

# Northgate



Seattle Light Rail Stations

## Station and Alignment Options

The proposed route is a retained cut on the east side of I-5, within the freeway right-of-way, with an elevated station near the Northgate Transit Center. The station is proposed to be located west of the Northgate Mall expansion.



Northgate Transit Center

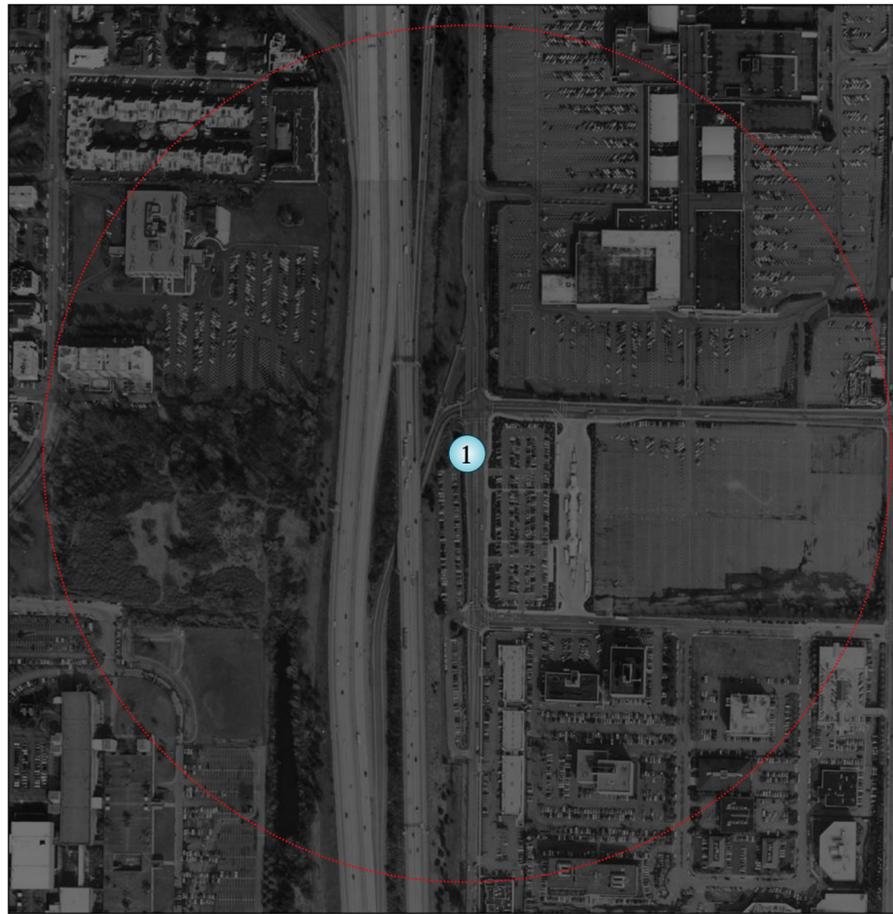


Looking south at proposed mixed use expansion site of Northgate Mall with existing transit center and station site to the right.



Abrupt transition between old and new land uses—single-family residence in foreground, office and apartments beyond.

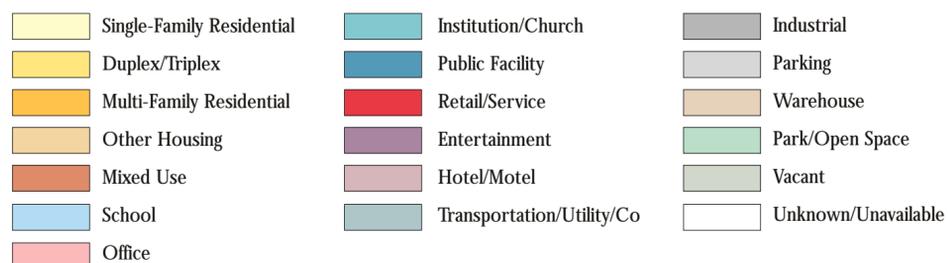
## Orthophoto (1993)



## Planning Context:

Most of the Northgate station area is located within the boundary of the Northgate Urban Center, a thriving, auto-oriented retail/office area with high density multi-family zones and surrounded by single-family neighborhoods. Major facilities in the station area include the Northgate Mall and North Seattle Community College, which are both adjacent to Interstate 5. The Northgate Comprehensive Plan (1994) includes specific provisions to increase pedestrian circulation and transit and pedestrian-oriented development in the Northgate area.

## Existing Land Use



Source: King County Assessor's records (1998)

## Station Area Profile

(Statistics for area within 1/4 mile, a 5-minute walk)

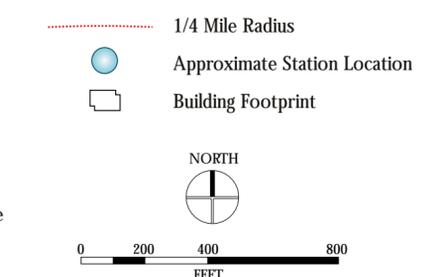
<b>1997 CONDITIONS</b>	
Demographics	
1997 Population	757
1997 Employment	1,905
1996 Median Household Income	\$34,408
<b>STATION AREA LAND USE</b>	
<b>Residential</b>	
Units	485
Density <sup>1</sup>	
Single-family	0
Multi-family	6.80
Apartment Rents per Sq. Ft.	\$0.85
Apartment Vacancy Rate	2.5%
<b>Commercial</b>	
Floor Area (Sq. Ft.)	
Retail/Service	898,024
Office	650,927
Total	2,069,719
Floor Area Ratio (FAR) <sup>2</sup>	0.29
Office Rents per Sq. Ft.	\$18.53
Office Vacancy Rate	7.0%
<b>TRENDS IN LAND PRICES<sup>3</sup></b> (1985-97 Avg. increase/year)	
Commercial Lots	4.6%
Single-Family Lots	7.3%
Multi-family Lots	7.7%
<b>Active Permit Applications<sup>4</sup></b>	
Residential (Dwelling Units)	150
Commercial (Thousands of Sq.Ft.)	0
<b>LRT WITH GROWTH PROSPECTS</b>	
Projected 2010 LRT Daily Boardings: 10,500	
<b>Projected 20-Year Growth</b>	
Increment with LRT	
New Housing Units	420
New Employment	4,200
Non-residential Space (Sq. Ft.) <sup>5</sup>	1,260,000
Projected Floor Area Ratio (FAR)	0.46
<b>2020 Development with LRT and No Supportive Policies</b>	
Total Housing Units	905
Total Employment	6,105
Non-residential space (Sq. Ft.)	3,329,800

- <sup>1</sup> Housing units per net residential acre in residential zoning districts
- <sup>2</sup> Ratio of non-residential space per net acre of commercial and industrial land use
- <sup>3</sup> Based on sales prices recorded by King County Assessor and reported by zone category
- <sup>4</sup> Does not include anticipated Northgate Mall Expansion, October 1998
- <sup>5</sup> Includes commercial, industrial and institutional space, but excludes Sound Transit facilities and public facilities

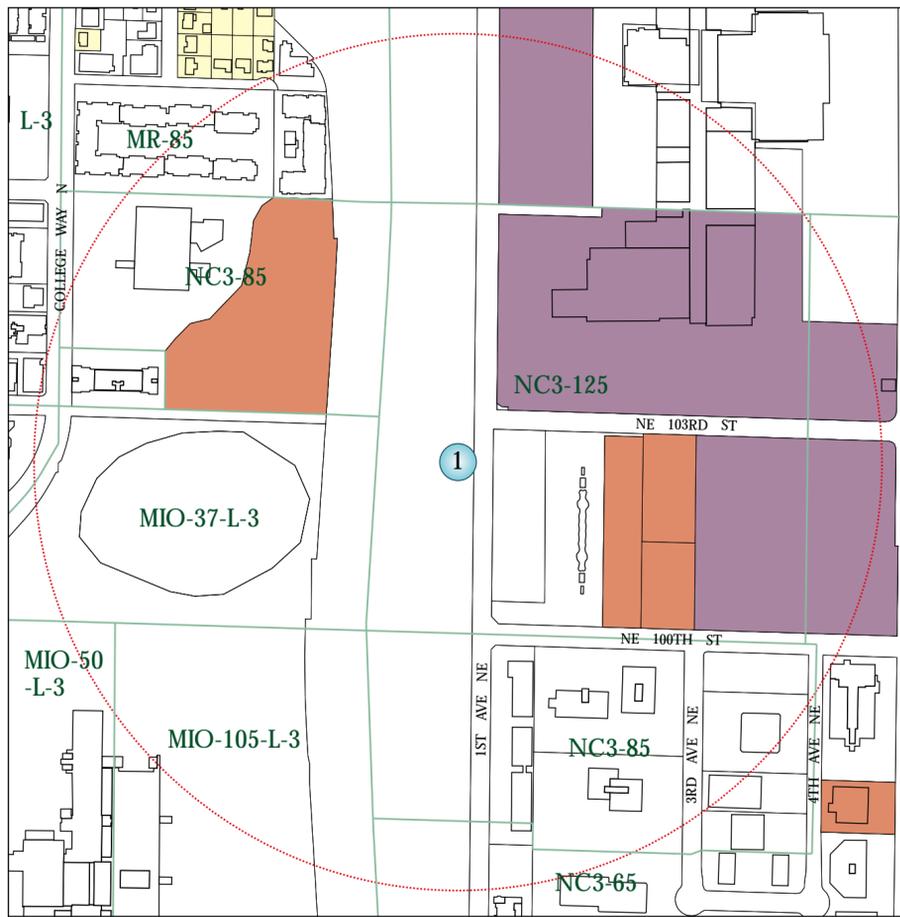
## Summary of Current Land Use Northgate Station Area

Land Use	Acres	Percent of Total
Schools	62.63	37.60
Office	28.60	17.17
Retail/Service	26.70	16.03
Parking	19.73	11.84
Single-Family	16.07	9.65
Multi-Family	7.94	4.77
Public Facility	2.89	1.73
Transp/Util/Co	2.01	1.20
<b>Total</b>	<b>166.60</b>	<b>100.00</b>

Note: Excludes public right-of-way; these are parcel-area subtotals only.



## Zoning and Opportunity Sites



### Types of Opportunity Sites, Based on Current Zoning



Note: Station Area is within Northgate Overlay District

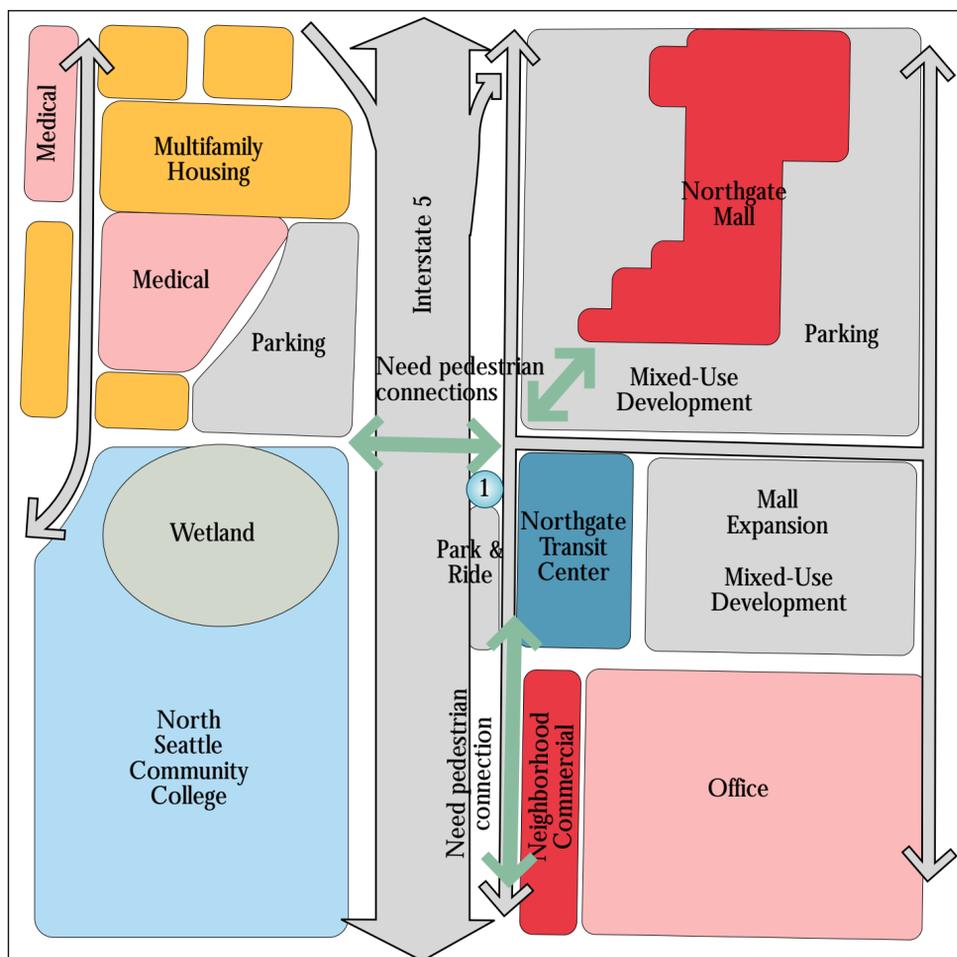
### Some neighborhood concerns:

- Siting the station so it provides good access to the Mall, as well as to areas west of the freeway;
- Designing and funding a pedestrian underpass or overpass to serve North Seattle Community College;
- Creating other pedestrian connections to surrounding neighborhoods;
- Strengthening local transit connections, working with the Northgate Mall expansion project to promote housing and make the Mall more pedestrian-friendly;
- Exploring shared parking options and other parking strategies; and
- Regaining the community's trust with respect to implementation of the adopted Northgate Plan.

### Opportunity Sites by Zoning Designation: Northgate

Zoning	Number of Parcels	Total Acres	Percent of Total
NC3-85	1	10.06	27.87
NC3-125	1	26.03	72.13
<b>Total</b>	<b>2</b>	<b>36.09</b>	<b>100.00</b>

## Urban Design Opportunities and Constraints



## Potential Development Strategies: Northgate (1)

Relative Market Strength (5 highest, 1 lowest)*		
Housing:	2	Retail: 5    Office: 3

\* Indicates the relative strength of market type of the station area compared to other potential Seattle station areas. Ranking is based on rents, employment levels, vacancy rates, land values, recent development activity, stakeholder interviews, field observations, and other information.

Strategy	Potential Action	Comments
Land Use Tools	●	Establish TOD requirements and additional mixed-use incentives, including housing bonuses; maintain limitations on auto-oriented uses adjacent to transit center and station, consistent with Northgate plan.
Pedestrian Network	✓/?	Existing overlay provisions and project review addresses the pedestrian environment. To enhance TOD, create a POZ around station and transit center and establish pedestrian connections across I-5 and improved linkages to neighborhoods.
Parking Management	○	Establish a comprehensive parking management program, expanding upon existing provisions to balance parking needs for commuters and shoppers. Encourage joint use of parking facilities.
Economics/Financial Assistance	○	Provide assistance for affordable housing proposed as part of mixed-use development.
Regulatory Process	?	Explore expedited review/SEPA clearance for TOD projects.
Local Transit Service	●	Coordinate planning for transit center with Sound Transit and Metro; ensure feeder bus service to adjacent neighborhoods.
Development Partnerships	✓	Joint development potential at the transit center, currently being studied by Metro, King County, and WSDOT. Community College has MIO and master plan requirement; potential partnership.
Pilot Projects	●	King County pilot project at transit center. Stewardship/Update of Neighborhood Plan needed. A joint parking project coordinated with Mall expansion project could show how to balance short-term needs for shoppers and long-term needs for transit.

- ✓ = Supportive Policy/Program in Place
- = High Priority Action
- = Recommended Action
- ? = Further Study Required
- TOD = Transit-Oriented Development
- POZ = Pedestrian Overlay Zone
- RPZ = Residential Parking Zone