

NORTHGATE AREA
COMPREHENSIVE
PLAN



SEPTEMBER 1993

C I T Y O F S E A T T L E

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COMPREHENSIVE
PLAN**



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P L A N N I N G D E P A R T M E N T

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INTRODUCTION

HISTORY

Development of a Northgate Area Comprehensive Plan was initiated by the City Council in December 1989 to plan for projected dramatic growth in the Northgate area and to address continued deterioration of traffic congestion. Creating this Plan provided an opportunity for residents, business people, and landowners of the Northgate area to study emerging growth and to shape the future of the area. The Plan addresses the period between 1992 and the initial operations of a regional high capacity transit system (after year 2002).

The Northgate Plan is intended to manage growth so that it can provide an opportunity for changing the character of the commercial core while enhancing the surrounding single family neighborhoods. It guides public and private investments regarding future land use, transportation and open space in the Northgate area. In addition, it offers greater predictability concerning future conditions for property owners, residents, developers, and City and public agencies.

Contributors to the Plan. The Northgate Area Comprehensive Plan was developed by the City of Seattle Planning Department staff with the collaboration of the Northgate Advisory Committee. The process included meetings with community councils, the North Seattle Commission on Growth, business groups, and many interested individuals. A Preliminary Draft Plan emerged from discussions with, and recommendations of, the Northgate Advisory Committee, City departments, the Washington State Department of Transportation, and Metro. Different points of view were noted in the discussion sections of the Draft Plan. The Planning Department staff incorporated many of these suggestions into a revised plan, and the Mayor forwarded *The Mayor's Recommended Northgate Area Comprehensive Plan* to the Seattle City Council in May, 1992. The Plan is supplemented by a Final Environmental Impact Statement [EIS], which is available in a separate document.

The Seattle City Council held a public hearing on the Mayor's recommended Plan on June 11, 1992. The Council then waited until an appeal of the EIS was decided by the City's Hearing Examiner in December of 1992. The City Council's Growth Policies and Regional Affairs [GPRA] Committee deliberated on the Northgate Plan for five months, beginning in January, 1993. The GPRA Committee prepared a "mark-up" version of the Plan, which showed modifications and amendments proposed by the Committee. The Council held a public hearing on the Committee's "mark-up" version of the Plan on June 2, 1993. The Plan was approved as Appendix A to Ordinance 116770. Implementation of the Plan was approved in the form of four ordinances and two resolutions, which can be found on Appendices A-F of this report.

Resolution 28753 Revises SCTP Transit & Bicycle Maps
7/6/93 (Appendix A)

Resolution 28752 Direction to City Departments
7/6/93 (Appendix B)

Ordinance 116770 Approves Land Use & SEPA Policies
7/6/93 (Appendix C)

Ordinance 116771 Amends SCTP to reclassify NE 115th St.
7/6/93 (Appendix D)

Ordinance 116794 Rezones portions of Northgate
8/10/93 (Appendix E)

Ordinance 116795 Amends and adds new sections to Seattle
Municipal Code and creates Northgate Overlay District
chapter of the Seattle Municipal Code 8/10/93 (Appendix F)

BACKGROUND AND CONTEXT FOR THE NORTHGATE PLAN POLICIES

The Vision

Northgate has been identified as an Urban Center in the City's comprehensive planning process, indicating the City's commitment to encourage a community with dense commercial and multi-family development at its core, surrounded by a low density residential base. In addition, the City reaffirms its commitment to Northgate as the home of a dynamic regional shopping center.

The vision of the Northgate Plan is 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. With the improvements in this plan, the Northgate area will become a place where people live, work, shop, play and go to school — all within walking distance. The surrounding single family neighborhoods will be buffered from the intense development in the core, but will 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 improved alternative means of access, good vehicular and pedestrian circulation, and enhanced, interesting environment will contribute to the economic viability of the commercial core, attracting customers, visitors and employers.

The sixteen policies of *The Northgate Area Comprehensive Plan*, and the implementing ordinances will link together to support a vibrant community: good transit service, roads, parks, libraries, play fields, retail shops, open spaces, pedestrian facilities, adequate drainage and a wide variety of community and human services.

The heart of the vision can be summarized in three key categories: transportation, land use and open space.

• Create a balance between the vehicular and pedestrian modes in the core. The auto dominated character will be diminished by providing visual stimulation at pedestrian scale and creating safe, interesting and pleasant pedestrian connections

Transportation. Traffic congestion was the problem that gave birth to the Northgate planning process. The Northgate area developed when automobile travel was the predominant mode of transportation. By 1990, travel demand had increased beyond the capacity of the street system. Traffic congestion is making the area less attractive for shoppers, visitors and customers who support the commercial core, and spillover traffic is making the area less attractive for residents.

In the past, vehicular capacity was increased by adding street capacity — by adding lanes or making operational improvements to allow traffic to flow more smoothly. However, increased use of Northgate area arterials by through-traffic is expected as congestion increases on the three regional roadways near the Northgate area (I-5, Aurora Avenue N. and Lake City Way NE). This large latent demand for regional highway capacity cannot be accommodated by capital improvements that increase street capacity in the Northgate area. (Any increase in street capacity was shown, by the results of computer modeling that are reported in the EIS, to be quickly filled with even more vehicles than before.) Because adding street capacity will not reduce congestion at Northgate, the number of options for addressing the congestion problem is reduced.

One option considered was to reduce the zoning capacity for the area - to downzone - so that the Northgate area did not continue to grow as a destination for more and more vehicle trips. However, the participants in the planning process wanted to maintain Northgate as a thriving commercial center.

A second option was chosen, which shows the greatest potential for mitigating the impacts of traffic congestion in the Northgate area at less public and private cost: The adopted option will encourage as many people as possible to change their mode of travel away from the automobile and to the alternatives of transit, walking and bicycling. This option de-emphasizes costly increases in street capacity.

The transportation vision of the Northgate Plan focuses on accommodating more person-trips rather than more vehicle trips. To accommodate the travel needs of a growing population in the area, the Plan prioritizes private and public investment that creates a transit-supportive environment in Northgate and provides for pedestrian and bicycle travel as well. The Plan recommends public investment in expanded transit service from points east and west into the Northgate core. Private developers will be required to establish transportation management programs aimed at getting many residents, employees, and students in new development to use transit, walking or bicycling as a mode of travel. Ultimately, the Plan assumes major public investment in a regional high capacity transit system (bus or rail), with a station located near the concentrated development in the Northgate core.

To create a transit-supportive environment, development in the Northgate area must include safe and convenient pedestrian walkways and must place

• Discourage single-occupant vehicles. Improve transit access between the commercial/multifamily core and surrounding single family neighborhoods, as well as the rest of the city and region. Accessible transit, bicycle and pedestrian networks will reduce the need for intra-area trips.

• Use the public rights-of-way to reinforce the character and identity of Northgate with special paving, lighting, landscaping public art, signs and a unified network of sidewalks.

• Concentrate office, retail and multifamily development in the core of the Northgate area to create a transit-supportive environment; reduce the need for into-area vehicle trips, and increase the potential for pedestrian interaction.

• Local streets will be safe from excessive traffic volumes and considered an amenity for pedestrians and bicycles.

key destinations within walking distance of each other. It must also include open space and other amenities that help create destinations that are attractive to pedestrians and transit riders. Locating a concentration of medium to high density residential and employment uses within a 10-minute walk of the transit center reduces the number and length of vehicle trips and makes travel by foot and bicycle more attractive.

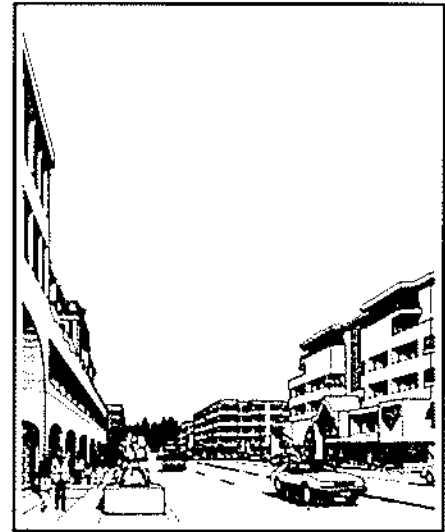
Land Use. Northgate area zoning allows for one of the greatest concentrations of activity within the city. However, the commercial core of the Northgate area is currently developed to only 11 percent of the zoned capacity. *The Northgate Area Comprehensive Plan* retains this concentrated zoning designation and looks to projected new development to provide the base of housing, employment, goods and services to support managed growth of the community. The Plan proposes land use regulations that will guide new development into urban forms that balance the needs of the automobile user with those of pedestrians, bicyclists, and transit users. In time development in this new pattern will alter the character of the Northgate commercial area.

The Plan divides the Northgate area into two principal subareas: 1) the core, consisting of the Northgate Shopping Center and surrounding high-density multifamily and commercial zones, and 2) the remainder of the Northgate area outside the core. The vision for land use and urban design in the Northgate Plan is:

- Concentrate the most intense and dense development activity within the core. The Plan encourages development of the core as a major regional activity center for retail, commercial, office and multifamily residential uses with densities sufficient to support transit.
- Institute measures that encourage development in the core to take maximum advantage of the zoning capacity.
- Use land use regulation to cause new development to locate close to transit stops and to provide good pedestrian and bicycle connections throughout the area. This will help to minimize intra-area vehicular trips and reduce locally generated traffic.
- Encourage commercial activity outside the core that is smaller in scale and allows for a mix of uses that serve the adjacent residential neighborhoods.

To offset the intensity of development encouraged by the Plan, the Plan regulates transition between zones of varying scale and intensity, requiring new development to ensure compatibility with less-intensive development in adjacent areas.

Open Space. Projected growth in the Northgate area will significantly increase the daytime population. Therefore, the open space element focuses on providing quality open space 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. Planning



for open space and an extensive pedestrian network are essential components of the Plan's commitment to offset the environmental impact of dense development in the Northgate area, and to provide for the open space needs of the area's population.

The Plan seeks to expand upon and enhance existing parks, undeveloped street-ends, and natural areas with additional park and natural spaces; urban spaces such as plazas, seating areas, and pedestrian connections from these spaces to other types of open spaces; and public amenities throughout the area.

Implementation

The Northgate Plan provides the basis for modifying and guiding the application of the following City policies and regulations to the Northgate area:

- the Land Use Code
- the Official Land Use Map
- the City's rules for SEPA
- the Seattle Comprehensive Transportation Program [SCTP]
- the Seattle Stormwater, Drainage and Grading Code.

The Plan also includes policy direction to City departments that plan and fund parks, road improvements and other public infrastructure improvements. These implementation methods apply almost exclusively to new development. Thus the Plan will materialize as sites within the planning area are redeveloped or undergo major renovation.

Structure of the Plan

The Northgate Area Comprehensive Plan is divided into sixteen policies covering land use, transportation, open space, development plans for large sites, the potential high capacity transit station, drainage, financing, and human and community services. The ordinances and resolutions adopted by City Council to implement the Plan can be found in Appendices A-F. A glossary of terms used in the Plan is included in Appendix G.

Each chapter is formatted to indicate adopted policies and implementation strategies. Actual code language found in Appendix F may slightly vary and be more detailed than the Plan language.

RELATIONSHIP OF THE PLAN TO OTHER CITY POLICIES

Relationship to the Citywide Comprehensive Plan

The Recommended Framework Policies for the citywide Comprehensive Plan provide guidance and direction to subsequent subarea and neighborhood plans. These recommendations have not yet been adopted. However, the Northgate Area Comprehensive Plan is consistent with the framework policies. Eight key framework policies are noted here:

- T-3. The City shall actively support the development of a regional transportation system consisting of greatly expanded transit capacity, high-occupancy vehicle improvements on highways and arterials, bicycle facilities, and pedestrian-oriented neighborhoods. Planning and implementation for each component of the transportation system shall be integrated with land use, facility, infrastructure and human services planning.
- UC-4. In addition to downtown, employment and housing growth shall also be accommodated through continued intensification of development in existing activity centers which have easy access to the regional transportation system and adequate zoning and infrastructure capacity for substantial growth... If the regional transit project is not approved, other criteria used to establish growth centers would still apply, including: the potential for transit, bicycle and pedestrian access to downtown and other regional employment centers, a strong neighborhood commercial core, or a strategic location within the transportation network that provides convenient access to numerous destinations. Other considerations for designating growth areas shall include potential for an active pedestrian environment; existing development conditions that promote the successful integration of higher density development with the surroundings; and availability of services and amenities necessary for a high quality of life in dense, pedestrian-friendly, urban neighborhoods.
- OS-3. The level of regional growth accepted in Seattle shall be tied directly to the ability to provide open space that adequately offsets the social and environmental consequences of more intensive urbanization.
- R-5. Seattle shall support regional growth management goals by absorbing a larger share of regional growth than is projected under current policies. Seattle shall remain the region's population, employment, financial and cultural center.
- EV-2. The City shall actively encourage employment growth and economic expansion and promote Seattle as a center of the emerging global economy. This is intended to discourage sprawl and change travel choices, increase opportunity and equity for the city's distressed communities, raise personal incomes, increase tax revenues, and increase economic diversity.

- EV-6. Seattle shall continue to be a regional center for financial, legal, business, cultural, health and government services, and a crossroads for international trade.
- UC-5. Transitions may be provided either by creating areas of slightly greater density around high-density areas or by creating a buffer within the high-density area, depending on the circumstances and a neighborhood planning process. Alternatively, Council approved neighborhood plans could determine that transition areas are not needed or other kinds of buffers are desired.
- T-7. The City shall establish mode-split goals for on-single-occupant-vehicle travel to all significant employment activity centers within the city to reflect each center's contribution to the solution of the region's transportation problem. Such goals will vary by development densities, access to transit service and other alternative travel modes, and levels of congestion. The comprehensive plan shall demonstrate what transportation system improvements, demand management and land use strategies will be needed to achieve these goals. The mode split goals shall be coordinated to achieve regional goals.

A citywide Comprehensive Plan will be adopted by the City Council in 1994 establishing broader direction for the City. Although begun prior to development of the Framework Policies and the citywide Comprehensive Plan, the Northgate Area Comprehensive Plan will be a subarea plan once citywide guidelines are adopted.

Follow up and Evaluation. To ensure compatibility with the citywide Comprehensive Plan, once it is adopted, and to evaluate the effectiveness of The Northgate Area Comprehensive Plan, the Council directs the Planning Department to report to Council as follows:

- a) Within six months of adoption of the citywide Comprehensive Plan and implementing ordinances, and of the final Growth Management Act deadline, report to Council any changes in the Northgate Plan necessary to reconcile it with the Comprehensive Plan and implementing ordinances.
- b) Five years after adoption of the Northgate Plan, analyze implementation of the Northgate Plan, and report on commute trips, building permits, changes in open space, external/regional factors (rail, economy), difficulties in implementation (including permit review) and achieving the intent of the plan. This report shall also examine potential applications of Northgate policies, regulations and strategies on a city-wide basis.

Ordinance Authority

Following is a listing of the ordinances, resolutions and studies which initiated and furthered the creation of the Northgate Plan.

City Council Resolution 27607 (1987)	Directed the Seattle Engineering Department (SED) to conduct a comprehensive transportation study of the Northgate area.
Northgate Area Existing Conditions (6/89)	Report Projected dramatic growth in the 1989 area.
Council Resolution 28048 (8/89)	Directed the Planning Department to recommend interim traffic controls, establish a citizens' participation mechanism through the neighborhood district councils, and begin a comprehensive land use and transportation plan for the Northgate Area.
Ordinance 114630 (8/89)	Established interim traffic controls for most of the Northgate area which prohibited new developments that would generate more than 30 vehicle trips in the P.M. peak-hour.
Ordinance 114799 (11/89)	Authorized the Planning Department and Engineering Department to prepare a Northgate Area Comprehensive Plan.
Ordinance 114899 (12/89)	Amended the Interim traffic controls and defined a "total development proposal".

Relationship to SEPA

Several of the Plan's policies will provide the basis for SEPA review in the Northgate area. One of the reasons the Plan was prepared was to provide predictability to developers, landowners, community groups, residents, and businesses regarding what types of mitigation would be required of new development in the Northgate area, particularly with respect to mitigating traffic impacts. The Plan specifically identifies the only measures to be used to mitigate any off-site transportation impacts identified in the Northgate Plan's EIS as the probable outcome of varying levels of development.

*See Implementation Guideline 16.3
and Appendix F (Ordinance 116770)*

The Plan includes a comprehensive strategy to mitigate the transportation impacts of expected new development between 1991 and the initiation of a high capacity transit system. If new development exceeds (or substantially varies from) the forecasts used in the EIS for the Plan, additional mitigation may be necessary. The Plan does not address site specific mitigation measures, which the SEPA process would evaluate separately.

Relationship to Major Institution Master Plans

Just as the citywide Framework Policies and Comprehensive Plan will set the standards for future subarea plans, subarea plans guide Major Institution Master Plans within their boundaries. The Northgate Area Comprehensive Plan establishes the goals, values, development patterns, and policies for the community. The Northgate Area Comprehensive Plan will be the underlying zoning for New Major Institution Master Plans.

Existing Major Institution Master Plans (e.g., Northwest Hospital) that predate the Northgate Area Comprehensive Plan will not be required to be modified to come into conformance with the Northgate Area Comprehensive Plan.

NORTHGATE AREA COMPREHENSIVE PLAN POLICIES

POLICY 1: A NORTHGATE OVERLAY DISTRICT SHALL BE CREATED TO ADDRESS THE SPECIAL CHARACTERISTICS OF DEVELOPMENT IN THE AREA.

Special regulations shall augment the development standards of the underlying zoning within the Northgate area to more actively promote realization of specific Northgate area policies. The Overlay is needed to ensure that additional development occurs in a transit supportive manner, to allow the City to focus growth near infrastructure investments including a regional high capacity transit (bus or rail) system, feeder bus services, improved bicycle and pedestrian circulation, and High Occupancy Vehicle (HOV) lanes.

*Appendix F: Ord. 116795
(23.71.004 SMC)*

Implementation Guideline 1.1: Establish an Overlay for the Northgate area. (Land Use Code)

The boundaries of the Northgate area shall be the boundaries of a Northgate Overlay District. Within the Overlay District, the borders of the Northgate core area shall be as shown on Figure 1. The policies and regulations of the Northgate Plan shall apply within the Northgate Overlay in the event of substantial development on a site.

*Appendix F: Ord. 116795
(23.71.007 SMC)*

Substantial development is a term used throughout this plan to mean any new development, expansion or addition to existing development, when the new development, expansion or addition exceeds 4,000 square feet in gross floor area, excluding accessory parking area.

REGIONAL ACTIVITY CENTER

POLICY 2: THE LAND USE PATTERN IN THE NORTHGATE AREA SHOULD CONCENTRATE EMPLOYMENT ACTIVITY WHERE THE INFRASTRUCTURE AND TRANSPORTATION SYSTEM CAN BEST ACCOMMODATE IT.

Implementation Guideline 2.1: Official Zoning map changes. (Land Use Policy and Land Use Code)

*Appendix C: Ord. 116770
Appendix E: Ord. 116794*

- A. The existing zoning (Figure 2) of the Northgate area shall be revised as shown in Figure 3 to promote a land use pattern characterized by a concentrated core of intensive commercial and high-density multifamily zones surrounded primarily by single-family residential areas.

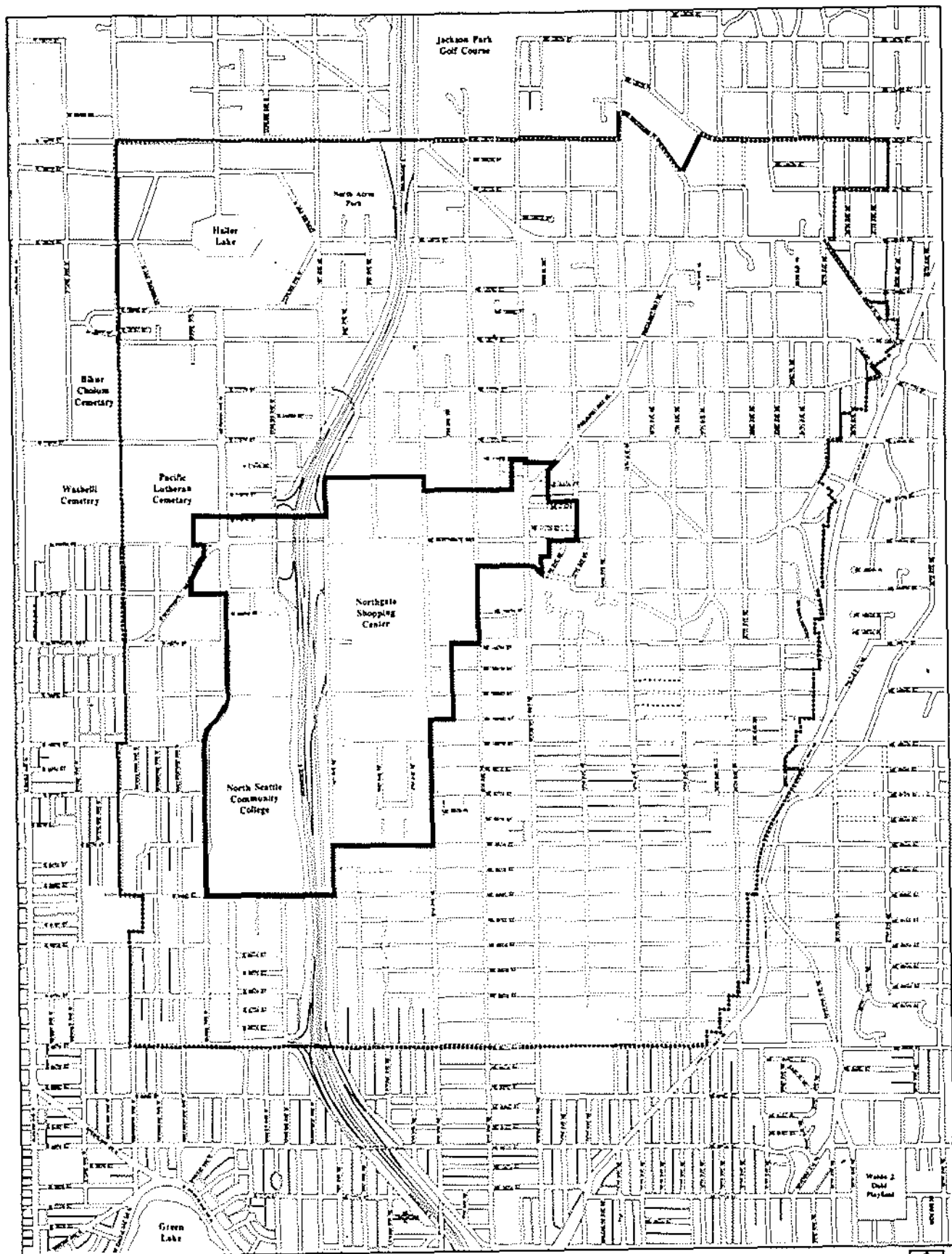


Figure 1 NORTHGATE OVERLAY DISTRICT

----- Study Area Boundary

———— Core Area

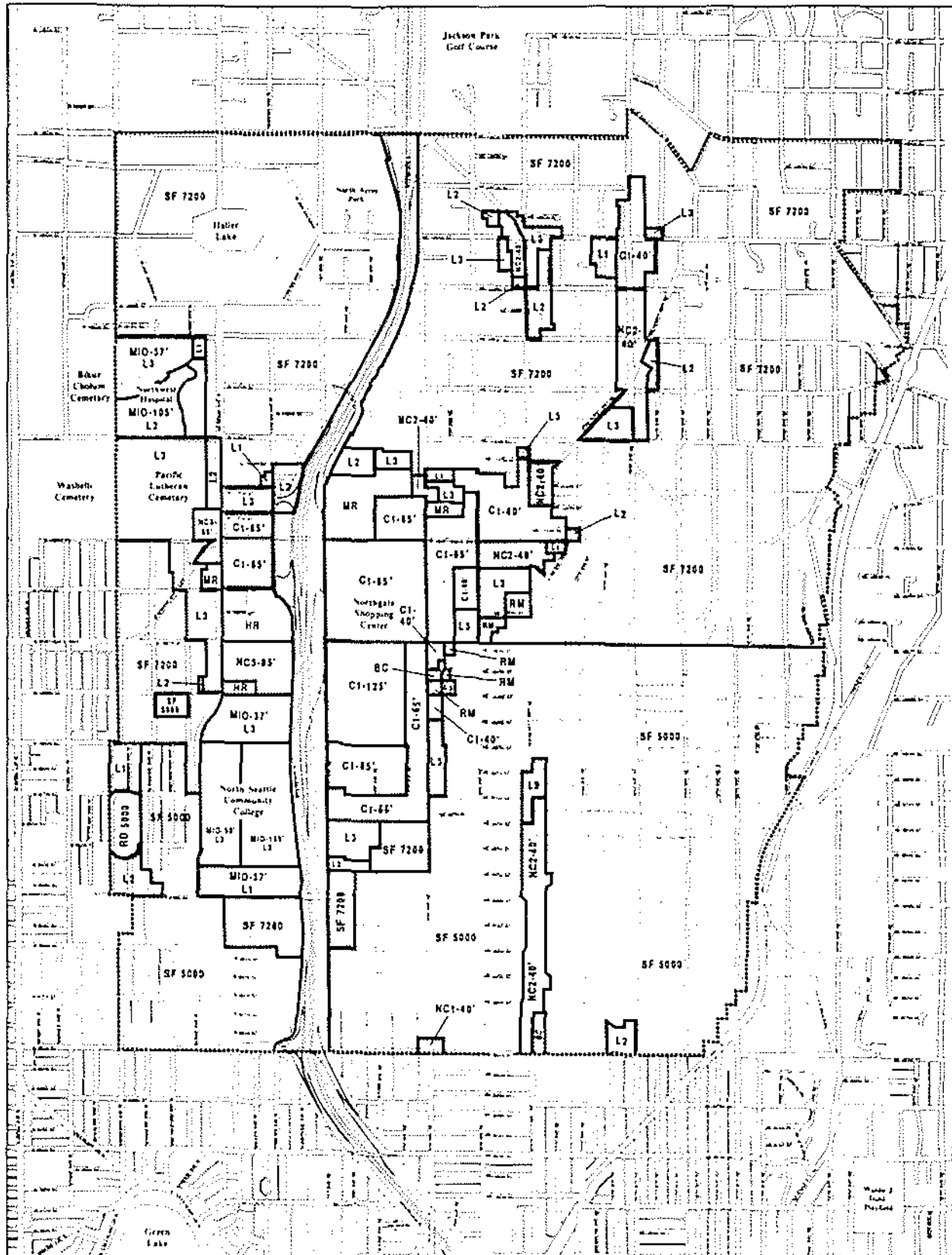


Figure 2 EXISTING ZONING

----- Study Area Boundary ——— Zoning Boundary



NORTHGATE AREA COMPREHENSIVE PLAN

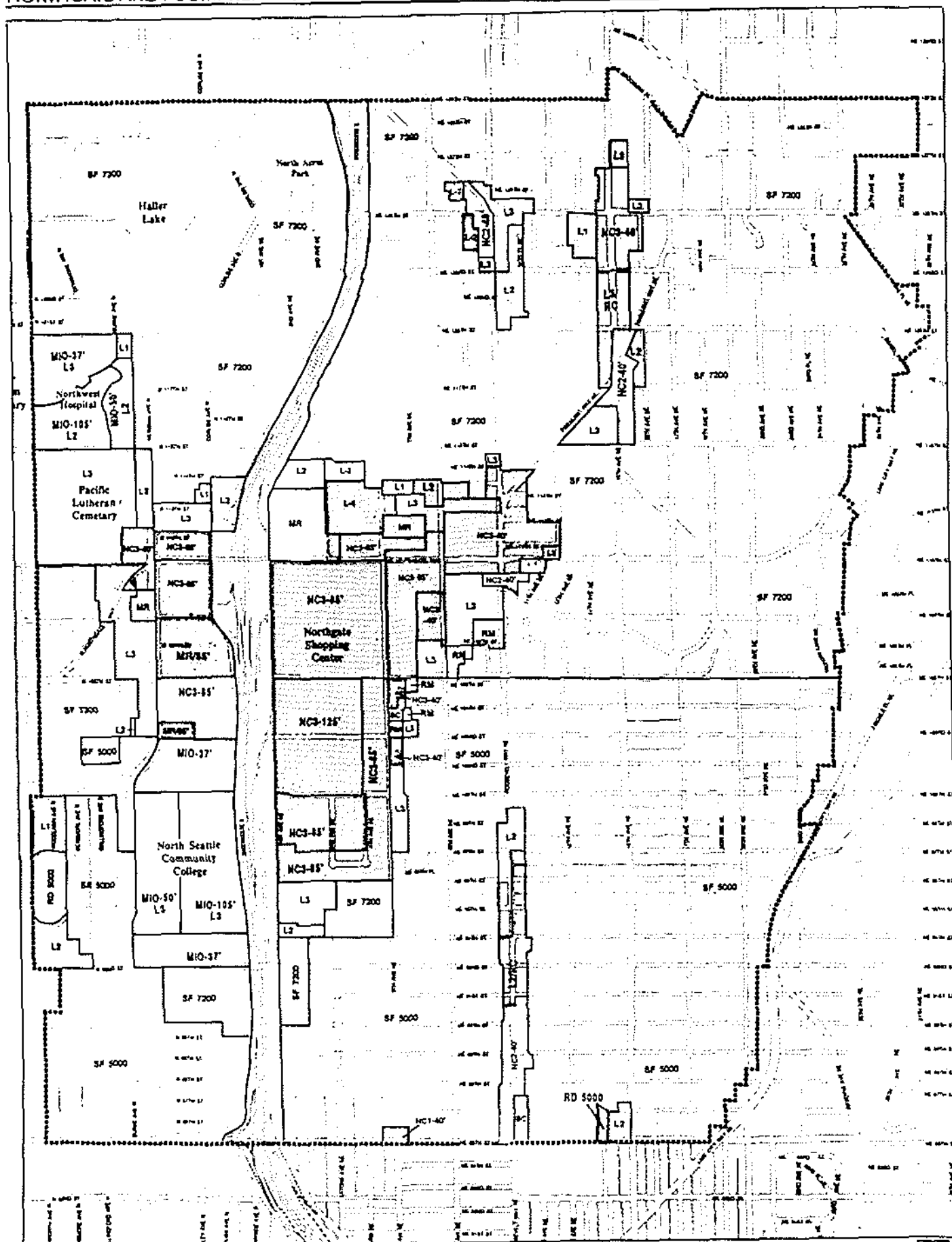


Figure 3 REVISED ZONING

— Zoning Boundary



*Appendix E: Ord. 116794
(Page 8 of Attachment A and
Attachment B)*

1. The rezone of the lots which form the eastern boundary of the Northgate core along 12th Avenue NE are subject to a property use and development agreement (PUDA). The area is bounded on the north by NE 112th Street, on the east by 12th Avenue NE, on the south by NE Northgate Way, and on the west by Roosevelt Way NE. The lots at the easternmost edge of this area are currently zoned Single Family 5000 and Lowrise 2.

The decision to rezone these lots is made because this particular location provides a unique opportunity to enhance the boundary between the Northgate core and the surrounding residential neighborhood due to the stream which runs along the eastern edge of the site. The PUDA is necessary to take optimum advantage of the opportunity provided by the stream, and to ensure consistency with the Northgate Plan policies regarding open space, buffering and transition between the intensive core and the surrounding residential neighborhood.

Without this rezone, the boundary between the core and the single family zoned lots beyond is at the rear property lines of single family homes, with no topographic break or other feature to buffer the transition. The boundary of the core established by this rezone allows the city to take advantage of an excellent transition to the residential neighborhood, including a substantial landscape buffer along NE 12th Street at the north boundary, and a broad open space along the stream on the eastern boundary. The unopened street right of way east of the stream, when combined with the open space resulting from this contract rezone, will create a small park at the eastern gateway to the Northgate core.

*Appendix C: Ord. 116770
Appendix E: Ord. 116794*

- B. C-1 zoning in the core shall be rezoned to NC3, continuing to allow the same densities, but altering the way in which new development locates on a site.
 1. Future regional employment and commercial activity shall be concentrated within the core where it can best be served by local transit and regional light rail, and where it can contribute amenities intended to accommodate increased activity.
 2. Zoning provisions in the core shall permit siting of new development, uses and densities which are compatible with High Capacity Transit stations.
- C. Zoning for commercial areas outside the core shall ensure compatibility with surrounding residential development, while continuing to maintain opportunities for neighborhood commercial activity intended to serve adjacent residential zones.

MIXED USE

POLICY 3: A MIXTURE OF ACTIVITIES INCLUDING COMMERCIAL AND RESIDENTIAL USES SHALL BE PROMOTED IN AREAS WITH NC and RC ZONING DESIGNATIONS. (Land Use Policy)

A better mix of commercial, residential, and mixed-use facilities shall be established in commercially-zoned areas. The multifamily development potential in multifamily zones shall be balanced with what is permitted in commercial zones.

Implementation Guideline 3.1: Allow a mix of uses in separate structures on the same site. (Land Use Code)

*Appendix F: Ord. 116795
(23.71.038 SMC)*

- A. The definition of mixed-use shall be revised to allow residential and commercial uses to be provided in separate structures on the same site.
- B. Mixed use structures must maintain commercial frontage along the street and meet other standards already established in the Land Use Code for mixed use development, except as provided in implementation guideline 13.5 for sites subject to General Development Plans.

Implementation Guideline 3.2: Allow single-purpose commercial structures of limited size in Residential/Commercial [R/C] zones. (Land Use Policy and Land Use Code)

This Plan identifies residential use as the preferred use in Residential/Commercial [RC] zones, but supports a mix of small commercial businesses to promote mixed-use and provide neighborhood services within walking distance of residential development. Single-purpose commercial structures shall be subject to the following limitations:

Appendix C: Ord. 116770

- A. **Permitted Uses.** Commercial uses otherwise permitted as a mixed-use in residential projects in Residential/Commercial zones shall be permitted outright in single-purpose commercial structures. These uses include personal and household retail sales and services, medical services, restaurants without cocktail lounges, business and support services, food processing, craft work, and offices.
- B. **Maximum Size of Use.** A maximum size limit of .75 FAR (floor area ratio) or 5,000 square feet, whichever is less, shall apply to all uses in a single-purpose commercial structure to maintain a scale and intensity of commercial activity compatible with predominantly residential areas.
- C. **Development Standards.** For single-purpose commercial structures, the development standards of the corresponding multifamily zone shall apply, except that no front setback is required. Commercial uses shall have direct access from the sidewalk. The requirements for setbacks, facade transparency and limits on blank facades required along a major pedestrian street shall apply.

*Appendix F: Ord. 116795
(23.71.042 SMC)*

HOUSING

POLICY 4: ADDITIONAL MULTIFAMILY HOUSING OPPORTUNITIES FOR HOUSEHOLDS OF ALL INCOME LEVELS SHALL BE PROMOTED TO THE EXTENT THAT A COMPATIBLE SCALE AND INTENSITY OF DEVELOPMENT CAN BE MAINTAINED WITH ADJACENT SINGLE-FAMILY AREAS. (Land Use Policy)

The most significant increase in housing opportunities shall be provided within the core, where residents in new households will be able to walk to employment locations and will have easy access to transit serving other employment centers in the region.

Outside of the core, new housing will be encouraged in existing multifamily and commercial zones where there is an existing mix of uses, and where residents will have an opportunity to walk to commercial services.

*Appendix C: Ord. 116770
Appendix F: Ord. 116795
(23.71.040 SMC)*

Implementation Guideline 4.1: Establish density limits for residential uses in commercial zones — for both residential and mixed-use projects. (Land Use Policy and Land Use Code)

To balance development potential for residential use between commercial zones and multifamily zones, and to ensure greater consistency in the scale of development permitted in similar locations within the Northgate area, a density limit shall be established for all residential uses in commercial zones.

- A. Lowrise 3 density limits allowing one dwelling unit for every 800 square feet of lot area shall apply to residential uses in commercial zones with 30-foot height limits.
- B. Lowrise 4 density limits allowing one dwelling unit for every 600 square feet of lot area shall apply to commercial zones with 40-foot height limits.
- C. There shall be no density limit for residential use in commercial zones with height limits of 65 feet or higher.
- D. A 20% increase in the permitted residential density shall be allowed for mixed-use development (as defined under revisions proposed in Implementation Guideline 3.1) to provide an incentive for mixed-use development on a site.

(23.71.044 SMC)

Implementation Guideline 4.2: Establish development standards for residential use in commercial zones. (Policy Directive to Departments and Land Use Code)

Development standards for single-purpose residential projects in commercial zones, shall be revised for the Northgate area to reflect amendments to the multifamily development standards in the Land Use Code.

- A. *Zones with a 30-Foot Height Limit.* In commercial zones with a 30-foot height limit, single-purpose residential development shall meet development standards for residential structures in Lowrise 3 zones. Front setbacks may be allowed, but shall not be required.
- B. *Zones with a 40-Foot Height Limit.* In commercial zones with a 40-foot height limit, single-purpose residential development shall meet development standards for residential structures in Lowrise 4 zones. Front setbacks may be allowed, but shall not be required.
- C. *Zones with a 65-Foot Height Limit.* In commercial zones with a 65-foot height limit, single-purpose residential structures shall meet development standards for residential structures in Midrise zones. Front setbacks may be allowed, but shall not be required.

Implementation Guideline 4.3: Maintain and protect single family neighborhoods. (SEPA Policy)

Appendix C p.4: Ord. 116770

Outside of the core, land use actions shall be directed to protect existing single-family neighborhoods. New housing will be encouraged in existing multifamily and commercial zones where there is an existing mix of uses, and where residents will have an opportunity to walk to commercial services.

Implementation Guideline 4.4: Create a new Midrise zone with an eighty-five foot [85'] height limit. (Land Use Policy and Land Use Code)

*Appendix C: Ord. 116770
Appendix F: Ord. 116795
(23.34.013.G. SMC)*

Create and apply a new Midrise zone with an 85' height limit in those areas where Midrise locational criteria are met, and where the additional conditions listed below also apply. There are two areas within the Northgate Overlay which are suitable for this Midrise/85' zoning category: The property at the northeast corner of Meridian Avenue and N 103rd Street, and the area bounded by N 105th Street on the south, Meridian Avenue N on the west, N 107th Street to the north, and the Interstate 5 freeway to the east. To qualify for the Midrise 85' zone, a site must meet these additional criteria:

- A. An adopted neighborhood plan has designated the area as suitable for Midrise zoning with an 85' height limit.
- B. A height of 85' could be accommodated without significantly blocking views.
- C. The development anticipated does not exceed the service capacities which exist in the area, including transit service, parking, and sewers.
- D. A gradual transition in height and scale and level of activity between zones is provided unless major physical edges are present. These edges may be:
 - 1. Natural features such as topographic breaks, lakes, rivers and ravines;

2. Freeways, expressways, and other major traffic arterials;
3. Street grid and block orientation;
4. Open spaces and greenbelts.

TRANSITION

POLICY 5: TO REDUCE CONFLICTS BETWEEN ACTIVITIES AND TO PROMOTE A COMPATIBLE RELATIONSHIP BETWEEN DIFFERENT SCALES OF DEVELOPMENT, A TRANSITION SHALL BE PROVIDED BETWEEN ZONES WHERE SIGNIFICANTLY DIFFERENT INTENSITIES OF DEVELOPMENT ARE ALLOWED.

*Appendix C: Ord. 116770
Appendix F: Ord. 116795
(23.71.030 SMC)*

Establish special provisions for setbacks and bulk within and along the edges of the Northgate Planning Area, under the following conditions: (Land Use Policy and Land Use Code Requirements)

- L4, MR, or HR abuts a SF, LDT, L1, or L2 zone,
- NC2 40 or NC3 40 or higher abuts a SF, LDT, L1, or L2 zone.

Appendix C: Ord. 116770

Implementation Guideline 5.1: The intent is to promote a compatible physical relationship between uses on both sides of a zoning boundary, while permitting different scales and intensities of development. This will provide light, air and solar access and privacy to properties in abutting residential areas. (Land Use Policy and Land Use Code Requirements)

- A. Required setbacks, maximum width and depth shall be established for lots abutting, or directly across an alley or a street right-of-way from a less intense residential zone.

These requirements shall take into account the permitted height of structures in the more intensive zone and platting conditions along the zone edge, including whether the zone boundary is established by a rear or side property line, an alley or a street right-of-way.

*Appendix F: Ord. 116795
(23.71.036 SMC)*

- B. The width and depth requirements in the Northgate overlay for the Northgate planning area shall modify the requirements in the main body of the Land Use Code as shown on Table 1. These shall only apply to portions of the structure within 50 feet of the lot line abutting or directly across a street right-of-way less than 80 feet in width from the less intensive residential zone. Limits on the length of the structure shall apply to portions of the structure directly facing the residential zone and exceeding a height limit of 30 feet.

Table 1
Structure Width and Depth Standards

Abutting Zone	Maximum Residential Zone	Maximum Width	Depth
Lowrise 3	Single Family, LDT or L1 or L2	Apts. 60 feet max. Townhouses 100 feet	65 % depth of lot, with no individual structure to exceed 75 feet
Lowrise 4, Midrise, and Midrise/85	Single Family, LDT, L1 or L2	Apts. 75 feet Townhouses 130 feet	65 % depth of lot with no individual structure to exceed 90 feet
Mixed Use	Single Family, LDT, L1 or L2	At a building height of 30', wall width not to exceed 80% of abutting lot line. Above 30', maximum width not to exceed 65% of abutting lot line, to a maximum of 60 feet in width	
NC2 and NC3	SF, LDT, L1 or L2	At a building height of more than 30' wall width not to exceed 80% of abutting lot line, to a maximum of 120 feet in width	
Residential Portions of Mixed Use	Single Family, LDT, L1 or L2	Above building height of 30', maximum wall width and depth not to exceed 80% of abutting lot line	

REDUCTION OF VEHICLE TRIPS

POLICY 6. THE EFFICIENCY OF THE TRANSPORTATION SYSTEM SHALL BE MAXIMIZED BY ACCOMMODATING MORE PERSON TRIPS RATHER THAN VEHICLE TRIPS.

Implementation Guideline 6.1: *Require a transportation management program [TMP] for reducing the number of single-occupant vehicle (SOV) trips generated by new development.* (Land Use Code)

A. To mitigate traffic impacts, the owner of any site with new development forecast to generate 25 or more employee or student vehicle trips in any one P.M. hour shall prepare and implement a Transportation Management Program [TMP]. The TMP shall include measures likely to achieve goals for the proportion of single occupant vehicle [SOV] trips identified below. These goals represent incremental reductions of 15% by 1995, 25% by 1997, and 35% by 1999, from the 1990 SOV rate of 85% for commute trips made by all employees working in the Northgate area.

1. The proportion of SOV trips shall be calculated for the P.M. hour in which an applicant expects the largest number of vehicle trips to be made by employees and students at the site [the peak hour]. The proportion of SOV trips shall be calculated by dividing the total number of employees and students using a SOV to make a trip during the expected peak hour (as described above) by the total

*Appendix F: Ordinance 116795
(27.71.018A. SMC)*

Clarification: *The TMP requirement (27.71.018 SMC) of the Northgate Plan differs from the City's Commute Trip Reduction ordinance (25.02 SMC) by requiring new development rather than employers (with more than 100 full-time employees starting their work day between 6 and 9 A.M.) to prepare and implement a TMP, as occurs with current SEPA conditions for preparing a TMP (see amended SED Director's Rule 91-5 and DCLU Director's Rule 4-91). The key differences include: replacing SEPA conditioning with Land Use Code requirements, establishing goals, including students and multifamily developments, changing peak hour definitions, compliance and enforcement provisions.*

number of employee and student person trips during the expected peak hour.

2. Steps taken to implement the TMP shall not supplant the responsibility of any employer affected by Seattle's Commute Trip Reduction [CTR] Ordinance.

(23.71.018.B. SMC)

- B. To mitigate traffic impacts, the owner of new or expanded multifamily development forecast to generate 50 or more vehicle trips in any one P.M. hour shall prepare and implement a TMP. The TMP shall include measures likely to achieve goals for the proportion of SOV trips. These goals represent incremental reductions of 10% by 1995, 15% by 1997 and 20% by 1999, from the 1990 SOV rate (69% SOV) for commute trips by all residents living in the Northgate area.

The proportion of SOV trips shall be calculated for the P.M. hour in which an applicant expects the largest number of vehicle trips to be made by residents of the site (the peak hour). The proportion of SOV trips shall be calculated by dividing the total number of residential trips made by SOV during the expected peak hour (as described above) by the total number of residential person trips.

Year	Commercial Goal	Residential Goal
January 1, 1995	72%	62%
January 1, 1997	64%	59%
January 1, 2000	55%	55%

(23.71.018.C. SMC)

- C. Each applicant subject to this requirement shall prepare a TMP as described in DCLU Director's Rule 4-91 and the Seattle Engineering Department [SED] Director's Rule 91-5, as modified by these provisions, as part of the requirements for obtaining a Master Use Permit.

(23.71.018.D. SMC)

- D. The TMP shall be approved by the Director of DCLU after he or she receives a recommendation from the SED Director that the TMP measures are likely to achieve the SOV goals.

(23.71.018.E. SMC)

- E. The owner of each property subject to this implementation guideline shall submit an annual progress report to the Director of SED, who will advise the Director of DCLU on compliance. The progress report shall contain:
 1. The number of full and part-time employees, students and/or residents at a site during the peak hour (as defined above).
 2. A summary of vehicle trips generated by the site's employees, students, or residents, as well as the total peak hour vehicle trips generated by the site.
 3. A description of any programs, incentives, or activities or other measures targeted to reduce vehicle trips, in which employees, students or residents at the site participate.

4. The number of people participating in the TMP measures.
5. The peak hour proportion of SOV trips of the employees, students, and/or residents.

F. The Engineering Department shall be responsible for monitoring TMP compliance. If annual monitoring of the TMP indicates that the property owner has not implemented the entire TMP, and has not made substantial progress toward achieving the goals the SED Director may recommend that the Director of DCLU: (23.71.018.F. SMC)

1. Require modifications to the TMP program measures and/or
2. Refer the Land Use Code violation to DCLU for enforcement action.

Achievement at a site of the goals for proportion of SOV trips specified in this plan shall constitute compliance with these regulations, regardless of implementation of the TMP.

G. Once the DCLU Director has approved a TMP for a site, the Director shall review progress in implementing the TMP prior to the issuance of any subsequent permit for development of the site. (23.71.018.G. SMC)

When the owner of a site within the Northgate Study Area that already has an approved TMP applies for a permit for development, the owner shall present evidence that he or she has implemented the TMP approved for the site. If implementing the TMP has not resulted in substantial progress toward the goal for the proportion of SOV trips, the Director may:

1. Require the applicant to take additional steps to comply with the transportation management program before the Director issues a permit; and/or
2. Require measures in addition to those in the transportation management program that encourage alternative means of transportation for the travel generated by the proposed new development; and/or
3. Deny the permit if the Director can show that the owner of the site has failed to make a good faith effort to implement the provisions of the TMP; or
4. Determine that a revised or new program is not needed, and that the permit can be issued without changes to the existing TMP.

H. Compliance. To comply with this implementation guideline, the owner of a site subject to the requirement must demonstrate that he or she has an adopted TMP, has submitted the required annual reports, and has succeeded in accomplishing one of the two following objectives: (23.71.018.H. SMC)

1. The owner has implemented the steps contained in the TMP for the development project.

2. The owner has met the goal for SOV trips specified in section A, above.

Failure to comply with this section shall constitute a violation of the Land Use Code. The penalty for each violation shall be \$250 per day.

(23.71.018.I.SMC)

- I. Submission of a TMP or annual report pursuant to this plan is subject to state and local laws making it a crime to submit false information. These laws include, but are not limited to, RCW 9A.76.020 and SMC 12A.16.040.

- J. A fund shall be established in the City's General Fund to receive revenue from fines for violations of this implementation guideline. Revenue from fines shall be allocated to activities or incentives to reduce vehicle trips in the Northgate area. The Director of the Seattle Engineering Department shall recommend to City Council how these funds should be allocated (examples of appropriate allocation might be to a site-specific Northgate TMA, or to pay for a Northgate circulator).

(23.71.018.J.SMC)

- K. SED and DCLU shall prepare a Director's Rule explaining how each department shall implement and monitor this requirement.

Implementation Guideline 6.2: Strongly encourage a Northgate Area Transportation Management Association (TMA) to assist developers, property owners, and employers in achieving the Northgate trip reduction goals. (Land Use Policy)

Appendix C: Ord. 116770

A Northgate TMA should be established so that employers, property owners, and developers, building owners, local government representatives and residents can work together to develop policies, programs, and services to address local transportation problems, providing services directly to members. The TMA would also enhance organized private sector involvement in public sector planning, decision making, and projects.

- A. Membership in a TMA should be composed of building owners and employers affected by the state Commute Trip Reduction Law (1991).

The TMA should provide customized services, coordination and activities to help its members achieve performance standards established for the Northgate area. TMA functions should emphasize service provision, coordination, advocacy, and education for its members.

1. Basic functions of a TMA should include:
 - a. Coordinating individual building or employer Transportation Management Plans and meeting with building coordinators on a regular basis.
 - b. Coordinating customized marketing efforts for the Northgate area with Metro.

- c. Assisting individual members in their traffic mitigation efforts through the implementation of common cost-effective programs that satisfy regulatory requirements.
 - d. Monitoring individual member's progress toward achieving performance standards.
 - e. Organizing periodic training by Metro for Employer Transportation Coordinators (ETCs).
 - f. Assisting members' employees with personalized ridematching for carpools, vanpools, and fleetpools and coordinating the administration of these programs.
 - g. Advocating transit and street improvements, and providing input into key local policies and programs.
 - h. Creating a central clearinghouse for employers, property owners, developers, and residents to provide information on commute options, transit passes, and TMA services.
2. Additional services may include, but are not limited to:
- a. Providing "guaranteed ride home" services for member's employees that rideshare or use transit.
 - b. Providing fleet bicycles for commuting or for Northgate intra-area travel.
 - c. Providing circulator service between the major employment sites and the Northgate Transit Center.

Implementation Guideline 6.3: Create a safe and convenient environment for bicycling to increase the use of bicycles to destinations in the Northgate area. (Policy Directive to City Departments)

Appendix B: Res. 28752

- A. Bicycle routes shall be established to connect major activity centers within the Northgate area and the rest of the City. Bicycle routes shall be designated as identified on Figure 4. Street improvements on these routes shall include bicycle lanes, wide curb lanes, or signed routes. (Policy Directive to Departments)
- B. Safe, convenient bicycle parking shall be created to encourage people to travel to and within the Northgate area by bicycle. All commuter bicycle parking should be protected from the weather, and include bicycle lockers. (Land Use Code)
- C. Wherever feasible, crossings of Interstate 5 shall accommodate bicycles through wide curb lanes, bicycle lanes, or separated paths. (Policy Directive to Departments, Land Use Policy)

*Appendix F: Ord. 116795
(23.71.016.E. SMC)*

*Appendix B: Res. 28752
Appendix C: Ord. 116770*

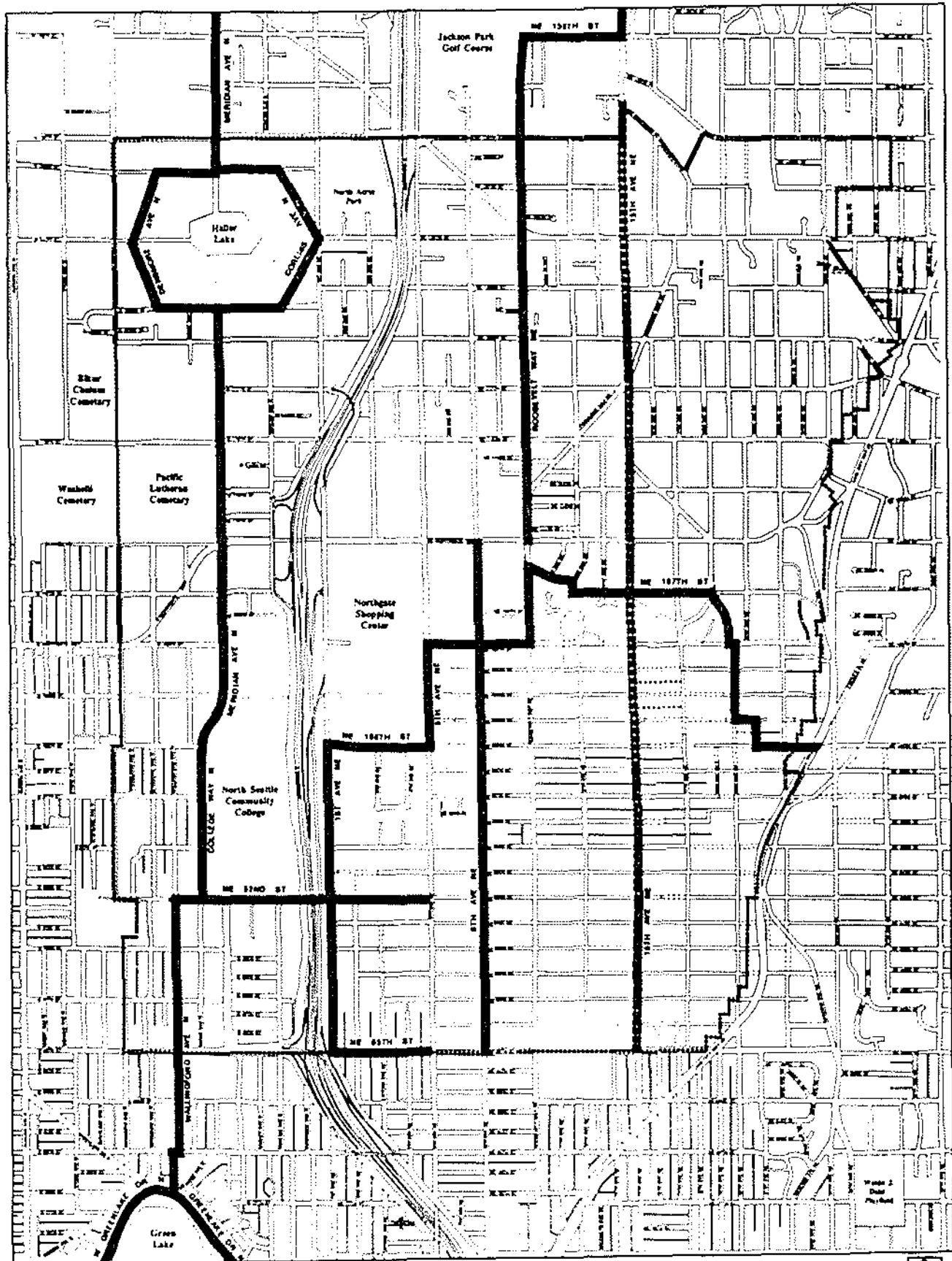


Figure 4 BICYCLE STREETS

Key Bike Streets (1984 SCTP)

Bicycle Route



Implementation Guideline 6.4: Monitor vehicle trip reduction in the Northgate area. (Policy Directive to City Departments)

Appendix B: Res. 28752

- A. The Engineering Department shall conduct a traffic count for a cordon surrounding the core of the Northgate area in 1995, 1997, and 1999, and summarize the data. The cordon data will be a determinant of the Plan's effect on reducing peak period traffic volumes in relation to employment and multifamily residential growth in the core.

TRANSIT

POLICY 7: ENHANCE TRANSIT SERVICE AND FACILITIES TO MAKE IT A MORE ATTRACTIVE TRAVEL MODE FOR PERSONS LIVING AND WORKING IN THE NORTHGATE AREA.

Implementation Guideline 7.1: Increase transit service to the Northgate Transit Center from surrounding neighborhoods and major destinations. (Policy Directive to City Departments)

Appendix B: Res. 28752

- A. Increase transit service between north-end neighborhoods and the Northgate Transit Center to reduce dependence on private vehicles to access Northgate area employment, services, and residences. Transit service coverage and frequency, necessary to accommodate growth, shall be prioritized as summarized below and on Table 2.

Nine Metro routes providing 571 existing transit trips per day to Northgate would be expanded over the next 5 years, to approximately 15 routes providing 937 trips per day, over a much wider service area. See Figures 5, 6, and 7.

Objectives of additional transit service are to:

- Accommodate the travel demand of growth.
- Decrease SOV use and increase transit ridership.
- Provide access from surrounding neighborhoods to Northgate via transit.
- Improve the span and frequency of service to the area to address the diversity of travel demands.
- Route more peak period service to the area.
- Design services so that circuitous routings and out-of-direction travel are minimized; providing direct service between Broadview, Aurora Avenue, Wedgewood, Ravenna, North City and the Northgate Transit Center.
- Improve access to north Seattle and north King County destinations by making the Northgate Transit Center the focus for service.

Table 2 PROPOSED TRANSIT SERVICE TO ACCOMMODATE GROWTH

Route	June 1992	1993	1994	1995-96	Proposed to Serve	Objectives	Notes
5	30/30/30/-	30/30/30/30	same	same	Downtown, Greenwood, N 105, NGW & NTC	Add Sunday service for shoppers 10 AM to 6 PM	Weekday peak service will begin at 6:30 AM rather than 7:30 AM
16	20-30/30/30/30	same w/ reroute	same w/ reroute	same w/ reroute	Reroute via N 92 St & 1 Ave NE to NTC rather than Meridian & NGW	More direct, reduce delay & reduce costs	#317 would replace #16 service on Meridian & College S&NGW
62	30/60/60/-	same	same	15/30/30/30	Balford to NSCC to NTC	Provide high frequency cross-town route between NW Seattle & NTC intersecting w/ several NS routes for transfers	Includes dropping Magnolia segment & 15 min peak headways allow for convenient intercity route transfers. Serves as shuttle bet. NSCC & NTC
65	doesn't serve NTC	doesn't serve NTC	reroute 30/60/60/-	30/60/60/-	UW via 35 Ave NE, NE 115 St to LCW to NTC. Serves UW, Wedgewood, Ravenna & NTC	Improve neighborhood access to NTC	Route 78 would replace the service to L City & Jackson Park. #65 service would be 2 directional at all times, new Sat. service
68	60/60/-/-	same	reroute 30/30/30/30/-	same	U Dist to 25 Ave NE, NE 115 St to LCW to NGW. Serves NTC, Maple Leaf, Ravenna, U Village & U Dist.	Improve neighborhood, UW & U Village access to NTC	Route modified N of NE 75 St after NTC route becomes #62
67	new	same	same	same	UW to NTC via Roosevelt, NE 75 St and 5 Ave NE	---	---
69	---	---	new 15-20/30/30/30	same	Between downtown & NTC via Roosevelt	Improve Roosevelt service, improve on time performance	After 1994, replace 302/305 between downtown & NTC
73	Doesn't serve NTC	Doesn't serve NTC	Reroute 30/30/30/30	same	UW via 15 Ave NE to NGW & NTC	Improve service to neighborhoods in North Seattle	#78 would replace service lost by the reroute of #73 to NTC, with 30 min peak & 60 min midday & eve service
75	Doesn't serve NTC	Doesn't serve NTC	Doesn't serve NTC	Reroute 30/30/30/60	UW via Sand Point, Chukotna Hosp., NE 125 St, LCW to NGW & NTC	---	---
302/305	30/30/30/60	same	Reroute same	15/30/30/60	Richmond Beach, Shoreline CC, Brier Lake, Haller Lake & NTC	Initial reliable timed transfers at NTC, improve frequency between Richmond Beach & NTC to encourage ridership	#302 on I-5 between N 130 St & NTC. #305 on I-5 between N 145 St & NTC. Discontinue using 5 Ave NE
307	15/15/30/30	same	same	15/15/15/30	Downtown to NTC via I-5, all trips continue to Lake City, Lake Forest Park, Kenmore, Bothell & Woodinville	Fast, frequent travel route to downtown	---
317	30/60/60/60	30/30/30/60	same	same	NTC, NWH, Haizer Lake, Aurora Village, Richmond Beach peak extension to downtown, midday ends at NTC	Improve frequency of service, improve service to NSCC, reduce delays	Provide shuttle between NSCC, NTC & downtown
360	-----	new 30/30/30	new 30/30/30	30/30/30/-	Downtown to NTC via I-5, then NGW, Meridian, N 115 to Aurora	Provide direct connection between Aurora & NTC, improve service to NWH, improve Aurora service	Replace midday & Sat #16 Express w/ modified #360
377	30/30/30/60	same	same	same	NTC, Jackson Park, N City & Horizon View	Improve frequency, mitigate loss of #73 to Jackson Park	Local operators at all times, peak express bypasses NTC
peak/mid-day/Sat/Sun							
NTC: Northgate Transit Center							
NSCC: North Seattle Community College							
LCW: Lake City Way							
NGW: Northgate Way							
NWH: Northwest Hospital							

- Improve access to North Seattle Community College (6 trips/hr) and Northwest Hospital (2 trips/hr).

B. Prioritize improved north-south service to the Northgate Transit Center on Greenwood Avenue, Aurora Avenue, Meridian Avenue, I-5, Fifth Avenue NE, Roosevelt Way NE, 15th Avenue NE, 25th Avenue NE, Lake City Way NE, 35th Avenue NE, and NE Sand Point Way. Advocate transit service which would travel east-west along either Northgate Way NE, NE 125th Street, or a portion of N 92nd Street or N 115th Street.

Specific Priorities include:

1. By 1993, increase service frequencies to 30 minute headways, add weekend service on Metro routes 317, 377, 302 and 305, and begin peak service at 6:30 A.M.
2. By 1994, reorient services to provide better neighborhood coverage going to the Northgate Transit Center on Metro routes 16, 65, 68, 69, 73, and 302/305. Provide direct service to Northgate from Aurora Avenue via a modified route 360.

In addition, Community Transit would begin direct service to the Northgate Transit Center from selected Snohomish County locations.

3. Between 1995 and 1996, increase frequencies from Northwest Seattle.
4. Between 1997 and year 2000, improve service on all routes leading to Northgate to a minimum 30 minute headway. Expand the span of service to provide these headway between 6:00 A.M. and 10:00 P.M.
5. After year 2000, orient transit service to take maximum advantage of a rail system, while still providing many one seat ride opportunities to Northgate from surrounding neighborhoods. Complete service improvements on all routes.

Implementation Guideline 7.2: Expand High Occupancy Vehicle (HOV) facilities. (Policy Directive to City Departments)

Provide preferential treatment for transit vehicles during peak traffic periods to help reduce transit travel times. The City shall work with Metro and the Washington State Department of Transportation (WSDOT) to analyze the feasibility of the HOV improvements proposed below. The HOV improvements listed below are oriented toward reducing travel times for buses using the Transit Center. A.Stripe a transit-only lane, northbound on First Avenue NE extending westbound on NE Northgate Way to Corliss Avenue N (until completion of the southbound ramp).

Discussion: The Northgate Transit Center should provide timed-transfers between various feed routes, connecting the north-end neighborhoods with Northgate and direct express access to downtown, the University District and Snohomish County.

Making transit and non-motorized modes more attractive is fundamental to reducing auto use. These transit coverage and frequency improvements complement the reduced long-term parking, pedestrian orientation, and transit supportive design recommendations of the Plan.

Transit improvements are expected to replace employer and business dependence on the automobile and a large supply of free parking, with an alternative mode of access. Improved transit service would reduce resident's fears that recommended parking requirements would result in spillover parking.

Metro's goal is to provide concentrations of service where they believe densities will provide sufficient ridership, where parking policies support transit ridership, and where transit can get priority treatment to minimize travel times through congested areas.

Appendix B: Res. 28752

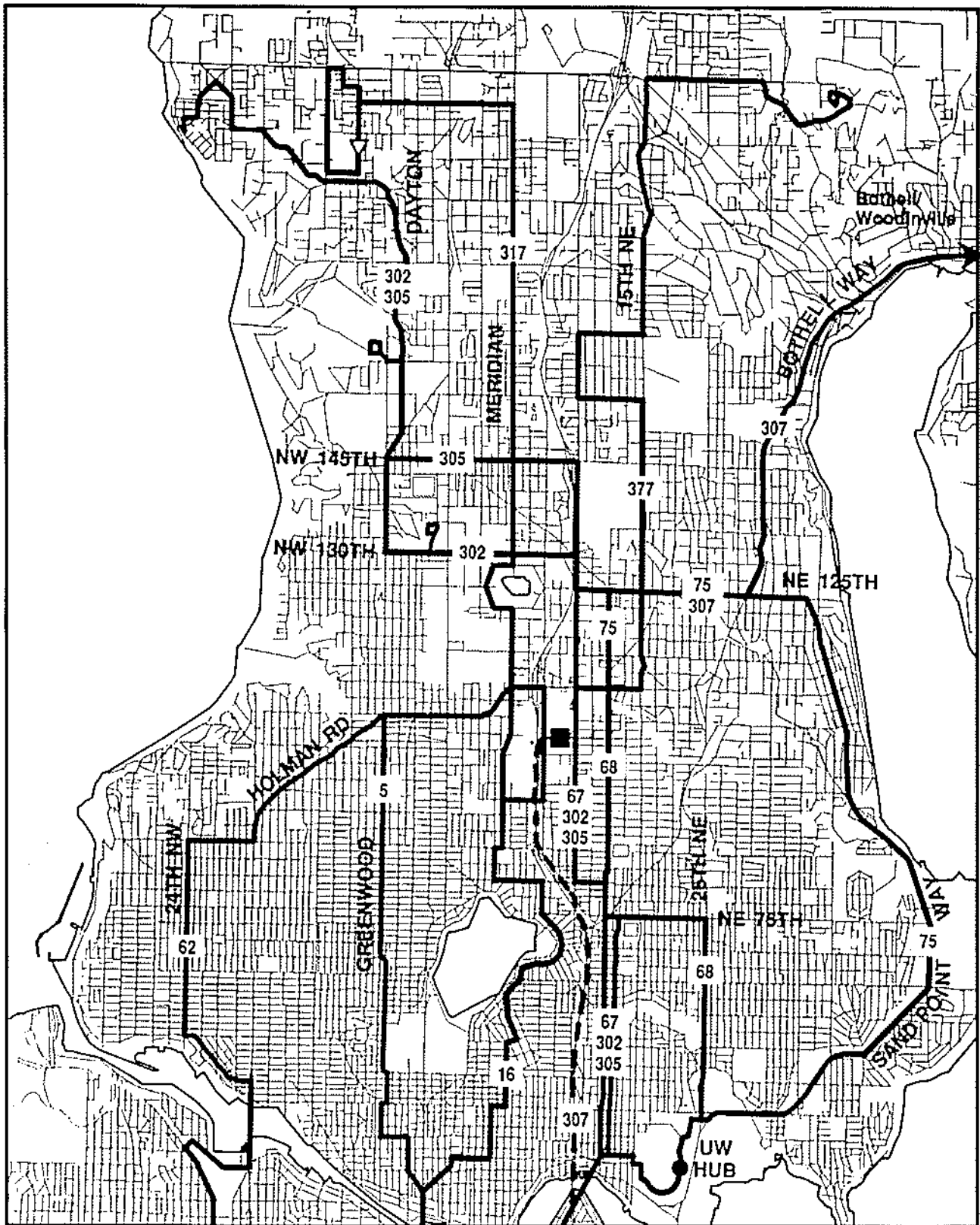


Figure 5 DIRECT SERVICE TO NORTHGATE TRANSIT CENTER BY 6/92

■ Northgate Transit Center - - - Express



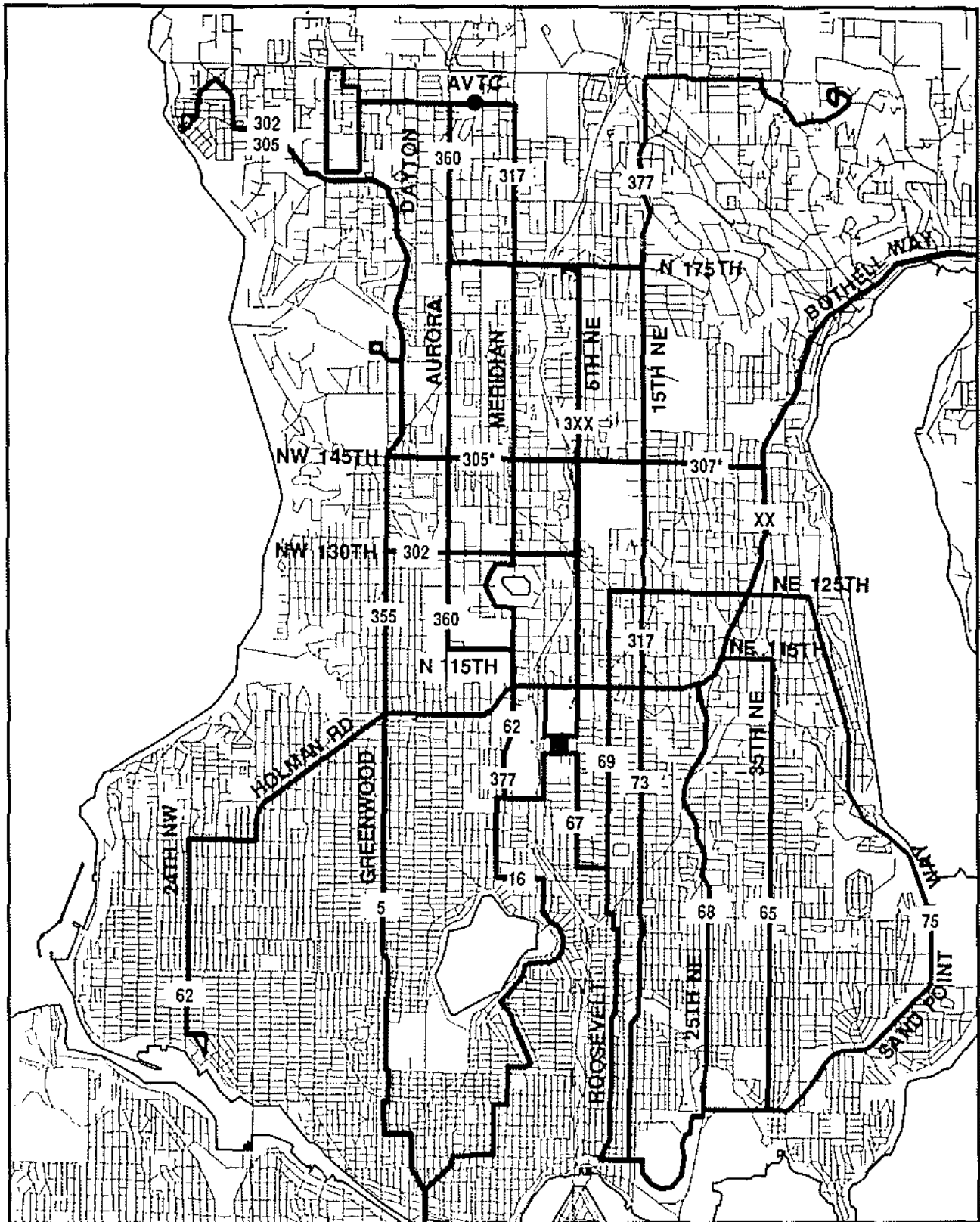


Figure 7 DIRECT SERVICE TO NORTHGATE TRANSIT CENTER BY YEAR 2000 WITH HCT

■ Northgate Transit Center

* Routes 305/307 to be truncated at 145th Street when rail station opens

- A. Stripe a transit-only lane, northbound on First Avenue NE extending westbound on NE Northgate Way to Corliss Avenue N (until completion of the southbound ramp).
- B. Reduce transit delays at the intersection of Fifth Avenue NE and Northgate Way by constructing a transit queue jump lane.
- C. Construct a northbound I-5 on-ramp HOV lane at NE 107th Street.
- D. Construct a pedestrian overpass between the Transit Center and North Seattle Community College.

Implementation Guideline 7.3: Encourage Transit Access. (Land Use Policy)

Appendix C: Ord. 116770

The preferred location for substantial development in the Northgate planning area is within 1,320 feet (1/4 mile) of transit. If a development is further than 1,320 feet from a transit stop, employers and retailers of the Northgate area, are strongly encouraged to either provide a shuttle service to the transit center, or create and join a Northgate Transportation Management Association (TMA). The TMA could then pool resources to provide circulator service where none exists, and complement regular 30 minute Metro service with a circulator that provides more frequent transit service between local destinations and the transit center.

Implementation Guideline 7.4: Centralize Park and Ride lots. (Policy Directive to City Departments)

Appendix B: Res. 28752

Locate all park and ride activity related to the Northgate Transit Center at or within 800 feet of the Transit Center. The park-and-ride portion of the Transit Center shall accommodate up to 1000 vehicles. Additional parking may be provided if it is shared or is joint use parking.

Implementation Guideline 7.5: Provide Bus shelters. (Policy Directive to City Departments)

Appendix B: Res. 28752

Metro shall place bus shelters at bus zones along designated pedestrian streets and Class III boulevards consistent with Metro's Service Guidelines for shelter placement, unless paid for by the community.

Implementation Guideline 7.6: Increase the Number of Transit Streets. (Amend Seattle Comprehensive Transportation Plan)

Appendix A: Res.28753

Three arterials shall be reclassified as minor transit streets:

- A. NE Northgate Way (between Lake City Way NE and Roosevelt Way).
- B. N 115th Street (between Aurora Avenue NE and Meridian Avenue).
- C. NE 92nd Street (between First and Fifth Avenues NE).

Discussion: Reclassification of these streets will allow Metro service to significantly improve transit service to the Maple Leaf, Victory Heights, Pinehurst and Meadowbrook neighborhoods by rerouting service to travel more directly into the Northgate Transit Center, thus reducing travel times. This will make transit a more attractive mode for shorter, northend trips.

PEDESTRIANS

POLICY 8. INCREASE PEDESTRIAN CIRCULATION WITH AN IMPROVED STREET LEVEL ENVIRONMENT BY CREATING PEDESTRIAN CONNECTIONS THAT ARE SAFE, INTERESTING, AND PLEASANT.

Appendix C: Ord. 116770

Discussion: To reduce the reliance on vehicles, the Plan seeks to create a pedestrian system that encourages people to walk and use transit to and within the core. The purpose of the pedestrian circulation system is to:

- *Make it easier and more attractive to walk between transit service and the residential and commercial areas.*
- *Reduce the dependence on using a vehicle to travel within the Northgate area.*
- *Increase access by providing pedestrian links to and between major destinations.*
- *Improve pedestrian connections between the core and surrounding neighborhoods.*
- *Create a pedestrian spine along a Third Avenue NE alignment to connect multifamily development, the Mall and office uses with each other and with the Transit Center.*

Implementation Guideline 8.1: Pedestrian Circulation System. (Land Use Policy)

Develop a pedestrian circulation system through private and public actions as identified in this Plan. This comprehensive system identified in Figure 8, shall be developed in coordination with the other transportation, land use and open space policies of this Plan. The system shall include a combination of:

- Pedestrian designated streets
- Pedestrian overpasses
- Interior block pedestrian connections
- Green streets
- An urban trail
- A Class III Boulevard
- Special landscaped arterials

A. Substantial development shall be responsible for the portion of the pedestrian circulation system that is adjacent to, or within, its site. The design and construction of the network shall be consistent with this Plan. However, the exact location of interior block pedestrian connections shall be at the discretion of property owners.

1. The pedestrian circulation system shall:
 - a. Connect to any plazas, adjacent parks or indoor open spaces.
 - b. Connect buildings on the site with the walkway and adjacent street sidewalks.
2. Sidewalks shall be required as part of substantial development adjacent to all arterials and any streets abutting multifamily and commercial development.
3. All sidewalks not designated part of the pedestrian circulation system on Figure 8 nor subject to the provisions of Implementation Guidelines 8.1, 8.2.D.9, and 8.6, shall, at a minimum, include a 5 1/2 foot planting strip and a 6 foot (clear) sidewalk.

(23.53. SMC)

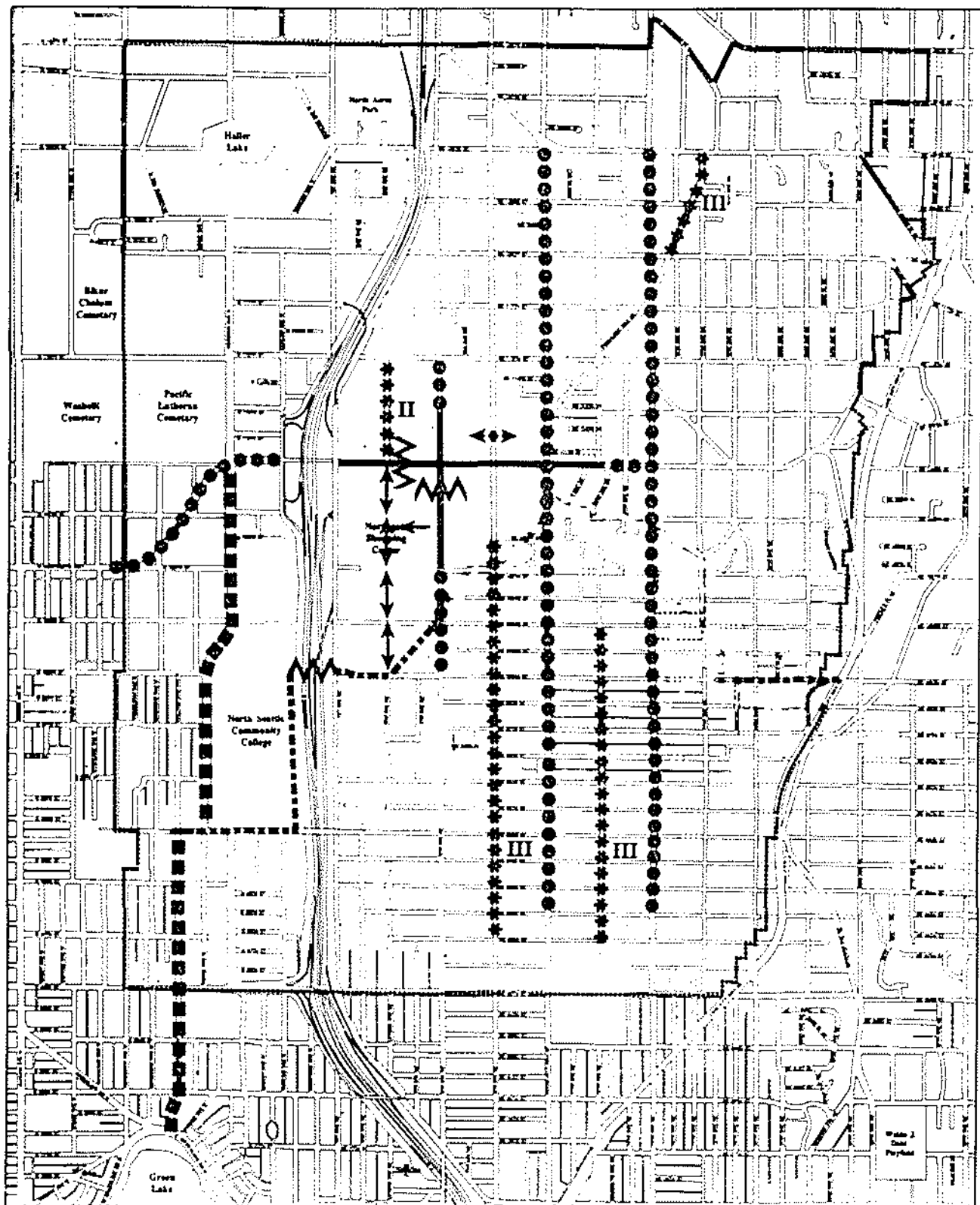


Figure 8 PEDESTRIAN CIRCULATION SYSTEM

- | | | |
|---------------------------|--|---------------------------------|
| — Major Pedestrian Street | --- Urban Trail | ●● Special Landscaped Arterials |
| ■ ■ Class III Boulevard | ↔ Interior Block Pedestrian Linkages | ◀▶ Major Pedestrian Crossing |
| * * Street Parks II & III | ⚡ Grade Separated Pedestrian Crossings | III Street Park Type |



a. Landscaping within the planting strips shall be approved by the Engineering Department.

- B. All on-site pedestrian improvements may be counted toward meeting a site's open space requirement.
- C. All pedestrian improvements shall be designed to be accessible to persons with disabilities in accordance with the Land Use Code, Washington State Law, and the Americans with Disabilities Act.

Appendix C: Ord. 11670
Appendix F: Ord. 116795
(23.71.008.A. SMC)

Implementation Guideline 8.2: Designate Pedestrian Streets. (Land Use Policy and Land Use Code)

The following street segments are intended to serve as major links in the pedestrian network of the core, and therefore shall be designated as Pedestrian Streets:

- All commercially zoned lots on both sides of NE Northgate Way between 3rd Avenue NE and 11th Avenue NE.
- All commercially zoned lots on Fifth Avenue NE between NE 113th Street and NE 105th Street.

To ensure that development contributes to a positive pedestrian environment, all lots fronting on a designated Pedestrian Street shall be subject to development standards beyond those required elsewhere in the overlay district.

A. Function. Substantial development along designated Pedestrian Streets shall be designed to encourage pedestrian activity in an area with moderate to heavy transit service and a preponderance of retail activity by:

1. Reducing the walking distance between buildings.
2. Strengthening the relationship between buildings and the sidewalk.
3. Promoting and/or reinforcing a transit-oriented activity center.
4. Reducing distances between building entrances and transit service.
5. Making it more interesting to walk around an area than drive.
6. Encouraging proximate commercial and/or residential uses which reinforce each other.

B. Desired Characteristics

1. A variety of retail/service activities and interest along the street front, with limited breaks for parking.
2. Primarily built to the front property line.



Figure 9 PEDESTRIAN STREET

3. Minimal upper story setbacks along the street front.
4. Minimal pedestrian-automobile conflicts.
5. Commercial frontage with minimal interruption by housing, drive-in facilities, or parking areas.
6. Moderate to heavy transit service.
7. Connected urban open spaces.
8. Street trees, benches, fountains, artwork, landscaping, special pavers, and lighting to enhance the pedestrian experience.
9. Pedestrian or transit trips making up most of the intra-area trips.

C. Street Level Uses Along Pedestrian Streets. Permitted uses shall be the same as the underlying classifications with the following exceptions:

*Appendix F: Ord. 116795
(23.71.008.B. SMC)*

1. Permitted ground-level street front uses shall be limited to the uses permitted in the underlying classification which are within the following use categories:

- a. Personal and household retail sales and services.
- b. Eating and drinking establishments.
- c. Customer service offices.
- d. Entertainment.
- e. Hotels/motels.
- f. Small office uses.
- g. Building lobbies.



Figure 10 PEDESTRIAN STREET

2. Prohibited Use

- a. Outdoor storage, drive-in businesses including gas stations.

3. To maintain pedestrian activity and interest, permitted uses are required along a minimum of 80% of the street-level of each **building** fronting onto a pedestrian street. The remaining 20% of the street-level uses along the street frontage of the **building** may be occupied by other permitted or conditional uses or pedestrian entrances.

(23.71.008.B. SMC)

D. Development Standards Along Pedestrian Streets

To promote pedestrian activity when a commercially zoned lot has frontage on a Pedestrian Street, the following requirements shall apply to all substantial development:

1. In a commercial zone, uses that provide visual interest for the pedestrian such as building lobbies, shall be oriented to the street.
2. In midrise and residential/commercial zones where commercial uses are provided, the commercial uses shall front on the Pedestrian Street and not on a residential side street.

(23.71.008.B. SMC)

3. In all zones, a connection from the Pedestrian Street to the principal entrance(s) of the structure shall be provided.
 - a. Grocery stores and anchor retail stores (above 30,000 square feet) may locate their primary entrance facing their parking lot, provided that either an additional entrance is located along the Pedestrian Street, or access to the entry is provided from the Pedestrian Street that does not require a pedestrian to walk through other stores or parking areas to enter the grocery or anchor store.
4. A structure facing a Pedestrian Street shall not be allowed to incorporate parking access into its street-level facade, unless access to the parking is not possible from the unbuilt portion of the site or access from another street is not feasible.

(23.71.008.B. SMC)

5. Required street-level uses shall have direct access to the sidewalk within 3 feet of the sidewalk grade.
6. Minimum Parking Requirements for Uses Fronting on Pedestrian Streets.

Minimum parking requirements shall coincide with the Land Use Code, except as modified in Implementation Guidelines 9.1 - 9.5, and the guidelines identified below for designated Pedestrian Streets.

- a. Once the amount of required parking has been calculated according to the provisions of the Land Use Code, the DCLU Director may permit further reductions as follows:
 - Eating and drinking establishments: parking may be waived for the first 750 square feet.
 - Motion picture theaters: parking may be waived for first 150 seats.
 - Other permitted street front retail and service uses: parking may be waived for the first 5,000 square feet.
- b. The parking waivers permitted above shall apply to each of the street level business establishments facing a Pedestrian Street.
- c. Additional parking waivers may be permitted by the Director of DCLU as a special exception for eating and drinking establishments, up to a maximum waiver of 4,000 square feet.

d. The following factors shall be considered by the Director in determining whether to permit the additional parking waivers identified above:

- Anticipated parking demand for the proposed use.

The extent to which an additional parking waiver is likely to create or add significantly to spillover parking into adjacent residential or commercial areas.

- The availability of shared or joint use parking opportunities within 800 feet of the business, but only as allowed by the requirements of the Northgate area's overlay.
- Whether land is available for parking without demolishing an existing commercial structure, displacing a commercial use, or rezoning property to commercial.
- To determine whether to permit, condition, or deny a parking waiver, the Director of DCLU may require that a transportation study be submitted for review by SED.

7. Parking Location and Screening on Pedestrian Streets.

(23.71.008.C. SMC)

To prevent interruptions in street-level activity and to ensure an attractive street environment, the following standards shall apply to parking for substantial development.

a. Surface parking shall be located to the rear of a building, within the building, within 800 feet of the use, or on the side of the building. Parking along the Pedestrian Street must meet the following requirements:

- Parking shall not exceed 40% of the lot frontage (facing the Pedestrian Street) and no more than 20% of a building's street frontage, along a designated Pedestrian Street.
- There shall be a minimum setback between the property line and parking area of 15 feet that is landscaped in a manner that makes the space usable to pedestrians.

b. Street-level parking within a structure shall be screened from view at sidewalk level, and the street-level wall shall be enhanced by architectural detailing, artwork, landscaping, or similar treatment that will add visual interest.

c. In no case, shall vehicular ramps for parking exceed 40% of the street frontage of structured parking on a commercially-zoned lot.

d. All cars in parking structures above street level shall be screened from the view of pedestrians at street level.



Figure 11 SCREENED PARKING

- e. Any nonconformity with respect to location, screening and landscaping of an existing parking area shall be eliminated at the time of a substantial development, if the area of the nonconformity is between the substantial development and the major pedestrian street. This requirement shall apply regardless of whether the substantial development increases lot coverage.

(23.71.008.D. SMC)

8. Parking Access and Curbcuts on Pedestrian Streets.

When a lot fronts on more than one street, the vehicular access shall be from the street which is not a designated Pedestrian Street. If a lot only abuts designated Pedestrian Streets, it shall be limited to no more than one, two-way curb cut within a 300 foot segment.

(23.71.008.E. SMC)

9. Sidewalk Widths on Pedestrian Streets.

A minimum sidewalk width of 12 feet (from curb to building lot line) shall be required to provide adequate space for pedestrian circulation and to promote a desirable pedestrian environment.



Figure 12 SIDEWALK WIDTHS

- a. If the existing sidewalk width is less than the required minimum, and there are no plans to increase the width by extending the sidewalk into the street right-of-way, then development along the street frontage shall be required to set back from the street property line for the distance required to meet the minimum standard. The setback area shall be improved as an extension of the existing sidewalk according to Seattle Engineering Department standards.

- b. A planting strip shall not be allowed on a Pedestrian Street. However, street trees, street furniture, or planting boxes shall be sited to maintain a 6-1/2 foot minimum clear space for pedestrian passage.

(23.71.008.B. SMC)

10. Street Walls on Pedestrian Streets.

- a. A minimum of 60% of a lot's Pedestrian Street frontage shall be in permitted street level uses.
- b. Street level uses shall not set back more than 10 feet from the street property line, except for multifamily units and bedrooms in a hotel or motel, which may set back up to 15 feet.
- c. Where lot dimensions allow, buildings located at street corners shall have their longest dimension facing the Pedestrian Street or the street with the most pedestrian traffic.
- d. Any area between a structure and the sidewalk, shall be designed to be usable by pedestrians; either with special pavers, a plaza, extension of the sidewalk, or landscaping.

- e. Spaces between structures not occupied by permitted access drives or paved pedestrian routes shall be landscaped as usable open space, accessible to pedestrians for a depth of 15 feet from the sidewalk.
- f. Street level uses shall occupy at least the first 10 feet above sidewalk grade.

11. Sidewalk Landscaping on Pedestrian Streets.

(23.71.008.E. SMC)

Street trees shall be required along designated Pedestrian Streets to enhance the pedestrian environment and provide a psychological and physical buffer between pedestrians and traffic.

12. Facade Transparency and Limits on Blank Walls on Pedestrian Streets.

(23.71.008.C. & F. SMC)

To provide visual interest for pedestrians and to better integrate a building's street level activity with the sidewalk environment, the following standards shall apply to commercial structures (other than outside bedroom walls of a hotel/motel):

- a. Blank facade segments at the street level portion of a structure, shall not exceed 30 feet along the pedestrian street frontage.
- b. The total of all blank facade segments shall not exceed 40% of the facade of the structure along the Pedestrian Street.
- c. Blank facades shall apply to the area of the facade between two feet and eight feet above the sidewalk.
- d. Any portion of a facade which is not transparent shall be considered to be a blank facade. Slightly tinted glass in windows, doors and display windows shall be considered transparent. Transparent areas shall allow views into the structure or into display windows from the outside.
- e. Portions of a facade of a structure which are separated by transparent areas of at least two feet in width, shall be considered separate facade segments for the purposes of this section.

13. Overhead Weather Protection on Pedestrian Streets.

(23.71.008.G. SMC)

To provide protection for pedestrians during inclement weather and add visual interest, substantial development (except for bedrooms in a hotel/motel) shall provide overhead weather protection along street frontages. Non-structural features (i.e., canopies, awnings, and marquees) and structural features (i.e., building overhangs and arcades) shall be considered as overhead weather protection.

Development standards for overhead weather protection on commercial buildings (except for bedrooms in a hotel/motel) shall be as follows:



Figure 13 OVERHEAD WEATHER PROTECTION

Appendix B: Res. 28752
Appendix C: Ord. 116770

- a. Overhead weather protection shall be provided along a minimum of 60% of the street frontage of the structure(s) along a designated Pedestrian Street.
- b. The covered area must be provided over the sidewalk, or over an area within 10 feet immediately adjacent to the sidewalk.
- c. The covered area shall have a minimum depth of 6 feet (unless there is a conflict with street trees or utility poles), and extend a minimum of 10 feet along the street frontage, or 60% of the street frontage — whichever is greater.

Implementation Guideline 8.3: Reduce Pedestrian/Vehicular Conflicts.
(SEPA Policy and Policy Directive to Departments)

For SEPA mitigation pursuant to SMC 25.05.675R, (the SEPA Traffic impact policy), mitigation may be required to mitigate on-site impacts. For purposes of this policy, traffic impacts to streets or intersections that are adjacent to the block upon which proposed development is to occur shall be determined in the same manner as on-site impacts.

In the review of proposed substantial development pursuant to SMC 25.05.675R (SEPA traffic impact policy), mitigation which may be required to mitigate a development's contribution to off-site impacts, beyond the block upon which the proposed development is to occur, is limited to the measures identified below and in Implementation Guidelines 10.3, 10.4, 11.1 and 11.2, provided that additional mitigation may be required to mitigate off-site impacts which were not identified in the EIS for this plan. Such additional mitigation is limited to improvements that enhance or facilitate pedestrian, transit and bicycle use.

- A. On-site pedestrian safety shall be enhanced through the review of new development site plans to ensure that potential vehicular and pedestrian conflicts are minimized.
- B. Curb cuts across sidewalks in the Northgate core shall be minimized. An individual site shall have no more than one entry and one exit driveway per street, unless curb cuts are more than 300 feet apart.
- C. If the pedestrian impacts of substantial development result in the need to increase the length of the signal cycle or phasing in a way that would increase the volume-to-capacity [v/c] ratio at the intersection of 5th Avenue and Northgate Way, pedestrian skybridges crossing Northgate Way (between 3rd and 5th Avenues NE) and 5th Avenue NE (between Northgate Way and NE 107 Street) shall be used to minimize pedestrian/vehicular conflicts at the intersection of NE Northgate Way and Fifth Avenue NE. Adjacent substantial developments are strongly encouraged to directly connect their buildings with the skybridges.
 1. Skybridges shall be designed to be extensions of required open space. If they connect internally to a building, there shall be a direct (i.e., clearly located and signed) connection from the



Figure 14 SKYBRIDGE

skybridge to the ground level of the closest open space or public way.

- D. Safe, convenient pedestrian crossings shall be a priority at the arterial locations listed below.
1. Crossing Northgate Way between 5th Avenue NE and 7th Avenue NE
 2. Across Roosevelt Way NE between NE 111th Street and NE 112th Street.
 3. Across Roosevelt Way NE at NE 92nd Street.
 4. Across 15th Avenue NE between NE 117th Street and NE 127th.
 5. Across NE 103rd Street and NE 100th Streets at 3rd Avenue NE.
 6. Across Meridian Avenue NE between North 103rd Street and North 105th Street.
- E. Interior block pedestrian connections shall be created to facilitate continuous pedestrian circulation between the buildings of a substantial development and the adjacent public sidewalks.
1. To minimize the need for vehicular trips, new development shall be designed to provide pedestrian connections in and between large superblocks of the core of the Northgate area.
 2. Where the platting pattern is characterized by numerous small lots along the block frontage, efforts should be made to coordinate development on abutting lots and to locate the pedestrian connection along shared property lines.
 3. It is recommended that within a site, interior block pedestrian connection(s) should be located along or be visible from streets or activity areas (parks, plazas, commercial uses). The exact location of the interior block pedestrian connections shall be at the discretion of the property owner. Examples of appropriate locations include:
 - a. On the edge of buildings (similar to the outdoor pedestrian concourse of a shopping center or a building arcade).
 - b. Through a landscaped open space,
 - c. Inside a building.
 - d. Across a parking lot on the site.
 4. Interior block pedestrian connections shall be designed for pedestrians and bicycles only. If they are integrated with on-site vehicular circulation, the safety of the pedestrians must be ensured. Conflicts between vehicular circulation and pedestrian connections shall be

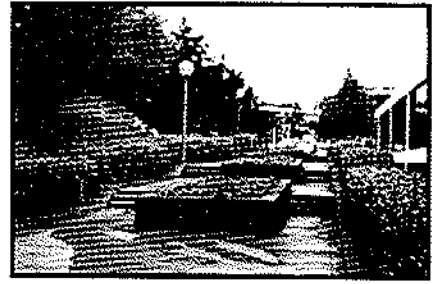


Figure 15 INTERIOR BLOCK PROTECTION CONNECTION

Discussion: Interior block pedestrian connections are necessary to facilitate pedestrian access between buildings and transit, regardless of parcel size. They are a critical element of creating a pedestrian environment to reduce vehicle trip generation in the Northgate core area.

The comfort of the pedestrian is dependent on a sense of security and familiarity. Paths which are lined with activities or where there is a lot of pedestrian movement are preferential locations.

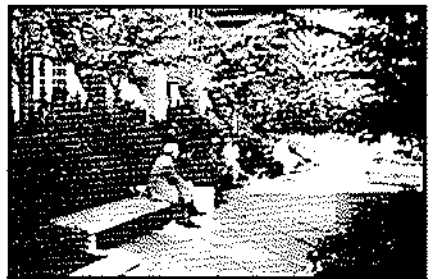


Figure 16 INTERIOR BLOCK PROTECTION CONNECTION

minimized. Where such crossings occur, they shall be well defined through changes in paving, changes in grade, painted markings, curbs, or bollards.

Implementation Guideline 8.4: Develop Green Streets. (Land Use Code amendment and Land Use Policy)

A system of Green Streets shall serve to enhance pedestrian access within the high density multifamily area north of Northgate Way, and along primary pedestrian circulation routes in single-family areas which are used to get to transit service or open space.

Appendix F: Ord. 116795
(23.71.010 SMC)

Appendix B: Ord. 116770

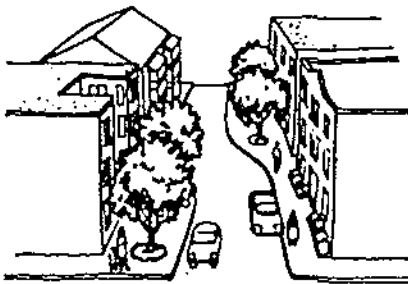
- A. Green Street Locations. As part of the pedestrian circulation system, Figure 8 identifies the location of designated Green Streets in the Northgate area.
- B. Green Street Designs. Specific Green Street design criteria shall be developed as part of the Northgate Area Neighborhood Design Review Guidelines. Standards for development of Green Streets shall be developed by the Seattle Engineering Department.
 1. If a developer or property owner desires to construct a Green Street before the Neighborhood Design Review Guidelines are completed, a design may be submitted to the Engineering Department for approval, after receiving approval from 60 percent of the property owners abutting the street within the same block.
 2. Substantial development adjacent to a designated Green Street shall be required to make improvements consistent with the Neighborhood Design Review Guidelines (when they are completed).
- C. Priority of Distribution of Green Street Funds

Funding for development of Green Streets in the Northgate area shall be prioritized as follows:

 1. Streets which would provide safe pedestrian and bicycle connections to transit and neighborhood attractions (i.e., schools, open spaces, shopping) and can be enhanced through pedestrian amenities.
 2. Streets which serve medium to high density multifamily buildings, where residents do not have access to private yards, and where pedestrian circulation focuses on a particular street (Third Avenue NE).
 3. Streets adjacent to public open spaces, which, through development as Green Streets, would improve access to the open space and which increase the area available for public use.



Type II: Local Access



Type III: Continuous Traffic

Figure 17 GREEN STREETS

4. Undeveloped streets within natural areas that have been designated on the pedestrian circulation system as part of an Urban Trail.

Implementation Standard 8.5: Class III Boulevard (Policy Directive to Departments)

Appendix B: Res. 28752

Wallingford Avenue N/College Way/Meridian Avenue N shall be designated a Class III Boulevard when this new designation is approved by City Council.

Implementation Standard 8.6: Special Landscaped Arterials (Land Use Code)

- A. Roosevelt Way NE and 15 Avenue NE shall be designated as Special Landscaped Arterials on the Pedestrian Circulation and Open Space Maps, [Figures 8 and 9 of this Plan].
- B. These arterials shall be enhanced with special landscaping treatment and pedestrian facilities to improve the balance between the arterial's role in carrying high traffic volumes and large numbers of pedestrians.
- C. Substantial development along any of these designated arterials, or projects involving these streets, shall include the following:
 1. Street trees as determined by the City Arborist.
 2. A 5 1/2 foot planting strip and 6 foot sidewalk is required adjacent to single family, LDT, L1 and L2 zoned sites.
 3. A 5 1/2 foot planting strip (minimum) and 6 foot wide sidewalk, or a 10 1/2 foot sidewalk without a planting strip is required adjacent to NC2, NC3, RC, L4 or MR zoned sites.
 4. Pedestrian improvements such as (but not limited to) special pavers, lighting, benches, and planting boxes, as determined by the Director of DCLU.

Appendix F: Ord. 116795

PARKING

POLICY 9. 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 HOV USAGE, OR DETRACTING FROM THE CREATION OF AN ATTRACTIVE PEDESTRIAN ENVIRONMENT.

Appendix F: Ord. 116795
(23.71.016 SMC)

Implementation Guideline 9.1: Establish Minimum and Maximum Parking Requirements. (Land Use Code)

Office, customer service, retail and cinema uses in the Northgate area shall be subject to minimum and maximum parking requirements in Table 3. All parking requirements are based upon gross floor area, unless otherwise specified.

Table 3
Minimum and Maximum Parking Requirements

	Long Term		Short Term
	Minimum	Minimum	Minimum
Office, Administrative	0.9/1000	2.6/1000	0.2/1000
Office, Customer Service	1/1000	2.4/1000	1.6/1000
Commercial Retail Sales and Service	0.93/1000	2.4/1000	2/1000
Motion Picture	N/A	N/A	Min: 1/8 seats Max: 1/4 seats

Discussion: Surface Parking uses a majority of the commercially zoned land in the Northgate area.

Historically, an excessive parking supply, the cost (relative to other modes) and location of parking encourages SOV use. Parking supply and location contribute to a transit supportive environment, by:

- *reducing the distances between buildings*
- *reducing the long-term parking supply to support the Northgate Overlay performance standard, by reducing the convenience of long-term SOV parking in comparison to using transit or ridesharing*
- *making the pedestrian experience more attractive*
- *reducing the use of land for parking to allow higher density development*
- *improving the convenience and accessibility of short-term customer/patient parking*

Implementation Standard 9.2: Permit Certain Exceptions to Parking Requirements. (Land Use Policy and Land Use Code)

Certain exceptions to parking requirements shall be established in order to encourage joint use parking and minimize the total number of spaces needed.

- A. No parking shall be required for the first 2500 square feet of non-residential use except for fast food restaurants, theaters, administrative offices, and medical facilities.
- B. Off-street parking for fleet vehicles shall be provided separately, in addition to the minimum and maximum parking requirements.
- C. The parking quantity exceptions identified in the Land Use Code, SMC 23.54.020 shall apply, except for the following modifications:

1. The reductions to minimum parking requirements for non-residential uses found at SMC 23.54.020.F shall NOT apply in the Northgate area because the minimum requirements identified already assume these trip reduction actions are required as part of all substantial development.
- D. Shared or joint use parking may satisfy all or a portion of the off-street parking requirement. However, the Land Use Code provisions on shared parking shall be revised for the Northgate area to exclude grocery stores from shared or joint-use parking between different categories of uses. Daytime and nighttime uses shall include grocery stores. Retail activities open at least four days a week after 7:00 P.M., may only apply 50 percent of their off-street parking requirement toward a nighttime shared use, but only if the shared use does not overlap with the retail hours of operation. (23.71.016.D. SMC)
- E. A development may exceed the parking maximums by providing additional short-term parking in a joint use structure with the Transit Center, if these parking spaces are only needed in the evenings and weekends, or as overflow parking less than 10 percent of the weekdays in a year. (23.71.016.A. SMC)
- F. Accessory on-site short-term parking for motion picture theaters can be increased by 10 percent beyond the maximum requirement, if these additional parking spaces are not provided as surface parking, and does not result in adverse impacts on traffic or pedestrian circulation. (23.71.016.A. SMC)
- G. Up to 20 percent of the long-term parking requirement can be waived by contributing to a fund for the development of a Northgate core area public parking garage for long-term parking. (23.71.016.F. SMC)
 1. Reductions shall be based on a voluntary agreement to pay a fee to assist in the construction of a public garage elsewhere in the Northgate core area. The fee shall be based on the per stall construction cost of a space in a structured garage in the core area, adjusted periodically to reflect changes in land and construction costs.
 2. Criteria upon which the Director of DCLU can waive the long-term on-site parking requirement by up to 20 percent, in-lieu of contributions to a public garage include:
 - a. Spillover parking would not impact residential neighborhoods.
 - b. The parking demand proposed to be met by off-site public parking will not exceed reasonable capacity available to the site, in a public garage.
 3. If a public parking structure is not completed within six years of a development's occupancy, the City may redirect the funds to programs to reduce vehicle trips to the area, provided that if the property owner can show that the long-term parking demand of the

site has been reduced enough to eliminate the need for the waived spaces, the funds contributed shall be returned to the property owner.

(23.71.016.G. SMC)

Implementation Guideline 9.3: Control the Amount of Surface Parking.

The number of parking spaces allowed in surface parking lots shall be limited, in order to reduce the visual blight created by large amounts of parking, and to discourage the creation of parking spaces in excess of the minimum requirements.

- A. The view of surface parking lots shall be screened from the street, sidewalks and public open spaces with landscaping, berms, walls or grade changes as indicated in the specific standards of the underlying zone or street designation, in which the parking is located.
- B. The first 200 parking spaces on a site may be located in either a surface lot, garage or underground. In addition, 25 percent of the spaces in excess of 200 may be located in surface lots. The remaining spaces shall be accommodated either below- or above-grade in structures or off-site.
 1. The Director of DCLU may provide a waiver from the requirement for structured parking if the site size or shape makes it unfeasible to construct accessory structured parking.
- C. No individual surface lot shall have more than 250 parking stalls, with individual lots separated either by buildings or a 10 foot wide landscaped, pedestrian walkway.
- D. The basic approval of 200 surface parking spaces may be increased to 350 spaces if the parking lots do not cover more than 35 percent of the total lot area and the on-site open space is aggregated to provide usable spaces consistent with the Open Space element of the Plan.
- E. All parking must be provided within 800 feet of its principal use except as provided in the shared use and public parking standards of the Plan.
- F. All surface parking adjacent to a Pedestrian Street shall be subject to the standards identified in Implementation Standard 8.3 (A & B) above.
- G. The parking standards of this implementation guideline shall apply to all new parking, the reconfiguration of more than 250 parking spaces, or the replacement of existing surface parking with structured parking. Existing nonconforming parking used to meet the parking requirement for newly developed space or new uses does not need to be brought up to these standards.

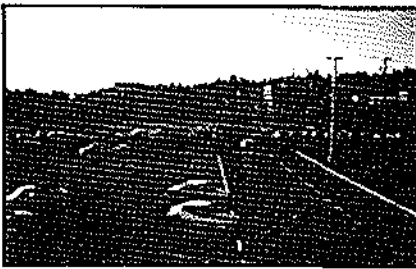


Figure 18 REDUCE SURFACE PARKING

Implementation Guideline 9.4: Floor Area Ratio (FAR) Exclusion for Structured Parking.

All parking structures shall be excluded from a development's floor area ratio.

Implementation Guideline 9.5: Develop a Public Parking Garage in the Core. (Policy Directive to Departments)

Appendix B: Res. 28752

A public parking garage shall be developed within the Northgate core primarily for centralized, long-term employee parking in order to discourage the creation of private long term parking for each site in the core, and to encourage HOV use by people employed in the Northgate area.

A. **Public Parking Fund.** A Northgate public parking fund shall be established to facilitate the land acquisition and construction of a public parking garage for long-term parking in the core. Potential fund sources include:

1. Contributions in lieu of constructing on-site, long-term accessory parking by properties within a 1/4 mile walking distance of the garage.
2. Creation of a business assessment district formed to construct parking, a bond issue, or other strategies identified by the Parking Commission.

B. **Parking Commission.** A parking commission shall be established as provided by State law, to recommend to the Mayor and City Council a location, design, and financing strategy for a public parking garage in the core of the Northgate area. Once the garage is approved by City Council, the Parking Commission shall administer the construction and operation of the facility. The Parking Commission shall include representatives of Northgate area property owners, developers, employers, and residents.

VEHICULAR CIRCULATION

POLICY 10: REDUCE THE IMPACT OF INCREASES IN TRAFFIC VOLUME BY MINIMIZING CONFLICTS WITH LOCAL ACCESS STREETS, AND IMPROVING TRAFFIC FLOW, CIRCULATION AND SAFETY, WITHOUT INCREASING VEHICULAR CAPACITY.

Efforts to increase the efficient use of the transportation system alone, by reducing SOV use, will not be sufficient to cope with anticipated traffic congestion by the year 2000. Therefore, the additional road improvements in the Northgate area identified below, shall also be pursued.

Implementation Guideline 10.1: Improve HOV Access. (Policy Directive to Departments)

Appendix B: Res. 28752

A. Coordinate with WSDOT to reduce I-5 congestion resulting from merge and weave operations between the end of the express lanes and the N 125th/N 130th northbound off-ramp. This congestion causes traffic to divert onto parallel arterials (1st and 5th Avenues NE).

- B. Construct a northbound transit queue jump lane on the south leg of the NE Northgate Way/5th Avenue NE intersection.

Appendix B: Res. 28752

Implementation Guideline 10.2: Modify Northbound I-5 On-ramp at Northgate Way to Include a Second Ramp at NE 107 Street. (Policy Directive to Departments)

The City shall work with WSDOT to design and construct a new northbound access ramp at NE 107th Street. This ramp would merge together with a modified on-ramp at Northgate Way, before entering the I-5 mainline as one lane. HOVs shall have a bypass lane included in the NE 107th Street ramp. Eastbound and westbound left-turns at the intersection of Northgate Way and First Avenue NE would be eliminated. Integrated into the construction of a northbound I-5 on ramp at NE 107 Street and modified on-ramp at Northgate Way:

- A. The northbound leg of the intersection of First Avenue NE with the ramp shall be widened to provide a northbound left-turn lane onto the on-ramp, and
- B. The westbound left-turn lane on Northgate Way (between 1st and 3rd Avenues NE) shall be eliminated so that channelization can be revised to provide another westbound lane for right-turn access to I-5 north and southbound.

Appendix B: Res. 28752
Appendix C: Ord. 116770

Implementation Guideline 10.3: Improve Arterial Traffic Flow and Operations. (SEPA Policy and Policy Directive to Departments)

For SEPA mitigation pursuant to SMC 25.05.675R, (the SEPA Traffic impact policy), mitigation may be required to mitigate on-site impacts. For purposes of this policy, traffic impacts to streets or intersections that are adjacent to the block upon which proposed development is to occur shall be determined in the same manner as on-site impacts.

In the review of proposed substantial development pursuant to SMC 25.05.675R (SEPA traffic impact policy), mitigation which may be required to mitigate a development's contribution to off-site impacts, beyond the block upon which the proposed development is to occur, is limited to the measures identified below and in Implementation Guidelines 10.3, 10.4, 11.1 and 11.2, provided that additional mitigation may be required to mitigate off-site impacts which were not identified in the EIS for this plan. Such additional mitigation is limited to improvements that enhance or facilitate pedestrian, transit and bicycle use.

- A. All substantial development in the core area, shall include an internal circulation plan that minimizes the use of the arterial street system to provide access to the various parts of the site. Vehicular access to core area arterials (from and to private property) shall be consistent with the following criteria:
 - 1. Left-turn access onto or off of Northgate Way shall be prohibited between Meridian Avenue N and 8 Avenue NE.

2. Between NE Northgate Way and NE 103rd Street, left-turn access onto or off of 5th Avenue NE shall be limited to one access drive for any site.
3. To improve the flow and operations of specific intersections to accommodate substantial development and local trips, the following actions shall be undertaken:
 - a. Construct operational and capital improvements as needed to mitigate impacts resulting from new westbound through or left-turn vehicle trips added to the intersection of Fifth Avenue N.E. and N.E. Northgate Way.
 - b. Construct left-turn pockets on all four legs of the N 130th Street and First Avenue NE intersection.
 - c. Construct a northbound left-turn pocket on 15th Avenue NE at Northgate Way.
 - d. Install a signal and geometric improvements at the intersection of Pinehurst Way NE and Roosevelt Way NE.
 - e. At the intersection of NE 117th Street, 15th Avenue NE and Pinehurst Way, eliminate through and left turn traffic on NE 117th Street.
 - f. To accommodate turning movements associated with substantial development, an eastbound right- turn lane should be constructed along Northgate Way (between First and Fifth Avenues NE).

Implementation Guideline 10.4: Traffic Circulation will be directed onto Arterials to Protect the Neighborhood from Avoidable Intrusion of Through Traffic. (SEPA Policy and Policy Directive to Departments)

- A. Goodwin Way NE and NE 115 Street (between Fifth Avenue NE and Lake City Way) shall be reclassified as local access streets.
- B. Neighborhood traffic control devices shall be installed to the extent possible, to protect residential streets from excessive speed and traffic volumes, and to reduce their pedestrian/vehicular conflicts. The locations below have been identified as needing traffic control devices to minimize impacts from increasing traffic demand in the Northgate area. Substantial development that impacts these locations shall be subject to mitigation measures to minimize these problems.

Reduce through traffic, speeds, and pedestrian vehicular conflicts with operational and design controls, possibly including sidewalks, on the following streets:

1. Ashworth Avenue N.
2. NE 115 Street (between Lake City Way and Fifth Avenue NE).

Appendix B: Res. 28752
Appendix C: Ord. 116770



Figure 19 NEIGHBORHOOD TRAFFIC CONTROL

3. NE 107 Street (between 15th and 23rd Avenues NE).
4. 23 Avenue NE.
5. Pinhurst (between NE 120th Street and NE 125th Street).
6. Maple Leaf local access streets.
7. NE 98th Street between Lake City Way and 15th Avenue NE.



Figure 20 NEIGHBORHOOD
TRAFFIC CONTROL

- C. Installation of design features and operational controls that are permitted on local streets by the Seattle Comprehensive Transportation Program, [SCTP], shall be permitted, and even encouraged, on collector arterials within the Northgate planning area to discourage excessive, inappropriate traffic volume, as defined in the SCTP, and to minimize the adverse effects to adjacent residences. This policy supplements the operational characteristics, functional purpose, design features and other generalized guidelines for collector arterials stated in the SCTP, [Resolution 27152, with accompanying maps].

Two specific actions that shall be undertaken are:

1. Minimize through traffic on Meridian Avenue N (north of Northgate Way). To reduce pedestrian/vehicular conflicts along this collector arterial route. Provide pedestrian walkways on N 122 Street and N 128 Street. 2. Limit turning movements onto collector arterials passing through single family residential neighborhoods that could be directed onto a parallel, higher classification arterial.
- D. Funding for these traffic control measures shall be from a combination of regular SED programmatic actions (depending on how well individual measures compete citywide), funds resulting from mitigation of road improvement projects, or mitigation of a High Capacity Transit Station, private developer improvements as a result of SEPA conditions, and the Neighborhood Matching Fund Program.
- E. The existing Seattle Engineering Department process shall continue to be used for funding projects that have little effect beyond the immediate streets such as traffic circles, speed-watch, signing, and paint lines. Traffic circles funded through the existing Neighborhood Traffic Control Program will continue to be installed based on the citywide need and safety considerations.
- F. Traffic impacts to NE 115th Street resulting from substantial development of the area bounded by Northgate Way, NE 114th Street, First and Fifth Avenues NE shall be mitigated by construction of a cul-de-sac on Third Avenue NE and a new street (NE 113th Street between Third and Fifth Avenues NE).

HIGH CAPACITY TRANSIT STATION

POLICY 11: DEVELOPMENT OF A HIGH CAPACITY TRANSIT STATION SHALL BE DESIGNED TO MINIMIZE IMPACTS ON SURROUNDING NEIGHBORHOODS BY EMPHASIZING NON-MOTORIZED ACCESS, TRANSIT SUPPORTIVE LAND USES, AND AN ATTRACTIVE PEDESTRIAN ENVIRONMENT AT AND NEAR THE STATION.

The following implementation guidelines are contingent on the development of a high capacity transit system.

Implementation Guideline 11.1: Concentrate development within the Northgate core with adequate intensity to support frequent transit service. The most intense uses should be sited within 1/4 mile of the station. (SEPA and Policy Directive to Departments)

*Appendix B: Res. 28752
Appendix C: Ord. 116770*

- A. Allow a height limit of eighty-five feet (85') for all Midrise zones within the Northgate core.
- B. Mixed-use and multiple-use development on sites within the core area should be promoted.
- C. Station locations should not eliminate street level uses of a site.
- D. Commuter oriented retail services on the street level of the high capacity transit, [HCT], station or park and ride garage shall be encouraged. These services may include, but are not limited to: dry cleaning, grocery, video store, hardware store, pharmacy, restaurants, bank, public library, and day care.
- E. Adjacent development shall receive incentives to provide direct connections to the high capacity transit station (i.e., greater density, no minimum requirement for long-term parking, etc.).

Implementation Guideline 11.2: Encourage pedestrian access to the transit station by creating an attractive, safe pedestrian environment. (SEPA Policy and Policy Directive to Departments)

*Appendix B: Res. 28752
Appendix C: Ord. 116770*

Within the Northgate core area, vehicle trips could be reduced with the following types of mitigation:

- A. Provide a pedestrian crossing of I-5 between the high capacity transit station and North Seattle Community College.
- B. Additional circulator or other type of access shall be provided, with no more than 15-minute headways, to the concentration of development along Meridian Avenue.

- C. Direct, weather protected, pedestrian connections shall be provided between station entrances and adjoining development sites to promote pedestrian usage.
- D. Sidewalks and pedestrian amenities shall be provided on key local streets leading to the transit station.

Appendix B: Res. 28752
Appendix C: Ord. 116770

Implementation Guideline 11.3: A high capacity transit station shall be accessible to residents of the surrounding communities. (SEPA Policy and Policy Directive to Departments)

Mitigation of development of a transit station or expansion of the parking serving the existing transit center may include, but not be limited to the following traffic mitigation:

- A. Transit service feeding into the high capacity transit station shall be available to all residents within two miles of the station. "Available" means that feeder service with 30-minute headways or less must be within 1/4 mile of their home.
- B. At least 15% of the parking spaces at the transit station should be reserved for use after 10 a.m. to encourage midday use of the transit system by residents and non-work trips.
- C. Adequate parking shall be provided for users of the transit station without creating a disincentive for high capacity transit riders to use transit or non-motorized modes to access the station.
 - 1. No more than 1,000 park-and-ride spaces shall be available for the specific use of the transit station or feeder service. Up to an additional 800 spaces may be provided within 1,000 feet of the station if they are available for joint or shared use with adjacent development.
 - a. All parking for the transit station shall be centralized within 1,000 feet of the station.
 - 2. Developers of the transit station and owners of surrounding sites are encouraged to pursue joint use parking arrangements wherever possible.
- D. The high capacity transit station shall serve as a gateway to the Northgate area.
 - 1. An outdoor public space shall be integrated into the development of, or adjacent to, a transit station. This open space is intended to serve as:
 - a. A holding space for people arriving from (or entering) the Transit Center.
 - b. A meeting place for people visiting the area by different modes of transportation, i.e., rail, bus, automobile, bike, or on foot.

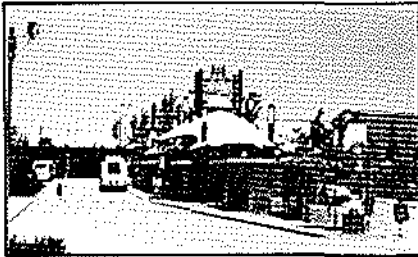


Figure 21 NORTHGATE TRANSIT CENTER

- c. An informal gathering and eating area for lunchtime office crowds.
- E. Traffic generated by high capacity transit station parking shall be mitigated through a program of neighborhood traffic control devices, pedestrian improvements, and arterial street transportation systems management (TSM) projects.
- F. A regional HCT system should include at least one additional station in the Interstate-5 corridor north of Northgate before diverting to Aurora.

OPEN SPACE

POLICY 12: A SYSTEM OF OPEN SPACES AND PEDESTRIAN CONNECTIONS SHALL BE ESTABLISHED TO GUIDE ACQUISITION, LOCATION, AND DEVELOPMENT OF FUTURE OPEN SPACE AND TO ESTABLISH PRIORITIES FOR RELATED PUBLIC IMPROVEMENTS.

It is the City's policy to provide open space adequate to meet the needs of the population drawn to an area by new development. The open space system described in this Plan shall provide a framework for determining the appropriate size, location, character, function, and distribution of open spaces throughout the Northgate area.

Implementation Guideline 12.1: Open Space Map (Policy Directive to Departments)

Appendix B: Res. 28752

The open space map identifies the City's priorities for the locations where development of open space is to be encouraged within the Northgate Planning Area. These locations are designed to integrate a variety of elements into an open space system, including landscaped and usable parks, urban plazas, landscaped arterials, stream ravines, an urban trail, Green Streets, and natural areas. (See Figure 22.) The following open space locations constitute the heart of the open space system. Other types of open space may be identified by new projects to meet their individual open space requirements.

- A. *Town Square* - somewhere in the core area.
- B. *Urban Plazas* - adjacent to buildings with at least 300 employees.
- C. *Active Park* - on the existing Metro Park-and-Ride lot at Fifth Avenue NE and NE 112th Street.
- D. *Passive Parks* -
 - 536 NE 104th Street
 - 525-529 NE 103rd Street
 - west side of 12th Avenue NE (north of Northgate Way).

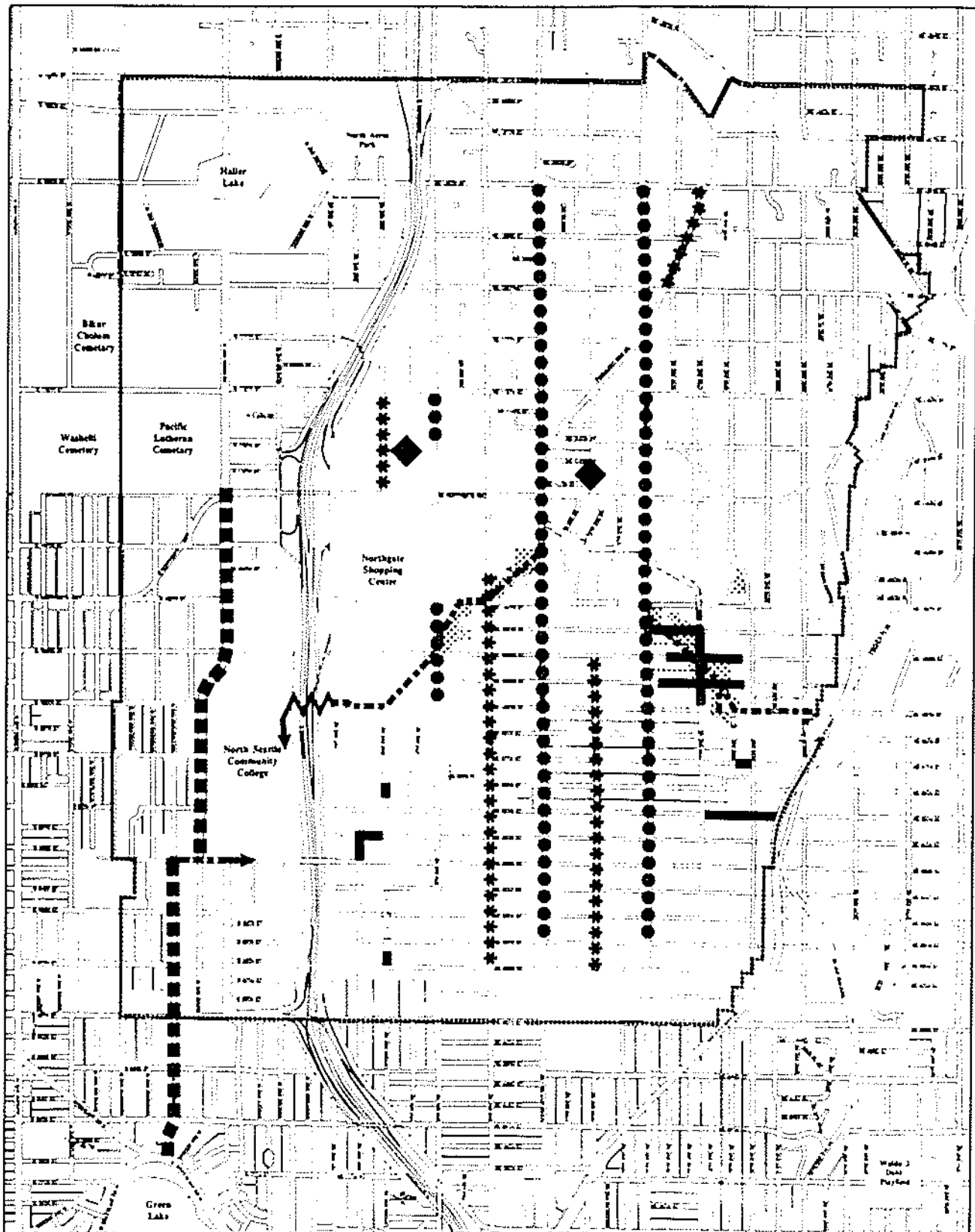


Figure 22 ADDITIONS TO PUBLIC OPEN SPACE SYSTEM

- | | | |
|---------------------------|-----------------------|----------------------------------|
| ■ ■ ■ Class III Boulevard | --- Urban Trail | ● ● Special Landscaped Arterials |
| * * Street Parks II & III | ▨ Type IV Street Park | ◆ New Parks |



- E. Type IV Green Streets - mostly along Thornton Creek.
- F. Urban Trail - in Thornton Creek area. Implementation Guideline

Implementation Guideline 12.2: Open Space Requirement. (Land Use Policy and Land Use Code)

Appendix C: Ord. 116770

- A. Substantial commercial development shall have an open space requirement which can be met in one of three ways:

*Appendix F: Ord. 116795
(23.71.014.A. SMC)*

- 1. Provide the full requirement (as identified below) on site.
 - a. Sites with a permitted height limit of over 40 feet shall be required to incorporate 15% of their site as landscaped or usable open space. In no case shall less than 5% of the site be provided in landscaped open space, and 3% of the site shall be allocated to usable open space.

- b. Sites with a permitted height limit of 40 feet or less shall be required to provide 10% of their site as landscaped or usable open space. A minimum of 5% of the site must be landscaped open space, and a minimum of 3% of the site must be usable open space.

- 2. Provide a reduced amount of open space if the overall site plan meets one of the following conditions, provided that in no case shall less than 5% of the site be provided in landscaped open space, and 3% of the site be allocated to useable open space.

- a. A privately developed on-site "town square," urban plaza, or active/passive park that is consistent with the Plan shall count towards the open space requirement at 1.5 times their actual size.
 - b. Provision of space acceptable to the city for interior public meeting space (to accommodate at least 50 people), or space for a public library, shall be counted as open space at 2 times the actual floor area.

- 3. A voluntary contribution may be made to a Northgate Area Open Space Fund, in lieu of providing a portion of the open space requirement on-site, provided that a minimum of 5% of the site is in landscaped open space.

- a. The in lieu of contribution shall equal the value of the land which would otherwise be required to be devoted to open space on the development site, plus the cost which would otherwise be incurred by the applicant for development of that space in accordance with the provisions of this Plan.

- 4. At the Director of DCLU's discretion, core area commercial lots of 40,000 square feet or less which abut a designated Pedestrian Street, may be exempt from providing all or part of their base open

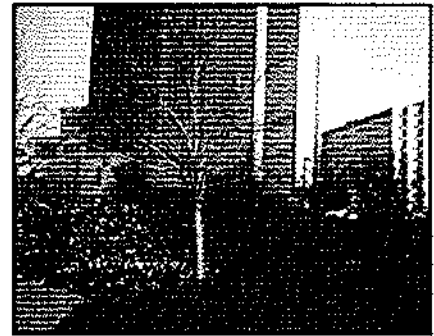


Figure 23 LANDSCAPED OPEN SPACE

space requirement if they make substantial contributions to open space improvements on the portions of the site that abut these streets. This credit does not apply to landscaping that must be provided as part of separate requirements for screening, or to landscaping required for surface parking lots, or to improvements provided within the street right of way.

(23.71.014.D. SMC)

- B. **Correction of Nonconformity as to Open Space.** In the event of substantial development on a site, the open space nonconformity for the entire site must be eliminated, provided that for sites subject to the General Development Plan provisions of this Plan, the nonconformity shall be reduced by an amount equal to fifty percent [50%] of the footprint of the substantial development together with fifty percent [50%] of the total footprint of any new parking area provided to meet the demand of the substantial development, and 50% of the total footprint of any replacement parking, until the nonconformity is eliminated.

(23.71.014.A. & B. SMC)

Implementation Guideline 12.3: Types of open space to fulfill requirement. (Land Use Code)

There are two types of on-site open space that can be used to fulfill a site's open space requirement: landscaped and usable.

- A. **Landscaped Open Space.** Landscaped open space shall be defined as exterior space, predominantly open to public view and primarily used for the planting of trees, shrubs, ground cover, flower beds, and other natural vegetation. Landscaped open space shall be provided within three feet of grade.

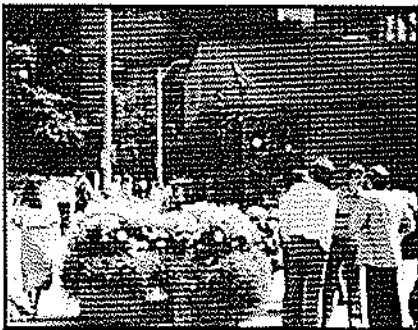


Figure 24 EXTERIOR USABLE
OPEN SPACE

1. The following landscaped portions of the site may be included in the open space requirement:
 - a. Screening of the perimeter of surface parking areas, loading docks, mechanical equipment, and outside storage areas.
 - b. Required setbacks.
2. Landscaped open space shall have a minimum horizontal dimension of 10 feet to provide sufficient room for planting, and to establish areas of significant size to affect the appearance of a site positively.
3. On sites of 10,000 square feet or less, the minimum horizontal dimension may be reduced to 5 feet.
4. Required landscaping within surface parking areas can be counted toward the open space requirement only up to 5% of the total area of a site, to meet the requirement for landscaped open space.

- B. **Usable open space** may be exterior or interior.

1. Exterior (on-site): a town square, urban plaza, urban gardens, public sitting areas, pedestrian linkages, terraces, natural areas, active or passive parks, green spaces or urban trails.

2. Interior: greenhouses, a public library, food courts, galleries, public sitting areas, public meeting spaces, atria, and wintergardens.
 - a. The minimum and maximum contiguous areas required to be considered as usable open space include spaces with dimensions identified in the table of Usable Open Space.
 - b. All exterior usable open spaces shall be screened from both vehicular circulation and parking areas either by landscaping or a wall except along a pedestrian designated street where it should be accessible or integrated into the sidewalk.
 - c. For commercial sites, limited-access courtyards, terraces, and roof gardens may be used for up to 30% of the required open space. However, due to the limited public access to these spaces, they only shall count as 75% of their actual size.
 - d. For commercial sites, interior open space may not be used for more than 20% of the total on-site requirement, unless the space is used for a public library. To be counted, the interior usable open space shall provide:
 - Skylights or clerestory windows.
 - Direct pedestrian connections to exterior usable open spaces.
 - Must be under surveillance of private security patrols.
 - e. For commercial sites, in no case shall the maximum combined total of interior and limited-access areas count for more than 50% of the total open space requirement.
 - f. Usable open spaces designed to facilitate pedestrian circulation shall be within three feet of the grade of abutting sidewalks, provide a clear path of at least 6 feet for movement, provide a clear path and shall be accessible to the physically impaired.



Figure 25 EXTERIOR USABLE OPEN SPACE

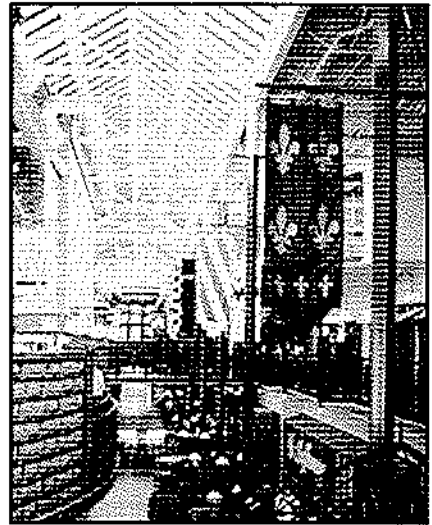


Figure 26 INTERIOR USABLE OPEN SPACE

Table 4
Minimum Usable Open Space Dimensions

	Minimum Area	Minimum Dimension	(23.71.014.C. SMC)
Town Square	10,000 sq. ft.	80'	
Urban Plaza	3,500 sq. ft.	50'	
Urban Garden	1,500 sq. ft.	30'	
Courtyard, Greenhouse, Atria	2,000 sq. ft.	30'	
Passive Park	22,000 sq. ft.	100'	
Active Park	11,000 sq. ft.	80'	
Public Meeting Space	1,500 sq. ft.	30'	
Terrace	800 sq. ft.	10'	
Galleria	2000 sq. ft.	20'	

(23.71.014.C. SMC)

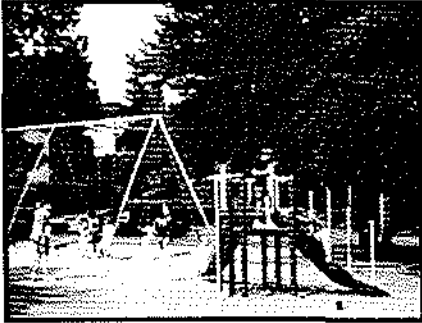


Figure 27 ACTIVE PARK

23.71.014.C. SMC identifies six additional types of open space that can be used to meet the useable open space requirements

Appendix B: Res. 28752
Appendix C: Ord. 116770
Appendix F: Ord. 116795
(23.71014.A. SMC)

Implementation Guideline 12.4: Establish Criteria for Locating Open Space. (Land Use Code)

- A. *Town Square.* A town square is intended to serve shoppers, employees, employers, visitors to the core, and residents of the surrounding area. A town square location should:
1. Connect to other superblocks.
 2. Be adjacent to a designated Pedestrian Street or directly connected to one via a well-developed pedestrian linkage.
 3. Be accessible to the public between 9:00 A.M. and 9:00 P.M.
 4. Provide the possibility of locating food service areas and retail activity along edges of the space.
 5. Attract people beyond those generated by the adjacent development.
 6. Include seating, which must include ledges, low walls, steps or benches that are functional for sitting and viewing.
- B. *Urban Plaza.* An urban plaza is intended as a gathering place for employees, visitors, shoppers, students, and other segments of the daytime population. The urban plaza would serve as an external focal point for adjacent buildings, tie the surrounding buildings together, and link a site with the pedestrian network. Urban plazas would be easily accessible to the public. Seating on the urban plaza must include ledges, low walls, steps or benches which are functional for sitting and viewing.
- C. *Active Park.* An active park shall be located in close proximity to medium density residential areas, and provide activities for all age groups, as programmed by the Parks Department.

Implementation Guideline 12.5: Preserve and enhance existing natural areas, and acquire and develop new public open spaces. (Land Use Policy and Policy Directive to Departments)

- A. A Northgate Area Open Space Fund shall be established to help with the acquisition, design, and/or development of sites identified in the Plan.
1. The Open Space Fund shall be administered by the Superintendent of the Department of Parks and Recreation. It shall be used to acquire, design, and develop active and passive open space in the Northgate area as identified in 12.6, below.
 2. The Northgate Open Space Fund shall be used as a repository for contributions in lieu of on-site open space from property owners who choose to meet their open space requirements (above the minimum) off site.

3. The Fund shall be administered as an earmarked account by the Superintendent of the Department of Parks and Recreation. An Advisory Committee with representatives from contributing property owners, the Mall, community councils, businesses and multi-family development shall give the Superintendent recommendations on the design of individual projects prioritized in this Plan.
4. The Fund shall be divided into separate subaccounts for the core area east and west of I-5, and for the remaining Northgate area (outside the core). Non-core area funds shall be allocated to open spaces within one half mile of contributing sites.

Implementation Guideline 12.6: Priorities for Northgate area open space. (Land Use Policy and Policy Directive to Departments)

Appendix B: Res. 28752
Appendix C: Ord. 116770

The City's acquisition, design, development, and maintenance of public open spaces in the Northgate Overlay area shall be prioritized as indicated below. However, the availability of specific funding sources that may become available to provide open space may alter these priorities.

- A. **Active and passive parks** are the highest priority for the Northgate Open Space system, because of the expected high-density residential and employee population for the area. The following sites are recommended for acquisition and improvement as parks:
 1. **Metro Park and Ride Lot.** The City shall pursue cooperative strategies with Metro for acquiring the existing Park and Ride lot (north of NE Northgate Way) for use as a public park. The City shall work with Metro to ensure that the lost parking supply is replaced at, or adjacent to, the Northgate Transit Center.
 - a. The design of the park by the Parks Department shall require a programming process that includes the surrounding community's participation.
 - b. The park design should be integrated into the development of a new NE 113th Street along the northern edge of the Park and Ride lot and along the western edge of the 3rd Avenue NE Green Street.
 2. 12th Avenue NE Green Street and adjacent area to the west (between NE 112th Street and Northgate Way).
 3. 536 NE 104th Street
 4. 525-529 NE 103rd Street
- B. **Urban Trails.** The Department of Parks and Recreation, with the assistance of the Drainage and Wastewater Utility and the Department of Neighborhoods shall conduct a public process and environmental review, and develop design and construction plans for segments of a low impact, pedestrian trail providing access to the publicly owned parcels

(Department of Parks and Recreation) in the south fork of Thornton Creek (aka Swamp Creek and Maple Leaf Creek) between Fifth Avenue NE and Roosevelt Way NE and between 15th Avenue NE and Lake City Way NE.



Figure 28 THORNTON CREEK TRAIL

1. The plans shall include identifiable public access points on public property.
 2. The design criteria for the trail shall include:
 - a. Use primarily natural material (such as wood chips and treated lumber).
 - b. Use pervious materials.
 - c. Use low impact construction methods rather than heavy mechanized equipment.
 - d. Provide sufficient signs to identify access points to the trail.
 - e. Provide public access to publicly owned open space.
 - f. Contribute to the City's water quality objectives by advancing watercourse maintenance, public awareness, and public education.
 - g. Comply with the City's Critical Areas Ordinance.
 - h. Prohibit bicycles from use of the trail.
 3. Those streets designated as Urban Trails which are intended to serve a broader open space function also shall be designated as Green Streets, boulevards, or landscaped arterials, depending on their intended function in the open space system.
- C. **Bicycle Trails.** Signs shall be provided to mark an on-street bicycle trail as part of the Urban Trail system, as shown in Figure 10.
- D. **Type IV Green Streets.** Type IV Green Streets shall help provide for the special open space needs of high-density neighborhoods, maintain the natural condition of undeveloped rights-of-way, and reinforce connections between major components of the Open Space System. The following Type IV Green Streets will be considered part of the open space system. Northgate Area Open Space Funds may be made available to improve these spaces in accordance with the SED Director's Rule on Green Streets and Neighborhood Design Review.
1. NE 104th Street (15th to 17th Avenue NE)
 2. NE 103rd Street (15th to 19th Avenue NE)
 3. NE 102nd Street (15th to 18th Avenue NE)

4. 17th Avenue NE (NE 104th to NE 100th Streets)
 5. 2nd Avenue NE (NE 92nd to NE 94th Streets)
 6. NE 94th Street (2nd to 3rd Avenue NE)
- E. **Natural Areas.** Natural areas are sites that have been designated as environmentally sensitive due to steep slopes or potential for landslides, flood hazards, or a history of drainage problems. They also may include sites that provide special environmental resources such as unique geographic features, abundant tree growth, animal habitat, streams, or wooded ravines.
- Natural areas to be acquired and protected shall include available, undeveloped parcels of private property. In addition, undeveloped street rights-of-way shall be protected through designation as Type IV Green Streets. The Northgate Open Space Fund shall not be used for natural areas. The City shall investigate other options for acquisition through donations, land trades, and conservation easements.
- F. **Type II and III Green Streets.** Open Space funds from a specific sub-account may be used to help design and develop Type II and III Green Streets within the appropriate subarea identified in the pedestrian circulation network.

GENERAL DEVELOPMENT PLAN

POLICY 13: GENERAL DEVELOPMENT PLANS SHALL BE REQUIRED TO ENSURE THAT THE DEVELOPMENT OF SUPER-BLOCKS IN THE NORTHGATE AREA SUPPORTS AND REINFORCES THE VEHICULAR/PEDESTRIAN BALANCE ENVISIONED TO COMPLEMENT TRANSIT USE IN THE NORTHGATE OVERLAY.

Implementation Guideline 13.1: Location and Size. (Land Use Code)

*Appendix F: Ord. 116795
(23.71.020.A. & C. SMC)*

- A. Developers and/or property owners of all sites that are six acres or more shall be required to prepare a General Development Plan. A General Development Plan shall be prepared where one or more of the following occurs:
1. Development of 4,000 square feet or more of commercial floor area, or redevelopment of 4,000 square feet or more of commercial floor area, if the redevelopment includes a change of use.
 2. Creation of parking facilities for over forty (40) vehicle spaces.
 3. Rezone applications.
 4. Conditional use applications.

5. Requests for variance(s) from the requirements of the Northgate Area Comprehensive Plan.

(23.71.020.B. SMC)

- B. A site shall be defined as all contiguous property under the same ownership, or under the ownership of several individuals or entities bound by mutual agreement as a corporation, or multiple properties and owners, with buildings and property managed as a single entity.

(23.71.020.B. SMC)

- C. Where existing or vacated public rights-of-way separate two sites under the same ownership, the combined areas of the two sites shall be calculated together.

(23.71.020.E. SMC)

- D. Where a Major Institution Master Plan is required pursuant to SMC Chapter 23.69, Major Institution Overlay district, the submittal of a General Development Plan shall not be required for that portion of the site for which the Provision of SMC Chapter 23.69 apply, however all other provisions of this Policy on General Development Plans apply.

Implementation Guideline 13.2: Review Process. (Land Use Code)

(23.71.029.B. SMC)

- A. The submission of an application for substantial development must be accompanied by a General Development Plan for sites meeting the conditions described above. This General Development Plan must be approved by the Director of the Department of Construction and Land Use before a Master Use or Building Permit shall be issued.

(23.71.028.B. SMC)

- B. An advisory committee to the Director of the Department of Construction and Land Use shall be established to review and comment on General Development Plans in the Northgate area. The committee shall be a balanced group representing the property owners, business community, and surrounding neighborhoods. The Director of DCLU shall appoint the Advisory Committee.

(23.71.024.A. SMC)

Implementation Guideline 13.3: Contents of the General Development Plan. (Land Use Code)

The General Development Plan shall be a concept plan for site development that: provides the neighborhoods and adjacent businesses with advance notice of a site's long-range plans, and allows the City to anticipate and plan for public capital or programmatic actions needed to accommodate development and provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts.

A General Development Plan must include the following elements:

- A. *Building Layout.* Identify the general location of buildings and their orientation to pedestrian and vehicular circulation, as well as the proposed lot coverage, floor area, height, and uses in anticipated structures. Three-dimensional drawings shall be provided to illustrate the height and form of proposed structures.
- B. *Pedestrian Circulation.* Identify the location of pedestrian routes providing access to all structures proposed on the site and identify

pedestrian connections with adjacent areas. All buildings within a site shall have a pedestrian connection to the closest public sidewalk served by transit.

- C. *Vehicular Circulation.* Identify vehicular, bicycle, and service access to the site from abutting streets, as well as the proposed internal site circulation. A description of any planned or anticipated street or alley vacations or the abandonment of existing rights-of-way shall be included.
- D. *Parking and Loading.* Identify the location, type (surface or structured), and amount of parking and loading to meet parking requirements and parking demand.
- E. *Transportation Management Plan.* Present specific proposals to reduce traffic impacts and to encourage the use of public transit, carpools, and other alternatives to single-occupant vehicles. The means a development shall use to meet the performance standards for transportation must be addressed.
- F. *Landscaping and Open Space.* Identify the location and size of open space areas intended for public use, and provide a general plan indicating the location and type of landscaping to be provided. If any of the open space requirement is to be met off-site, a proposal for how this will be met must be presented. Provisions for contributions to the Northgate Open Space Fund in lieu of providing all required open space on-site shall be delineated. The phasing, location, and type of spaces that will be provided must also be shown.
- G. *Phasing.* Describe proposed development phases and plans including development priorities, the probable sequence of proposed development, estimated dates of construction and occupancy, and anticipated interim use of property awaiting development.
- H. *Topography and Drainage.* Plans shall show the proposed finished grades, drainage patterns, swales, creeks, retention ponds, wetlands, etc. Filtration devices for oil and water separation also shall be located and specified.

Implementation Guideline 13.4: Exceptions to the Land Use Code may be allowed. (Land Use Code)

To take advantage of the opportunities afforded by a General Development Plan for large sites, certain exceptions to the Land Use Code may be allowed by the Director of DCLU.

- A. The exceptions shall be determined according to the following criteria: (23.71.026.A. SMC)
 - 1. Exceptions to implementation standards must be consistent with the intent of the policies in the Northgate Area Comprehensive Plan.

2. The exception shall result in a better design solution given specific site conditions than would be accomplished through strict adherence to applicable development standards.

B. Exceptions may include:

(23.71.026.B. SMC)

1. The DCLU Director may waive or change the provisions of the Land Use Code for mixed use development. Reductions may be permitted to the minimum amount of non-residential use specified in SMC 23.47.008 "Mixed use structures." In addition, for mixed use development in separate structures, the residential and non-residential structures may be constructed at different times, provided the phasing of the non-residential portions of the development is specified in the General Development Plan. To use these exceptions, an applicant must demonstrate that the project meets the following criteria:
 - a. The project reinforces or creates pedestrian connections through the site and to the closest transit streets.
 - b. The project is locating multifamily development within 660 feet [1/8 mile] of a street served by transit.
 - c. Sufficient commercial development exists in the immediate vicinity to maintain an active pedestrian environment with uses serving the local population.
2. Modification of the Land Use Code requirements for screening at the street property line in commercial zones found at SMC 23.47.016, may be granted under the following conditions:
 - a. The objective of the screening is met by a topographic break that makes the screening unnecessary.
 - b. A portion of the property's open space requirement is placed adjacent to the street, eliminating the need for screening.
 - c. The Director determines that a proposed solution better meets the intent of the requirements or there is no need for screening or landscaping on the site.
3. Modifications of the requirements controlling surface parking, contained in implementation guideline 9.3.B through D, may be granted when an applicant demonstrates that the project meets the following criteria:
 - a. The total number of parking spaces on a site does not exceed 175% of the minimum Land Use Code requirement.
 - b. Clearly designated pedestrian walkways are provided between parking areas and buildings. Walkways must be adjacent to any parking area containing 250 spaces. Two adjacent parking areas of 250 parking spaces each may share a walkway.

4. Modifications may be granted to the requirements for sidewalks specified in implementation guidelines 8.1 and 8.6, provided that this exception shall not be granted for sidewalks along Pedestrian Designated Streets. An exception may be granted under the following conditions:

- a. Topographic breaks would separate the sidewalk from the site.
- b. Topographic breaks would make the costs of increasing the sidewalk widths disproportionate to the benefits derived.
- c. An alternate pedestrian route would better serve pedestrian circulation needs.

Implementation Guideline 13.5: Establish Evaluation Process For General Development Plans. (Land Use Code)

(23.71.028.A. SMC)

Project approval for sites requiring a General Development Plan shall be contingent on compatibility and consistency with the applicable policies and standards in the Plan. In addition to meeting any other requirements established by zoning, the final determination shall be at the discretion of the Director of DCLU.

DRAINAGE

POLICY 14. REDUCE POTENTIAL RUNOFF INTO THORNTON CREEK, AND RESTORE THE CREEK TO ENHANCE AQUATIC HABITAT AND ABSORB MORE RUNOFF.

Implementation Guideline 14.1: Reduce potential runoff into Thornton Creek. (SEPA Policy)

Appendix C: Ord. 11670

- A. The Director of Engineering shall approve the discharge point for drainage water from substantial development and shall adopt rules specifying criteria, guidelines, and standards for determining drainage discharge points.
- B. The design storm used to determine the runoff rate shall be a storm with a statistical probability of occurrence of one in twenty-five, in any given year. The Director of Engineering shall adopt rules specifying the methods of calculation to determine the required storage volume.
- C. The maintenance of drainage control facilities shall be the responsibility of the owner or other person responsible for the condition of the property. The Director of Engineering shall have the authority to enter any property for periodic inspection and may require the owner and/or the responsible person to provide a periodic report regarding the maintenance of the drainage control facility.
- D. To reduce peak runoff rates, recharge groundwater, and maintain stream flows between storms, infiltration systems are encouraged where

there are no adverse conditions that may hurt their performance, contribute to unstable slopes, or become drainage problems for homeowners downhill from such a system.

- E. Substantial development that includes land disturbing activities one acre and greater in area shall submit an erosion and sediment control plan as part of the application for a permit. This plan shall include provisions for stabilizing soils by application of suitable best management practices (BMPs).
- F. Topsoil stockpiles should be covered to protect them from erosion. Cleared and graded areas should not be left without vegetation for prolonged periods of time. They can be seeded immediately after rough grading is completed. When clearing is near a natural water course, provisions must be made to protect the stream from sediment laden runoff.
- G. Development of less than one acre may not require a formal erosion and sediment control plan, but use of erosion control techniques is still required to prevent soil from leaving the site.
- H. In addition to these recommendations, it is important that any major changes to the natural drainage basin that would eliminate detention be prevented, if possible.

HUMAN SERVICES AND COMMUNITY FACILITIES

POLICY 15: PROVIDE QUALITY HUMAN SERVICES FOR ALL SEGMENTS OF THE POPULATION

Human services planning should be an integral element of the comprehensive planning process.

Appendix B: Res. 18752

Implementation Guideline 15.1: Planning Coordination. (Policy Directive to Departments)

- A. *Coordination.* Interagency and interdepartmental mechanisms should be used to facilitate coordination and integration of human service planning and service delivery within the Northgate area. Human service and community facilities planning by the City should be integrated with other City planning, capital programming, and budgeting decisions.
- B. *Demographic Base.* Human service delivery should be based on the existing and projected demographics of the area.
- C. *Community-Based Services.* At a minimum, human services should be sufficient to meet Northgate area needs, so the population will not need to leave the area to meet their human service needs.

Implementation Guideline 15.2: Fair Share. (Policy Directive to Departments) Every area of the city, and of the Northgate area, should have a “fair share” of human services and community facilities to address the needs of the city and the area’s population.

Appendix B: Res. 28752

- A. *Distribution.* Human service needs are citywide: all areas of the city have the responsibility to accept human service facilities.
- B. *Facility Siting.* Each community and subarea in the city shall accept a fair and reasonable share of the human services facilities required by the city’s population.
- C. *Service Area.* Facilities shall be sited in relation to the demand for their services over their entire service area.
- D. *Community Base.* Facilities shall be sited to provide the best connection with the community base for the clientele.
- E. *Land Use Code.* The Land Use Code shall regulate the siting of human service facilities in all zones consistent with the scale and intensity of uses permitted in that zone.
- F. *Public Participation.* Public participation should be encouraged in the siting of human services and community facilities.

Implementation Guideline 15.3: Access to Services. (Policy Directive to Departments)

Appendix B: Res. 28752

Human services should be accessible to their clientele and those needing their services.

- A. *Accessibility.* Areas such as Northgate that have relatively good transit access or will be accessible by High Capacity Transit should be locations for concentration of human and community services.
- B. *Transit.* Human services that serve the transit-dependent or have outpatient clientele should be located adjacent to transit routes, circulator service, or in proximity to the Northgate Transit Center.
- C. *Ridership Programs.* Taxi script programs, local circulator service, or other strategies to promote the accessibility of human services should be incorporated in program design and facility location.

Implementation Guideline 15.4: Education. (Policy Directive to Departments)

Appendix B: Res. 28752

- A. *Coordination.* The City of Seattle should work closely with the Seattle School District to coordinate educational services, facilities, and programs to meet the needs of the population of the Northgate area.
- B. *Joint Use.* School District facilities should be made available for joint use, community programs, and after-hours programming that is compatible with School District objectives.

- C. *Capital Investments.* School District and City capital projects shall be planned in concert to maximize the cumulative benefit.
- D. *North Seattle Community College.* North Seattle Community College should continue to play an important role as an educational and cultural resource for the Northgate area.

Implementation Guideline 15.5: Health Care. (Policy Directive to Departments)

The Northgate area should be encouraged to continue development as a regional center for health care.

- A. *Regional Facilities.* The Land Use Code and siting policies should facilitate development of health care facilities which meets the needs of the residents of the area and provides for the critical mass of a regional health care center.
- B. *Access to Health Care.* Health care outpatient services should be located adjacent to transit service.

Appendix B: Res. 28752

Implementation Guideline 15.6: Housing. (Policy Directive to Departments)

Housing should be available within the Northgate area for all segments of the population including a mix of income levels, special-needs populations, the elderly, and families with children.

- A. *Housing Mix.* A mix of housing opportunities should be distributed throughout the study area.
- B. *Scattered-Site Housing.* Scattered-site housing is an accepted method of providing special needs housing.

Appendix B: Res. 28752

Implementation Guideline 15.7: Community Facilities. (Policy Directive to Departments)

The City should make every effort to locate community facilities such as a library, post office, community center, and day care within the core of the Northgate area to enable residents to easily access these facilities by transit, walking or bicycle.

Community facilities that serve the residents and users of the Northgate area should be incorporated into new development.

- A. *Public Meeting Room.* A meeting facility available for routine public use should be located in the core of Northgate.
- B. *Libraries.* Library facilities should be available to the residents and employees in the Northgate area on a par with the availability of library service to other areas of the city with similar demographics.
- C. *Major Institutions.* Major Institutions should include public access to certain facilities that benefit the general community. Major Institution

Master Plans should identify public service aspects of the Major Institution's physical plan and programs.

- D. *Community Activity Centers.* Community activity centers or multi-service centers should serve the area's population.

FINANCING

POLICY 16: THE CITY SHOULD EXPLORE AND DEVELOP A VARIETY OF STRATEGIES FOR FINANCING THE IMPLEMENTATION OF THIS PLAN.

Implementation Guideline 16.1: Street Project Contract Improvement.
(Policy Directive to Departments)

Appendix B: Res. 28752

- A. When property owners are required to provide certain street improvements as a prerequisite to developing their property, they can contract with the City for partial reimbursement of a portion of the costs from other property owners who:
1. Are determined to be within the assessment reimbursement area formulated by the City, pursuant to RCW 35.72.040;
 2. Are determined to have a reimbursement share based upon a benefit to the property owner, pursuant to RCW 35.72.030;
 3. Did not contribute to the original cost of the street project; and
 4. Subsequently develop their property within 15 years following acceptance by the City of the street project as completed, and at the time of development were not required to install similar street improvements because they were already provided for by the contract.
- B. A possible use of this mechanism would be for the construction of a new NE 113th Street, an eastbound lane on Northgate Way (between 1st and 5th Ave NE) and the improvement to the intersection of 5th Ave NE and Northgate Way.

Implementation Guideline 16.2: Local Improvement Districts. (Policy Directive to Departments)

Appendix B: Res. 28752

- A. The City, or property owners in the core could initiate a Local Improvement District (L.I.D.) to implement the sidewalk, street, parking garage, and/or landscaping improvements all at once rather than piecemeal. This would allow the property owners to spread the costs out to all benefiting properties and initiate some of the improvements that will increase the economic vitality of the core by improving access. Because over 50% of the assessed value of the core area is owned by a few large property owners, approval of an L.I.D. may be quite expeditious.

B. Possible projects to be funded by an L.I.D. could include:

1. Sidewalk widening, special pavers, lighting, pedestrian amenities
2. New eastbound lane on Northgate Way between 1st and 5th Avenue NE
3. North and southbound left-turn pockets on 15th Avenue NE

Implementation Guideline 16.3: Northgate Open Space Fund. (Policy Directive to Departments)

Appendix B: Res. 28752

An open space fund for the Northgate Overlay shall be established to help acquire, develop, and maintain open spaces (as identified in this Plan) for public use. The fund shall have subaccounts for the core east of I-5 and the neighborhoods outside of the core. Each subaccount represents an area within 1/4 mile or a ten-minute walk from the open spaces to be funded. The fund's financial resources shall be limited to voluntary contributions from developers in lieu of providing a portion of their open space requirement on-site. Voluntary contributions shall be deposited in the appropriate subaccount, depending on the location of the contributing site.

Contributions to the fund in lieu of providing open space on site, shall equal the value of the land which would otherwise be required to be devoted to open space on the development site, plus the cost which would otherwise be incurred by the applicant for development of that space in accordance with the provisions of this Plan. The value of the contribution shall be determined for the year in which the contribution is made.

Appendix B: Res. 28752

Implementation Guideline 16.4: Transit Operations. (Policy Directive to Departments)

Metro focuses its limited operating resources in areas with transit supportive land use and transportation policies. Increased transit service to the Northgate area is the key ingredient for accommodating the travel demands generated by growth. Without transit, the transportation infrastructure would not have sufficient capacity for the travel demands of new development. Conversely, without new development providing increased density and a pedestrian environment, Metro would be reluctant to concentrate new transit service in the Northgate core.

- A. The City shall support the reallocation of service hours from under-utilized routes throughout the Metro system and apply these hours to the Northgate Transit Center.
- B. The City shall support the low cost improvement in transit service to the Northgate area resulting from rerouting bus service onto Northgate Way from 35th Avenue NE, 25th Avenue NE and 15th Avenue NE.

Implementation Guideline 16.5: SEPA Conditions. (Policy Directive to Departments)

Appendix B: Res. 28752

The following implementation guidelines are designed as the basis for the exercise of substantive SEPA authority pursuant to SMC 25.05.665.C: implementation guidelines 4.3, 8.3, 10.3, 10.4, 11.1, 11.2, 11.3, and 14.1.

Implementation guidelines 8.3, 10.3, and 10.4 supersede SMC 25.05.675R, the SEPA policy on Traffic and Transportation, as a basis for the exercise of substantive SEPA authority to mitigate a development's contribution to off-site traffic impacts that are within the scope of the impacts identified in the EIS for this plan. SMC 25.05.675R shall continue to be a basis for the exercise of substantive SEPA authority to mitigate on-site impacts and any off-site impacts that are not identified in the EIS for this plan.

For the purpose of this policy, traffic impacts to streets or intersections that are adjacent to the block upon which proposed development is to occur shall be identified and mitigated in the same manner as on-site impacts.

**Table 5
Implementation Strategies**

Implementation Guideline	SEPA Policy	Directive to Depts	Revision to Land Use Code	SCTP* Change	Land Use Policies
LAND USE					
1.1 Overlay			X		
2.1 Rezones			X		X
3.1 Mixed Use					X
3.2 Commercial Only Structure in R/C MF Zones			X		X
4.1 Density Limits for Residential Only & Mixed-Use in Commercial Zones			X		X
4.2 Residential Use in Commercial Zones			X		
4.3 Maintain-Protect SF Neighborhoods	X				
5.1 Setbacks & Bulk Provisions for Lots Abutting Zone Edges			X		X
5.2 Max. Width & Depth Requirements for Lots Abutting Zone Edges			X		X
TRANSPORTATION & PEDESTRIANS					
6.1 Transportation Management Plans					X
6.2 Transportation Management Association					X
6.3 Bicycle Facilities		X	X		X
6.4 Northgate Plan Monitoring		X			
7.1 Increase Transit		X			
7.2 HOV Facilities		X			
7.3 Circulator Service					X
7.4 Centralize Park & Ride Lots		X			X
7.5 Bus Shelters		X			X
7.6 Transit Street Classifications				X	

Implementation Guideline	SEPA Policy	Directive to Depts	Revision to Land Use Code	SCTP* Change	Land Use Policies
8.1 Pedestrian Circulation System					X
8.2 Designation of Pedestrian Streets			X		X
8.3 Reduction of Pedestrian/Vehicular Conflicts	X	X			
8.4 Green Streets			X		
8.5 Class III Boulevard		X			
8.6 Special Landscaped Arterials			X		
9.1 Min. & Max. Parking Requirements			X		
9.2 Exceptions to Parking Requirements			X		
9.3 Amount of Surface Parking			X		
9.4 F.A.R. Exclusion of Structural Parking			X		
9.5 Public Parking Garage		X			
10.1 Improve HOV Access		X			
10.2 Northbound I-5 On-ramp		X			
10.3 Improve Arterial Operations and Flow	X	X			
10.4 Protect Local Streets	X	X			
HIGH CAPACITY TRANSIT STATION					
11.1 Concentrate High Density Near Station	X	X			
11.2 Pedestrian Environment	X	X			
11.3 HCT Station Accessibility to Neighborhoods	X	X			
OPEN SPACE					
12.1 Open Space Map		X			
12.2 Open Space Requirement			X		
12.3 Allowed Types Open Space			X		
12.4 Criteria for Locating Open Space			X		

Implementation Guideline	SEPA Policy	Directive to Depts	Revision to Land Use Code	SCTP* Change	Land Use Policies
12.5 Open Space Fund		X			X
12.6 Priorities for Open Space		X			X
GENERAL DEVELOPMENT PLAN (GPD)					
13.1 Location and Site			X		
13.2 Review Process			X		
13.3 GDP Contents			X		
13.4 Exceptions to LUC			X		
13.5 Evaluation Process					X
DRAINAGE					
14.1 Drainage	X				
HUMAN & COMMUNITY SERVICES					
15.1 Planning Coordination		X			
15.2 Fair Share		X			
15.3 Access to Services		X			
15.4 Education		X			
15.5 Health Care		X			
15.6 Housing		X			
15.7 Community Facilities		X			
FINANCING & IMPLEMENTATION STRATEGY					
16.1 Street Project Contract Improvement		X			
16.2 Local Improvement District		X			
16.3 Open Space Fund		X			
16.4 Transit Service		X			
16.5 SEPA Conditions	X				

* SCTP = Seattle Comprehensive Transportation Plan; which designates all street classifications in Seattle.

Table 6**A. Transit/High Occupancy Vehicle/Vehicle Reduction**

Implementation Standard	Cost	Funding Source
Transportation Management Association (services are described in Chapter 3)	Annually determined based on budget for services	Membership responsibility, and Seattle would contribute 50% of the first year's administrative start-up cost.
Additional east/west, midday, and evening transit service	53,000 service hours	Reroute existing north end service and reallocation of Metro service hours within Seattle and the region
Striping of transit only lane, northbound First Ave NE and westbound Northgate Way		SED
Fifth Ave NE/Northgate Way Transit by-pass lane	\$152,000 includes design, construction and drive-way adjustments (1)	SED, Metro
Increase capacity of Transit Center Park & Ride lot	To be determined	UMTA, Metro, private developers through joint use agreements
Bus Shelters	To be determined	Metro, TMA
Circulator	Approx. \$64/service hour	Metro, TMA

(1) Approximately 3,500 square feet of right-of-way would be needed, which is not included in cost.

B. Pedestrian Improvements

Implementation Standard	Cost	Funding Source
Street Parks Class III Boulevards Special Landscaped Arterials Designated Pedestrian Streets		Any new development adjacent to one of these four types of streets is required to improve the street (along the length of their frontage) to the design guidelines established for that particular street. This is consistent with existing City Policy. Street Park Types II & III, the Class III Boulevard and Special Landscaped Arterial improvements in the core area, could also be funded through the Northgate Open Space Fund, or an L.I.D.
Pedestrian Overpasses	\$83,000 on Northgate Way \$72,000 on 5th Ave NE (1)	SEPA conditions on private development, L.I.D., or Street Project Contract Improvement.
I-5 Pedestrian Overpass	To be determined	Metro

(1) Does not include any right-of-way needed for support of overpass

C. Vehicular Circulation

Implementation Standard	Cost	Funding Source
Construct new NE 107th St access to merge with revised NE 111th St ramp to improve northbound I-5 on-ramp access, northbound 1st Ave NE widening at NE 107th St	\$8.5 million	Transportation Improvements Account, Interstate Completion Funds, contributions from private sector; Seattle Engineering Department
Remove westbound left-turns at Northgate Way and Fifth Ave NE intersection	\$2,000,000-\$24,000,000 depending on how and where trips are moved to	SEPA conditions on adjacent development. Possible L.I.D. or Street Project Contract Improvement.
Eastbound Northgate Way right turn lane (between 3rd Ave NE & 5th Ave NE)	\$72,000 (1)	SEPA conditions on adjacent development. L.I.D. or Street Project Contract Improvement.
Left-turn pockets on all four approaches to the intersection of N 130th Street and 1st Ave NE	\$271,000 (2)	Seattle
North & south bound left-turn pockets on 15th Ave NE at Northgate Way & signal changes	\$62,000	Seattle or L.I.D.
Signal and geometric improvements of intersection of Pinehurst and Roosevelt	\$530,000	SEPA conditions on new private development; TIB
NE 117 Street/15 Ave NE/ Pinehurst operational changes	\$55,000	Seattle Engineering Department
Construct New NE 113 Street (local street) between 3rd Ave NE and 5th Ave NE	\$570,000 (3)	SEPA conditions on adjacent new private development, possible Street Project Contract Improvement.
Cul de Sac on 3rd Ave NE	\$6,000	SEPA conditions on new private development
Local Traffic Access Plan (i.e., traffic circles, chicanes, diverters, etc.)	\$3,000-\$6,000/circle	SED programmatic actions, SEPA conditions, Neighborhood Matching Fund Program, private developer contributions

(1) Requires 8,900 sq.ft. of right-of-way which is not included in cost.

(2) Requires 30 sq.ft. of right-of-way from each corner which is not included in the cost.

(3) Requires 29,700 sq.ft. of right-of-way from Metro park & ride lot which is not included in cost.

D. Parking

Implementation Standard	Cost	Funding Source
Public parking garage(s) access to merge with revised NE 111th St ramp to improve northbound I-5 on-ramp access, northbound 1st Ave NE widening at NE 107th St	To be determined	Private development contributions to a Northgate Public Parking Fund in lieu of supplying their required parking on-site. In addition, a special assessment district could be formed

E. OPEN SPACE

Implementation Standard	Cost	Funding Source
Town square, urban plazas, interior spaces & seating areas		Private development as part of their open space requirement. Metro as part of development of a HCT station.
Pedestrian amenities		Private development as part of SEPA conditions, Metro as mitigation for an HCT station, Seattle, and possible L.I.D.
Active Park on Metro Park & Ride lot site		Northgate Open Space Fund and Seattle 6-Year Critical Needs Funding (Parks Dept.)
Passive Parks at 536th NE 104th and 525-529th NE 103rd St		Northgate Open Space Fund and Seattle 6-Year Critical Needs Funding (Parks Dept.)
Westside of 12th Ave NE (north of Northgate Way)		SEPA conditions on adjacent private developers and possibly Northgate Open Space Fund
Type IV Street Parks		Street classification would protect these Street Parks. Purchase is not necessary. Northgate Open Space Fund for improvements
Urban Trail	To be determined	Drainage & Wastewater Utility as part of Thornton Creek restoration work.

Types II & III Street Parks		Adjacent private development required to make improvements. Northgate Open Space Fund could also be used to complete or improve a Street Park
Natural Areas		Competition for citywide open space funds, Northgate Open Space Fund, donations, land trades, easements.

Appendix A:

RESOLUTION 28753

A RESOLUTION adopting revisions to the Transit and Bicycle Classification Maps of the "Seattle Comprehensive Transportation Program (SCTP)."

WHEREAS, the Northgate Area Comprehensive Plan recommends additional transit service in the Northgate area which changes should be shown on the SCTP Transit Classification Map; and

WHEREAS, the Northgate Area Comprehensive Plan recommends additional Key Bicycle Streets and Bicycle Routes which should be shown on the SCTP Bicycle Classification Map; and

WHEREAS, a change in transit classification on NE 115th Street is necessary to provide transit service to the Northgate area; Now, Therefore,

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

The Seattle Comprehensive Transportation Program Transit Classification Map and Bicycle Classification Map, as adopted by Resolution 27152, are hereby revised as follows:

TRANSIT CLASSIFICATION MAP

The following streets are changed from Transit Restricted Streets to Minor Transit Streets:

- Northeast 92nd Street from 1st Avenue Northeast to 5th Avenue Northeast;
- Northeast 115th Street from Lake City Way Northeast to 35th Avenue Northeast;
- Northeast Northgate Way from 15th Avenue Northeast to Lake City Way Northeast. (The maximum number of buses allowed on this street segment shall not exceed 64 per day (32 per travel lane).)

BICYCLE CLASSIFICATION MAP

The following street is changed from a Key Bicycle Street to a Bicycle Route:

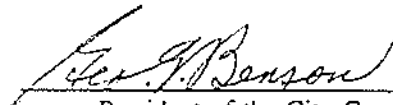
- 15th Avenue Northeast from Northeast 85th Street to the northern intersection with Northeast Brockman Place.

The following streets are added as Key Bicycle Streets:

- North 122nd Street from Meridian Avenue North to Densmore Avenue North;
- Densmore Avenue North from North 122nd Street to 128th Avenue North;


- North 128th Street from Densmore Avenue North to Corliss Avenue North;
- Eighth Avenue Northeast from Northeast 85th Street to Northeast Northgate Way;
- Northeast 85th Street from Fifth Avenue Northeast to First Avenue Northeast;
- First Avenue Northeast from Northeast 85th Street to Northeast 100th Street;
- Northeast 100th Street from First Avenue Northeast to Fifth Avenue Northeast;
- Fifth Avenue Northeast from Northeast 100th Street to Northeast 105th Street;
- Northeast 105th Street from Fifth Avenue Northeast to Roosevelt Way Northeast;
- Roosevelt Way Northeast from Northeast 105th Street to Northeast 135th Street;
- Northeast 135th Street from Roosevelt Way Northeast to 15th Avenue Northeast;
- 15th Avenue Northeast from Northeast 135th Street to Northeast 145th Street;
- Northeast 108th Street from Roosevelt Way Northeast to 12th Avenue Northeast;
- 12th Avenue Northeast from Northeast 108th Street to Northeast 107th Street;
- Northeast 107th Street from 12th Avenue Northeast to 19th Avenue Northeast;
- Northeast 105th Street from 19th Avenue Northeast to 20th Avenue Northeast;
- 20th Avenue Northeast from Northeast 105th Street to Northeast 102nd Street;
- Northeast 102nd Street from 20th Avenue Northeast to 21st Avenue Northeast;
- 21st Avenue Northeast from Northeast 102nd Street to Northeast 100th Street;
- Northeast 100th Street from Northeast 21st Street to Lake City Way Northeast.

ADOPTED by the City Council of the City of Seattle this 6 day of July, 1993, and signed by me in open session in authentication of its adoption this 6 day of July, 1993.


President of the City Council

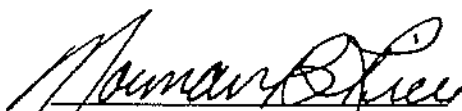
Filed by me this 13th day of July, 1993.

BY:


Deputy

(SEAL)

THE MAYOR CONCURRING:


Norman B. Rice, Mayor

ORD/RES2-677

Appendix B:

RESOLUTION 28752

A RESOLUTION directing City departments to implement specified policies of the Northgate Area Comprehensive Plan.

WHEREAS, Ordinance 114799, adopted November 22, 1989, authorized the Planning Department and the Engineering Department to prepare a Northgate Area Comprehensive Plan; and

WHEREAS, a Draft Environmental Impact Statement published in November 1991, and a Final Environmental Impact Statement published in June 1992 were prepared for the Northgate Area Comprehensive Plan and implementing actions; and

WHEREAS, development activity in the Northgate area is occurring at a faster pace than the amount of growth projected in the City's adopted Land Use Policies, and the existing street system is not designed to accommodate the demands of such rapid growth; and

WHEREAS, the Northgate Area Comprehensive Plan is consistent with the Framework Policies of the Comprehensive Plan; and

WHEREAS, the Northgate Area has been identified by the Joint Regional Policy Committee as a High Capacity Transit station location for the proposed Regional Transit Project; and

WHEREAS, Resolution 28629, nominated to the Growth Management Planning Council of King County, the core of the Northgate Overlay District as an urban center;

WHEREAS, The Northgate Area Comprehensive Plan identifies an underlying policy of concentrating growth in the core of the Northgate area in a manner that enhances access and circulation for pedestrians and transit, to reduce reliance on the automobile; and

WHEREAS, the Northgate Area Comprehensive Plan encourages the use of the Northgate Mall as an urban scale, regional shopping center; and

WHEREAS, the City Council received the Mayor's Recommended Northgate Area Comprehensive Plan on May 11, 1992, and conducted public hearings on the proposed Plan on June 11, 1992 and on June 2, 1993; and

WHEREAS, the City Council finds that certain policies recommended in the Plan should be implemented to help achieve the goals of the Northgate Area Comprehensive Plan;

NOW THEREFORE:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Northgate Area Comprehensive Plan consists of the policies contained in section 2 below, Chapter 23.16.060 of the Seattle Municipal Code, Section 3 of ordinance 109754 (SEPA policies), Resolution 28753, revising the Seattle

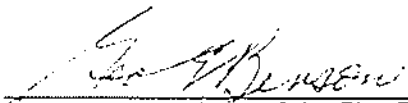
Comprehensive Transportation Program (SCTP), and ordinance 116221 amending the SCTP.

Section 2. City Departments shall implement the following Implementation Guidelines from the Northgate Area Comprehensive Plan (1993), as contained in Attachment A to this Resolution, in preparing their budgets and work programs, establishing funding and program priorities and otherwise performing departmental functions.

Implementation Guideline 6.3:	Create Bicycle Facilities
Implementation Guideline 6.4:	Monitor Vehicular Trip Reduction
Implementation Guideline 7.1:	Increase Transit Service
Implementation Guideline 7.2:	Expand HOV facilities
Implementation Guideline 7.4:	Centralize Park and Ride Lots
Implementation Guideline 7.5:	Provide Bus Shelters
Implementation Guideline 8.3:	Reduce Pedestrian/Vehicular Conflicts
Implementation Guideline 8.5:	Class III Boulevard
Implementation Guideline 9.5:	Develop a Public Parking Garage
Implementation Guideline 10.1:	Improve HOV Access
Implementation Guideline 10.2:	Modify the Northbound I-5 On-ramp
Implementation Guideline 10.3:	Improve Arterial Operations and Flow
Implementation Guideline 10.4:	Protect Local Streets
Implementation Guideline 11.1:	Concentrate High Density Near HCT Station
Implementation Guideline 11.2:	Create a Pedestrian Environment
Implementation Guideline 11.3:	HCT Station Accessibility
Implementation Guideline 12.1:	Open Space Map
Implementation Guideline 12.5:	Open Space Fund
Implementation Guideline 12.6:	Priorities for Open Space
Implementation Guideline 15.1:	Planning Coordination
Implementation Guideline 15.2:	Fair Share
Implementation Guideline 15.3:	Access to Services

Implementation Guideline 15.4: Education
Implementation Guideline 15.5: Health Care
Implementation Guideline 15.6: Housing
Implementation guideline 15.7: Community Facilities
Implementation Guideline 16.1: Street Project Contract Improvement
Implementation guideline 16.2: Local Improvement Districts
Implementation Guideline 16.3: Northgate Open Space Fund
Implementation Guideline 16.4: Transit Operations
Implementation Guideline 16.5: SEPA Conditions

ADOPTED by the City Council the 6 day of July, 1993 and
signed by me in open session in authentication of its adoption this 6th day of
July, 1993.


President of the City Council

Approved by me this 12th day of July, 1993.


Mayor Norman B. Rice

Filed by me this 13th day of July, 1993.

BY


Deputy

(SEAL)
Published _____

ORD-82652



Appendix C:

ORDINANCE 116770

AN ORDINANCE approving Land Use and SEPA Policies for the Northgate area.

WHEREAS, Ordinance 114799, adopted November 22, 1989, authorized the Planning Department and the Engineering Department to prepare a Northgate Area Comprehensive Plan; and

WHEREAS, a Draft Environmental Impact Statement published in November 1991, and a Final Environmental Impact Statement published in June 1992 were prepared for the Northgate Area Comprehensive Plan and implementing actions; and

WHEREAS, development activity in the Northgate area is occurring at a faster pace than the amount of growth projected in the City's adopted Land Use Policies, and the existing street system is not designed to accommodate the demands of such rapid growth; and

WHEREAS, the Northgate Area Comprehensive Plan is consistent with the Framework Policies of the Comprehensive Plan; and

WHEREAS, the Northgate Area has been identified by the Joint Regional Policy Committee as a High Capacity Transit station location for the proposed Regional Transit Project; and

WHEREAS, Resolution 28629, nominated to the Growth Management Planning Council of King County, the core of the Northgate Overlay District as an urban center;

WHEREAS, The Northgate Area Comprehensive Plan identifies an underlying policy of concentrating growth in the core of the Northgate area in a manner that enhances access and circulation for pedestrians and transit, to reduce reliance on the automobile; and

WHEREAS, the Northgate Area Comprehensive Plan encourages the use of the Northgate Mall as an urban scale, regional shopping center; and

WHEREAS, the City Council received the Mayor's Recommended Northgate Area Comprehensive Plan on May 11, 1992, and conducted public hearings on the proposed Plan on June 11, 1992 and on June 2, 1993; and

WHEREAS, the City Council finds that specified policies of the Northgate Area Comprehensive Plan should be approved as City Land Use Policies or SEPA Policies to help achieve the goals of the Northgate Plan.

NOW THEREFORE:

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Chapter 23.16 of the Seattle Municipal Code is amended to add a new section which shall be numbered, titled, and read as follows:

SMC 23.16.060 Northgate Overlay District

Within the boundaries shown on Exhibit 23.16.060A, the following policies and implementation guidelines from the Northgate Area Comprehensive Plan (1993), attached hereto as Attachment A shall be considered as provided in SMC 23.12:

Policy 2,

Implementation Guideline 2.1: Rezones

Policy 3,

Implementation Guideline 3.2: Commercial Only Structures in R/C Multifamily zones

Policy 4,

Implementation Guideline 4.1: Density limits for residential only & mixed use in commercial zones

Implementation Guideline 4.4: Create a new Midrise zone with an eighty five foot height limit.

Policy 5,

Implementation Guideline 5.1: Setbacks & bulk provisions for lots abutting zone edges

Policy 6,

Implementation Guideline 6.2: Transportation Management Association

Implementation Guideline 6.3: Bicycle facilities

Policy 7,

Implementation Guideline 7.3: Encourage Transit Access

Policy 8,

Implementation Guideline 8.1: Pedestrian circulation system

Implementation Guideline 8.2: Designate Pedestrian Streets

Implementation Guideline 8.4: Develop Green Streets

Policy 9,

Implementation Guideline 9.2: Permit Certain Exceptions To Parking Requirements

Implementation Guideline 9.3: Control the Amount of Surface Parking

Policy 12,

Implementation Guideline 12.5: Open Space Fund

Implementation Guideline 12.6: Priorities for open space

Section 2, 23.16.002B3 of the Seattle Municipal Code from "Midrise" to "Bulk," is amended to read as follows:

23.16.002 MIDRISE

This classification allows multi-family housing of a medium to large scale and fairly high density. In lower classifications in these policies, height limits are 37 feet or less. The maximum height for Midrise is 60 feet (approximately six stories), or 85 feet (for properties which are designated in a neighborhood plan as suitable for an 85 foot height limit, and which meet the additional development standards specified below). The maximum building width is the same as for Lowrise 3. In order to minimize the appearance of bulk, building facades are required to be modulated, with rooflines breaking according to the modulation pattern of the facade.

Ground floor commercial use in apartment buildings is allowed in blocks adjacent to healthy commercial areas (See Policy 15, Implementation Guideline 2.)

The housing types to be encouraged include midrise apartments and terraced housing. (Figure 13)

Locational Criteria: Midrise 60'

- a. Areas which are adjacent to business and commercial areas with comparable height and bulk.
- b. Areas which are served by major arterials and where transit service is good to excellent, and street capacity could absorb the traffic generated by midrise development.
- c. Areas which are in close proximity to major employment centers.
- d. Areas which are in close proximity to open space and recreational facilities.
- e. Areas along arterials where topographic changes either provide an edge or permit a transition in scale with surroundings.
- f. Flat areas where the prevailing building height is greater than 37 feet or where, due to a mix of heights, there is no height pattern.
- g. Areas with moderate slopes and views oblique or parallel to the slope where the height and bulk of existing buildings have already limited or blocked views from within the multi-family area and upland areas.
- h. Areas with steep slopes and views perpendicular to the slope where upland developments are of sufficient distance or height to retain their views over new developments up to 60 feet high.
- i. Areas where topographic conditions allow the height of the buildings to be obscured. Generally, these are steep slopes 16% or more, with views perpendicular to the slope.

Locational Criteria: Midrise 85'

The 85' height limit is intended for areas which have been designated in an

adopted neighborhood plan as suitable for development to 85', and where the following criteria are met:

- a. Areas which are bounded on at least two sides by zoning which permit heights of 85' or greater;
- b. A height of 85' could be accommodated without significantly blocking views;
- c. Development authorized by the zoning is unlikely to exceed the ability of transit, sewers and other utilities to serve the area, and parking will be available to accommodate demand;
- d. Where the rezone will result in 1) a gradual transition in height and scale between adjacent zones, when the difference in height between the proposed zone and adjacent zones exceeds 20 feet, or 2) a major physical edge is present which buffers the transition between such zones. These physical edges may be:
 - (1) Natural features such as topographic breaks, lakes, rivers and ravines;
 - (2) Freeways, expressways, and other major arterials;
 - (3) Street grid and block orientation;
 - (4) Open spaces and greenbelts.

Height

60 feet minimum or 85'.

(See Policy 4 for full explanation of height measurements, and related guidelines.)

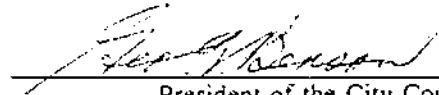
Section 3. Pursuant to SMC 25.05.665(C) (1) and 675(R) (2).e, the following policies may serve as the basis of exercising substantive SEPA authority within the boundaries of the area shown on SMC Exhibit 23.16.060A:

Implementation Guideline 4.3:	Maintain - Protect Single Family Neighborhoods
Implementation Guideline 8.3:	Reduce Pedestrian/Vehicular Conflicts
Implementation Guideline 10.3:	Improve Arterial Operations and Flow
Implementation Guideline 10.4:	Protect Local Streets
Implementation Guideline 11.1:	Concentrate High Density Near High Capacity Transit Station

- Implementation Guideline 11.2: Create a Pedestrian Environment
- Implementation Guideline 11.3: High Capacity Transit Station
Accessibility to Neighborhoods
- Implementation Guideline 14.1: Reduce Potential Runoff Into Thornton
Creek
- Implementation Guideline 16.5: SEPA Conditions

Section 5. This ordinance shall take effect and be in force thirty (30) days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become law under the provisions of the City Charter.

PASSED by the City Council the 6th day of July, 1993 and
signed by me in open session in authentication of its passage this 6th day of
July, 1993.


President of the City Council

Approved by me this 12th day of July, 1993.


Norman B. Rice, Mayor

Filed by me this 15th day of July, 1993.

BY


Deputy

(SEAL)

Published _____

ORD/RES2-647



Appendix D:

ORDINANCE 116771

AN ORDINANCE amending the "Seattle Comprehensive Transportation Program" (SCTP) Street Classification Map to reclassify Northeast 115th Street, between 15th Avenue Northeast and Lake City Way Northeast, as a Residential Access Street.

WHEREAS, Resolution 27152 adopted Street Classification Guidelines and Street Classification Maps for traffic, transit, truck, bicycle, pedestrian, and boulevard classifications; and

WHEREAS, Northeast 115th Street, between 15th Avenue Northeast and Lake City Way Northeast, is identified on the SCTP Street Classification Map as a Planned Arterial/Existing Access Street; and

WHEREAS, the Northgate Area Comprehensive Plan recommends reclassifying Northeast 115th Street, between 15th Avenue Northeast and Lake City Way Northeast, as a Residential Access Street to help achieve the goals of that Plan;

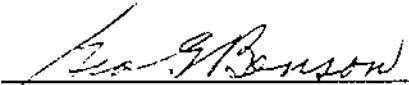
NOW THEREFORE:

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

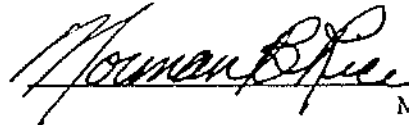
Section 1. The "SCTP - Street Classification Map," as adopted by Resolution 27152, is hereby revised by reclassifying Northeast 115th Street, between 15th Avenue Northeast and Lake City Way Northeast, from a Planned Arterial/Existing Access Street to a Residential Access Street.

Section 2. This ordinance shall take effect and be in force thirty days from and after its passage and approval by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the City Charter.

PASSED by the City Council the 6th day of July, 1993 and signed by me in open session in authentication of its passage this 6th day of July, 1993.



President of the City Council

Approved by me this 12th day of July, 1993.


Mayor

Filed by me this 12th day of July, 1993.

BY:


Deputy

(SEAL)

Published: _____

ORD/RES-649

Appendix E:

ORDINANCE 116794

AN ORDINANCE rezoning portions of the Northgate area.

WHEREAS, Ordinance 114799, adopted November 22, 1989, authorized the Planning Department and the Engineering Department to prepare a Northgate Area Comprehensive Plan; and

WHEREAS, a Draft Environmental Impact Statement published in November 1991, and a Final Environmental Impact Statement published in June 1992 were prepared for the Northgate Area Comprehensive Plan and implementing actions; and

WHEREAS, development activity in the Northgate area is occurring at a faster pace than the amount of growth projected in the City's adopted Land Use Policies, and the existing street system is not designed to accommodate the demands of such rapid growth; and

WHEREAS, the Northgate Area Comprehensive Plan is consistent with the Framework Policies of the for the Comprehensive Plan; and

WHEREAS, the Northgate Area has been identified by the Joint Regional Policy Committee as a High Capacity Transit station location for the proposed Regional Transit Project; and

WHEREAS, Resolution 28629, nominated to the Growth Management Planning Council of King County, the core of the Northgate Overlay District as an urban center;

WHEREAS, The Northgate Area Comprehensive Plan identifies an underlying policy of concentrating growth in the core of the Northgate area in a manner that enhances access and circulation for pedestrians and transit, to reduce reliance on the automobile; and

WHEREAS, the Northgate Area Comprehensive Plan encourages the use of the Northgate Mall as an urban scale, regional shopping center; and

WHEREAS, the City Council received the Mayor's Recommended Northgate Area Comprehensive Plan on May 11, 1992, and conducted public hearings on the proposed Plan on June 11, 1992 and on June 2, 1993; and

WHEREAS, the City Council finds that portions of the Northgate area should be rezoned to help achieve the goals of the Northgate Area Comprehensive Plan, and that such rezoning will protect and promote the health, safety and welfare of the general public;

NOW THEREFORE:

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Attached to this ordinance are 13 pages of zoning maps, which maps are

1 identified in Attachment A and which are incorporated herein by reference. The areas on
2 these maps which show a change in zoning designation are hereby rezoned to the zoning
3 classification shown for such areas on the maps. These maps are hereby adopted as
4 amendments to the Official Land Use Map, SMC 23.32.016.

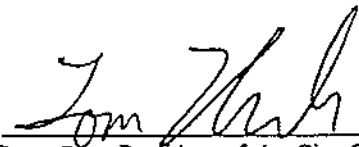
5 For most rezones the boundaries of the rezoned areas are the same as the previous
6 boundaries. If the new boundary is different from the previous boundary, the new
7 boundary will be identified in feet. (However, not all boundary segments shown in feet
8 reflect a new boundary, but are shown to help locate old boundaries as well.)

9 A portion of the rezone shown on page 8 of Attachment A is hereby subject to a
10 Property Use and Development Agreement, attached as Attachment B, and incorporated by
11 reference.

12 Section 2. The provisions of this ordinance are declared to be separate and
13 severable. The invalidity of any particular rezone accomplished herein shall not affect the
14 validity of any other rezone.

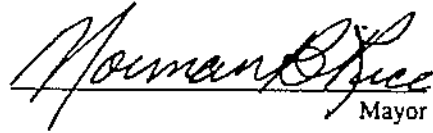
15 Section 3. This ordinance shall take effect and be in force thirty days from and
16 after its passage and approval by the Mayor; otherwise it shall take effect at the time it
17 shall become a law under the provisions of the City Charter.

18
19 PASSED by the City Council the 2nd day of August, 1993 and
20 signed by me in open session in authentication of its passage this 2nd day of
21 August, 1993.

22
23 
24 Pro Tem President of the City Council
25
26
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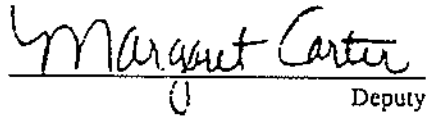
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Approved by me this 10 day of August, 1993.


Mayor

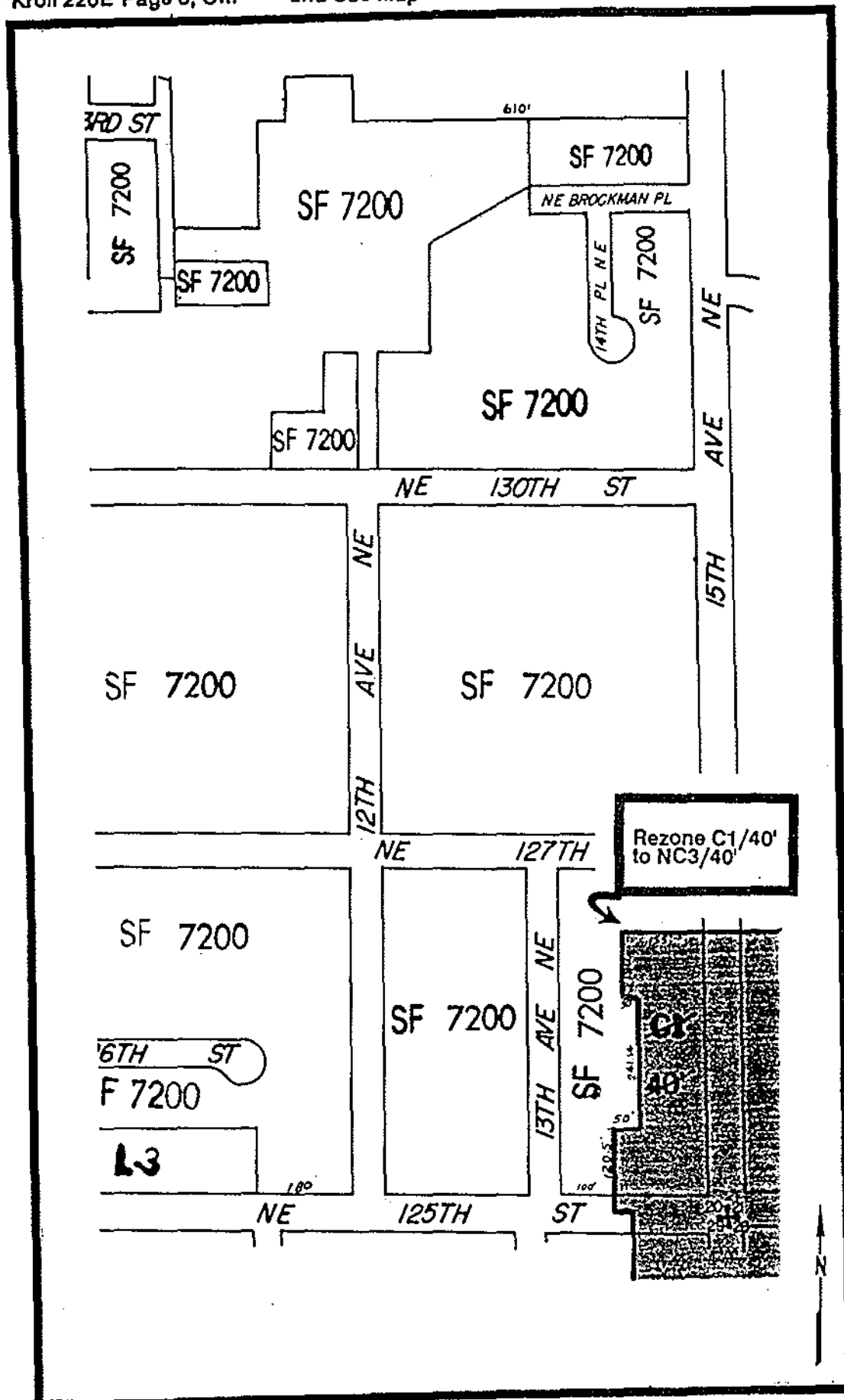
Filed by me this 11 day of August, 1993.

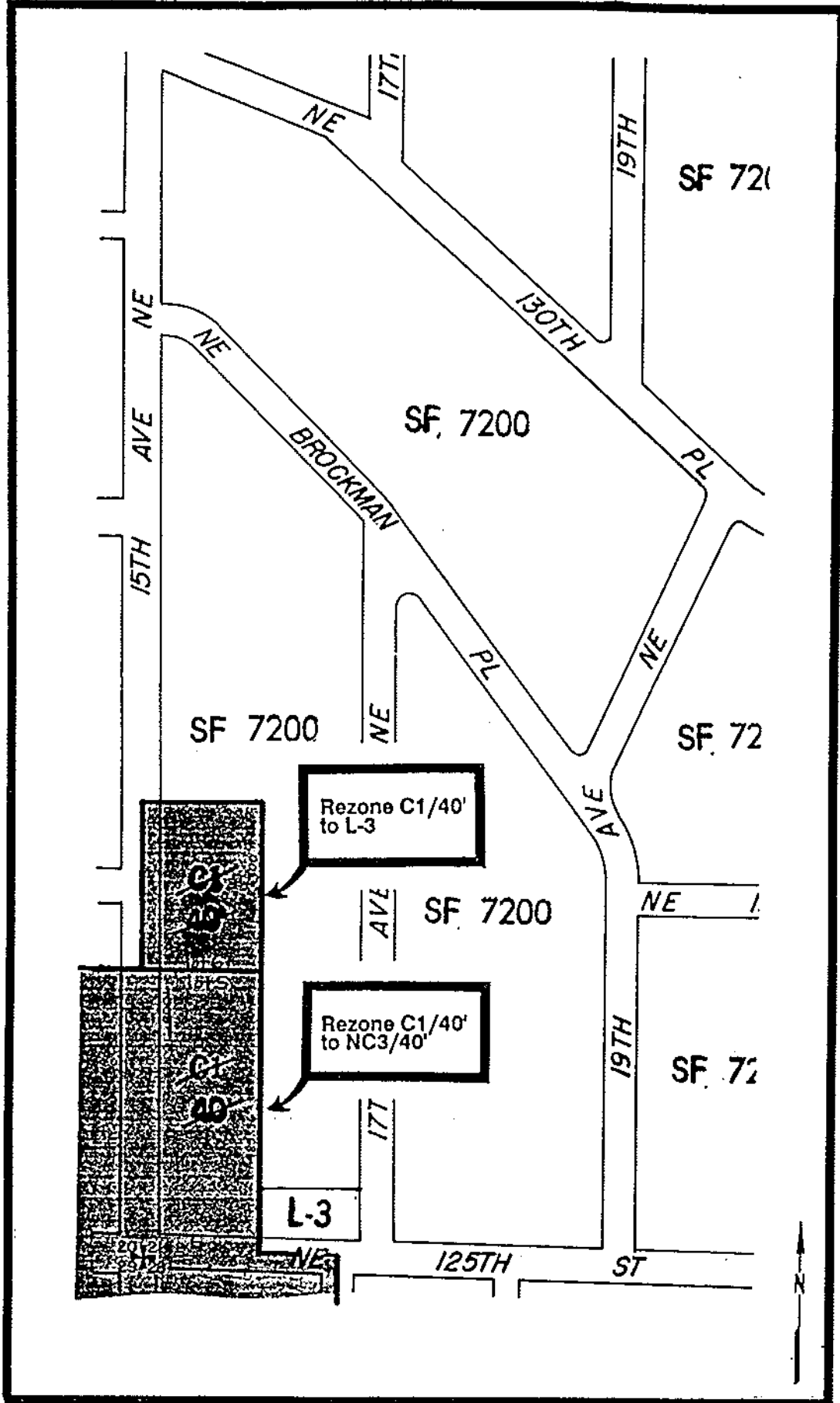
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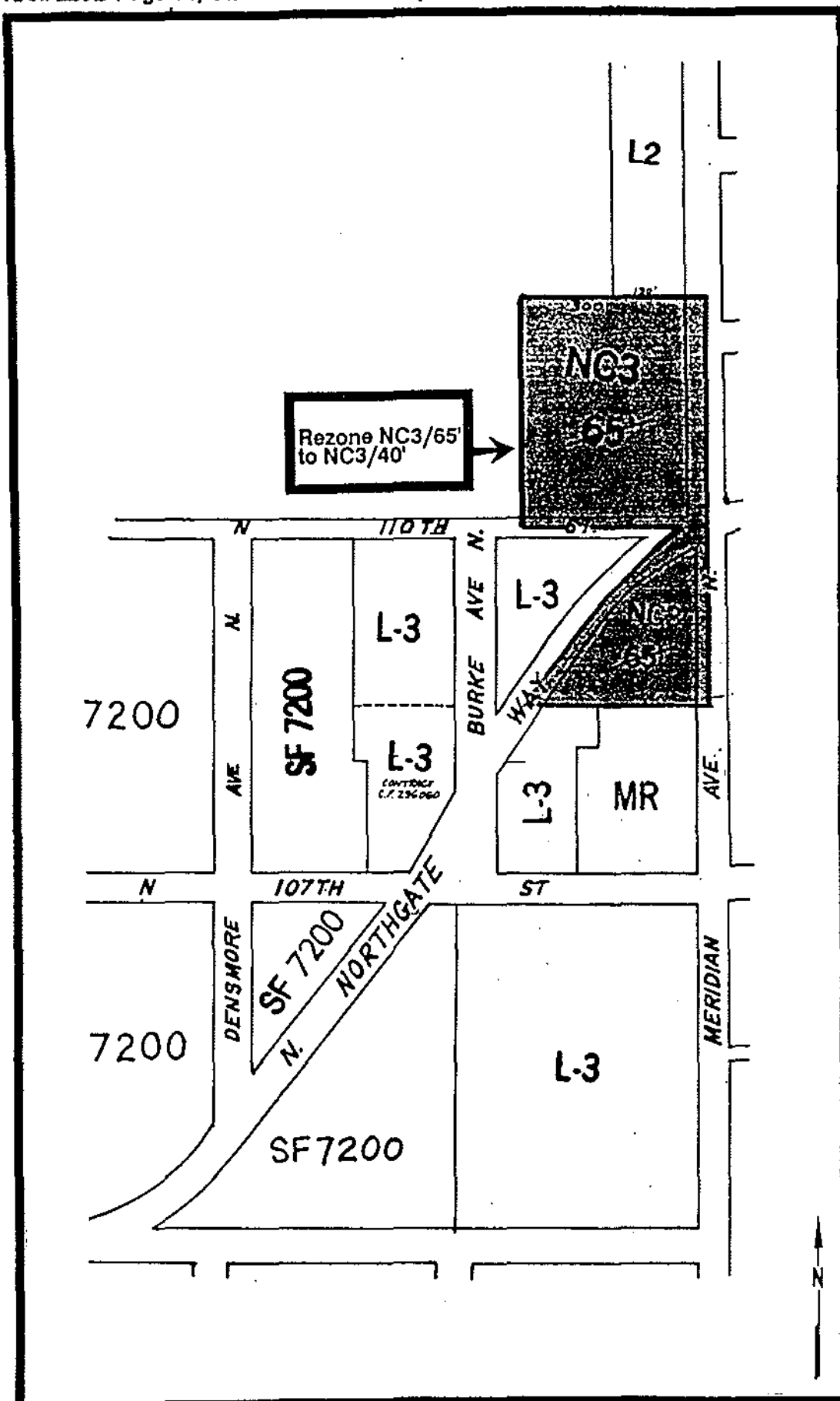

Deputy

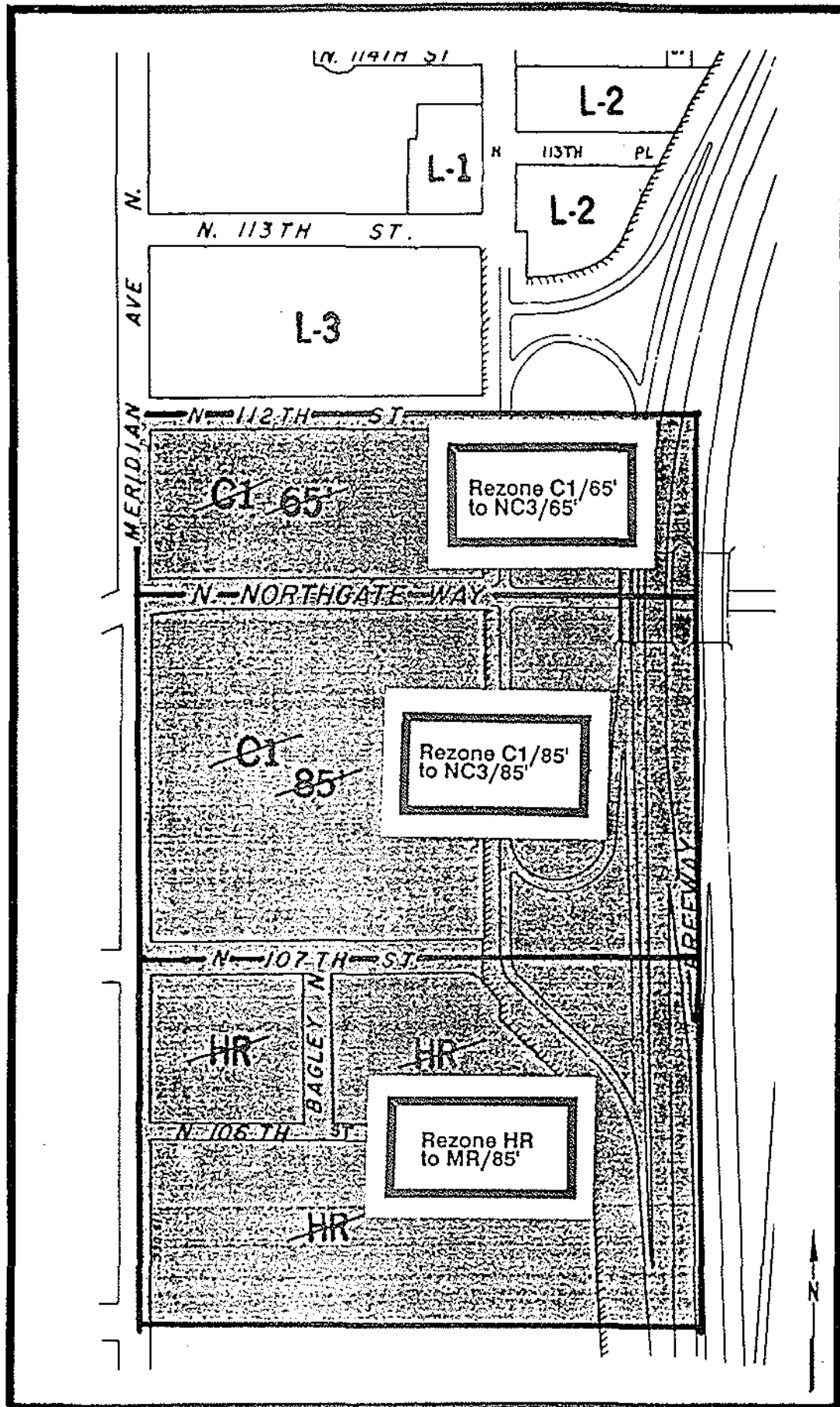
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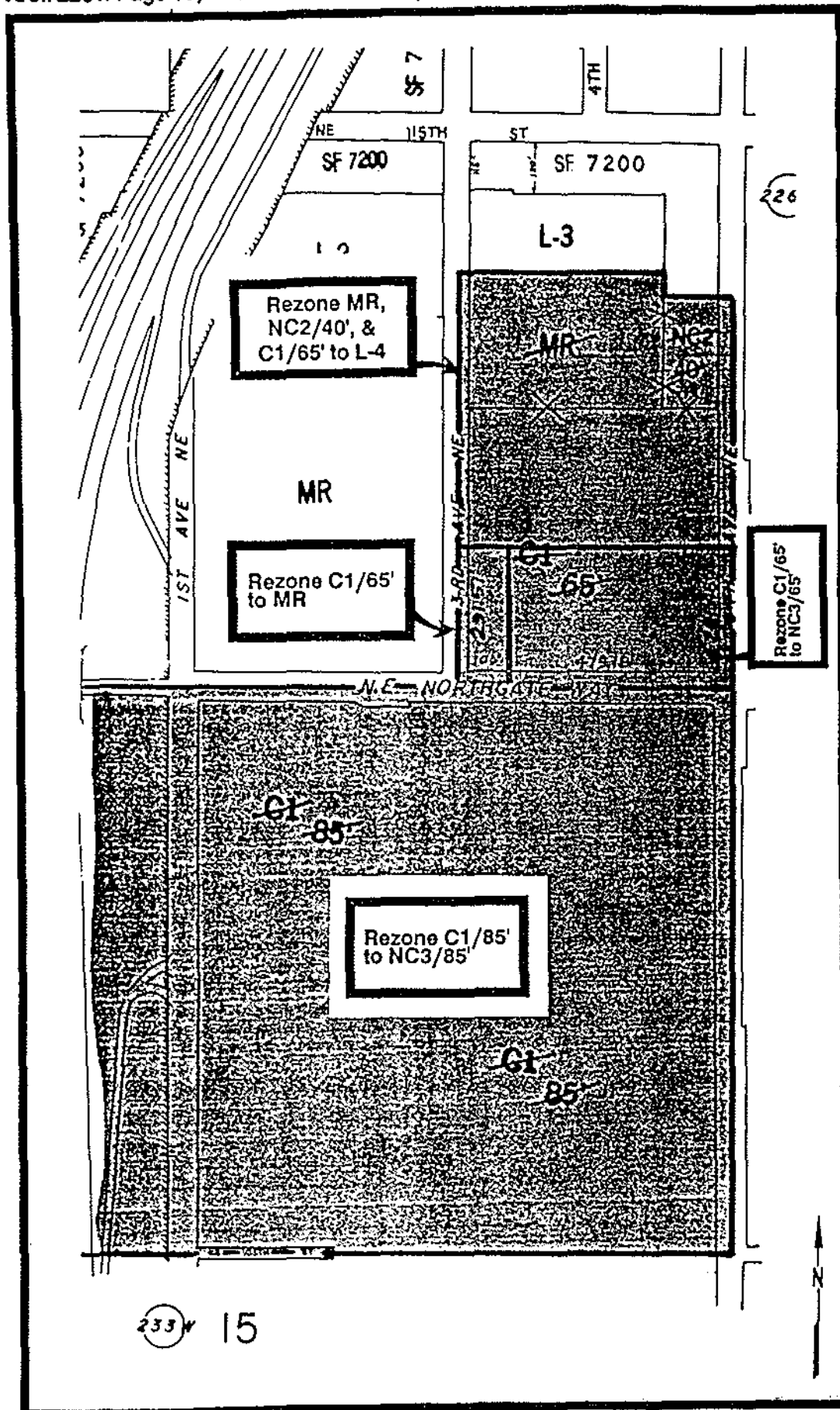
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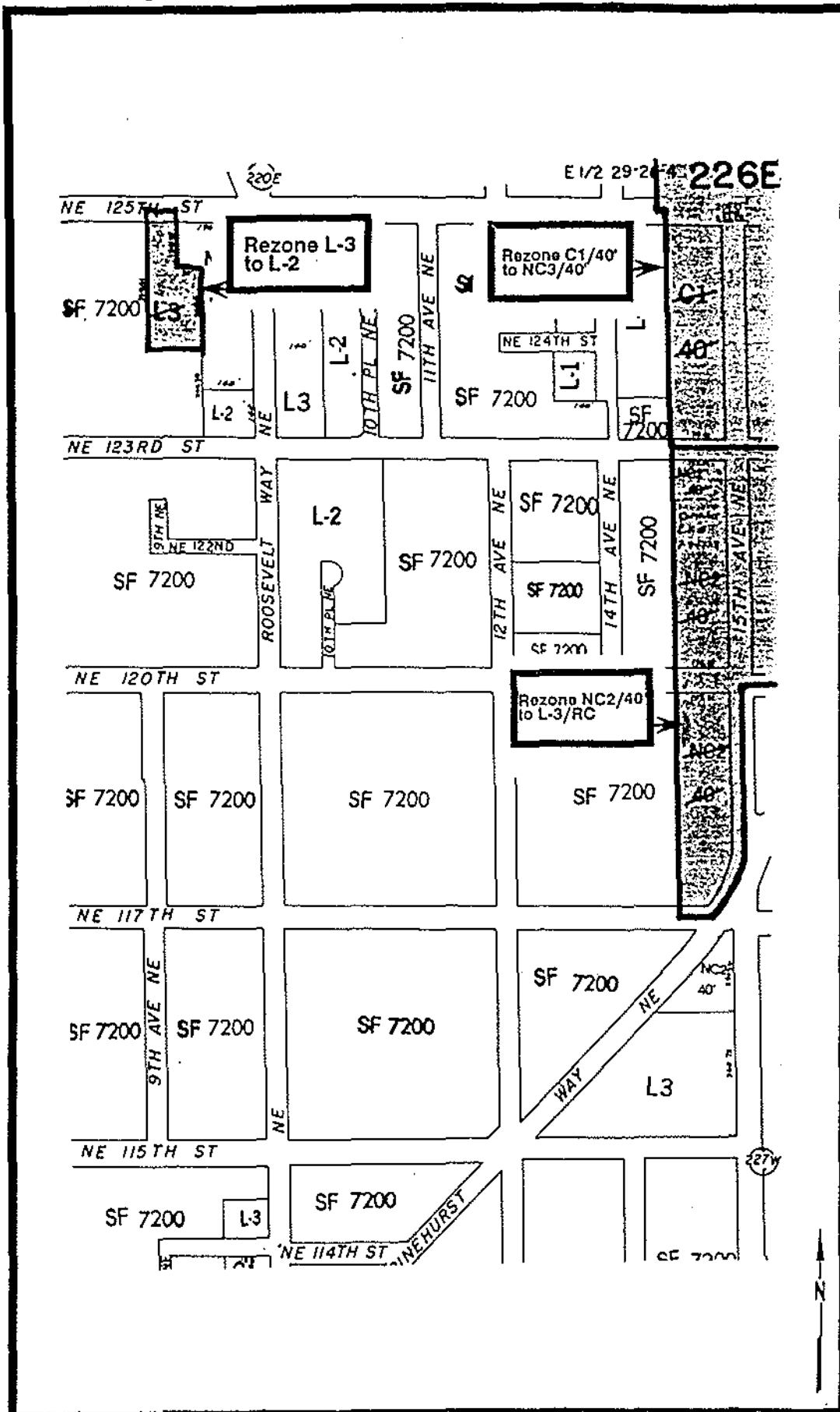


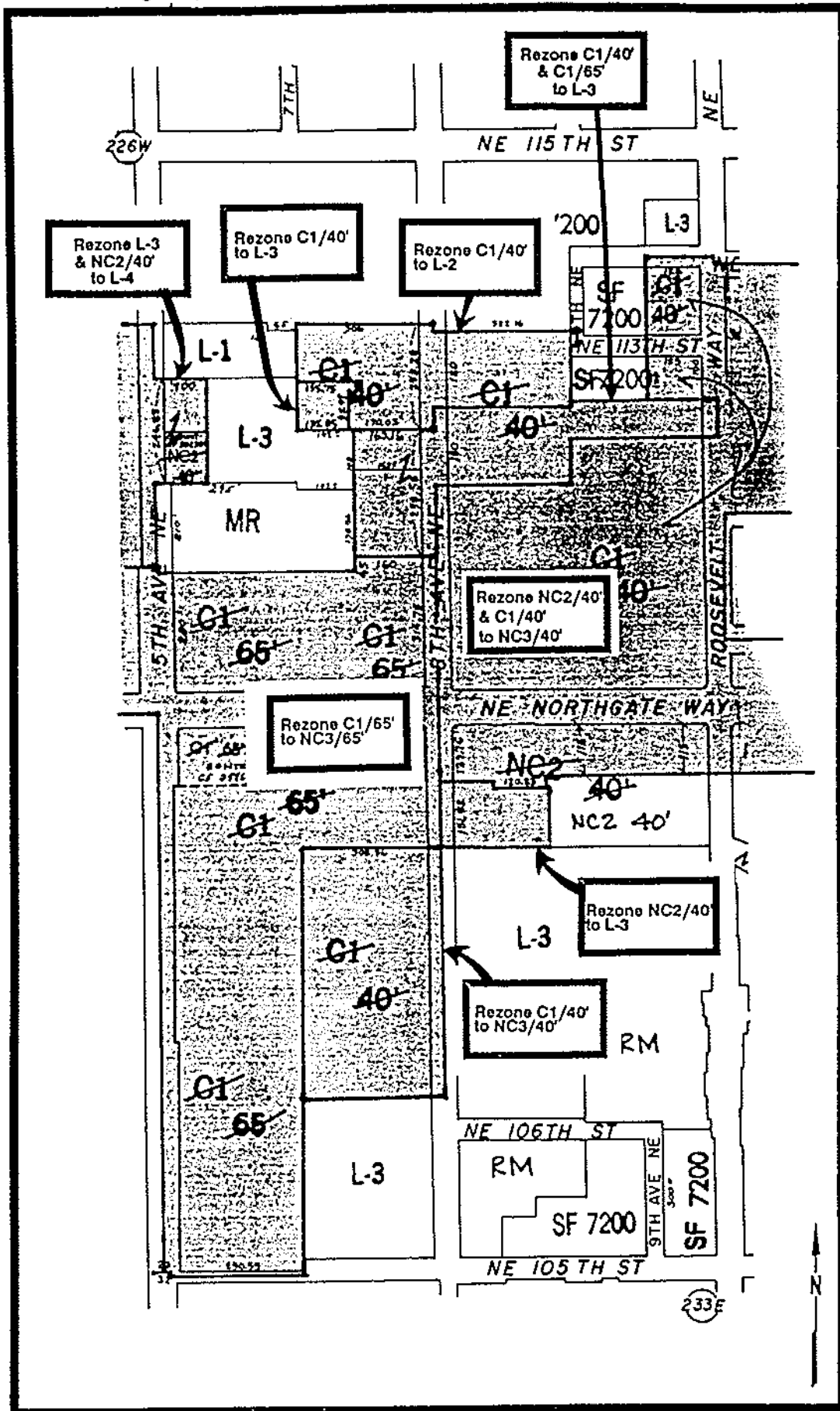


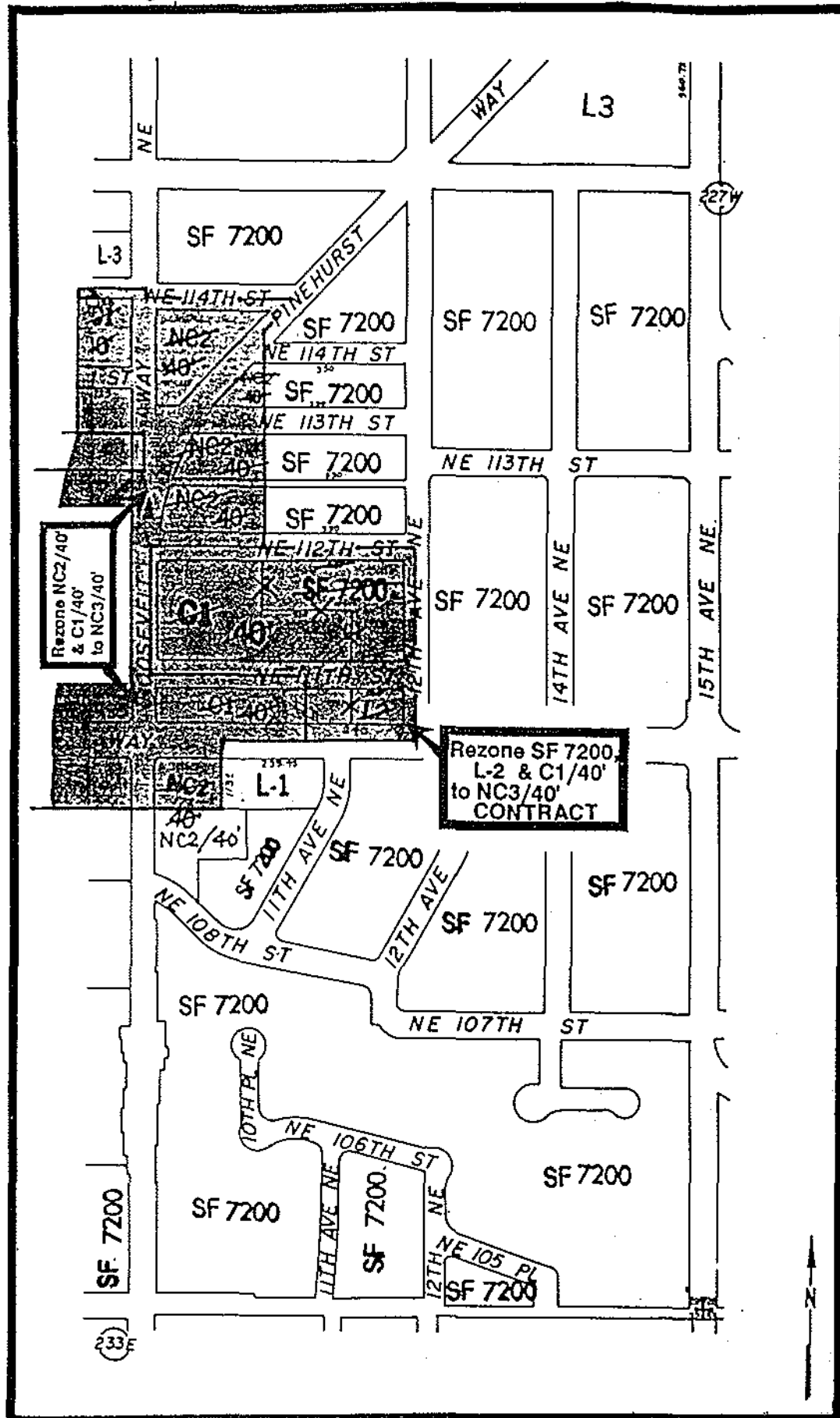


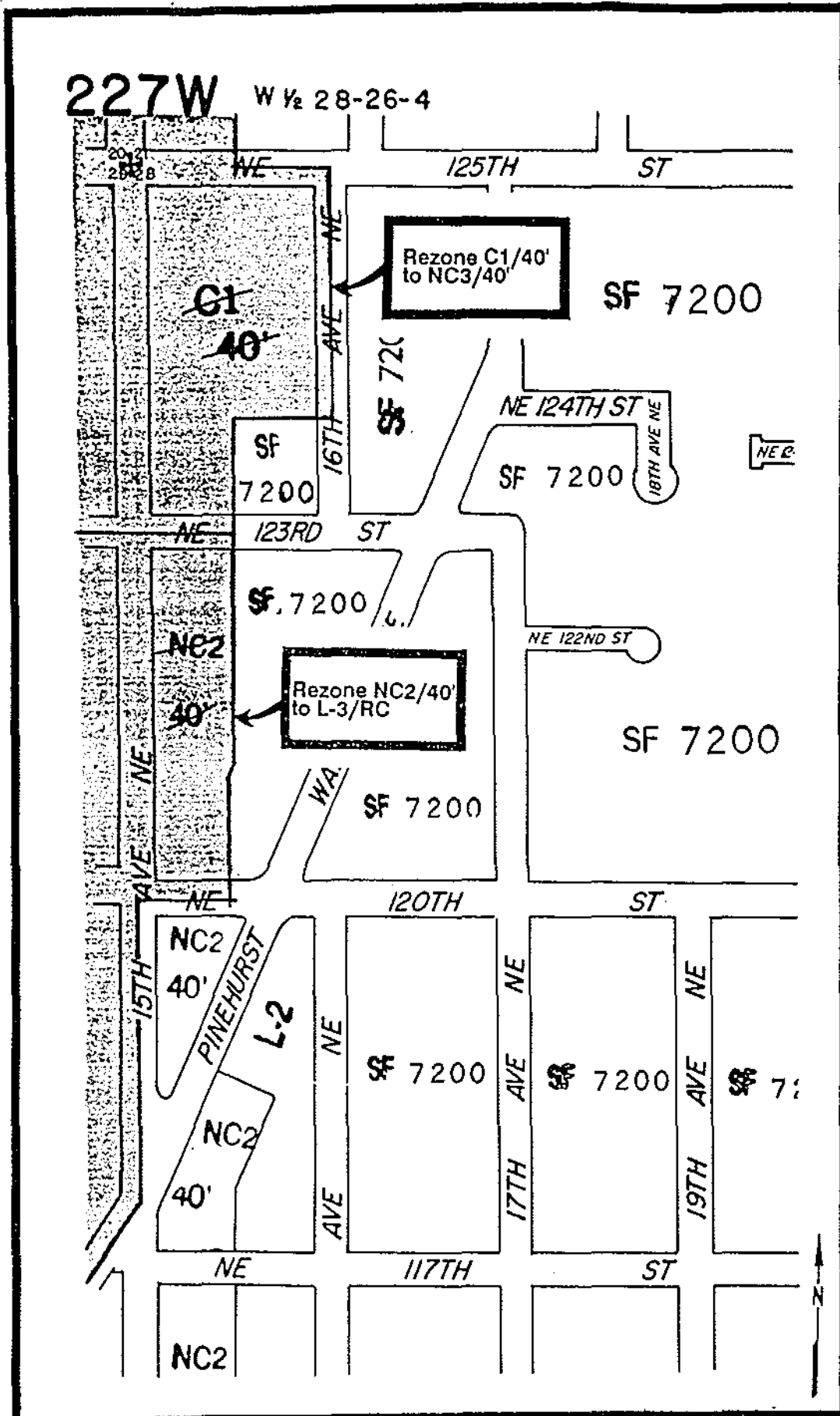


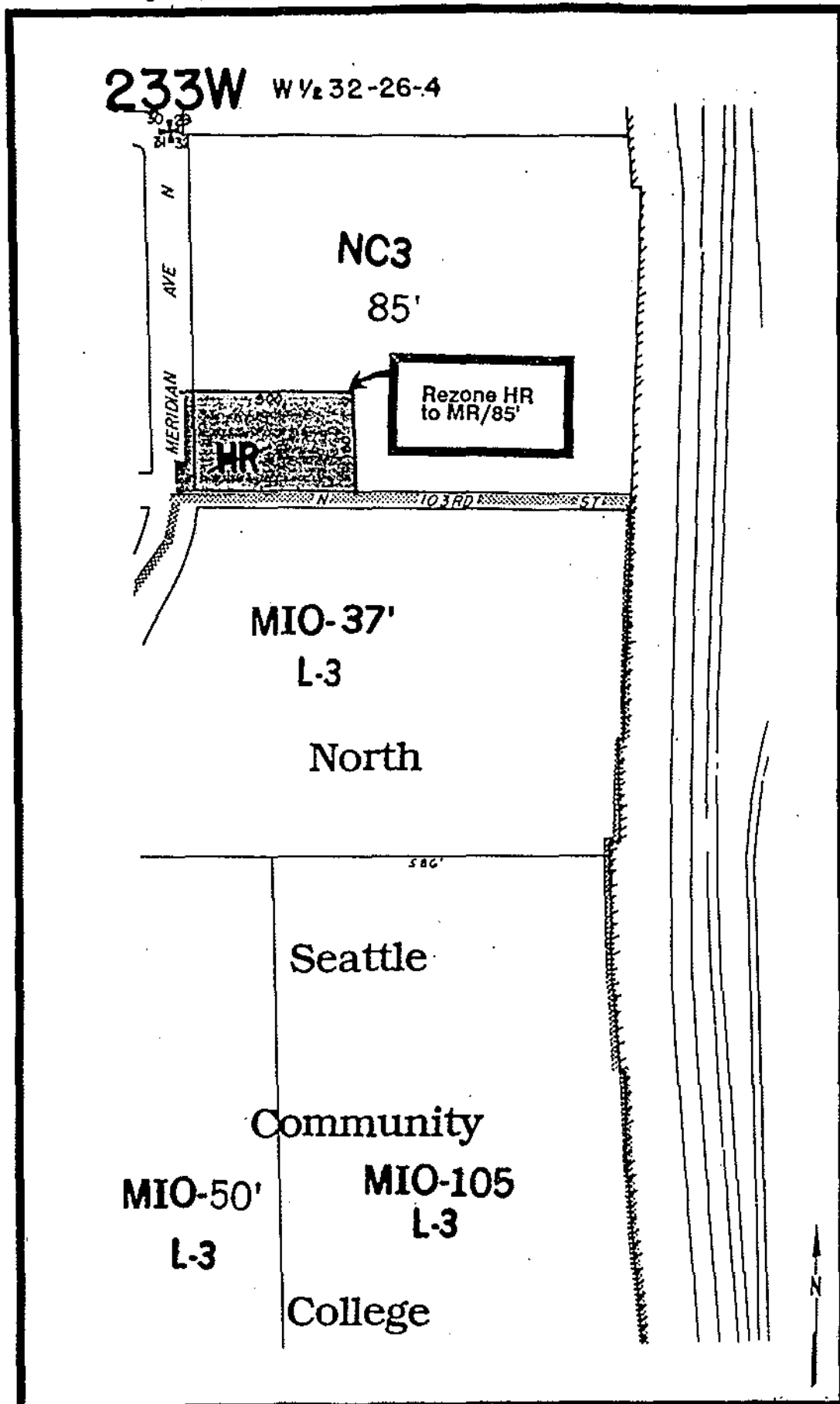


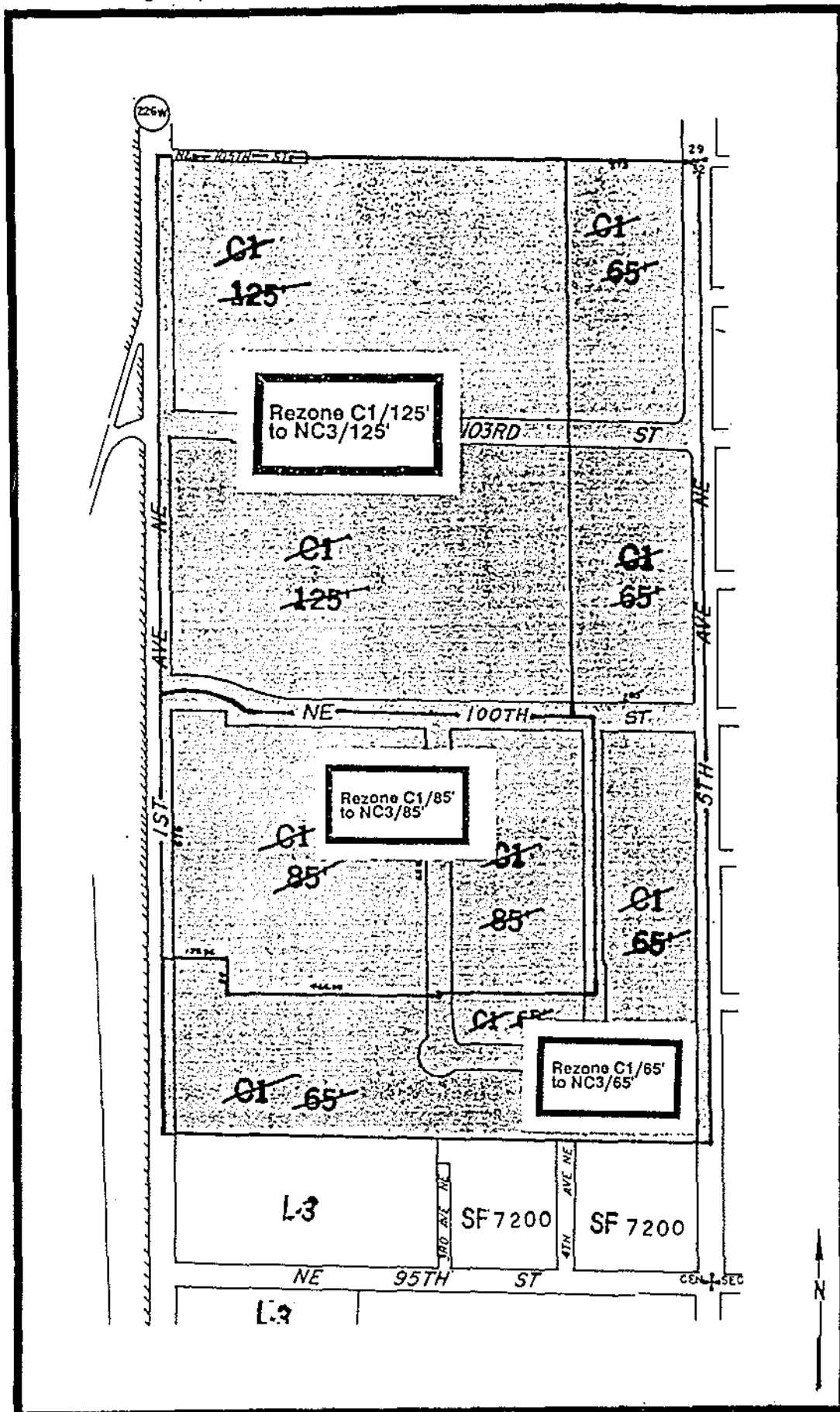


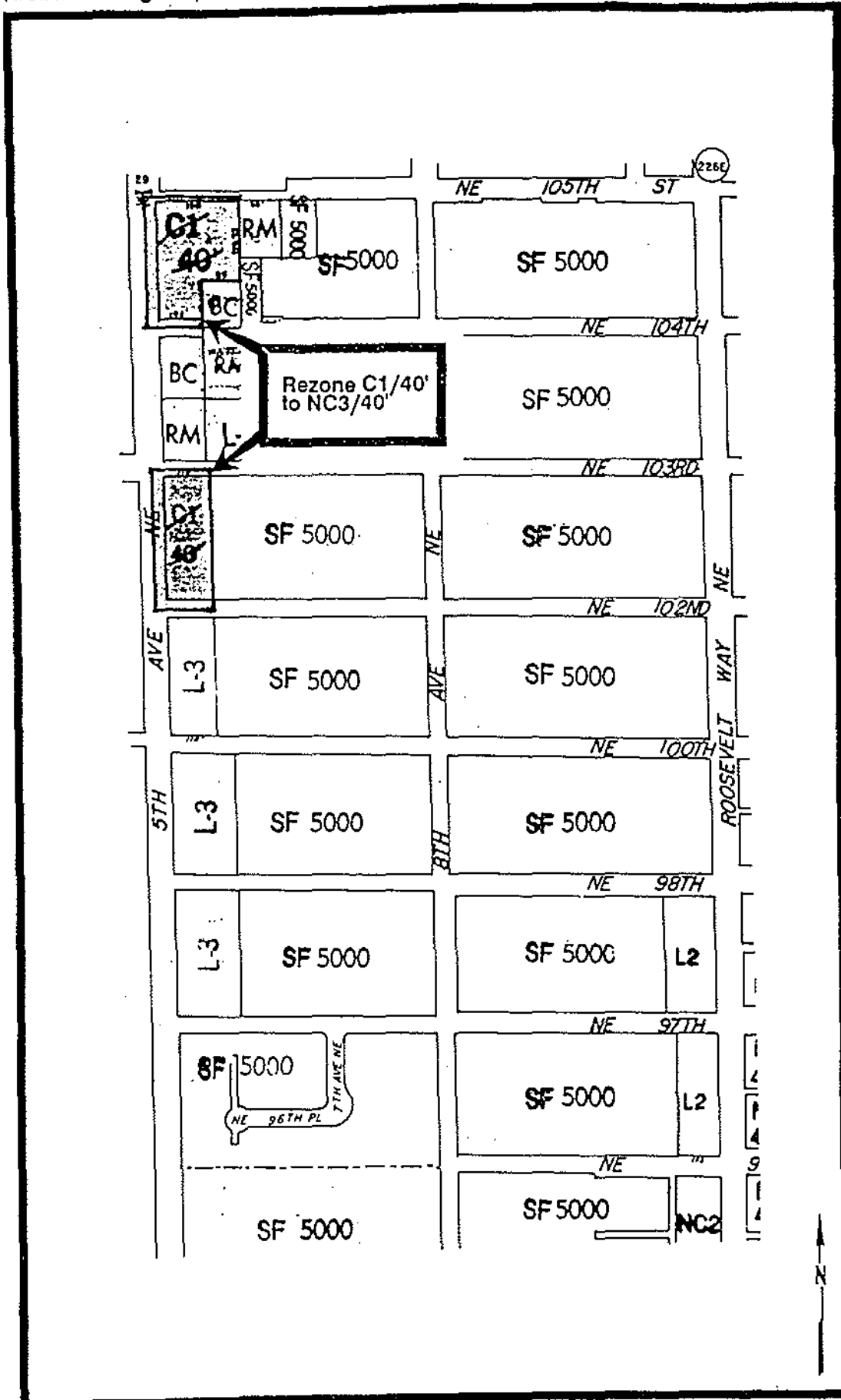


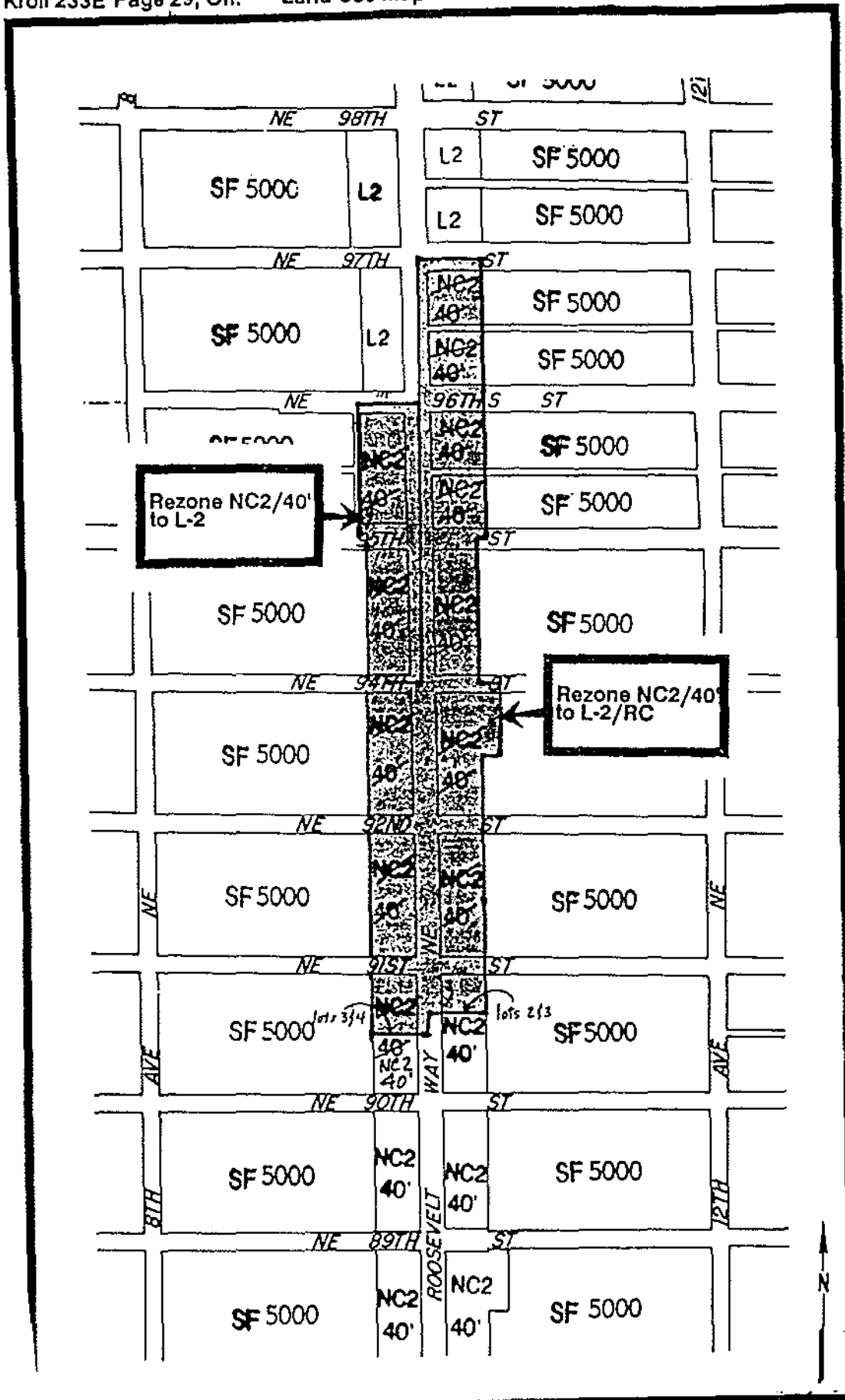


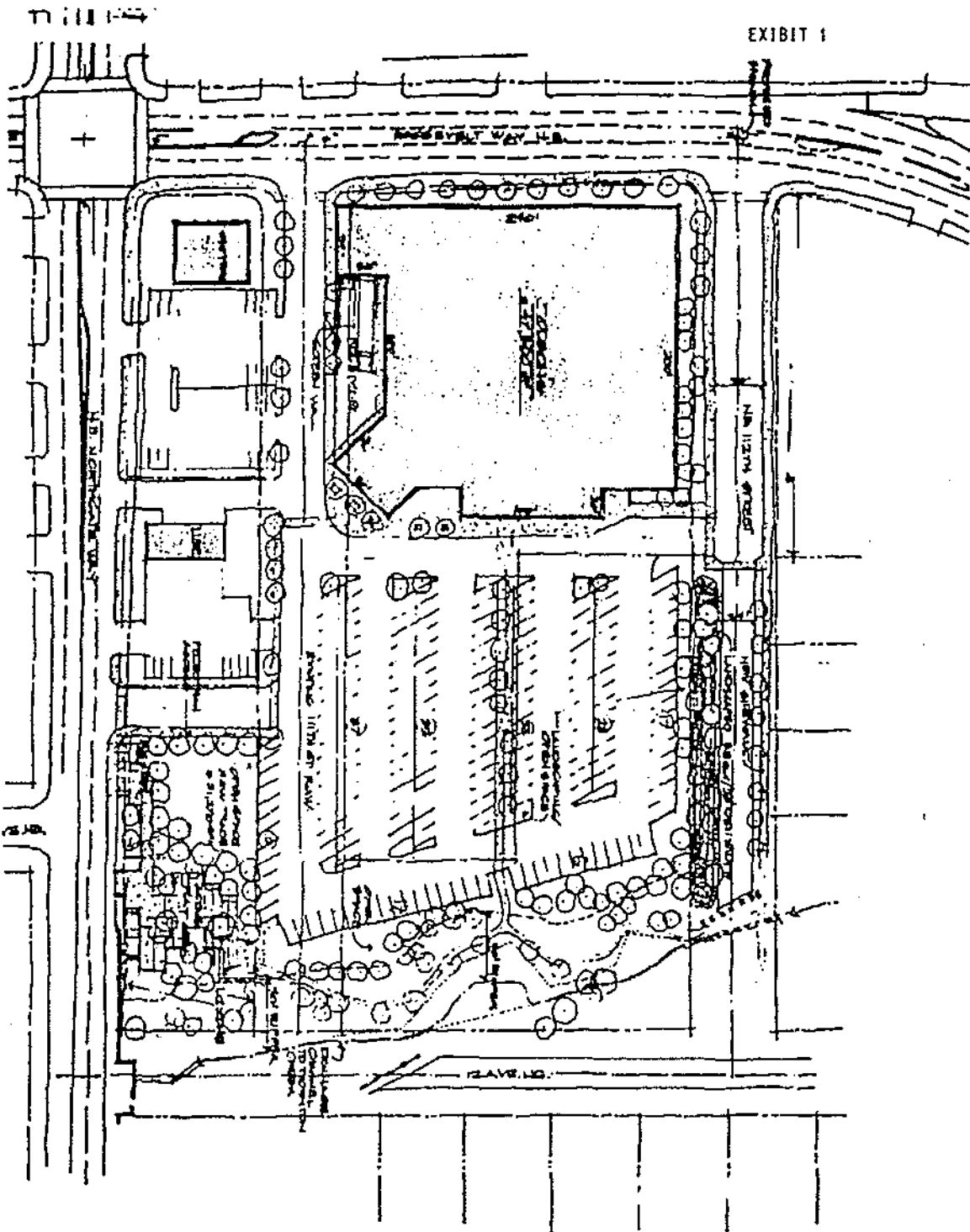












ADDITIONAL ANALYSIS
 COUNCILS 47500 sq ft
 RESIDENTIAL 1500 sq ft
 PREVIOUS 1500 sq ft
 1/1000 (400)

MAIL TO :

Property & Court Services
650 Dexter Horton Building
710 - Second Avenue
Seattle, WA 98104-1704

ATTACHMENT B
C.B. 109755

PROPERTY USE AND DEVELOPMENT AGREEMENT

THIS INSTRUMENT, executed this date in favor of the City of Seattle, a municipal corporation (herein called "City"), by the owner, Supermarket Development Corporation, a Washington Corporation, (herein called "Owner") of the within described property:

WITNESSETH

WHEREAS, Owner owns a fee simple and/or substantial beneficial interest in the following described property, (herein called the "Property"):

PARCEL A:

Lots 1 through 40 in Block 4 and Lots 13 through 16 in Block 5 of Munson & Custer's Addition to Green Lake Circle, as per plat recorded in Volume 5 of Plats, Page 88, Records of King County;

TOGETHER WITH the vacated alley lying within said block 4, as vacated by order entered January 6, 1941 in Volume 39 of Commissioner's Records, Page 106, Records of King County;

EXCEPT those portions of Lots 1 and 40 and vacated alley adjoining said lots in said Block 4 conveyed to King County and the City of Seattle by deeds recorded under King County Recording Numbers 1995551 and 6434209, for widening of Roosevelt Way Northeast;

AND EXCEPT those portions of Lots 13 through 16 of said Block 5 lying within the South 35 feet of the west 1/2 of the northeast 1/4 of the southeast 1/4 of Section 29, Township 26 North, Range 4 East W.M. appropriated by King County in condemnation proceedings in King County Superior Court Cause Number 144182 and conveyed to the City of Seattle by deed recorded under King County Recording Number 8109150061 for widening Northeast Northgate Way (Northeast 110th Street);

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FILED
CITY OF SEATTLE

93 OCT -4 PM 3:24

Situated in the City of Seattle, County of King,
State of Washington.

PARCEL B:

Lots 17, 18, 19, and 20 in Block 5 of Munson &
Custer's Addition to Green Lake Circle, as per plat
recorded in Volume 5 of Plats, Page 88, Records of King
County;

EXCEPT those portions conveyed to the City of
Seattle for Street purposes by deed recorded under
Recording Number 8107080128;

Situated in the City of Seattle, County of King
State of Washington.

WHEREAS, The Northgate Area Comprehensive Plan identifies
changes to the zoning in the Northgate area to encourage a more
concentrated development pattern and pedestrian orientation; and

WHEREAS, the Mayor and the City Council's Growth Policies
and Regional Affairs Committee recommend that the Property be
rezoned from C1/40', L-2, and SF 7200, to NC3/40', subject to
various conditions including conditions related to building
location, screening, noise, drainage, open space, parking,
maintenance, vehicular access, and loading.

NOW, THEREFORE, the Owner hereby covenants, bargains and
agrees on behalf of itself and its successors and assigns that it
will comply with the following conditions if the Property is
rezoned to the NC3/40' zone classification:

Section 1. Development of the property shall be
accomplished in accordance with the following conditions:

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A. General

- 1) This agreement is predicated upon the eventual submittal of a Master Use Permit ("MUP") application to construct a grocery store ("store") on the Property, as shown on a "Preliminary Site Plan" for the store, dated June 10, 1993 and showing revision No. 1 dated June 23, 1993, and attached hereto as Exhibit 1. The conditions prescribed in this agreement are in addition to any other requirements or conditions which the City may lawfully establish. In the event of a conflict between such requirements or conditions and the terms of this agreement, this agreement may be amended or the Council may take such other action as may be desirable to reconcile the conflict.

No application for a MUP may be approved unless the terms of this agreement have been met.

In the event an application for a MUP for the store is not submitted or approved, any person who owns all or a portion of the Property may propose an amendment to this agreement, propose a new agreement, or propose a rezone of the Property to enable its use or development.

B. Store Location, Size and Design

- 2) The store shall be located along Roosevelt Way NE on the west and northwest portion of the Property,

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substantially as shown on Exhibit 1. In general parking shall be located on the eastern portion of the Property, substantially as shown on Exhibit 1. Most open space should be located along the eastern edge of the property.

- 3) The store shall not exceed 50,000 square feet.
- 4) The store facade along Roosevelt Way NE shall provide features of interest and use to pedestrians, such as display and vendor windows, and architectural modulation to avoid a large, visually monotonous wall.

C. Access to the Site from NE 112th Street

- 5) Access to the Property from NE 112th Street is limited to one driveway which must be located within 250 feet of Roosevelt Way NE. The Owner shall construct a neck in NE 112th to the east and adjacent to the location where the driveway connects to NE 112th. The neck should be composed of curb bulbs and distinctive paving; however, the specific design and location of the neck shall be approved by the Seattle Engineering Department.
- 6) The Owner shall pay for the installation of a traffic signal at the intersection of Roosevelt Way NE and NE 112th Street, the type of signal to be determined by the Seattle Engineering Department. The Owner shall install or pay for the installation of other

improvements to that intersection which are determined to be necessary by the Engineering Department and resulting from development of the store.

- 7) In addition to any sign authorized by paragraph 20 (open space signs), the Owner may have only one identification and directional sign on the north side of the Property. The sign may be located no further east than fifty feet from the west side of the store. The sign face may not exceed five feet by seven feet in size.

D. Landscaping and Buffers

- 8) The Owner shall prepare a landscape plan for the Property. The plan shall be submitted to DCLU with the application for MUP approval. The plan shall be reviewed by the City Arborist and approved by the Director of DCLU before approval of the MUP.
- 9) The Owner shall provide a landscaped buffer along the south side of NE 112th Street, east of the driveway into the Property. The buffer shall be thirty feet wide and may be located in part upon the public right of way. The north side of the buffer may be the south curb line as established by Seattle Engineering Department standards, including the curb line for a cul-de-sac in the event a cul-de-sac is required by the MUP.

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E. Transit Access

- 16) The Owner shall provide walkways from transit stops along NE Northgate Way and Roosevelt Way NE to the store entrance(s).
- 17) The Owner shall provide space adjacent to the main store entrance as a loading area for a transit at such time as transit service to the store is provided. The loading area must be of sufficient size to accommodate a bus for twenty-four passengers.

F. Vacation of NE 111th Street

- 18) No MUP shall be issued for the store unless NE 111th Street is vacated first. In addition to any other requirement for approval of a street vacation, and in exchange for granting the street vacation, the City Council may consider requiring the Owner to reserve from the Property an amount of land for open space which is equivalent in area to the area of the street being vacated which reverts to the Owner. This open space should be reserved on the eastern portion of the site and adjacent to other open space which is required by the Land Use Code and pursuant to the Critical Areas Ordinance.

G. Open Space

- 19) In addition to open space which is required pursuant to the Land Use Code or the street vacation, the Owner shall reserve open space along the eastern edge of the Property to meet requirements of the Critical Areas Ordinance. This open space shall be located along the length of the tributary to Thornton Creek which passes through the Property, and shall consist of a minimum 50 foot wide buffer as prescribed for a Class A Riparian Corridor.
- 20) The Owner shall restore that portion of the channel of the tributary to Thornton Creek which is located on the Property to a natural condition before issuance of a certificate of occupancy for the store. A restoration plan shall be prepared by a wetlands biologist and approved by the Director of DCLU.
- 21) The Owner shall erect signs which are readily visible from Northgate Way, Roosevelt Way NE, NE 112th Street, and from the store. The signs shall state that the open space is available to the public and show how to get to the open space.
- 22) The Owner shall provide a buffer (e.g., hedge) and/or berm between the parking lot and the open space, however the buffer shall not obscure the open space from the parking lot. Pedestrian access to the open space from the parking lot shall be provided.

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- 23) The Owner shall provide a children's play area in the open space, but the play area shall not be located within 50 feet of Thornton Creek. The Owner shall provide furniture for sitting at the play area and playground equipment. The play area shall be separated from Northgate Way by a safety barrier or some other method which will prevent children from going onto that street.

H. Parking

- 24) Runoff from the parking lot is prohibited from entering Thornton Creek unless the water has first been subject to the separation, removal or treatment of contaminants in a manner approved by the Seattle Engineering Department.
- 25) The Owner shall construct a convenient, attractive, and direct pedestrian walkway across the parking lot from the storefront to the open space on the eastern edge of the Property.
- 26) Each parking stall in the parking lot shall be within 40 feet of a landscaping tree, and the location of the trees shall be shown on the landscaping plan.
- 27) There shall be no pedestrian access from the sidewalk along the eastern (narrow) portion of NE 112th Street to the parking lot.

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I. Illumination

- 28) Illumination on the Property shall be directed away from adjacent single family residences. The open space area adjacent to the parking lot shall be illuminated to provide security.

J. Noise Reduction

- 29) Receiving areas, truck loading and refuse storage are prohibited on the side of the store facing NE 112th Street. The Director of DCLU may condition the MUP to mitigate potential noise problems. Potential measures may include, but are not limited to: additional landscaping, enclosure or partial enclosure of sound sources, sound barriers or fences, mounds or berms, additional yards or setback areas, and other design modifications.

Section 2. This Property Use and Development Agreement (hereafter "Agreement") shall be recorded in the records of King County and the covenants hereof shall be deemed to attach to and run with the Property and shall apply to after-acquired title of the Owners of the Property.

Section 3. This Agreement may be amended or modified by agreement between the Owner and the City; provided such amended agreement shall be approved by the legislative authority of the City by ordinance. Nothing in this Agreement shall prevent the City Council from making such further amendment to the Zoning

9308041575

DATED this 29th day of July, 1993.

DONALD W. BENSON
Executive Vice-President

STATE OF WASHINGTON))
COUNTY OF KING) ss.

DATED: 7-29-93

E-27



Appendix F:

ORDINANCE

116795

AN ORDINANCE relating to land use and zoning, amending Seattle Municipal Code (SMC) Sections 23.34.013, 23.34.078, 23.45.002, 23.46.002, 23.46.012, 23.47.002, 23.47.008, 23.47.023, 23.76.004, 23.76.006, 23.84.028, 23.84.048 and 23.90.018; adding new Sections 23.45.047 to SMC Chapter 23.45 and 23.47.009 to SMC Chapter 23.47; adding a new Chapter 23.71 to the Seattle Municipal Code to create the Northgate Overlay District; adopting amendments to the official Land Use Map, Chapter 23.32 to establish the Northgate Overlay District; and repealing SMC Chapter 25.07, Interim Traffic Standards for the Northgate Area; NOW THEREFORE

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The official Land Use Map of the City of Seattle, SMC 23.32.016, is hereby amended to create the Northgate Overlay District. The boundaries of the Northgate Overlay District shall be as depicted on Map A attached hereto.

Section 2. A new Chapter 23.71 is hereby added to Title 23 of the Seattle Municipal Code to read as follows:

Chapter 23.71 Northgate Overlay District

Subchapter I Establishment of Overlay District

23.71.002 Purpose and Intent

The purpose of this Chapter is to implement the Northgate Area Comprehensive Plan by regulating land use and development within the Northgate Overlay District in order to:

A. Create an environment in the Northgate Area that is more amenable to pedestrians and supportive of commercial development; and

1 B. To protect the residential character of residential
2 neighborhoods; and

3 C. Support the use of Northgate as a regional high
4 capacity transportation center.

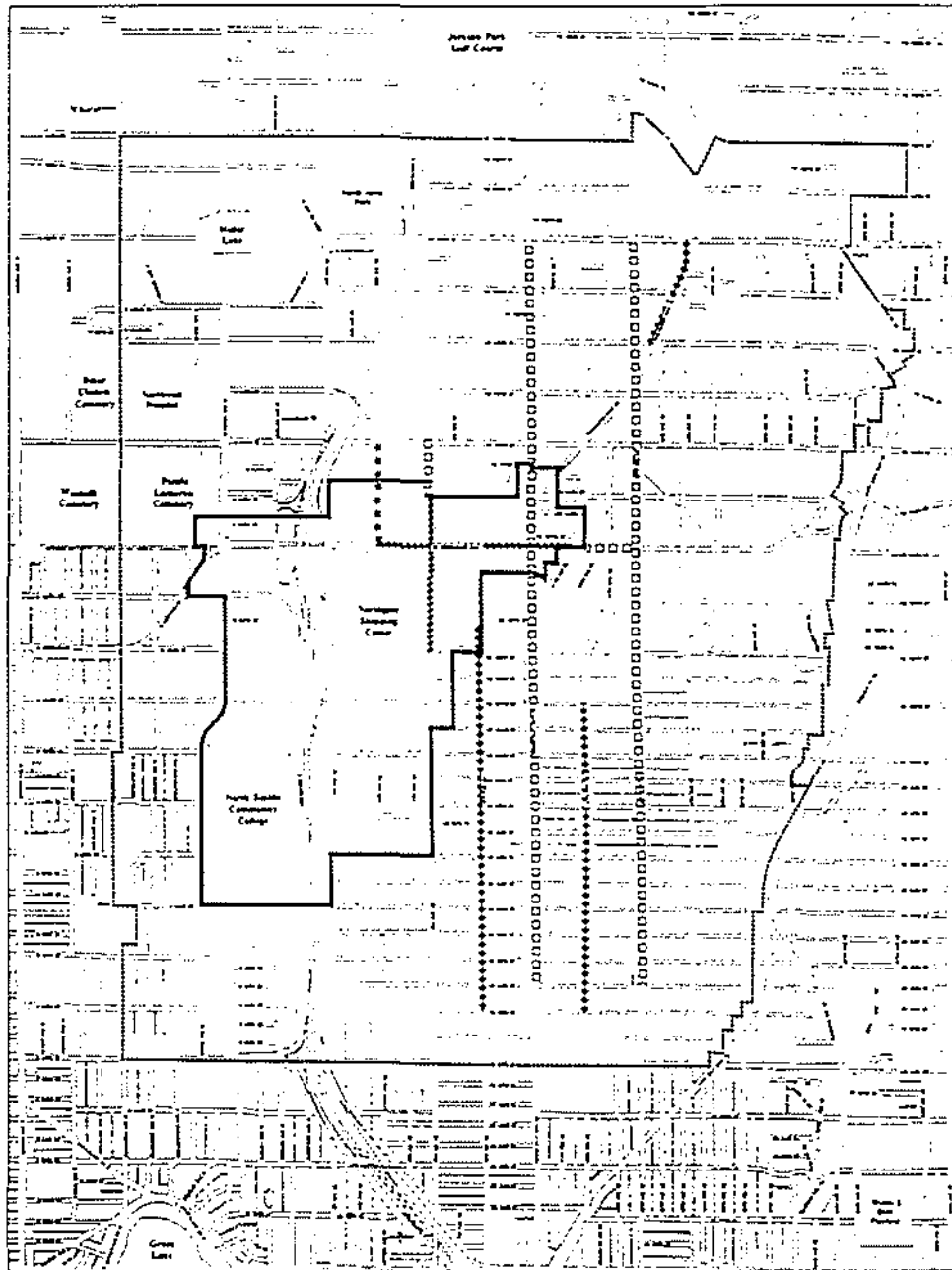
5
6 **23.71.004 Northgate Overlay District Established**

7 There is hereby established pursuant to Chapter 23.56 of the
8 Seattle Municipal Code, the Northgate Overlay District, as
9 shown on the City's Official Land Use Map, Chapter 23.32 and
10 Map A.

11 **23.71.006 Application of Regulations**

12 All land located within the Northgate Overlay District is
13 subject to regulations of the underlying zone unless
14 specifically modified by the provisions of this Chapter.
15 Where the boundaries of the Northgate Overlay District
16 overlap with the boundaries of the Major Institution Overlay
17 District, the zoning underlying a major institution shall be
18 as modified by the Northgate Overlay District. In the event
19 of irreconcilable differences between the provisions of the
20 Northgate Overlay District and the underlying zone, the
21 provisions of this Chapter apply, except that where a
22 conflict exists between the provisions of this Chapter and
23 Chapter 23.69, Major Institution Overlay District, the
24 provisions of Chapter 23.69 take precedence, provided that
25 the major institution may be granted an exception pursuant to
26 23.71.026.
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MAP A. NORTHGATE OVERLAY DISTRICT

- | | | | |
|-------|---------------------------|----------|-----------------------------|
| ————— | Overlay District Boundary | | Green Street Type III |
| ————— | Northgate Core Area | □□□□□□□□ | Special Landscaped Arterial |
| | Green Street Type II | | Major Pedestrian Street |

Subchapter II Development Standards

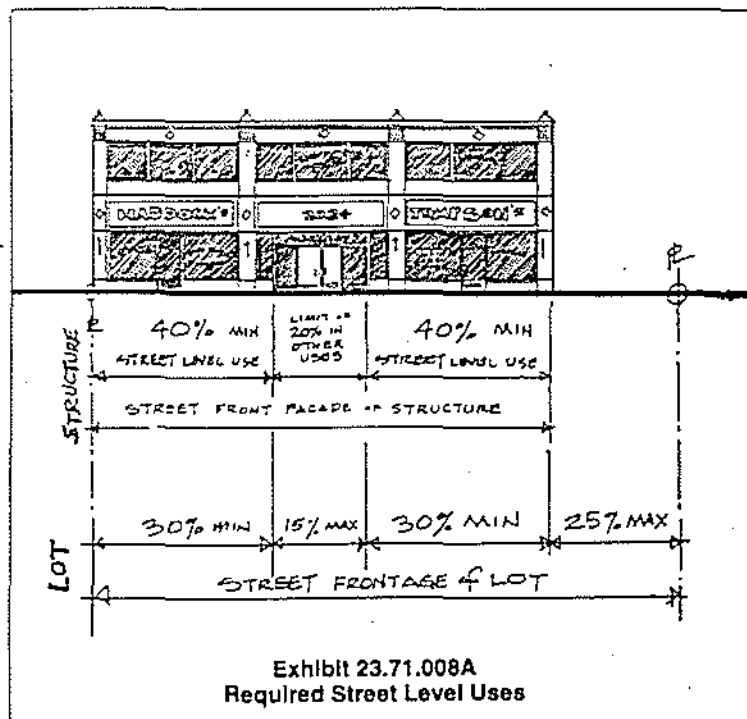
Part 1 Northgate Overlay District General Development Standards.

23.71.007 Substantial Development

For the purposes of this Chapter, "substantial development" means any new development, or expansion or addition to existing development, when the new development, expansion or addition exceeds four thousand (4,000) square feet in gross floor area, excluding accessory parking area.

23.71.008 Development Along Major Pedestrian Streets

A. Northeast Northgate Way (from Third Avenue Northeast to 11th Avenue Northeast) and Fifth Avenue Northeast (from Northeast 113th Street to Northeast 105th Street) are designated as Major Pedestrian Streets as shown on Map A. Proposed use and development of property zoned commercial and abutting these streets shall meet the standards of this Section.



1 B. Standards for Required Street-level Uses.

2 1. A minimum of sixty percent (60%) of a
3 commercially zoned lot's frontage on a Major Pedestrian
4 Street shall be occupied by one or more of the following
5 uses, provided that drive-in businesses and outdoor storage
6 are prohibited:

- 7 a. Personal and Household Retail Sales and
8 Service Use
9 b. Eating and Drinking Establishments
10 c. Customer Service Offices
11 d. Entertainment Uses
12 e. Lodging Uses

13 If a portion of the Major Pedestrian Street frontage is
14 required for access to on-site parking due to limited lot
15 dimension, the Director may permit less than sixty percent
16 (60%) of the frontage to be occupied by such uses.

17 2. A minimum of eighty percent (80%) of each
18 structure fronting on a Major Pedestrian Street shall be
19 occupied at street-level by one or more of the uses listed in
20 subsection B1 or a building lobby permitting access to uses
21 above or behind street front uses. In no case shall
22 pedestrian access to uses above or behind required
23 streetfront uses exceed twenty percent (20%) of the
24 structure's Major Pedestrian Streetfront. The remaining
25 twenty percent (20%) of the structure's street frontage may
26 contain other permitted uses
27 or pedestrian entrances (Exhibit 23.71.008 A).

28 3. Street-level uses shall occupy a minimum of
the first ten feet (10') above sidewalk grade.

 4. All required street-level uses along Major
Pedestrian Streets shall be set back no more than ten feet

1 (10') from the street property line, except as necessary to
2 provide open space as defined in Section 23.71.014C or for
3 bedrooms in a lodging structure, which may be set back a
4 maximum of fifteen feet (15'). The owner shall design the
5 area subject to this setback to include special pavers, as an
6 extension of the sidewalk or with landscaping.

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1 5. The principal entrances to required street-
2 level uses on Major Pedestrian Streets shall have direct
3 access to the sidewalk and be within two feet (3') of the
4 sidewalk grade elevation.

5 6. Personal and Household Retail Sales and
6 Service Uses greater than thirty thousand (30,000) square
7 feet may locate a principal pedestrian entrance on a facade
8 oriented to a parking area or the Major Pedestrian Street.
9 Where a principal pedestrian entrance is oriented to a
10 parking area, an additional pedestrian entrance shall be
11 located along the Major Pedestrian Street. In lieu of the
12 additional entrance, the owner may provide a ten foot (10')
13 wide, landscaped pedestrian walkway from the Major Pedestrian
14 Street to the principal pedestrian entrance, provided that
15 the walkway does not go through other businesses or parking
16 areas.

17 C. Parking Location and Screening.

18 The following standards apply along Major Pedestrian
19 Streets:

20 1. Parking, or access to parking, shall not
21 exceed 40% of a lot's frontage on a Major Pedestrian Street.

22 2. Parking shall be located to the rear or side
23 of a structure, within or under the structure, or within 800
24 feet of the lot to which it is accessory.

25 3. Where parking within a structure occupies any
26 portion of the Major Pedestrian Street-level of the
27 structure, the parking shall be screened from public view
28 from the Major Pedestrian Street(s) by a street-level facade.
The street-level facade shall be enhanced by architectural
detailing, artwork, landscaping, or similar treatment that
will add visual interest to the facade.

1 4. The perimeter of each floor of parking which
2 is eight feet (8') or more above sidewalk grade shall have an
3 opaque screen at least three and one-half feet (3-1/2') high
4 at its perimeter.

5 5. Surface parking areas shall be set back a
6 minimum of fifteen feet (15') from the Major Pedestrian
7 Street lot line. The setback area, excluding driveways,
8 shall be provided as landscaped or usable open space, as
9 defined in Section 23.71.014.

10 6. Any nonconformity with respect to location,
11 screening and landscaping of an existing parking area shall
12 be eliminated at the time of a substantial development, if
13 the area of the nonconformity is between the substantial
14 development and the Major Pedestrian Street. This
15 requirement shall apply regardless of whether the substantial
16 development increases lot coverage.

17 D. Parking Access and Curb cuts.

18 1. When a lot abuts an alley which meets the
19 standards of Section 23.53.030 C, access to parking shall be
20 from the alley.

21 2. When a lot does not abut an improved alley,
22 and the lot fronts on more than one (1) street, at least one
23 of which is not a Major Pedestrian Street, access to parking
24 shall be from a street which is not a Major Pedestrian
25 Street.

26 3. If the lot does not abut an improved alley,
27 and only abuts a Major Pedestrian Street(s), access from the
28 Major Pedestrian Street shall be limited to one (1), two (2)
way curb cut within any three hundred foot (300') segment of
that lot.

E. Sidewalks.

1 1. The owner shall construct a sidewalk no less
2 than twelve feet (12') in width.

3 2. The owner shall plant street trees adjacent to
4 the Major Pedestrian Street. The trees shall meet criteria
5 prescribed by the Director of the Seattle Engineering
6 Department.

7 3. Planting strips are prohibited along Major
8 Pedestrian Streets.

9 4. The owner shall install street furniture and
10 planting boxes adjacent to the Major Pedestrian Street. The
11 installation shall conform to the Seattle Street Improvement
12 Manual.

12 F. Street Facade Standards

13 1. Transparency Requirements

14 a. Sixty percent of the width of the facade
15 of a structure along the Major Pedestrian Street shall be
16 transparent.

17 b. A facade shall be considered transparent
18 if it has clear or slightly tinted glass in windows, doors or
19 display windows.

20 c. Transparent areas shall allow views into
21 the structure or into display windows from the outside.

21 2. Blank Facades

22 a. Any portion of a facade which is not
23 transparent shall be considered to be a blank facade.

24 b. Blank facade segments shall not exceed
25 thirty feet (30') along the Major Pedestrian Street front.

26 c. Blank facade segments which are separated
27 by transparent areas of at least two feet (2') in width shall
28 be considered separate facade segments for the purposes of
this Section.

1 3. Transparent and blank facade standards apply
2 to the area of a facade between two feet (2') and eight feet
3 (8') above the sidewalk.

4 G. Overhead Weather Protection.

5 1. Continuous overhead weather protection, (i.e.,
6 canopies, awnings, marquees, and arcades) is required along
7 at least sixty percent (60%) of the street frontage of a
8 commercial structure on a Major Pedestrian Street.

9 2. The overhead weather protection must be
10 provided over the sidewalk, or over a walking area within 10
11 feet immediately adjacent to the sidewalk. When provided
12 adjacent to the sidewalk, the covered walking area must be at
13 the same grade or within eighteen inches (18") of sidewalk
14 grade and meet Washington State requirements for barrier free
15 access.

16 3. The covered area shall have a minimum width of
17 six feet (6'), unless there is a conflict with street trees
18 or utility poles, in which case the width may be adjusted to
19 accommodate such features.

20 4. The lower edge of the overhead weather
21 protection shall be a minimum of eight feet (8') and a
22 maximum of twelve feet (12') above the sidewalk for
23 projections extending a maximum of six feet (6'). For
24 projections extending more than six feet (6') from the
25 structure, the lower edge of the weather protection shall be
26 a minimum of ten feet (10') and a maximum of fifteen feet
27 (15') above the sidewalk.

28 23.71.010 Green Streets.

 A. Green Streets are identified on Map A.

 B. Where an owner proposes substantial development
adjacent to a street classified as a Green Street, the owner

1 shall construct street and pedestrian improvements which meet
2 standards promulgated by the Director and the Director of the
3 Seattle Engineering Department.

4 23.71.012 Special Landscaped Arterials.

5 A. Special Landscaped Arterials are those arterials
6 identified on Map A.

7 B. When an owner proposes substantial development on
8 lots abutting Special Landscaped Arterials, the owner shall
9 provide the following:

10 1. Street trees meeting standards established by
11 the Director of the Seattle Engineering Department.

12 2. A six foot (6') planting strip and six foot
13 (6') sidewalk if the lot is zoned SF, LDT, L1, or L2.

14 3. A six foot (6') planting strip and a six foot
15 (6') sidewalk, or, at the owner's option, a twelve foot (12')
16 sidewalk without a planting strip, if the lot is zoned NC2,
17 NC3, RC, L4 or MR.

18 4. Pedestrian improvements, as determined by the
19 Director, such as, but not limited to special pavers,
lighting, benches and planting boxes.

20 23.71.014 Open Space

21 A. Quantity of Open Space

22 1. In all Commercial zones with a permitted
23 height limit of forty feet (40') or less, a minimum of ten
24 percent (10%) of lot area shall be provided as landscaped or
25 usable open space for all commercial and mixed use
26 substantial development. A minimum of one-half (1/2) of the
27 required open space shall be landscaped open space and a
28 minimum of one-third (1/3) of the required open space shall
be usable open space. The remainder shall be either

1 landscaped or usable open space or may be provided in
2 accordance with subsection A8.

3 2. In all Commercial zones with a permitted
4 height limit greater than forty feet (40'), a minimum of
5 fifteen percent (15%) of lot area shall be provided as
6 landscaped or usable open space for all commercial and mixed
7 use substantial development. A minimum of one-third (1/3) of
8 the required open space shall be landscaped open space and a
9 minimum of one-fifth (1/5) of the required open space shall
10 be usable open space. The remainder shall be either
11 landscaped or usable open space or may be provided in
12 accordance with subsection A8.

13 3. Open space may be provided as interior or
14 exterior open space according to the standards provided in
15 subsections 23.71.014B and C. Interior open space may be
16 used to satisfy up to twenty percent (20%) of the open space
17 requirement.

18 4. Reductions to required open space
19 Required open space may be reduced if any of the following
20 open space alternatives are provided:

21 a. Interior public meeting space or space
22 accommodating a public library, either of which shall be free
23 to the public and credited at two (2) times their actual
24 area.

25 b. An on-site town square, urban plaza,
26 active park, or passive park which meets the minimum size
27 requirements prescribed in Table 23.71.014A and which is
28 consistent with the standards for such features contained in
subsection 23.71.014C. Such space shall be credited towards
the open space requirement at 1.5 times the actual lot area
occupied by such space.

1 5. Above-ground open space in the form of a
2 publicly accessible terrace may satisfy up to thirty percent
3 (30%) of total required open space. Due to the more limited
4 public access to such areas, such above-ground open space
5 shall be credited at seventy five percent (75%) of actual
6 area provided. Above ground open space in combination with
7 interior open space shall not exceed fifty percent (50%) of
8 the total area required for open space.

9 6. In no case shall required landscaped open space
10 be reduced to less than five percent (5%) of lot area.
11 Required landscaping of surface parking areas may count
12 towards the landscaped open space requirement to a maximum of
13 five percent (5%) of total lot area. Perimeter screening of
14 a surface parking area may count towards the landscaped open
15 space requirement in excess of five percent (5%).

16 7. When an owner proposes substantial development
17 on lots 40,000 square feet or less and adjacent to a Major
18 Pedestrian Streets as designated in Section 23.71.008, the
19 Director may reduce the total amount of required open space
20 if the owner provides open space on the portion of the site
21 abutting the Major Pedestrian Street. The reduction does not
22 apply to open space consisting of landscaping required for
23 surface parking areas, screening, or to improvements provided
24 within the street right-of-way.

25 8. Northgate Open Space Fund

26 a. In lieu of providing the remainder of open
27 space, as defined in subsections A1 and A2, an owner may make
28 a payment to the Northgate Area Open Space fund, if such a
fund is established by the City Council. The payment and use
thereof shall be consistent with RCW 82.02.020.

1 b. An in-lieu of payment shall equal the
2 assessed value of the land and improvements which would
3 otherwise have been provided as open space.

4 c. Funds received from properties within the
5 Northgate Core sub-area as shown on Map A, shall be applied
6 to open space acquisition or improvements in the Northgate
7 Core sub-area. Funds received from properties outside of the
8 Northgate Core sub-area shall be applied to open space
9 acquisition or improvements within one-half mile of
10 contributing sites.

11 B. Open Space Development Standards

12 1. Landscaped open space

13 a. Landscaped open space shall be provided
14 outdoors in the ground or in permanently installed beds,
15 planters, or in large containers which cannot be readily
16 removed.

17 b. Landscaped open space shall have a minimum
18 horizontal dimension of six feet (6'), except on lots which
19 are ten thousand (10,000) square feet or less in area, where
20 a minimum horizontal dimension of five feet (5') is allowed.
21 Where screening and landscaping of a surface parking area is
22 counted towards meeting the landscaped open space requirement
23 it shall meet the minimum dimensions as required by the
24 underlying zone.

25 2. Usable open space - General

26 a. Usable open space shall be open to the
27 public. The minimum size of usable open space is prescribed
28 in Table 23.71.014A. The Director may modify the
requirements of Section 23.71.014C, if the owner demonstrates
that meeting the requirements is infeasible or the Director
determines that the owner's proposal will better achieve the

1 purpose of usable open space than the requirements prescribed
2 herein.

3 b. Usable open space shall be located within
4 three feet (3') of the elevation of abutting sidewalks,
5 provide access of at least ten feet (10') in width and
6 provide barrier-free access according to the Washington State
7 Rules and Regulations for Barrier-Free Design.

8 c. Where proposed, skybridges shall provide a
9 direct connection to the nearest usable open space at ground
10 level. This connection shall be visible from the skybridge
11 and shall be identified by signage at both entrances to the
skybridge.

12 3. Usable open space - Exterior

13 a. Usable open space may be provided as on-
14 site exterior open space consisting of an active or passive
15 park, courtyard, public meeting space, terrace, town square,
16 urban garden, urban plaza, landscaped interior block
pedestrian connection or urban trail.

17 b. Exterior usable open space shall meet the
18 minimum standards contained in subsection 23.71.014C.

19 c. Exterior usable open space shall be
20 screened from streets and parking areas by landscaping, a
21 fence or a wall, except along a Major Pedestrian Street, in
22 which case usable open space shall be accessible to or
23 integrated into the adjoining sidewalk for at least fifty
percent (50%) of its frontage.

24 4. Usable open space - Interior

25 a. Usable open space may be provided as on-
26 site interior open space consisting of an atrium/greenhouse,
27 galleria, or public meeting space.

b. Interior usable open space shall provide direct pedestrian connections, with a clear path at least ten feet (10') wide, to exterior usable open space or public right-of-way. Such pedestrian connections shall not count toward interior usable open space requirements.

c. Interior usable open space shall meet the applicable standards contained in subsection 23.71.014C.

C. Minimum Standards for Usable Open Space

Table 23.71.014A
Minimum Square Footage Requirements
For Usable Open Space.

	Minimum Width	Minimum Area
active park	80'	11,000 square feet
atrium/greenhouse	40'	2,000 square feet
courtyard	30'	2,000 square feet
galleria	20'	2,000 square feet
landscaped interior - block pedestrian connections	10'	no minimum area
passive park	100'	22,000 square feet
public meeting space	30'	1,500 square feet
terrace	10'	600 square feet
town square	80'	11,000 square feet
urban garden	10'	no minimum area
urban plaza	50'	3,500 square feet

1. Active Park: An active park shall be essentially level, accessible from a public right-of-way and shall include areas for active recreation such as, but not limited to, ball fields, courts and children's play area(s). Public seating shall be provided.

2. Atrium/Greenhouse, Galleria: An atrium/greenhouse or galleria shall provide a large, enclosed, weather-protected space, generally covered by transparent and/or translucent material and meeting the following minimum standards and guidelines:

a. Location and access: The location of an atrium/greenhouse or galleria shall be highly visible from the street and easily accessible to pedestrians. Pedestrian

1 access should be designed to improve overall pedestrian
2 circulation on the block.

3 b: Minimum standards:

4 1.) The minimum height shall be thirty
5 feet (30').

6 2.) A minimum of fifteen percent (15%)
7 of an atrium/greenhouse or galleria shall be landscaped.

8 3.) A minimum of fifteen percent (15%)
9 of an atrium/greenhouse or galleria shall be reserved for
10 public seating at a rate of one lineal foot for every thirty
11 (30) square feet of floor area or one lineal foot of public
seating area for every thirty (30) square feet of floor area.

12 4.) A minimum of thirty-five percent
13 (35%) of the perimeter of an atrium/greenhouse or galleria
14 shall be occupied by retail sales and service uses and sixty
15 percent (60%) of every retail frontage on the
atrium/greenhouse or galleria shall be transparent.

16 5.) Perimeter walls of an
17 atrium/greenhouse or galleria, excluding the wall of the
18 structure, shall be no more than 15% blank. All non-
19 transparent perimeter walls shall include measures to reduce
20 the effect of the blank wall including, but not limited to,
21 architectural detailing, landscaping, modulation or art.

22 3. Courtyard: A courtyard shall meet the
following minimum standards and guidelines:

23 a. Location and access: A courtyard shall
24 be adjacent to or attached to a structure or public sidewalk
25 and shall be highly visible from adjacent sidewalks and
26 public areas and have direct access to the streets on which
27 it fronts. A courtyard shall be easily accessible and
28 inviting to pedestrians and provide enclosure through use of

1 design elements such as pedestrian walkways, structures
2 containing retail uses, low planters or benches, and seating.

3 b. Fifty percent (50%) of the courtyard
4 area, outside of areas of major pedestrian traffic, shall be
5 level.

6 c. Courtyards shall include unit paving;
7 landscaping, which encourages privacy and quiet; and
8 pedestrian-scaled lighting and seating. Public seating shall
9 be provided at a rate of one lineal foot of seating for every
10 fifty (50) square feet of courtyard area

11 4. Passive Park: - Passive parks shall provide
12 landscaped space for unstructured recreational activity such
13 as walking or picnicking.

14 5. Public Meeting Space: - Public meeting spaces
15 shall be enclosed rooms available for use by the public free
16 of charge, designed for the purposes of accommodating
17 meetings, gatherings, or performances with seating capacity
18 for at least fifty (50) people. Public meeting spaces shall
19 be available to the public between the hours of 10:00 a.m.
20 and 10:00 p.m. Monday through Friday and shall not count
21 towards minimum parking requirements.

22 6. Terrace: - A terrace is intended to provide
23 additional opportunity for open space in areas of
24 concentrated development.

25 a. Location and access:

26 1.) A terrace is a wind-sheltered area
27 above street level uses in a structure.

28 2.) A terrace should be easily
accessible from the street and access should be plainly
identified.

1 3.) Direct access by stairs, ramps or
2 mechanical assist shall be provided from a public right-of-
3 way or public open space to the terrace.

4 4.) The path of access must have a
5 minimum width of ten feet (10').

6 b. A minimum of eighty percent (80%) of the
7 terrace shall receive solar exposure from 11 a.m. until 2 p.m.
8 PDT between the Spring and Autumn equinox.

9 c. Public seating shall be provided in an
10 amount equal to one seat for each thirty (30) square feet of
11 terrace area or one lineal foot of public seating for each
12 thirty (30) square feet of terrace area.

13 d. Terraces shall be landscaped in a manner
14 which provides for the comfort and enjoyment of people in the
15 space as well as creates a visual amenity for pedestrians and
16 occupants of surrounding buildings.

17 e. A terrace shall be open to the public
18 from at least 7 a.m. until one hour after sunset seven days a
19 week.

20 7. Town Square: - A town square shall meet the
21 criteria for an urban plaza and in addition, shall meet the
22 following:

23 a. Location and access: A town square shall
24 be located adjacent to a Major Pedestrian Street.

25 b. A large, essentially level, unobstructed
26 area should characterize the center of a town square and be
27 available for public events.

28 8. Urban Garden: - Urban gardens are intended to
provide color and visual interest to pedestrians and
motorists and are characterized by such amenities as
specialized landscaping, paving materials and public seating.

1 a. Location and access: Urban gardens shall
2 be located at or near sidewalk grade and adjacent to a public
3 right-of-way or building lobby.

4 b. One public seating space for each twenty
5 (20) square feet of garden area or one lineal foot of public
6 seating for every twenty (20) square feet of garden area
7 shall be provided;

8 c. Urban gardens shall be developed with
9 unit paving and plant materials in a garden-like setting.
10 Landscaping shall include a mix of seasonal and permanent
11 plantings, including trees and shrubs. A water feature is
12 encouraged.

13 d. A minimum of seventy-five percent (75%)
14 of the garden area shall receive solar exposure from 11 a.m.
15 until 2 p.m. PDT, between the Spring and Autumn Equinox.

16 e. The garden shall be open to the public at
17 least five days a week from 8 a.m. until 7 p.m.

18 9. Urban Plaza: - An urban plaza shall serve as a
19 link between a building and the pedestrian network and/or as
20 a focal point between two or more buildings.

21 a. Location and access:

22 1.) An urban plaza shall be one
23 contiguous space, with at least one edge abutting a street at
24 a transit stop or anywhere along a Major Pedestrian Street;

25 2.) The area within ten feet (10') of
26 the sidewalk, along a minimum of fifty percent (50%) of each
27 street frontage shall be within three feet (3') elevation of
28 the adjoining public sidewalk;

 b. There shall be no physical obstruction
between an urban plaza and the sidewalk. The plaza should be

1 distinguished from the public right-of-way by landscaping
2 and/or a change in paving materials.

3 c. The aggregate area of retail kiosks and
4 carts in an urban plaza should not exceed one hundred and
5 fifty (150) square feet or one percent (1%) of the total area
6 of the plaza, whichever is greater.

7 d. Urban Plazas shall have retail sales and
8 service uses on frontage equivalent to at least fifty percent
9 (50%) of the perimeter of the plaza. The retail sales and
service uses shall have direct access onto the plaza.

10 e. Urban Plazas shall be landscaped and
11 paved in such a way as to provide continuous access to the
12 public right-of-way. A minimum of twenty percent (20%) and a
13 maximum of thirty percent (30%) of the plaza shall be
14 landscaped.

15 f. A minimum ratio of one tree per 700
16 square feet of plaza area is required. Trees should be
17 arranged in such a manner as to define the perimeter of the
space and to maximize solar exposure to the principal space.

18 g. A minimum of eighty-five percent (85%) of
19 the plaza shall be uncovered and open to the sky, excluding
20 deciduous tree canopies.

21 h. There shall be one lineal foot of public
22 seating area or one public seat for every thirty-five (35)
23 square feet of plaza area. Up to fifty percent (50%) of the
24 seating may be moveable.

25 j. An urban plaza shall be open to the
26 public during normal business hours, seven (7) days a week.

27 D. Reduction of Open Space Deficit

28 When substantial development is proposed for a site, the
open space deficit for the entire site must be eliminated,

1 provided that for sites subject to the General Development
2 Plan provisions of Section 23.71.020, the deficit need not be
3 eliminated but shall be reduced by an amount equal to fifty
4 percent (50%) of the footprint of the substantial development
5 together with fifty percent (50%) of the total footprint of
6 any new parking area provided to meet the demand of the
7 substantial development, together with fifty percent (50%) of
8 any replacement parking provided.
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23.71.016 Parking and Access

A. Required Parking

1. Off-street parking requirements are prescribed in Chapter 23.54, except as modified by this Chapter. Minimum and maximum parking requirements for specified uses in the Northgate Overlay District are identified in Table 23.71.016A.

Table 23.71.016A
Minimum and Maximum Parking Requirements

	LONG TERM		SHORT TERM
	Minimum	Maximum	Minimum
Office, Administrative	0.9/1000	2.6/1000	0.2/1000
Office, Customer Service	1.0/1000	2.4/1000	1.6/1000
Commercial Retail Sales & Service	0.93/1000	2.4/1000	2.0/1000
Motion Picture	N/A	N/A	Min: 1/8 seats Max: 1/4 seats

2. Parking waivers as provided under Section 23.54.015 D shall apply in the Northgate Overlay District, except that no waiver of parking may be granted to medical service uses.

3. Parking may exceed the maximums when provided in a structure, pursuant to a joint use parking agreement with the Metro Transit Center, if the spaces are needed only to meet evening and weekend demand or as overflow on less than ten percent (10%) of the weekdays in a year, and will otherwise be available for daytime use by the general public.

4. Short-term parking for motion picture theatres may be increased by ten percent (10%) beyond the maximum requirement, if these additional spaces are not provided as surface parking, will not adversely impact pedestrian circulation and will reduce the potential for overflow parking impacts on surrounding streets.

B. Additional Parking Waivers on Major Pedestrian Streets

1 1. When the amount of required parking has been
2 determined pursuant to subsection A, waivers are permitted,
3 as follows:

4 a. Parking shall not be required for the
5 first 150 seats of all motion picture theatre uses and the
6 first 750 square feet for all eating and drinking
7 establishments.

8 b. Parking shall not be required for an
9 additional 2,500 square feet to a maximum of 5,000 square
10 feet for all other required street-level personal and
household retail sales and service uses.

11 2. The Director may permit an additional parking
12 waiver up to a maximum of 4,000 square feet for eating and
13 drinking establishments as a Special Exception subject to the
14 provisions of Chapter 23.76, Procedures for Master Use
15 Permits and Council Land Use Decisions. The following
16 factors shall be considered by the Director in making a
17 determination whether to allow additional parking waivers for
eating and drinking establishments:

18 a. Anticipated parking demand for the
19 proposed use;

20 b. The extent to which an additional parking
21 waiver is likely to create or add significantly to spillover
22 parking in adjacent residential neighborhoods;

23 c. Whether land is available for parking
24 without demolishing an existing commercial structure,
25 displacing a commercial use, or rezoning land to a commercial
designation;

26 d. The availability of shared or joint use
27 parking within eight hundred feet (800') of the business
28 establishment.

1 e. The Director may require that a
2 transportation study be submitted for review by the Director
3 and the Seattle Engineering Department.

4 f. The Director and SED shall determine the
5 content of the transportation study based on the following
6 factors:

- 7 1.) The size and type of the proposed
8 use;
- 9 2.) The size of the requested parking
10 waiver.
- 11 3.) Any anticipated impacts of an
12 additional parking waiver.

13 3. Parking waivers permitted by this subsection
14 shall apply to each street level business establishment in a
15 structure.

16 C. Reductions to minimum parking requirements for non-
17 residential uses as provided in Section 23.54.020 F shall not
18 apply in the Northgate Overlay District.

19 D. Shared Parking

20 1. Except as provided in subsection D2, shared
21 parking, as provided in Section 23.54.020 G, is permitted for
22 two (2) or more uses to satisfy all or a portion of minimum
23 off-street parking requirements in the Northgate Overlay
24 District.

25 2. Multi-purpose convenience stores and general
26 retail sales and service uses which are open to the public
27 four days or more a week after 7:00 p.m. may not have shared
28 parking.

E. Owners shall provide parking for bicycles which is
protected from the weather. Owners shall provide bicycle
lockers for storage of commuter bicycles.

F. Payment in Lieu of On-site Long-term Parking

1 1. In lieu of providing up to 20 percent (20%) of
2 the long-term parking which is otherwise required, the
3 Director may permit an owner to make a payment to a Northgate
4 Parking Commission, if a Commission is established by the
5 City Council. The payment shall be used to build a public
6 parking structure for long-term parking within the Northgate
7 Core area. The payment and use thereof shall be consistent
8 with RCW 82.02.020.

9 2. The amount of the payment shall be based on
10 the construction cost of a parking space in a structured
11 garage in the Northgate Core area, as determined by the
12 Northgate Parking Commission.

13 3. The Director shall apply the following
14 criteria in determining whether to approve a payment in lieu.

15 a. Spillover parking would not occur which
16 would significantly impact nearby residential neighborhoods;

17 b. The parking demand proposed to be met by
18 in lieu payment will not exceed the capacity provided by the
19 long-term parking structure.

20 4. If a public parking structure is not
21 constructed within six years of the date of issuance of a
22 certificate of occupancy for a development which made a
23 payment in lieu, the City may use the payments to help reduce
24 vehicle trips in the area. If the owner can show that the
25 long-term parking demand of the site has been reduced enough
26 to eliminate the need for the waived spaces, the amount of
27 payments shall be returned to the property owner.
28

1 G. Parking Location and Access

2 1. Parking location and access are subject to the
3 provisions of the underlying zone, except as modified by this
4 subsection and Section 23.71.008.

5 2. The following provisions shall apply to all
6 new parking provided, the reconfiguration of more than 250
7 parking spaces, or the replacement of existing surface
8 parking with structured parking. Existing nonconforming
9 parking used to meet the parking requirement for newly
10 developed space or new uses shall not be required to meet
these standards.

11 a. The first two hundred (200) proposed
12 parking spaces located on-site may be located in either a
13 surface parking area, or within or under a structure. In
14 addition, seventy-five percent (75%) of the spaces in excess
15 of 200 shall be accommodated either below grade or above
16 grade in structures. All parking in excess of 200 spaces may
17 be located off-site within eight hundred feet (800') of the
18 site except as provided in subsection E1. The Director may
19 waive or modify this requirement if site size, shape, or
20 topography makes it infeasible to construct an accessory
parking structure.

21 b. The first 200 proposed surface parking
22 spaces may be increased to 350 spaces if 1) the surface
23 parking area does not cover more than thirty-five percent
24 (35%) of the total lot area, and 2) the on-site open space
25 requirement, in excess of the minimum required landscaped
26 open space provided for in Section 23.71.014, is provided as
27 usable open space which is contiguous to other usable open
28 space on the site.

1 c. For surface parking areas exceeding 250
2 parking spaces, a ten foot (10') wide landscaped pedestrian
3 walkway separating each of these parking areas and connecting
4 to the building is required, or separation of parking areas
5 exceeding 250 spaces shall be provided by structures on-site.
6 These landscaped pedestrian walkways may be counted towards
7 open space requirements as provided in Section 23.71.014.

8 3. Surface parking areas shall be screened and
9 landscaped according to the provisions of the underlying
10 zone.
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1 23.71.018. Transportation Management Program.

2 A. When substantial development is proposed which is
3 expected to generate twenty-five (25) or more employee or
4 student vehicle trips in any one P.M. hour, the owner of the
5 site upon which the substantial development is proposed shall
6 prepare and implement a Transportation Management Program
7 (TMP). The TMP shall include measures likely to achieve the
8 goals for the proportion of single occupant vehicle (SOV)
9 trips identified below. These goals are a fifteen percent
10 (15%) reduction in the proportion of SOV trips by 1995,
11 twenty-five percent (25%) by 1997, and thirty-five percent
12 (35%) by 1999, from the 1990 SOV baseline rate of eighty-five
13 percent (85%) for commute trips made by all students and
14 employees working in the Northgate area (see Table
15 23.71.018A).

16 1. For purposes of measuring attainment of the
17 SOV goal, the proportion of SOV trips shall be calculated for
18 the P.M. hour in which an applicant expects the largest
19 number of vehicle trips to be made by employees and students
20 at the site (the P.M. peak hour of the generator). The
21 proportion of SOV trips shall be calculated by dividing the
22 total number of employees and students using a SOV to make a
23 trip during the expected peak hour by the total number of
24 employee and student person trips during the expected peak
25 hour.

26 2. Compliance with this Section does not supplant
27 the responsibility of any employer to comply with Seattle's
28 Commute Trip Reduction (CTR) Ordinance.

Table 23.71.018A		
Year/Goals	Commercial/Institutional	Residential
January 1, 1995	72%	62%
January 1, 1997	64%	59%
January 1, 2000	55%	55%

B. The owner of any site who proposes multifamily substantial development which is expected to generate fifty (50) or more vehicle trips in any one P.M. hour shall prepare and implement a TMP. The TMP shall include measures likely to achieve goals for the proportion of SOV trips. These goals are a ten percent (10%) reduction in the proportion of SOV trips by 1995, fifteen percent (15%) by 1997 and twenty percent (20%) by 1999, from the 1990 SOV baseline rate (69% SOV) for commute trips by all residents living in the Northgate area (see Table 23.71.018A).

For purposes of measuring attainment of the SOV goal, the proportion of SOV trips shall be calculated for the P.M. hour in which an applicant expects the largest number of vehicle trips to be made by residents of the site (the P.M. peak hour of the generator). The proportion of SOV trips shall be calculated by dividing the total number of residential trips made by SOV during the expected peak hour by the total number of residential person trips.

C. Each owner subject to the requirements of this Section shall prepare a TMP as described in rules promulgated by the Director, as part of the requirements for obtaining a Master Use Permit.

D. The TMP shall be approved by the Director after he or she receives a recommendation from the Director of

1 Engineering that the TMP measures are likely to achieve the
2 SOV goals.

3 E. The owner of each property subject to this
4 implementation guideline shall submit an annual progress
5 report to the Director of Engineering, who will advise the
6 Director of DCLU on compliance. The progress report shall
7 contain:

8 1. The number of full and part-time employees,
9 students and/or residents at a site during the peak hour.

10 2. A summary of the total P.M. peak hour vehicle
11 trips generated by the site, including employees, students
12 and residents.

13 3. A description of any programs, incentives, or
14 activities or other measures targeted to reduce vehicle
15 trips, in which employees, students or residents at the site
16 participate.

17 4. The number of people participating in the TMP
18 measures.

19 5. The peak hour proportion of SOV trips of the
20 employees, students, and/or residents.

21 F. The Seattle Engineering Department shall monitor
22 compliance with the requirements of this Section. If
23 monitoring shows that the owner has not implemented the TMP
24 measures or has not made sufficient progress toward achieving
25 the TMP goals, the Director of Engineering may recommend that
26 the Director:

27 1. Require modifications to the TMP program
28 measures; and/or

2. Pursue enforcement action pursuant to the Land
Use Code.

1 G. After approval of a TMP and issuance of a Master
2 Use Permit as prescribed in subsections C and D, if the owner
3 applies for a Master Use Permit for additional development,
4 before approving the new Master Use Permit, the Director, in
5 consultation with the Director of Engineering, shall review
6 the implementation of the TMP. If substantial progress has
7 not been made in achieving the goal for the proportion of SOV
8 trips, the Director may:

9 1. Require the applicant to revise the TMP to
10 include additional measures in order to achieve compliance
11 with the TMP goal before the issuance of a permit; and/or

12 2. Require measures in addition to those in the
13 TMP that encourage alternative means of transportation for
14 the proposed new development; and/or

15 3. Deny the permit if the Director determines
16 that the owner has failed to make a good faith effort to
17 implement the TMP; or

18 4. Determine that a revised or new program is not
19 needed, and that the permit can be issued without changes to
20 the existing TMP.

21 H. Compliance. To comply with this Section, the owner
22 of a site subject to the requirement for a TMP, must
23 demonstrate that he or she has an approved TMP, has submitted
24 the required annual reports, and has succeeded in
25 accomplishing one of the two following objectives:

26 1. That the owner has implemented the measures
27 contained in the TMP for the development project; and/or

28 2. That the owner has met the goal for SOV trips
specified in subsection A, above.

1 Failure to comply with the provisions of this Section is
2 a violation of the Land Use Code. The penalty for each
3 violation is \$250 per day.

4 I. A fund shall be established in the City's General
5 Fund to receive revenue from fines for violations of this
6 Section. Revenue from fines shall be allocated to activities
7 or incentives to reduce vehicle trips in the Northgate area.
8 The Director of SED shall recommend to the Mayor and City
9 Council how these funds should be allocated.

10 J. SED and DCLU shall prepare a Director's Rule
11 explaining how each department shall implement this Section.

12 23.71.020 General Development Plan Requirement

13 A. On sites of six (6) acres or more the owner shall
14 submit and obtain approval of a General Development Plan when
15 one or more of the conditions identified in subsection C is
16 met.

17 B. For the purposes of this Section a "site" is all
18 contiguous parcels of property, including parcels separated
19 only by rights-of-way, which are under common ownership, or
20 under the ownership of several individuals or entities who
21 have agreed to common management of all or a portion of the
22 parcels.

23 C. A General Development Plan shall be prepared when
24 one or more of the following occurs:

25 1. Development of more than 4,000 square feet of
26 commercial floor area, or redevelopment of more than 4,000
27 square feet of commercial floor area, if the redevelopment
28 includes a change of use; and/or

2. Creation of parking facilities for over forty
(40) vehicle spaces; and/or

3. Rezone applications; and/or

4. Conditional Use applications; and/or
5. Requests for variance(s) from the requirements of this Chapter.

D. The General Development Plan shall be reviewed by the Director as a Type II Master Use Permit Decision, as provided in Chapter 23.76, Procedures For Master Use Permits And Council Land Use Decisions.

E. A General Development Plan is not required for that portion of a site for which a Major Institution Master Plan is required pursuant to Chapter 23.69.

23.71.024 Contents of a General Development Plan.

A. The General Development Plan is a conceptual plan for site development consisting of the following eight (8) components.

1. The Structure Layout Component shall include the following:

- a. The general location of structures and areas of pedestrian and vehicular circulation;
- b. Proposed lot coverage, floor area, height and uses anticipated in the structures; and
- c. Three-dimensional drawings illustrating the height and form of proposed structures.

2. The Pedestrian Circulation Component shall include the following:

- a. The location of pedestrian routes providing access to all structures on the site, and an identification of pedestrian connections with adjacent areas; and
- b. The location of a clearly marked landscaped pedestrian walkway from all structures to the nearest public sidewalk served by public transit.

1 3. The Vehicular Circulation Component shall
2 include the following:

3 a. Vehicular, bicycle, and service access to
4 the site from abutting streets, as well as proposed internal
5 site circulation; and

6 b. A description of any planned or
7 anticipated street or alley vacations or the abandonment of
8 existing street rights-of-way.

9 4. The Parking and Loading Component shall
10 include the location, type (surface or within a structure),
11 and amount of parking and loading to meet parking and loading
12 requirements.

13 5. The Transportation Management Component shall
14 be consistent with the requirements of section 23.71.018.

15 6. The Landscaping and Open Space Component shall
16 include the following:

17 a. The location and size of open space areas
18 intended for public use;

19 b. A general plan indicating the amount,
20 location and type of landscaping to be provided; and

21 c. A discussion of whether and how off-site
22 open space payments, prescribed by Section 23.71.014, will be
23 met.

24 7. The Phasing Component shall include a
25 description of proposed development phases and plans,
26 including development priorities, the probable sequence of
27 development, estimated dates of construction and occupancy,
28 and anticipated interim use of property awaiting development.

 8. The Topography and Drainage Component shall
include the following:

1 a. Plans showing the proposed finished
2 grades, drainage patterns, swales, creeks, retention ponds,
3 and wetlands; and

4 b. The location and description of
5 filtration devices for oil/water separation.

6 23.71.026 Exceptions Granted Through the General
7 Development Plan Process.

8 A. To meet the intent of the Northgate Area
9 Comprehensive Plan, the Director may authorize specified
10 exceptions to the requirements of the Land Use Code in
11 approving a General Development Plan, as specified below. An
12 exception shall result in a better design solution given
13 specific site conditions than would otherwise be possible
14 through strict adherence to applicable development standards.

15 B. Approval of a General Development Plan may include
16 granting of the following exceptions:

17 1. The DCLU Director may waive or modify
18 provisions of the Land Use Code for mixed use development as
19 follows:

20 a. Reductions may be permitted to the
21 minimum amount of non-residential use required in SMC
22 23.47.008, Mixed use structures.

23 b. For mixed use development in separate
24 structures, as provided for in Section 23.71.038, the
25 residential and non-residential structures may be constructed
26 at different times, provided that the phasing of the non-
27 residential portions of the development is specified in the
28 General Development Plan.

 2. To grant exceptions to the standards for mixed
use development as specified in subsection B1, an applicant

1 must demonstrate that the project meets the following
2 criteria:

3 a. The project reinforces or creates
4 pedestrian connections through the site and to the closest
5 transit streets.

6 b. The project is locating multifamily
7 development within 660 feet (1/8 mile) of a street served by
8 transit.

9 c. Sufficient commercial development exists
10 in the immediate vicinity to maintain an active pedestrian
11 environment with uses serving the local population.

12 3. Modification of Land Use Code requirements for
13 screening and landscaping at the street property line, as
14 provided in Chapter 23.47.016, may be permitted under the
15 following conditions:

16 a. The objective of the screening and
17 landscaping is met by a topographic break that makes the
18 screening unnecessary.

19 b. A portion of the property's usable open
20 space requirement is placed adjacent to the street,
21 eliminating the need for screening and landscaping.

22 c. The Director determines that a proposed
23 solution better meets the intent of the screening and
24 landscaping requirements or there is no need for screening
25 and landscaping on the site.

26 4. Exceptions may be granted to the provisions
27 for parking location and access contained in subsections
28 23.71.016 G2 and G3. An applicant must demonstrate that the
project meets the following criteria:

1 a. The total number of parking spaces on a
2 site does not exceed 175% of the minimum Land Use Code
3 requirement.

4 b. Clearly designated pedestrian walkways
5 are provided between parking areas and buildings. Ten foot
6 (10') wide landscaped pedestrian walkways must be adjacent to
7 any parking area containing 250 spaces. Two adjacent parking
8 areas of 250 parking spaces each, may share a walkway.

9 5. Modifications may be granted to the
10 requirements for sidewalk widths, provided that this
11 exception shall not be granted for sidewalks along Pedestrian
12 Designated Streets. An exception may be granted under the
13 following conditions:

14 a. Topographic breaks would separate the
15 sidewalk from the site.

16 b. Topographic breaks would make the costs
17 of increasing the sidewalk widths disproportionate to the
18 benefits derived.

19 c. An alternate pedestrian route would
20 better serve pedestrian circulation needs.

21 23.71.028 General Development Plan Process.

22 A. To obtain approval, a General Development Plan must
23 be consistent with the Northgate Comprehensive Plan and the
24 provisions of this Chapter.

25 B. An Advisory Committee to the Director shall be
26 established by the Director for each General Development Plan
27 required. The composition of the committee shall be a
28 balanced group representing all interests including the
applicant, neighborhoods, the business community, and
property owners. The Advisory Committee shall perform the
following functions:

1 1. The Advisory Committee shall review the
2 contents of a Draft General Development Plan; and

3 2. Within a time period established by the
4 Director, recommend to the Director any suggested changes or
5 additions to the Draft General Development Plan.

6 23.71.029 Effect of General Development Plan Approval

7 A. After a General Development Plan has been approved,
8 the applicant may develop in accordance with the approved
9 plan.

10 B. The Director shall not accept any application for
11 nor issue any Master Use Permit for development which has not
12 been included in the approved General Development Plan or
13 which is inconsistent with an approved General Development
14 Plan.

15 C. Applications for Master Use Permits for development
16 contained in an approved General Development Plan are subject
17 to the requirements of Chapter 25.05, SEPA Policies and
18 Procedures.

18 23.71.030 Development Standards for Transition Areas
19 Within the Northgate Overlay District.

20 A. To promote compatibility between different types
21 and intensities of development located within and along the
22 boundary of the Northgate Overlay District, a transition
23 shall be provided between zones where different intensities
24 of development may occur.

25 B. The requirements of this Section apply to
26 development on lots in the more intensive zones under the
27 following conditions:

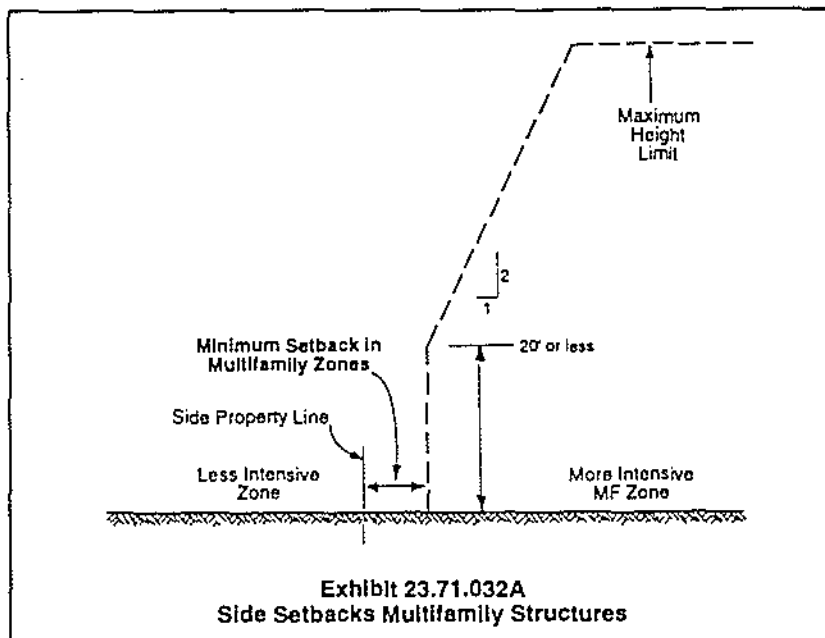
28 1. Where a lot zoned Lowrise 4 (L4), Midrise
(MR), Midrise/85 (MR/85) or Highrise (HR) abuts or is across

1 a street or alley from a lot zoned Single Family (SF),
2 Lowrise Duplex-Triplex (LDT), Lowrise 1 (L1), or Lowrise 2
3 (L2); and

4 2. Where a lot zoned Neighborhood Commercial 2 or
5 3 (NC2, NC3) with a height limit of forty feet (40') or
6 greater abuts or is across a street or alley from a lot zoned
7 Single Family (SF), Lowrise Duplex-Triplex (LDT), Lowrise 1
8 (L1), or Lowrise 2 (L2).

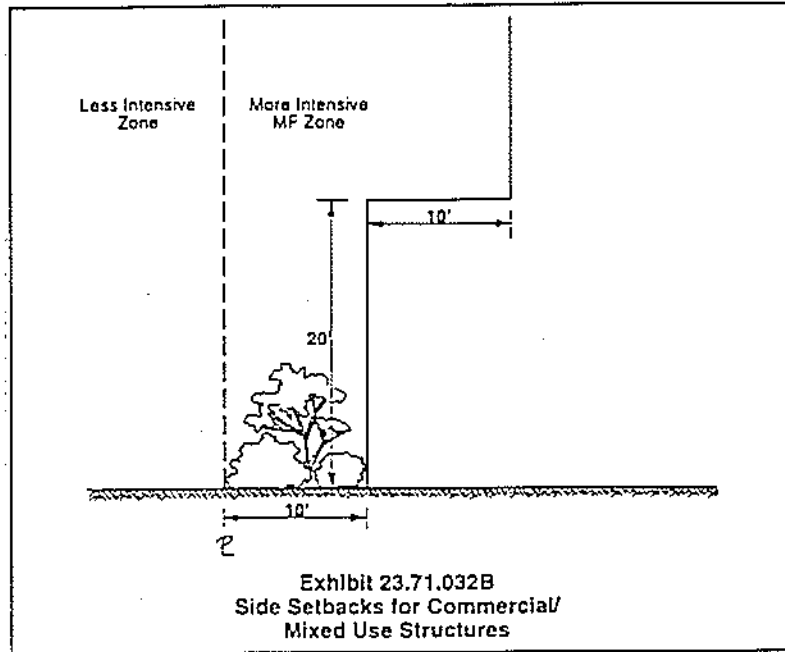
9 C. Side Setbacks Abutting or Across an Alley

10 1. For multifamily structures an additional side
11 setback of one foot (1') for each two feet (2') of a
12 structure height above twenty feet (20') is required (Exhibit
13 23.71.032 A).



24 2. A side setback of ten feet (10') is required
25 for all portions of a commercial or mixed use structure
26 twenty feet (20') or less in height (Exhibit 23.71.032B).

1 3. An additional side setback of ten feet (10')
2 is required for all portions of a commercial or mixed use
3 structure exceeding twenty feet (20') (Exhibit 23.71.032B).



15

16 4. Side setbacks shall be landscaped within five

17 feet (5') of the abutting property line, unless the setback

18 is used for parking, in which case the parking area shall be

19 screened as otherwise required by this Code.

20 D. Rear Setbacks Abutting or Across an Alley

21 1. For multifamily structures, a rear setback of

22 twenty feet is required or the minimum required by the

23 standards of the underlying zone for multifamily structures,

24 whichever is greater.

25 2. A rear setback of ten feet (10') is required

26 for all portions of a commercial or mixed use structure

27 twenty feet (20') or less in height (Exhibit 23.71.032C).

28 3. An additional rear setback of ten feet (10')
is required for all portions of a commercial or mixed use
structure exceeding twenty feet (20') (Exhibit 23.71.032C).

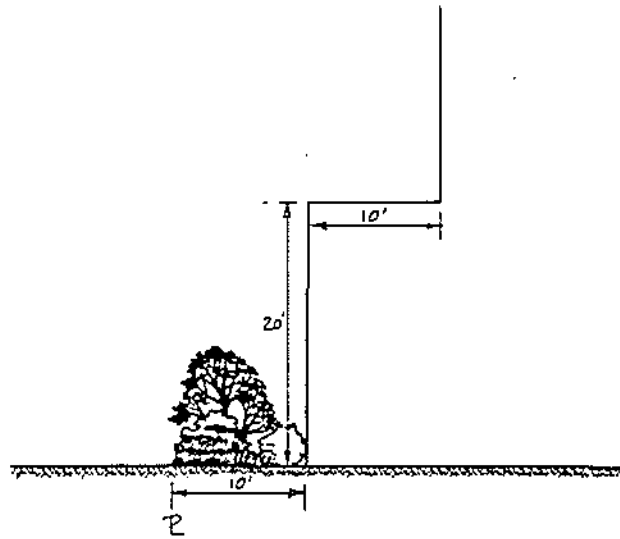
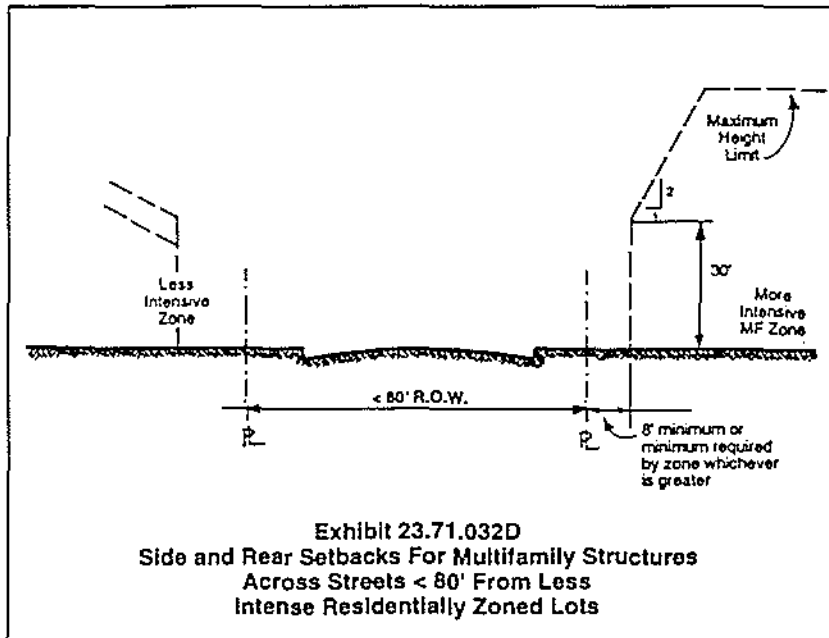


Exhibit 23.71.032C
Rear Setback for Commercial/Mixed Use Structures

4. Rear setbacks shall be landscaped unless used for parking, in which case the parking area shall be screened and landscaped as otherwise required by this Code.

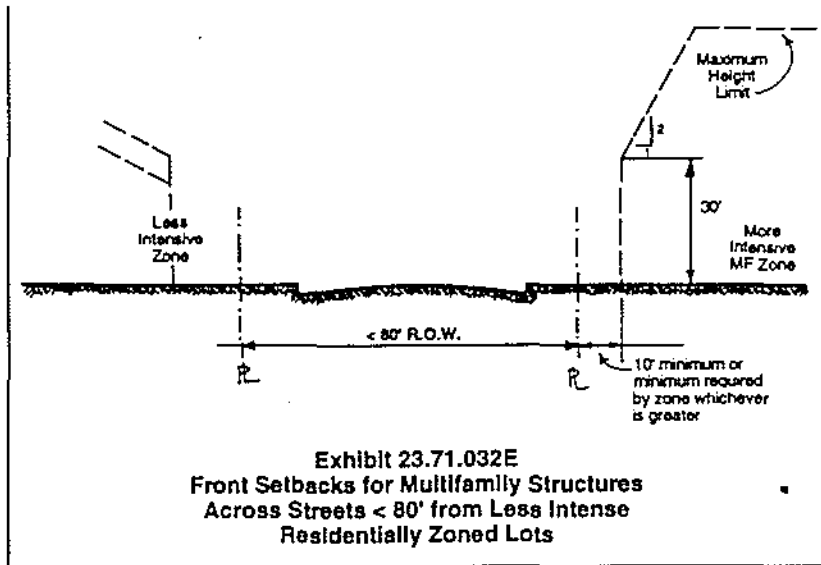
E. Side or Rear Setbacks for Multifamily Structures Abutting a Street

A side or rear setback of eight feet (8'), or the minimum required for multifamily structures by the underlying zone, whichever is greater, is required for portions of a multifamily structure thirty feet (30') or less in height along all street rights-of-way less than eighty feet (80') wide across from the less intensive zone. Portions of a multifamily structure in excess of thirty feet (30') in height shall be set back an additional one foot (1') for each two feet (2') of structure height above thirty feet (30') (Exhibit 23.71.032D).



F. Front Setbacks for Multifamily Structures Abutting a Street

Where the front lot line of the more intensively zoned lot is across a street right-of-way which is less than eighty feet (80') wide from the less intensively zoned lot, the minimum front setback shall be ten feet (10') for all portions of a multifamily structure thirty feet (30') or less in height. For portions of a structure exceeding thirty feet (30') in height, an additional front setback of one foot (1') for every two feet (2') of structure height in excess of thirty feet (30') shall be required (Exhibit 23.71.032E).



G. Setbacks for Commercial or Mixed Use Structures
Abutting a Street

No side or rear setback abutting a street is required for the portion of commercial or mixed use structures containing street level retail sales and service uses oriented towards the street. Where blank walls, parking or other non-retail sales and service uses occupy portions of the structure facing the street a five foot setback shall be required and screened and landscaped as required by the underlying zone.

23.71.036 Maximum Width and Depth of Structures

The maximum width and depth requirements of this Section shall apply only to portions of a structure within fifty feet (50') of a lot line abutting, or directly across a street right-of-way which is less than eighty feet (80') in width, from a less intensive residential zone as provided in Table 23.71.036 A.

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Table 23.71.036A

Structure Width and Depth Standards
for Transition Areas

Subject Site	Abutting Residential zone (or) zone across a street right-of-way less than eighty feet (80') in width	Maximum Width	Maximum Depth
		Apts. 75 feet	65% depth of lot with no individual structure to exceed 90 feet
L4, MR, MR/85 and HR	Single Family, LDT, L1 or L2	Townhouses 130 feet	
NC2 and NC3 w/40' or greater height limits in width.	Single Family, LDT, L1 or L2		Above a height of 30 feet (30'), wall length shall not exceed 80% of abutting lot line, to a maximum of sixty feet (60').

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23.71.038 Standards for Mixed Use Development in
Commercial Zones within the Northgate Overlay
District.

Residential and non-residential uses in a mixed use development in a commercial zone shall meet the requirements of Section 23.47.008 to qualify as a mixed use development, except that residential and non-residential use may be located in separate structures. The minimum standards of Section 23.47.008 may vary on sites subject to the requirements for General Development Plans as provided in Section 23.71.026.

23.71.040 Density Limits for Residential Uses in
Commercial Zones within the Northgate Overlay
District.

A. Residential uses in commercial zones with a thirty foot (30') height limit may not exceed a density of one (1) dwelling unit for every eight hundred (800) square feet of lot area.

B. Residential uses in commercial zones with a forty foot (40') foot height limit may not exceed a density of one (1) dwelling unit for every six hundred (600) square feet of lot area.

C. There is no density limit for residential use in commercial zones with height limits of sixty-five feet (65') or greater.

D. Development meeting the requirements for mixed use as provided in Section 23.71.038 is allowed a twenty percent (20%) increase in permitted density over the density permitted by subsections A and B.

23.71.042 Standards for Commercial-only structures in
Residential/Commercial zones within the
Northgate Overlay District.

A. Commercial uses permitted in a mixed use structure in Residential/Commercial (RC) zones as provided in Section 23.46.012 are permitted outright in single-purpose commercial structures within the Northgate Overlay District.

B. Single-purpose commercial structures shall not exceed a size limit of .75 FAR or 5,000 square feet, whichever is less.

C. Single-purpose commercial structures in Residential/Commercial (RC) zones are subject to the development standards of Section 23.71.008 B.4 and 23.71.008 F.

23.71.044 Standards for Single-Purpose Residential
development in Commercial zones Within the
Northgate Overlay District.

A. Single-purpose residential structures are subject to the conditional use requirements of Section 23.47.006B and the following development standards within the Northgate Overlay District:

1. In all Commercial zones with a height limit of thirty feet (30'), single-purpose residential structures shall meet the development standards for residential structures in Lowrise 3 zones, except that no front setback is required.

2. In all Commercial zones with a height limit of forty feet (40'), single-purpose residential structures shall meet the development standards for residential structures in Lowrise 4 zones, except that no front setback is required.

1 3. In all Commercial zones with a height limit of
2 sixty-five feet (65'), single-purpose residential structures
3 shall meet the development standards for residential
4 structures in Midrise zones, except that no front setback is
5 required.

6 B. Single-purpose residential structures are
7 prohibited in all commercial zones with a height limit of
8 eighty-five feet (85') or greater, except as provided in
9 Section 23.71.026 B for phased mixed use development under a
10 General Development Plan.

11 Section 3. Section 23.34.013 SMC, as last amended by
12 Ordinance 114886, is amended to read as follows:

13 23.34.013 Locational Criteria - Multifamily zones

14 A decision to rezone a parcel of land to any multifamily
15 zone designation shall be based on the general rezone
16 criteria of Section 23.34.008 and the following locational
17 criteria for multifamily zones: ~~((contained-within-the~~
18 ~~Multifamily-Residential-Area-Policies-))~~

19 A. Locational Criteria, Lowrise Duplex/Triplex (LDT)
20 Locations appropriate for a Lowrise Duplex/Triplex Zone shall
21 be consistent with the following description of conditions
22 within the area itself:

23 1. Development Characteristics of the Area

24 a. Areas where structures of small bulk and
25 low heights, generally less than 30 feet, establish the
26 pattern of development, and

27 b. Areas with a mix of single family
28 structures, small multifamily structures, and single family
structures legally converted into multiply units where,
because of the type and quality of the existing housing
stock, it is desirable to limit new development opportunities

1 to infill projects and conversions that preserve the existing
2 character.

3 2. Relationship to Surrounding Area

4 Locations appropriate for a Lowrise Duplex/Triplex Zone shall
5 be consistent with the following description concerning their
6 fit with surroundings:

7 a. Areas which do not meet single family
8 criteria, but which are otherwise similar in character and
9 adjoin areas zoned Single Family or Lowrise 1 without
10 necessarily the presence of a significant topographical break
11 or open space to provide a transition to increased density.

12 b. Areas where narrow streets, on-street
13 parking congestion, local traffic congestion, lack of alleys,
14 or irregular street patterns restrict local access and
15 circulation.

16 c. Areas close to existing or projected
17 facilities and services used by households with children,
18 including schools, parks and community centers.

19 B. Locational Criteria, Lowrise 1 (L1)

20 1. Development Characteristics of the Area
21 Locations appropriate for a Lowrise 1 Zone (L1) shall be
22 consistent with the following description of conditions
23 within the area itself:

24 a. Areas where structures of low heights,
25 generally less than 30 feet, and small bulk establish the
26 pattern of development.

27 b. Areas with:

28 1). a mix of single family structures,
small multifamily structures and single family structures
legally converted into multiple units where, because of the

type and quality of the existing house stock, it is desirable to encourage new development opportunities; or

2). numerous or large vacant parcels suitable for family housing where densities greater than single family are desired.

c. Areas where internal vehicular circulation is conducive to residential units that are oriented to the ground level and the street. Preferred locations are generally separated from principal arterials, as defined by the Seattle Comprehensive Transportation Program, which conflict with the desired ground related character of L1 areas.

2. Relationship to Surrounding Area

Locations appropriate for a Lowrise 1 Zone shall be consistent with the following description concerning their fit with surroundings:

a. Areas which are definable pockets within a larger, higher density multifamily area, where it is desirable to preserve a small-scale, ground-related character.

b. Areas generally surrounded by a larger single family area where variation and replacement in housing type could be accommodated without significant disruption of the pattern, character or livability of the surrounding development.

c. Areas where a gradual transition is appropriate between single family areas and more intensive multifamily or neighborhood commercial zones.

d. Areas where narrow streets, on-street parking congestion, local traffic congestion, or irregular street patterns restrict local access and circulation.

1 e. Areas close to facilities and services
2 used by households with children, including schools, parks
3 and community centers.

4 C. Locational Criteria, Lowrise 2 (L2)

5 1. Development Characteristics of the Area

6 Locations appropriate for a Lowrise 2 Zone shall be
7 consistent with the following description of conditions
8 within the area itself:

9 a. Areas which feature a mix of single
10 family structures and small to medium multifamily structures
11 generally occupying one or two lots, with heights generally
12 less than 30 feet.

13 b. Areas suitable for multifamily
14 development where topographic conditions and the presence of
15 views make it desirable to limit height and building bulk to
16 retain views from within the zone.

17 c. Areas occupied by a substantial amount of
18 multifamily development where factors such as narrow streets,
19 on-street parking congestion, local traffic congestion, lack
20 of alleys and irregular street patterns restrict local access
21 and circulation and make an intermediate intensity of
22 development desirable.

23 2. Relationship to Surrounding Area

24 Locations appropriate for a Lowrise 2 Zone shall be
25 consistent with the following description concerning their
26 fit with surroundings:

27 a. Areas which are well-suited to
28 multifamily development, but where adjacent single family
 areas make a transitional scale of development desirable. It
 is desirable that there be a well-defined edge such as an
 arterial, open space, change in block pattern, topographic

1 change or other significant feature providing physical
2 separation from the single family area. However, this is not
3 a necessary condition where existing moderate scale
4 multifamily structures have already established the scale
5 relationship with abutting single family areas.

6 b. Areas which are definable pockets within
7 a more intensive multifamily area, where it is desirable to
8 preserve a smaller scale character and mix of densities.

9 c. Areas otherwise suitable for higher
10 density multifamily development but where it is desirable to
11 limit building height and bulk to protect views from uphill
12 areas or from public open spaces and scenic routes.

13 d. Areas where vehicular access to the area
14 does not require travel on "residential access streets" in
15 less intensive residential zones.

16 D. Locational Criteria, Lowrise 3 (L3)

17 1. Development Characteristics of the Area
18 Locations appropriate for a Lowrise 3 Zone shall be
19 consistent with the following description of conditions
20 within the area itself:

21 a. Areas with a predominance of multifamily
22 buildings less than four stories in height.

23 b. Areas where the street pattern provides
24 for adequate vehicular circulation and access to sites.
25 Locations with alleys are preferred. Street widths should be
26 sufficient to allow for two-way traffic and parking along at
27 least one curbside.

28 2. Relationship to the Surrounding Area
Locations appropriate for a Lowrise 3 Zone shall be
consistent with the following description concerning their
fit with surroundings:

1 a. Areas which are well served by public
2 transit and have direct access to arterials, so that
3 vehicular traffic is not required to use streets that pass
4 through less intensive residential zones.

5 b. Areas with significant topographic
6 breaks, major arterials or open space that provide sufficient
7 transition to LDT or L1 multifamily development.

8 c. Areas with existing multifamily zoning
9 with close proximity and pedestrian connections to
10 neighborhood services, public open spaces, schools and other
11 residential amenities.

12 d. Areas which are adjacent to business and
13 commercial areas with comparable height and bulk, or where a
14 transition in scale between areas of larger multifamily
15 and/or commercial structures and smaller scale multifamily
16 development is desirable.

17 E. Locational Criteria, Lowrise 4 (L4)

18 1. Development Characteristics of the Area
19 Locations appropriate for a Lowrise 4 Zone shall be
20 consistent with the following description of conditions
21 within the area itself:

22 a. Areas with an established pattern of
23 development characterized by larger, high density residential
24 structures with heights of three, four or more stories and
25 often occupying two or more lots.

26 b. Areas of sufficient size to promote a
27 high quality, higher density residential environment where
28 there is good pedestrian access to amenities.

 c. Areas generally platted with alleys that
can provide access to parking, allowing the street frontage
to remain uninterrupted by driveways, thereby promoting a

1 street environment better suited to the level of pedestrian
2 activity associated with higher density residential
3 environments.

4 d. Areas with good internal vehicular
5 circulation, and good access to sites, preferably from
6 alleys. Generally, the width of principal streets in the
7 area should be sufficient to allow for two-way traffic and
8 parking along at least one curbside.

9 2. Relationship to the Surrounding Area

10 Locations appropriate for a Lowrise 4 (L4) zone shall be
11 consistent with the following description concerning their
12 fit with surroundings:

13 a. Areas adjacent to concentrations of
14 employment.

15 b. Areas which are directly accessible to
16 regional transportation facilities, especially transit,
17 providing connections to major employment centers, including
18 arterials where transit service is good to excellent and
19 street capacity is sufficient to accommodate traffic
20 generated by higher density development. Vehicular access to
21 the area should not require use of streets passing through
22 less intensive residential areas.

23 c. Areas with close proximity and with good
24 pedestrian connections to services in neighborhood commercial
25 areas, public open spaces and other residential amenities.

26 d. Areas with well-defined edges providing
27 sufficient separation from adjacent areas of small scale
28 residential development, or where such areas are separated by
zones providing a transition in the height, scale and density
of development.

F. Locational Criteria, Midrise (MR)

In reviewing a proposal to rezone an area to Midrise,
the following criteria shall also be considered:

1. Areas which are adjacent to business and
commercial areas with comparable height and bulk.

2. Areas which are served by major arterials and
where transit service is good to excellent and street
capacity could absorb the traffic generated by midrise
development.

3. Areas which are in close proximity to major
employment centers.

4. Areas which are in close proximity to open
space and recreational facilities.

5. Areas along arterials where topographic
changes either provide an edge or permit a transition in
scale with surroundings.

6. Flat areas where the prevailing structure
height is greater than thirty-seven feet or where, due to a
mix of heights, there is no established height pattern.

7. Areas with moderate slopes and views oblique
or parallel to the slope where the height and bulk of
existing structures have already limited or blocked views
from within the multifamily area and upland areas.

8. Areas with steep slopes and views
perpendicular to the slope where upland developments are of
sufficient distance or height to retain their views over the
area designated for the sixty foot height limit.

9. Areas where topographic conditions allow the
bulk of the structure to be obscured. Generally, these are
steep slopes, sixteen percent or more, with views
perpendicular to the slope.

G. Locational Criteria, Midrise/85 (MR/85)

1 In reviewing a proposal to rezone an area to Midrise/85, the
2 following criteria shall be considered in addition to the
3 criteria considered for a rezone to Midrise in subsection F:

4 1. An adopted neighborhood plan shall have
5 designated the area as suitable for Midrise zoning with an
6 eighty five foot (85') height limit; and

7 2. A height of eighty-five feet (85') could be
8 accommodated without significantly blocking views; and

9 3. The development permitted by the zone would
10 not exceed the service capacities which exist in the area,
11 including transit service, parking, and sewers.
12 ; and

13 4. A gradual transition in height and scale and
14 level of activity between zones is provided unless major
15 physical edges are present. These edges may be the
16 following:

17 a. Natural features such as topographic
18 breaks, water bodies and ravines;

19 b. Freeways, expressways, and other major
20 traffic arterials;

21 c. Street grid and block orientation;

22 d. Significant open space and greenbelts.

23 H. Locational Criteria, Highrise (HR)

24 In reviewing a proposal to rezone an area to Highrise, the
25 following criteria shall also be considered:

26 1. Areas which are served by arterials where
27 transit service is good to excellent and street capacity is
28 sufficient to accommodate traffic generated by highrise
development.

2. Areas which are adjacent to a concentration of residential services or a major employment center.

3. Areas which have excellent pedestrian or transit access to downtown.

4. Areas which have close proximity to open space, parks and recreational facilities.

5. Areas where no uniform scale of structures establishes the character and where highrise development would create a point and help define the character.

6. Flat areas on the tops of hills or in lowland areas away from hills, where views would not be blocked by highrise structures.

7. Sloping areas with views oblique or parallel to the slope where the height and bulk of existing buildings have already limited or blocked views from within the multifamily area and upland areas where the hillform has already been obscured by development.

Section 4. Section 23.34.078 SMC, as last amended by Ordinance 112777, is amended to read as follows:

* * *

B. Character

1. Existing. The NC3 zoning may be appropriate for either of the following types of areas:

a. Major commercial nodes surrounded by medium- to high density residential areas or other commercial areas; or

b. Commercial, retail-oriented strip along a major arterial with significant amounts of retail frontage

and generally surrounded by medium-density residential areas-i OK

c. Shopping Centers

2. Desired Characteristics.

- a. Variety of retail businesses at street level;
- b. Continuous storefronts built to the front property line;
- c. Intense pedestrian activity;
- d. Shoppers can drive to the area, but will walk around from store to store;
- e. Cycling and transit are important means of access.

c. Physical Conditions Favoring Designation as NC3.

1. Served by principal arterial;
2. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas;
3. Highly accessible for large numbers of people (considering present and anticipated congestion) so that intense activity of a major commercial node can be accommodated;
4. Combination of ((Circulation)) circulation and transit system accommodates commercial traffic without drawing traffic through residential areas;
5. Excellent transit service;
6. Presence of large, perhaps shared, off-street parking lots; land available for additional parking, or other means to accommodate parking demand.

Section 5. Section 23.45.002 SMC, as last amended by Ordinance 114196, is amended to read as follows:

23.45.002 Scope of provisions.

A. This chapter details those authorized uses and their development standards which are or may be permitted in the ~~((six-(6)))~~ seven (7) multifamily residential zones: ~~((Single-Family-Attached))~~ Lowrise Duplex/Triplex (LDT), Lowrise 1 (L1), Lowrise 2 (2), Lowrise 3 (L3), Midrise (MR), Midrise/85 (MR/85) and Highrise (HR).

B. In addition to the provisions of this Chapter, certain multifamily areas may be regulated by Overlay Districts, Chapter 23.56.

Section 6. A new Section 23.45.047 is added to SMC Title 23 , Part 5, Chapter 23.45, to read as follows:

23.45.047 Midrise/85 Zones

All use and development standards applicable in Midrise zones shall be applicable in Midrise/85 zones, except that the permitted height limit shall be eighty-five feet (85'). Subsections 23.45.050B and C allowing additional height on sloping sites and for pitched roofs shall not apply.

Section 7. Section 23.46.002 SMC, as last amended by Ordinance 112777, is amended to read as follows:

* * *

E. In addition to the provisions of this Chapter, certain residential-commercial areas may be regulated by Overlay Districts, Chapter 23.56.

Section 8. Section 23.46.012 SMC, as last amended by Ordinance 112777, is amended to read as follows:

23.46.012 Location of Commercial Uses.

A. Commercial uses shall be permitted only on or below the ground floor of a structure which contains at least one dwelling unit ((?)), except as provided in the Northgate Overlay District, Section 23.71.

* * *

Section 9. Section 23.47.002 SMC, as last amended by Ordinance 112777, is amended to read as follows:

* * *

C. In addition to the regulations of this Chapter certain commercial areas may be regulated by Special Review Districts, Chapter 23.66; Landmarks Districts, Chapter 25.12; Sign Overlay Districts, Chapter 23.55 ~~((?or-the-Seattle Shoreline-District,-Chapter-24.60-))~~; Seattle Shoreline District, Chapter 23.60; or the Northgate Overlay District, Chapter 23.71.

Section 10. Section 23.47.008 SMC, as last amended by Ordinance 113892, is amended to read as follows:

23.47.008 Mixed use structures.

A. A mixed use structure is one which contains residential and nonresidential use meeting the standards specified in this Section, except as provided in the Northgate Overlay District, Chapter 23.71.

* * *

Section 11. A new Section 23.47.009 is added to Chapter 23.47 SMC, to read as follows:

23.47.009 Density Limits for Residential Uses.

Density limits for residential uses in mixed use structures are established for the Northgate Overlay District, as provided in Chapter 23.71.

Section 12. Section 23.47.023 SMC, as last amended by Ordinance 113892, is amended to read as follows:

23.47.023 Standards for single-purpose residential structures.

A. In NC1 zones single-purpose residential structures shall meet the development standards for residential structures in L1 zones, except as provided for in the Northgate Overlay District, Chapter 23.71.

B. In NC2, NC3, C1 and C2 zones with thirty foot (30') or forty foot (40') height limits, single-purpose residential structures shall meet the development standards for residential structures in L2 zones, except that no front setback shall be required, except as provided for in the Northgate Overlay District, Chapter 23.71.

C. In NC2, NC3, C1 and C2 zones with sixty-five-foot (65') height limits, single-purpose residential structures shall meet the development standards for residential structures in L3 zones, except that no front setback shall be required (~~((and-the-structure-width-exception-of-Section 23-45-030-A(3)-b-which-allows-structures-to-achieve-a-width-of one-hundred-fifty-feet-(150')-shall-not-apply))~~). Within the Northgate Overlay District, Chapter 23.71, standards for single-purpose residential structures are modified.

* * *

Section 13. Section 23.76.004 SMC, as last amended by Ordinance 113079, is amended to add the Northgate General Development Plan to Exhibit 23.76.004 A as follows:

Exhibit 23.76.004A LAND USE DECISION FRAMEWORK DIRECTOR'S DECISIONS REQUIRING MASTER USE PERMITS		
TYPE I (Nonappealable)	TYPE II (Appealable to Hearing Examiner)	TYPE III (Appealable to Council)
<ul style="list-style-type: none"> • Uses permitted outright • Temporary uses, three weeks or less • Certain street uses • Lot boundary adjustments • Greenbelt preserve designations • Modifications of features bonused under Title 24 • Declarations of significance (EIS required) • Temporary uses, twelve months or less, for relocation of police and fire protection • Exemptions from right-of-way improvement requirements 	<ul style="list-style-type: none"> • Temporary uses, more than three weeks • Certain street uses • Variances • Administrative conditional uses • Shoreline decisions ("Appealable to Shorelines Hearings Board along with all related environmental appeals) • Short subdivisions • Special exceptions • Design departure • <u>Northgate General Development Plan</u> • The following environmental determinations: <ol style="list-style-type: none"> 1. Declaration of nonsignificance (EIS not required) 2. Determination of final EIS adequacy 	<ul style="list-style-type: none"> • The decision to approve, condition or deny a project based on the SEPA Policies pursuant to SMC 25.05.660.
COUNCIL LAND USE DECISIONS		
TYPE IV (Quasi-Judicial)	TYPE V (Legislative)	
<ul style="list-style-type: none"> • Subdivisions (Preliminary Plats) • Land use and zoning map amendments (Rezoning) • Public project approvals • Major institution master plans • Council conditional uses • Downtown planned community developments • Planned Unit Developments 	<ul style="list-style-type: none"> • Land Use and Zoning Code text amendments • Rezones to implement new City policies • Concept approval for City facilities • Major institution designations 	

Section 14. Section 23.76.006 SMC, as last amended by Ordinance 115326, is amended to read as follows;

23.76.006 Master Use Permits required.

* * *

C. The following are Type II decisions, which are subject to appeal to the Hearing Examiner (except shoreline decisions and related environmental determinations which are appealable to the Shorelines Hearing Board):

1 1. Establishment or change of use for temporary
2 uses more than three (3) weeks not otherwise permitted in the
3 zone, except temporary relocation of police and fire stations
4 for twelve (12) months or less;

5 2. Short subdivisions;

6 3. Variances, provided that variances sought as
7 part of a Type IV decision may be granted by the Council
8 pursuant to Section 23.76.036;

9 4. Special exceptions, provided that special
10 exceptions sought as part of a Type IV decision may be
11 granted by the Council pursuant to Section 23.76.036;

12 5. Design departures;

13 6. the following street use decisions:

14 a. Sidewalk cafes,

15 b. Structural building overhangs,

16 c. Areaways;

17 7. Administrative conditional uses, provided
18 administrative conditional uses sought as part of a Type IV
19 decision may be approved by the Council pursuant to Section
20 23.76.036;

21 8. The following shoreline decisions
22 (supplemental procedures for shoreline decisions are
23 established in SMC Sections 24.60.425 through 24.60.485):

24 a. Shoreline substantial development permits

25 b. Shoreline variances,

26 c. Shoreline conditional uses;

27 9. The following environmental decisions for
28 Master Use Permits and for building, demolition, grading and
other construction permits (supplemental procedures for
environmental review are established in SMC Chapter 25.05,
SEPA Policies and Procedures):

a. Declarations of Nonsignificance (DNS's),
including mitigated DNS's,

b. Determination that a final Environmental
Impact Statement (EIS) is adequate((r))

10. Northgate General Development Plan.

* * *

Section 15. Section 23.84.028 SMC, as last amended by
Ordinance 114887, is amended to read as follows:

* * *

"Open Space" means land and/or water area with its
surface predominantly open to the sky or predominantly
undeveloped, which is set aside to serve the purposes of
providing park and recreation opportunities, conserving
valuable natural resources, and structuring urban form.

* * *

"Open Space, Landscaped" means exterior space, at
ground-level, predominantly open to public view and used for
the planting of trees, shrubs, ground-cover and other natural
vegetation.

* * *

Section 16. Section 23.84.048 SMC, as last amended by
Ordinance 114888, is amended as follows:

23.84.048 "Z"

* * *

1 "Zone, Multifamily" means Lowrise Duplex/Triplex (LDT),
2 Lowrise 1 (L1), Lowrise 2 (L2), Lowrise 3 (L3), Lowrise 4
3 (L4), Midrise (MR), Midrise/85 (MR/85), Highrise (HR) zones.

4 * * *

5 Section 17. Section 23.90.018 SMC, as last amended by
6 Ordinance 110381, is amended as follows:

7 23.90.018 Civil penalty.

8 A. In addition to any other sanction or remedial
9 procedure which may be available, any person violating or
10 failing to comply with any of the provisions of Title 23
11 shall be subject to a cumulative penalty in the amount of
12 Seventy-five Dollars (\$75.00) per day for each violation from
13 the date set for compliance until the order is complied
14 with((-)), except as provided in subsection B.

15 B. Violations of Section 23.71.018, are subject to
16 penalty in the amount specified in Section 23.71.018 H.

1 ((B-)) C. The penalty imposed by this section shall be
2 collected by civil action brought in the name of the City.
3 The director shall notify the City Attorney in writing of the
4 name of any person subject to the penalty, and the City
5 Attorney shall, with the assistance of the Director, take
6 appropriate action to collect the penalty.

7 ((E-)) D. The violator may show as full or partial
8 mitigation of liability:

9 1. That the violation giving rise to the action
10 was caused by the willful act, or neglect, or abuse of
11 another, or

12 2. That correction of the violation was commenced
13 promptly upon receipt of the notice thereof, but that full
14 compliance within the time specified was prevented by
15 inability to obtain necessary materials or labor, inability
16 to gain access to the subject structure, or other condition
17 or circumstance beyond the control of the defendant.

18 Section 18. Chapter 25.07 SMC, as last amended by
19 Ordinance 116083, is hereby repealed.

20 Section 19. If any provisions of this ordinance or its
21 application to any person or circumstance is held invalid,
22 the remainder of the ordinance or the application of the
23 provision to other persons or circumstances is not affected.

Section 20. This ordinance shall take effect and be in force thirty days from and after its passage and approval by the Mayor; otherwise it shall take effect at the time it shall become law under the provisions of the City Charter

PASSED by the City Council the 2nd day of August, 1993 and signed by me in open session in authentication of its passage this 2nd day of August 1993.

Tom Mark
President of the City Council

Approved by me this 10th day of August, 1993.

Norman Price
Mayor

Filed by me this 11th day of August, 1993.

BY
Margaret Carter
Deputy

(SEAL)
Published _____

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Appendix G: Glossary

Accessory Use. A use that is incidental to the principal use.

Active Park. A relatively level, easily accessible, primarily "green" open space that is improved with facilities for organized recreational activities to serve the immediate neighborhood. For the purposes of the Northgate overlay, an active park should include a variety of recreation facilities such as a softball field, soccer area, and/or volleyball court; tennis courts; basketball facilities; and/or children's play area (including swings, slides, climbing structure and a sandbox in a defined and adequately sized area at a minimum); plus landscaping and seating.

Affordable Housing. Housing which is intended to serve families or individuals with low, low-moderate or moderate incomes.

Amenity. The positive enhancement of an area, either through: (a) the proximate location of related uses; or (b) the provision of seating areas, shade trees, awnings, planters, water fountains, reflecting pools, drinking fountains, theme lighting, pendants, waste receptacles, historic markers, etc.

Architectural Features. The design aspects of a building which may include, but are not limited to: scale, massing, exterior facing materials, fenestration, building overhangs, eaves, projections, semi-enclosed areas, etc.

Atrium/Greenhouse. (Plural: atria.) A large, multi-storied, enclosed, weather protected space that is generally covered by glass. The atrium increases and enhances the retail activity of a building with space suited for public gatherings and events where shoppers, visitors and employees of a building can rest, relax, and enjoy surrounding activity.

Bonus. An incentive for the inclusion of features determined to be of benefit to the public.

Building Footprint. The exterior outline of a building, measured at grade, on a site.

Capital Improvement Program or Plan (CIP). Annual appropriations in the City's budget for capital purposes such as street improvements, building construction, and

some kinds of facility maintenance which are supported by a six-year expenditure plan. The plan details fund sources and expenditure amounts of these large, often multi-year projects that will require funding beyond the one-year period of the annual budget.

Central Business District (CBD). The primary concentration of centrally-located business activity within an area.

Chicane. A series of tight turns, in opposite directions, in an otherwise straight stretch of road.

Choker. A traffic control device at an intersection or mid-block location, which extends from one or both sides of the street and which is designed to restrict traffic flow.

Circulator. A small 20-passenger bus, running at approximately 15 to 30 minute headways. The bus is intended to connect employees, shoppers and visitors to the Northgate area with the Transit Center. It would be a separately-funded supplement to regular Metro Service.

Class III Boulevard. A street with special landscaping, signage or other design elements which reflects the importance of the entire street right-of-way as a major link in a comprehensive open space system. The designation does not affect building uses and built form along the boulevard, nor the underlying traffic classification. Currently, the Class III designation is still going through the public review process. It has not been formally established by the City Council.

Commercial Classifications. Within the Northgate area, C1, NC3, NC2 and NC1 zones all allow retail and office uses. Height limits are designated by the number following the zoning classification (i.e., C1/125' or NC3/40' equals a 125-ft. or 40-ft. height limit, respectively). One difference between the C and NC zones is that NC is intended for areas which are more pedestrian-oriented and which encourage a more pedestrian-friendly treatment (i.e., greater screening of parking areas).

C1 and NC3 zones have size limits only on selected uses, such as warehouses. NC2 and NC1 zones have further limits on the maximum size of individual uses in a structure (15,000 sq. ft. and 4,000 sq.ft., respectively.)

Commercial Use. One of the following categories of uses carried out in a business establishment, i.e.,:

- retail sales and services
- offices
- entertainment
- warehouses
- transportation facilities
- food processing and craft work
- mini-warehouse
- non-household sales and service
- outdoor storage
- parking principal use
- research and development laboratory
- wholesale showroom

(Seattle Land Use Code)

Commercial Zoning. This refers to all land in commercial zoning designations in which commercial uses are permitted, i.e.,:

RC	Residential-Commercial
NC1	Neighborhood Commercial 1
NC2	Neighborhood Commercial 2
NC3	Neighborhood Commercial 3
C1	Commercial 1
C2	Commercial 2
DOC1	Downtown Office Core 1
DOC2	Downtown Office Core 2
DRC	Downtown Retail Core
DMC	Downtown Mixed Commercial
IC	Industrial Commercial

(Seattle Land Use Code)

Concurrency Standard. The principal by which public facilities and services necessary to support new development are required to be adequate to serve the development, at the time the development is available for occupancy and use, without decreasing current service levels below locally-established minimum standards. (State of Washington Laws, 1990 1st Ex. Session; Chapter 17: Growth Management)

Core Overlay Area. The central commercial district surrounding Northgate Mall, generally following the boundaries of the Northgate Urban Center identified by the Mayor's Draft Comprehensive Plan for Seattle.

Courtyard. An open space use characterized by a court or an enclosure adjacent to or attached to a structure and/or public sidewalk. Courtyard shall include level spaces of 50% of total area outside of major pedestrian

traffic flow. Courtyard shall be visible, accessible, and inviting to passers-by as well as structure's users. Courtyard shall include unit paving, landscaping pedestrian-scaled lighting and seating.

Cul-de-sac. A street closed at one end by a widened pavement of sufficient size for automotive vehicles to be turned around. (Seattle Land Use Code.)

Design Review. A proposed citywide process by which projects are reviewed for compliance with specific design criteria and/or design guidelines to ensure a high quality of design and compatibility with the surrounding area.

Diverter. A raised traffic device which either closes a street or forces turns for the purpose of rerouting traffic from one street to another.

Dwelling Unit. A room or rooms located within a structure, designed, arranged, occupied or intended to be occupied by not more than one (1) family and permitted roomers or boarders, as living accommodations independent from any other family. The existence of a food preparation area within the room or rooms shall be evidence of the existence of a dwelling unit. (Seattle Land Use Code).

Employer Transportation Coordinator (ETC). An individual whose responsibility it is to oversee an employer's Transportation Management Plan. Specific responsibilities may include: (a) administration of carpool, vanpool and fleetpool programs; (b) assistance in personalized ride-matching for carpools and vanpools; and (c) promotion of bicycle use.

Facade Transparency Requirements. For commercial-use structures, where specified, clear or lightly tinted glass in windows, doors and display windows so as to allow views into the structure or into display windows from the outside.

Floor Area Ratio (FAR). A ratio expressing the relationship between the amount of gross floor area permitted in a structure and the area of the lot on which the structure is located. (Seattle Land Use Code)

Galleries. Roofed promenades or courts, as in a shopping mall, usually glass-enclosed.

Gateway. A special entry point into a defined area. The proposed urban plaza in front of the Transit Center

would be a “gateway” into the Northgate Area for people arriving by transit or using Transit Center parking facilities.

General Development Plan. A master plan which is required for any site, of at least four (6) acres, within the Northgate core area. The purpose of the General Development Plan is to ensure the orderly development of the site and to coordinate all individual structures and site improvements.

Grade-separated Pedestrian Crossing. A street overpass (i.e., bridge, skyway) or underpass used solely by pedestrians.

Green Street. The Land Use Code designates Green Streets Types I-III, to be located in the CBD and First Hill. They are intended to provide pedestrian and open space in high-density areas through a variety of treatments. These include: sidewalk widening, landscaping, traffic revisions, and special development features. The City’s Open Space Policies recommend new Green Streets type IV, which may occur anywhere in the city.

Gross Floor Area. The total floor area of a building, including: walls, partitions, circulation, storage and mechanical areas.

High Capacity Transit (HCT). A system of transportation services, operating principally on exclusive rights-of-way which, taken as a whole, provides a substantially higher level of passenger capacity, speed and service frequency than traditional public transportation systems. (State of Washington Laws of 1990, Chapter 43; Substitute House Bill No. 1825.)

Highrise Residential Zone. A multifamily residential zoning classification which allows structures up to 160 feet outright, and up to 240 feet under the low-cost housing or open space bonus system. Structures in highrise residential zones are controlled by height and bulk limits, rather than by density limits. The Building Code defines structures seventy-five (75') and higher as highrise for the purpose of fire prevention measures. Reference in the Northgate Area Comprehensive Plan to highrise means any structure greater than sixty-feet (60') in height except in the newly designated MR 85' zone.

High-occupancy Vehicle (HOV). A vehicle with one driver and at least one passenger.

HOV Lane. A roadway lane reserved for use by high-occupancy vehicles and motorcycles.

Household. The person or persons occupying a housing unit.

Housing Unit. A house, apartment, mobile-home or trailer, group of rooms or single room occupied or intended for occupancy as a separate living quarters. Separate living quarters are those in which the occupants do not live and eat with any other person in the structure and which have direct access from the outside of the building or through a common hall. The occupants of a housing unit may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements. (U.S. Department of Commerce, Bureau of the Census)

Human Service Use. Public or non-profit agencies organized and operated exclusively for charitable purposes, which provide at least one of the following services: emergency food, medical or shelter services; health care, mental-health care, alcohol or drug abuse services; information and referral services for housing, employment or education; or day-care services for adults. Human service uses shall provide at least one of the listed services directly to a client group on the premises, rather than serve only administrative functions. (Seattle Land Use and Zoning Code)

Impacts. “Impacts” are the effects or consequences of actions. Environmental impacts are effects upon the elements of the environment, i.e.,:

(1) natural environment: earth, air, water, plants and animals, energy and natural resources;

(2) built environment: environmental health, land and shoreline use, transportation, public services and utilities (including fire, police, schools, parks and other recreational facilities, maintenance, communications, water/storm water, sewer/solid waste, other governmental services or utilities).

(Washington State Environmental Policy Act)

Infrastructure. The basic capital facilities framework within an area which enables individual development projects to occur, i.e.,: streets, roads, water supply, storm drainage, sanitary sewers, electricity, police stations, fire stations, schools, parks and open space, et al.

Institutional Use. Structures and related grounds used by organizations providing educational, medical, social and recreational services to the community — and

nonprofit organizations such as colleges and universities, elementary and secondary schools, community centers and clubs, private clubs, religious facilities, museums, and institutes for advanced study. (Seattle Land Use Code). Institutional uses are permitted in most land use classifications (zoning districts), sometimes as a conditional use.

The Major Institution land use classification is a zoning district used only for major colleges, universities, hospitals and medical centers. North Seattle Community College and Northwest Hospital are major institutions within the Northgate area.

Interior-block Pedestrian Connection. A pedestrian-only passageway, within a superblock, to link major destinations within the Northgate area. Additionally, interior-block pedestrian connections are intended to: (a) supplement the existing street grid; (b) facilitate pedestrian circulation; and (c) provide a more human scale to the overall development pattern.

Internal Vehicular Circulation. On large sites, provision of a private, inter-connecting access road — internal to the site — so as to reduce traffic impacts on City streets.

Land Use Code Overlay. Same as Map Overlay.

Level of Service (LOS). Level of service for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Specifically, level-of-service criteria are stated in terms of the average stopped delay per vehicle for a 15-minute analysis period. The criteria are given in the following table.

Level of Service	Stopped Delay per Vehicle (Seconds)
A	< 5.0
B	5.1 to 15.0
C	15.1 to 25.0
D	25.1 to 40.0
E	40.1 to 60.0
F	> 60.0

Level-of-service A describes operations with very low delay. At level-of-service D, the influence of congestion becomes more noticeable. Level-of-service E is considered to be the limit of acceptable delay. At level-of-service F, conditions are considered to be unacceptable to most drivers. This condition often occurs with over saturation, i.e., when arrival flow rates exceed the

capacity of the intersection. (National Research Council, Transportation Research Board: Highway Capacity Manual, Special Report 209)

Light Rail Transit (LRT). A fixed-guideway rail transit technology, which may operate either in mixed traffic (with an overhead power source, i.e., cable) or on a grade-separated right-of-way.

Local Feeder Service. Small, light-weight, 20-passenger vehicles which may run on local streets in areas not served by regular transit and which connect these areas with a transit center.

Local Traffic Access Plan. A traffic control plan for local commercial and residential access streets (as distinguished from collector, minor and principal arterials).

Low-income Housing. Any housing unit which is rented to a low-income household at rents not to exceed thirty percent of the median income for comparably-sized households in the Seattle-Everett SMSA.

Low-occupancy Vehicle (LOV). A vehicle with one driver and fewer than two passengers.

Lowrise Residential Zone. A multifamily residential zoning classification.

Major Pedestrian Street. A street designation with special requirements for: (a) sidewalk widths; (b) street-level uses; (c) upper-level setbacks; (d) street walls; (e) sidewalk landscaping; (f) facade transparency, and limits on blank walls; (g) overhead weather protection; (h) location and screening of parking; (e) signage. Within the Northgate area, major pedestrian streets include NE Northgate Way from Meridian to 12th Avenue NE; and 5th Avenue NE, from NE 105th Street to NE 113th Street.

Map Overlay. A geographically-defined area superimposed on the official Zoning Map of Seattle which may encompass one or more existing land-use classifications. Within the area defined by the overlay the existing zoning regulations generally continue to apply; additional regulations also will apply to this area. The additional regulations may be more or less restrictive than the existing underlying zoning. (See also: Core Overlay Area.)

Midrise Residential Zone. A multifamily residential zoning classification which is controlled by height and bulk limits, rather than by density limits.

Mitigation Requirements. Those actions which are required to offset the negative impacts of new development.

Mixed-Use Structure. The current Land Use Code defines a mixed-use structure as one which contains both residential and non-residential uses within the same building. The Draft Northgate Area Comprehensive Plan proposes to change this existing definition so as to allow multiple uses, in separate structures, on the same site.

Multifamily Policies. Those adopted policies within the Seattle Land Use Code which relate to multifamily housing.

Multifamily Residential/Commercial Zone. An existing zoning classification which allows both multifamily residential and commercial development, primarily in mixed-use structures, within the same zone.

Multifamily Structure. A structure or portion of a structure containing two or more dwelling units. (Seattle Land Use Code)

Multifamily Zone. A lowrise, midrise or highrise residential zone, including: LDT, L1, L2, L3, L4, MR, MR 85', and HR.

Multiple-use. Residential and nonresidential uses in separate structures on the same zoning parcel.

Natural Area. An undeveloped area of land which may include, but not be limited to, any of the following, i.e.,: forests, wooded areas, grasslands, wetlands, stream ravines, creeks and other bodies of water. Thornton and Maple Creeks are considered significant natural areas within the Northgate area.

Neighborhood Commercial Zone. A pedestrian-oriented commercial zone which allows both retail and office uses. Neighborhood commercial zones are classified as either NCI, NC2 or NC3. Generally, more intensive uses are allowed in NC3 than in NC2 or NC1.

Neighborhood-oriented Retail. Generally these uses include: (a) personal and household retail sales and services; (b) medical services; (c) restaurants without

cocktail lounges; (d) business support services; (e) offices; and (f) food processing and craft work.

Neighborhood Traffic Control. Traffic control devices and enforcement techniques applied to residential streets to reduce accidents, volumes and speeds.

Objective. A discrete step, possibly among several, by which a broader goal may be accomplished.

Open Space. Land and/or water area with its surface open to the sky or predominantly undeveloped, which is set aside to serve the purposes of providing park and recreation opportunities, conserving valuable natural resources, and structuring urban development and form. (Seattle Land Use Code.)

Open Space, Landscaped. Exterior space, predominantly open to the public view and primarily used for the planting of trees, shrubs, ground cover, flower beds and other natural vegetation. Landscaped open space shall be provided at ground level.

Open Space, Programmable. Exterior or interior spaces, accessible for public use from at least 8:30 a.m. to 9:30 p.m., i.e.,:

(1) exterior: a town square, urban plaza, urban gardens, public sitting areas, active or passive parks, green spaces, urban trails, et al.; (2) interior: greenhouses, wintergardens, food courts, gallerias, public sitting areas, public meeting spaces, atria, et al.

Open Space, Public. Open space which is owned by the City, other public entity, or privately-owned (but designated for public access) and available a majority of the time for public use and enjoyment.

Open Space, Usable. An open space which is of appropriate size, shape, location and topographic siting so that it provides landscaping, pedestrian access or opportunity for outdoor recreational activity. Parking areas and driveways are not usable open spaces. (Seattle Land Use Code.)

Open Space, Visual. Land areas, often intensively landscaped, which generally are undeveloped and impart to a viewer the impression of open space. Sometimes, as in the area north of North Seattle Community College, natural areas also may appear as open space. (See also: Open space, landscaped.)

Park, Active. A park which is improved with facilities for structured recreational activities, i.e., basketball, softball, tennis, swimming, volleyball, etc.

Park, Passive. A heavily landscaped or natural area, used for unstructured activities, such as: viewing, hiking, strolling, picnicking, etc. See also: open space, landscaped; open space, visual.

Parking, Joint Use. When a single parking facility is used for two or more structures or uses. The joint use may enable reduction of the parking requirement, or expansion of the available parking supply, when the uses have different principal hours of operation such as a bank and a movie theater.

Parking Lid. A maximum amount, or ratio, of parking allowed in a defined area.

Parking, Long-Term. Parking spaces occupied by individual motor vehicles for more than six (6) hours and generally used by employees.

Parking, Short-Term. Parking spaces occupied by individual motor vehicles for less than six (6) hours and generally used intermittently by shoppers, visitors and outpatients. (Seattle Land Use Code.)

Passive Park. An open space use that provides landscaped space for unstructured recreational opportunities such as walking or picnicking.

Pedestrian Circulation System. A continuous and integrated network of publicly- and privately-owned pathways, primarily for pedestrian use, including, but not limited to: major pedestrian streets, special landscaped arterials, street parks, urban trails, interior-block pedestrian linkages, grade-separated pedestrian crossings, and Class III boulevards.

Pedestrian District Overlay Zone. Zoning overlay district P1 or P2 with special requirements for: (a) permitted uses; (b) parking; and (c) blank facades. (Seattle Land Use Code, Sections 23.47.040 through 23.47.050.)

Pedestrian Network. See Pedestrian Circulation System.

Pedestrian-orientation. A condition in which the location of and access to structures, types of uses permitted at street level, and storefront design are based on needs of persons on foot.

Pedestrian-oriented Environment. An environment which primarily is designed for ease of pedestrian travel. This type of environment generally is characterized by: (a) short distances between destination points, (b) walkways of ample width, landscaped and/or lined with shop windows, (c) pedestrian-scale lighting, signage and street furnishings, (d) minimization of pedestrian and vehicular conflicts. (Seattle Land Use Code.)

People-mover. An automated transportation system, following a fixed-guideway within an exclusive right-of-way. People-movers are designed to provide short trips either to or through an activity center.

Permitted Use. Any lawful use as defined by the Seattle Land Use Code.

Policy. A broad statement of regulatory intent based upon community goals and objectives. Policies are used: (a) to guide drafting of the text of land use regulations; and (b) as the basis for discretionary decisions. Land use policies are not regulations in themselves and may not be the basis for enforcement action pursuant to the provisions of the Land Use Code. (Seattle Land Use Code.)

Public Facility. A public project or facility which is owned, operated or franchised by a unit of general or special purpose government for public purposes. Examples include: a school, water and sewer utilities, or a transfer station.

Public Meeting Space. An open space use that is characterized as an enclosed room suitably sized, proportioned, equiped and available for use by the public for the purpose of accommodating meetings, gatherings or performances.

Public Seating Area. A minimum of one seat for every 20 square feet of space. Required public seating in bonused areas shall be available for use by the general public at all times that the space is open. Other seating, and/or tables, may be reserved for customers of restaurants or other uses. Any reserved seating areas will not qualify for Public Seating Areas. In addition to the required and reserved seating, additional chairs and tables may be provided for use by either the general public or a retail use, as long as this seating is available to the general public at all times the space is open. Seating areas must be separated from any vehicular uses.

Remapping. A change in the Official Zoning Map consisting of: (a) redesignation of an existing zone to a

new zoning classification; (b) redrawing of zoning boundary lines; or both (a) and (b), above.

Residential Parking Zone (RPZ). An area in which the duration of on-street parking is restricted for non-residents.

Residential Use. Any one of the following uses: (a) artist's studio/dwelling; (b) boarding house; (c) caretaker's quarters; (d) floating home; (e) mobile-home park; (f) multifamily structure; (g) single-family dwelling unit, or (h) special residence (i.e., group home, nursing home or halfway house). (Seattle Land Use Code.)

Residential Zoning. All single-family and multifamily land use (zoning) classifications.

Retail Sales. A commercial use. Retail sales refers to merchandise for personal or household consumption, and rendering of services incidental to the sales of goods. Retail uses usually engage in activities to attract the general public to buy. Merchandise may be bought as well as sold, and may be processed so long as such processing is incidental or subordinate to selling.

Scale. Generally, scale refers to the spatial relationship among buildings along a street or block-front. It includes height, bulk, setback, and proportional relationships within individual building forms and between nearby buildings.

Seattle Comprehensive Transportation Program (SCTP). A comprehensive, citywide transportation improvement/management plan to: (a) make the existing transportation system more efficient, (b) anticipate future transportation needs, and (c) protect residential neighborhoods from the negative impacts of traffic. The SCTP was developed by the City of Seattle Engineering Department.

Shopping Street. A primarily pedestrian-oriented commercial street with numerous, closely-spaced retail sales establishments at street level. Entries, both to and from shopping-street retail establishments permit direct access between each shop and the adjoining public sidewalk.

Single-family Use. A detached structure containing one dwelling unit and having a permanent foundation. (Seattle Land Use Code.)

Single-family Zone. A zoning classification as defined by Chapter 23.44 of the Seattle Land Use Code. Principal uses permitted outright include: (a) single-family dwelling units, (b) floating homes, (c) existing cemetery, (d) public or private parks, (e) public playgrounds, (f) existing railroad right-of-way, (g) public schools meeting development standards, and (h) uses in existing or former public schools, as specified. Conditional uses and accessory uses also are permitted, as specified.

Single-occupant Vehicle (SOV). A vehicle and driver, with no passengers.

Snippet. A small planted area, usually from one- to five-hundred square feet in area.

Special Landscaped Arterial. A street designation with special requirements for: (a) sidewalk widths, (b) planting-strip width, (c) street trees, (d) pedestrian crossings, and (e) special street lighting.

Standard, Implementation. A discrete regulatory step to be taken, possibly among several, to achieve a broader policy intent.

Standard, Performance. A criterion which, when met, is designed to achieve a predetermined result. Performance standards differ from proscriptive requirements in that they allow for greater flexibility in design solutions to achieve a desired result.

State Environmental Policy Act (SEPA). Washington State legislation and requirements regarding certain environmental impacts, i.e., traffic, air quality, water quality, et al. (See also: Impacts.)

Street Furnishings. Public amenities which are provided within the sidewalk right-of-way and which include: bus shelters, kiosks, benches, waste receptacles, planters, drinking fountains, public art, et al.

Streetscape Amenities. Public amenities which are provided within the sidewalk right-of-way and which include: pedestrian-scale lighting, trees, special paving materials, banners and pendants, canopies, marquees, arcades, street furnishings, et al.

Street Wall. The exterior wall of a structure which abuts, or fronts upon, a public street or right-of-way.

Substantial Development. Any new development, expansion or addition over 4,000 square feet in gross floor area, excluding floor area dedicated to accessory parking.

Superblock. Any block larger than the typical City block of approximately 300 ft. x 600 ft.

Terrace. A sunny (at least 80% of space should receive sunlight from 11 am to 2 pm between the spring and fall equinox), wind-sheltered area at least one level above street level, for enjoyment of views and for relaxation. A terrace must be accessible from the sidewalk or public corridors. Must provide adequate signage about location at street level, in hallways and elevators. Seating must be provided at the rate of one seat for every 30 square feet of terrace area. Landscaping (tree and flower boxes) is required.

Through-traffic. Traffic which passes through a defined area with neither an origin nor destination within that defined area.

Town Square. A larger urban plaza designed for use by shoppers, visitors or employees, and associated with areas of high density residential or commercial activity. Town Square criteria beyond those for an urban plaza include: it must be adjacent to a Pedestrian Designated Street, convenient to retail and commercial activity, and must be in close proximity to multifamily residential uses. A large, flat and unobstructed area must be centrally located within the Town Square, and available for concerts, performances or exhibits.

Transit. Transportation services, generally publicly-owned, available to the general public and usually provided in vehicles such as buses, vans or rail cars which have a passenger capacity greater than a private automobile.

Transitional Area. An area between two different zoning classifications.

Transportation Management Association (TMA). An areawide organization for the purpose of providing customized services, coordination and activities to assist in achieving transportation performance standards.

Transportation Management Plan (TMP). A set of incentives and disincentives designed to influence travel behavior with the objective of reducing vehicular trips.

Urban Garden. An open space use located at sidewalk grade, characterized by amenities such as landscaping, special paving, trees and benches, and intended for relaxation. Intimate sheltered landscaped area for quiet, recreational, pursuits. Adjacent to sidewalk, through-block pedestrian walkway, or building lobby. One seating space for each 20 sf of garden area (half may be movable). Ground surface of high quality paving material and plant material to create a garden-like setting. A water feature is desirable. At least 75% of the area must receive sunlight from 11 A.M. to 2 P.M. The garden must be open to the public at least 5 days a week from 8 A.M. to 7 P.M.

Urban Plaza. A primarily hard surface space that serves as an outdoor room for people to gather in. It should serve as a link between a building and the pedestrian network, and/or as a focal point between two or more structures. They are especially desirable at transit stops to increase the convenience and comfort of transit riders while providing points of orientation within the core area. An urban plaza:

- Shall be one contiguous space, with at least one edge abutting the street at a transit stop or anywhere along a Pedestrian Designated Street.
- Shall function as an extension of the sidewalk. The street edge should not have any physical obstruction between the plaza and the sidewalk, but defined by street tree type planting and/or a change in paving materials. Within 10 feet of the sidewalk, along at least 50% of each street frontage, the urban plaza should be at the same elevation as the adjoining public sidewalk.
- The aggregate area of kiosks in an urban plaza should not exceed 150 square feet or 1% of the total area of the plaza, whichever is greater. A kiosk is excluded from the definition of floor area, and may only be occupied by news, magazine, food, flower and information stands.
- Shall be publicly accessible 12 hours a day, seven days a week.
- Shall have retail or service uses on frontage equivalent to at least 50% of the perimeter of the plaza, and have direct access onto the plaza.
- Shall include landscaping and special elements to create an aesthetically pleasing space that is well integrated into the street environment. A

minimum of 20% and maximum of 30% shall be in landscaping. A minimum ratio of one tree for each 700 square feet of plaza area shall be required. Perimeter or space defining tree plantings shall be encouraged over random or garden-like arrangements.

- Shall have a minimum of one lineal foot of seating for every 35 square feet of plaza area shall be provided; half of which may be moveable.
- Must have at least 85% of its total area open to the sky.
- Shall have high-quality decorative or durable unit pavers no larger than 2 foot square.

Urban Trail. An open space use providing an off-road path, sidewalk, or designated lane in a street right-of-way for bicyclists or pedestrians.

Views. Medium to long distance, narrow to wide scope, views of natural or manmade landscapes or objects from public places such as streets, parks, or public facilities.

Wintergarden. A glass-enclosed garden area for use during all seasons of the year.

Woonerf. A street classification identified in the Seattle Comprehensive Transportation Program and which is similar to Type III street parks. A woonerf is intended to provide pedestrians with full use of the street area along with motor vehicles.

Zoning/Zoning Code. Seattle Land Use Code regulations.

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