

# NORTHGATE LIGHT RAIL STATION AREA

Transit Oriented Development & Urban Design Framework



City of Seattle  
Planning and Development

OPEN HOUSE – July 30th, 2013

# Planning purposes

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- ❑ Urban Design Framework (UDF) is the vehicle to express the City and community objectives for the station area
  - “How” the station area should be developed
  - Design ideas to inform the Development Agreement
  - A blueprint for future public/private investment
  
- ❑ Guidance for all of the Urban Center:
  - Urban design enhancements
  - Growth patterns, health and livability



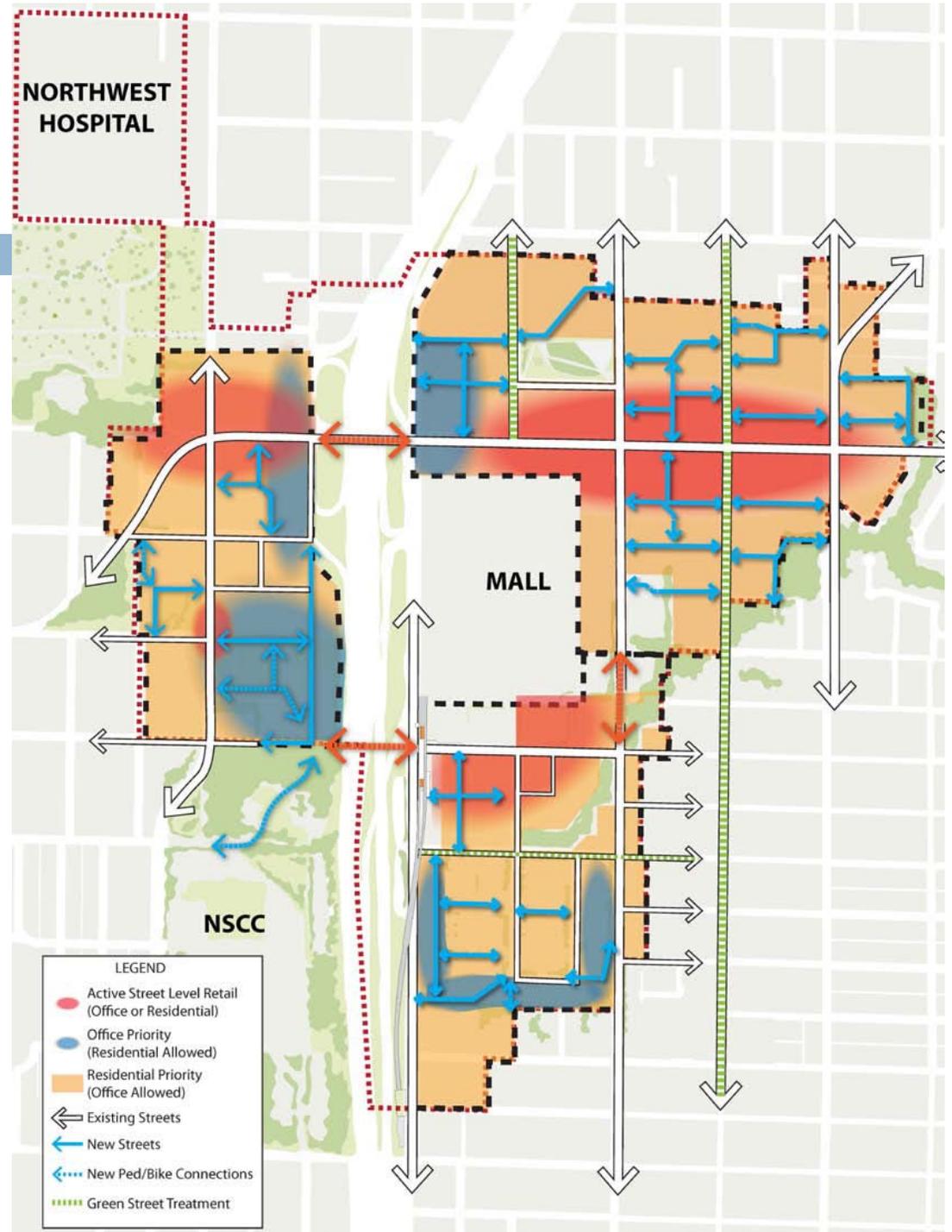
# Overall Urban Center vision

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The 3 subareas of the Urban Center should each continue growing into mixed-use districts.

They can gain greater linkages and overcome barriers through key pedestrian circulation improvements. Additional parks also could add more vital places.

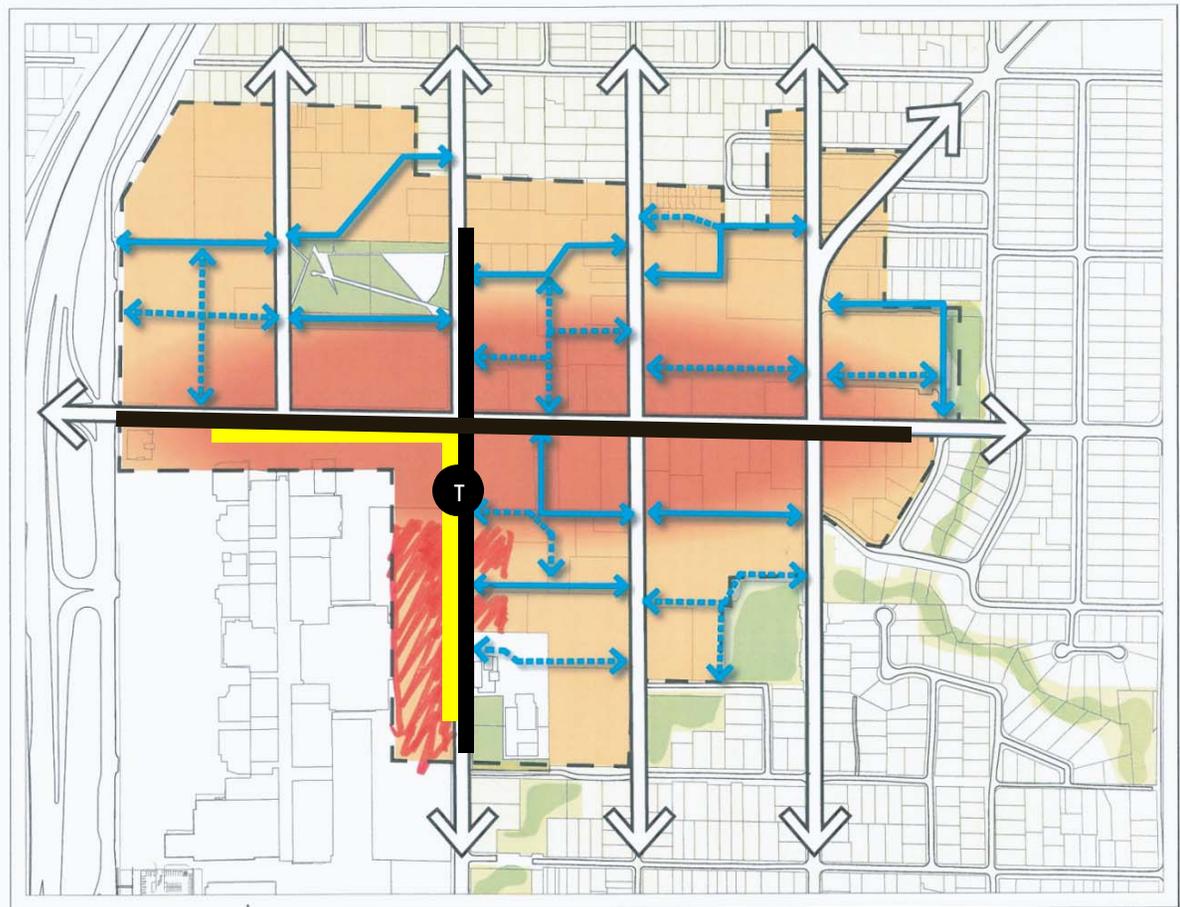
We should continue to seek infill development that will break down the superblocks, and best take advantage of Northgate's great proximity to transit.



# Northgate “North” ideas

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- ❑ Mid-block connections
- ❑ Improve Northgate Way sidewalk qualities
- ❑ Aesthetics at parking edges
- ❑ Create a central bus stop
- ❑ Mix of residential living and retail roles

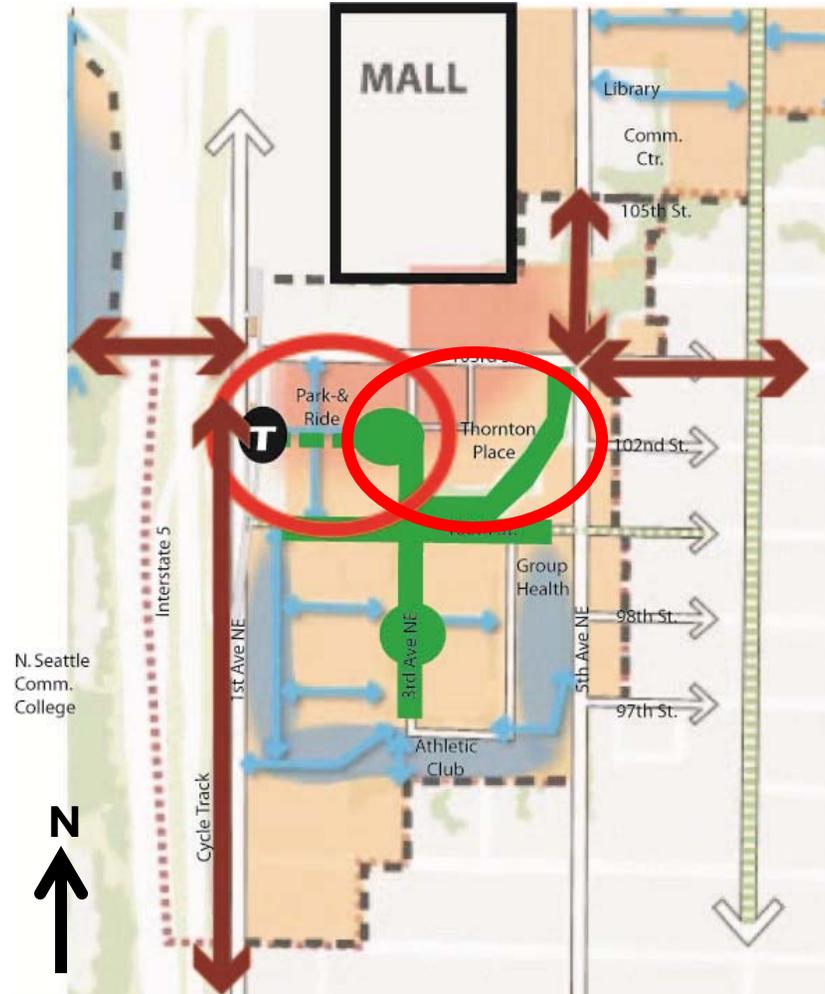




# Northgate South subarea

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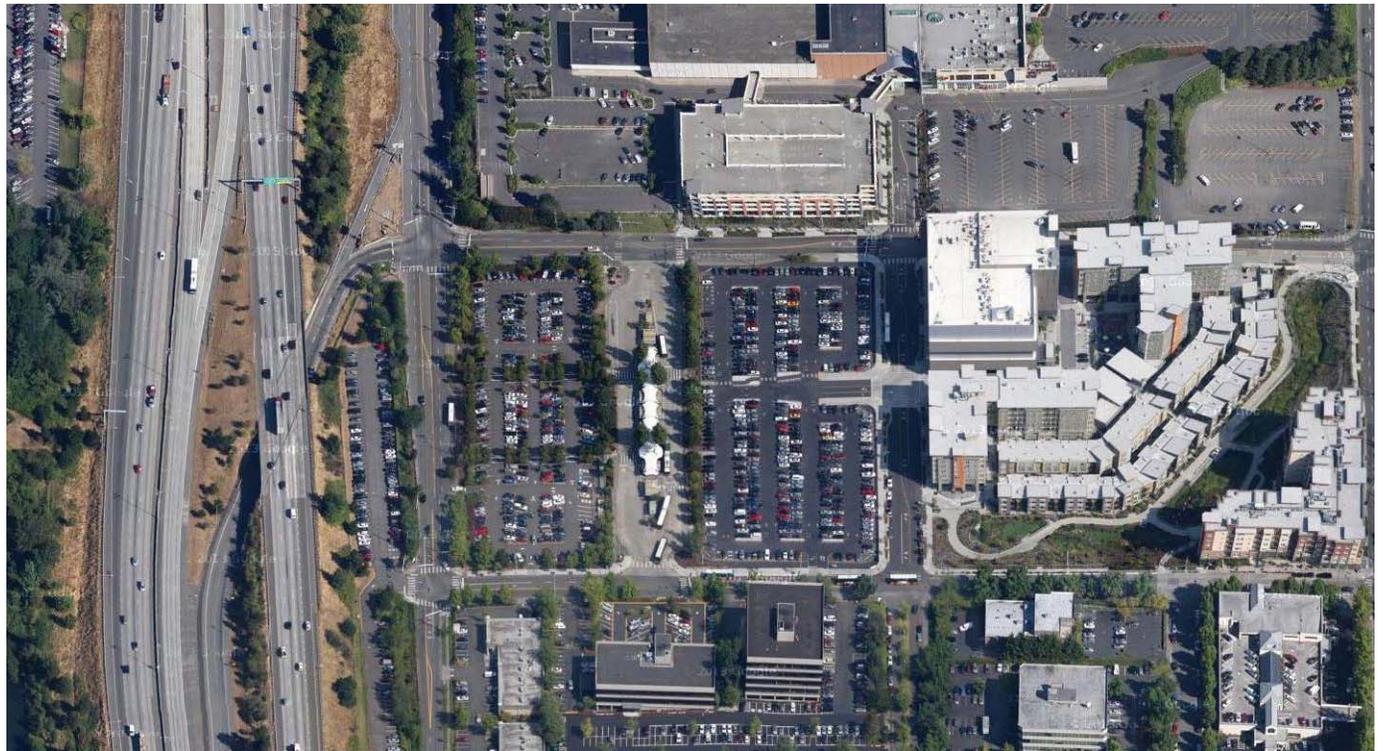
- ❑ Two park/plaza spaces
- ❑ 3<sup>rd</sup> Ave NE as a central linear park street
- ❑ Enhance 100<sup>th</sup> Street with green features, bike lane
- ❑ Cycle track, I-5 bridge and other access imps.
- ❑ Infill, transform this subarea



# South Subarea core: TOD site

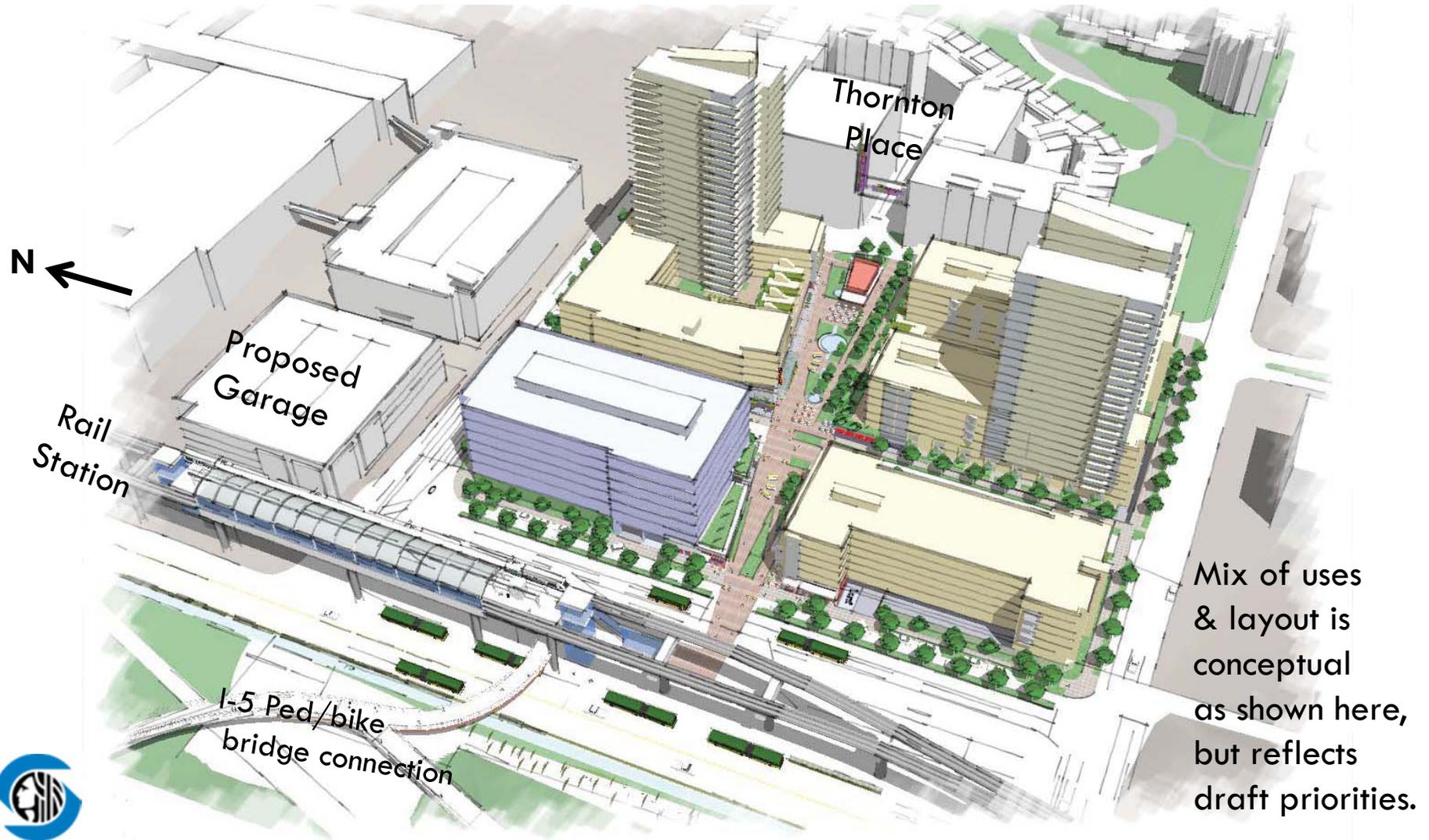
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- ❑ Central location between rail station and 3<sup>rd</sup> Ave NE
- ❑ An active public realm, to be a successful “people place”
- ❑ Encourage the densest mixed uses in the Urban Center



# Sample TOD site development concept

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# Urban Design & Amenities

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- East-west corridor, ground floor retail/commercial uses
- Open space: park & plaza
- Street park on 3<sup>rd</sup>; greening of 100<sup>th</sup> Street
- North-south street or ped. corridor
- Indoor community amenities (meeting rooms, arts/culture)
- Intended residential living emphasis
- Close bus and rail transfers, safe crossing



# Park/Plaza

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- Along the east-west corridor that connects the rail station to Thornton Place
- Prefer this space to be near 3<sup>rd</sup> Ave NE



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# Affordable Housing

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## AFFORDABLE HOUSING *(draft July 2013)*

- ❑ Seek affordable housing on TOD site in relation to needs and policy goals.
  - ❑ Existing housing serves many households in the 50-80% of median income category. However, increasing demands on this housing.
  - ❑ This suggests an emphasis on affordable housing for households in the 0-50% of median income category
- ❑ The Growing Transit Communities TOD Compact goals for new housing production in Urban Center:
  - ❑ 13% of units serving households at 0-30% of area median income
  - ❑ 12% serving households between 30-50% of area median income
  - ❑ 18% serving households between 50-80% AMI



# Green Features & Performance

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## GREEN PERFORMANCE *(draft July 2013)*

- ❑ A proposal for LEED “Platinum” for buildings
- ❑ Meet other applicable City rules: “Green Factor”, etc.

## DRAINAGE AND UTILITIES

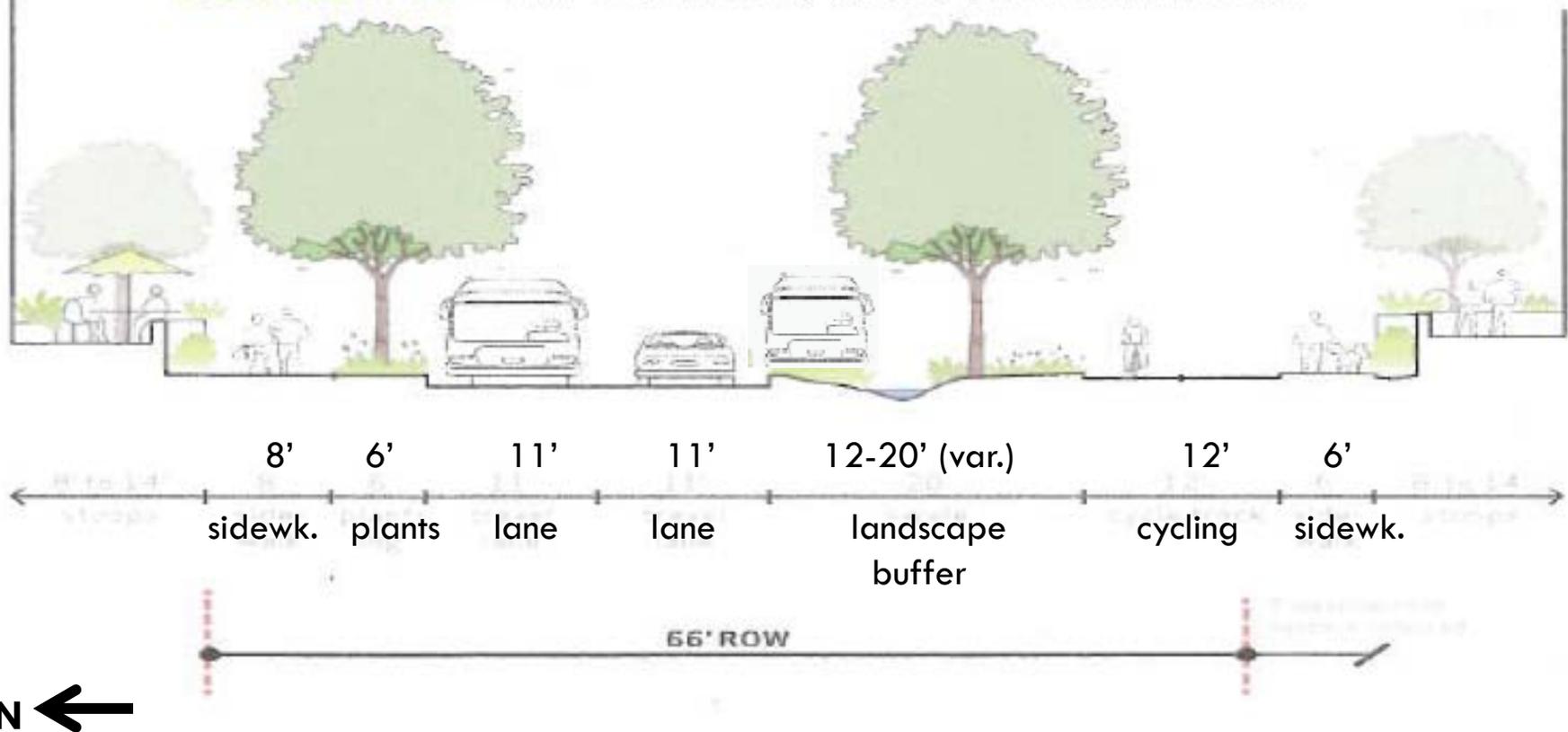
- ❑ SPU evaluating needs, in relation to the regional improvements needed, for drainage control and water quality
  - “upstream” = west of I-5 and to north
- ❑ There could be utility improvements that would provide mutual benefits
  - To meet drainage code
  - Provide better stormwater treatment & control
  - Reduce on-site utility infrastructure needs



# Street redesign: NE 100<sup>th</sup> St.

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## Section A - NE 100th St west of 3rd Ave NE



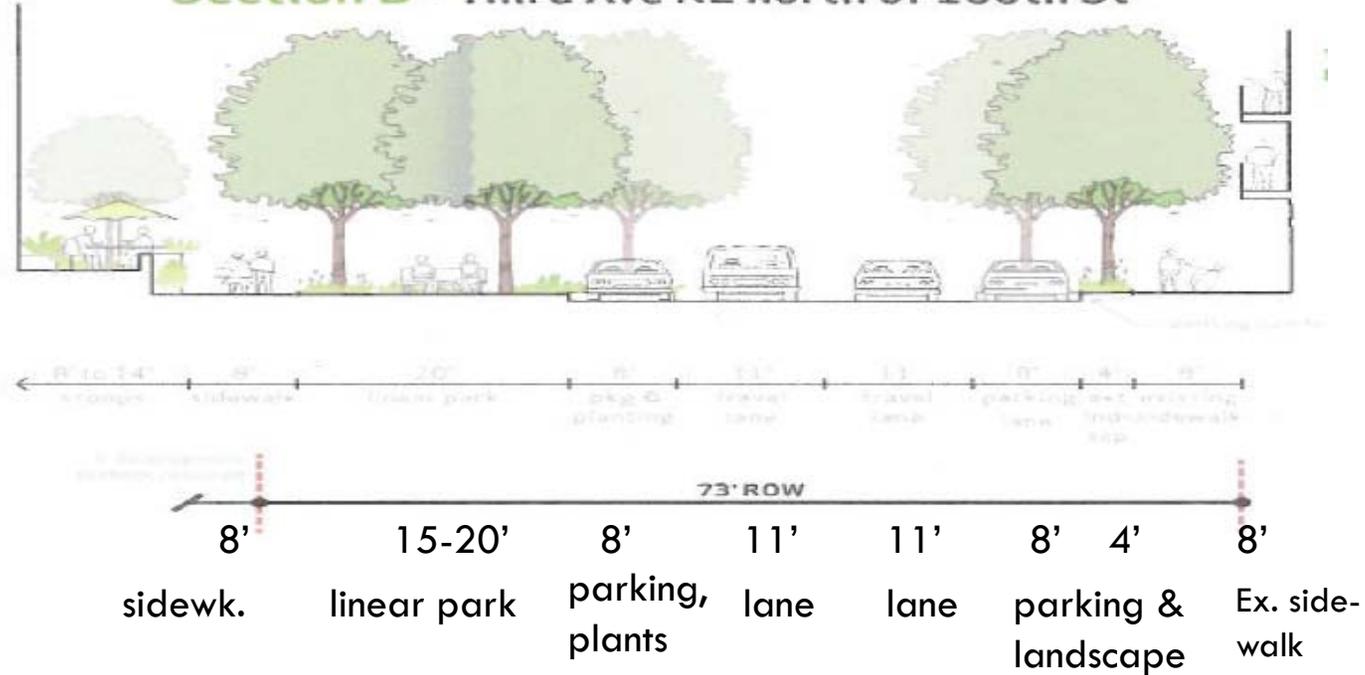
# Street redesign: 3<sup>rd</sup> Ave NE

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KC Metro TOD site

## Section B - Third Ave NE north of 100th St



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# Street corridor design qualities

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Three examples of treed corridors approx. 20 feet wide



Bicycle lane with generous landscaped buffer



Green drainage feature

# Transit Island, Streets & Buses

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- ❑ Sound Transit
  - Continue with station design
  - Designing island's details
  - Street/bus system coord.
  
- ❑ King County
  - Working with City and Sound Transit on bus, operational issues
  - Working with City on development agreement details
  - Will prepare a 'request for proposals'



# Next Steps for the UDF

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- ❑ A public review period into the Fall
  - ❑ Online survey
  - ❑ E-mails, letters
- ❑ DPD will edit and finalize the UDF in Fall
- ❑ Will continue to work with King County on a “development agreement” approach
- ❑ Agreement to City Council in 2014

