

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.

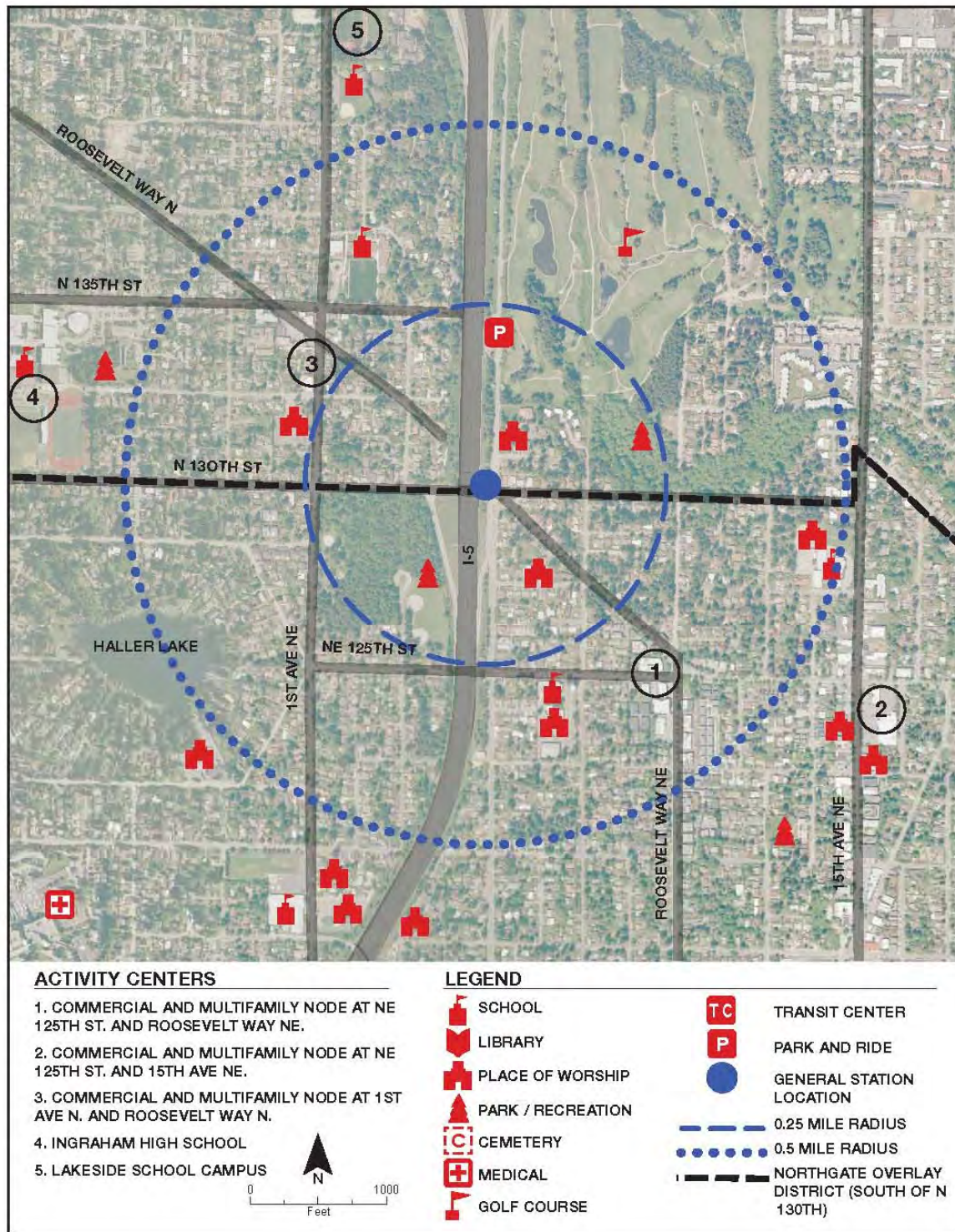


Figure 6-1. NE 130th Street Station Context

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.

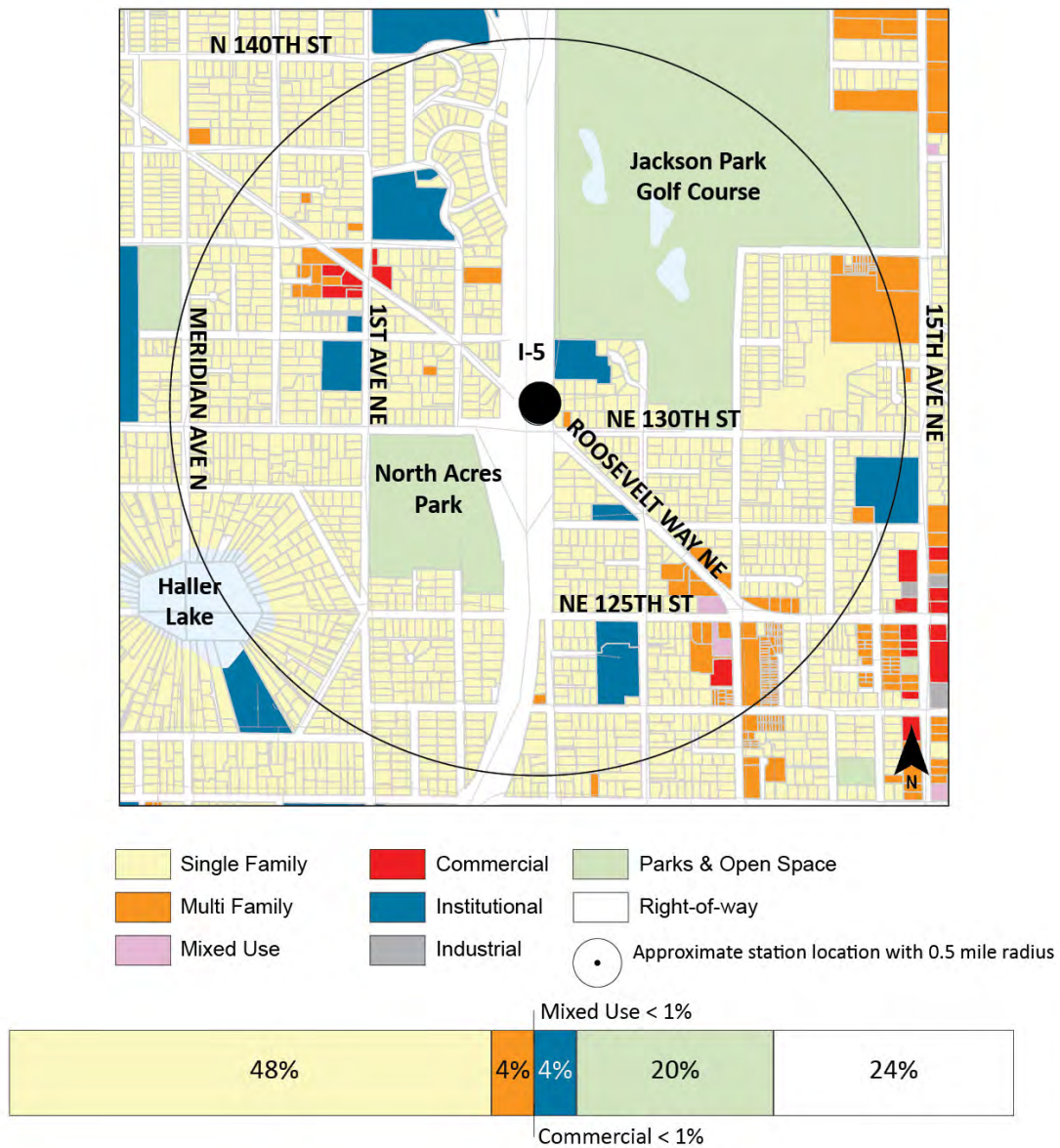


Figure 6-2. Zoning Designations and Composition within 0.5 Miles of NE 130th Street Station

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.

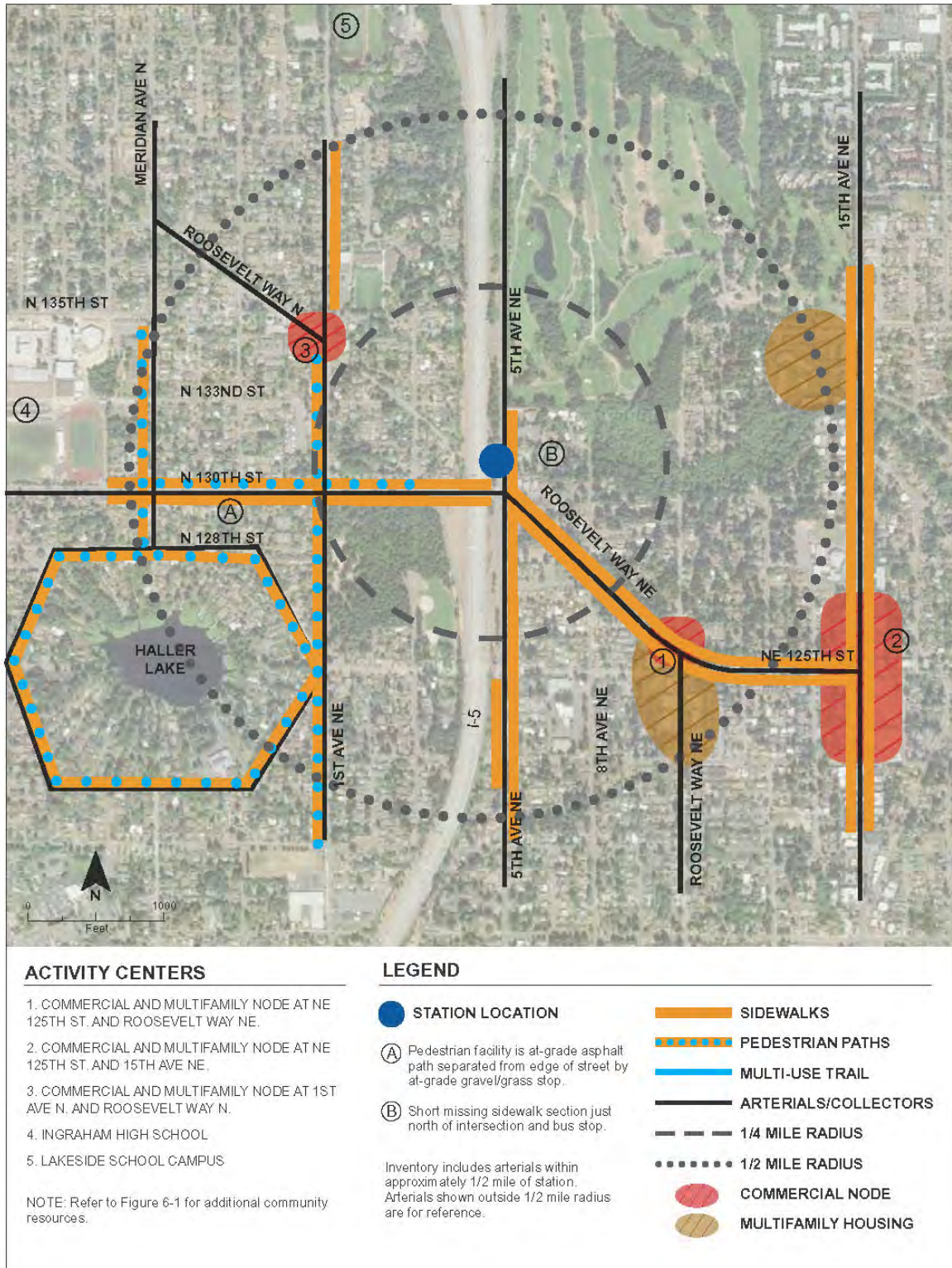


Figure 6-3. Existing Pedestrian Conditions within 0.5 Miles of NE 130th Street Station

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.

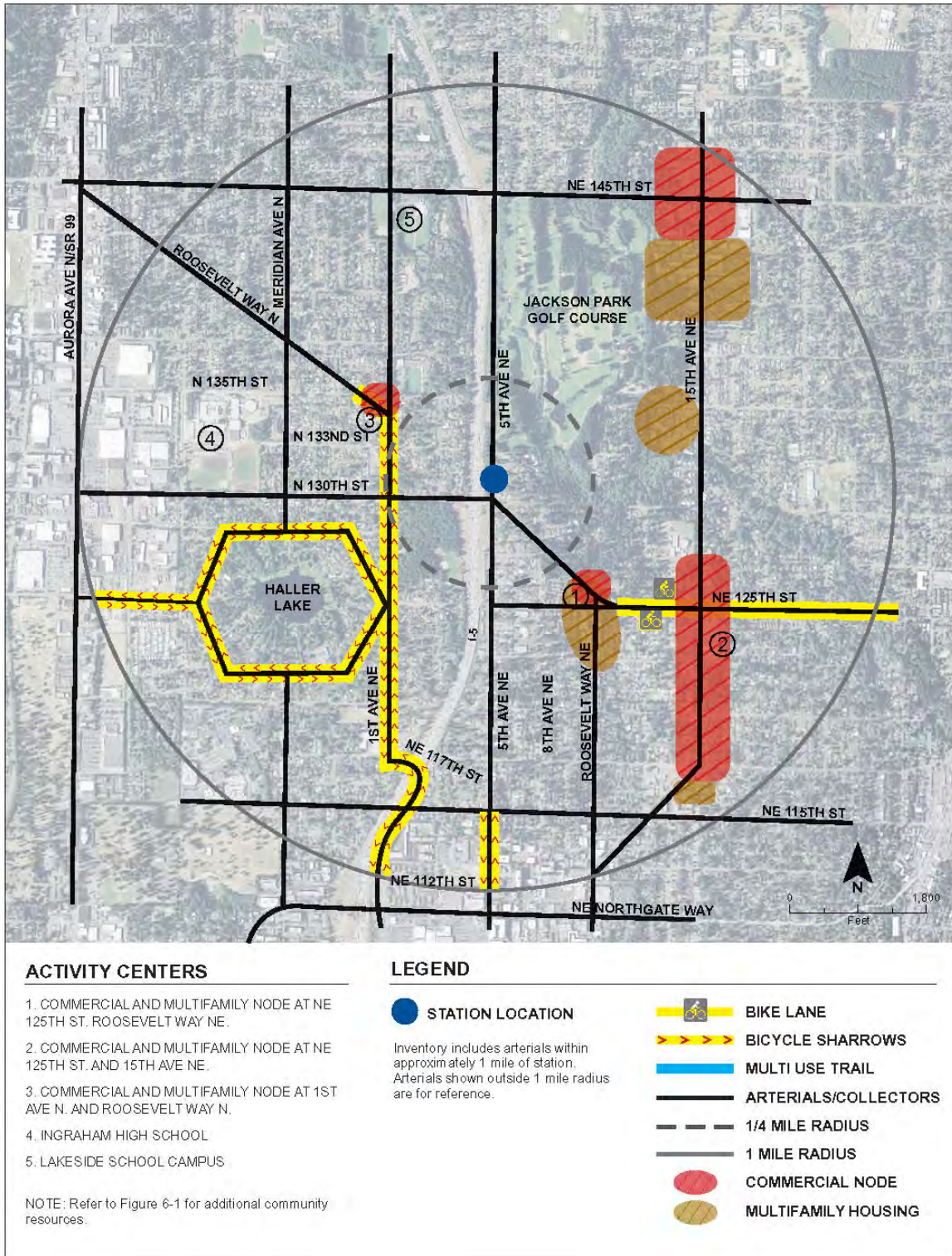
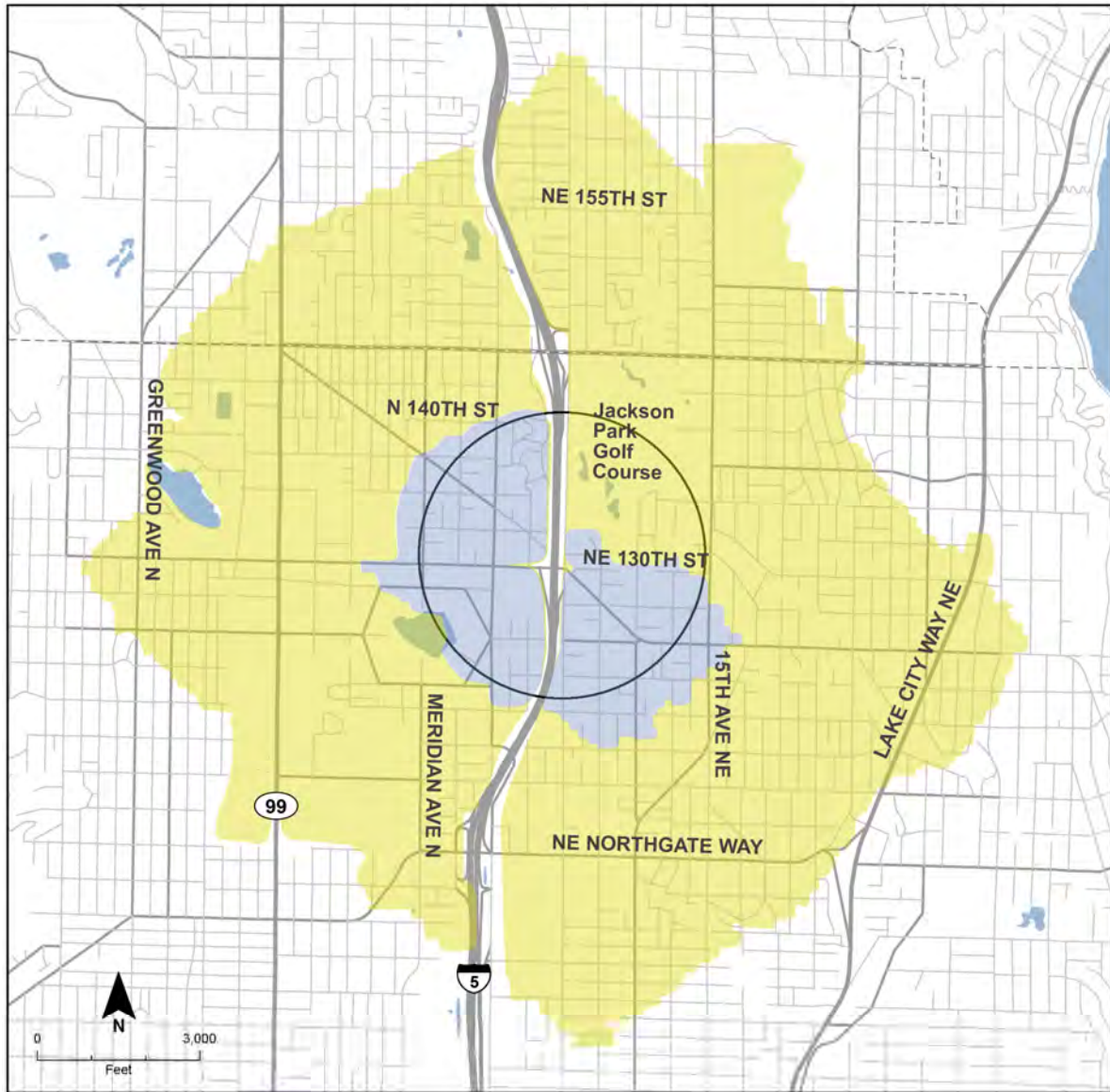


Figure 6-4. Existing Bicycle Conditions within 1 Mile of NE 130th Street Station



**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.