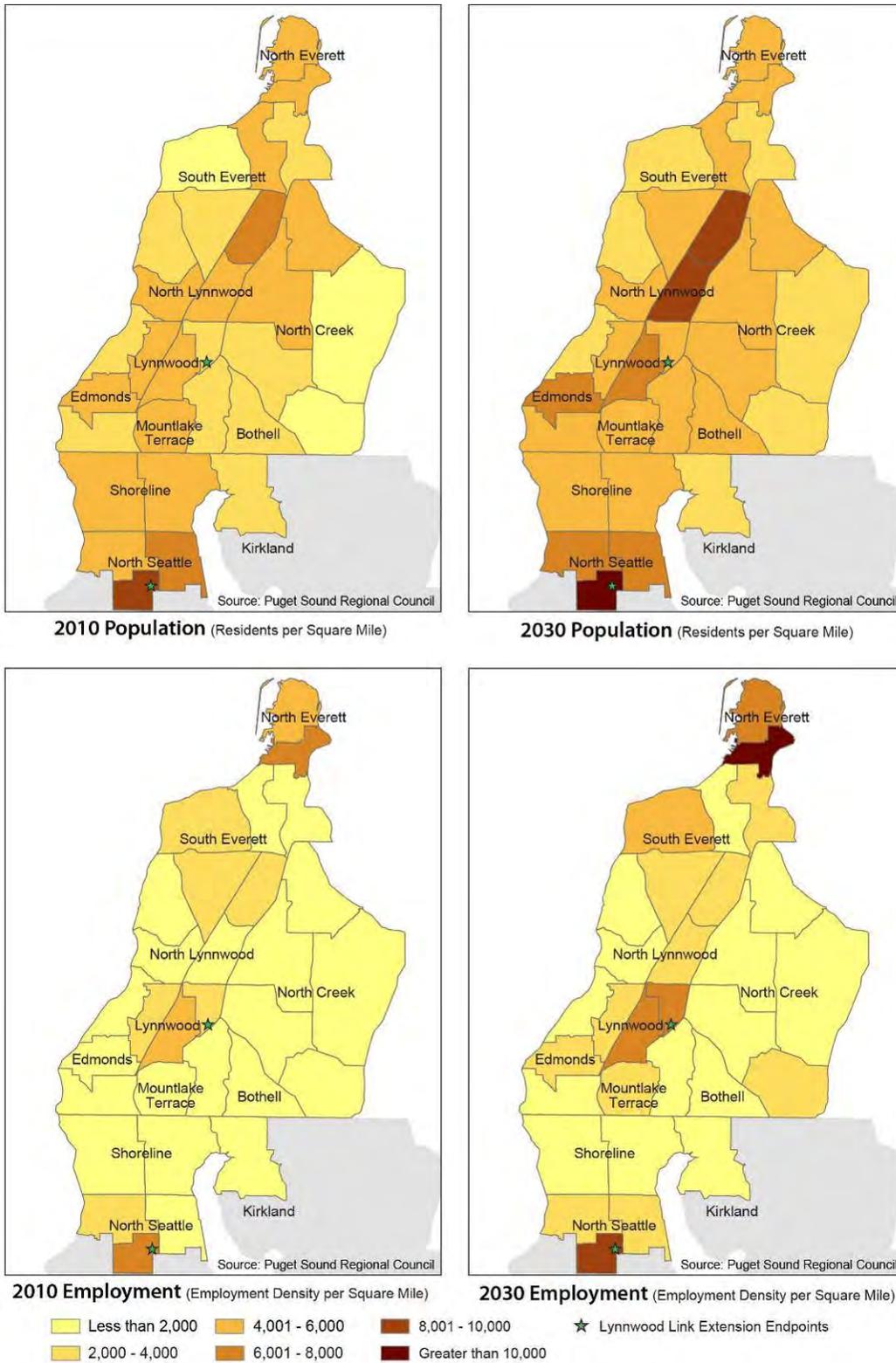


Figure 2-2. 2010 and 2030 Population and Employment Density by Forecast Analysis Zone

3 CITY COMPREHENSIVE PLAN GOALS AND POLICIES SUPPORTING TRANSIT-ORIENTED DEVELOPMENT

3.1 Introduction

This section details the elements, goals, and policies within local comprehensive plans that relate to and support TOD in the cities that will be served by the Lynnwood Link Extension. All alternatives would pass through two counties—King and Snohomish—and four cities – Seattle, Shoreline, Mountlake Terrace, and Lynnwood, as shown in Figure 3-1. Each city has an adopted comprehensive plan and, depending on the city, related plans and policies that provide support for TOD. This section includes a summary of relevant comprehensive plan elements for each jurisdiction. Other plans and policies supporting TOD are presented within each station-specific section.

3.2 Seattle

3.2.1 City of Seattle Comprehensive Plan—*Toward a Sustainable Seattle*

The *City of Seattle Comprehensive Plan—Toward a Sustainable Seattle*, (City of Seattle 2005a) which was first adopted in 1994 and last amended in 2011, was developed to communicate how Seattle will accommodate residential and employment growth over the next 20 years. The plan consists of 11 elements that each contain goals and policies for guiding growth in Seattle. The five elements that support transit-oriented uses at potential station locations include: Land Use, Urban Village, Neighborhood Planning, Transportation, and Economic Development.

The city of Seattle anticipates completing a major update to the Comprehensive Plan in 2015 and is planning on addressing additional topics in phases between now and then. The first phase includes three topics that may have relevance to Lynnwood Link Extension: climate change, development around transit stations, and urban design. The City Council is expected to adopt a final Plan amendment ordinance in early 2013. Relevant information can be added to this report at that time.

Climate change amendments to the comprehensive plan may include language supporting TOD at transit stations to support Seattle's goal to be a carbon neutral city by the year 2050. A Climate Action Plan is under development and will include recommendations addressing transportation, land use, building energy, and waste.

With regard to development around transit stations there is a proposed new subsection to the Land Use Element called Transit Communities.

A proposed urban design element could be relevant to Lynnwood Link Extension depending on the specificity of the goals and policies.

Land Use and Urban Village Elements

The Land Use Element includes a goal of providing flexibility in zoning provisions in areas around mass transit stations. Integrating these stations into surrounding neighborhoods is also a goal of the comprehensive plan, which recommends overlay districts or other zoning adjustments to cultivate transit-oriented communities.

The Urban Village Element of the comprehensive plan focuses on Seattle's Urban Village Strategy, and is designed to concentrate population and job growth in urban villages of varying densities – Urban Center, Hub Urban Village, Residential Urban Village, and Manufacturing/Industrial Center. There are no designated urban villages within 0.5 miles of the NE 130th Street Station or the NE 145th Street Station; however, Lynnwood Link Extension begins at the Northgate Station and is included in this section as described below.

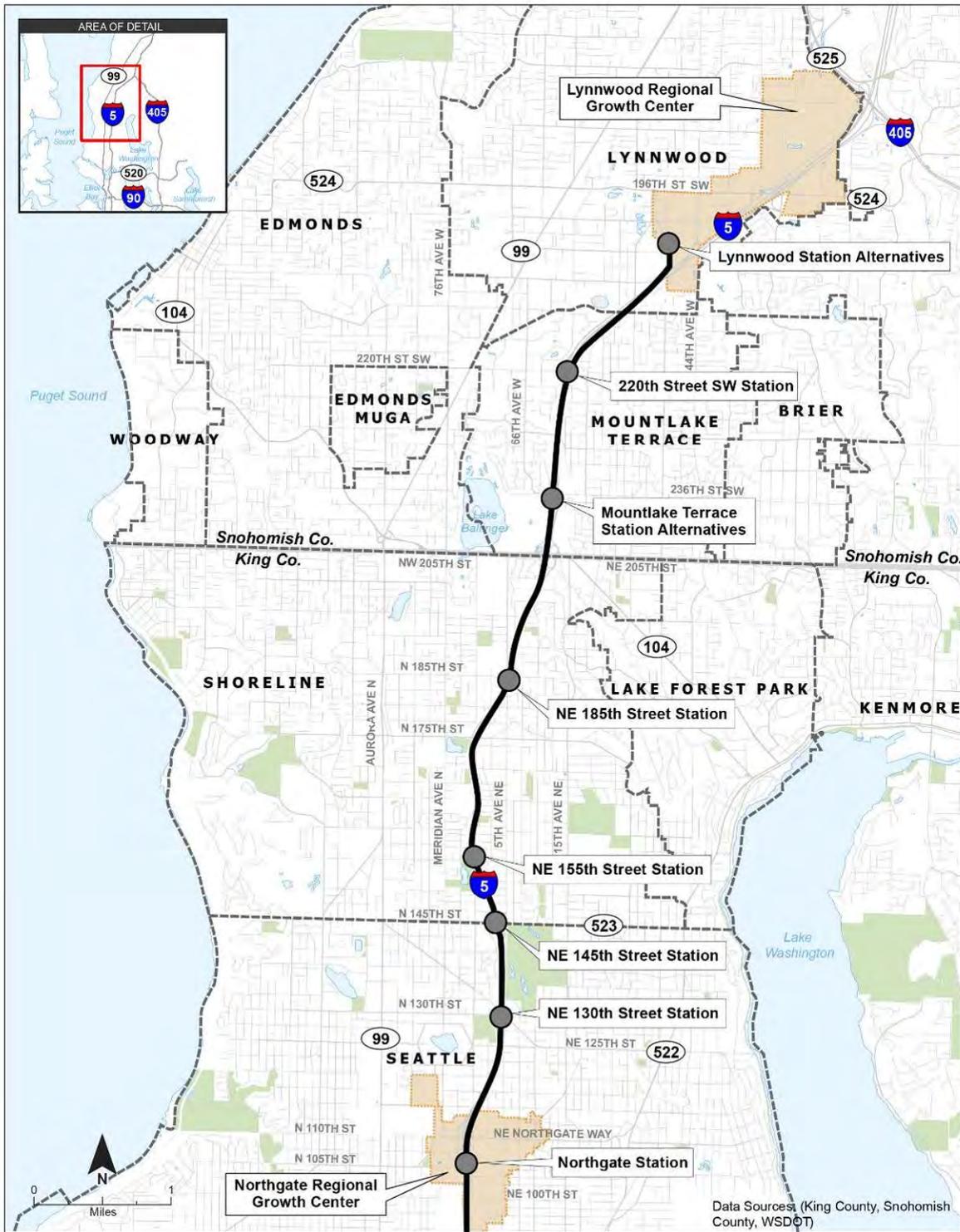
The Northgate Station will be located in the middle of an urban center, and planning has been completed to help achieve the Urban Village Strategy to provide a diverse mix of uses, housing, and employment opportunities at that station. The Northgate Station location is illustrated in Figure 1-1.

The Northgate Station is part of the Northgate Link Extension. The Northgate Link Extension, which is currently in final design, will connect Northgate to downtown Seattle in 13 minutes, with over 15,000 anticipated daily boardings by 2030. Providing additional transit options from Northgate to Lynnwood will further support Seattle's Urban Village Strategy in the Northgate Station area.

Transportation Element

The Transportation Element includes goals and policies for developing vehicle mode choices that discourage the use of single-occupancy vehicles while increasing transit ridership throughout the city. The Lynnwood Link Extension provides an additional mode choice for North Seattle.

This element also advocates creating a transit-oriented transportation system that builds strong neighborhoods and supports economic development. A related document, the *Transportation Strategic Plan* (City of Seattle 2005b), contains strategies for achieving these goals, including station area planning to maximize ridership and further economic development, as well as revitalization objectives.



- City Boundaries
 - Lynnwood Link Extension
 - Regional Growth Centers
 - Station
- EDMONDS MUGA: Edmonds Municipal Urban Growth Area

Figure 3-1. North Corridor Jurisdictional Map

Economic Development Element

The Economic Development Element reiterates the Urban Village Strategy. It includes policies both to accommodate most of the job growth in urban centers and villages and to promote the health of neighborhood commercial districts. The Lynnwood Link Extension does not include a station in a designated urban center or urban village, however, it connects the Northgate Urban Center to destinations north of Northgate and it is possible more growth could occur in this urban center due to Lynnwood Link Extension.

3.3 Shoreline

3.3.1 Comprehensive Plan

The *City of Shoreline Comprehensive Plan* includes a number of elements relevant to station area development: Land Use, Housing, Transportation, and Economic Development (City of Shoreline 2012).

Land Use Element

The Land Use Element includes a relevant policy to place high-density residential housing in areas near employment and commercial areas, where a high level of transit users are present or likely, and in areas currently zoned as high-density residential. This element also includes two policies for park-and-ride lots that suggest park-and-ride expansions should be in the form of structured parking, where feasible, and park-and-ride lots should be evaluated for the addition of compatible mixed uses and shared parking.

Specific goals and policies supporting station area development include the following goal:

LU I: Create plans and strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit-supportive development to occur within a 0.5 mile radius of future light rail stations.

Additional land use goals describe how growth should occur, including neighborhood character, multi-modal connections, and land use patterns that promote walking, biking and using transit.

The Comprehensive Plan includes 24 policies for "Light Rail Station Study Areas". These study areas are defined as "generally the land within ½ mile of a future light rail station." Of particular relevance to Lynnwood Link Extension are the following (summarized) policies:

- Evaluate property within a 1/2 mile radius of a light rail station for multifamily residential housing choices (R-18 or greater) and property within a 1/4 mile radius of a light rail station for multifamily residential housing choices (R-48 or greater).
- Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multifamily, mixed-use, and non-residential uses.

- Create and apply innovative methods and tools to address land use.
- Create a strategy in partnership with the adjoining neighborhoods for phasing development of current land uses to those suited for Transit-Oriented Communities (TOCs).
- Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline.
- Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations.
- Regulate design of station areas to provide a gradual transition from high-density multifamily to single-family residential.
- Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.
- Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public and provide shortcuts for bicyclists and pedestrians to destinations and transit.

The Land Use Map for the Comprehensive Plan includes the Light Rail Station Study Areas.

A summary of relevant land use policies related to transit and parking include:

- Consider compatible mixed-use and joint-use parking at Park-and-Ride facilities.
- Design parking requirements for the average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses within 0.25 miles of High Capacity Transit.
- Consider the creation of residential parking zones or other strategies to protect neighborhoods from spillover parking.

Housing Element

The Housing Element includes goals and policies for encouraging a mix of housing unit types, providing affordable housing, and implementing recommendations from the City's Comprehensive Housing Strategy, adopted in 2008 (City of Shoreline 2008a). Policies relevant to station area development potential include:

- Provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses.
- Consider mandating an affordability component in Light Rail Station Areas or other Transit-Oriented Communities.

Transportation Element

The 10 goals within the Transportation Element reference the City's transportation system and the importance of providing alternate transportation modes, including transit, walking, and bicycling. Policies relevant to the station area development include creating standards for

development of the station areas; prioritizing sidewalk projects abutting or connecting to transit; encouraging development that is supportive of transit; continuing to install and support transit supportive infrastructure; and promoting livable neighborhoods around light rail stations.

This element also refers to the Transportation Master Plan, Shoreline's functional transportation plan, described in Section 7.2. The Transportation Master Plan also serves as the supporting analysis for the Comprehensive Plan Transportation Element.

Economic Development Element

The Economic Development Element focuses on producing a strong economy that will improve the quality of life. One goal relevant to station area development contains a list of actions including:

- Maintain and improve the quality of life in the community by:
 - Maximizing opportunities along Bus Rapid Transit corridors and areas to be served by light rail.

Many of the economic development policies support station area development. A few mention light rail and station areas specifically, including:

- Improve the quality of life by encouraging increased housing density around commercial districts, especially those served by high capacity rapid transit, to expand customer base.
- Promote land use and urban design that allows for smart growth and dense nodes of transit-supportive commercial activity to promote a self-sustaining local economy.
- Focus efforts on City-shaping Placemaking Activities: Plan the Light Rail Station Areas to create connectivity for appropriate growth.

3.4 Mountlake Terrace

3.4.1 Comprehensive Plan

The *City of Mountlake Terrace Comprehensive Plan*, which was first adopted in 2003 and last amended in 2011, includes a number of elements related to station area development: Land Use, Community Livability, Transportation, and Economic Vitality (City of Mountlake Terrace 2011).

Of particular relevance to Lynnwood Link Extension:

- Encourage mixed uses in designated areas.
- Provide opportunities for adding new land uses to or near existing or planned parking structures, such as the Community Transit park-and-ride lot at 236th Street SW and I-5.

- Encourage co-location of development and mixed uses to enhance the community's image and convenience within or near public park-and-ride sites.
- Encourage development to be pedestrian- and bicycle-friendly and convenient for transit.
- Support the regional land use and transportation plans by realizing the vision for the Mountlake Terrace Subregional Growth Center and the North Melody Hill Activity Hub as vibrant centers with jobs, transit access, walkability, and prominence as cultural and economic destinations.
- Encourage parking facilities, including park-and-ride facilities, to provide for mixed uses and multiple purposes.
- Incorporate transit agency participation into the development review process, where applicable, to ensure site plans for new projects are compatible with and provide infrastructure necessary to support public transportation.
- Continue to facilitate the expansion of Link light rail from Seattle to Mountlake Terrace, primarily within the eastern portion of the I-5 freeway right-of-way, and include a light rail station in Mountlake Terrace at approximately I-5 and 236th Street SW, which shall be built in a manner that allows access from the recently built Mountlake Terrace Transit Center.
- Support transit ridership by providing strong pedestrian linkages to the Mountlake Terrace Transit Center and future light rail station.

Section 10.3 provides additional adopted plans and policies related to transit-support near a Mountlake Terrace Transit Center Station or Mountlake Terrace Freeway Station. Section 11.3 includes similar information for a 220th Street SW Station.

3.5 Lynnwood

3.5.1 Comprehensive Plan

The *City of Lynnwood Comprehensive Plan*, which was first adopted in 1995 and last amended in 2011, includes three major elements relevant to station area development: Land Use, Transportation, and Housing (City of Lynnwood 2011). Parks, Recreation, Open Space, and Economic Development also contain relevant policies.

Land Use Element

Specific land use policies relevant to Lynnwood Link Extension include:

- Encourage multifamily housing in the City Center by allowing height or density to increase. It is possible for a density increase for affordable housing development.
- Establish regulations for multifamily housing including ensuring diversity of design and high quality pedestrian features.
- Provide incentives to encourage mixed use development.
- Complete an urban design plan, design guidelines, and a design review process.

Transportation Element

Objectives of the Transportation Element relevant to the Lynnwood Link Extension include the following:

- Continue working with Sound Transit on the development of improvements to the Park and Ride lot.
- Work with private developers and transit agencies to integrate transit facilities and pedestrian and bicycle connections with residential, retail, manufacturing, commercial office, and other types of developments.

Included in these objectives is the desire to have one light rail station in the core district of the city center and a separate station at Lynnwood Transit Center.

Housing Element

Objectives of the Housing Element relevant to the Lynnwood Link Extension include the following:

- Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Parks, Recreation, and Open Space Element

- With Community Development, identify parks and open space sites and improvements within the City Center. Develop implementation strategies.

Economic Development Element

- Support the implementation of the City Center Plan to encourage development in the City Center.

Section 12.3 provides additional adopted plans and policies related to transit-support near a Lynnwood station location.

4 TRANSIT-ORIENTED DEVELOPMENT

4.1 Introduction

This section provides an overview of Transit-oriented Development (TOD), definitions of related terms, Sound Transit's TOD program and policies, and regional and corridor TOD.

Light rail, combined with favorable market forces, can increase the potential for TOD. Improved transit access can increase the convenience and desirability of surrounding residential, commercial, and office properties. Transit station areas with supportive plans and policies, available land and supportive zoning in place tend to support more intense, mixed-use development, including high-density residential, commercial, and office-related uses.

The experience of other communities in the United States has demonstrated that, although light rail transit does not, by itself, create new development, having transit-supporting plans and policies in place can influence both where development will occur and the types of development that occur. In a number of cases, transit stations – bus or light rail - have provided an opportunity for local jurisdictions to address redevelopment activities. Factors that affect and influence private development include local and regional market conditions and trends, zoning and other land use regulations, availability of credit, and interest rates. Experience around the United States indicates that development of new transit facilities has often occurred concurrent with major changes in development near stations— typically within a 5-minute walk or 0.25 miles of the station (Transit Cooperative Research Program [TCRP] 2007). The 5-minute walk sheds were mapped for each Lynnwood Link Extension station alternative and are included in Attachment D for reference (15-minute walk shed maps are included in the body of the report).

Studies have shown that jurisdictions with supportive policies, land use controls, and direct incentives can substantially increase the amount of development occurring near transit stations. Transit-oriented development generally takes place under three conditions:

1. When stations are located in prime regional and community centers of activity that are attractive to typical market forces
2. When regional and local real estate markets are active
3. When public policies and regulations permit or encourage intensive development in station areas

4.2 Economic Benefits of Transit-oriented Development

The benefits of successful TOD have included improved mobility, increased supplies of affordable housing, increased transit ridership in a more efficient urban form, and

opportunities for urban redevelopment (City of Seattle 1998). These benefits may result in the synergy of the interests of businesses and employees interested in locating within convenient access to the light rail line. This interest could lead to the development of higher density land uses around stations, which would result in increased economic activity at stations.

With the development of light rail stations, surrounding areas will see an increase of transit access and pedestrian activity. Improved transit access can positively affect the convenience, visibility, and desirability of surrounding residential and commercial properties. Increased pedestrian activity can increase the patronage of adjacent retail businesses.

Numerous case studies indicate that residential and commercial property values near light rail transit stations typically increase and are valued higher than similar properties that are not near the transit stations (TCRP 2004).

However, these benefits are not automatic; property-value increases generally require a strong demand for real estate, neighborhoods free from signs of stagnation and neglect, and public policies such as zoning bonuses that further leverage development. Property values are also affected by external forces and might change in response to fluctuations in the economy, consumer confidence, and local development pressures. In addition, because TOD takes time to evolve, property value benefits will also take time to accrue (TCRP 2004).

At the same time, with development and redevelopment potential adjacent to stations, there is the possibility of negative impacts such as a change in residential and business access, traffic flow, decreased parking availability, noise, and visual impacts; these changes might be felt most strongly by existing residents who are not interested in seeing changes in their neighborhoods. It is possible to mitigate many impacts through design.

4.3 Transit-oriented Development Vocabulary

Transit-oriented development can be very complex because many of the variables are not controlled by the transit agency, jurisdiction, or developer. Additionally, there is not a universal definition of what TOD means. Sound Transit recently refined its TOD policy and those refinements are included in this report. The following Sound Transit definitions and descriptions are used to guide this report. (Sound Transit 2012)

Transit-oriented Development

Transit-oriented development (TOD) is a land development pattern that integrates transit and land use by promoting transit ridership while supporting community land use and development visions. TOD typically consists of public and private development projects that create dense, pedestrian-oriented environments with a mix of land uses and activities at and around transit facilities. The design, configuration and mix of buildings and activities around the transit

facility, as well as the location and design of the transit facility, should encourage people to use transit and foster a healthy, livable environment. TOD is generally focused on land within approximately 0.5 miles, or a 10- to 15-minute walk, of a transit facility and along corridors that provide key connections to the regional transit system.

Sound Transit recently adopted policy language defining two primary categories of TOD strategies as defined below.

Agency TOD

Agency TOD strategies facilitate or create TOD on Sound Transit property that has been acquired for a transit purpose. Agency TOD may include joint development and other partnerships.

Sound Transit takes the lead role in identifying and implementing Agency TOD strategies. Sound Transit may consider delegating to a partner a prominent role in implementing certain aspects of a partnership, as agreed by the partners.

Community TOD

Community TOD strategies promote and facilitate TOD within the larger area around a Sound Transit facility (typically 0.5 miles, or a 10- to 15- minute walk, around a transit facility and along corridors that provide key connections to the regional transit system.) Community TOD strategies may be identified and implemented by Sound Transit or by others and may include partnerships.

Sound Transit may take either a lead or a support role in identifying and implementing Community TOD strategies.

4.4 Sound Transit Transit-oriented Development Program and Policies

Sound Transit adopted a TOD policy on December 20, 2012 to guide assessment and facilitation of transit-oriented development (TOD) during planning, design, construction and operation of the high-capacity transit system (Sound Transit 2012). This policy supersedes Motion No. 98-25 and Motion No. M99-60 (Sound Transit 1998).

Sound Transit established a TOD program shortly after passage of Sound Move in 1996, including adoption of Board policies and guidelines by Motion No. 98-25 and Motion No. M99-60. Sound Transit's TOD program was developed in response to its enabling legislation (RCW81.104 and 81.112). Pursuant to the legislation, Sound Transit is authorized to plan, design, build and operate the region's high capacity transit system and to use its tax revenues

for transit purposes. The legislation also guides Sound Transit to work with public and private interests to facilitate TOD.

Through implementation of its TOD policy, Sound Transit will work towards goals which include:

- Increase the value and effectiveness of transit by increasing transit ridership.
- Support implementation of state, regional and local growth plans, policies and strategies.
- Foster relationships with local jurisdictions, regional agencies, private developers, local residents, businesses, community groups and other stakeholders to facilitate TOD.
- Encourage convenient, safe multi-modal access to the transit system, with an emphasis on non-motorized access.
- Support economic development efforts.
- Encourage creation of housing options including market-rate and affordable units.
- Support implementation of other related Sound Transit plans and policies, with an emphasis on the agency's Sustainability Plan.
- Protect and enhance Sound Transit's assets and investments.

4.5 Regional and Corridor Transit-oriented Development

The Puget Sound Regional Council (PSRC), the regional planning agency for Central Puget Sound, recently received funding through a grant from the U.S. Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant Program. PSRC established the *Growing Transit Communities* program, focused on capitalizing on transit investments by growing and strengthening communities around station areas. A central strategy to achieving this goal will be to promote compact, equitable communities along the region's growing mass transit corridors. This includes equitable access to housing, jobs, and services close to transit that will make transit a viable and affordable travel option for many people. (PSRC 2012a)

The study area for the *Growing Transit Communities* work is much larger than the Lynnwood Link Extension project corridor and includes 74 light rail stations and transit nodes. As of this report's publication date, a *Draft Existing Conditions Report* and *Draft Transit-Oriented Development Market Study* have been completed. A number of Sound Transit employees are members of several GTC task forces and the oversight committee, and the agency continues to be involved in the program.

5 LYNNWOOD LINK EXTENSION TRANSIT-ORIENTED DEVELOPMENT POTENTIAL

5.1 Introduction

Consistent with Section 4.3, this report defines transit-oriented development (TOD) as a land development pattern that integrates transit and land use by promoting transit ridership while supporting community land use and development visions. TOD typically consists of public and private development projects that create dense, pedestrian-oriented environments with a mix of land uses and activities at and around transit facilities. The design, configuration and mix of buildings and activities around the transit facility, as well as the location and design of the transit facility, should encourage people to use transit and foster a healthy, livable environment. TOD is generally focused on land within approximately 0.5 miles, or 10- to 15-minute walk, of a transit facility and along corridors that provide key connections to the regional transit system.

There are many benefits to increasing development around a station ranging from potentially reducing dependence on cars (therefore decreasing vehicle miles traveled [VMT] and carbon footprint) to creating compact and walkable communities which are desirable places to live and work, with easy access and connections to regional destinations.

Assessing future development potential related to a transit investment does not conform to a prescribed formula and is generally qualitative in nature. Cervero and Kockelman (Cervero, R and Kockelman, K 1997), two individuals who have studied transportation and land use, first used the term “three D’s” (1997) to describe the features that encourage compact development. Building off these initial “three D’s,” TRB Special Report 298, *Driving and the Built Environment* (TRB 2009) lists “five D’s: density, diversity, design, destination accessibility, and distance to transit.

The TOD assessment for the Lynnwood Link Extension incorporates these “five D’s” in the four elements used to assess the TOD potential of each station alternative:

- existing conditions supporting TOD
- transit supportive plans and policies
- station access
- potential development opportunities.

The four elements, when considered together, provide an overall assessment of the development potential at each station area. This section includes the methodology and background used to assess each element. Sections 6–12 include the results for each element by station location. Each of the stations was assessed against the elements summarized below

and assigned ratings. The assessment ratings were completed relative to the station alternatives within the Lynnwood Link Extension corridor.

An overall rating is assigned to each station area based on its relative potential to support TOD, assessed by the four elements described below. The ratings for TOD potential include “limited,” “moderate” and “strong.” These ratings are qualitative and may be modified as the project design is refined and/or demographics change, new plans and policies are adopted by jurisdictions, potential market changes, and more detailed TOD analysis is completed.

5.2 Existing Conditions Supporting TOD

Existing conditions – what is on the ground today – are assessed to determine the level of TOD support. This report acknowledges that what is on the ground could change by the time Lynnwood Link Extension is operational in 2023. Assessing existing conditions provides baseline information and can help determine whether and what changes could be made to create a TOD community.

A TOD community is characterized by a mixture of housing and employment within convenient walking distance of transit, a balanced mix of uses, and urban character and design that support and encourage walking. This land use pattern around transit stations is known to increase ridership and, in turn, to help create and sustain the vitality and livability of the surrounding areas.

Existing conditions are assessed within an approximate 0.5-mile radius from station locations which is equivalent to an approximately 10 to 15-minute walk. This area is where populations would benefit the most from improved access to transit and where development to support a transit facility is most likely to occur. Existing population and employment assessment uses a 15-minute walk as described below.

Three elements are rated: population and employment within a 15-minute walk; existing land uses; and existing station area character - based on what is built on the ground today. It is likely that demographic information will change and there may be changes to zoning and the character of the station area prior to implementation of Lynnwood Link Extension.

Population and Employment

Existing station area population and employment are statistics commonly used to assess land uses that support transit as well as to provide data for the number of people that can access transit from home and work. This assessment uses a 15-minute walk shed with a walking speed of 3-miles per hour as the basis for calculating data, as described in Section 5.4 Station Access; maps of the walk sheds and a pedestrian facility inventory are also discussed in that section.

The project corridor includes station areas with the potential to serve both existing and future population and employment. Existing population and employment totals were calculated by proportionately allocating PSRC 2010 Traffic Analysis Zone (TAZ) -level land use assumptions to

individual parcels (PSRC 2010). All data are rounded to the nearest hundred and conclusions are general. A TAZ typically includes a group of similar census tracts and is used for transportation planning models.

Population and employment data were compared among all Lynnwood Link Extension station areas and rated against each other. The three station areas with the lowest population or employment are assigned a limited rating of “limited,” and the three station areas with the highest population or employment are assigned a rating of “strong.” The remaining four stations are assigned a rating of “moderate.”

Balanced Mix of Uses

Often a balanced mix of existing land uses near stations positively contributes to the TOD potential of a station area. The composition of existing land use patterns as a percentage of each designation under current zoning within a 0.5-mile radius of each station was used to assess this balance. Geographic Information System (GIS) data were collected and the local jurisdictions’ zoning designations were grouped into six general categories: single-family residential, multifamily residential, commercial (retail and business uses), institutional/public, mixed use, and parks and open space. Roadway and freeway rights-of-way were included, while water features, primarily minor lakes, were excluded. Vacant parcels were not included. The balanced mix of uses is based on existing zoning designations and may not reflect what is built and on the ground today or changes that may occur in the future. For example, a site may be zoned commercial but the existing use (on the ground today) could be a single-family home or a vacant lot.

Station areas with over 50 percent of one specific zoned use were rated lower than those with a more balanced mix of zoned uses. Positive attributes of a station area that resulted in a higher rating included specific mixed-use designations, multifamily, and commercial uses over 15 percent. Alternatives with a high percentage of land use as rights-of-way were rated lower. Figure 5-1 illustrates existing land use patterns in the corridor; Figure 5-2 illustrates the composition of uses at each station area.

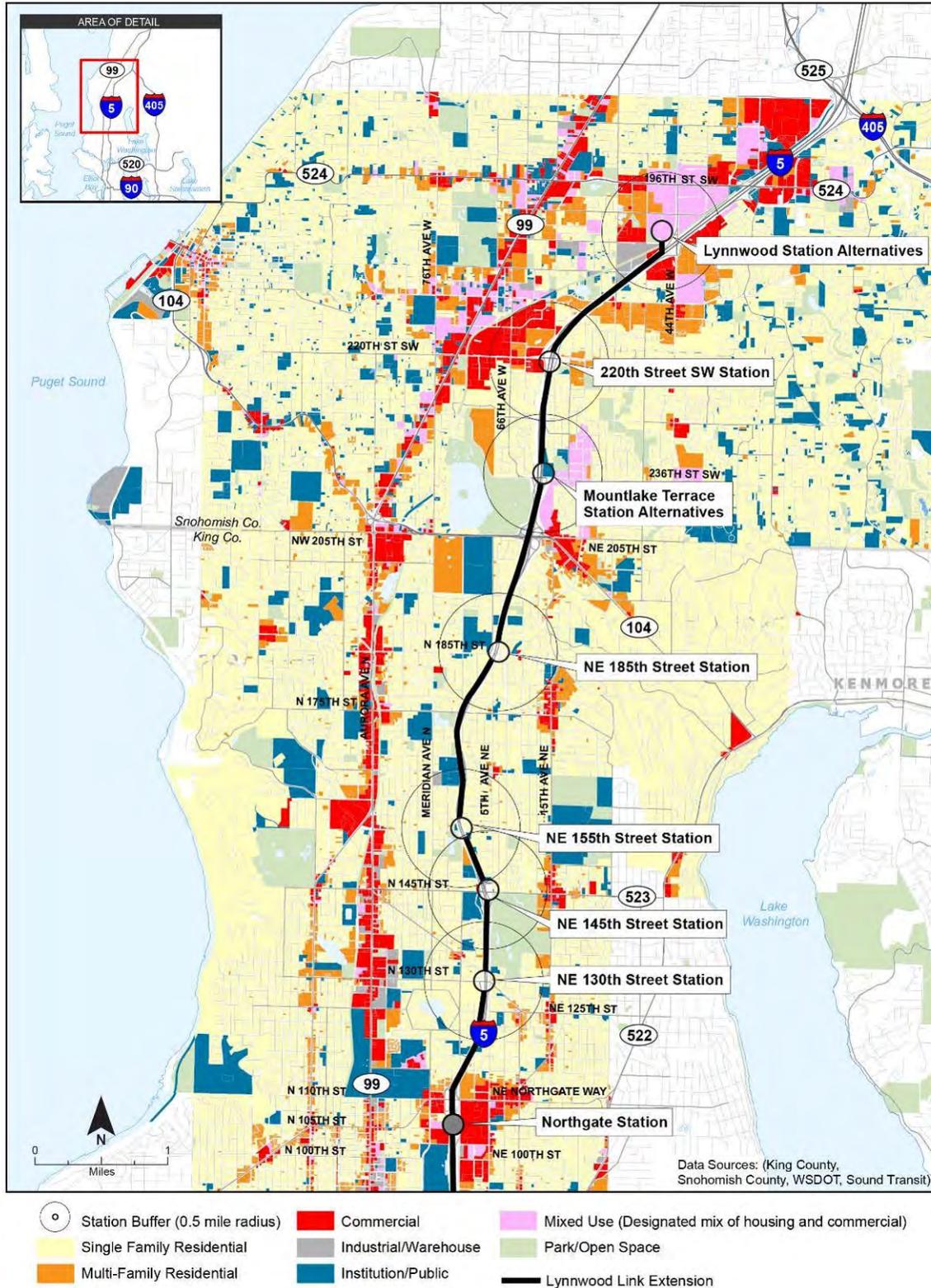


Figure 5-1. General Existing Land Uses Based on Existing Zoning

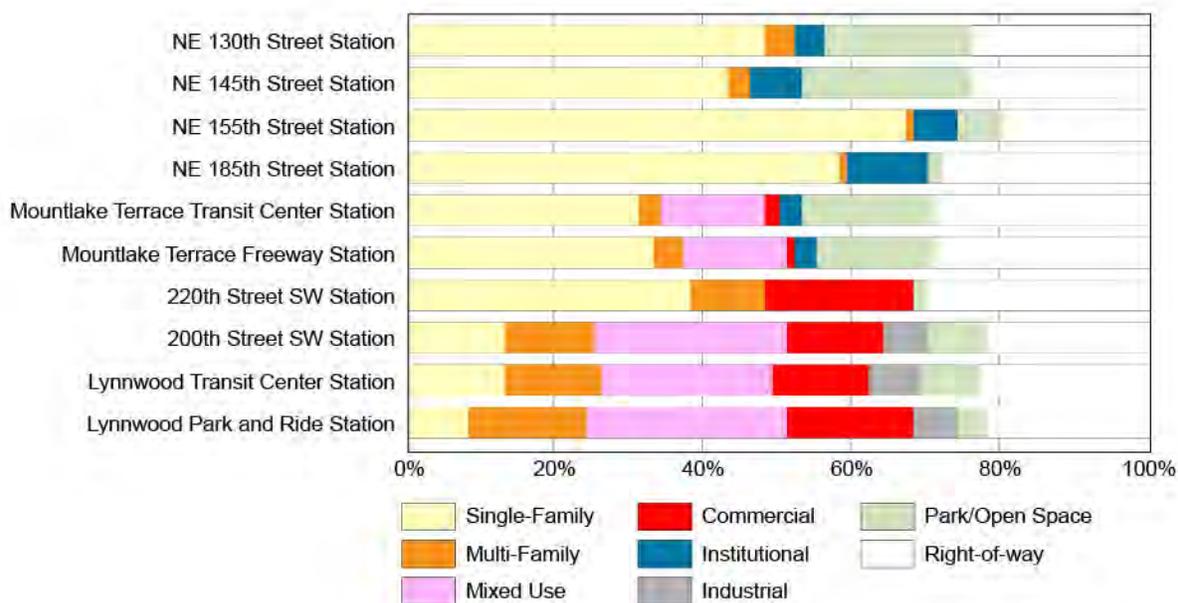


Figure 5-2. Land Use Composition by Station Area Based on Existing Zoning

Uses under one percent not illustrated.

Existing Station Area Character

This qualitative element assesses existing factors that can contribute to whether or not a station area is likely to develop into a transit-supportive community, including the character of the surrounding station area today, and the existing uses and existing zoning patterns.

Existing station area character is an important factor in determining if and how a station area might redevelop. The following attributes were considered in this evaluation: minimal building setbacks; commercial and multifamily buildings with well-proportioned facades; strong urban design character including street furniture, trees, and other pedestrian amenities; public amenities and facilities. Other factors such as access to activity centers; barrier-free station access; and existing pedestrian and bicycle facilities contribute to the existing station area character and were considered but are assessed in the Station Access section for each station. Station Access is defined in Section 5.4. Many of the station alternatives in Lynnwood Link Extension are located in areas with few or no commercial uses and therefore could not be assessed on many of the factors listed above.

5.3 Transit-supportive Plans and Policies

A qualitative assessment of plans and policies that support and promote transit-oriented growth in station areas was conducted.

The plans and policies reviewed include comprehensive plans, subarea plans, land use and zoning documents, development codes, design guidelines and other existing transit-related plans and policies. A list of reviewed documents is included in Attachment E.

At a regional level, Lynnwood Link Extension will connect two PSRC designated Regional Growth Centers – Northgate and Lynnwood. Station areas with locally adopted transit-supportive plans and policies rate higher than those station areas with no current plans. Additionally, zoning that supports transit-oriented communities, such as mixed-use designations near stations, rate higher than those station areas with single-use zoning. Jurisdictions that encourage reduced parking requirements near transit stations, zoning incentives to increase density in station areas, or specific requirements to encourage mixed-use development and discourage drive-through or automobile-dependent businesses received a higher rating. Station areas with design guidelines and design goals rate higher than station areas without them.

Because this assessment is based on existing plans, policies, development requirements, and design guidelines, it is possible that jurisdictions may adopt new policy direction prior to implementation of Lynnwood Link Extension.

Adopted Plans and Policies

State and regional plans are discussed in Chapter 2 and apply to all proposed station areas. Existing citywide adopted plans and policies, including comprehensive plans, are summarized in Chapter 3, and station area specific plans and policies are summarized in individual station sections.

Development Requirements

Existing development requirements, also known as municipal codes, were reviewed for each station area and summarized for compatibility with future development potential. Uses permitted outright, allowable building heights and densities, floor-area ratio² standards (if any), and parking requirements were compiled for each zoning designation within the 0.5-mile radius from a proposed station location. Codes specifically supporting TOD, such as overlay districts, were included. Requirements are summarized in each station section; Attachment C includes more detailed information listed by jurisdiction.

² Floor-area ratio (FAR) refers to the ratio of the total floor area of a building to the area of the building parcel. The higher the FAR, the greater the density.

Development requirement exceptions, exemptions, conditional uses, and accessory uses were not included in the analysis unless the code deviation is specifically designed to support future density and/or transit use.

Design Guidelines

Many jurisdictions now implement design guidelines for certain areas or districts to achieve particular goals and/or objectives within that area. Each station area was assessed to determine (1) if design guidelines exist, and (2) if so, if the design guidelines are supportive of creating a transit-oriented community at the proposed station.

5.4 Station Access

Station access looks at how existing development patterns support or hinder passenger travel to and from the station alternatives. Factors assessed include pedestrian access, bicycle access, and transit access. These factors also contribute to the station area character, described in Section 5.2. Vehicle access is not included because it typically does not support a TOD community. Parking data are provided for each station area but not rated.

Overall assessments for station access are based on a combination of the elements described below.

Pedestrian Access

Traditionally, 0.5 miles has been the benchmark for maximum walking distance to a mass transit station. Recent research has shown that this distance may be underestimated and pedestrians are willing to walk farther. TCRP Report 153, *Guidelines for Providing Access to Public Transportation Stations* (TCRP 2012), suggests four factors to consider when assessing pedestrian access to a station: Directness and speed of route; Safety and security; Pedestrian-friendly design; and Information. Many factors affect this walking distance to and from transit, including whether they are traveling to and from home or work, and the comfort, safety, and experience of the walk. The latter include pedestrian facilities, adjacent roadway conditions, and the design experience along the pedestrian route as well as topography and weather. Additionally, those station areas with land uses supporting higher densities generally have a higher rate of pedestrian access.

An assessment of existing pedestrian facilities was completed to help understand existing conditions and to identify gaps in the pedestrian system that could affect decisions about how patrons access a station. The inventory includes conditions along arterials within approximately 0.5 miles of a station, existing activity centers, areas of concentrated multifamily housing, and commercial areas.

The level of connectivity between an identified activity center and its nearest station was assessed. Distance, availability of sidewalks, adjacent land uses, and general quality of the walk are factored into the assessment. The identification of existing activity centers was accomplished by using published data on activity centers within the project area. This information was compared with FTA and PSRC guidance and then confirmed in consultation with local jurisdictions. In calculating walk distances, if an activity center is a district or larger shopping area, the distance was measured to the center of the district or a known destination point. Figure 5-3 illustrates the locations of the defined activity centers, and Attachment A details the methodology for identifying the activity centers.

Fifteen-minute walk sheds were mapped and population and employment within these areas were calculated to help determine how far residents and employees could walk from the station to their destination. This data was calculated by proportionately allocating PSRC 2010 TAZ-level land use assumptions to individual parcels. The resulting numbers were then aggregated for the parcels that fall inside the walk shed.

The 15-minute walk is based on a 3-miles per hour (mph) walking speed, or a distance of 0.75 miles from the station location measured along a contiguous walkable path. For this exercise, the pedestrian speed was not adjusted for topography, and no adjustments were made for station circulation or for delays caused by street crossings. The travel distance was measured with GIS mapping along public roadways and walking from the center of a planned station platform to parcel edges. For large parcels, such as golf courses, the distance was measured to the nearest known property entrance. The resulting walk sheds are illustrated in each station section.

Bicycle Access

TCRP Report 153 (TCRP 2012) suggests five factors to consider when assessing bicycle access to a station: Safety (perceived and actual); Station characteristics; Network connectivity; Transit agency policy; and Surrounding land use. Although topography and weather conditions can affect bicyclists, TCRP Report 153 notes that high-quality access facilities may offset the negative impacts. Station area characteristics, transit agency policy, and surrounding land use are covered in other sections of this report. Safety is not addressed in this report but will be a contributing factor as the project moves forward. Bicycle network connectivity for each station is included in the assessment of existing bicycle facilities. The inventory includes conditions along arterials within approximately 1.0 miles of a station, existing activity centers within 0.5 miles of a station, areas of concentrated multifamily housing, and commercial areas. An assessment of the connectivity between a station and activity center was not conducted.

Fifteen-minute bicycle sheds were mapped and population and employment within these areas were calculated to help determine how far residents and employees could cycle from the

station to their destination. This data was calculated by first proportionately allocating PSRC 2010 TAZ-level land use assumptions to individual parcels (PSRC 2012b). The resulting numbers were then aggregated for the parcels that fall inside the bicycle sheds.

The 15-minute travel shed is based on a bicycling speed of 7 mph, or a distance of 1.75 miles. For this exercise bicycle speeds were not adjusted for topography, and no adjustments were made for station circulation or for delays caused by street crossings. The travel distance was measured with GIS mapping along public roadways and bicycling paths from the center of a planned station platform to parcel edges. For large parcels, such as golf courses, the distance was measured to the nearest known property entrance. The resulting bicycle sheds are illustrated in each station section.

Transit Access

Transit access to stations is described for each station area, but not rated, based on existing services and facilities provided by the corridor's transit operators, which include Sound Transit, King County Metro (KCM) and Community Transit (CT). Existing transit service in the corridor provides connecting services to and from activity centers, within and beyond the corridor, and also serves local trips.

With the construction of light rail, KCM and CT will look at restructuring their services, similar to what King County Metro has done in relation to the existing Link light rail line from downtown Seattle to SeaTac. Also, Sound Transit will eliminate or modify Regional Express service that currently operates between Snohomish County and downtown Seattle to avoid duplication of service.

However, while some of the existing services would be restructured, other routes will remain in place or be only slightly modified to ensure appropriate bus service is provided to each station.

Reported for each station area are the bus routes serving the station area, the connecting places served, the general frequency of the service, and existing park-and-ride facilities in the station area. Although there may be other parking lots within the station area, this report focuses on the park-and-ride facilities designated by the transit agencies. Walk paths and distance between existing bus stops and station platforms are not described, as stops would likely be relocated, if necessary, to increase convenience for riders.

Parking

Data describing the existing parking supply and utilization around each station are included to provide a fuller picture of the station areas; however, no ratings are assigned to parking. While the importance of parking design and management in TODs is well understood, the relationship between existing parking patterns and future development potential is far less clear. For example, an abundance of available parking may encourage riders to drive to the station; however, in so doing, more driving could contribute to conditions unfavorable to pedestrians

and bicyclists. Additionally, land currently devoted to parking may provide some of the most easily exploited development sites for future TOD. Further analysis regarding the impacts of parking on the surrounding neighborhood and TOD potential could be completed at a later date.

Parking supply and utilization is assessed based on a parking inventory performed within a 0.25 mile radius of each station. The inventory counts on- and off- street parking – including only nonresidential spaces in the off-street count – and documents whether the spaces are time-restricted. Utilization is based on midday counts, performed between 9 am and 11 am and 1 pm and 4 pm, for on- and off- street spaces. In some cases, transit agency park-and-ride utilization data were used for park-and-ride spaces. This inventory does not include proposed parking facilities at station alternatives.

5.5 Potential Development Opportunities

The development potential within a station area depends on many factors, as described below. This report focuses on Community TOD opportunities, as defined in Section 4.3 – that is, opportunities within 0.5 miles of a proposed station.

Design of stations, including potential parking facilities, is at a very preliminary stage. Therefore, reviews of site-specific TOD opportunities are at a high level and will be refined as the project design advances. Preliminary market assessments were completed and included in this report but were not incorporated into the assessment rating. Additional in-depth market assessments may be conducted as the project is refined.

Each station area is assessed for its development opportunities potential. The methodology involves the assessment of properties in the station area, a physical inspection of the station area, a review of data from a variety of secondary sources, and analysis of the findings.

The assumptions guiding the assessment are as follows:

1. A station area is defined as the area within a 0.5 mile radius of a proposed station.
2. The station will become operational in approximately 10 years.
3. Until further design and engineering is completed, station footprints, possible parking structures and other ancillary facilities have not been finalized.
4. Similarly, construction staging sites are not included in the analysis since they have not yet been identified and are not likely to be finalized until the project nears construction.
5. The study of ridership generation will be conducted by others.
6. Formal market analysis and development feasibility study will be conducted in the future to confirm the preliminary findings.
7. Except where noted, existing zoning is not considered because it is assumed it will be consistent with potential future zoning.

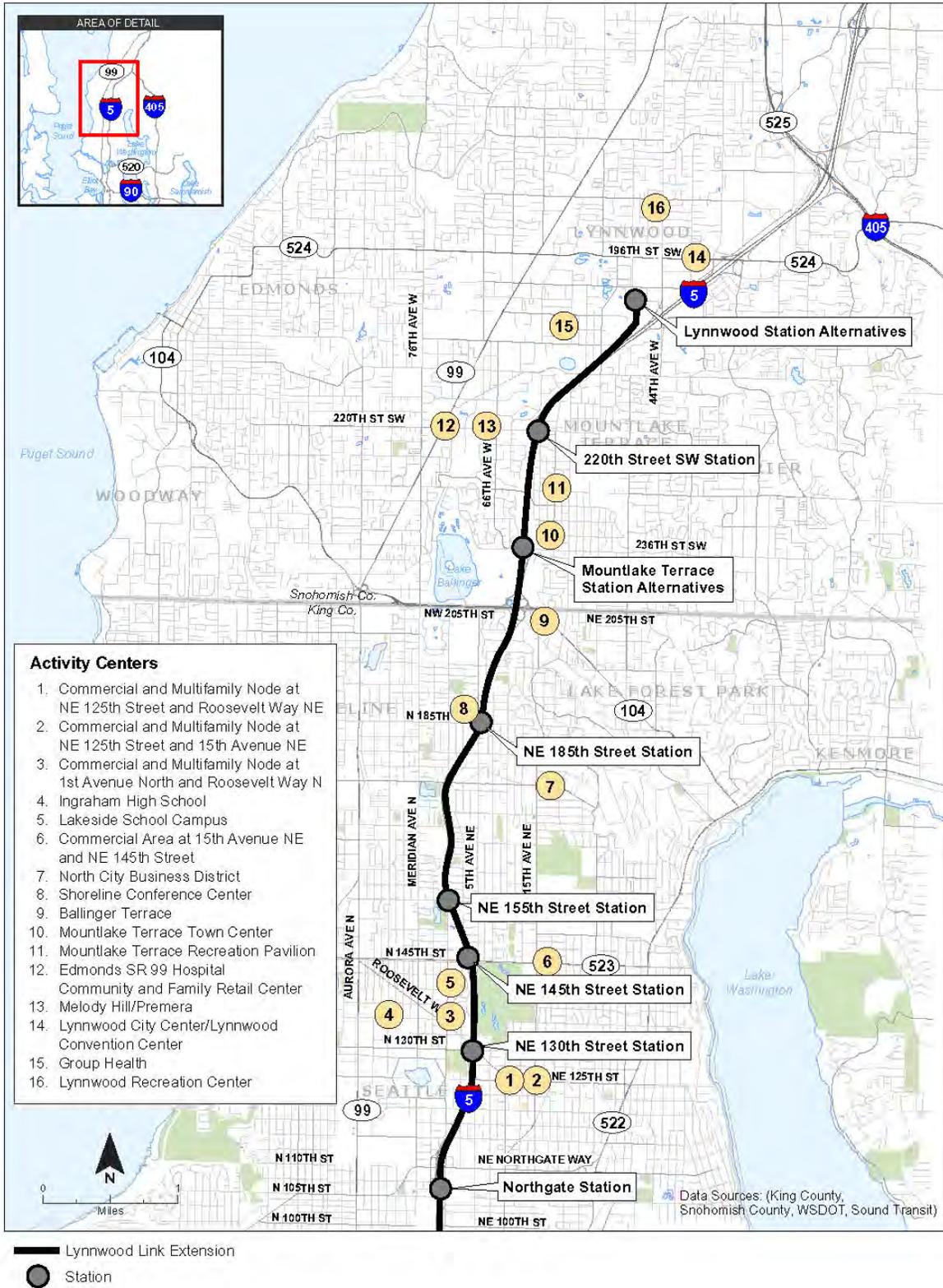


Figure 5-3. Identified Activity Centers within the North Corridor

Based on the criteria below, qualitative assessments were made to rate each station area on development opportunity potential, on a limited/moderate/strong scale.

- **Improvement Ratio.** The improvement-to-total assessed value ratio provides perspective about the utility of the existing property improvements in the station area and can help determine redevelopment potential. It is calculated by dividing the assessed value of improvements into the sum of the assessed value of the land plus improvements. A typical rule of thumb suggests existing improvements are not demolished to make way for new development unless the values of the improvements represent approximately 25 percent or less of the total assessed value of the property.
- **Supportive Market Conditions.** In the context of the office, multifamily housing, retail, and lodging markets, station areas with strong demographics, low vacancy rates, and rental rates that support the cost of new TOD construction are considered more attractive redevelopment opportunities.
- **Existing Uses.** Station areas with transit-supportive existing uses, such as multifamily housing, multistory office, pedestrian-oriented retail, and mixed use development are more likely to redevelop.
- **Physical Feasibility.** Station area physical characteristics such as topography, physical barriers, and the availability of larger developable parcels influence development potential. For example, steep slopes and barriers, such as freeways, can limit or prohibit development.
- **Ownership.** Station areas with consolidated property ownership are typically less complex to redevelop than assemblages with multiple owners.

5.5.1 Preliminary Market Assessments

A preliminary assessment of the market demand for office space, multifamily housing, retail space, and lodging was conducted at station areas. For the purposes of the assessment demand was segmented by time frames: short-term demand (less than 5 years); mid-term demand (5 to 10 years); and long-term demand (10+ years). The scope of each market assessment varied by station depending on location and assessed development opportunities. Station areas were also described in the context of the regional market and the local market in which each is located.

High-level market assessment involves the research and analysis necessary to develop an understanding of the key indicators and trends in the market place. Inferences made from the key indicators can be used to guide further discussion and analysis.

What high-level assessment does not include is the in-depth research and analysis into the fundamental characteristics of supply and demand necessary to solidify the conclusions. This work often includes, but is not limited to, an analysis of public regulations, location ratings, attitudinal surveys, developer/owner surveys, cost estimates, a product mix gap analysis, and market capture estimates.

Since this is a preliminary assessment, a rating for station area market assessments was not determined. A summary of findings is included for each station area.

Office Market

The primary intended use of an office building is to house employees of companies that produce a product or service primarily for support services such as administration, accounting, marketing, information processing and dissemination, consulting, human resources management, financial and insurance services, educational and medical services, and other professional services. Office buildings are characterized by work efficient floor plans, work areas, comfortable heating and cooling, cabling for phones and computers, and other conveniences that allow people to conduct business. Office buildings are typically configured for high density use, with a ratio of people to square footage in the 150 to 300 or more range and less than 25 percent of the demised floor space allocated to industrial or retail use.

The attributes of an area can be evaluated to determine its strengths and weaknesses in the market from the perspective of a typical office user. Site selection elements considered in this report included, proximity to complimentary retail, proximity to other office supportive uses, north-south freeway access, access to public transportation, and commute time to employees' residences.

Some of the preliminary market assessments included in this report differentiate among the three classes of office spaces: Class A space, which are extremely desirable investment grade properties; Class B space, which lack prestige but are generally in good to average condition; and Class C space which are generally no-frills, older buildings that offer basic space. Where applicable, some of the preliminary market assessments also segment the office market into two categories, medical office space and non-medical office space.

Unless stated otherwise, all office rental rates in this report refer to full service, or gross leases in which the rental rate includes all operating expenses such as utilities, electricity, janitorial services, taxes and insurance.

Retail Market

A retail property's primary intended use is to promote, distribute or sell products and services to the general public. It will often be in high traffic or easily accessible areas. Retail buildings are configured for the display of merchandise or the interaction of company sales personnel with others. Retail buildings can be used for various sales opportunities, and can generally be broken into the following four categories:

General Retail: typically single tenant freestanding general purpose commercial buildings with parking.

Power Centers: several freestanding (unconnected) anchors and only a minimum amount of small specialty tenants. Power centers typically range in size from 250,000 SF to 600,000 SF.

Shopping Centers: community centers (100,000 – 350,000 SF); neighborhood centers (provides for the sales of convenience typically between 50,000 – 100,000 SF); and strip centers (10,000 – 50,000 SF attached row of stores or service outlets with parking usually located in front of stores).

Malls: lifestyle centers (upscale open center, usually without anchors and about 300,000 SF or larger); regional malls (provides shopping goods, general merchandise, apparel, furniture, and home services and between 300,000 – 750,000 SF); super regional malls (similar to regional malls but 750,000+ SF).

The attributes of an area can be evaluated to determine its strengths and weaknesses in the market from the perspective of a typical retail tenant. Site selection elements considered in this report include, proximity to established retail clusters, north-south freeway access, access to major arterials, access to public transportation, site visibility, daily traffic volumes, and commute time to employees' residences, residential density, and average area household incomes.

Unless stated otherwise, all retail rental rates in this report refer to triple net leases in which the lease rate excludes certain expenses that a tenant could incur in occupying retail space. Such expenses are expected to be paid directly by the tenant and may include janitorial costs, electricity, utilities, taxes, insurance and other related costs.

Apartment Market

Apartment buildings are typically multi-story buildings with units stacked on top of each other and side-by-side units sharing a demising wall. Apartment flats are diverse in size and design, and include studio/efficiency units, and one, two, three, and more, bedroom floor plans. The modern apartment flat can be as large as a single-family home and can include a family room, den, home office, and/or formal dining room.

The attributes of an area can be evaluated to determine its strengths and weaknesses in the market from the perspective of a typical apartment tenant. Apartment site selection elements considered in this report include neighborhood walkability, access to public amenities, quality of school system, proximity to complimentary retail, proximity to employment centers, north-south freeway access, and access to public transportation.

Lodging Market

A hotel is an establishment that provides lodging paid on a short-term basis. While hotel properties vary widely in their facilities and services, they typically fall into four broad categories, full service, limited service, select service, and extended stay.

Full service hotels are intended to meet all of the requirements of a typical guest, including sleeping, dining, assembly, and recreation. Most of these hotels have at least 200 guestrooms, extensive meeting space, and at least one restaurant. Recreational facilities may include an exercise room, a swimming pool, and/or a health spa.

Limited service hotels are typically three or four stories, and designed with interior corridors. These hotels often rely on transient travelers, and thus benefit from arterial exposure. Most range in size from 80 to 150 guestrooms. Typical amenities include a breakfast room, a small amount of meeting space, and a swimming pool.

Select service hotels are a hybrid of full service and limited service properties. They are intended to provide the amenities desired by upscale business travelers while eliminating unnecessary facilities and gaining some of the operating efficiencies of a limited service hotel.

Extended stay hotels are specifically targeted at long-term guests, defined as those staying at least seven days. For these guests, quieter surroundings generally are preferred over direct arterial exposure. Each guestroom includes a full kitchen.

The attributes of an area can be evaluated to determine its strengths and weaknesses in the market from the perspective of a typical hotel operator. Hotel site selection elements considered in this report include, neighborhood walkability, proximity to complimentary retail, proximity to demand generators such as major universities and employment centers, residential density, access to major arterials, north-south freeway access, and access to public transportation.

6 NE 130TH STREET STATION TOD POTENTIAL

Key Findings

TOD potential for the NE 130th Street Station is limited, primarily because of the predominant single-family development pattern in this area. The two dominant commercial areas—Bitter Lake Hub Urban Village at SR 99 and N 130th Street, and the area around 15th Avenue NE and NE 125th Street—the areas where more development can be expected, are located over 0.65 miles from the station. However, the tight street pattern and adequate sidewalks between the station and higher density housing developments and commercial areas provide moderate access in the station area.

Much of the land within the station area is occupied by a golf course and parkland which, in addition to being undevelopable, interrupt the street grid and act as a barrier to circulation, as does I-5.

Although the City of Seattle has guidance towards encouraging development and density in designated areas served by transit, the NE 130th Street Station area is currently not designated to receive future growth. It is possible this could change in the future.

The NE 130th Street Station, located between I-5 and 5th Avenue NE, does not require property acquisitions associated with the station, thus eliminating the potential for TOD on a station facility site. Based on existing conditions, there is also limited TOD potential within this station area.

Table 6-1 summarizes the assessment for the NE 130th Street Station.

Table 6-1. TOD Assessment for NE 130th Street Station

Factor	Rating
Existing conditions supporting TOD	Limited
Transit-supportive plans and policies	Limited
Station access	Moderate
Potential development opportunities	Limited
TOD potential	Limited

6.1 Station Area

The NE 130th Street Station is located in Seattle on the east side of I-5 between the freeway and 5th Avenue NE and north of NE 130th Street, as shown in Figure 6-1. The station is accessed from a plaza at NE 130th Street and 5th Avenue NE. NE 130th Street is the east-west connection across I-5. Using the existing street network, the nearest additional freeway crossing is over one mile to the south at N 117th Street or over 0.75 miles to the north at NE 145th Street.

The station area has a fairly dense single-family development pattern with a few small neighborhood commercial areas designed to serve the surrounding neighborhood. The largest commercial area is slightly over 0.5 miles east of the station, at NE 125th Street and 15th Avenue NE, as shown in Figure 6-1, and contains a mix of commercial buildings and low-rise multifamily developments. Ingraham High School, serving approximately 1,100 students and faculty, is slightly over 0.5 miles west of the station. Connections to these activity centers are described in Section 6-4, Station Access. Additionally, North Acres Park is located southwest of the station across I-5, and the entrance to Jackson Park Golf Course is located northeast of the station.

The conceptual NE 130th Street Station currently does not require the acquisition of private property to construct the facility due to its location between I-5 and 5th Avenue NE. There is no parking garage currently planned for this station and surface parking options are under consideration. This may be refined as the design progresses.

6.2 Existing Conditions Supporting TOD

This section assesses the existing conditions around the NE 130th Street Station and how supportive those conditions are to TOD, as summarized in Table 6-2. Three elements are included in this assessment: population and employment within a 15-minute walk; mix of existing uses; and existing station area character. Section 5.2 describes how existing conditions supporting TOD are assessed.

Based on existing conditions, this station has limited support for TOD.

Population and Employment

The NE 130th Street Station has a moderate number of residents that could access the station within a 15-minute walk but a limited number of employees within that same walk shed.

This station area is primarily low-density housing. However, the compact street grid and relatively small lots increase the single-family density and 4,900 residents are within a 15-minute walk of the station. With little land zoned for nonresidential use, the number of employees within the walk shed is limited, as presented in Table 6-3.

Approximately fifty-five percent of existing households are owner-occupied, and the average household size is 2.2 people.

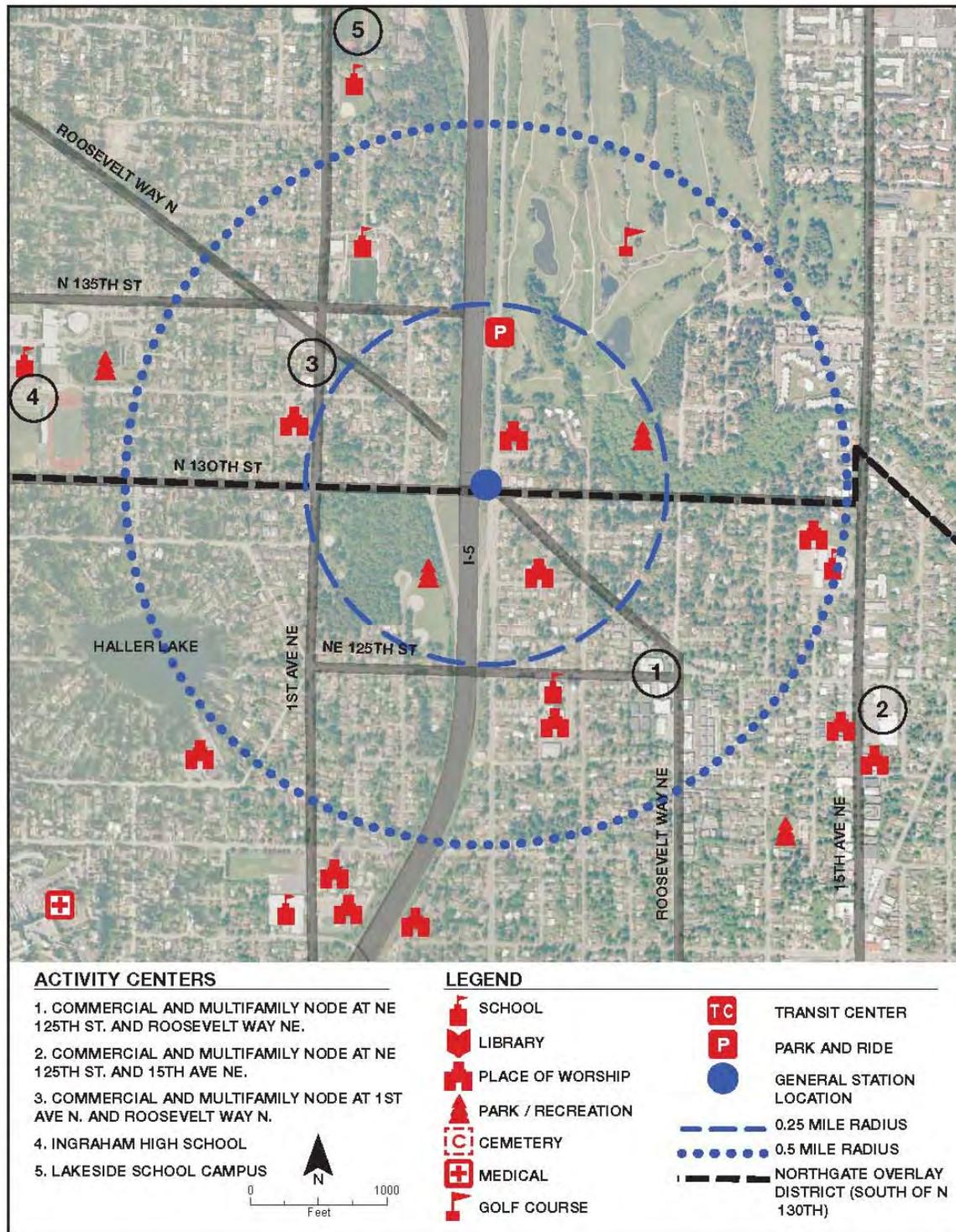


Figure 6-1. NE 130th Street Station Context

Table 6-2. 2010 Population and Employment within a 15-minute Walk of NE 130th Street Station

	2010
Population	4,900
Employment	600

Balanced Mix of Uses

This station area has a limited mix of uses based on existing zoning. This is based on today's zoning requirements and doesn't reflect changes that could be made in the future.

Figure 6-2 illustrates the existing land uses, based on zoning information, which closely resemble what is on the ground today. The northeast quadrant of the station area is dominated by Jackson Park Golf Course. Parks and open space combined with ROW covers over 40 percent of the station area, and is unlikely to be redeveloped in the future. Single-family development covers almost 50 percent of the station area.

Existing Station Area Character

Based on the existing station area character, the NE 130th Street Station has limited future development potential.

The station is on the west edge of the Pinehurst neighborhood, and is east of the Haller Lake neighborhood, directly west of I-5, as shown in Figure B-1, Attachment B. The surrounding area is primarily single-family and park/open space with a cluster of lowrise, multifamily buildings within 0.5 miles of the station. The freeway (I-5) breaks up the east-west street grid, and NE 130th Street provides the only freeway crossing within the station area.

The nearest commercial developments lie approximately 0.65 miles to the southeast at NE 125th Street and 15th Avenue NE, and almost 1 mile to the west at North 130th and SR 99/Aurora Avenue North. There are small neighborhood commercial nodes at the intersections of NE 125th Street and Roosevelt Way NE, and at 1st Avenue NE and Roosevelt Way North. Street-front character at these locations consists of wide driveways into convenience stores, gas stations, and strip malls. In most locations, parking is located in front of the buildings and adjacent to the sidewalks.

The residential block sizes vary in this station area, with a basic block size of 650 feet by 650 feet, often with alleys or smaller lanes for access to properties. The northwest quadrant includes a diagonal arterial – Roosevelt Way N – that crosses the street grid. The development pattern north of the station and west of I-5, south of Lakeside School, as well as around Haller Lake to the southwest of the station is more suburban in scale, with larger lots and non-linear streets. There is also some discontinuity of the street grid, primarily where parks and schools interrupt the street pattern.

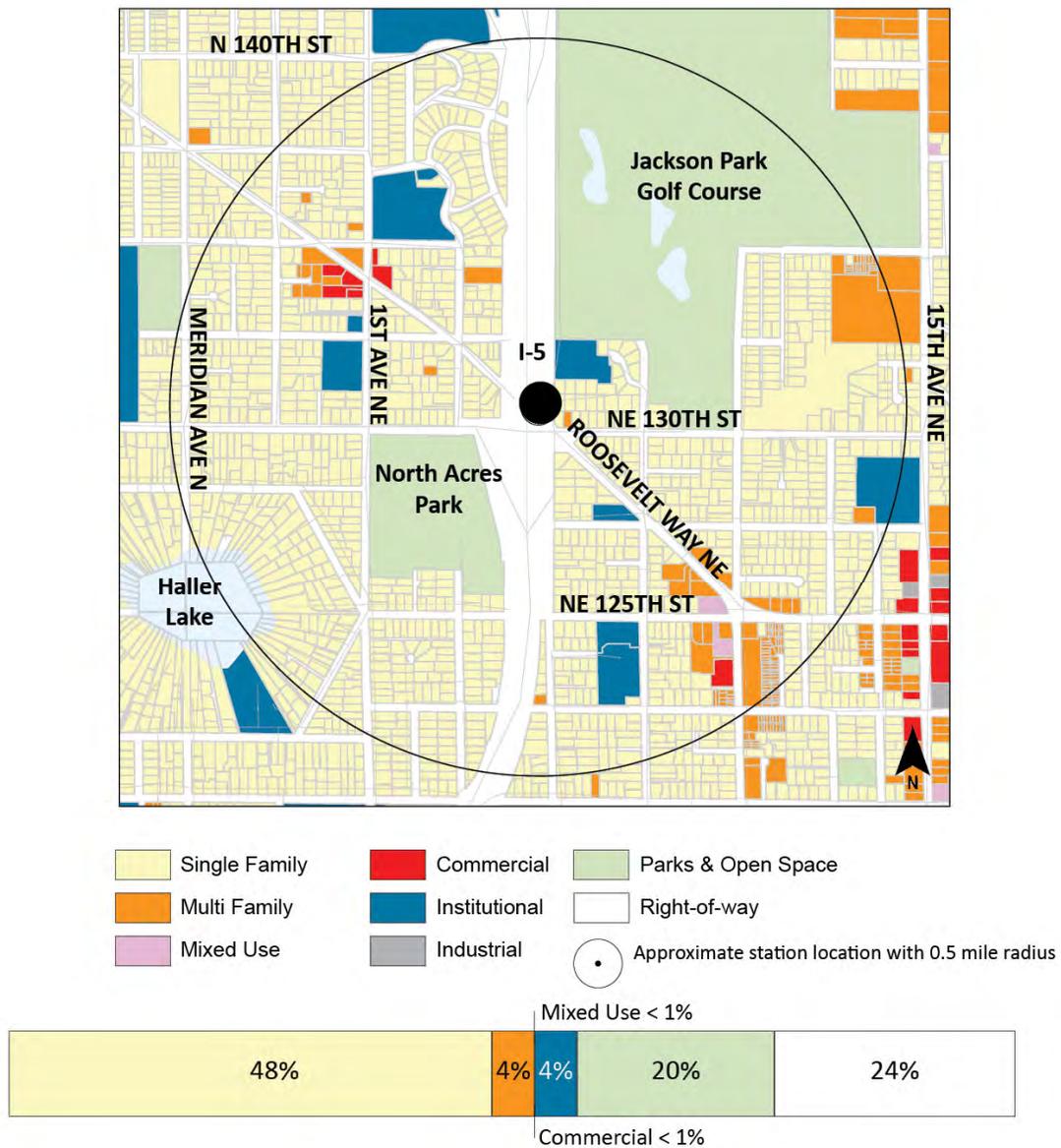


Figure 6-2. Zoning Designations and Composition within 0.5 Miles of NE 130th Street Station

6.3 Transit-supportive Plans and Policies

The NE 130th Street Station area has limited existing transit-supportive plans and policies based on three elements described below.

Adopted Plans and Policies

The City of Seattle's Comprehensive Plan has citywide policies and goals that support transit use; these are discussed in Section 3.2. There are no specific adopted plans and policies supporting TOD in this area.

Seattle's 2005 Comprehensive Plan (amended 2011) includes an urban village element (City of Seattle 2005a). The urban village strategy is intended to "maximize the benefits of public investment in infrastructure and services" in areas that are expected to accommodate growth. There are two comprehensive plan-designated hub urban villages/centers near the NE 130th Street Station, both located approximately 1.0 mile away from the station. The Bitter Lake Hub Urban Village, where a higher density walkable community is encouraged, is located west of the proposed station at Aurora Avenue North and North 130th Street. The Northgate Urban Center, centered on NE Northgate Way and 5th Avenue NE, is an area expected to accommodate significant residential and employment growth; its northern portion includes approximately half of the NE 130th Station area.

Although the area surrounding the NE 130th Street Station is not currently identified in the City of Seattle's Urban Village Strategy, it is possible that if a station were to be located here the City could undertake planning activities consistent with their adopted planning goals and policies around transit hubs.

Transit Master Plan

The *Seattle Transit Master Plan* update, which was adopted in 2012, identifies key transit corridors and discusses how to best integrate transit capital facilities and services (City of Seattle 2012a). Although the Lynnwood Link Extension station alternatives are not identified as within or along key transit corridors, the Transit Master Plan includes six strategies with multiple policies for creating transit-oriented neighborhoods. If a station is located at NE 130th Street and 5th Avenue NE, it is possible transit-oriented policies would be applied to this area.

Pedestrian Master Plan and Bicycle Master Plan

The *Seattle Pedestrian Master Plan*, adopted in 2009 and the *Seattle Bicycle Master Plan*, adopted in 2007 (and currently being updated), are two modal plans that reference goals and policies related to land use and transportation options (City of Seattle 2009 and City of Seattle 2007). Priority for non-motorized improvements are in locations with higher pedestrian and bicycle use as well as where pedestrian generators, such as transit, exist. If a station is located at NE 130th Street and 5th Avenue NE, it is possible non-motorized improvements could be prioritized at this location.

Development Requirements

The majority of parcels within the NE 130th Street Station area are zoned single-family with a zoning designation of SF7200, which limits lot size to 7,200 square feet (approximately 6 dwelling units per acre). A few clusters of multifamily and neighborhood commercial zones are present near Roosevelt Way NE and 10th Avenue NE, Roosevelt Way North and 1st Avenue North, and 15th Avenue NE and NE 125th Street. A summary table of applicable development requirements from Seattle Municipal Code (City of Seattle 2012b) can be found in Table C-2, Attachment C.

In 2009, the Seattle City Council adopted legislation to permit the construction of detached accessory dwelling units, or backyard cottages, in single-family zones. Backyard cottages can incrementally increase housing density in a single-family zone; however, there are guidelines and restrictions associated with their development, including the requirement that one of the units – that is either the main house or the cottage – must be owner-occupied.

A Lowrise Multifamily zone allows residential uses with a height limit of 30 feet and floor-area ratio (FAR) ranging from 0.9 to 1.2, depending on the housing type. Permitted uses include cottage housing, row houses, townhomes, and apartments. This zone occurs as a transition between single-family neighborhoods and the commercial core.

Neighborhood Commercial zone (NC1, NC2, NC3) locations are at Roosevelt Way NE and 10th Avenue NE, Roosevelt Way North and 1st Avenue North, and 15th Avenue NE and NE 125th Street. All zones limit the height to 40 feet and, depending on the designation (1, 2, or 3), allow small restaurants, retail, mixed-use development, and offices to serve the surrounding residential areas.

A portion of the NE 130th Station area is located within the Northgate Overlay District, as indicated in Figure 6-1. This district was identified to support commercial development, protect residential character of residential neighborhoods, be amenable to pedestrians, and support Northgate as a regional mass transit center. Specific development standards and design guidelines apply to commercial zones within the overlay district. The standards, including street facades, sidewalk design, and parking, are intended to encourage pedestrian use and activity in the area. There is also an open space requirement for all commercial developments. Minimum and maximum parking requirements are prescribed by use, with options for waivers and modifications.

Design Guidelines

It is possible that new projects developed in commercial and multifamily zones near the NE 130th Street Station may be required to go through Design Review. Supplementing the citywide design guidelines for Seattle, the Northgate Neighborhood Design Guidelines (Seattle

2012c), adopted in 2010 and revised in 2012, apply to the areas surrounding the nodes at NE 125th Street and Roosevelt Way NE, and at NE 125th Street and 15th Avenue NE. The community goals include ensuring there are adequate pedestrian connections, accessible open space, block-specific identity, and landscape design that reflects site conditions. Guidelines include treatment of corner lot developments, building height, bulk, and scale, and transition from higher-use zones to lower-intensity zones.

The City of Seattle has a robust Design Review Program for commercial and multifamily development that exceeds a certain size threshold in some land use zones. The Design Review Program has three principal objectives: (1) to encourage better design and a site plan that fits the neighborhood; (2) to provide some flexibility within development standards; and (3) to foster better communication among parties early in the development process. A five-member citizen review board looks at six elements during the review: site planning; pedestrian environment; height, bulk, and scale; architectural elements, expression, and materials; public amenities, vehicle access, and parking; and streetscape and landscaping. The Design Review Program Guidelines are primarily intended to guide developers, but some neighborhoods have created supplemental guidelines to address neighborhood-specific opportunities.

6.4 Station Access

The NE 130th Street Station area has moderate access to the station based on an assessment of the four elements described below. This station serves four activity centers, including two commercial areas east of I-5 well-served by buffered sidewalks. There are no bicycle facilities directly serving the station, although this station has the highest number of residents and second highest number of jobs (25,400) within a 15-minute bicycle ride, primarily because Northgate is within the bike shed. However, within a 15-minute walk of the station the number of jobs, 600, is second to lowest.

Pedestrian Access

Station access for pedestrians occurs primarily along arterials. There is only one connection to the west side of I-5—along NE 130th Street. This single point of east-west pedestrian connection limits the accessibility for travelers from the northwest and southwest to the station, as shown in Figure 6-3. The sidewalks adjacent to the roadway on the I-5 overpass are narrow and not buffered from traffic. Depending on the guideway configuration, the NE 130th Street overpass may be reconstructed, resulting in better pedestrian access across I-5. The tight street pattern and adequate sidewalks between the station and higher density housing developments and commercial areas provide moderate access in the station area.

Figure 6-5 illustrates the 15-minute walk shed, and Table 6-4 shows the 2010 population and employment within the walk shed (PSRC 2010 and PSRC 2010a). Among the 10 station alternatives of the Lynnwood Link Extension, the NE 130th Street Station has the fourth highest population but the second lowest number of jobs within a 15-minute walk, which reflects the dense residential neighborhood surrounding the station.

There are four identified activity centers within the station area and the pedestrian connection to each of those is described below. There are other community destinations near the NE 130th Street Station, as shown in Figure 6-1.

Commercial and Multifamily node at NE 125th Street and Roosevelt Way NE (#1, Figure 6-3):

This commercial/multifamily node is 0.4 miles from the station along Roosevelt Way NE, with the entire route served by sidewalks with parking strips on both sides of the street. Major intersections are signal controlled with marked crosswalks.

Commercial and Multifamily node at NE 125th Street and 15th Avenue NE (#2, Figure 6-3): This commercial/multifamily node is 0.6 miles from the station along Roosevelt Way NE and NE 125th Street, with the entire route served by sidewalks buffered by parking strips on both sides of the street. Major intersections are signal-controlled with marked crosswalks.

Commercial and Multifamily node at 1st Avenue North and Roosevelt Way North (#3, Figure 6-3): This small commercial/multifamily node is 0.4 miles west of the station and requires pedestrians to cross the NE 130th Street freeway overpass, a four-lane arterial. A possible route north on 3rd Avenue NE lacks any sidewalks. A pedestrian using the alternate route on 1st Avenue NE would naturally turn the corner and continue up the east side of the street, but would soon discover the fully built-out sidewalk on 1st Avenue NE ends in less than half a block, and be forced to cross to the west side mid-block, where there is pedestrian path, as shown in Figure 6-5.

Ingraham High School (#4, Figure 6-3): The entrance to the high school is about a 0.9-mile walk from the station, on the NE 130th Street freeway overpass and then along NE/North 130th Street, a four-lane arterial. The north sidewalk on the overpass and directly west of I-5 is not buffered from the traffic. From 3rd Avenue NE west, there are parking strips and stop lights at the major intersections: 1st Avenue NE, and Meridian Avenue N.

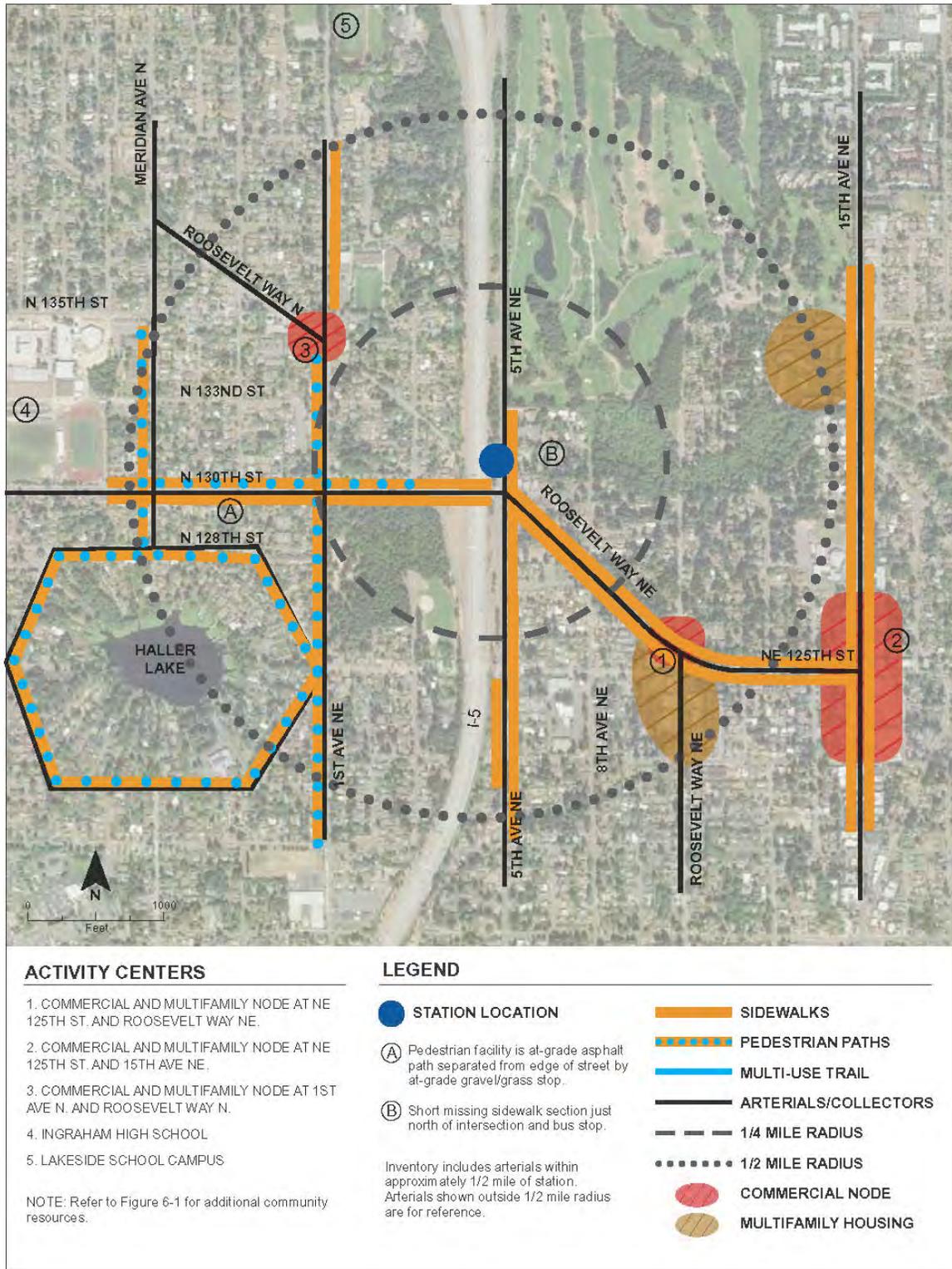


Figure 6-3. Existing Pedestrian Conditions within 0.5 Miles of NE 130th Street Station

Bicycle Access

The City of Seattle is updating the Seattle Bicycle Plan and anticipates completion in late 2013. It is possible that access improvements to the NE 130th Street Station area will be included in this update. However, this assessment is based on existing conditions.

Currently, there are no bicycle facilities leading directly to the station, as shown in Figure 6-4. Station access for bicyclists occurs primarily along arterials and access to the west of I-5 is limited by the few freeway crossings; the next nearest are at N 117th Street and NE 145th Street. The existing bicycle lanes along NE 125th Street between Roosevelt Way NE and Lake City could provide a connection to the station if extended, and riders may also choose to travel west and south to the Northgate Station (approximately 1 mile longer). Sharrows exist along 1st Avenue N and at the NE 117th Street crossing of I-5.

NE 130th Street crosses I-5, but the roadway on the overpass is narrow. Depending on the guideway configuration, the NE 130th Street overpass may be reconstructed, resulting in better nonmotorized access across I-5.

Figure 6-5 illustrates the 15-minute bicycle shed, and Table 6-4 shows the 2010 population and employment within the bicycle shed. A 15-minute bicycle ride places this station area within the highest number of residents and the second highest number of jobs of all 10 station alternatives, reflecting the fact that the Northgate Regional Growth Center is within this distance. Bicyclists coming from either Lake City Way or SR 99/Aurora Avenue North could reach the NE 130th Street Station within 15-minutes. The bicycle shed includes the Northgate Station to the south and proposed station alternatives to the north at either NE 145th Street or NE 155th Station. Bicyclists may prefer to travel to these other stations, depending on their final destination.

Transit Access

The NE 130th Street Station area is served by two KCM routes, both of which offer limited peak direction, peak period-only service to and from the Eastside. One operates to and from Bellevue's Wilburton Park-and-Ride and the other to and from the Overlake Park-and-Ride; both operate southbound (eastbound across Lake Washington) only in the morning, and northbound/westbound only in the afternoon.

In addition, KCM operates three 900 series Dial-a-Ride routes to Lakeside School, each with one trip in the morning and one trip in the evening. The routes connect to the Kirkland, and to the Seward Park and Laurelhurst neighborhoods in Seattle.

The existing South Jackson Park-and-Ride is located in the station area, just north of the station at 5th Avenue NE and NE 133rd Street and contains 46 spaces.

This station could include associated parking currently projected at approximately 100 parking stalls (an expansion of the existing South Jackson Park-and-Ride or potential lease of nearby

existing surface parking on private property). This number may be refined as the design progresses.

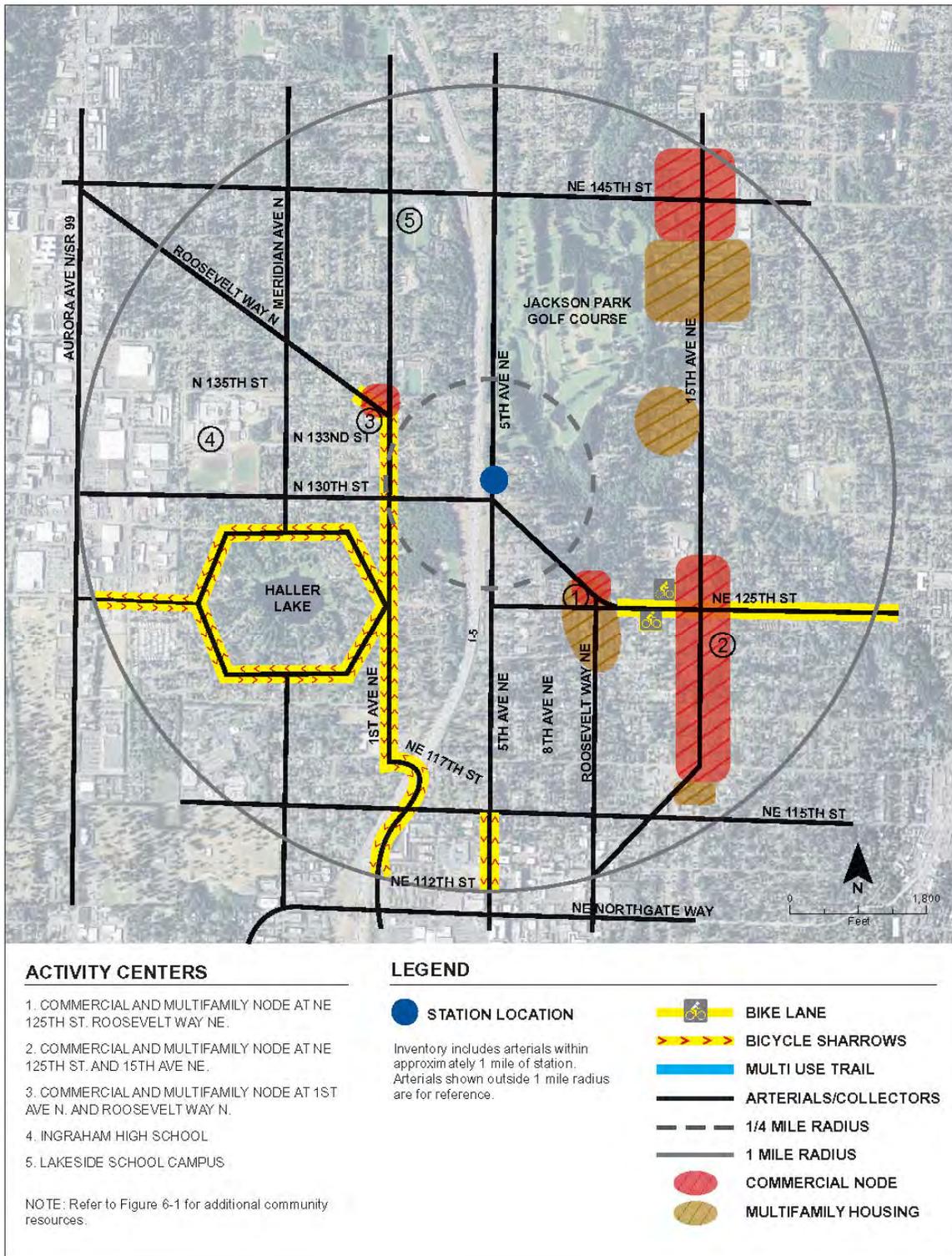
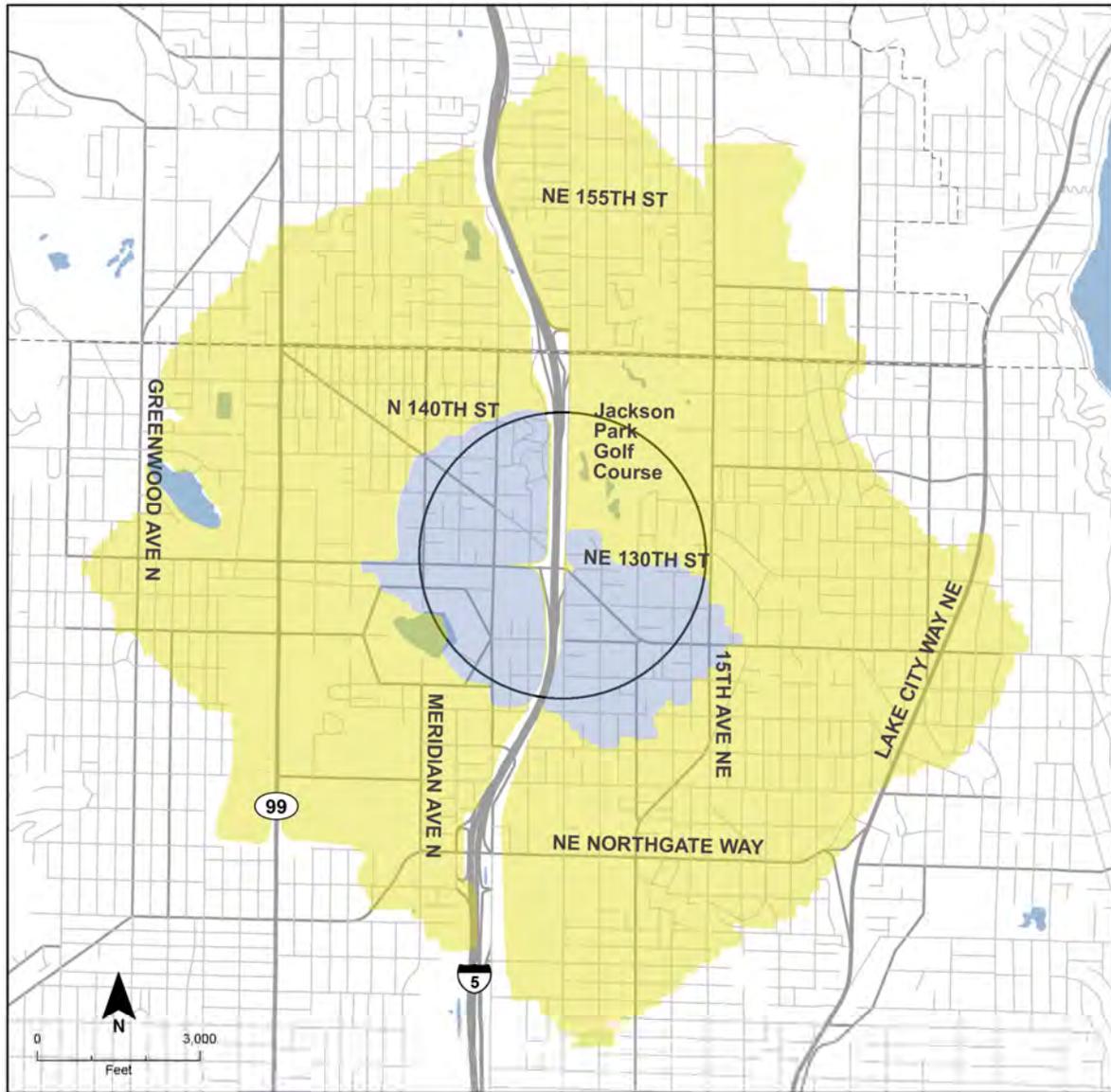


Figure 6-4. Existing Bicycle Conditions within 1 Mile of NE 130th Street Station



0.5 Mile Radius Station Area
 15-Minute Walk Shed
 15-Minute Bicycle Shed
 Walk speed = 3 Miles per hour
 Bicycle speed = 7 Miles per hour

**130th Street Station
Walk and Bicycle Shed**

Lynnwood Link Extension

Figure 6-5. 15-Minute Walk Shed and 15-Minute Bicycle Shed at NE 130th Street Station

Table 6-3. 2010 Population and Employment within 15-minute Walk Shed and 15-minute Bicycle Shed at NE 130th Street Station

	15-Minute Walk Shed		15-Minute Bicycle Shed	
	2010 Population	2010 Employment	2010 Population	2010 Employment
NE 130th Street Station	5,000	600	45,000	25,400

Finally, KCM route 41, which provides frequent all-day service between Lake City and downtown Seattle, operates nearby on NE 125th Street and 5th Avenue NE.

Parking

Table 6-4 presents the parking inventory of on-street and off-street parking within 0.25 miles of the NE 130th Street Station, and shows a total of 720 spaces. Sixty percent of the available parking is on-street and 94 percent of all parking is not time-restricted. Midday utilization, at 14 percent, is the same for on- and off-street spaces. Most of the area within 0.25 miles of the NE 130th Street Station is single-family development.

Table 6-4. Parking Supply and Utilization near the NE 130th Street Station Area

	Parking Supply			Midday Utilization	
	No Restrictions	Time-Restricted	Total	Vehicles	% Utilization
On-Street	400	30	430	60	14%
Off-Street ^a	290	0	290	40	14%

Note: Data were collected in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

^aIncludes existing park-and-ride with 46 spaces. Park-and-ride utilization was taken from the *King County Metro Transit Park and Ride Utilization Report, Second Quarter 2012*.

Within the multifamily and neighborhood commercial zones, there are some parking reductions for residential uses. Table C-2, Attachment C summarizes general parking requirements for all Seattle zoning designations within a station area. Additionally, the southern half of the station area is located in the Northgate Overlay District, as indicated in Figure 6-1. Specific development standards apply to commercial zones within the overlay district and include minimum and maximum parking requirements by use, with options for waivers and modifications.

6.5 Potential Development Opportunities

The NE 130th Street Station offers limited development opportunities.

The proposed NE 130th Street Station is located on NE 130th Street, between I-5 and 5th Avenue NE. A station at this location is unlikely to require the acquisition of private property to

construct the facility since it is located within WSDOT's right-of-way. This may be refined as the design progresses. There is no parking garage currently planned for this station; surface parking options are under consideration.

The half-mile station area is characterized by well-established, primarily single-family residential neighborhoods. About a quarter of the station area is taken up by public parks and a public golf course. There is a small pocket of retail development at the intersection of Roosevelt Way N & 1st Avenue NE; however, the retail exists primarily to serve the surrounding neighborhoods and has little room to expand. The densest existing uses are located at the southeast edge of the station area at the intersection of 10th Avenue NE and Roosevelt Way NE, where the single-family neighborhood transitions to town houses and garden style multifamily housing. There is little vacant land in this station area, and few redevelopment sites large enough to accommodate a significant TOD project.

Preliminary Market Assessment

The most likely market segments were assessed at a preliminary level and are represented in Table 6-5. Section 5.5.3 provides details on how these markets were assessed. Since this is a preliminary assessment, a rating for station area market assessment was not determined and is not included in the Potential Development Opportunities rating, above. More analysis may be required for certain market segments as noted in the summary table.

Table 6-5. Summary Conclusion of Preliminary Market Assessment by Market Segment for NE 130th Street Station

Market Segment	Summary Conclusion
Office Market	No evidence exists to support speculative office development in the foreseeable future. Long-term office demand is a function of employment growth.
Retail Market	The station area will not likely generate sufficient demand to support retail in the short-term. Long-term demand for neighborhood-serving retail is a function of population growth.
Apartment Market	Moderate short-term demand for apartment development exists. Further analysis is needed to determine the financial feasibility of new construction.
Lodging Market	There may be enough demand in the Lynnwood Link Extension corridor to support new development but this station area is not competitively located.

Office

The Northgate/North Seattle market contains roughly 2.3 million square feet of office space, of which approximately 35 percent consists of medical office space.

Vacancy for non-medical office space in the Northgate/North Seattle market is currently around 8 percent, with an average asking rental rate of \$22 per square foot. The five buildings constructed over the last decade have struggled to gain traction, and are currently experiencing

vacancy of almost 10 percent. Similar to the Northgate/North Seattle market as a whole, demand in the station area is not likely to support office development in the short-term. At the point that office demand does support new development within the Northgate/North Seattle market, developers will likely seek out locations in established office clusters that offer direct north and south freeway access, and proximity to complementary retail.

Much of the medical office space built over the last two decades is located in close proximity to the Northwest Hospital. While the overall medical office market is experiencing an 8 percent vacancy rate and receive average asking rental rates of \$23 per square foot, these newer Northwest Hospital-oriented buildings are almost 100 percent occupied with rental rates pushing \$30 per square foot. Approximately 90 percent of the medical office space in the market is located to the south of NE 120th Street. The majority of medical office space located to the north of NE 120th Street, including the two medical office buildings within the station area, is older single story buildings that serve smaller neighborhood-oriented medical practices. These smaller practices are feeling pressure from larger regional providers who are expanding into local markets. For small practices, the increased competition is squeezing profits and increasing the focus on expense containment. Although these smaller tenants don't typically drive new construction, they will likely continue putting downward pressure on vacancy in older medical office buildings, including the two located within the station area.

In short, existing medical office buildings will likely continue experiencing low vacancies. Unless employment growth increases beyond expectations, however, it is unlikely that demand in this station area will put enough upward pressure on rental rates to justify new medical or non-medical office development in the short to mid-term.

Retail

The Northgate/North Seattle market is driven by the Northgate Mall, one of the region's most prominent supermalls. The mall contains over 1 million square feet of retail space, and according to its owner, has had no vacancy since 2006. In addition to the Northgate Mall and surrounding retail cluster, there is a significant amount of retail space along Highway 99, Lake City Way, and at major intersections along 15th Avenue NE. Vacancy in the overall retail market is currently below 4 percent and hasn't hit 5 percent in over a decade. Average asking rental rates are currently hovering around \$25 per square foot for space constructed over the last five years; however, asking rental rates for well-designed space within close proximity to the Northgate Mall is reaching as high as \$35 per square foot.

The station area itself contains about 14,000 square feet of existing retail space. Relative to other retail locations in the Northgate/North Seattle market, a number of factors, including the lack of direct north and south freeway access, distance from existing retail clusters, and scarcity of large redevelopment parcels put the station area at a competitive disadvantage.

If residential density were to increase over time, from a demand perspective, the station area could potentially support a limited amount of development aimed at neighborhood serving retailers.

Apartment

Vacancy in the Northgate/North Seattle apartment market is currently at historic lows. This is driving up rental rates, and is partially responsible for the 1,000+ apartment units currently under construction or in the planning stages. Vacancy in buildings delivered since 2007 is currently below 4 percent and rental rates in these newer buildings currently averages \$1.95 per square foot, per year.

Existing apartment development within the station area consists mostly of wood framed apartment buildings concentrated in the southwest quadrant. There are also a number of townhome projects in this same quadrant. In terms of development potential, the benefits of the station area include proximity to the retail amenities along 15th Ave NE, access to I-5, and short commute times to major employers like Northwest Hospital, Northgate Mall, and the University of Washington.

Going forward, the station area may support apartment development similar to the existing product; however, there is a shortage of large development parcels, and it is questionable whether rental rates justify projects that require the demolition of existing structures. Furthermore, developers contemplating projects in non-core areas are becoming more cautious as certain submarkets begin to reach saturation. This caution will likely limit apartment development in the short- to mid-term. Additional analysis is needed to better understand the extent of apartment demand, and to determine whether market rents support new construction.

Lodging

There is evidence of short-term demand for additional hotel rooms along the section of I-5 that runs from Northgate to Lynnwood. The most promising sites offer: easy access to demand generators such as malls, hospitals, universities and other large employment centers; direct north and south freeway access; freeway visibility; and proximity to compatible retail offerings. Highway oriented sites close to the Northgate Mall and Alderwood Mall in Lynnwood offer these amenities and are attracting developer interest as illustrated by planned hotel projects at both of these locations.

Although there aren't any significant demand generators along I-5 between the two malls, local demand may support a limited amount of hotel development due to a gap in offerings. Currently, the Studio Six extended stay hotel in Mountlake Terrace is the only highway oriented hotel serving this section of I-5.

The station area itself however, is not well positioned to attract hotel development. One major disadvantage is that the station's freeway interchange only serves traffic from one direction, which cuts the station area off from potential customers approaching from the north. The station area also lacks access to compatible retail offerings, and would be in competition with existing hotels along Highway 99 which offer more competitive room rates than a newly constructed hotel likely could. In short, hotel development is unlikely to occur in the station area within the foreseeable future.

7 NE 145TH STREET STATION TOD POTENTIAL

Key Findings

The 145th Street Station area has limited TOD potential, primarily because of its location in an area that is currently zoned predominantly single-family residential. With a public golf course occupying over 20 percent of the station area and rights-of-way occupying 24 percent of the station area, redevelopment in this area is unlikely to be significant enough to support a transit-oriented community.

The City of Shoreline Comprehensive Plan includes new goals and policies aimed at redevelopment near the proposed station. In the future, this station area is intended to include large residential components mixed with complementary commercial and office uses. The southern half of the station area is within the City of Seattle. There are no Seattle plans and policies supporting TOD at this location.

The existing access to the station is limited due physical barriers such as the Jackson Park Golf Course and I-5. The major east-west connection to the station, NE 145th Street, has narrow sidewalks and some accessibility barriers. It is possible improvements along this street could improve access to the station.

Table 7-1 summarizes the assessment for the NE 145th Street Station.

Table 7-1. TOD Assessment for NE 145th Street Station

Factor	Rating
Existing conditions supporting TOD	Limited
Transit-supportive plans and policies	Moderate
Station access	Limited
Potential development opportunities	Limited
TOD potential	Limited

7.1 Station Area

The NE 145th Street Station is located on the east side of I-5 between the freeway and 5th Avenue NE within the Shoreline city limits, with approximately half of the station area located in Shoreline and half located within the Seattle city limits to the south as shown in Figure 7-1. The station is accessed from a plaza between 5th Avenue NE and the station. NE 145th Street is the east-west connection across I-5. Using the existing street network, the nearest additional crossing is approximately 0.75 miles to the north at NE 155th Street.

The NE 145th Street Station area has a primarily suburban single-family development pattern, with a few places of worship, schools, and park/recreation facilities as represented in Figure 7-1. Of significance are the Jackson Park Golf Course, encompassing the southeast quadrant of the station area and Lakeside School campus, serving approximately 900 students and faculty and located south of NE 145th Street west of I-5.

Just beyond the 0.5 mile station area is the commercial node at NE 145th Street and 15th Avenue NE. This area currently contains commercial uses of varying scales – from a large QFC grocery store to small, independent businesses. North and south of NE 145th Street along 15th Avenue NE are low-rise multifamily developments and the Fircrest Campus in Shoreline. Connections to activity centers are described in Section 7-4, Station Access. Northwest of the station along 1st Avenue N are three places of worship, Twin Ponds Park, and two Aegis facilities providing assisted living and memory care.

The conceptual station design currently requires the use of public property and the acquisition of private property to construct the facility. This may be refined as the design progresses. A parking garage of up to 500 stalls is planned to support this station and this number may be refined as the design progresses.

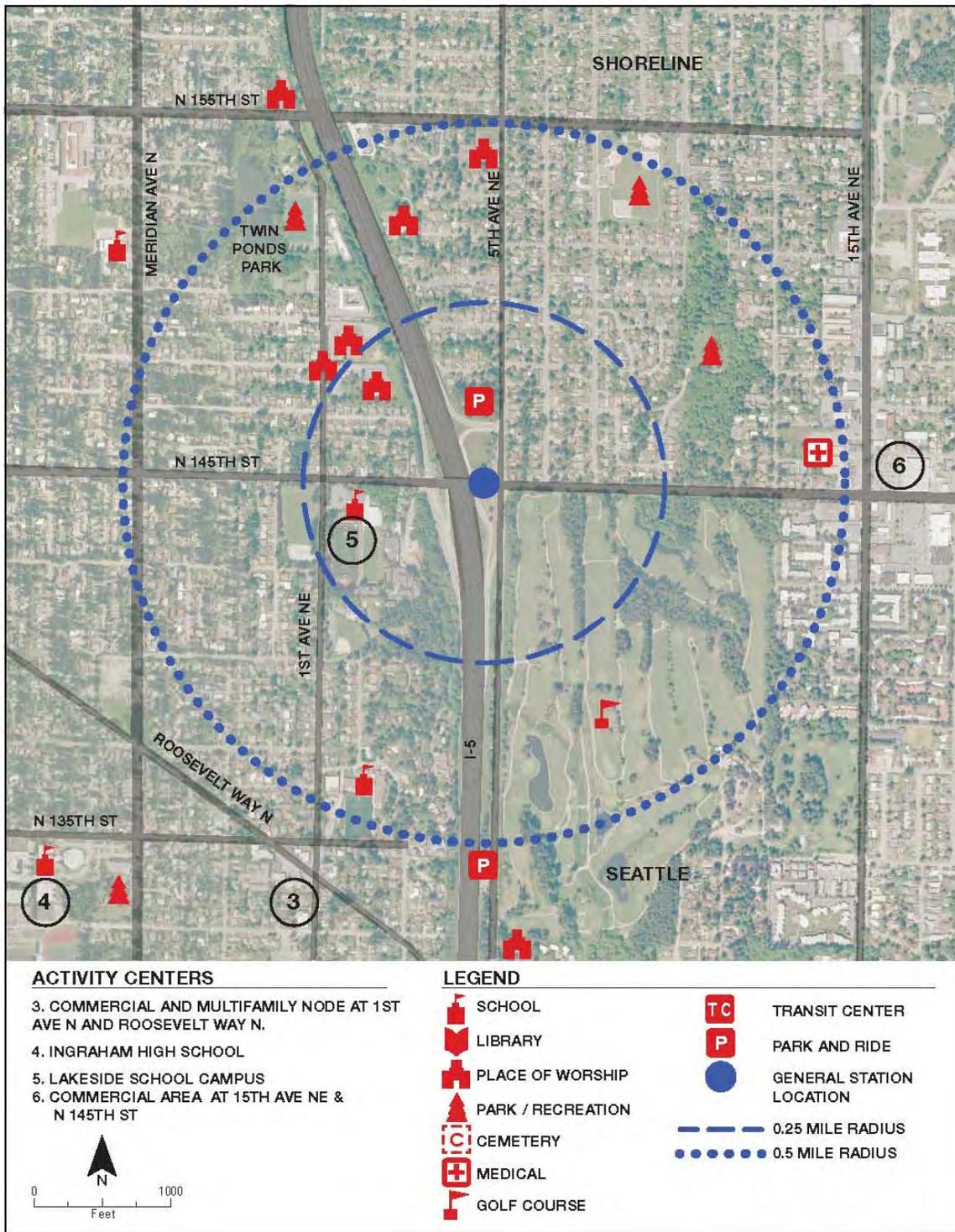


Figure 7-1. NE 145th Street Station Context

7.2 Existing Conditions Supporting TOD

This section assesses the existing conditions around the NE 145th Street Station and how conducive they are to supporting TOD, as summarized in Table 7-1. Three elements are included in this assessment: population and employment within a 15-minute walk; mix of existing uses; and existing station area character. Section 5.2 describes how existing conditions supporting TOD are assessed.

Based on existing conditions, this station has limited support for TOD.

Population and Employment

Compared to other station areas within the Lynnwood Link Extension, the NE 145th Street Station has a strong number of residents that could access the station within a 15-minute walk and a moderate number of employees within that same walk shed, primarily east of the station near 15th Avenue NE.

Developed land near the NE 145th Street Station is primarily low-density housing in compact neighborhoods. Despite nearly half of the station area consisting of parks and rights-of-way, this station area has the second highest number of residents within the walk shed. There is little land zoned for commercial use within 0.5 miles of the station, however there is a commercial area at NE 145th Street and 15th Avenue NE that is within the 15-minute walk shed. Population and employment statistics are depicted in Table 7-2.

Approximately fifty-six percent of existing households are owner-occupied, and the average household size is 2.4 people.

Table 7-2. 2010 Population and Employment within a 15-minute Walk of NE 145th Street Station

	2010
Population	5,600
Employment	1,100

Balanced Mix of Uses

This station area has a limited mix of uses based on existing zoning. This is based on today's zoning requirements and doesn't reflect changes that could be made in the future.

Figure 7-2 illustrates the existing land uses based on zoning information and closely resembles what is on the ground today. The station area is dominated by single-family development (43 percent) and the institutional uses are churches and the Lakeside School campus. The southeast quadrant of the station area is dominated by the Jackson Park Golf Course and almost one-half

of the station area is unlikely to redevelop due to the existing parks and open space and right-of-way uses.

Existing Station Area Character

The NE 145th Street Station area has limited future development potential based on the existing station area character. This is based on today's built environment and doesn't reflect changes that could be made in the future.

The station is within the Shoreline city limits and is on the west edge of the Ridgecrest neighborhood. On the west side of I-5 is Shoreline's Parkwood neighborhood, and directly south of the station is Seattle's Pinehurst neighborhood. Neighborhood boundaries are illustrated in Figure B-1, Attachment B. The surrounding area is primarily single-family with two major park facilities: Jackson Park Golf Course to the south of the station location, and Twin Ponds Park to the northwest of the station.

Street-front character was not assessed because there is no commercial development near the station. The residential block sizes are long east of the station—approximately 250 feet by 800 feet. To the south and west of the station, the typical block size is 300 feet by 600 feet. There is some discontinuity of the street grid, primarily where parks and schools interrupt the pattern.

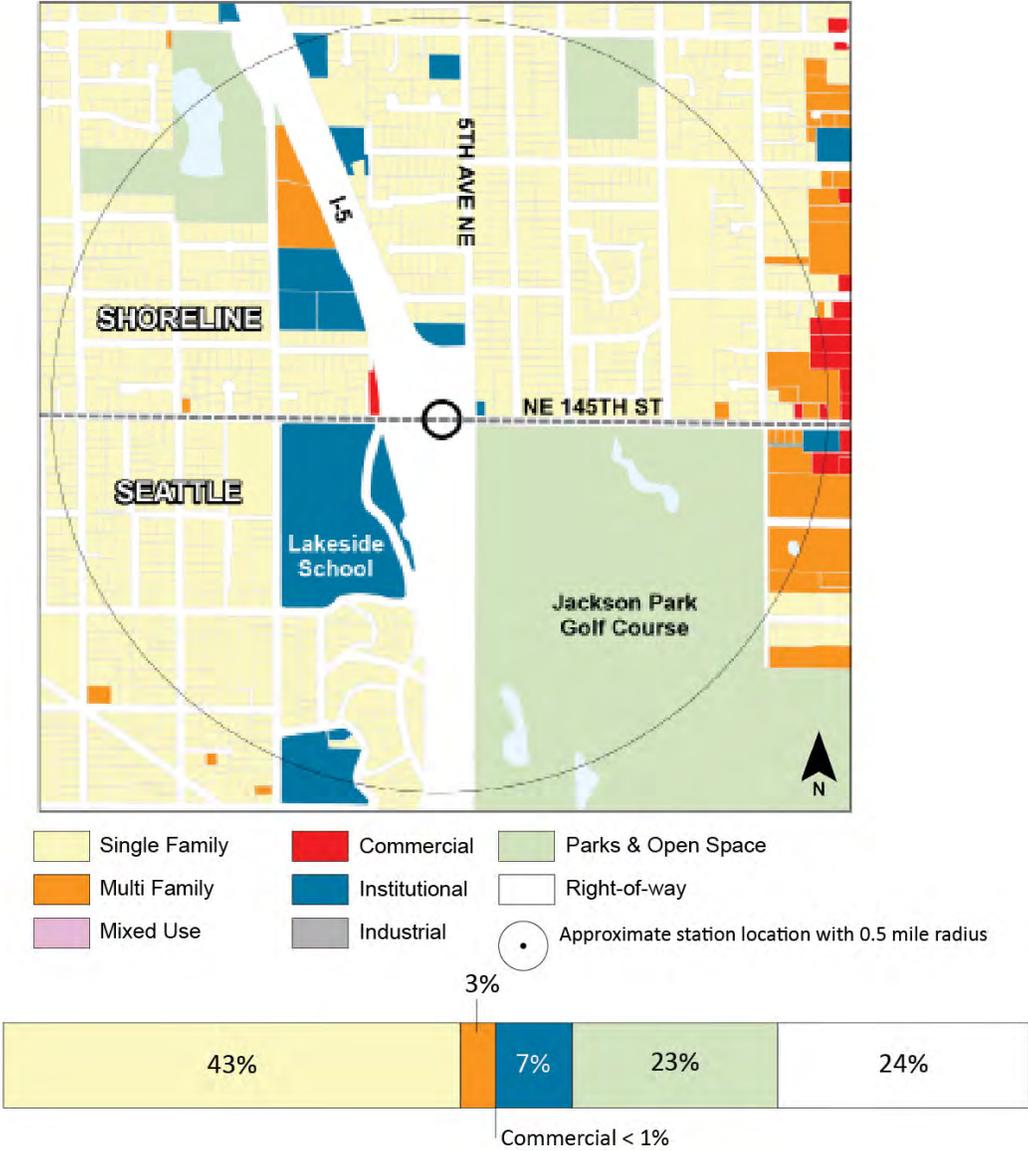


Figure 7-2. Zoning Designations and Composition within 0.5 Miles of NE 145th Street Station

7.3 Transit-supportive Plans and Policies

The NE 145th Street Station has moderate existing transit-supportive plans and policies based on three elements described below.

Adopted Plans and Policies

The cities of Seattle and Shoreline have citywide policies and goals that support transit uses, which are discussed in Sections 3.2 and 3.3.

City of Seattle

Seattle has no specific adopted plans and policies supporting TOD. The *Seattle Transit Master Plan*, *Seattle Pedestrian Master Plan*, and *Seattle Bicycle Master Plan*, as described for the NE 130th Street Station in Section 6.3, provide some general goals and policies encouraging the relationship between transportation and land use, but include nothing specific related to NE 145th Street Station.

It is possible that if a station were to be located at NE 145th Street the City of Seattle could undertake planning activities consistent with their adopted planning goals and policies around transit hubs.

City of Shoreline

The *City of Shoreline Comprehensive Plan* (City of Shoreline 2012) has citywide policies and goals that support transit uses; they are discussed in Section 3.3. The NE 145th Street Station area is specifically described as a light rail station study area in the Comprehensive Plan. Specific policies that apply to these study areas are included in Section 3.3. The City of Shoreline also has a number of specific plans and policies supporting TOD, as described below.

City of Shoreline Light Rail Guiding Principles

Shoreline's Light Rail Guiding Principles, adopted in 2011, support light rail stations that are easily accessible by foot, bicycle, bus, or car. The principles also state that land uses around stations should support a transition to transit-oriented communities over time and that the transit system should also foster economic prosperity.

The Guiding Principles were the foundation for the Light Rail Station Area Planning Framework Policies, described below.

Light Rail Station Area Planning Framework Policies for Shoreline

The Station Area Planning Framework Policies, adopted in 2012, provide guidance for Shoreline's planning and development of areas surrounding light rail stations.

Relevant policies include the development of land use regulations at the NE 145th Street and NE 185th Street stations. The NE 155th Street Station area is not included in the policy regarding land use regulations. In the future, these two station areas are intended to include large residential components mixed with complementary commercial and office uses. A transition from higher density uses to surrounding single-family zones is encouraged. Station areas are defined as the area within a 0.5-mile walk shed from a station and will be evaluated for supportive multifamily housing (R-18 [18 units/acre] and greater). Within a 0.25-mile walk shed of a station, the City will evaluate higher residential densities to support light rail (R-48 [48 units/acre] or greater).

The Framework Policies also include specific policies supporting TOD. The Framework Policies are now incorporated into the *City of Shoreline Comprehensive Plan*, described in Section 3.3.

City of Shoreline Transportation Master Plan

The *City of Shoreline 2011 Transportation Master Plan*, provides goals and policies for development of the City's transportation system based on growth assumptions through 2030. Included as part of the Transportation Master Plan are the Bicycle Plan, Pedestrian Plan, Transit Plan, and Master Street Plan.

Specific goals and policies relevant to the Lynnwood Link Extension include "modifying City land use policies and development regulations, as needed, to create the underlying zoning that will result in a development of the stations as desired" and "promoting livable neighborhoods around light rail stations through land use patterns, transit service, and transportation access."

City of Shoreline Environment Sustainability Strategy

The *Environmental Sustainability Strategy* (City of Shoreline 2008) which was adopted in 2008 by the City of Shoreline, includes guiding principles that support the Lynnwood Link Extension, including managing expected growth in a sustainable way and concentrating new growth in proximity to services and transit.

Development Requirements

The NE 145th Street Station is in the City of Shoreline, but the 0.5-mile radius station area extends south into the Seattle city limits. The general zoning designations and supporting requirements are fairly consistent between these two cities. A summary table of applicable development requirements can be found in Tables C-2 and C-3, Attachment C (City of Shoreline 2008).

Most of the station area is single-family residential, with a range of lot sizes but similar height and density limits within these two cities. Seattle limits density in the single-family zone surrounding the station to 7,200 square feet, and Shoreline limits density to six dwelling units

per acre (R-6), equating to approximately 7,260 square feet. There is a small area of R-8 (eight dwelling units per acre) on the west side of I-5. Shoreline and Seattle both allow accessory dwelling units, which provide the opportunity for property owners to develop an additional housing unit on their property. Requirements for these accessory dwelling units are similar in each city, and the result could be some added density in the single-family neighborhoods surrounding the station.

On the west side of I-5, north of North 145th Street, is the Aegis senior residence facility as well as a few religious institutions. The Aegis facility is located in the R-24 zone, which allows up to 24 units per acre and heights up to 40 feet. The religious institutions are located in R-12 and R-18 zones that allow 12 and 18 units per acre, respectively.

The most prominent nonresidential cluster within the station area is at NE 145th Street and 15th Avenue NE. Much of this business district falls outside the 0.5-mile station area radius but is included in this discussion because some of the parcels are within the station area. Shoreline and Seattle have similar development requirements in this area, focusing uses on community-related businesses intended to serve the surrounding residential area. In Seattle, the Midrise Multifamily zone (MR) allows residential and some ground-floor commercial uses with a height limit of 60 feet and FAR of 3.2. A few parcels are zoned Commercial (C1-65), with a height limit of 65 feet and FAR of 4.25. The FAR for a development would be increased if the project is mixed use. In Shoreline near NE 145th Street and 15th Avenue NE, the Community Business zone (CB) extends along 15th Avenue NE. Permitted uses are similar to the uses permitted in the C1-65 zone in Seattle and include some commercial and multifamily residential uses with a height limit of 60 feet.

Design Guidelines

Design Review is required in MR zones within Seattle, and it is possible that new projects developed in commercial and multifamily zones may be required to go through Seattle Design Review, as described in Section 6.3.

There are no specific design guidelines for development in Shoreline.

7.4 Station Access

Station access to the NE 145th Street Station is limited based on an assessment of the four elements described below. Sidewalks are not continuous, where they exist they are not always buffered from traffic, some crossings are unprotected and the distance between arterials is great. Residential streets lack sidewalks and the connection to the nearest activity center, Lakeside School, is unprotected. Of all the station alternatives, the NE 145th Street Station has the second highest number of people within a 15-minute walk and about the median number of jobs. This area lacks a bicycle network connecting to the station. Currently, KCM and ST

operate transit to this station area, with connections to destinations including Everett, downtown Seattle and the eastside, as well as nearby locations.

Pedestrian

Station access for pedestrians occurs primarily along arterials, as shown in Figure 7-3. There is one connection across I-5 within the 0.5-mile station area, along NE 145th Street.

The existing sidewalks on the NE 145th Street crossing of I-5 are narrow and not buffered from traffic, although the sidewalks along the arterials to the west and east of I-5 are buffered. Pedestrians traveling to the station from the west must cross I-5 access ramps and the I-5 overpass. There is direct access to the station from the north side of NE 145th Street, but there is no marked crosswalk from the south side of NE 145th Street to the station, which requires pedestrians to cross 5th Avenue NE and backtrack.

The major arterials are spaced approximately 0.5 miles apart, and for the most part, the residential streets in the station area lack sidewalks.

Figure 7-5 shows the 15-minute walk shed at the NE 145th Street Station. Pedestrians can walk to the commercial district at NE 145th Street and 15th Avenue NE and to the commercial district along SR 99/Aurora Avenue N within 15-minutes. The terrain is relatively flat, but the sidewalks are not buffered from traffic.

Table 7-3 shows the number of residents and employees within the walk shed. Of all the station alternatives, the NE 145th Street Station has the second highest number of residents within a 15-minute walk, but its employment numbers are at about the median for all stations.

There are two identified activity centers located within the station area and the pedestrian connection to each of those is described below. There are other community destinations near the NE 145th Street, as shown in Figure 7-1.

Lakeside School Campus (#5, Figure 7-3): It is approximately 0.25 miles from the station to the closest building on the campus of this private school. The current walk path heading west from the station includes unbuffered sidewalks on the I-5 overpass and on the north side of NE 145th Street. There is a back entrance to the school on 4th Avenue NE; however, there is no pedestrian path to 4th Avenue NE across NE 145th Street and the freeway ramps. 4th Avenue NE serves primarily as a driveway for the school and lacks sidewalks. To cross safely at a signalized intersection with a marked crosswalk, pedestrians would need to continue west to 1st Avenue NE. Access to the school would then be along 1st Avenue NE, which has a narrow walking path on the east side, encroached on by parked cars.

Commercial Area at 15th Avenue NE and NE 145th Street (#6, Figure 7-3): A 0.5-mile walk route connects the NE 145th Street Station near I-5 and this small commercial area, which is

bordered by a residential neighborhood on the north side of the street and a golf course to the south. The sidewalks are narrow and directly next to the curb with no buffer.

Bicycle Access

Currently there are no designated bicycle facilities leading to the station. The City of Seattle is updating the Seattle Bicycle Plan and anticipates completion late 2013. It is possible access improvements to the NE 145th Street Station area will be included in this update. However, this assessment is based on existing conditions.

The nearest bicycle lanes are an unconnected pair on N 155th Street and 15th Avenue NE; when approaching the station, bicyclists would have to ride in a traffic lane.

Station access for bicyclists occurs primarily along arterials, as shown in Figure 7-4. There are two connections across I-5 within 1.0 miles of the station at NE 130th Street and NE 155th Street. Bicyclists traveling to the station from the west must cross I-5 access ramps and the I-5 overpass along NE 145th Street.

Figure 7-5 shows the 15-minute bicycle shed at the NE 145th Street Station. Within a 15-minute bicycle ride from the station, bicyclists can reach North City and Lake City Way NE/Bothell Way NE to the east and beyond SR 99 to the west. Also within the bicycle shed are Shorecrest High School and the Fircrest Campus. Bicyclists can also ride from the northern edge of the Northgate Regional Center to the NE 145th Street Station, although the planned Northgate Station is located a few blocks outside of the 15-minute bicycle shed.

Table 7-3 shows the number of residents and employees within the bicycle shed. The population within a 15-minute bicycle ride is second only to the NE 130th Street Station, while the number of jobs is about at the median for all station alternatives.

Transit Access

Two local King County Metro routes connect east of Lake Washington to the NE 145th Street Station area and the routes also serve the NE 130th Street Station area. There are three King County Metro 900 series, Dial-a-Ride routes that serve the Lakeside School. There are five King County Metro routes that serve the NE 145th Street Station. These routes serve downtown Seattle, University District, and First Hill. At the north end these routes serve Shoreline, Richmond Beach, Lake Forest Park, and Horizon View.

ST Express operates three routes serving the NE 145th Street station area. One route travels north from downtown Seattle, passing through the University District, Mountlake Terrace, Lynnwood, Ash Way, and Everett with half hour service all day. A second route serves the same destinations on Sunday. Another similar route operates to Ash Way without stopping at NE

145th Street in the peak period, peak direction. One additional route operates between downtown Seattle and Everett.

The existing North Jackson Park-and-Ride is located in the station area, as illustrated in Figure 7-1. This facility is just adjacent to the NE 145th Street Station; accessed from 5th Avenue NE it contains 68 parking spaces. The existing South Jackson Park-and-Ride is located approximately 0.5 miles south of the station. It is unlikely that a commuter will park this far from a station and walk.

This station will include associated parking currently projected at approximately 500 parking stalls. This number may be refined as the design progresses.

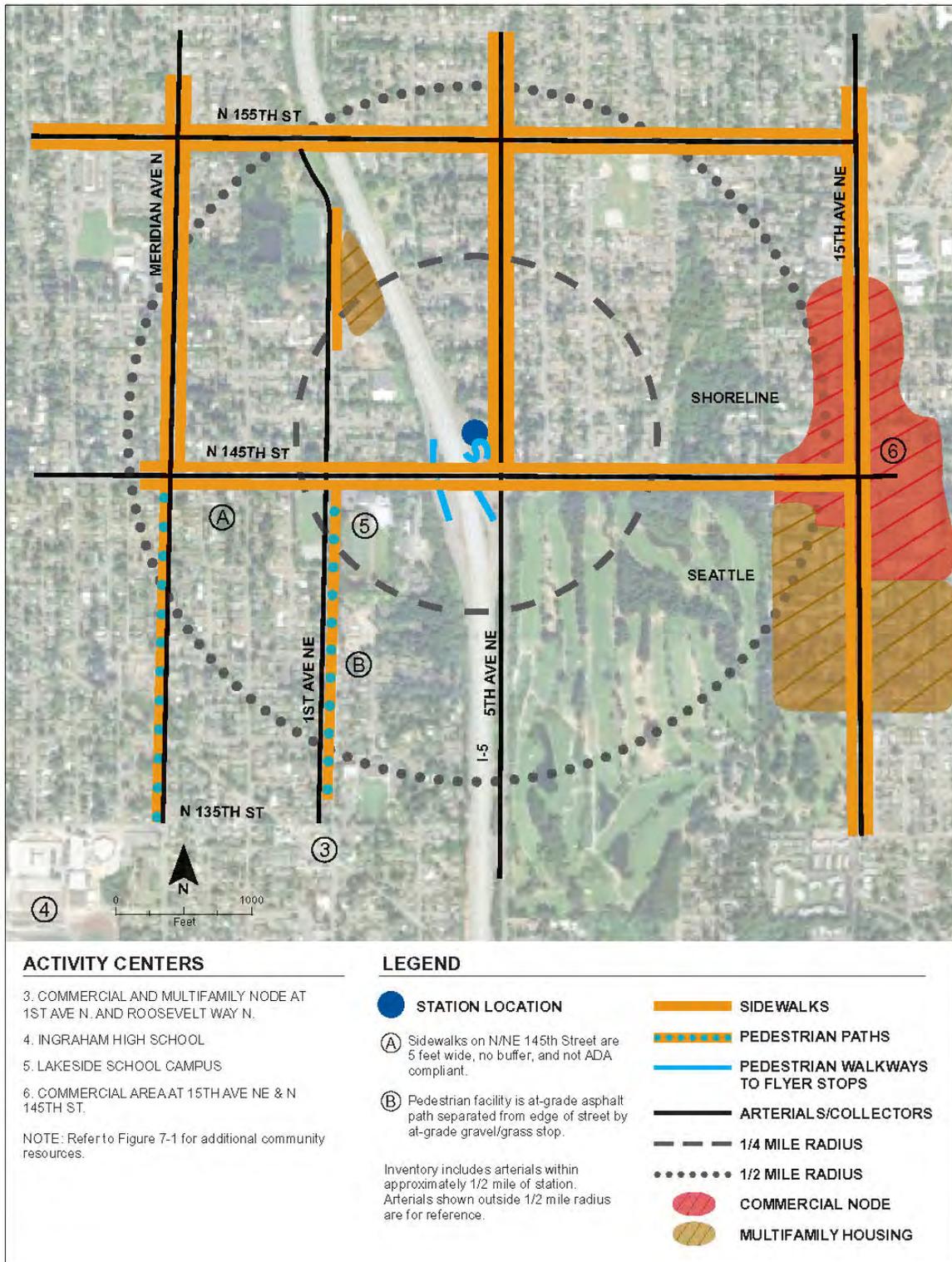


Figure 7-3. Existing Pedestrian Conditions within 0.5 Miles of NE 145th Street Station

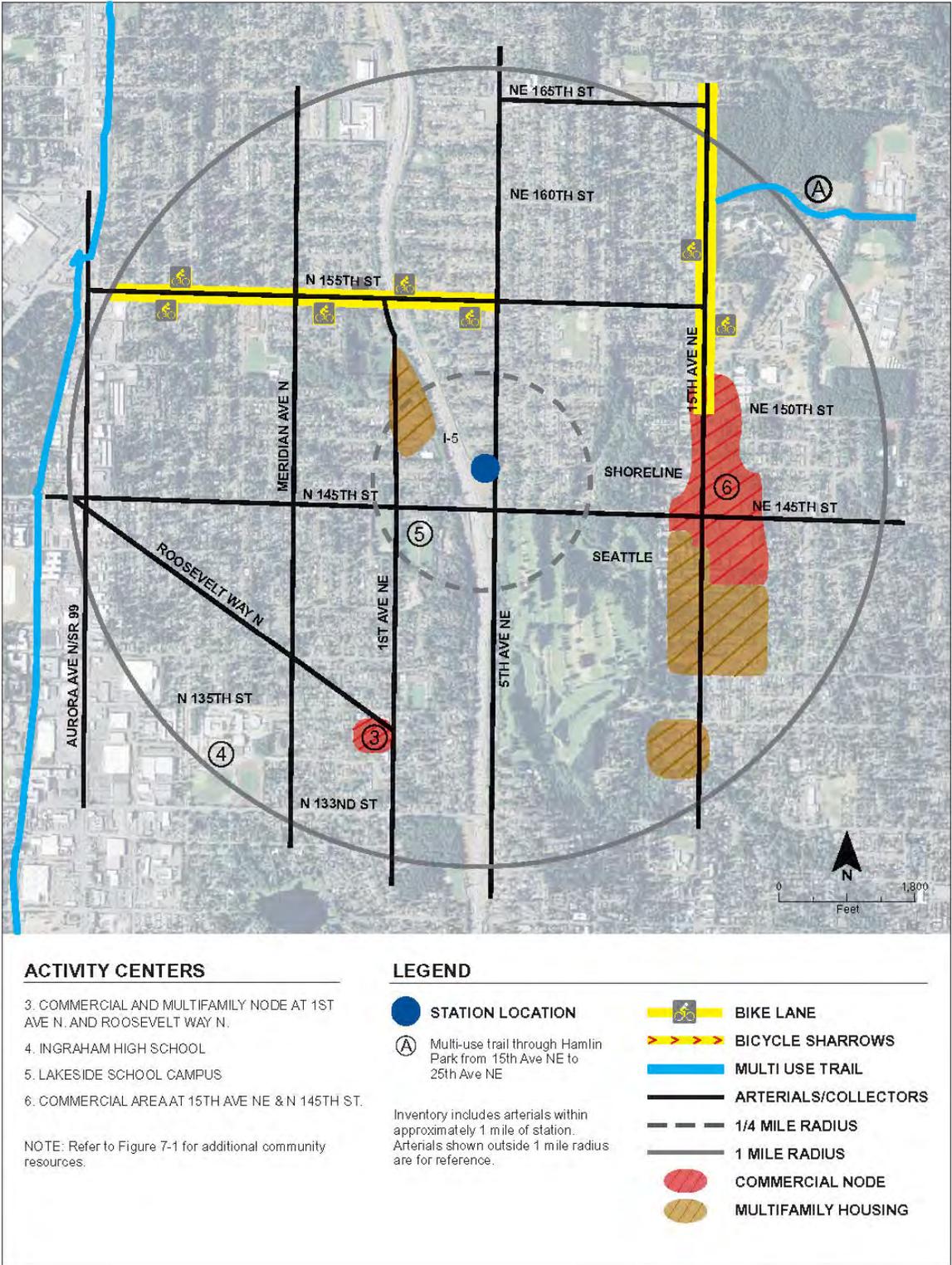


Figure 7-4. Existing Bicycle Conditions within 1 Mile of NE 145th Street Station

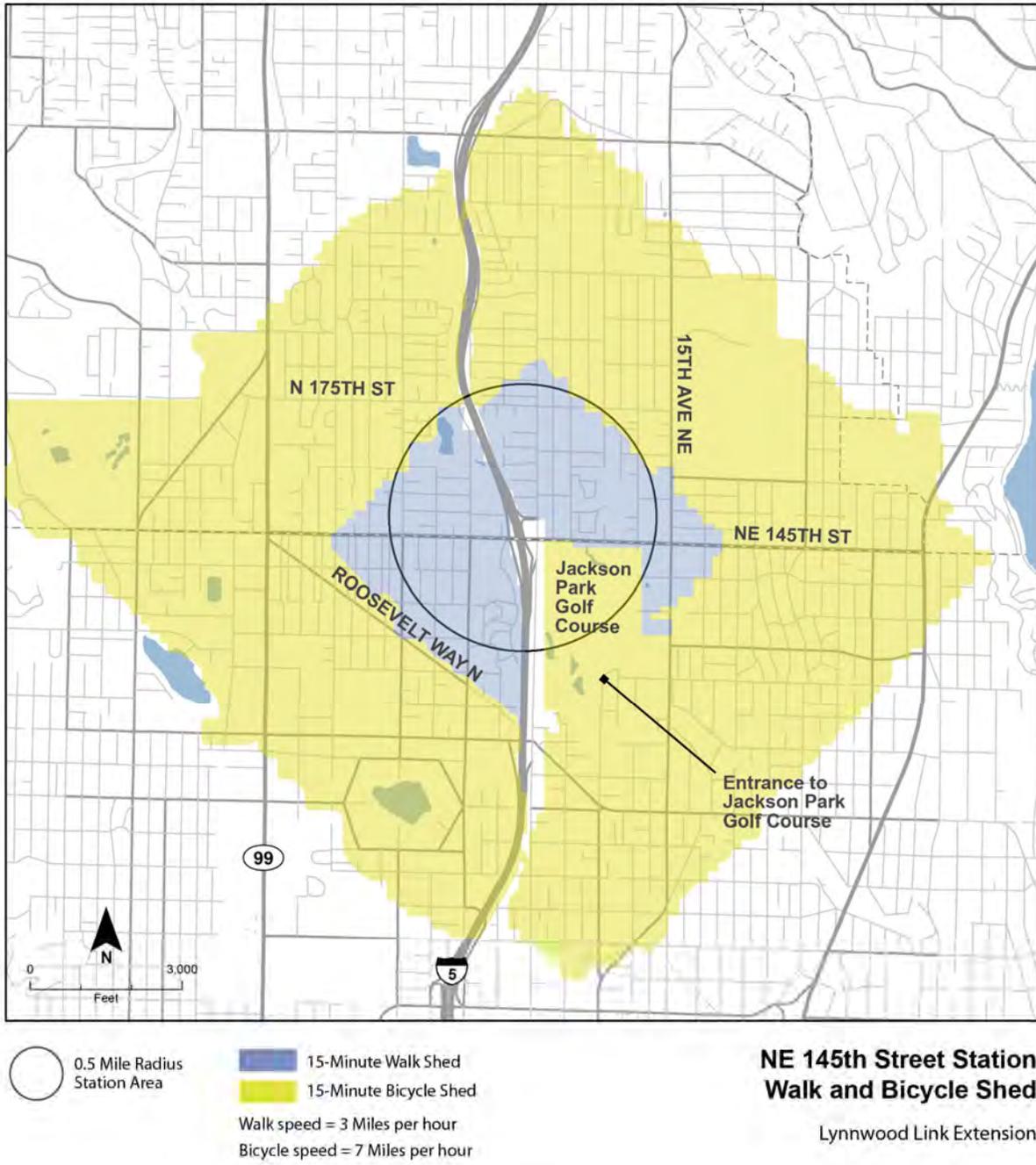


Figure 7-5. 15-Minute Walk Shed and 15-Minute Bicycle Shed at NE 145th Street Station

Table 7-3. 2010 Population and Employment within 15-minute Walk Shed and 15-minute Bicycle Shed at NE 145th Street Station

	15-Minute Walk Shed		15-Minute Bicycle Shed	
	2010 Population	2010 Employment	2010 Population	2010 Employment
NE 145th Street Station	5,600	1,100	37,400	11,100

Parking

A parking inventory of on-street and off-street parking within 0.25 miles of the station indicates a total of 800 spaces (see Table 7-4). Fifty-six percent of the available parking is on-street, and no parking is time-restricted. An existing surface park-and-ride adjacent to the station site is 94 percent utilized; off-street parking associated with Lakeside School is 100 percent utilized. Overall, mid-day utilization is 46 percent of all available parking.

The North Jackson Park-and-Ride is located just adjacent to the NE 145th Street Station, accessed from 5th Avenue NE and contains 68 parking spaces.

Table 7-4. Parking Supply and Utilization near the NE 145th Street Station Area

	Parking Supply			Midday Utilization	
	No Restrictions	Time-Restricted	Total	Vehicles	% Utilization
On-Street	450	0	450	120	27%
Off-Street	350	0	350	250	71%

Note: Data were collected in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

Similar to the NE 130th Street Station, the 0.25-mile radius station area encompasses single-family developments, a golf course, and schools and religious institutions. Current parking requirements in this area include one to two off-street parking spaces per unit.

The City of Shoreline Planning Director may reduce parking requirement by up to 50 percent if parking demand can be adequately met by available parking in proximity to transit routes, commute trip reduction programs, and other measures.

Bicycle parking is required for developments over a certain size. Table C-3, Attachment C, provides a summary of general parking requirements.

7.5 Potential Development Opportunities

The NE 145th Street Station offers limited development opportunities.

The proposed NE 145th Street Station is located north of NE 145th Street east of I-5 and directly south of an existing park-and-ride. A station at this location currently requires the acquisition of

private property to construct the facility. This may be refined as the design progresses. A parking garage of up to 500 stalls is planned for this station and this number may be refined as the design progresses.

NE 145th Street is the border between Seattle and Shoreline. All property to the north of NE 145th Street is in Shoreline and all property to the south is in Seattle.

The half-mile station area is dominated by established single-family neighborhoods. The largest private property owner in this station area is Lakeside School, which owns approximately 30 acres across I-5 to the southwest of the station. Lakeside School has made significant infrastructure investments in its property and it is unlikely to be redeveloped in the foreseeable future. With the exception of a small sliver of land at the edge of the station area, the publicly owned Jackson Park Golf Course covers the entire southeast quadrant. This sliver, consisting mostly of commercial and multifamily development, is concentrated around the intersection of NE 145th Street and 15th Avenue NE and represents the densest development in the station area. This area contains a few potential TOD properties with low improvement-to-total assessed value.

The only other area that offers TOD potential is made up of a few moderately large parcels with relatively low improvement-to-total assessed values, located along I-5 to the north of NE 147th Street; however, this area has very little existing commercial or multifamily development.

Preliminary Market Assessment

The most likely market segments were assessed at a preliminary level and are represented in Table 7-5. Section 5.5.3 provides details on how these markets were assessed. Since this is a preliminary assessment, a rating for station area market assessment was not determined and is not included in the Potential Development Opportunities rating, above. More analysis may be required for certain market segments as noted in the summary table.

Table 7-5. Summary Conclusion of Preliminary Market Assessment by Market Segment for NE 145th Street Station

Market Segment	Summary Conclusion
Office Market	No evidence exists to support speculative office development in the foreseeable future. Long-term demand will be a function of employment and development activity in competing areas.
Retail Market	The station area is moderately well suited to attract neighborhood-oriented retail in the mid- to long-term.
Apartment Market	From a demand perspective, the station area will likely support apartment development. Further analysis is needed to determine the financial feasibility of new construction.
Lodging Market	There may be enough long-term demand to support a small limited service hotel. Further analysis is warranted.

Office

Vacancy in the office market area bounded by Lake Washington to the east, Puget Sound to the west, N 205th Street to the north, and N/NE 95th Street to the south is currently at 7.4 percent, with an average asking rental rate of \$22 per square foot. The most significant projects built within this market over the last decade include two medical office buildings located close to the Northwest Hospital, and the 67,000 square foot Shoreline City Hall. Over this same period, there has only been one non-medical office building with over 10,000 square feet constructed by the private sector. Going forward, the market is unlikely to attract speculative development in the short- to mid-term. Long-term demand will likely be limited to a few select locations.

The station area itself is solidly residential and currently contains less than 10,000 square feet of office space. Although this is partially a function of zoning, the economics of redeveloping existing residential structures to free up land for office development is not readily financially feasible under current conditions. The station area does offer a few of the amenities that office users look for such as immediate and freeway access and connectivity to office supportive retail. While it is difficult to forecast market conditions beyond five years, there is no evidence to support a significant increase in mid- to long-term demand. Should employment growth increase beyond current estimates, the station area may attract a small amount of office space long-term.

Retail

Most of the existing retail space within the market area bounded by Lake Washington to the east, Puget Sound to the west, N 205th Street to the north, and N/NE 95th Street to the south, is concentrated around the Northgate Mall, along Highway 99, along Lake City Way, and around major 15th Avenue NE intersections. Vacancy currently sits below 5 percent in all age buildings, with an average asking rental rate of \$18 per square foot. Asking rental rates for buildings constructed over the last five years average \$23 per square foot.

The station area itself is moderately well suited to attract neighborhood-serving retail; particularly at major, signalized intersections along NE 145th Street. This street offers relatively high traffic volumes and is one of the major east/west connector streets from Highway 99 to Lake City Way. Developers positioning projects to attract national and regional tenants however, are more likely to favor locations that offer proximity to larger retail clusters and exposure to more prominent arterials.

Apartment

The North Seattle/Shoreline market is currently experiencing historically low vacancies and rising rental rates. Vacancy in all age buildings is at 4 percent and vacancy in buildings delivered over the last five years is around 3 percent. Rental rates in buildings delivered within the last five years average \$1.70 per square foot. Although this market currently favors landlords, with

over 1,000 units in construction or in the planning stages, the market is at risk of becoming over-saturated, which would put downward pressure on rents.

If vacant commercial land were available within the station area, from a demand perspective, apartment development would be supported, particularly on sites close to the intersection of NE 145th Street and 15th Avenue NE. This area already contains existing apartment projects, offers proximity to retail, is close to amenities such as a public golf course and park, offers a reasonably short commute to major employers such as the Northgate Mall, and offers direct access to I-5. Although demand likely exists for apartment development within the station area, more study is needed to determine if rents will support new construction.

Lodging

There is evidence of short-term demand for additional hotel rooms along the section of I-5 that runs from Northgate to Lynnwood. The most promising sites offer; easy access to demand generators such as malls, hospitals, universities and other large employment centers; direct north and south freeway access; freeway visibility; and proximity to compatible retail offerings. Highway oriented sites close to the Northgate Mall and Alderwood Mall (in Lynnwood) offer these amenities and are attracting developer interest as illustrated by planned hotel projects at both of these locations.

Although there aren't any significant demand generators along I-5 between the two malls, local demand may support a limited amount of hotel development due to a gap in offerings. Currently, the Studio Six extended stay hotel in Mountlake Terrace is the only highway oriented hotel serving this section of I-5.

The station area itself is a moderately attractive location for hotel development. On the positive side, traffic volumes on NE 145th Street are relatively high, it offers direct north and south freeway access, and it is directly connected to Highway 99 and Lake City Way via NE 145th Street. On the negative side, the station area is not located near a major demand generator, contains little commercial activity, and lacks sufficient residential density to support a hotel that depends exclusively on local demand.

In conclusion, preliminary analysis suggests that there may be enough demand to support a small (80 to 100 units) limited service hotel within the station area long-term.