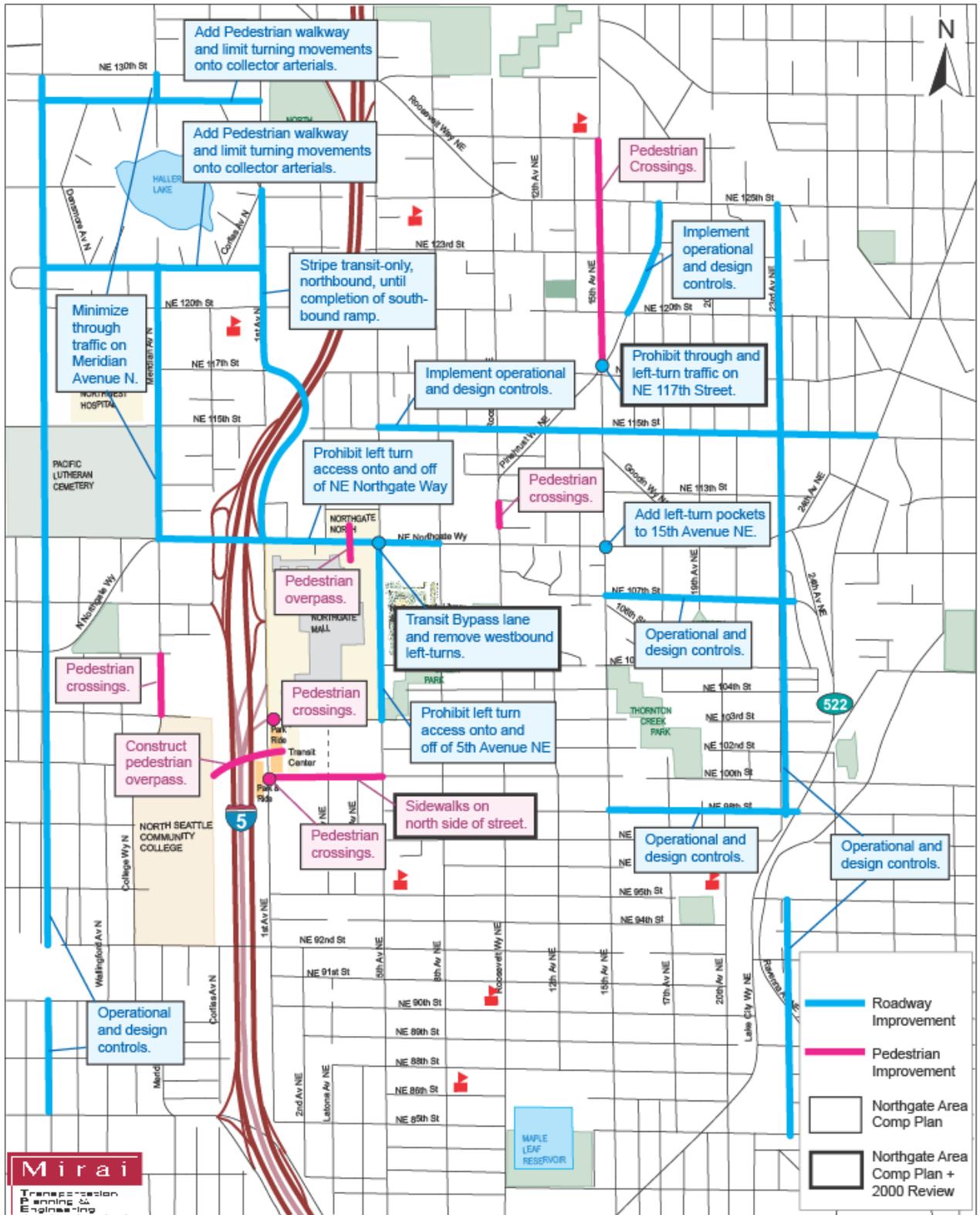


Appendix 1-1.

Roadway and Pedestrian Improvements Recommended by Previous Plans

Appendix 1-1. Roadway and Pedestrian Improvements Recommended by Previous Plans



Appendix 1-2.

**Seattle City Council Resolution Numbers:
30641 and 30642**

Appendix 1-2. Seattle City Council Resolution Numbers: 30641 and 30642

Resolution Number: 30641

A RESOLUTION directing Seattle Transportation to develop a Northgate Coordinated Transportation Investment Plan, cost sharing agreements, and a project scope, schedule, budget, and public involvement approach.

Date introduced/referred: November 17, 2003 **Date adopted:** December 8, 2003
Status: Adopted as Amended **Vote:** 5-0 (Excused: Compton, Wills; Absent: Pageler, Nicastro)

Committee: Committee of the Whole **Sponsor:** CONLIN

References/Related Documents: Related: Res. 30642, CB 114767, 114553

Text

A RESOLUTION directing Seattle Transportation to develop a Northgate Coordinated Transportation Investment Plan, cost sharing agreements, and a project scope, schedule, budget, and public involvement approach.

WHEREAS, the Seattle Comprehensive Plan designated Northgate as an urban center, and as Northgate is significantly underperforming its jobs and housing targets, it is the City's goal to stimulate community and economic revitalization; and

WHEREAS, the Northgate Area Comprehensive Plan (NACP) addresses interrelated land use and transportation issues that are unique to Northgate; and

WHEREAS the vision of the NACP is to concentrate new office, retail and multifamily development in the core of the Northgate area surrounded by lower density residential neighborhoods, and to create a transit-supportive environment that emphasizes multi-modal transportation solutions including improved pedestrian, bicycle, bus transit, and high-capacity transit facilities and services; and

WHEREAS, Northgate currently plays major local and regional transportation roles that will become increasingly significant as proposed projects for King County Transit-Oriented Development, Sound Transit light rail service, and a potential future monorail line are realized; NOW THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING, THAT:

Section 1. Seattle Transportation (SDOT) is directed to lead

Appendix 1-2. Seattle City Council Resolution Numbers: 30641 and 30642

development of the Northgate Coordinated Transportation Investment Plan (CTIP). The CTIP is essentially an area-wide transportation analysis for the Northgate area that will facilitate public and private investment in Northgate area transportation projects and services, and coordinate transportation investments that best reflect the long-term goals of the Northgate Area Comprehensive Plan (NACP). The CTIP will build on the extensive body of prior transportation planning work and be updated to reflect current conditions and projected future needs.

The CTIP will include a technical review of planned and potential projects in the area and cover all modes of transportation. The technical review will include an evaluation of existing and future transportation infrastructure and service needs and deficiencies (basing future needs on a future year scenario defined by projected growth in the Northgate area and the region, and existing or short-term needs on known or projected specific projects). The technical review will focus on converting the existing transportation network from one that is primarily auto-oriented to one that strives toward more balance across all transportation modes. The technical review will also identify measures to calm traffic where appropriate throughout the surrounding area while providing safe and efficient corridors for people and vehicles moving to and through the Northgate area.

As a result of the technical review, the City expects to produce a list of transportation infrastructure improvements to address existing and future transportation needs within the Northgate area, along with cost estimates, priorities, and potential funding sources. The CTIP shall identify and evaluate least-cost / maximum-benefit strategies and projects. It will also identify and evaluate project opportunities that would otherwise be foreclosed for the foreseeable future.

The CTIP will also analyze the direct and cumulative impacts of projects (project-level for known specific projects and planning level for other sites based on general growth forecasts) and their associated transportation improvements. The City expects that property owners will then be able to use the CTIP transportation analysis to fulfill much of the environmental review requirements for potential transportation impacts and mitigation for those projects. The CTIP may include an EIS or other appropriate environmental review and analysis of the impacts of the transportation impacts of predicted growth and known specific development projects in the Northgate area. It is possible that the Executive will propose future amendments to the Land Use Code and State Environmental Policy Act (SEPA) Policies to enable the City to use the CTIP in reviewing specific projects, so that mitigation for transportation impacts can better address area-wide transportation needs for the neighborhood. To the extent feasible, the transportation analysis will facilitate project-level planning and compliance with SEPA requirements for review of transportation impacts. The City expects that property owners will be able to use the CTIP transportation analysis to fulfill much of the environmental review requirements for potential transportation impacts and mitigation for those projects. The CTIP shall be scoped and developed in such a manner that it can serve as a basis for the transportation component of a possible later Planned Action Environmental Impact Statement (EIS) for the Northgate area.

**Appendix 1-2. Seattle City Council Resolution Numbers: 30641
and 30642**

Section 2. SDOT is directed to develop and implement a public and agency involvement plan to seek community and agency input throughout all phases of the CTIP including consultant selection and project scoping. Agencies are to include, but not be limited to City of Seattle departments (Seattle Public Utilities, Department of Planning and Development, Seattle City Light, Fire, Police, etc.), King County, Sound Transit, Seattle Popular Monorail Authority, and Washington State Department of Transportation.

Section 3. By April 15, 2004, SDOT is directed to complete a CTIP scope, schedule, budget, and public involvement plan for Council review. Within 30 days of the effective date of this resolution, SDOT is directed to begin negotiating cost sharing agreements with public and private participants that may benefit from the CTIP.

Adopted by the City Council the ____ day of _____, 2003, and signed by me in open session in authentication of its adoption this ____ day of _____, 2003.

President _____ of the City Council

THE MAYOR CONCURRING:

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2003.

City Clerk

11/22/03version #8 ta

Appendix 1-2. Seattle City Council Resolution Numbers 30641 and 30642

Resolution Number: 30642

A RESOLUTION establishing a framework for actions to accomplish future steps for Northgate to encourage progress toward the Northgate Area Comprehensive Plan vision, specifically for economic development efforts, multifamily housing incentives, multi-modal transportation, pedestrian and open space improvements, integrated natural drainage strategies, sustainable design and green building, public art, planning for major commercial and multifamily residential development, and meaningful community involvement in these actions.

Date introduced/referred: November 17, 2003 **Date adopted:** December 8, 2003
Status: Adopted as Amended **Vote:** 5-0 (Excused: Compton, McIver; Absent: Pageler, Nicaastro)

Committee: Committee of the Whole **Sponsor:** CONLIN, LICATA, NICASTRO, STEINBRUECK AND WILLS

Text

A RESOLUTION establishing a framework for actions to accomplish future steps for Northgate to encourage progress toward the Northgate Area Comprehensive Plan vision, specifically for economic development efforts, multifamily housing incentives, multi-modal transportation, pedestrian and open space improvements, integrated natural drainage strategies, sustainable design and green building, public art, planning for major commercial and multifamily residential development, and meaningful community involvement in these actions.

WHEREAS, the Seattle Comprehensive Plan designates Northgate as an Urban Center intended to provide significant new growth of housing and jobs; and

WHEREAS, the Northgate Area Comprehensive Plan (NACP) adopted in 1993 identifies a community vision and implementation policies for the projected growth of Northgate; and

WHEREAS, the NACP vision is to concentrate new office, retail and multifamily development in the core of the Northgate area surrounded by lower density residential neighborhoods, and to create a transit-supportive environment that emphasizes multi-modal transportation solutions including improved pedestrian, bicycle, bus transit, and high-capacity transit facilities and services; and

WHEREAS, the Northgate area has substantial unbuilt development capacity and, therefore, provides one of the best opportunities in Seattle to create a vibrant Urban Center that integrates well with

Appendix 1-2. Seattle City Council Resolution Numbers 30641 and 30642

being a major regional transportation hub; and

WHEREAS, Northgate has not progressed substantially toward realizing the Comprehensive Plan housing and job targets, therefore, it is the City's goal to stimulate community and economic revitalization; and

WHEREAS, the City continues to strive to balance the interests of businesses, land owners and developers, and neighborhood residents in ways that contribute positively to neighborhood vitality and livability as growth and development occurs in the Northgate Urban Center; and

WHEREAS, the issues and opportunities facing the Northgate area are complex, and the City should take a strong role in guiding development towards the Urban Center vision; and

WHEREAS, City initiatives should reflect community priorities that are embodied in Resolution 30327 adopted by the City Council in 2001 which approved the City's Work Plan Matrix to aid in implementing the NACP, as well as the recommendations of the Northgate Community Workshops and Northgate Town Center Visioning Charrette conducted in 2000 as contained in "Understanding Northgate" and Refining Our Choices"; and

WHEREAS, new housing development is vital to achieve the NACP vision and Northgate's success as an urban center; and

WHEREAS, Northgate currently plays major local and regional transportation roles that will become increasingly significant if proposed projects for King County Transit-Oriented Development, Sound Transit light rail service, and a potential future monorail line are realized; and

WHEREAS, transportation and traffic problems currently exist in the Northgate area, and traffic analysis and planning are key to successfully accommodating future development and managing growth; and

WHEREAS, many important community projects including the City funded community center, library, and park are now underway to support the Northgate vision; however, there remains a need to continue to enhance and increase public open spaces and provide pedestrian improvements and connections; and

WHEREAS, the City recently accepted a 5th Avenue NE Streetscape Design Plan and approved Northgate Design Guidelines, and has taken other steps to implement the vision expressed in the NACP and the Seattle Comprehensive Plan; and

WHEREAS, stormwater issues such as water quality, detention and infiltration need to be approached holistically within the context of the watershed and can be addressed by both City actions and as properties develop over time with appropriate, innovative, and integrative solutions; and

WHEREAS, daylighting Thornton Creek on the South Lot could provide open space and an amenity to future development on the South Lot;

Appendix 1-2. Seattle City Council Resolution Numbers 30641 and 30642

NOW THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING:

Section 1. Framework. This resolution provides the framework for actions that the City intends to develop and implement to realize the vision of the Northgate Area Comprehensive Plan (NACP) to "transform a thriving, but underutilized, auto-oriented office/retail area into a vital, mixed-use center of concentrated development surrounded by healthy single family neighborhoods". These actions include fostering growth management, economic development, housing incentives, transportation, pedestrian and open space improvements, integrated natural drainage strategies, sustainable development and green building, public art, and planning for major commercial and multifamily residential development.

Section 2. Comprehensive Plan Policies. The Office of Policy and Management (OPM) and the Department of Planning and Development (DPD) (formerly DCLU) are hereby directed to work with the City Council and Law Department to determine how to incorporate the relevant policies of the NACP into the Seattle Comprehensive Plan, as appropriate, to recognize the Northgate community vision as other Urban Center neighborhood plans have been recognized in the City's Comprehensive Plan. This shall be done initially as part of the 2004 Comprehensive Plan update process.

Section 3. Economic Development. By April 1, 2004, OPM and DPD, shall provide the Council with a work program for preparing additional economic or market analysis that can be used to identify appropriate tools to encourage development consistent with the NACP and Town Center planning efforts and that support a diversity of business types and sizes. The work program shall include identification of funding from public and or private sources, if needed.

Section 4. Housing Incentives. The Office of Housing (OH) and DPD are hereby directed to develop long-term strategies and incentives to stimulate the production of multifamily housing. Strategies to be considered include, but are not limited to: (1) revising zoning and development regulations such as parking requirements, maximum density limits, minimum density requirements, or height for mixed-use projects, as well as the potential for legislative remapping of zoning classifications of large parcels, (2) policy and program initiatives that encourage the development of housing as part of transit-oriented development, and (3) targeting of housing incentives such as the Multifamily Tax Exemption Program. Incentive strategies should include ways to achieve diversity of housing type and affordability levels. By July 1, 2004, OH and DPD shall transmit a report with recommendations, along with any proposed legislation, to the Council for its consideration.

Section 5. Transportation Planning and Traffic Analysis. Seattle Transportation is directed to lead development of the Northgate Coordinated Transportation Investment Plan (CTIP) pursuant to Resolution 30641. The CTIP shall facilitate public and private investment in Northgate area transportation projects and services, and

Appendix 1-2. Seattle City Council Resolution Numbers 30641 and 30642

identify coordinated transportation investments that best reflect the long-term goals of the NACP, in particular reducing traffic-related impacts on arterials, protecting neighborhood streets, and providing pedestrian improvements and connections including safety improvements for seniors. The CTIP shall be scoped and developed in such a manner that it can serve as the transportation component of a possible later Planned Action EIS for the Northgate area.

Section 6. Open Space and Pedestrian Connections. By July 1, 2004, DPD in conjunction with Seattle Transportation, the Department of Parks and Recreation (DPR), and the Seattle Planning Commission, is hereby directed to develop and transmit a plan for Council consideration to increase public open spaces, create and enhance pedestrian connections, and improve the pedestrian and bicycling environment in the Northgate Urban Center. The plan should be used in design review as a supplement to the neighborhood specific design guidelines. The plan may also result in proposed amendments to the neighborhood specific design guidelines and/or the overlay district development standards, as appropriate.

Section 7. Natural Drainage Strategies. The Council encourages the development of innovative approaches to stormwater management, water quality treatment, and habitat protection. The Council recommends implementing the Thornton Creek Five-Year Action Agenda, in particular the Natural Systems Program items in the Agenda. In coordination with the development of the 2004 Seattle Comprehensive Drainage Plan, the Seattle Public Utilities Department (SPU), in conjunction with the Office of Sustainability and Environment (OSE), is hereby directed to identify any existing natural drainage strategies that are part of the Thornton Creek Five-Year Action Agenda and "Refining Our Choices" and other natural drainage strategies that can be incorporated into development projects in the Northgate area. Opportunities for partnerships among private development, state and county agencies, and the City for using natural drainage in rights-of-way should also be identified. By July 1, 2004, SPU shall transmit a report of the identified strategies for Council consideration, and after the Council review is completed shall make a description of these strategies available to developers.

Section 8. Sustainable Design and Green Building. In coordination with the Economic Development work item in Section 3 above, by September 1, 2004, OSE shall prepare and transmit for Council consideration a strategy and work program to promote the use of sustainable design and green building principles in both public and private developments in the Northgate area, including recommendations for additional programs, incentives, and assistance.

Section 9. Public Art. By June 1, 2004, the Seattle Office of Arts and Cultural Affairs shall work with other appropriate City departments to provide a report with recommendations for Council consideration for enhancing the Northgate Urban Center with public art. It is the Council's intent that a Northgate neighborhood arts council be established, with one goal to develop by June 1, 2005 a public art proposal for Northgate Way from Interstate 5 to 15th Avenue Northeast

Appendix 1-2. Seattle City Council Resolution Numbers 30641 and 30642

and for 5th Avenue Northeast from Northgate Way to NE 103rd Street.

Section 10. Areawide Development Impact and Mitigation Analysis. The City wishes to foster a vibrant Urban Center and stimulate development potential in the Northgate area by providing alternative means to the General Development Plan process to promote coordinated development and to address the impacts of such development in a coordinated fashion. To accomplish this, the Council directs OPM in conjunction with DPD and the Planning Commission to submit to the Council by April 15, 2004 a report with recommendations on next steps to help ensure that areawide development impacts are effectively analyzed and mitigated, including consideration of developing a SEPA Planned Action for the Northgate Overlay District (pursuant to SMC Chapter 25.05). The report should include a scope of work, timeline, cost, and source of funds for various options.

Section 11. Development Agreements. The City may wish to use Development Agreements as an optional means to accomplish development that furthers the goals of the NACP. The City shall establish a public comment process that ensures appropriate opportunities for public comment on the elements of any proposed Development Agreement. In determining whether to approve a Development Agreement in the Northgate Overlay District, the Council shall consider the extent to which the proposed development or redevelopment:

- a. Contributes toward meeting the Northgate Urban Center housing targets;
- b. Is coordinated with approaches to transportation planning and traffic analysis with surrounding properties and the City, such as the CTIP or a Planned Action EIS, with the goal of reducing use of single-occupant vehicles and reducing or minimizing pedestrian and vehicular conflicts and other potential negative traffic impacts on neighborhoods;
- c. Proposes improvements to the street level environment and circulation for pedestrians, including coordination with area-wide pedestrian circulation and open space plans such as the 5th Avenue Streetscape Design Plan;
- d. Includes natural drainage strategies such as those described in the Thornton Creek Five-Year Action Agenda and "Refining Our Choices" for Northgate; and
- e. Incorporates sustainable design and green building practices in the proposed development.

Section 12. South Lot Planning and Acquisition. In its Development Agreement with Simon Properties, the City has negotiated a one-year option to purchase 2.7 acres on the eastern portion of the South Lot for \$375,000 to be used for open space and natural drainage strategies, including preserving the option for the possibility of current or future daylighting of Thornton Creek. LorigAssociates (Lorig) will be obtaining an option to purchase the middle 5.9 acres of the South Lot from Simon Properties. Therefore, the Council directs OPM and DPD to engage in coordinated planning with Lorig, King County (which will be developing a transit-oriented project on the western portion of the South Lot), and citizens and interest groups within the Northgate community on coordinated site design and planning for the South Lot.

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Issues requiring coordination include transportation, open space, and pedestrian improvements (as well as any required mitigation), and the potential for a contiguous open space that allows for future potential daylighting of Thornton Creek. The Council envisions that Lorig shall provide the City with a proposed site plan for the eastern and middle portions of the South Lot that identifies the area equivalent to 2.7 acres that will be used by the City as open space and natural drainage, as well as the components of the private development by Lorig. The Council directs that SPU and DPR shall collaborate with Lorig in the development of the site plan. As part of the site plan process, Lorig shall provide the City with at least three alternative schemes for integrating development with open space and natural drainage. Lorig shall continue to involve the community in development of these schemes. The schemes will consist of the following: (1) a method which daylight existing flows; (2) keeping existing storm and detention pipes buried and developing a natural drainage system to help clean stormwater runoff located at elevations closer to the surface grade; and (3) a combination of both concepts. After receipt of the proposed site plan and schemes, SPU and DPR shall develop detailed analysis of the alternative schemes together with recommendations for Council consideration, including a fiscal note addressing development costs and long-term operations and maintenance costs. In addition, OPM is directed to negotiate with Lorig a proposed Development Agreement for the South Lot, that at a minimum provides for the following:

- a. No fewer than 300 units of multifamily housing, which may be developed in phases, with the goal of providing housing that is affordable to households with a range of incomes;
- b. Agreement to participate in the proposed CTIP and possibly in a later Planned Action;
- c. Coordination with areawide pedestrian circulation and open space plans, including but not limited to the 5th Avenue Streetscape Design Plan;
- d. Consideration of natural drainage strategies; and
- e. Consideration of the use of sustainable design and green building techniques in the development.

The site plan and schemes, SPU/DPR natural drainage and open space analysis and recommendations, a report on the status of South Lot coordinated planning (including efforts with citizens and King County), and a draft of a proposed Development Agreement with Lorig shall be submitted to the Council for its consideration by March 1, 2004. After receiving these items, the Council shall then consider the merits of acting on the City's option to purchase a portion of the South Lot and on the Development Agreement with Lorig. If Lorig does not pursue its option to purchase the property from Simon Property Group, the City will continue to consider the merits of purchasing the 2.7 acres.

Section 13. Open Public Process. The City commits to maintaining transparency and open discussion with the community in order to ensure the health and vitality of the Northgate area. The City is committed to providing meaningful opportunities for public input as the actions described in this resolution are developed and implemented. In addition to providing opportunities for general public involvement, the City intends to facilitate the creation of a Northgate Urban Center stakeholders group. DPD in conjunction with the Seattle Planning

Appendix 1-2. Seattle City Council Resolution Numbers 30641 and 30642

Commission and the Department of Neighborhoods is directed to facilitate the formation of the stakeholders group by February 1, 2004 to advise the City on future planning and strategies for implementing the NACP vision. The purpose of the stakeholders group shall be to promote discussion and information sharing among representatives of interest groups and to provide advice to the City on activities related to implementing the goals of the NACP for a vibrant Urban Center. The Executive is directed to commit adequate funds to retain an independent professional facilitator consultant whose job will be to assist in the initial formation of the stakeholders group and to assist in the design and facilitation of its meetings on an ongoing basis. The Executive is also directed to dedicate staff within DPD to assist the stakeholders group in its formation and function.

a. The stakeholders group shall focus initially on advising the City on coordinating, developing, and implementing the following efforts: (1) an UrbanCenter plan for open space and pedestrian connections including bicycle and pedestrian circulation and streetscape improvements, (2) the Coordinated Transportation Investment Plan, (3) implementation of the 5th Ave NE Streetscape Design, and (4) planning for large lot developments (particularly early input on conceptual site planning), including but not limited to the Northgate Mall, the South Lot, and King County's transit-oriented development project. On items 1 and 2 above, the stakeholders group should be consulted on the scoping and design of work programs, consultant selection, and review of conceptual plans and draft planning products. The Executive will also provide the stakeholders group with briefings and updates and solicit advice at key junctures on implementation of the other work program items in this Resolution, which will further implement the NACP.

b. The stakeholders group shall include representatives of the following groups or categories: (1) King County/Metro, (2) Simon Properties, (3) Maple Leaf Community Council, (4) Licton Springs Community Council, (5) Haller Lake Community Council, (6) Pinehurst Community Council, (7) Victory Heights Community Council, (8) Northgate Chamber of Commerce, (9) Thornton Creek Alliance, (10) Thornton Creek Legal Defense Fund, (11) North Seattle Community College, (12) Northwest Hospital, (13) property owners of 3 acres or more, (14) residents in senior housing (resident or staff), (15) residents in apartments/condominiums, (16) multi-family housing developers, (17) businesses inside of Mall, (18) businesses outside of Mall, (19) youth groups; and (20) organized labor in the Northgate area. There will also be 2 at-large members. Each group (see 1 through 12 above) may designate its representative and one alternate to serve on the stakeholders group. The facilitator shall work with existing community groups and City staff to: (1) conduct outreach to the other categories (see 13 through 20 and the at-large members above) in order to solicit nominees for the stakeholders group and (2) organize a forum for members of the categories to elect one representative and an alternate to serve on the stakeholders group. The stakeholders group will strive to incorporate new stakeholder categories or groups that emerge over time. Once designated, the members of the stakeholders group should select their chairperson and a name. The group shall establish terms and rules of order. The stakeholders group should be organized to promote open dialogue. All meetings shall be open to the public.

c. The stakeholders group shall work with the City to co-sponsor a series of community forums to be held at least quarterly throughout development of initiatives to obtain widespread citizen input and

Appendix 1-2. Seattle City Council Resolution Numbers 30641 and 30642

comments. The stakeholders group shall report to the City Council by March 1, 2004 on its community outreach and formation, and by September 1, 2004 on its activities as a group and with the community, as well as the successes and problems associated with its organization and functioning. Thereafter, the stakeholders group shall report to the City Council annually by June 1st.

Section 14. Expeditious Action. The Council desires to see expeditious implementation of this Resolution. Exhibit A - Work Program attached hereto is a chronology of actions called for in this Resolution.

Adopted by the City Council the ____ day of _____, 2003, and signed by me in open session in authentication of its adoption this ____ day of _____, 2003.

President _____ of the City Council

THE MAYOR CONCURRING:

Mayor

Filed by me this ____ day of _____, 2003.

City Clerk

Appendix 1-3.

**Seattle Comprehensive Plan Neighborhood
Element for the Northgate Area**



B-23 Northgate

goals

- NG-G1** A place where people live, work, shop, plan and go to school—all within walking distance.
- NG-G2** A thriving, vital, mixed-use center of concentrated development surrounded by healthy single-family neighborhoods transformed from an underutilized, auto-oriented office/retail area.

land use & housing goals

- NG-G3** The surrounding single-family neighborhoods are buffered from intense development in the core, but have ready access to the goods, services, and employment located in the core via a range of transportation alternatives including walking, bicycling, transit, and automobile (the core area is shown on Map G3).
- NG-G4** The most intense and dense development activity is concentrated within the core.
- NG-G5** Commercial activity outside the core is smaller in scale and allows for a mix of uses that serve the adjacent residential neighborhoods.

land use & housing policies

- NG-P1** Encourage development of the core as a major regional activity center for retail, commercial, office, multifamily residential, and educational uses with densities sufficient to support transit.
- NG-P2** Use land use regulation to cause new development to locate close to transit stops and provide good pedestrian and bicycle connections throughout the area so that intra-area vehicular trips and locally generated traffic are reduced.

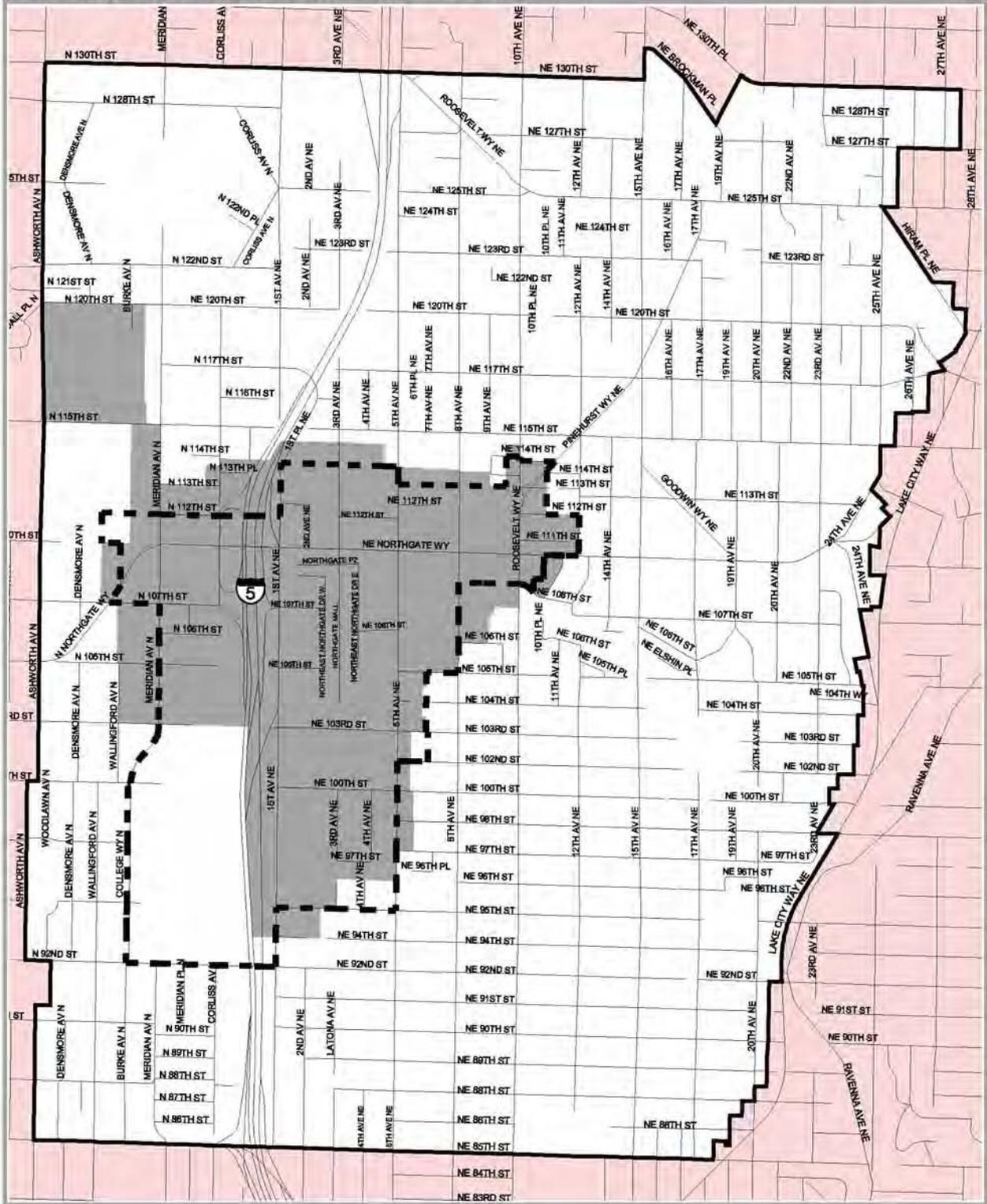
- NG-P3** Use a Northgate Overlay District to address the special characteristics of development in the area.
- NG-P4** Concentrate employment activity where the infrastructure and transportation system can best accommodate it.
- NG-P5** Promote a mixture of activities including commercial and residential uses in areas that have Neighborhood Commercial and Residential Commercial zoning designations.
- NG-P6** Promote additional multifamily housing opportunities for households of all income levels to the extent that a compatible scale and intensity of development can be maintained with adjacent single-family areas.
- NG-P7** Reduce conflicts between activities and promote a compatible relationship between different scales of development by maintaining a transition between zones where significantly different intensities of development are allowed.
- NG-P8** Maintain the character and integrity of the existing single-family zoned areas by maintaining current single family-zoning on properties meeting the locational criteria for single-family zones.

transportation goals

- NG-G6** An economically viable commercial core with improved alternative means of access, good vehicular and pedestrian circulation, and an enhanced, interesting environment that attracts customers, visitors, and employers.
- NG-G7** Medium to high density residential and employment uses are concentrated within a 10-minute walk of the transit center, reducing the number and length of vehicle trips and making travel by foot and bicycle more attractive.



NORTHGATE Planning Area, Urban Center and Core Area



0 800 1600 Feet

-  PLANNING AREA BOUNDARY
-  CORE AREA
-  URBAN CENTER



transportation policies

- NG-P9** Promote the efficiency of the transportation system by accommodating more person trips rather than vehicle trips.
- NG-P10** Enhance transit service and facilities to make it a more attractive travel mode for persons living and working in the Northgate Area.
- NG-P11** Promote pedestrian circulation with an improved street level environment by striving to create pedestrian connections that are safe, interesting and pleasant.
- NG-P12** Manage parking supply, location and demand to discourage the use of single occupant vehicles, and to improve short-term parking accessibility for retail customers, patients, and visitors, without undermining transit or high occupancy vehicle (HOV) usage, or detracting from the creation of an attractive pedestrian environment.
- NG-P13** Seek to reduce the impact of increases in traffic volume by limiting conflicts with local access streets, and improving traffic flow, circulation and safety, without increasing vehicular capacity.
- NG-P14** Seek to control impacts of a high capacity transit station on surrounding neighborhoods by emphasizing non-motorized access, transit supportive land uses, and an attractive pedestrian environment at and near the station.

open space goal

- NG-G8** Quality open space exists in sufficient quantity and variety to meet the needs of workers, shoppers, students, and visitors, as well as recreational and natural spaces for the growing residential population.

open space policy

- NG-P15** Promote a system of open spaces and pedestrian connections, to guide acquisition, location, and development of future open space and to establish priorities for related public improvements.

drainage policy

- NG-P16** Promote reduction of potential runoff into Thornton Creek, and encourage restoration of the Creek to enhance aquatic habitat and absorb more runoff.

human services & community facilities policy

- NG-P17** Encourage quality human services for all segments of the population.

financing goal

- NG-P18** Explore and seek to develop a variety of strategies for financing implementation of these goals and policies.

neighborhood plans: Northgate

Appendix 1-4.

Northgate Stakeholders Group

Appendix 1-4. Northgate Stakeholders Group

Northgate Stakeholder Roster

Updated January 24, 2006



* Member of CTIP Subcommittee

Italics indicates former member

Seat #1 – King County.Metro Ron Posthuma* Assistant Director, Transit Oriented Development	Alternate: Jim Jacobson Deputy General Manager, Metro Transit
Seat #2 – Simon Properties Gary Weber* Regional Leasing Manager	Alternate: Sam Stalin Manager, Northgate Mall
Seat #3 – Maple Leaf Community Council Janice Camp*	Alternate: Mel Vannice
Seat #4 – Licton Springs Community Council Jerry Owens	Alternate: Shannon Snider
Seat #5 – Haller Lake Community Club Velva Maye	Alternate: Sue Geving
Seat #6 – Pinehurst Community Council Lorna Mrachek	Alternate: Garth Ferber, <i>Scott Grohusky</i>
Seat #7 – Victory Heights Community Council Brad Cummings*	Alternate: Molly Burke
Seat #8 – Northgate Chamber of Commerce Shaiza Damji* Ramada Inn	Alternate: Scott Greer Seattle Athletic Club
Seat #9 – Thornton Creek Alliance John Lombard	Alternate: Cheryl Klinker, <i>Erik Davido</i>
Seat #10 – Thornton Creek Legal Defense Fund Janet Way	Alternate: Jan Brucker, <i>Bob Vreeland</i>
Seat #11 – North Seattle Community College Ron LaFayette, President	Alternate: Bruce Kieser*, Director of Facilities and Plant Operations
Seat #12 – Northwest Hospital Chris Roth*, Vice-President of Operations	Alternate: Rose Dammrose, Director of Facilities, Property & Construction Management
Seat #13 – Owners of Three or More Acres Kevin Wallace*	Alternate: Rodney Russell
Seat #14 – Senior Housing Jeanne Hayden*	Alternate: Sandra Morgan The Foundation House at Northgate
Seat #15 – Renters/Condominium Owners Brad Mason	Alternate: Rick Kosterman, <i>Debra Fulton</i>
Seat #16 – Multi-family Housing Developers Colleen Mills Mullally Development Company	Alternate: <i>Tom Donnelly</i>

Appendix 1-4. Northgate Stakeholders Group

Seat #17 – Businesses Inside the Mall Jeff Coate JC Penney <i>Kurt Schauermann</i> <i>Centerfoods Management</i>	Alternate: Tamara Storie B. Dalton Books <i>Regina Aiello</i> <i>Ben Bridge Jewelers</i>
Seat #18 – Businesses Outside the Mall Michelle Rupp* Nowogroski Rupp Insurance Group	Alternate: Jody Westfall Key Bank <i>Dallas Carleton</i> <i>Display & Costume Supply</i>
Seat #19 – Youth Devin Nilsen, <i>Amanda Doty, Diana Medina</i>	Alternate: <i>Alexia Dorsch</i>
Seat #20 – Labor David Hellene, Rebound, AFL-CIO <i>Brad Larssen, Pacific Northwest Regional Council of Carpenters</i>	Alternate:
Seat #21 – At-large Shawn Olesen*	Alternate: Barbara Maxwell*
Seat #22 – At-large Marilyn Firlotte*	Alternate: Mike Vincent*

Coordinated Transportation Investment Plan Subcommittee:

Janice Camp	Brad Cummings
Shaiza Damji	Marilyn Firlotte
Jeanne Hayden	Bruce Kieser
Barbara Maxwell	Shawn Olesen
Jerry Owens	Ron Posthuma
Chris Roth	Michelle Rupp
Mike Vincent	Kevin Wallace
Gary Weber	

Appendix 1-5.

**Northgate Stakeholders Group CTIP Advice
Letters**

Appendix 1-5. Northgate Stakeholders Group CTIP Advice Letters



Northgate Framework Resolution
Advice #3

Date: June 28, 2004

To: Mayor Greg Nickels and Members of the Seattle City Council

From: Ron LaFayette, Chair, on Behalf of the Northgate Stakeholders Group

**Subject: STAKEHOLDERS ADVICE #3: DEVELOPMENT OF THE NORTHGATE
COORDINATED TRANSPORTATION IMPROVEMENT PLAN**

The resolution establishing the Northgate Stakeholders Group assigned the Stakeholders the task of reviewing and commenting upon the proposed Coordinated Transportation Improvement Plan (CTIP), the process through which the City will determine future transportation investments in the Northgate area. The Stakeholders Group has participated in the design of the planning process, and several Stakeholder comments have already been incorporated into the City's revised scope of work.

At its June 24 meeting, the Stakeholders Group reviewed, discussed and voted unanimously in favor of Advice #3.

Advice #3 indicates that the Stakeholders Group accepts the process that has been defined in the scope of work; underscores a number of policy issues which the Stakeholders expect that the process will address as the CTIP emerges; and outlines a plan for participation of the Stakeholders Group at each stage in development of the CTIP. The Stakeholders Group would like the timeline for completion of the CTIP to be speeded up, to the extent possible and it urges the City to implement the recommendations that result from the Plan.

The Review Process

The Stakeholders reviewed CTIP issues through the following steps.

- 1) March 18: Seattle Department of Transportation Director Grace Crunican introduced the CTIP process to the Stakeholders Group.
- 2) April 20: Tony Mazzella of SDOT and Tom Noguchi of Mirai Associates presented "CTIP 101". Group members outlined the additional information that would be needed in order for advice to be offered. Emphasized was the identification of decision points in the process for Stakeholder participation.
- 3) May 11: SDOT responded to April 20 inquiries and distributed results of the Stakeholder transportation questionnaire. Stakeholders asked additional questions regarding the

Appendix 1-5. Northgate Stakeholders Group CTIP Advice Letters

integration of transportation planning under CTIP with the Northgate Area Comprehensive Plan. (NACP)

- 4) May 20: Stakeholders Barbara Maxwell, Shawn Olesen and Ron Posthuma briefed the group on comments raised at the Community Forum and multiple transportation issues which would be confronted during the CTIP process. Stakeholders commented on the draft CTIP scope of work, noting that the process should focus on all transportation modes and that the Stakeholders should be provided the opportunity to review criteria and assumptions used in transportation modeling.
- 5) May 28: A working group meeting participated in by 16 Stakeholders enabled more detailed discussion of multiple elements of the scope of work.
- 6) June 3: The Stakeholders Group reviewed the May 28 meeting and summarized major comments regarding the scope of work, including the relationship between the CTIP and NACP; the need for focus on all modes; and the need for clarity regarding the nature of Stakeholder participation in the CTIP process.
- 7) June 16: A Subcommittee of eight Stakeholders met to review the revised scope of work presented by Tony Mazzella of SDOT and Tom Noguchi of Mirai Associates. They discussed elements that should go into the Draft Advice #3 for consideration by the Stakeholders Group on June 24.

Substantive Transportation Issues for Consideration

The Northgate Stakeholders Group recognizes that at this stage the Coordinated Transportation Improvement Plan is a process which enables the orderly and informed consideration of transportation priorities for the Northgate area. The scope of work is intended not to immediately resolve competing approaches, but to make possible their resolution over time. Our judgment is that the CTIP process as currently defined will allow the consideration of these key transportation issues which we have outlined during our meetings. We see part of our role as monitoring the ways in which the CTIP process deals with these issues:

- Consideration of all actions that impact transportation, not just major capital improvements
- Further information on multiple aspects of system performance, including assumptions behind reviews of traffic patterns and volumes, when and where traffic counts are conducted, and criteria for determining appropriate modal shares.
- Inclusion of safety concerns
- Consideration of all possible transportation modes
- Assurances that traffic will not be pushed into neighborhoods, and review of how Northgate Way congestion and responses to it will impact neighborhoods
- Improved flow of arterials
- Significant improvements in the pedestrian system, including incorporation of Planning Commission work on pedestrians
- Understanding of the implications of Park and Ride capacity
- Overall increased improvements to keep pace with projected growth
- Clear definition of the targeted area for planning
- Response to parking and traffic issues related to development of the Lorig property

Appendix 1-5. Northgate Stakeholders Group CTIP Advice Letters

- Integration between the CTIP scope of work and NACP; clarity regarding the related goals for the Northgate area (transit center, urban center, shopping center, living center) and their implications for transportation planning
- Analysis of parking inventory, the role of the Northgate Employers Network in encouraging use of transit, and the remaining development potential in zoned capacity
- Current and future I-5 access points and need for smooth freeway access
- Connection of the east and west sides of the Northgate area (bifurcated by I-5) by car, bicycle, transit and pedestrian modes of transport, including along Northgate Way
- Development of alternate forms of transportation (e.g. area shuttle service) where existing modes of transport (both vehicular and pedestrian) may be inadequate

The Role of the Northgate Stakeholders Group in the CTIP Process

The Stakeholders Group has identified these key ways that Stakeholders can be helpful as the planning process is conducted by SDOT staff and consultants. The Stakeholders can:

- 1) **Help prioritize the transportation project list.**
- 2) **Identify the relative priority of pedestrians, bikes, autos, and buses.**
- 3) **Identify others who should participate in CTIP.**
- 4) **Help set and prioritize values.**
- 5) **Help balance competing interests.**

The scope of work clearly delineates opportunities for the Stakeholders Group to participate in the process. **The Stakeholders Group endorses the CTIP Development Process Chart prepared by SDOT, which provides for five separate review opportunities during the planning process.** That process would begin in August of 2004 and end in December of 2005. It would provide for the participation of the Stakeholder CTIP subcommittee and the full Northgate Stakeholder Group at each of these five stages, which will take place roughly three months apart.

- Assemble Baseline Policies and Technical Assumptions
- Identify Current and Future Needs and Opportunities
- Develop Evaluation Criteria
- Identify Potential Improvements and Prioritize Project/Program Action List
- Develop Implementation Strategies and Recommendations for the Final Report

Early issues that must be confronted with the assistance of the Stakeholders include the extent to which any list of proposed transportation projects should assume financial constraints; the establishment of the concurrency standard which determines how much transportation investment is required in conjunction with development; and the definition of the project area and sub-areas.

In addition to participation in the above five stages, individual Stakeholders will continue to offer their knowledge and technical expertise. Stakeholders will also advise SDOT on CTIP community outreach processes and will participate in those processes where possible.

Appendix 1-5. Northgate Stakeholders Group CTIP Advice Letters

Northgate Framework Resolution
Advice #5



Date: February 28, 2004

To: Mayor Greg Nickels and Members of the Seattle City Council

From: Ron LaFayette, Chair, and Michelle Rupp, Vice-Chair, on Behalf of the Northgate Stakeholders Group

Subject: STAKEHOLDERS ADVICE #5 Concerning the Northgate Coordinated Transportation Investment Plan (CTIP) Planning, Financing and Technical Assumptions

The resolution establishing the Northgate Stakeholders Group assigned the Stakeholders the task of reviewing and commenting upon the proposed Coordinated Transportation Improvement Plan (CTIP), the process through which the City will determine future transportation investments in the Northgate area. This Advice expands upon Stakeholder comments on the CTIP planning process contained in Advice #3 completed by the Stakeholders on June 24, 2005.

The CTIP process is now underway. The Stakeholders Group and its CTIP Subcommittee provide a principal means for the Seattle Department of Transportation (SDOT) to gain review of its work in progress. *At this stage, SDOT has sought detailed review of the Planning, Financing and Technical Assumptions to be utilized during the planning process.* At later stages, Stakeholders will provide further review of the CTIP's potential improvements, project priorities, and implementation strategies.

SDOT planners and consultants have responded positively to all Stakeholder recommendations on Planning, Financing and Technical Assumptions, as reflected in SDOT's final draft of February 24. Therefore the Stakeholder Group endorses the full utilization of these assumptions in all further stages of the CTIP process.

The Review Process:

The Stakeholders Group reviewed SDOT's development of CTIP Planning, Financing and Technical Assumptions through the following process:

- 1) SDOT Project Manager Tony Mazzella and consultants from Mirai Associates met with the Stakeholders CTIP Subcommittee on November 16, December 16, and January 11 to conduct detailed review of the draft Planning, Financing and Technical Assumptions document. At each stage, SDOT staff and consultants responded to specific concerns of Subcommittee members and incorporated their suggestions into improved versions of the draft document. At the January 11 Subcommittee meeting, this process was completed and all pending issues were resolved.

Appendix 1-5. Northgate Stakeholders Group CTIP Advice Letters

2) The Stakeholders Group discussed several CTIP issues and reviewed the progress of the Subcommittee at the November 18, 2004 meeting. At the February 1, 2005 meeting, the Group received a report on the Subcommittee's work and raised further questions regarding the assumptions the report contained. Those questions were responded to in a revised document that was provided to the Stakeholders on February 24.

Transportation Issues for Consideration:

In their review of Planning, Financing and Technical Assumptions, Stakeholders remained mindful of the following transportation issues emphasized at Stakeholders Group meetings. We see part of our role as monitoring the ways in which the CTIP process deals with these issues:

- A look on all actions that impact transportation and not just major capital improvements.
- Further information on multiple aspects of system performance, including assumptions behind reviews of traffic patterns and volumes, when and where traffic counts are conducted, and criteria for determining appropriate modal shares.
- Inclusion of safety concerns.
- Emphasis on all possible transportation modes.
- Assurances that traffic will not be pushed into neighborhoods and review of how Northgate Way congestion and responses to it will impact neighborhoods.
- Improved flow of arterials.
- Significant improvements in the pedestrian system, including incorporation of the Planning Commission work on pedestrian connections.
- Understanding of the implications of Park and Ride capacity.
- Overall increased improvements to keep pace with projected growth.
- Clear definition of the targeted area for planning.
- Response to parking issues related to development of the Lorig property.
- Integration between the CTIP scope of work and NACP; clarity regarding the related goals for the Northgate area (transit center, urban center, shopping center, living center) and their implications for transportation planning.
- Analysis of parking inventory, the role of the Northgate Employers Network in encouraging use of transit, and the remaining development potential in zoned capacity.

Special Issue Emphasis During this CTIP Phase:

Within the context of the above concerns, the Subcommittee discussed with SDOT literally scores of specific issues, including the appropriateness of selected benchmarks and the location of problem traffic areas and dangerous areas for pedestrians. Responses to these concerns have already been incorporated by SDOT into the Planning, Financing, and Technical Assumptions that will now guide the further stages of the CTIP process. Among the issues that have received the greatest attention and must continue to be monitored are:

- 1. Future Financing** - The assumptions regarding the availability of financing for transportation improvements should be financially constrained, i.e., limited to amounts that can reasonably expected to be secured.

Appendix 1-5. Northgate Stakeholders Group CTIP Advice Letters

2. **Impact of Traffic on Residential Areas** - The approach takes into account the interaction of a range of street conditions that might affect livability. These conditions include traffic volume and speed, collision history, pedestrian facilities, school walk routes, pedestrian and bicycle connectivity and unique street features such as street width, sharp curves and parking. Using a weighted scoring system, non-arterial streets will be ranked to help indicate where improvements are warranted. More defined benchmarks may be established later.
3. **East-West Traffic** - The planning process must make possible the evaluation of traffic problems on multiple east-west routes, rather than being focused entirely on north-south issues that understandably receive the greatest attention. Also, although Lake City Way itself is not within the study area, traffic cutting through neighborhoods from Lake City Way will be evaluated.
4. **Monorail and Sound Transit**- The CTIP planning process will neither assume nor preclude the establishment of Monorail or Sound Transit service during the study period. Instead, it will provide the City the baseline information to evaluate impacts and negotiate traffic management investments with either Monorail or Sound Transit whenever these projects materialize.

Cc: Julie Matlick and Tony Mazzella, Seattle Department of Transportation

Appendix 1-5. Northgate Stakeholders Group CTIP Advice Letters



Northgate Framework Resolution
Advice #8

Date: September 9, 2005

To: Mayor Greg Nickels and Members of the Seattle City Council

From: Ron LaFayette, Chair, and Michelle Rupp, Vice-Chair, on Behalf of the Northgate Stakeholders Group

Subject: STAKEHOLDERS ADVICE #8 CONCERNING EVALUATION CRITERIA FOR THE COORDINATED TRANSPORTATION INVESTMENT PLAN (CTIP)

The resolution establishing the Northgate Stakeholders Group assigned the Stakeholders the task of reviewing and commenting upon the proposed Coordinated Transportation Improvement Plan (CTIP), the process through which the City will determine future transportation investments in the Northgate area. This Advice expands upon previous Stakeholder comments on the CTIP Planning Process (Advice #3, June 24, 2004) and on Planning, Financing and Technical Assistance Assumptions. (Advice #5, February 24, 2005) At a later stage, Stakeholders will provide further review of CTIP project priorities and implementation strategies.

SDOT planners and consultants have responded positively to all Stakeholder recommendations regarding Evaluation Criteria in their draft of June 7, 2005. Therefore the Stakeholder Group endorses the full utilization of these Evaluation Criteria in all further stages of the CTIP process.

The Review Process:

The Stakeholders Group reviewed SDOT's development of CTIP Planning, Financing and Technical Assumptions through several meetings between the Stakeholders CTIP Subcommittee, SDOT Project Manager Tony Mazzella, and consultants from Mirai Associates. Evaluation criteria draft were presented and discussed on March 22, April 26 and May 25. At each stage, Stakeholders provided counsel not only on the nature of the criteria but on issues related to the method of their application. The Subcommittee reported the progress of these discussions at the Stakeholders meeting on April 26.

On June 7, Tony Mazzella of SDOT provided a final draft responding to all Subcommittee concerns. In addition, he provided a memo detailing the differences between the draft CTIP Evaluation Criteria and the evaluation process developed for Seattle's Capital Improvement Program. After receipt and review of the draft and accompanying memo, the Stakeholders approved the Advice on Evaluation Criteria at their July 12 meeting, with 15 members in support and one member opposed. This member's minority opinion follows the advice.

Appendix 1-5. Northgate Stakeholders Group CTIP Advice Letters

Critical Elements of the Evaluation Criteria:

The CTIP Evaluation Criteria utilize a weighing system to determine the impact of proposed projects in the CTIP study area. As the Evaluation Criteria draft explains, these criteria include:

1. Safety
2. Neighborhood livability
3. Pedestrian mobility
4. Bicycling mobility
5. Transit rider mobility
6. Auto driver mobility
7. Cost-effectiveness and implementation feasibility
8. Housing and economic development
9. Infrastructure preservation/maintenance
10. Environmental sustainability

These criteria differ from those used in the City's Capital Improvement Program (CIP) in three critical ways.

- The CTIP Evaluation Criteria does not incorporate the Comprehensive Plan/ Urban Village land use strategy criteria, since the CTIP assumes that all potential improvements identified through the CTIP process would support this CIP criterion.
- The CTIP process adds a specific criteria for Neighborhood Livability, based upon such objectives as a) reduce excessive through-traffic volumes on residential streets; b) minimize increased traffic volumes on adjacent streets as a result of any action that is proposed; c) keep vehicle speeds at 25 mph or less on residential streets, and d) reduce risks of pedestrian and bicycle collisions with vehicles on arterials and residential streets.
- The CTIP Evaluation Criteria separates the mobility category among the transportation modes: auto, pedestrian, bicycle, and transit. The CIP evaluates mobility overall.

Minority Report

This Minority Report is submitted in response to the concerns expressed at the July, 2005 Stakeholder's Meeting with regard to the percentages assigned to various design elements identified by the Transportation Sub-Committee. Rather than relegating 5% of the design considerations to environmental factors, we believe it is appropriate to remove this percentage designation and instead, assess all built structures globally in terms of their net improvement or negative impact upon the Northgate environment.

In many citizen forums over the years, it has been repeatedly acknowledged that Northgate can be developed in a win-win fashion. That is, development can be designed which reflects the community's strong environmental values, and still yield economic return to the property owners. The same philosophy should be applied to the City's own developments or redevelopments at Northgate.

Appendix 1-5. Northgate Stakeholders Group CTIP Advice Letters

What we propose, rather than a “wink” at environmental sensitivity, is for each new project to be rated in terms of its relative improvement to the environment. For example, when sidewalks are expanded or improved, there is a better pedestrian environment created. The encouragement to navigate the Northgate area on foot will result in fewer car trips for errands or destinations which can be linked in a more attractive and usable sidewalk system. The same can be said of drainage designs which incorporate the natural systems or enhance the environment for plants, animals and people alike. The Lorig development for the South Lot is the best example of this approach. As new developments come on line, or are evaluated for permitting, it would be better to make an effort to invite the respective developers to state HOW their proposal benefits the environment, rather than to give them the message that they need only make a 5% effort on environmental protection measures.

The benefit to this approach would be to encourage maximum environmental consciousness, and greater aggregate gains than we will see if every project is just relegated to the “groan - OK, how do we target the 5%” mentality.

We also believe that “Sustainability” applies to all the categories and one could easily make a logical point that the environment applies to every area and should be an overlying responsibility for all developments or project, not just an afterthought. For example considering the overall impact to our area from the high price of fuel (including new impacts from Hurricane Katrina), for instance, thought should be given to how each project proposes to operate efficiently. There are many areas that could be equally evaluated by the City when permitting or planning is done for the Northgate neighborhoods.

Janet Way, Thornton Creek Legal Defense Fund Representative, and Jan Brucker, Alternate



Date: July 5, 2006

To: Mayor Greg Nickels and Members of the Seattle City Council

From: Ron LaFayette, Chair, and Michelle Rupp, Vice-Chair, on Behalf of the Northgate Stakeholders Group

Subject: STAKEHOLDERS ADVICE #9 CONCERNING THE COORDINATED TRANSPORTATION INVESTMENT PLAN (CTIP)

The resolution establishing the Northgate Stakeholders Group assigned the Stakeholders the task of reviewing and commenting upon the proposed Coordinated Transportation Investment Plan (CTIP). The CTIP represents the framework through which the City will carry out future transportation investments in the Northgate area.

Because of the critical role transportation investment plays in Northgate area redevelopment, Stakeholders have devoted a considerable amount of time to responding to CTIP proposals and drafts presented by the Seattle Department of Transportation (SDOT). Formal Advice has been provided to SDOT, the Mayor and City Council in three separate instances:

- On June 24, 2004, Stakeholders accepted the CTIP scope of work, including a plan for Stakeholder participation in the planning process.
- On February 28, 2005, Stakeholders recognized SDOT's response to Stakeholder recommendations and endorsed CTIP Planning, Financing and Technical Assumptions.
- On September 9, 2005, Stakeholders again recognized SDOT responses and endorsed the full utilization of the Department's Evaluation Criteria in all further stages of the CTIP process. The application of these criteria would subsequently aid in determining which possible street, bicycle and pedestrian improvements would be given highest priority.

The Stakeholders did not complete discussion on point-triggers for residential streets and welcome continued discussions with SDOT on this issue.

SDOT has now completed the draft Coordinated Transportation Improvement Plan and an accompanying Environmental Impact Statement.

Having reviewed the plan at each stage, the Stakeholders endorse it as the next major step in guaranteeing appropriate and sufficient transportation investment in the Northgate area. Directed by this plan, the City now must take these critical steps to guarantee that transportation priorities are achieved:

- (1) Secure the necessary financial resources*
- (2) Recognize and respond to the impacts of new development*
- (3) Lower the thresholds for remedial actions for residential streets by re-examining the weighted-point system, providing greater weight for traffic volumes and speeds*
- (4) Ensure that implementation on residential streets at the thresholds will be a high priority within SDOT and the CTIP*
- (5) Ensure that the mitigations for residential streets will be of sufficient and serious nature to overcome the specific traffic related problems which the thresholds identify and that they are a part of the annual CTIP report and monitoring*
- (6) Separate the enforcement issue of speed violations from traffic volumes; specifically, put more officers on the problem streets. Ensure that the Seattle Police Department and SDOT will coordinate actions to address speed and parking problems on residential streets*

The Stakeholders reviewed this draft CTIP plan at CTIP Subcommittee meetings on May 18, 2006 and May 30, 2006 and at a Stakeholders Group meeting on May 9, 2006. Stakeholders completed deliberation at their June 27, 2006 meeting.

Throughout the CTIP development process, the Stakeholders and our CTIP Subcommittee have emphasized several major points with regard to our goals for multimodal transportation in Northgate. All of these were addressed to some extent in the draft plan; however, they deserve further discussion and consideration before implementation of the CTIP. These include:

- Response to the impact of traffic on both commercial and residential areas in a way that will advance both economic vitality and quality of life
- The need to improve pedestrian safety and mobility through the area
- The need to improve East-West connections (including walkability of the Northgate Way I-5 underpass) as well as the improvements in North-South arterials
- Emphasize not just investment in major capital improvements but in all transportation modes
- The need to construct an expanded walkway connecting the Northgate shopping areas, Transit Center and transportation options with North Seattle Community College

Stakeholder review of the draft CTIP has underscored the nature of this Plan as a blueprint requiring future actions to make it come alive. Prior to CTIP's completion, however, the following specific steps must be addressed:

1) Responding to Unforeseen Impacts

CTIP calls for improvements in arterials and signalization in order to anticipate traffic increases generated by new commercial projects. The impact of these improvements on all commercial and residential areas must be monitored. It is, however, impossible to predict all of the impacts of new development on residential streets, because traffic on those streets is monitored less frequently. Thus, Stakeholders call for SDOT to adopt as a standard operating procedure a more proactive system to identify and respond to residential streets that are experiencing problematic traffic volume increases.

2) Guaranteeing Sufficient Funding

The draft CTIP has identified a number of funding sources that must be drawn upon in order to realize the transportation investment priorities identified by the Plan. Thus, the order of projects pursued will depend in part on the availability of special funding and is not fully predictable. The Stakeholders call upon the City to increase its own levels of transportation investment and aggressively seek regional, state, and federal funding to make certain all high priority projects are completed.

3) Building Sidewalks

SDOT has noted that sidewalk projects are often difficult to fund without related improvements to arterials. Stakeholders call for the CTIP to increase the dedicated fund SDOT now draws upon for these improvements.

4) Monitoring Progress

Because the success of CTIP is wholly dependent on its effective implementation, the Stakeholders call for the formulation of an annual progress report process whereby SDOT and the City report their CTIP-related actions to the Stakeholders and thus the community. This process should be used to review the extent to which each element of the CTIP is being fully attended to and to gain comment on any major actions that were not anticipated in the Plan. The creation of such a process will also provide executive and legislative officials with information on the extent to which progress has been made that they can use in subsequent decision making, including transportation funding decisions.

The monitoring process should include these steps:

- The SDOT director should designate the person who will carry out the annual assignment to prepare the report on behalf of the agency and the City.
- The report should detail the specific actions taken during the previous year on the projects prioritized in the CTIP; the actions expected to be taken in the upcoming year; and what is anticipated in ensuing years. This would enable the Stakeholders and Northgate community to formally assess the extent to which the plan has been implemented.
- The report should also evaluate the funding streams currently available for CTIP projects; identify any changes in levels of anticipated funding; and describe the steps being taken to secure sufficient funding.

- The report should be provided to the Stakeholders in advance of the scheduled Stakeholder meeting for review by the CTIP subcommittee and ultimate review of the Stakeholder group.
- The results of the Stakeholder review should be communicated to SDOT, the Mayor and the City Council.

5) Managing Parking

The CTIP includes a number of proposals developed by the Department of Planning and Development and SDOT to adjust parking regulations to match requirements in other commercial zones of the city. Stakeholders object to any modifications to parking requirements that could potentially lead to spillover parking in residential neighborhoods and continue to support modifications that facilitate innovative parking solutions. CTIP also provides for ongoing review of on-street parking restrictions developed by SDOT in conjunction with residential neighborhoods. The Stakeholders have been assured that such reviews will continue to incorporate the neighborhoods' views about maintaining or strengthening restrictions to ensure the spaces are available for use by adjacent residential properties.

6) Meeting Bicyclists' Needs

The CTIP is just the beginning of an important effort to identify and attend to the transportation needs of Northgate area bicyclists. Because bicyclists' needs are often distinct from those of pedestrians and motorized vehicles, CTIP should focus on the development of a Bike Master Plan by SDOT.

Appendix 1-6.

CTIP Newsletters



“Great things are happening at Northgate. And we’re working hard to improve transportation that serves this great neighborhood.”

-Mayor Greg Nickels

 **City of Seattle**
 Seattle Department of Transportation
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Winter 2004
 Volume 1, Issue 1



Investing in Transportation for Northgate

The City of Seattle is investing in Northgate to revitalize one of Seattle’s major Urban Centers. Work is already underway on the Northgate Coordinated Transportation Investment Plan (CTIP)—a plan to implement improvements for walking, bicycling, transit and automobiles. Enhanced access combined with good vehicle and pedestrian circulation will contribute to the economic viability of the commercial core, attracting customers, visitors and employers. The results of the CTIP will recommend projects and programs that support the creation of a dynamic regional shopping and commercial center with dense multifamily development surrounded by a low density residential base. This is the first of a series of newsletters you will receive over the next year updating you on progress and opportunities to participate.



What can a plan do for you?

Northgate Benefits
 CTIP recommendations improve the Northgate area and make the neighborhood a more appealing regional destination.

Get Seattle moving
 Creates a more balanced transportation network between all travel modes

Keep streets safe
 Identifies traffic calming measures

Help build strong, healthy communities
 Follows the Northgate Area Comprehensive Plan’s overarching goals of enhanced access and prioritizing the movement of people and goods

An Action Plan

Northgate is an urban center with a lot of growth potential. The City of Seattle wants to help make sure transportation supports this growth. The CTIP is a tool to guide the Mayor and City Council when investing transportation dollars in Northgate. The plan will also steer transportation solutions as new development occurs. SDOT is working closely with the Northgate Stakeholder Group to prepare solutions to accommodate new development. The Stakeholder Group consists of 22 members and is made up of a variety of interests including: neighborhoods, property owners, businesses, labor and environmental/recreational organizations. Currently the team is reviewing past studies and collecting data on existing conditions. SDOT and the planning team are working with the community to identify existing opportunities and analyze future needs. An Environmental Impact Statement evaluating impacts of projected growth and transportation improvement proposals will be prepared once specific alternatives have been developed.



Setting Priorities

The investment plan will lay out a prioritized transportation project list, costs and funding strategy for the City and community. Consideration will be given to future planned Monorail and Link Light Rail extensions to Northgate. Recommended projects may be implemented by the City of Seattle, other regional transportation agencies, or other public agencies and private developers. The project list may include:

- Intersection improvements
- Pedestrian and bicycle routes
- Neighborhood traffic calming projects
- Demand Management Strategies such as carpooling incentives
- Delivery truck and transit access and mobility improvements

Doing Our Homework

	Fall 2004	Winter 2005	Spring 2005	Summer 2005	Fall 2005
Technical Work	<ul style="list-style-type: none"> • Identify existing and future needs 	<ul style="list-style-type: none"> • Develop evaluation criteria • Identify potential projects 	<ul style="list-style-type: none"> • Prioritize project list 	<ul style="list-style-type: none"> • Prepare environmental documentation 	<ul style="list-style-type: none"> • Finalize plan
Listening to You	<ul style="list-style-type: none"> • Newsletter • Community group briefings • Community forum (Nov. 9) 	<ul style="list-style-type: none"> • Stakeholders group meeting • Speakers bureau 	<ul style="list-style-type: none"> • Stakeholders group meeting • Newsletter • Community forum 	<ul style="list-style-type: none"> • Stakeholders group meeting • EIS hearing • Speakers bureau 	<ul style="list-style-type: none"> • Newsletter

Stay Involved

The plan can't be a success without your input. There are many ways to get involved.

- Visit our Web site for updates or join the project e-mail listserve at <http://www.seattle.gov/transportation/nctip.htm>
- Watch your mail for newsletters
- Attend community forums
- Invite city staff to give a briefing



cut along dotted line

Need More Information?

I would like a project speaker to address my group

Name _____

Address _____

City _____ Zip _____

Day phone _____ Evening _____

E-mail _____

OR, contact Tony Mazzella at 206.684.0811 or e-mail tony.mazzella@seattle.gov

Please cut along the dotted lines and put in envelope with postage and mail to:

Tony Mazzella

SDOT Project Manager

700 Fifth Avenue, Suite 3900

P.O. Box 34996

Seattle, Washington 98124-4996



Interested in reading more?

To learn more about these projects, visit our Web site at <http://www.seattle.gov/transportation/nctip.htm>

To ask questions or make comments on the proposed projects and EIS:

- Attend the upcoming community forum on October 20 from 7:00 to 8:30 p.m. at the North Seattle Community College Cafeteria. This meeting will also be a scoping meeting for the EIS on the plan's proposed alternatives, potential environmental impacts and mitigation measures.
- E-mail your comments to: tony.mazzella@seattle.gov or in writing to: Tony Mazzella, City of Seattle Department of Transportation, P.O. Box 34996, Seattle, WA 98124-4996. E-mails must be received by and written comments must be postmarked by Friday, November 4, 2005.
- If you would like City staff to present to your group, call Tony Mazzella, Project Manager at 206-684-0811.

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Fall 2005
Volume 1, Issue 2



Choosing the Right Projects

Northgate Benefits

The Northgate Coordinated Transportation Investment Plan project team worked with the community to identify important transportation issues, and then developed potential projects to address them. These projects meet the plan's goals, which are:

- Improve safety for all users of the transportation system
- Keep people moving to and through the neighborhood
- Support neighborhood livability
- Improve transit service
- Help business development
- Relieve congestion

Choices to Keep People Moving in Northgate

Northgate is in an exciting period of change. New retail space, a cinema and an enhanced Thornton Creek means more jobs for the community, more housing, and more public open space. The new civic center – including library, community center and park – and changes to the parking lot south of Northgate Mall are helping create a dynamic urban center surrounded by a thriving residential community.

Growth and change generate new transportation needs. To address these issues, we must make improvements for all types of travel – walking, riding bikes, taking the bus, and driving – to ensure Northgate residents and visitors can safely move around now and in the future. Look inside for more information.



Proposed Northgate Commons seen from NE 103rd St. Page 3

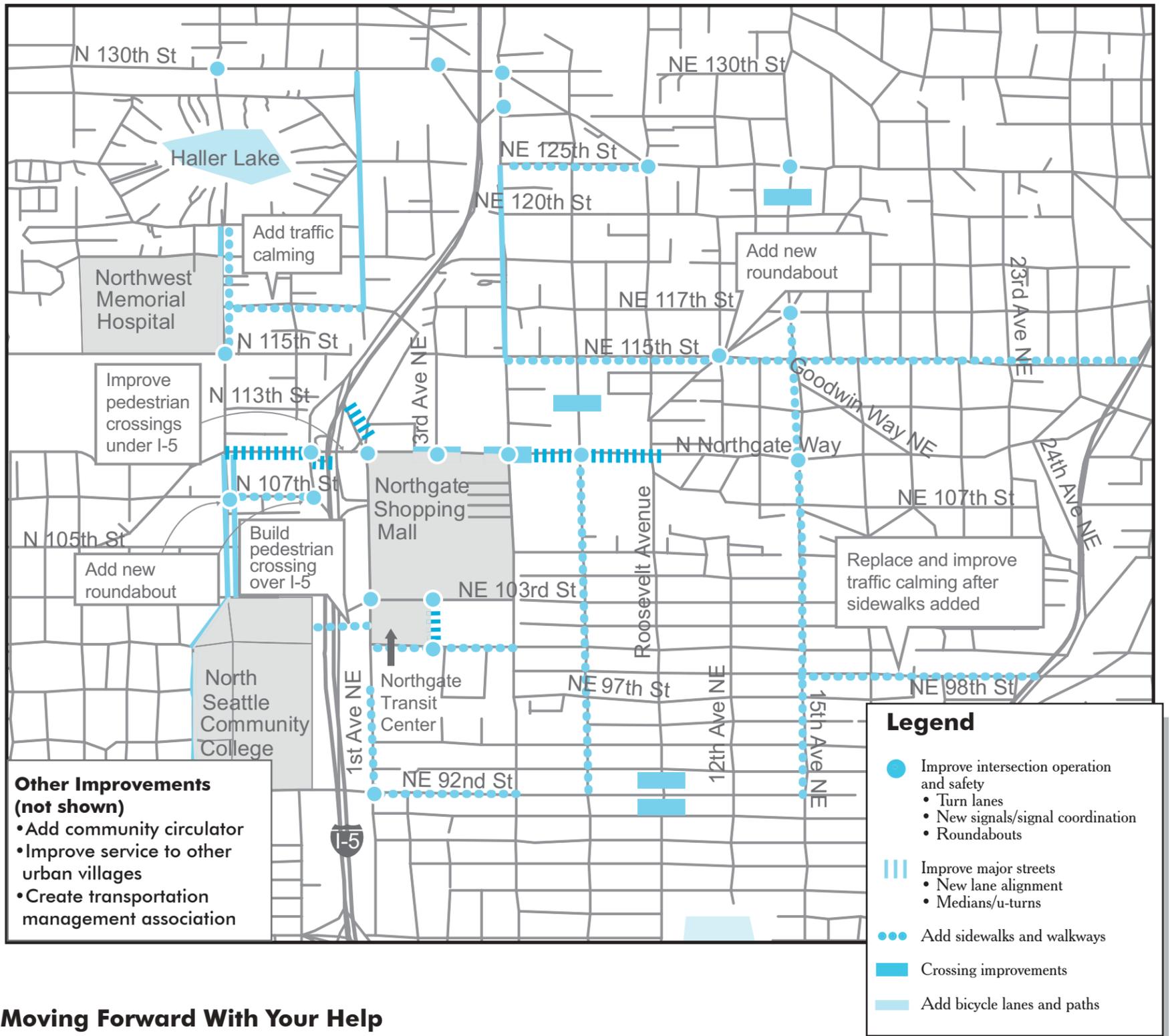
Help Us Make Decisions

After conducting a thorough analysis of current conditions and future growth demands in the year 2030 and reaching out to the community, SDOT developed a draft list of transportation improvements. These projects reflect community priorities and City policies and goals. We want to hear what you think about these potential projects and help us choose which ones should be a part of the plan. Selection of priority projects will be based on your input, as well as factors such as feasibility, safety, and cost.

A draft Environmental Impact Statement and Coordinated Transportation Investment Plan will be available early next year. A community forum meeting on October 20 will serve as the official scoping meeting for the EIS. More information about the meeting and how to provide comments on the plan's proposed alternatives, potential environmental impacts, and mitigation measures are on the back of this newsletter. The final plan will be produced in Spring 2006. With your help, the end result will meet the community's needs and make way for a brighter future for Northgate. For now, please take a look at the map below to see where the improvements are proposed.



Pedestrian and vehicles share Northgate Way.



Moving Forward With Your Help

	Fall 2004	Winter 2005	Spring 2005	Fall 2005	Winter 2006	Spring 2006
Technical Work	<ul style="list-style-type: none"> Identify existing needs 	<ul style="list-style-type: none"> Identify future needs 	<ul style="list-style-type: none"> Develop evaluation criteria 	<ul style="list-style-type: none"> Identify potential projects Evaluate and prioritize preliminary project list Begin EIS scoping 	<ul style="list-style-type: none"> Produce draft EIS and CTIP 	<ul style="list-style-type: none"> Final CTIP and EIS released
Listening to You	<ul style="list-style-type: none"> Newsletter Community group briefings Community forum Comment sheet 	<ul style="list-style-type: none"> Stakeholders group meeting Speakers' bureau 	<ul style="list-style-type: none"> Stakeholders group meeting Newsletter Community forum 	<ul style="list-style-type: none"> Newsletter Stakeholder group meeting Community forum/scoping meeting (October 20) Speakers' bureau 	<ul style="list-style-type: none"> Community forum Speakers' bureau 	<ul style="list-style-type: none"> Community forum

Appendix 1-7.

CTIP Technical Advisory Team

Appendix 1-7. CTIP Technical Advisory Group

CTIP PROJECT ADVISORY TEAM

(in alphabetical order)

Matt Aho, King County/Metro
Mark Bandy, Washington State Department of Transportation
Jeff Bender, City of Seattle, Department of Transportation
Lyle Bicknell, City of Seattle, Department of Planning and Development
Ron Borowski, City of Seattle, Department of Transportation
Dorinda Costa, City of Seattle, Department of Transportation
Ron Endlich, Sound Transit
Bill Gilchrist, King County/Metro
Sandy Gurkewitz, City of Seattle, Department of Transportation
Phil Harrision, Sound Transit
Megan Hoyt, City of Seattle, Department of Transportation
Carol Hunter, Washington State Department of Transportation
Mike Johnson, City of Seattle, Department of Transportation
Brian Kemper, City of Seattle, Department of Transportation
Jackie Kirn, City of Seattle, Office of Policy and Management
Kristian Kofoed, City of Seattle, Department of Planning and Development
Gary Kriedt, King County/Metro
Peter Lagerwey, City of Seattle, Department of Transportation
Irin Limargo, King County/Metro
Tony Mazzella, City of Seattle, Seattle Department of Transportation
Julie Mercer Matlick, City of Seattle, Department of Transportation
Mike Podowski, City of Seattle, Department of Planning and Development
Ron Posthuma, King County/Metro
Susan Sanchez, City of Seattle, Department of Transportation
Dawn Schellenberg, City of Seattle, Department of Transportation
John Shaw, City of Seattle, Department of Planning and Development
Bob Tobin, City of Seattle, Law Department
Pauh Wang, City of Seattle, Department of Transportation
Wayne Wentz, City of Seattle Department of Transportation