

Northgate Coordinated Transportation Investment Plan



FINAL ENVIRONMENTAL IMPACT STATEMENT

FACT SHEET

Description of Proposal & Alternatives	<p>The City of Seattle Department of Transportation is developing a Coordinated Transportation Investment Plan (CTIP) for the Northgate area. The boundaries of the CTIP study area encompass the Northgate neighborhood, which includes the designated Northgate Urban Center and the Northgate Overlay District.</p> <p>The CTIP's goals include moving people safely and efficiently, reducing drive-alone travel, protecting residential neighborhoods, and supporting planned housing and economic development. The Final CTIP includes sixty-eight recommended improvements that would address all components of the transportation system -- auto, transit, pedestrian and bicycle. Improvements are identified conceptually and are prioritized based on performance, conceptual costs, timing relative to likely available revenues, and an evaluation of how each would support CTIP goals. The CTIP would be used to help select, prioritize and program transportation improvements in Northgate for the City's Capital Improvement Program, and to establish a mitigation program to help fund necessary improvements. An area-wide traffic study was prepared to document existing conditions and to evaluate the effectiveness of CTIP recommendations in 2010 and 2030.</p> <p>Other CTIP recommendations include consideration of transportation financing mechanisms, including a fee-based mitigation program that would apply to future development proposals within Northgate, and use of additional, authorized revenue sources. Four modifications to off-street Northgate-specific parking regulations are recommended to apply existing city-wide parking standards within the Northgate Overlay District.</p> <p>The CTIP is a facility plan that would implement the Northgate area vision, goals and policies of the City's Comprehensive Plan. The CTIP does not propose any changes in land use, would not modify zoning designations or other development regulations, and would not authorize any private development proposals or public improvements.</p> <p>The No Action alternative is also considered in the EIS. It assumes that the CTIP would not be adopted or used as the basis for planning, coordinating, financing and programming improvements in Northgate. There would be less certainty</p>
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	<p>regarding the City's ability to support planned growth in Northgate.</p> <p>A revised/Final CTIP is being published concurrent with the Final EIS. The revised plan incorporates several new improvement projects that were identified in response to citizen comments, and makes other minor changes to plan weighting criteria, cost estimates and other factors. The revisions are would enhance neighborhood safety and mobility; none of the revisions changed the analysis of significant impacts and mitigation measures contained in the Draft EIS.</p>
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Location of Background Data	Seattle Department of Transportation Seattle Municipal Tower 700 5 th Avenue, 38 th Floor Seattle, WA 98104
Existing Environmental Documents Used in EIS Analysis	Northgate Area Comprehensive Plan EIS (1991, 1992), City of Seattle Comprehensive Plan EIS (1994)
Final EIS Issue	September 29, 2006

Date	
Cost of Document	\$10.00 for printed copies; \$3.00 for CD

Northgate Coordinated Transportation Plan Draft EIS

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