



NORTHGATE

URBAN DESIGN FRAMEWORK

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DRAFT



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acknowledgements

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The future vision for Northgate is as expressed in its 1993 neighborhood plan: 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.” The neighborhood plan encompasses all facets of Northgate’s future, foreseeing:

- a denser community with many residents and diverse housing opportunities
- a network of parks and recreational amenities
- more community services
- more small local-serving businesses
- a healthy and sustainable setting emphasizing natural environmental values; and
- a transportation system that ideally serves users of all kinds—walkers, bicyclists, bus/transit riders and motorists.

By gaining several new amenities in the last decade – library, community center, parks, streetscape improvements, drainage channel — Northgate has become a more livable and attractive place for residents and businesses. The City has continued to assist through a number of planning efforts that have defined design guidelines, future transportation investments, and other initiatives supporting future growth and realization of the vision.

This Urban Design Framework (UDF) defines a road map of strategies and recommendations for continued progress toward the neighborhood’s transformation. It evaluates the top priorities for future growth and recommends several urban design improvements that will be great amenities promoting livability, a better environment and a well-functioning community. All of these actions will directly support the accomplishing of Northgate’s neighborhood plan vision, especially in:

- creating a denser and vibrant mixed-use, mixed-income community near the light rail station;
- improving mobility and quality of facilities for pedestrians and bicyclists; and
- aiding the transformation from an auto-oriented district to a better living environment throughout the Urban Center

This UDF will be used to ensure that the preferred vision and design priorities are incorporated into the future development of the light rail station subarea. This will occur through further discussion and coordination with King County, Sound Transit and other agencies.

Findings

This Urban Design Framework (UDF) will guide future actions that will help realize the vision identified in Northgate’s 1993 neighborhood plan, calling for dramatic growth and transformation of the commercial core into a livable, walkable, dense urban center.

The UDF recommends both general and specific actions that the City will seek to implement, to achieve goals of the City’s Comprehensive Plan, the neighborhood plan, and related objectives to improve Northgate as a livable and well-served Urban Center. These include actions that will support the creation of a transit-oriented development (TOD), with high-quality public places, next to the planned light rail station, and investments to improve pedestrian and bicycling mobility and safety. These will help transform the Urban Center to a better living environment, and overcome difficulties posed by the presence of Interstate 5 as a barrier within the neighborhood, and the large “superblock” road configurations.

Planning Purpose, Process, and Guiding Principles

In the last 20 years since the Northgate Plan was adopted, much has happened – including a series of investments in public parks, facilities, streets and sidewalks, and a number of newer commercial investments and residential developments that are gradually transforming the Urban Center. Also, light rail service is now under construction and will arrive in 2021.

This UDF provides a chance to review the neighborhood planning objectives as they relate to today’s circumstances, and better define and illustrate strategies for continuing the transformation. Topics such as how neighborhood environments support public health, livability and social equity – all referenced by the original Northgate planning – are now even more prominent in present-day city planning perspectives. Regional planning efforts and federal funding have helped motivate this current effort, to ensure that everyone is doing as much as we can to achieve high-quality neighborhoods in places that are designated growth centers and will be well-served by major transit systems.

To those ends, the City has conducted a preliminary Urban Design Study in 2011/12, and conducted expanded public outreach in 2012/13 to study options and gain feedback about how future growth can best be shaped.

Land Use Planning and Growth Principles

The most important “big themes” and priorities that have been identified for achieving Northgate’s vision, reflected in this UDF, are:

- Defining a compelling vision for the development of the light rail station area district with a dense and attractive combination of residential and commercial land uses, and amenities and public spaces that are safe, active and successful.
- Accomplishing a socially diverse community with affordable housing, and amenities and services that better serve residents’ needs and make a livable place.
- Accomplishing a targeted set of pedestrian and bicycle-oriented improvements that will enhance mobility, comfort and safety for all users across the Urban Center
- Ensuring transportation mobility options and transit services are well-integrated and efficiently available to serve the neighborhood
- Enhancing the main corridors (Northgate Way, 5th Ave NE and Meridian Ave. N), and transforming Northgate’s “superblocks” throughout the Urban Center to become healthier, human-scaled and livable mixed-use districts.

Urban Design Principles

The most important urban design principles that will help improve the urban environment are:

- Providing landscaping, amenity and accessibility enhancements along key corridors to improve mobility and aesthetic quality;
- Incorporating generous public spaces, amenities and art in future development;
- Accomplishing a network of pedestrian-oriented connections across the Urban Center that will help to break up “superblocks”
- Siting and designing buildings to reinforce the pedestrian realm;
- Including environmental sustainable design features in future development.

Conceptual Framework

The UDF design recommendations are organized according to a hierarchy of three geographic scales:

1. Northgate Urban Center:

The Urban Center scale captures area-wide issues, including strategies for linkages between Northgate’s subareas, housing and livability.

2. Northgate Subareas:

The Subarea scale explores Northgate’s Urban Center in three parts, which allows a closer look at the roles and development patterns in each of these districts.

3. Northgate Superblocks:

The Superblock discussions illustrate existing issues and the future potential within several superblocks across the Urban Center. Similarly, a case study examines the future redevelopment potential within King County’s Park and Ride lot south of the mall.

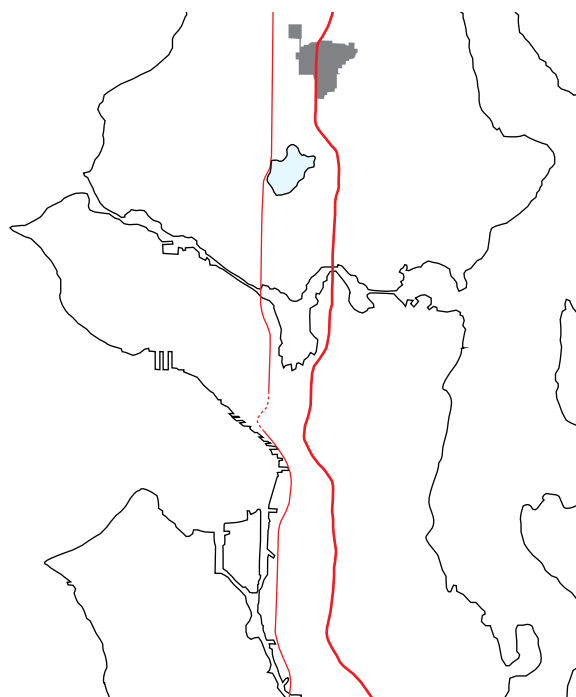
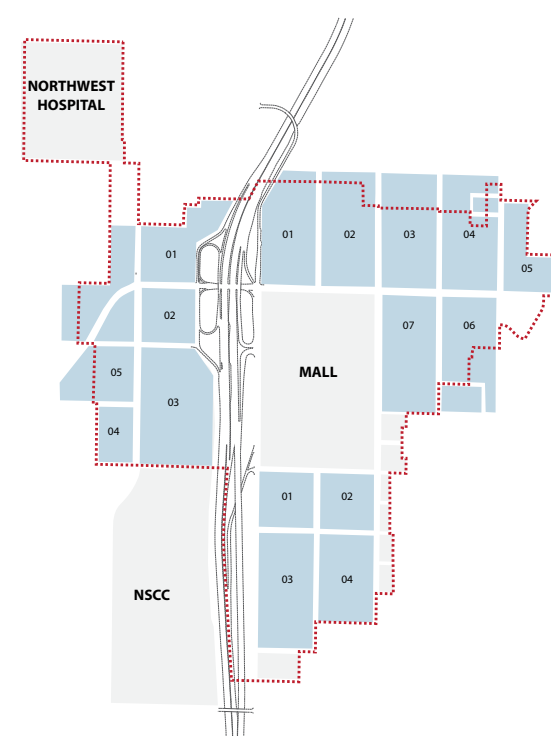
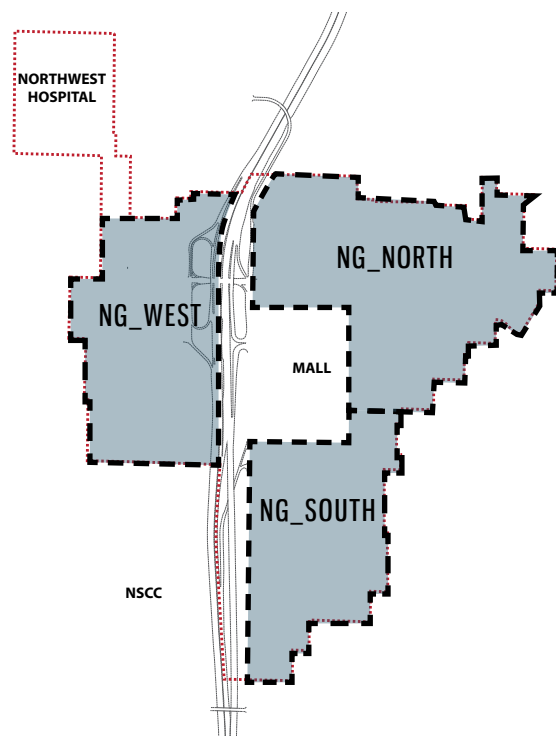


Figure 1.1 - Hierarchy of three scales of analysis





Festivites at the Hubbard Homestead Park

NORTHGATE URBAN CENTER 2

How Northgate Relates to Seattle and the Region

Located seven miles north of downtown, Northgate is one of six Urban Centers designated in Seattle's Comprehensive Plan, and one of 27 regional growth centers designated in Puget Sound Regional Council's (PSRC) Vision 2040 regional growth management plan. The Urban Center includes 410 acres on both sides of Interstate 5. The Urban Center is at the conjunction of several surrounding residential neighborhoods, including Licton Springs, Haller Lake, Pinehurst, and Maple Leaf, with others such as Victory Heights, Lake City and Green Lake nearby.

Northgate is the City's largest retail, medical and office center outside of downtown and home to one of the City's largest hospital complexes outside of central Seattle. This reflects its location near Interstate 5 and its history as a traditional automobile-oriented commercial shopping district that also provides a variety of medical and educational services to all of North Seattle. The adjacent North Seattle Community College is another key asset with a mission to provide 21st Century education, training and services to elevate residents' competitiveness in the job market and aid Seattle's economic vitality.

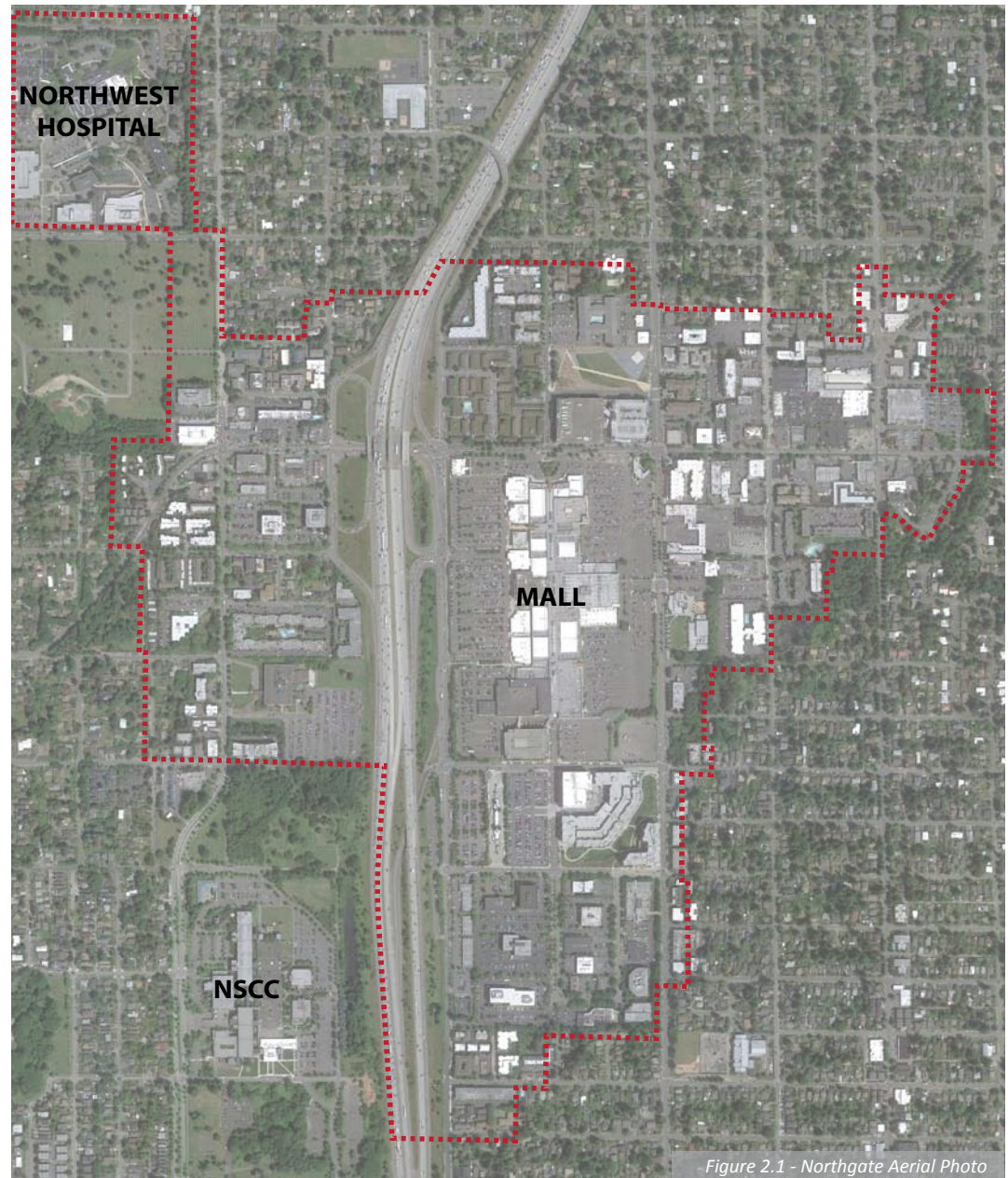


Figure 2.1 - Northgate Aerial Photo

The area includes the Northgate Transit Center, the largest in King County Metro’s system, serving twelve Metro bus routes and two Sound Transit Express bus routes, and providing 1,500 park-and-ride spaces. The new Sound Transit Link station, to open in 2021, will increase Northgate’s significance to regional and local transit, and is one of the best opportunities to enhance a transit-oriented community near a light rail station that fully leverages this transit investment. For this reason, it was selected as a “catalyst project” site for the PSRC’s Growing Transit Communities Partnership, funded through a grant from the federal Partnership for Sustainable Communities.

Seattle’s Comprehensive Plan set 20-year growth targets for the Urban Center of 2,500 new housing units and 4,220 net added jobs through 2024. Compared to the other Seattle urban centers, growth has occurred relatively slowly in Northgate: only 30% toward its housing growth target and 19% toward its employment growth target. This amounts to a net gain of 740 dwelling units and 800 jobs since 2004.

Urban Center	2004	2005	2006	2007	2008	2009	2010	2011	2012	Growth	Target	% of Target Met
Downtown	214	277	749	652	508	1,638	541	3	-37	4,331	10,000	43%
First Hill/Capitol Hill	74	67	451	127	239	484	682	(8)	1050	3,092	3,500	88%
University	5	135	18	139	62	456	(3)	319	205	1,331	2,450	54%
Northgate	-	5	22	(1)	1	699	8	3	2	739	2,500	30%
South Lake Union	162	151	-	614	97	735	89	-		1,686	8,000	21%
Uptown	111	8	212	94	173	320	46	207	105	1,165	1,000	117%

Table 2.1 - Northgate Urban Center Housing Growth

Urban Center	2004	2005	2006	2007	2008	2009	2010	2011	Target	% of Target Met	Total jobs Added since 2004
Downtown	143,288	142,757	143,287	145,756	150,995	141,501	136,381	139,956	29,015	-11%	(3,332)
First Hill/Capitol Hill	40,015	40,425	40,910	40,699	41,538	42,181	41,637	42,696	4,600	58%	2,681
University	32,724	34,375	34,196	34,088	33,489	32,972	32,972	33,469	6,140	12%	745
Northgate	11,022	10,605	10,394	10,439	11,065	11,123	11,430	11,827	4,220	19%	805
South Lake Union	17,863	19,017	20,340	21,645	22,880	21,427	19,644	26,756	16,000	56%	8,893
Uptown	13,740	14,355	14,256	14,558	15,180	13,862	13,911	14,801	1,150	92%	1,061

Table 2.2 - Northgate Urban Center Employment Growth

Northgate's Existing Assets and Neighborhood Features

Physical Setting

The Urban Center is located in a valley bounded by the hillsides of Maple Leaf to the east and south, and Licton Springs to the west. Much of the Urban Center land slopes gently down toward the south. Thornton Creek provides natural drainage in ravines toward Lake Washington, including from areas west of I-5 via the wetland complex at the college. Areas such as the mall parking lot and the blocks between 100th and 103rd Sts. have been filled in the past, covering peat soils in portions of the existing parking lots.

Gateways, Hearts, and Edges

“Gateways” are notable passages into and out of the neighborhood, “hearts” are the centers of community life, and “edges” are linear features that act as physical boundaries of subareas and the whole neighborhood.

Gateways: Northgate’s rolling topography and street patterns combine to define the area’s gateways on streets including Northgate Way, Pinehurst Way, 5th Ave NE and 1st Ave NE. The area’s slopes create vistas primarily along north-south street corridors that, combined with the experience of leaving primarily single-family residential areas and entering the commercial district, provide a sense of entry.

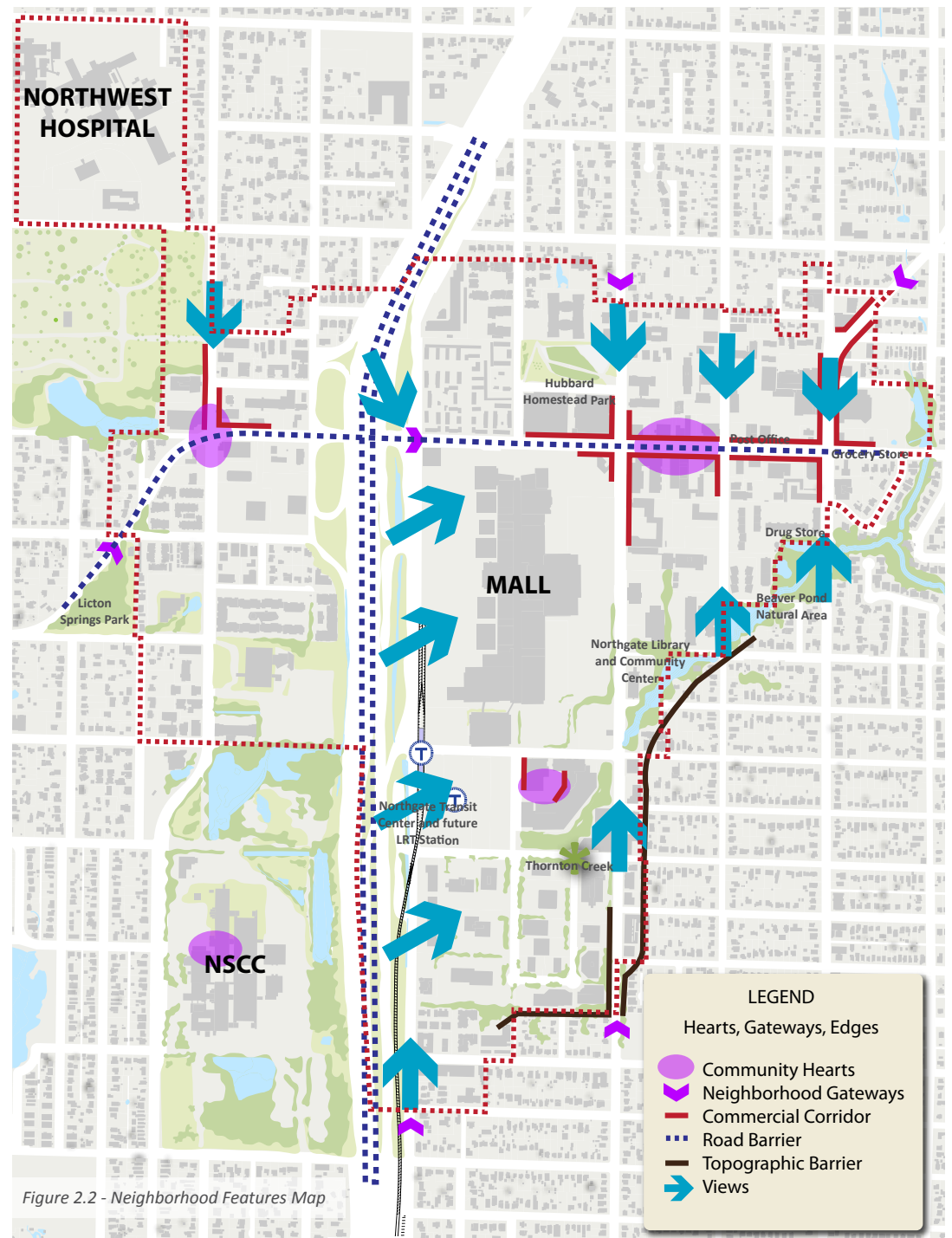


Figure 2.2 - Neighborhood Features Map

A similar experience occurs when street users pass under I-5 on Northgate Way, or exit Interstate 5 at 1st Ave NE and enter the densest shopping district. The existing Transit Center also provides a portal for entry and exit to Northgate, a function that will be emphasized even more greatly when light rail service begins.

Hearts: Heart locations are the centers of commercial and social activity within the neighborhood. They provide anchors for the community and help give form to the neighborhood.

The Northgate Mall, North Seattle Community College, Thornton Place and the commercial district near 5th Ave NE and Northgate Way are the most active centers. Yet, these places are either internally focused (such as the indoor activities at the mall) or are experienced as primarily automobile-oriented places due to their function as traditional postwar commercial shopping districts. So, lesser overall sidewalk qualities tend to limit the attraction of pedestrians, although certain segments have newer sidewalks, and places such as the library/community center and Hubbard Homestead Park are linked by improved facilities on 5th Avenue NE.

Thornton Place is a newer kind of place that accommodates driving patrons, has a movie theater complex, but also a variety of residential opportunities as well as pedestrian-oriented plazas and open spaces.

Edges: Interstate 5 is the most important edge/barrier because it divides the western and eastern portions of the neighborhood with only a few streets that bridge the divide (92nd St., Northgate Way, 117th St.). The effects of this edge are significant upon overall traffic congestion and pedestrian accessibility – many Licton Springs residents, though physically close, must choose between only two routes that can be congested, to reach the heart of Northgate. On Northgate Way, the traffic itself and the wide street also create a sort of barrier or edge within the core.

Along the south and southeastern edges of the Northgate core, the steep topography of hills in Maple Leaf, and the Thornton Creek drainage, define edges that effectively limit the extent of the Northgate commercial core.

Views

Views in Northgate consist mainly of territorial views north-south along 1st, 5th and 8th Aves NE and Roosevelt Way NE, influenced by the rolling topography. From Maple Leaf, views westward are also possible. On Meridian Ave N., a Downtown skyline view may be seen toward the south. Motorists also experience Northgate from Interstate 5 both northbound and southbound, seeing Thornton Place, the mall, the Transit Center, the college and multifamily buildings as they pass. A southbound view toward Mount Rainier is also possible from Interstate 5.

Parks, Recreation, Open Space

The relatively recent additions of Hubbard Homestead Park, library, community center, and Thornton Creek water quality channel have improved the range of amenities serving the Northgate core.

Active recreation features are sparse, but they include the community center, an outdoor basketball court at Hubbard Homestead Park and a Frisbee golf facility at Mineral Springs Park (west of I-5). There is also a P-Patch created by the community is located on 103rd Street, and other open space such as the Thornton Creek stream ravine with an associated beaver pond marsh that provide unique features with natural values.

The college's periphery also contains several natural tracts that include wetlands that have habitat and educational value. Licton Springs Park and Northacres Park are also located nearby.

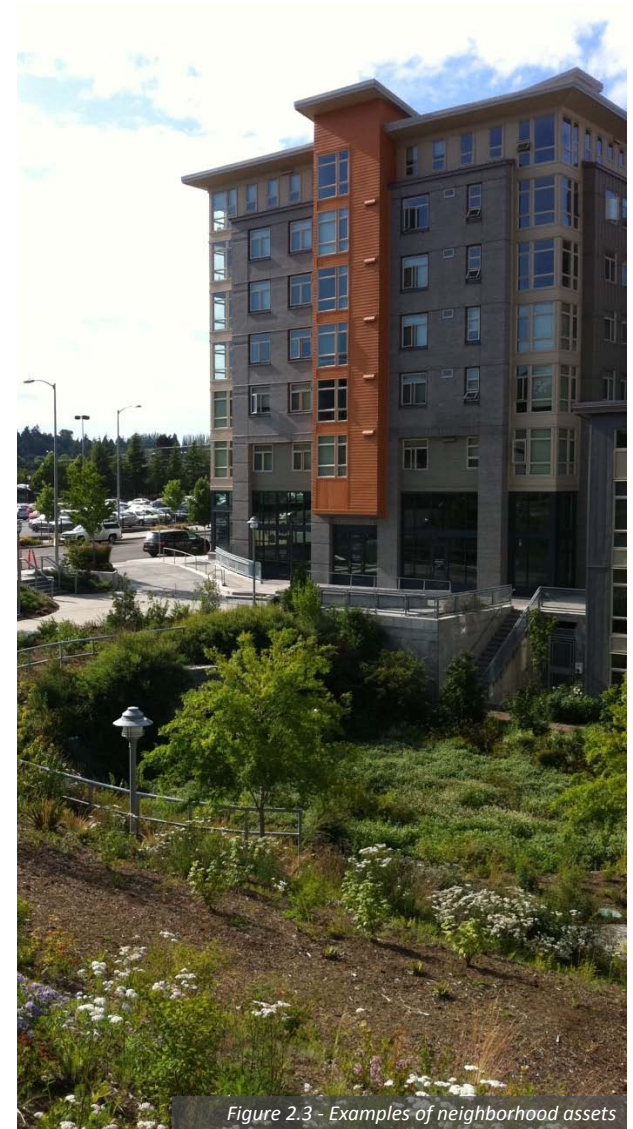


Figure 2.3 - Examples of neighborhood assets



2 Area Circulation and the “Superblock” Land Use Pattern

Northgate’s street circulation pattern consists mainly of a limited number of north-south arterials (Meridian Ave N., 1st and 5th Aves NE, and Roosevelt Way NE) with two east-west arterials (Northgate Way and N 92nd Street) connecting to other neighborhoods. Other east-west streets include a relatively small number of local streets, most with dead-end traffic controls aimed at reducing through traffic in neighborhoods to the north and east of the Urban Center. Given its historically commercial orientation, Northgate’s blocks are large, typically ranging from 650 to 1,300 feet in length.

This combination of blocks and limited number of streets creates a “superblock” configuration that tends to constrict mobility for all travel modes, from vehicles to bicycles to pedestrians. This pattern is illustrated to the right and compared to other Seattle neighborhoods that have many more streets for circulation and many more but smaller blocks.

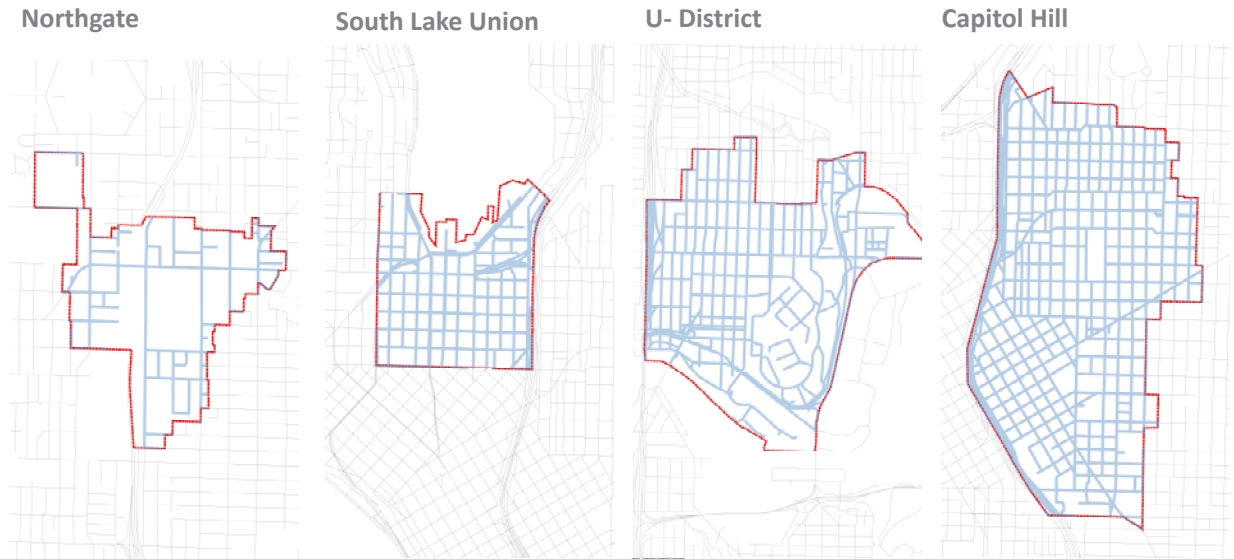


Figure 2.4 - Seattle Urban Centers Street Density

	Acres	Block Density	Intersection Density	Typical Block Length
University District	773	12%	17%	240 x 460
Capitol Hill	913	33%	28%	330 x 420
South Lake Union	324	25%	29%	330 x 420
Northgate	410	8%	10%	1280 x 600

Table 2.3 Seattle Urban Centers Connectivity

Existing Pedestrian Facilities

Even though most streets in the Urban Center have sidewalks and some have attractive treatments, the overall quality of the pedestrian experience is affected by limitations in pedestrian facilities. These relate to the width and physical conditions of existing sidewalks, gaps in network completeness, shortfall in landscaping and street furniture, the shortage of off-street pedestrian routes, and in the presence of barriers such as Interstate 5.

Physical condition: Walkable sidewalk widths vary widely and sometimes are narrowed by utility pole placements. Typical widths range to as narrow as 3-6 feet, although most newer sidewalks are wider than 6 feet. Older sidewalks can have uneven surfaces, and intruding landscaping, cracking, and adjacency to vehicle traffic lanes can affect overall comfort and reliability.

Network completeness: Within the Urban Center, only one street segment (part of 3rd Ave NE south of NE 100th Street) lacks sidewalks entirely, which inconveniences employees in this office district. Due to a series of improvements in recent years, other streets such as 1st Ave NE and 8th Ave NE have improved or extended facilities that provide relatively complete walking opportunities across the Urban Center. However, for the adjacent Maple Leaf and Pinehurst neighborhoods to the east and north, there remain either no sidewalks on most streets or limited older isolated segments north of NE 95th Street.

Off-street Pedestrian Facilities: In the Urban Center, a shortage of defined pedestrian pathways through large lots limits overall pedestrian connectivity through the area’s superblocks. The Mall property, however, does have a number of pedestrian paths on its western and southern sides. Given this shortage and a lack of mid-block connections, walkers have to pass through parking lots and otherwise feel secondary to automobile movements.

Interstate 5 Pedestrian Barrier: The I-5 right-of-way creates a significant pedestrian barrier that hampers connectivity between Licton Springs, the college, and the main core of Northgate, including the transit center. This continues to discourage pedestrians and create delays in bus riders’ efficiency due to typical transfer and waiting times. Also, the pedestrian environment along Northgate Way at I-5, including the underpass, is uncomfortable due to the combination of sidewalk quality, lighting quality, nearby vehicles, and the need to cross a number of busy streets.

The City has identified Northgate as a High Priority Area as illustrated in the City’s Pedestrian Master Plan. The High Priority Areas Map identifies locations in Seattle where people need to be able to walk the most. These locations are shown as the darker orange areas on the Figure below.

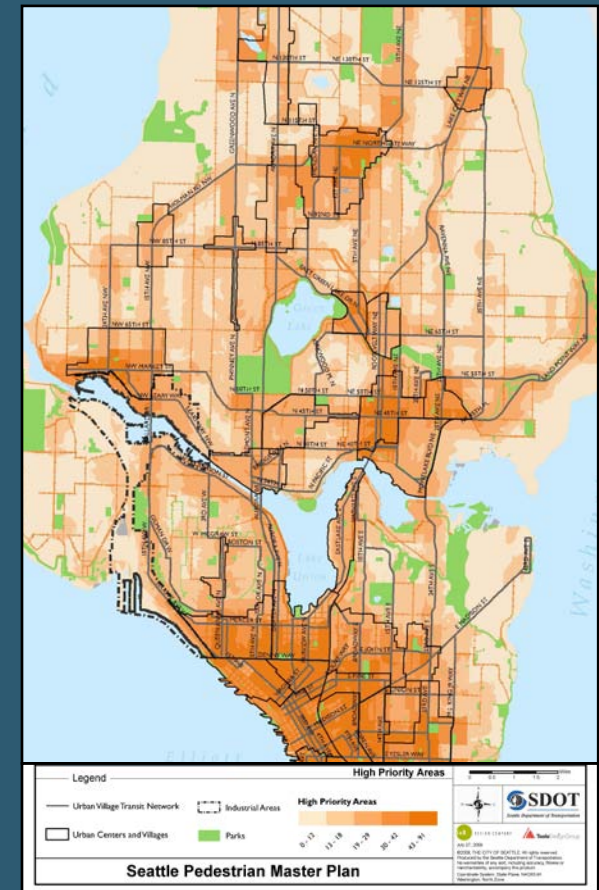


Figure 2.5 - Seattle Pedestrian Master Plan

Existing and Planned Bicycle Facilities

Bicycle connections in Northgate are compromised by the same impediments that affect pedestrian travel. Existing bicycle routes offer relatively little coverage for the Urban Center, consisting of “sharrows” on portions of streets including 5th Ave NE, NE 103rd Street and College Way N.

Typical bicycling routes to/from Green Lake may use N. 92nd St. as an east-west connection, and First Ave NE provides a logical routing northward toward an I-5 crossing at N 117th Street that aids connections to/from the north. First Ave NE currently lacks bicycle facilities, but a ‘bicycle track’ is proposed to be built on the west side of 1st Ave NE from N 92nd Street to NE 103rd St. Further to the north, a multi-use path will be available on the east side of 1st Ave NE, reached from the bicycle track by crossing the street at 103rd St.

Transit Circulation

The Transit Center provides robust local and regional transit service options on several Metro and Sound Transit routes, serving places to the north, east and west of Northgate. Transit routes and riders experience a degree of accessibility challenge due to the impediments presented by Interstate 5, limited arterial street network, topography, and limitations on the quality of pedestrian and bicycle connections. Factors such as bus transfer times to reach routes headed to the west at the Transit Center can add 20 to 30 minutes to a bus trip. Citizen feedback suggests this is an impediment that makes a difference in their choice of travel options; students often choose to drive to the college even though parking is not free on the campus.

Long-term transit funding and routing choices after light rail service begins are not set, but may increase service frequency between the light rail station and surrounding neighborhoods. This might occur largely along existing routes. However, route adjustments also could occur in the future.

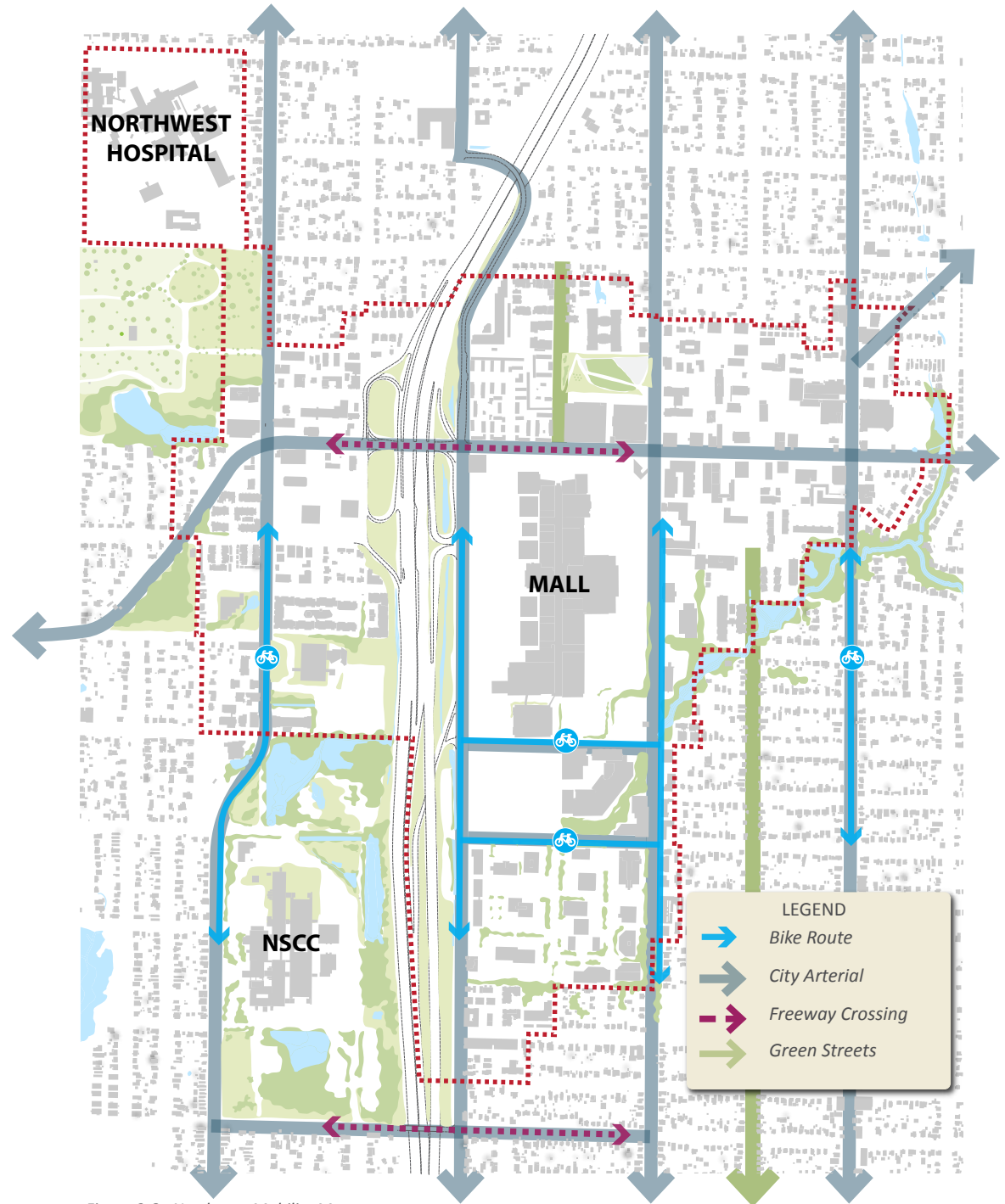


Figure 2.6 - Northgate Mobility Map

2 The Urban Center's Development Potential

Past development has followed a couple of general trends in where investments have been made, which may inform likely future development trends:

1. Development of private and public facilities have clustered along 5th Ave NE. The Thornton Place, Northgate North, 507 Northgate Apartments, Library/Community Center, and Hubbard Homestead Park have occurred in the last decade or so along 5th Ave NE. This may reflect a perceived viability for development immediately surrounding the central mall location that is the heart of the Urban Center.
2. Development has also clustered along Meridian Ave N. This pattern likely reflects a consolidation of medical service and office uses along this corridor, which reinforces the strength of this local center west of I-5.
3. Thornton Place was a “pioneering” development in the southern part of the Urban Center, which has been followed recently by a hotel proposal. Thornton Place has demonstrated the viability of a multifamily residential center in this subarea, along with a small concentration of retail uses and movie theater. This will help the prospects of future development receiving financing and continuing an infill trend.

The area's development potential also relates to the size of properties, the condition of existing

buildings, and the potential offered by existing zoning. A development “propensity” analysis prepared for this UDF (see appendix) finds there is moderate to high potential for several properties in the Urban Center to redevelop over the long term, in each of the Center's subareas. Potentially redevelopable properties are larger in the north and south subareas, east of I-5. The overall pattern suggests much future development potential is located along the Northgate Way corridor, and in certain large tracts south of the mall, including the “TOD site” adjacent to the light rail station.

Similar to past development trends, and based on current knowledge about probable developments on certain sites, the likely trend in future infill development will be to grow first in areas surrounding the mall property, and subsequent redevelopment to be more likely further east and west along Northgate Way and further south in the southern subarea of the Urban Center. Other properties, slightly removed from Northgate Way itself, could also see infill development that continues trends initiated by developments such as the 507 Northgate Way apartment complex. Places such as the mall property's eastern edges (northeast and southeast corners) could also be attractive for long-term infill development, although the mall ownership indicates its main priority is focusing on the mall operations.

In summary, there is potential to continue trends of infill redevelopment that will continue the

gradual transition in the Urban Center's land use from a traditional automobile-oriented shopping district to a denser mixed-use center. The future light rail service beginning in 2021 appears to be a significant factor that could increase the long-term prospects for such infill to occur. As the nearest area to the light rail station, the south subarea would most directly experience the locational benefits of light rail service, which should aid long-term future development prospects which would help transform that subarea.

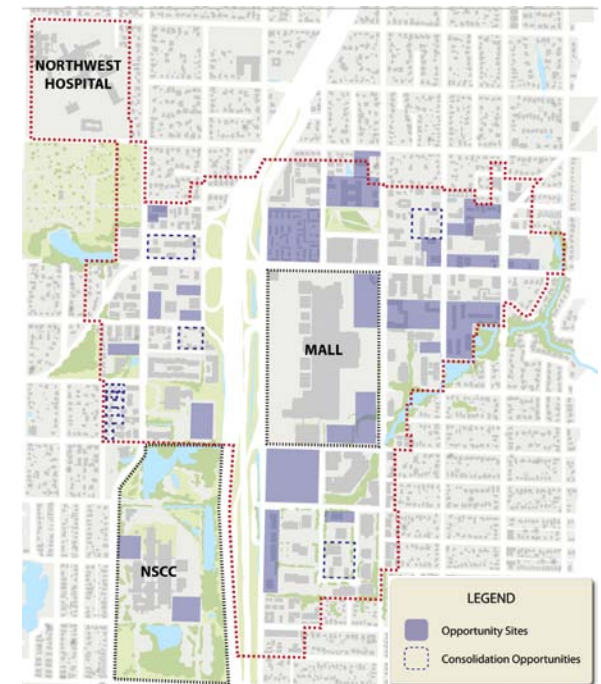


Figure 2.7 - Development Propensity

Conclusions of the Land Use/Design Analysis for Existing Conditions

Although designated as a single Urban Center, the Northgate area actually comprises three separate subareas. Each subarea has clusters of single-use automobile-oriented office, residential, retail and academic (NSCC) buildings (shown on the adjacent diagram) that are relatively independent from one another. Also, the scarcity of options to walk pleasantly within each subarea and between subareas contributes to the sense of three separated districts.

The following Urban Design recommendations are targeted to enhance the character of the 3 subareas through encouraging land uses that will be supportive of the neighborhood plan vision, and mobility improvements that will help reintegrate the subareas into a cohesive Northgate Urban Center.

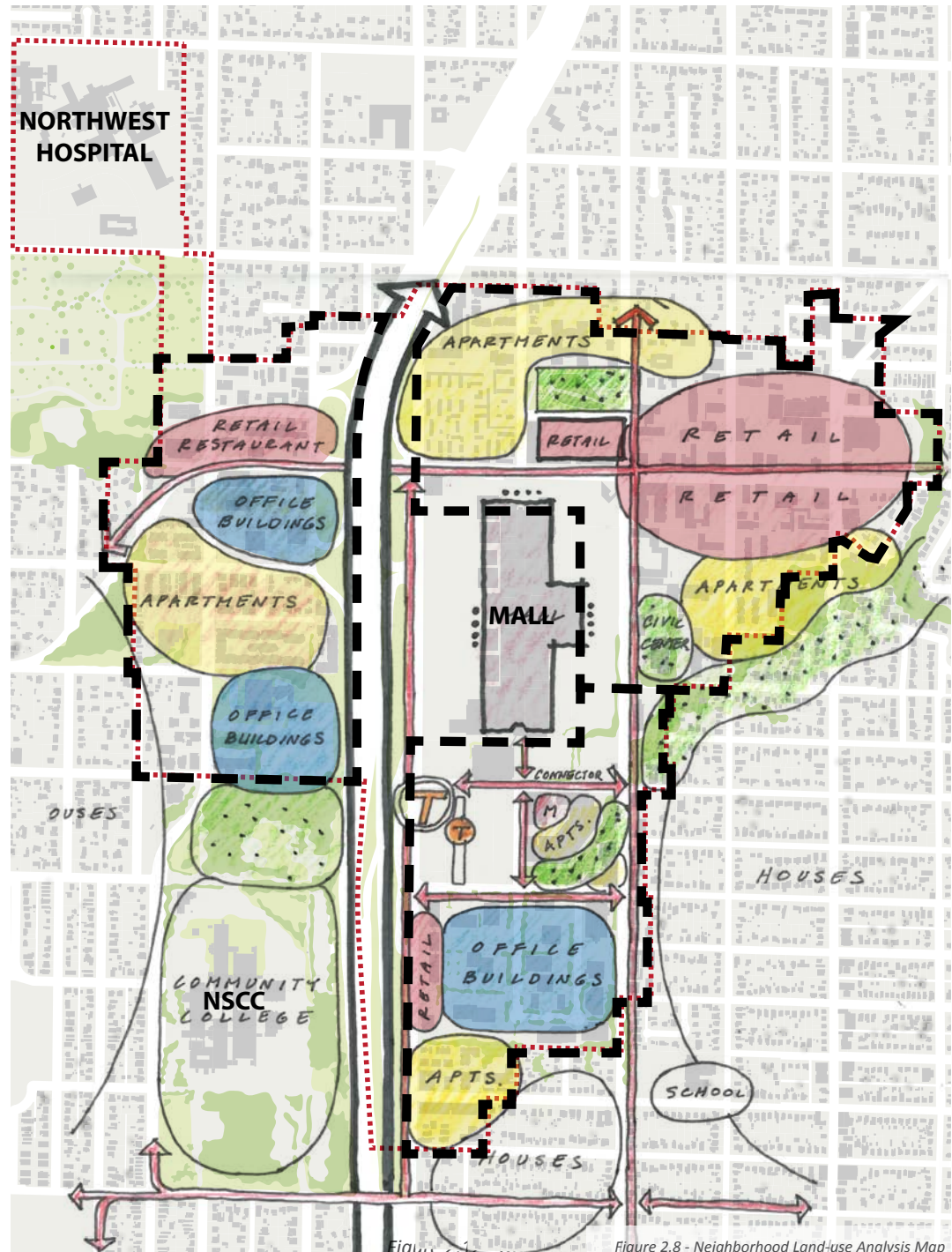


Figure 2.1 - Urban Center Land Use Analysis Map Figure 2.8 - Neighborhood Land-use Analysis Map

URBAN CENTER: Recommendations for healthy, livable, equitable neighborhood development

City staff sought input on priorities for improving Northgate’s future in nearly 20 meetings that covered a broad spectrum of neighborhood residents and stakeholders, including many who had not participated in past planning discussions. Groups included students, seniors, residents of subsidized housing, Christian and Muslim faith-based communities, and cultural communities including Eritrean, Somali and American Indian/Alaska Native. Community councils were also updated, and input from business representatives, developers, and health care providers was gathered.

The product of these discussions is a better understanding that livable and healthy communities rely on neighborhood characteristics that relate to all of the following:

- Maintaining public safety for all
- Good community services and facilities
- Opportunities for improving personal health
- Quality physical environment
- Excellent transportation
- Affordable housing

The relationship of these topics to urban design and Northgate’s neighborhood development are summarized as follows. This provides advisory guidance about how future growth and City efforts can effectively pursue improved public health, livability and a neighborhood that equitably serves its residents.

Public Safety

1. Ensure public safety is maintained at the light rail station, transit center, I-5 pedestrian/bicycle bridge, public spaces in the TOD site, and parks throughout the Urban Center, through good lighting, sufficient law enforcement presence, enforcing civil behavior in public spaces, and providing features such as emergency call boxes.
2. Pursue design and siting of public spaces and buildings that will provide “eyes on the street” and encourage peoples’ presence at most times of day, thereby discouraging uncivil behavior. Encourage environmental design techniques that will assist in crime prevention.
3. Ensure that sidewalks, crosswalks, traffic signals, and bicycle facilities are designed and operated to ensure safe conditions.

Community Services and Facilities

1. Encourage provision of more recreational facilities to support active recreation and activities such as picnicking at existing parks.
2. Encourage provision of more community facilities, such as community meeting rooms, for free or low cost, to ensure everyone can afford and make use of city facilities.
3. Encourage provision of artist studios and other arts/cultural facilities in future Urban Center development, including within the station area. Provision of space to support creative activities, cultural opportunities, and social services activities would add vitality to the mix of uses in growth areas, and would help support community needs. Places such as museums or cultural education centers could also become attractions for tourists and scholars, and would express elements of this area’s identity.

Improving Personal Health

1. Encourage future development that provides greater access to fresh food.
2. Encourage future development and public spaces and facilities that support physical activity and greater social connections, through more walkable features and socially engaging places.
3. Encourage development of places that support new economic activity and entrepreneurship, including small businesses, in an equitable manner.

Quality Physical Environment

1. Ensure sidewalks are clean, maintained and passable.
2. Encourage development that avoids excessive exposure of residents to air and noise pollution that threatens healthy living.
3. Encourage inclusion of green and sustainable development features that will enhance the quality of public spaces and environmental protective performance.
4. Encourage development of buildings, facilities and public spaces that are attractive, support healthy social activity, arts/cultural activities, and provide a great sense of place.
5. Encourage inclusion of physical design themes in future development that will reflect elements of this area's identity and character, such as: native American cultural heritage, 19th and 20th Century cultural heritage, natural history and vegetation.

Excellent Transportation

1. Ensure easy transit connections, good bus service levels, and sufficient park-and-ride capacity are available at the light rail station.
2. Ensure traffic operations are sufficiently managed, to maintain and improve mobility across the Urban Center.
3. Provide a diverse range of improvements that will improve safety and quality of facilities for walking and bicycling, including an emphasis on filling gaps and improving substandard conditions in locations serving the neighborhoods within and near the Urban Center.

Affordable Housing

1. Encourage and require performance levels in provision of affordable housing that will equitably support the presence of a diverse population in vicinities near light rail stations and frequent transit service. Set performance levels likely to meet Urban Center goals of: 13% of new dwelling units serving households at 0-30% of area median income; 12% serving households between 30-50% of area median income; and 18% serving households between 50-80% of area median income.
2. Encourage provision of services and amenities that will complement the ability of households of all income levels to choose to live in the Northgate Urban Center.

2 URBAN CENTER: Land Use Recommendations

Recommendations for the neighborhood are designed to inform and guide the ongoing redevelopment of the urban center.

The recommendations support improvements that will help each subarea fulfill its role in the Urban Center:

1. Northgate North subarea as a dense retail corridor augmented with more residential uses and improved pedestrian characteristics.
2. Northgate West as an office and commercial activity center surrounded by multifamily residential uses and complemented by North Seattle Community College.
3. Northgate South as a significant opportunity area to establish a transit-oriented development district with a vibrant center adjacent to the Northgate light rail station. Working together with Thornton Place and potential infill development south of 100th Street, this area could be transformed into an exciting, people-oriented place.

URBAN CENTER: Mobility Recommendations

Northgate Loop and Bridges

This UDF proposes two primary themes for improving accessibility throughout the Urban Center:

1. the “Loop” concept to improve the continuity of access routes for pedestrians by connecting all of the subareas in a circuit.

and

2. the “Bridges” concept that recognizes there are a handful of key places along a main loop that need improvement in order to support the best movements through the Urban Center.

Supporting the Loop concept, the connected routes between the three Subareas could be targeted for improvements that would provide new facilities that are comfortable and well-identified visually. Key streets in this concept are Northgate Way, Meridian Ave N., 5th Avenue NE, and NE 103rd Street. Improvements there would provide a continuity and visibility that is lacking today in sidewalk routes.

The Northgate “Bridges” are those locations along the Northgate loop where pedestrian access needs improvements to overcome existing shortcomings or barriers. These would allow distinctive design improvements to improve linkages among the subareas, to encourage more walking, bicycling and transit use.

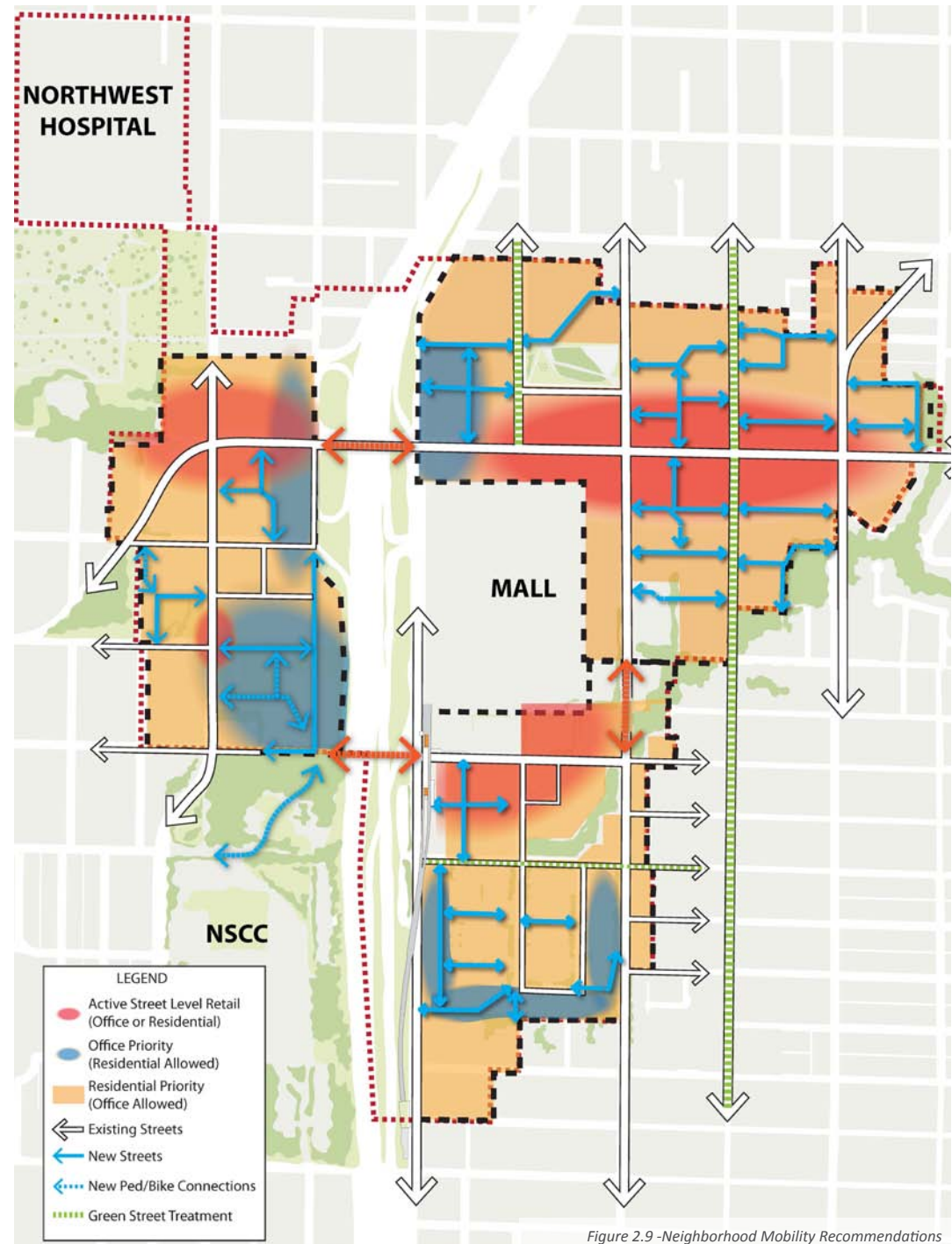


Figure 2.9 -Neighborhood Mobility Recommendations

The Northgate Loop concept

The four streets of the Northgate Loop should be improved to establish a conspicuous and identifiable route that will assist and prioritize pedestrians, bicycles and transit users. Wherever possible, these improvements should share consistent design elements to provide visual indications of continuity and improve navigability. The following traditional urban “elements of continuity” are recommended:

- Consider re-channelizing of 5th Ave NE and Meridian Ave. N., along with related sidewalk improvements
- Pedestrian lighting
- Sidewalk paving features
- Benches and trash receptacles
- Information and “wayfinding” signage
- Consistent improvements to transit stop elements
- Crosswalk design and safety features (e.g. lighting)
- Public art



Public space with pedestrian lighting integrated

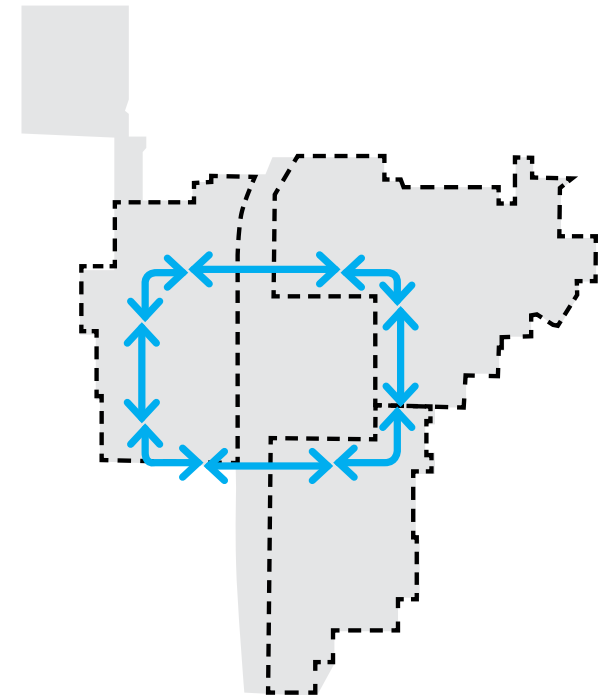


Figure 2.10 - Northgate Loop Diagram



LED lighting pavers integrated in a pathway



Sidewalk Paving



Wayfinding Elements



Weather Protection



Street Furniture



Crosswalk design



Wayfinding Elements

The Northgate “Bridges”: Elements of Distinction

Three specific locations in the Urban Center present obstacles to easy pedestrian travel. Since these locations occur between each of the three subareas they present a unique opportunity to create improved linkages (which could be thought of as “bridges”) between each area. The three locations are:

1. 5th Ave NE between NE 103rd and NE 105th Streets (connecting the North and South Subareas)
2. The Northgate Way freeway underpass (connecting the North and West Subareas)
3. The proposed pedestrian and bicycle bridge across I-5 near NE 103rd St (connecting the South and West Subareas)

Fifth Avenue “Bridge”

Although 5th Ave NE is the primary public connection between the North and South subareas, it is not an inviting pedestrian environment.

It presents a long walk (over 1,000’) on a narrow sidewalk immediately next to cars, trucks and buses. There is also an adjacent heavy foliage bank on the west side, without storefronts or other activity. The east side is constrained by narrow sidewalks, adjacent travel lanes, and utility poles in the middle of the pedestrian pathway. There is little or no pedestrian lighting, and no benches.

The two blocks between 103rd and 105th Streets (and 100th - 103rd on the east side of 5th Ave NE) are important to improving the area’s overall

pedestrian comfort and accessibility.

The following improvements are recommended, in the spirit of completing the previously identified 5th Avenue streetscape improvements:

- Narrow the travel lanes to reduce traffic speeds
- Provide sidewalk buffers such as planting strips
- Add pedestrian-scale lighting
- Reduce obstructions in sidewalks
- Require wider sidewalks with future redevelopment and initiate discussion with adjacent property owners to increase access
- Install crosswalks at NE 104th and 105th Streets
- Mark the entire section between NE 105th to 103rd Streets with a special lighting/art project
- Consider re-channelizing the street: The traffic volumes and characteristics of 5th Ave support a reconfiguration of the vehicular lanes to a safer condition for pedestrians while still carrying similar capacity.
- Improve landscaping and landscape maintenance on adjacent properties

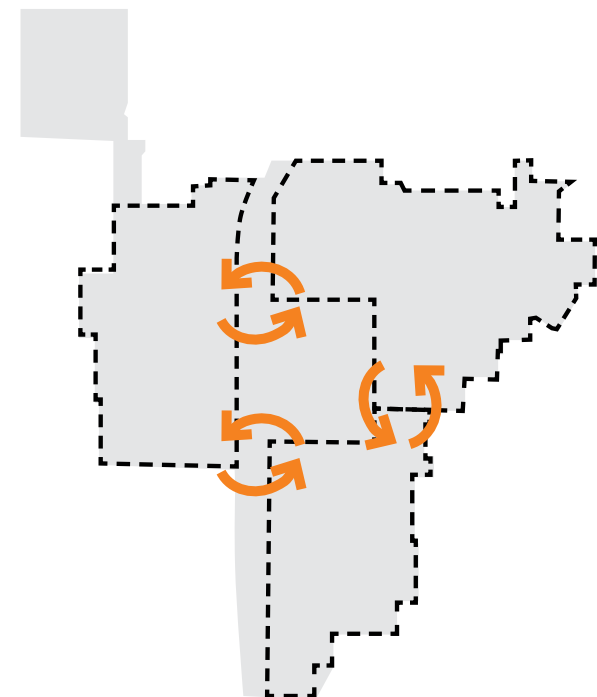


Figure 2.11 - Northgate Bridges Diagram

Northgate Way Freeway Underpass

The Northgate Way underpass is, and will continue to be, the only connection under I-5 between the north and west subareas of the Urban Center. It is currently difficult to comfortably travel by walking or cycling. The City’s 2004 Northgate Open Space and Pedestrian Connections Report recommended numerous improvements to the underpass including:

- Eliminate unused center lane and widen sidewalks
- Grade-separated sidewalks (3-4’ above roadway) with decorative railing
- Re-channel the right turn lane from Northgate Way to 1st Ave NE to eliminate double pedestrian crossing
- Aesthetic treatments such as pedestrian lighting, special paving, gateway landscape treatment, ornamental slope improvements under bridge, decorated columns

All of the above recommendations are still relevant today and continue to be recommended by this UDF. Missing from the 2004 recommendations however, was a bicycle connection. This was presumably due to the limited width of the ROW. One option that the City should consider is to utilize the space behind the bridge columns.

The City’s 2006 Northgate Coordinated Transportation Investment Plan (CTIP) recommended locating the sidewalks behind the bridge columns to allow for a new left turn lane under the bridge for westbound Northgate Way to turn southbound onto Corliss Ave N. This UDF recommends that the City not consider adding more vehicular capacity but rather use the space behind the bridge columns for bicycle lanes. The benefits of improving non-motorized connectivity throughout the Urban Center and to the Transit Center should be carefully understood, considered and evaluated before making further vehicular only improvements. A safe, convenient bicycle connection through the Northgate Way underpass would become a particularly important component of the bicycle network after the planned cycle track on 1st Ave NE is completed.

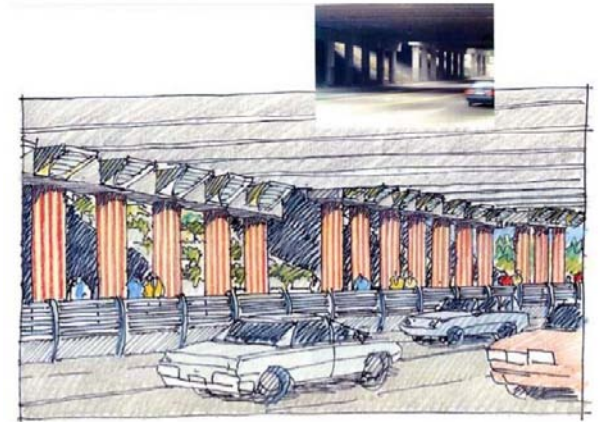


Figure 2.12 - Pedestrian Improvements concept for I-5 Underpass
Source: Northgate Open Space & Pedestrian Connections Plan

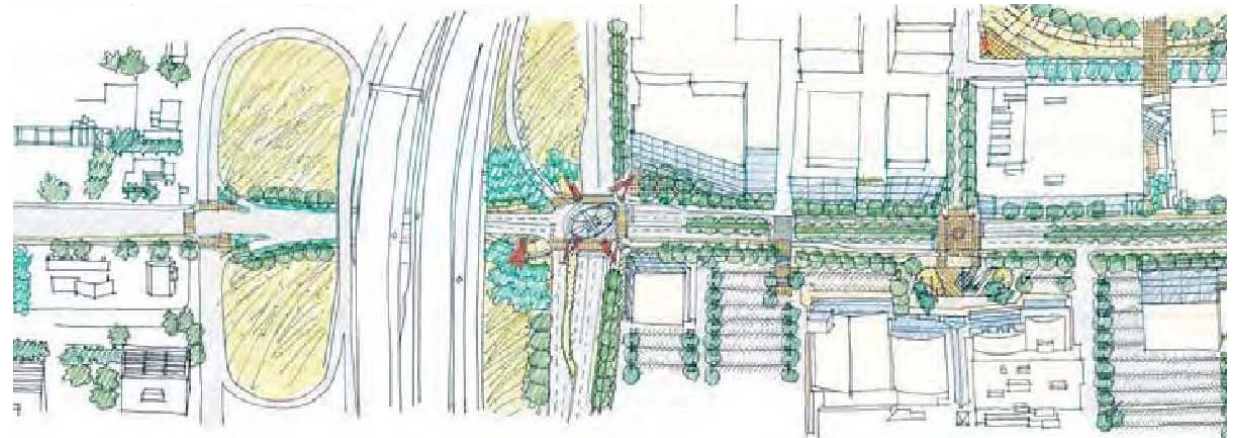


Figure 2.13 - Early Concept Drawing for Northgate Way
Source: Urban Design Workshop - Dec 2006

Northgate Pedestrian/Bicycle Bridge

A bridge across I-5 is the single most important non-motorized connectivity infrastructure investment for the Urban Center. The need for a bridge has been identified in multiple previous planning efforts, including the 2006 Northgate CTIP, which stated the following:

“The Northgate Stakeholders Group expressed its strong support for a pedestrian and bicycle overpass crossing the freeway from North Seattle Community College to the Northgate Transit Center and future Sound Transit North Link Light Rail Station. The crossing would make it easier for College faculty and students to use bus transit and the future light rail, reducing single-occupant vehicle trips. It would connect neighborhoods west of I-5 to the commercial area and neighborhoods east of I-5, particularly the new Northgate Civic Center and South Lot developments envisioned for Northgate. The project could cost \$7–10 million and might come about through collaboration between the City of Seattle, King County, WSDOT, Sound Transit, North Seattle Community College, private property owners, neighborhoods, and others.”

In 2012, King County DOT completed the Northgate Pedestrian Bridge Feasibility Study Report, which identified opportunities, issues and estimated a range of costs and for a bridge. The Report found that a bridge would reduce the walking distance from the transit center to NSCC from 1.2 miles to approximately 0.25 miles. The Report cites a previous study indicating that a bridge would result in a 30% reduction in average walking time to the Northgate Transit Center and Light Rail Station, and would effectively expand the area walk shed (0.5 miles) to more than 150 buildings and bike shed (3.0 miles) to more than 3,000 additional buildings. In early 2013, the City of Seattle issued a request for qualifications to complete an analysis of potential pedestrian/bicycle bridge types and alignments.

Similar results were reached by 2013’s Sound Transit’s Transit Access Study, which has led to a draft list of recommended improvements, to be pursued by the City and Sound Transit.

To fully leverage the potential connectivity that the bridge could provide, this UDF recommends that the bridge entrances on both sides of the freeway be carefully configured to allow for convenient access to the widest range of destinations possible, not just the light rail station and NSCC. For example,

on the east side of the freeway, a second entrance to the bridge from the planned cycle track on 1st Ave NE would improve connectivity to the south of the Urban Center and the neighborhoods beyond.

On the west side of the freeway, the bridge should provide convenient access to both NSCC and current and future development north of NE 103rd Street.

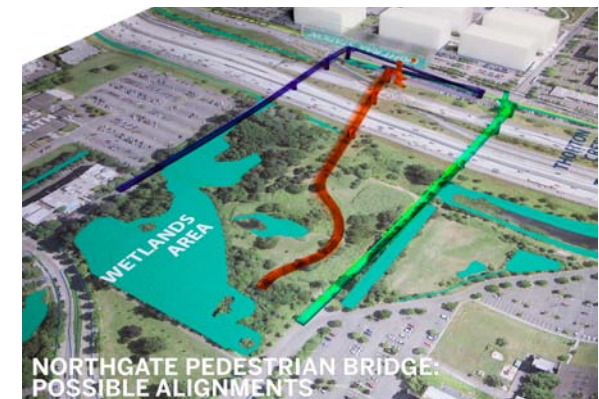


Figure 2.14 - Potential Northgate Interstate 5 Crossing (currently under study) Source: SDOT

NORTHGATE SUBAREAS 3

The Northgate Urban Center effectively functions as three adjacent and separate subareas: North, South and West. Each subarea contains unique and regionally important functions, but none contain all the elements of a complete Urban Center environment.

For the purposes of this UDF, the Urban Center is divided into the following three Subareas, as illustrated in Figure 2.2:

- Northgate North (NGN): north and east of I-5 and the Northgate mall, generally between NE 105th and NE 114th Streets, with the eastern edge established by Thornton Creek.
- Northgate South (NGS): south and east of I-5 and the Northgate Mall, between NE 95th and NE 105th Streets and extending east of 5th Ave NE
- Northgate West (NGW): west of I-5 from NE 100th to NE 113th Streets, and extending west to approximately Wallingford Ave N.

Northgate Mall, Northwest Hospital, and North Seattle Community College (NSCC) are each somewhat isolated “islands” that are relatively disconnected functionally from the rest of the Urban Center. Consequently, these areas are not fully incorporated in the three Subareas. The NW Hospital is technically within the jurisdiction of the urban center, but functionally beyond easy pedestrian access. NSCC is within pedestrian access (with the potential pedestrian bridge over I-5) but outside of the official Urban Center boundary.

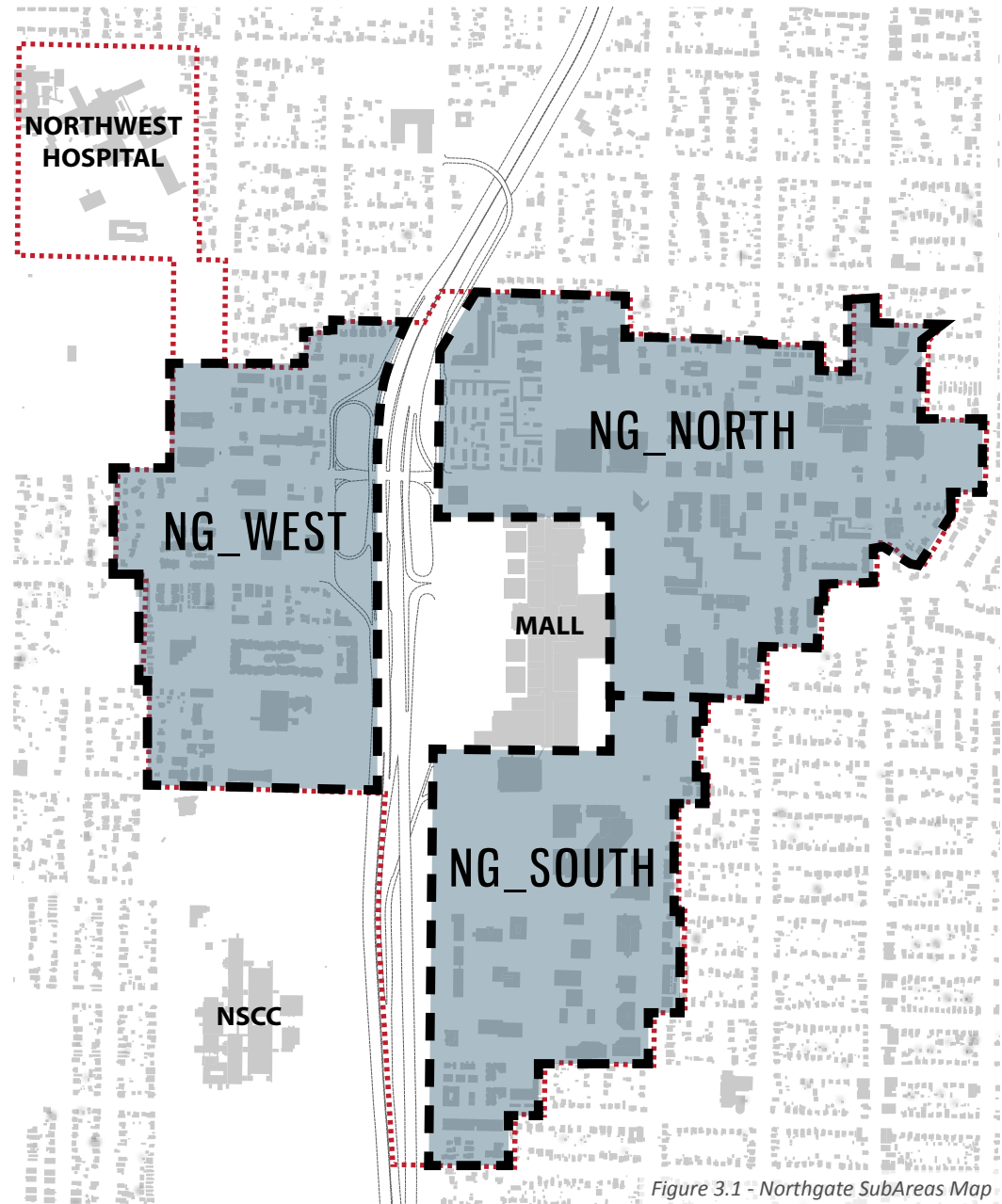


Figure 3.1 - Northgate SubAreas Map

The mall is within the urban center, but essentially becomes the “hole in the donut” as it presents unique development issues and is guided by some additional agreements. The edges of the mall property adjacent public streets are addressed in this UDF.

Subarea recommendations are provided in a consistent format. An overall analysis of both the land use and mobility issues is provided first. This is followed by several specific urban design principles, primarily addressing issues related to streets and mobility. Lastly, specific development and midblock connectivity recommendations are provided for each superblock within the sub area.

NORTH SUBAREA (NGN)

Urban Design Analysis

The North Subarea is centered on the intersection of NE Northgate Way and 5th Ave NE, and is the area most commonly identified as Northgate. It is relatively level and approximately the same size as central Ballard or Capitol Hill. Located directly across Northgate Way from the Mall, the Northgate North retail complex is a central feature of the Subarea, containing regional retail destinations including Target, Best Buy, and the Sports Authority, along with a large parking structure.

The segment of NE Northgate Way in the eastern portion of the Subarea is characterized by auto related retail uses, including retail that serves community residents such as a grocery store, a drug store, and small restaurants. The new Hubbard Homestead Park provides an exceptional new community open space for the Subarea, although it is somewhat hidden behind the large Northgate North retail buildings and it has been pointed out by residents of the area that the park needs improvements to be an active recreational space. For example, the seniors living adjacent to the park find it unusable due to the lack of trees and shade. The Northgate Library and Community Center is on 5th Ave NE near the southern edge of the Subarea. There are no churches or other conspicuous places of worship, or other civic institutions in the Subarea.



Pedestrian Amenities

The pedestrian environment in the North Subarea is mixed in quality. Some 5th Ave NE and Northgate Way sections have modern improvement levels, and other portions are at least 6 feet wide with basic amenities but mixed evenness. Also, some side streets have received recent sidewalk and curb improvements. However, a portion of 5th Ave NE south of the community center has notable impediments of utility poles in the center of sidewalks between 103rd and 105th Streets. Within the main part of this Subarea the only pedestrian connection to the east across I-5 is the Northgate Way underpass. The nearest I-5 crossing to the south is at NE 92nd St, almost a mile south of Northgate Way.

Mobility and Access

Most of the North Subarea is composed of superblocks, with lengths ranging from 650 to 1300 feet. The I-5 freeway ramps at the western edge of the Subarea provide the primary auto connections to the rest of the City and beyond, and high traffic volumes create frequent congestion at the Northgate Way/1st Ave NE intersection. Three arterials (1st and 5th Aves NE and Roosevelt Way NE) provide good connectivity to neighborhoods to the north, and two of those (5th and Roosevelt) also provide connectivity to the south. Northgate Way continues east, connecting to Lake City, Kenmore, and Bothell and beyond.

Transit access in the North Subarea area is generally adequate but less comprehensive in coverage of lower quality than what is typical of Seattle's other Urban Centers. The Northgate Transit Center is over a ½-mile walk from the core of this Subarea along routes of limited pedestrian quality. Bus routes to/from the center provide access on 5th Avenue NE and Northgate Way.

Development Opportunities

Of the three Subareas, the North has the greatest opportunities for redevelopment, including:

- North side of Northgate Way between 1st Ave NE and 3rd Ave NE
- North of Hubbard Homestead Park
- East side of 5th Ave NE south of Northgate Way
- Between Roosevelt Way and 8th Ave NE, south of NE 108th St

There are also areas with high development propensity within the Mall boundaries on the south side of Northgate Way and the west side of 5th Ave NE.

NGN_UDP-1

Provide Generous and Extensive Pedestrian Amenities

The CTIP identified several sidewalk and pedestrian oriented improvements to the street network. These were generally modest in scope and more extensive improvements are required to support the level of pedestrian activity required in an Urban Center. The priority locations for the following improvements are along Northgate Way NE and on 5th Ave NE. Other north-south arterials should also be evaluated for similar needs.

General improvements include:

- Provide a 5' minimum width landscaped buffer for sidewalks where immediately adjacent vehicular travel lanes. Where this would result in too narrow sidewalks, a raised buffer should be considered.
- Slow traffic speeds, particularly where sidewalk areas need to be immediately adjacent travel lanes.
- Provide curb parking where possible
- 8' sidewalks widths adjacent any arterial or retail uses
- Pedestrian lighting, benches, trash receptacles and other amenities
- Weather-protective canopies at building edges



Weather Protection Devices



Sidewalk Design



Temporary street furnishings



Landscape Buffer



Street Furnishings



Example of a commercial oriented mid-block connection

NGN_UDP-2

Establish new mid-block complete streets and pedestrian connections

Because Northgate has substantially fewer public streets than other Urban Centers in Seattle, a combination of new “complete” street connections, along with public and semi-public (limited public hours) pedestrian and bicycle connections are suggested to improve overall access.

Mid-block crossings may be associated with redeveloping sites. Mid-block connections may be designed as particularly attractive urban design interventions to increase pedestrian activity, as well as multiply the number of activity nodes located at corners and intersections. Mid-block connections will be possible through strategic land consolidation and are further discussed in the Superblock Section of this UDF.

NGN_UDP-3

Create a central bus transit ‘signature station’ with complementary enhanced bus stops

Not only is there below average bus service in the North Subarea, but most of the existing bus stops are small, mundane, and poorly lit, and are not located frequently enough. A central and primary bus stop ‘station’ is proposed for 5th Ave NE at the corner of Northgate Way. This station will provide frequent connections to the new LRT station from all the routes serving the NGN area.

Station design goals include:

- Offer a unique ‘Northgate North’ design concept coordinated with the Metro standard as needed, and abundant lighting.
- This central station may be complemented by ‘mini’ versions of smaller, but distinctive bus stops spaced at intervals no greater than 600’



Examples of signature bus stations

NGN_UDP-4

Define and activate the edges of the mall parking lots

An important characteristic of a pedestrian friendly urban environment is the definition of edges between public and private space. Where retail storefronts or residential frontages are not possible, landscape “fences” can also provide this definition. Since over one third of all the block faces along Northgate Way NE and 5th Ave NE are immediately adjacent surface mall parking, there is an opportunity to better define the pedestrian spaces. Although the ultimate goal is to realize storefront retail and ground related residential frontages, such development may not occur on the mall perimeter for many years. Consequently, it is important to more clearly define the edges. Edges can be defined by landscape fences. Another opportunity to define the edge would be to establish incubator business in temporary, but high quality smaller buildings.

The mall should also provide designated pedestrian pathways from the sidewalk through the parking lot into the mall. Ideally the entrances to these pathways would be coordinated and aligned with the current street grid pattern to reinforce orientation.



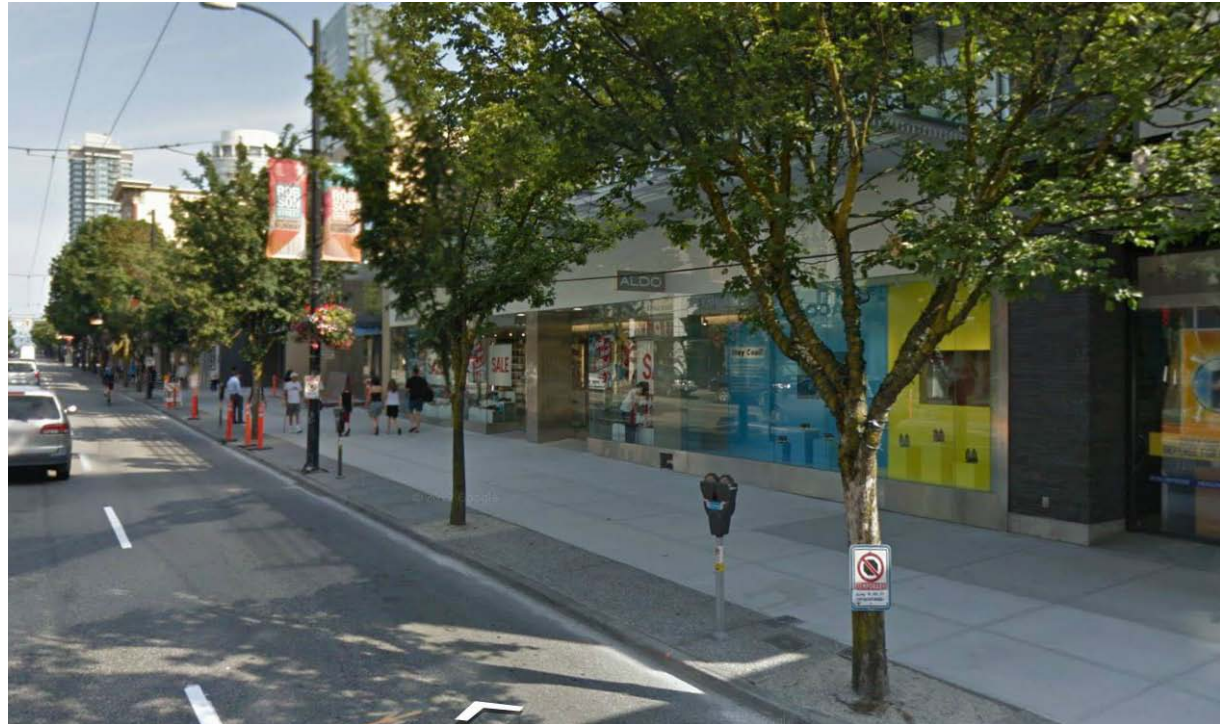
Examples of surface parking treated with landscape features

NGN_UDP-5

Design Northgate Way as a major regional pedestrian-oriented retail street

Currently, pedestrian activity is internally focused within the mall and the NGN shopping complex. In order to move pedestrian activity out into the neighborhood streets, Northgate Way should be envisioned and improved as an attractive pedestrian retail street. A future street concept design plan should include designs for key elements of a signature retail street and incorporate key elements of continuity as discussed for the “Northgate Loop” concept. At a minimum, design standards should reflect the following:

- Remove median and median landscaping to better promote visual connection across the street
- Provide a low landscape buffer between the curb lane traffic and pedestrian areas
- Update development standards to encourage ground level retail with frequent storefront entries from 1st Ave NE to Roosevelt Way.
- Update development standards to ensure new developments include translucent or transparent weather-protective canopies for a minimum of 80% of the street frontage.



Cambie Street in Vancouver BC is a major high-density arterial similar in scale to Northgate Way. It provides generous pedestrian amenities and retail fronting uses.

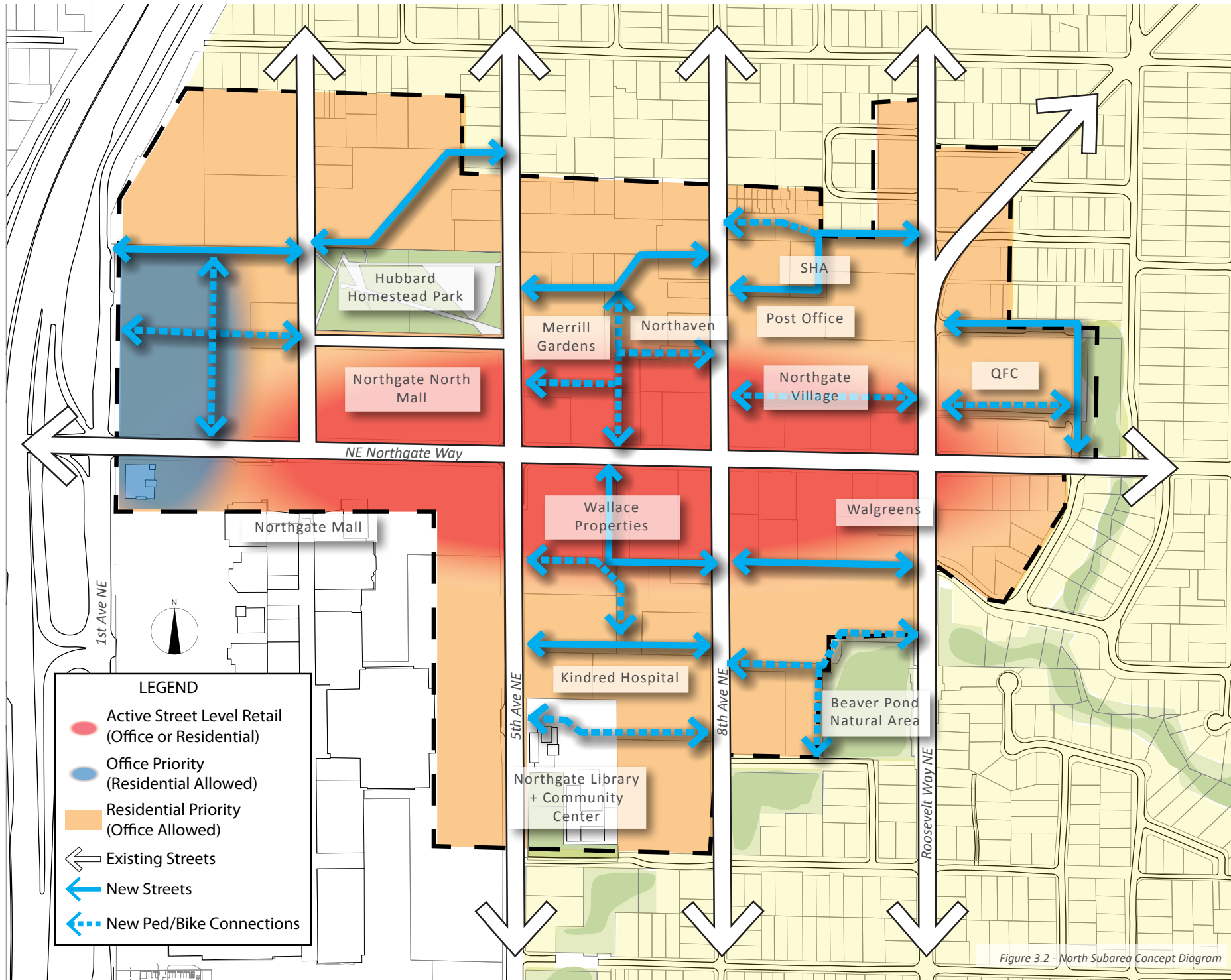


Figure 3.2 - North Subarea Concept Diagram

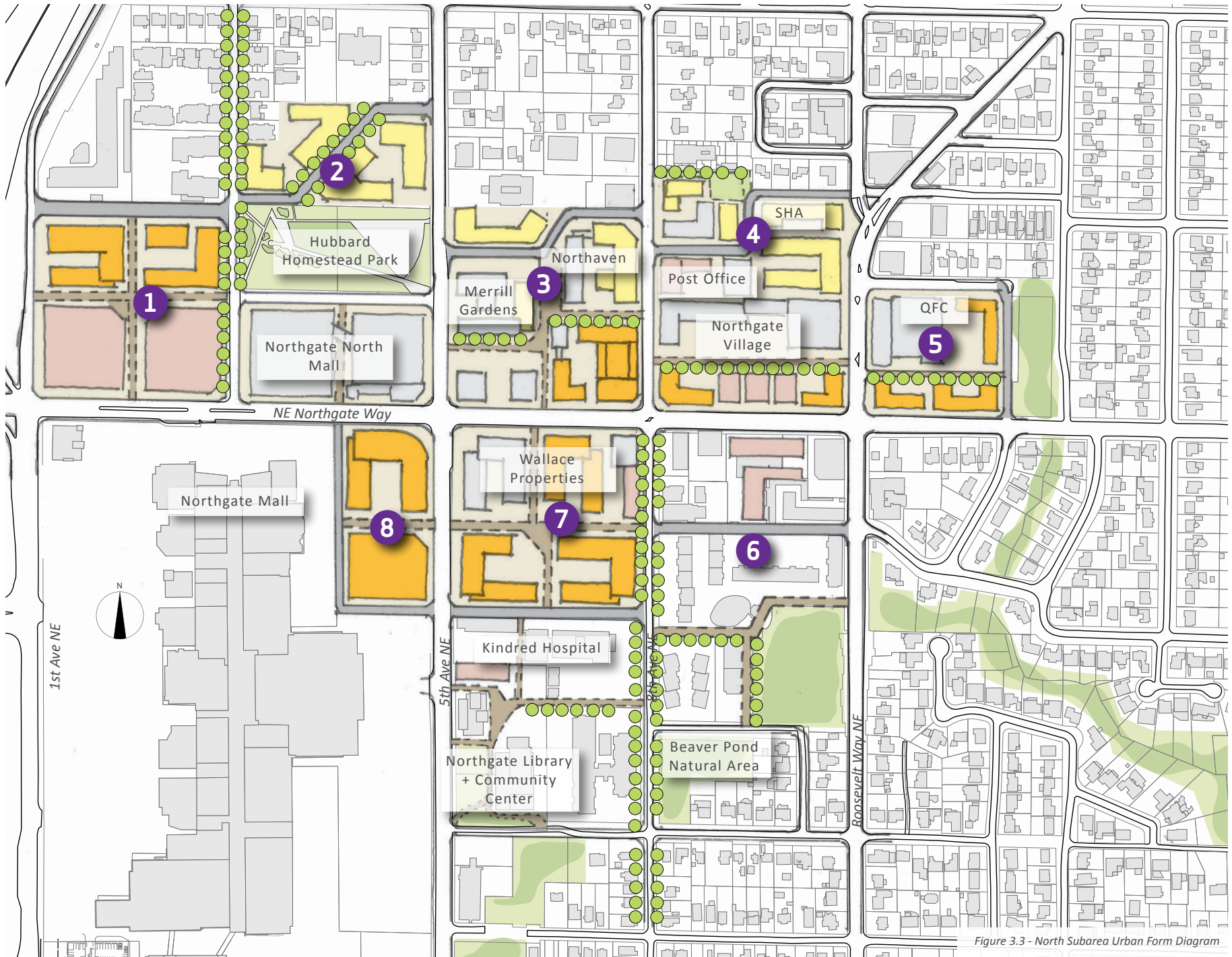


Figure 3.3 - North Subarea Urban Form Diagram

NORTHGATE NORTH SUPERBLOCK RECOMMENDATIONS

1. **Superblock NGN # 1**, located at the NW corner of the Northgate North subarea is owned by one or two parties. Although it is currently a large apartment complex, this location would be ideal for office and large scale regional retail because it is immediately adjacent to the freeway access. An office development would be less sensitive to freeway noise and benefit from exposure and views. Larger regional retail uses in this location would be accessible without contributing a lot of traffic to the east. The site is large enough to also contain a mixed use complex of all types, either integrated in single buildings or adjacent buildings. Any development should include a community connection street between 1st and 3rd Avenues NE, as well as internal pedestrian connections
2. **Superblock NGN #2** located immediately north of and adjacent to Hubbard Homestead Park also presents some specific redevelopment and community connection opportunities. It could support additional residential development with ground related housing facing the park. Redevelopment could also be evaluated for a potential new local street connection between 2nd and 3rd Avenues NE.
3. **Superblock NGN #3**. This block has been under evaluation for expansion of the Northaven Senior Living building. The block requires some level of property consolidation. It is proposed as a commercial and residential hub providing services and amenities for seniors living at Northaven and Merrill Gardens. The site is well located to incorporate a small urban plaza space. Similar to superblocks #1 and #2, creating a community connector street between 5th Ave NE and Roostevelt way is important. This could be a circuitous connection as illustrated as necessary to work around feasible development configurations.
4. **Superblock NGN #4**. Located between 8th and Roosevelt this superblock presents some development opportunities, as some of the parcels are owned by the Seattle Housing Authority. It is recommended to evaluate potential redevelopment ideas that would allow larger scale mid-rise developments for low-income residents. A through street and open space amenity should be evaluated as part of the redevelopment.
5. **Superblock NGN #5** This block is currently occupied by the only grocery store within the urban center boundary. The parcels fronting Northgate Way NE have the potential to redevelop to mid-scale mixed-use development in the form of a commercial-retail oriented village. A through street running north-south at the east edge of the site should also be evaluated to reconnect the street grid.
6. **Superblock NGN #6** This block is currently a multifamily low-rise development. Over the long term, this site might be attractive for additional multifamily development. In the short term it should be evaluated to provide pedestrian only connections connecting 8th Ave and Roosevelt Way.
7. **Superblock NGN #7** This block at the intersection of 5th Ave and Northgate Way has been one of the most active redevelopment areas in the urban center. There is currently under construction an apartment building with 250+ units. A feature of this new building is the introduction of a service alley. Future developments are encouraged to include alleys connecting to adjacent streets and introduce pedestrian amenities through them.
8. **Superblock NGN #8**. The northwest corner of the Northgate Mall is a likely candidate for infill development over the long term. It is recommended to encourage retention of an on-site street or access lane, while accomplishing street-facing commercial uses on at least the arterial block faces.

WEST SUBAREA (NGW)

Urban Design Analysis

The West Subarea covers approximately 83 acres and encompasses six superblocks, as shown in Figure 3.1 above. Isolated from the rest of the Urban Center by I-5, the Subarea has generally lower development intensity and activity levels compared to the east side of I-5. There are numerous multifamily developments, offices, and commercial buildings, and surface parking lots mostly clustered around Northgate Way and Meridian Ave N, but there is no established “Main Street” or community “heart” location. There are a few auto-oriented restaurants on Northgate Way, but no grocery or drug stores within the Subarea. North Seattle Community College (NSCC) is located immediately to the south and outside of the official Northgate Urban Center boundary, but is an important complementary major use near the West Subarea. A Seattle Police station is located on N 103rd St just south of the Urban Center boundary.



Pedestrian Amenities

The pedestrian environment in the Subarea is generally poor, and sidewalk coverage is lacking except on some of the blocks along main arterials. Within the Subarea the only connection to the east across I-5 is the Northgate Way underpass. The nearest I-5 crossing to the south is at NE 92nd St, almost a mile south of Northgate Way.

Mobility and Access

Transit service in the Subarea benefits from the presence of the NSCC campus, which is served by six Metro bus routes. Aurora Ave with Metro Rapid Ride service is about a 0.4-mile walk from the west edge of the Subarea. Community commenters have expressed favor for a high capacity transit connection from NSCC to UW.

The I-5 exit at Northgate Way provides good regional vehicular access to the Subarea, but I-5 also severely limits travel to the east, the only connection being Northgate Way, which is often congested. The bulk of the Subarea's vehicular connectivity is provided to the north and south by Meridian Ave N, and to the west by Northgate Way. Most of the local streets are spaced at the superblock scale, compromising connectivity. Noise from I-5 affects the eastern portion of the Subarea.

A striped bike lane on Meridian Ave N and College Way leads into the NSCC campus. Bicycle connection quality via the Northgate Way underpass is poor.

Development Opportunities

Other than a handful of townhouses there has been little recent residential development in the West Subarea. Recent commercial development includes the Northgate Polyclinic (2007) and the Verity Credit Union. Given the presence of the Northwest Hospital, there is potential for further medical office expansion in the area around Northgate Way.

The West subarea presents several opportunities for redevelopment. There are three sites with high development propensity and two sites where consolidation would produce an opportunity site. There are also two significant sites with high development propensity located south of the Urban Center on the north Seattle Community College campus. Expansion of NSCC could also create development opportunities for new campus buildings, student housing, and services that support the College community, which are currently lacking in the Subarea.

NGW_UDP-1

Improve pedestrian connection along 103rd St to Aurora Ave N

Create generous pedestrian and cycling improvements on N 103rd St to provide a better connection to Aurora Ave North.

When the I-5 pedestrian bridge is built, this connection would provide a direct link from the commercial areas on Aurora Ave N all the way to the light rail station.

Develop a street concept plan for this street with a focus to maintain its residential character. Consider incorporating it as a Greenway.

NGW_UDP-2

Develop N 103rd St to connect to the future I-5 pedestrian bridge

The potential benefit of a pedestrian bridge over I-5 will be better leveraged with good connections not only to NSCC, but also to the neighborhoods to the west.

NE 103rd St is a possible landing alignment of the bridge, and currently it is not fully developed east of Meridian Ave N. A complete street connection to the bridge will create a seamless connection to the west. Special care will have to be taken in relation to wetland areas. This connection should be designed to minimize its impact on the natural areas while providing a high quality design integrated with the natural landscape.



Examples of a typical residential sidewalk treated with pedestrian amenities to enhance the character



Examples of bike and ped routes along a natural setting. Treatment desired for the natural areas north of the NSCC



NGW_UDP-3

Upgrade Meridian Ave N

Meridian Ave N is a key corridor connecting the NGW subarea from the NW Hospital and Northgate Way in the north to NSCC in the south.

Meridian is a generous (90'+) ROW, with a wide vehicular roadway (66') but narrow sidewalks (6') and landscape zones (6'). Since the traffic volumes are low (4,000 average daily vehicles), the street could be considered for reconfiguration to help support increased pedestrian use.

A street design concept plan should be developed to identify the most appropriate and practical 'complete street' balance of uses.

NGW_UD P-4

Establish a new community gathering space along Meridian

The West Subarea lacks a public open space location that serves as a community focal point. Ideally the public open space would be located centrally so as to best serve both NSCC and the residents of the numerous multifamily developments. The intersection of Meridian Ave N and N 105th St would be an appropriate location.

Example of a high density street to illustrate the character desired for Meridian Ave N

NGW_UDP-5

Pedestrian connections through superblocks

The largest superblocks in the West Subarea are located between Meridian Ave N, Corliss Ave N, Northgate Way, and N 103rd St. If and when any of these blocks redevelop, the City should explore options for new mid-block connections, including both semi-private and public, as well as vehicular, and non-motorized connections.

The City should emphasize its existing policy of promoting through-block connections in superblocks when properties are redeveloped.



Examples of pedestrian connections at mid-blocks

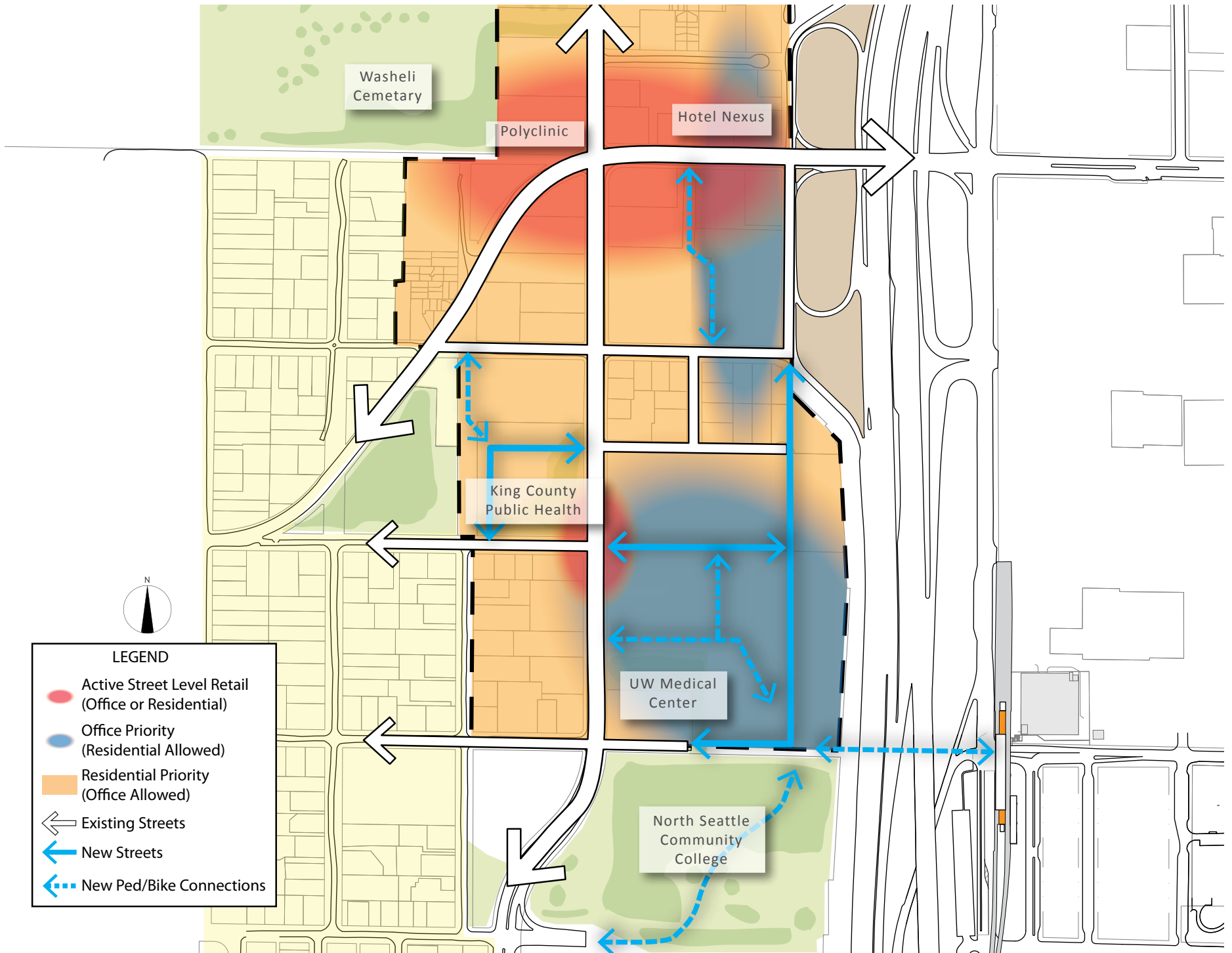


Figure 3.4 - West Subarea Concept Diagram

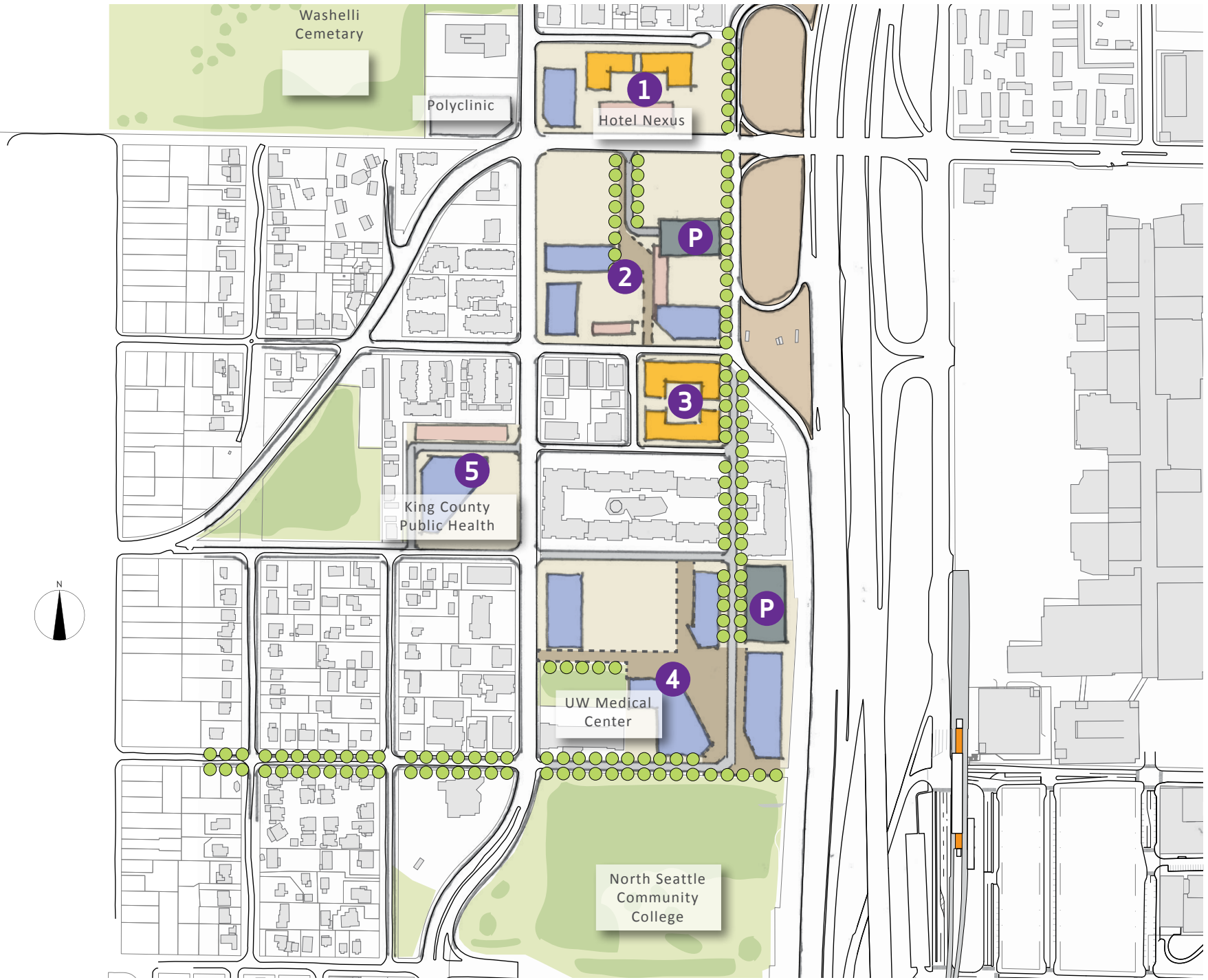


Figure 3.5 - West Subarea Urban Form Diagram

NORTHGATE WEST SUPERBLOCK RECOMMENDATIONS

1. **Superblock NGW #1.** When redevelopment of the Hotel Nexus property occurs, the City should encourage a pedestrian oriented scale and street level services.
2. **Superblock NGW #2.** The commercial properties along Northgate Way and Meridian Ave will likely be redeveloped over the long term and in phases. When redevelopment occurs, the City should encourage a through connection north-south to bypass the Meridian-Northgate Way intersection. The form of development may be conducive to a campus feeling. A civic amenity (public square) should be evaluated in the design and redevelopment process.
3. **Superblock NGW #3** The sites within this block have the potential for parcel consolidation and redevelopment. They are currently single-family homes adjacent to an on-ramp to Interstate 5. Redevelopment will most likely occur in the form of mixed use development or commercial development. Any future redevelopment should include a new extension of Corliss Ave N to connect 107th with 106th Streets.
4. **Superblock NGW #4.** The UW medical center will most likely expand in time. The City should encourage UW authorities to create a master plan approach to future expansions. The sites adjacent to the freeway should be developed with medical/commercial buildings of mid-to large scale, to help as a buffer to the freeway environment. The campus plan should include the extension of Corliss Ave from 106th to 103rd Streets. The plan should also include a civic open space or recreational feature to define an interesting character of urban space near the future Interstate 5 bicycle/pedestrian crossing.
5. **Superblock NGW #5.** The King County building on Meridian Ave N., if eventually redeveloped, should preserve the green area at the corner of Meridian and 105th Street as a public open space amenity.
6. **P (Parking Resource).** The City should consider a district wide parking resource strategy for the West subarea, to consolidate parking into a vertical facility and reduce parking requirements for adjacent sites. The sites identified on the map (P) could be considered as potential candidates for a future publicly accessible parking garage.

SOUTH SUBAREA (NGS)

Urban Design Analysis

The South Subarea encompasses approximately six superblocks, as shown in Figure XX above. The two most identifiable elements of the South Subarea are the Northgate Transit Center and the Thornton Place mixed-use and cinema complex. The Subarea also contains multiple office buildings, strip retail facing I-5 along 1st Ave NE, and large areas of surface parking. The Northgate Library and Community Center are located at the northeast edge of the Subarea, about a 0.4-mile walk from the Transit Center. There are no grocery, drug or hardware stores, and only a few restaurants (within the Thornton Place internal circulation space). The Thornton Creek channel restoration area provides an interesting and attractive open space amenity, but its configuration places its public path in shade much of the time. The Olympic View Elementary school is a 15 minute walk (0.6 mile) from the Transit Center, just outside the southeast edge of the Subarea.



Pedestrian Amenities

Pedestrian connections within the south Subarea are generally poor. The preponderance of surface parking lots creates an unpleasant place for walking in much of the commercial area south of the Mall. There is no sidewalk on 3rd Ave NE south of NE 100th Street. Connections to the south are restricted by a grade change aligned with NE 96th St, where a stairway connects up to 4th Ave NE. Between NE 100th St and NE 95th St a steep slope on the west side of 5th Ave NE is a barrier to pedestrian travel. The pedestrian conditions along 5th Ave NE can be perceived as uncomfortable due to higher speeds of traffic immediately adjacent to narrow sidewalks, poor visibility and frequent turning vehicles. Most blocks have no sidewalks past one-third of a block east of 5th Ave NE. Higher quality sidewalks have recently been included as part of the Transit Center and Thornton Place.

Mobility and Access

The Metro Transit Center provides excellent transit access for the Subarea, and service will further improve when the LINK light rail station opens in 2021. Although the Subarea is immediately adjacent I-5, access to and from the freeway is relatively poor. There is a bi-directional express lane ramp at 103rd St and a northbound general purpose ramp at 107th St., but access to I-5 southbound requires traveling up to Northgate Way and crossing below the freeway through frequently congested intersections. Community vehicular connections are average to and from the north and south (via 1st and 5th Avenues NE) and poor to the west (92nd via 1st Ave NE), and east (local streets only, with steep grades and several traffic revisions).

Development Opportunities

The South Subarea is dominated by large surface parking lots, including the Metro Transit Center, the Mall perimeter lots, and multiple lots surrounding office buildings in the southern portion of the Subarea. Four vacant mall block 'edges' exist along NE 103rd St and 5th Ave NE. Although mall development is unlikely as explained earlier in the plan, the corner of 103rd St. and 5th Ave NE was identified by the Mall representative as a potential future development site.

The properties east of 1st Ave NE south of NE 100th St are a group of large and consolidated parcels with ample surface parking lots surround office buildings and strip retail. These properties have been identified as potential redevelopment opportunities due to the property size and the aging conditions of the existing improvements.

The King County Metro transit center and surface park and ride lots have been identified as a candidate for a catalyst project and with the arrival of the LRT station and redevelopment of the bus transit exchange, prime property will be available for redevelopment. This site is presented in section 4 of this UDF as a case study for the character and type of development and adjacent public amenities desired in the urban center.



NGS_UDP-1

Create two great neighborhood-scale public open spaces

The South subarea lacks a civic/community gathering space. In order to encourage private investment, establish two distinct and complementary public spaces to support the growth of an urban residential neighborhood.

- A “Town Square” public open space should be located between 3rd Ave and the new Northgate Transit Center. A preferred location for the park is adjacent to or visible from 3rd Avenue NE. It should also be close to, but not immediately adjacent to the future light rail station. Further definition of this space is provided in the Metro TOD case study section.
- A small “Village Green” that includes spaces designed for both young and older surrounding residents. This space should be located south of NE 100th St, and could be integrated/coordinated with adjacent mixed-use residential development.

NGS_UDP-2

Establish Third Avenue NE as a central linear park street

Third Avenue is located between Thornton Place and the King County Metro transit Center. The City should consider actions to create a central neighborhood promenade street that provides orientation as an organizing feature for the subarea. The design of this street should include:

- Generous 20' linear park space on the west side of the street. Where feasible, expand the public realm into the curb parking zone for special street furnishings, art and other pedestrian features such as water feature/fountains, etc.
- Low impact development green street features should be incorporated (where they do not compromise useable space).
- Encourage adjacent building frontages as ground-related residential.
- Encourage a buffer landscaped fence where adjacent to current surface parking lots.
- Encourage retail storefronts north of NE 102nd Street (new E-W pedestrian connection and allowed anywhere along the street).
- Update development standards to include blank wall restrictions.



Example of a linear park located at a street median



Location of potential infill locations at parking lots in the south subarea

NGS_UDP-3

Convert surface parking lots into infill development

Encourage the infill redevelopment of surface parking lots, with a focus on the following priority locations:

- The Metro Transit Center TOD Site
- The Mall edge along NE 103rd St and 5th Ave NE
- Several locations south of NE 100th St
 - West of 3rd Ave NE – office use is most likely
 - Between 3rd and 4th Ave NE – multifamily use is desirable, but may need incentives
 - East side of 1st Ave NE – commercial is most likely

NGS_UDP-4

Buffer freeway noise with office buildings

Large buildings with uses that are not overly sensitive to noise can help block freeway noise from penetrating the Urban Center and reducing comfort for area users.

- North of NE 100th St the future light rail station and Sound Transit parking garage will provide a buffer
- Between NE 97th and 100th.St, office and hotel uses are the most likely development opportunities that would be tall enough to create a good buffer – consider incentives to encourage redevelopment



Office buildings adjacent to transit or high traffic arterials.

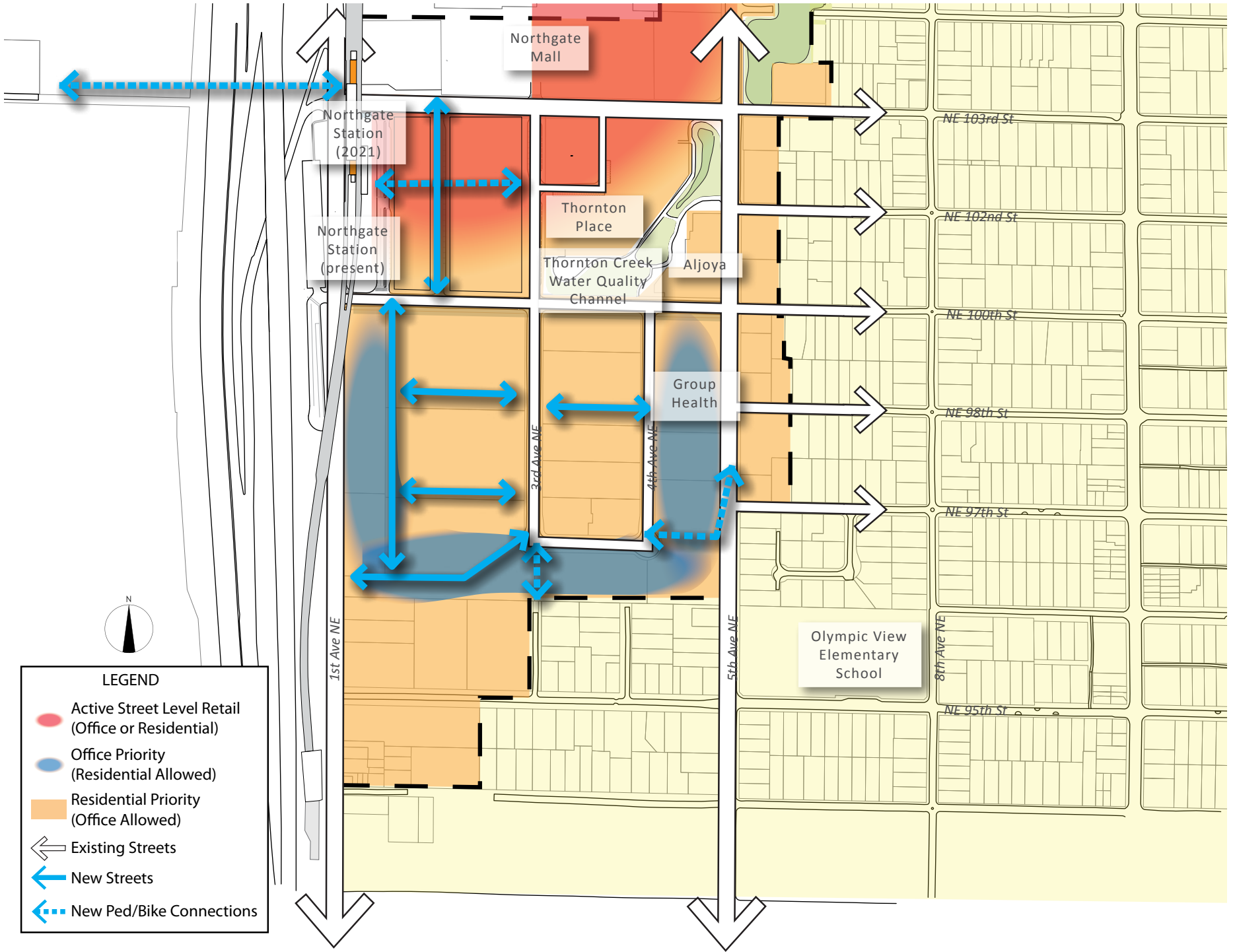


Figure 3.6 - South Subarea Concept Diagram



Figure 3.6 - South Subarea Urban Form Diagram

NORTHGATE SOUTH SUPERBLOCK RECOMMENDATIONS

1. **Superblock NGS #1.** This is the location of a future parking garage as part of the LRT station. This garage provides the opportunity to consolidate surface parking. It is recommended to draft a district parking overlay to reduce parking requirements for nearby parcels.
2. **Superblock NGS #2.** The KCM superblock currently occupied by the Northgate Transit Center and Park and Ride lots represents a unique opportunity to redevelop using TOD principles. See TOD Strategy (Section 4) for the character, type and open space recommendations of desired for this superblock.
3. **Superblock NGS #3.** Redevelopment of these parcels is likely to happen after the LRT guideway is in place. These parcels could benefit from exposure and visibility to the highway and redevelop as commercial high-rise buildings. This form of development can help reduce the impact of the freeway noise to the rest of the subarea.
4. **Superblocks NGS #4.** The superblock located south of NE 100th St. and west of 3rd Ave NE is likely to redevelop with mixed-use development similar in

character and scale as the Metro Block. Setbacks are recommended to implement green street improvements along NE 100th St. and a linear park along 3rd Ave NE (See Streetscape Concept Plan). At least one new east-west street is recommended to reduce the block size and connect 1st and 3rd Avenues. Similarly, it is recommended to provide an alley or pedestrian route north-south to provide an alternative pedestrian route.

5. **Superblock NGS #5.** The superblock south of 100th St between 3rd and 4th Ave is an opportunity area that could be redeveloped high-density residential uses. If consolidation is possible, these parcels could provide a site large enough to develop a residential village. It is encouraged to include a public green space amenity as part of the design and redevelopment process.
6. **Superblock NGS #6.** The southeast corner of the Northgate Mall (intersection of

103rd St and 5th Ave NE has the potential for infill development. Redevelopment should be encouraged to include a large scale mixed use building or complex with enough space to include large retail and commercial development. Part of the redevelopment may require a parking garage to comply with parking demands for the Mall operations.

NORTHGATE SOUTH STREETScape CONCEPT PLAN

The existing and new proposed streets in the NGS subarea should have both common and distinctive functions. Some streets need to accommodate broad uses including regional through access, transit, trucks, autos, bicycles and pedestrians. Other streets should be limited to local access only, with only minor and occasional use by lighter service trucks and bus circulation. This street design concept plan outlines and illustrates recommended designations for 2 key streets in the South Subarea:

- NE 100th Street
- 3rd Ave NE

NE 100th Street

NE 100th Street will serve as the subarea’s principal Green Street and will feature “complete street” elements including stormwater, pedestrian, and bicycle infrastructure while continuing to function as one of the neighborhood’s transit streets. In contrast to NE 103rd Street, which is fed by the I-5 offramps and will be busier in terms of automobile traffic, NE 100th Street will provide an east-west connection that is focused on mixed modes of transportation. This street could serve as the backbone of a comprehensive,

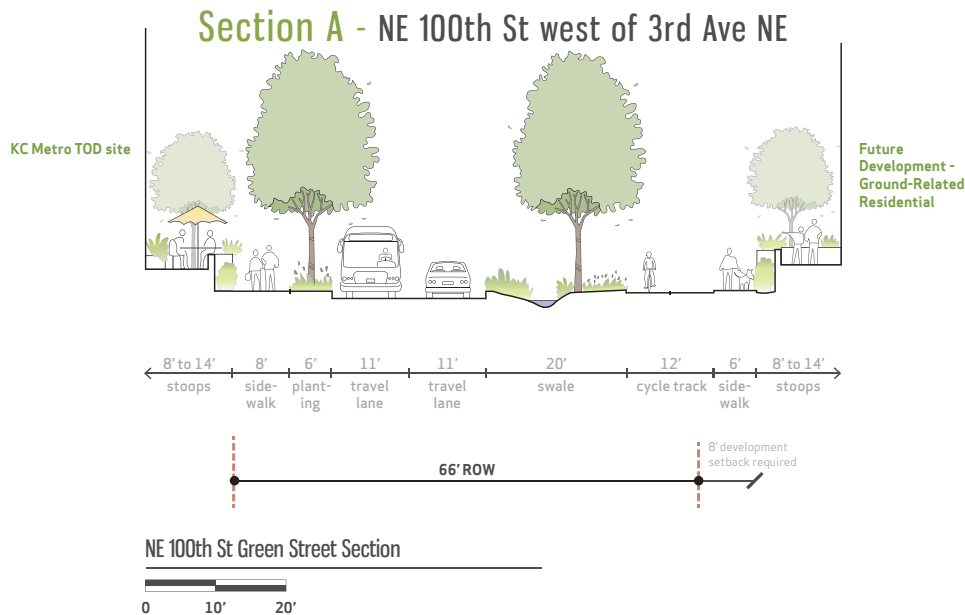
Great Green Street

neighborhood-wide green streets network.

A new landscaped buffer with swale/raingardens on the south side of the street will capture stormwater runoff from public rights of way within the NGS subarea south of NE 100th, perhaps also relating to the Thornton Creek Water Quality Channel to the north of NE 100th. The new cycle track on the south side of the street will connect 1st and 5th Avenues, with prioritized pedestrian/cycle paving over auto paving at 3rd and 4th Aves.

The 100th Street roadway section will be reduced to two general purpose travel lanes. A recommended 8 ft wide sidewalk on the north side of the street will accommodate the majority of pedestrian trips to and from the light rail station. On the south side of the street, the pedestrian zone consists of a 6 ft wide sidewalk, buffered from the roadway by the landscaped swale and 12 ft wide, two-way cycle track. There will be no curb parking on this street.

Where necessary, bus layover would continue to be accommodated on both sides of 100th St., with cutouts of the swale affording bus layover parking in one or two places.



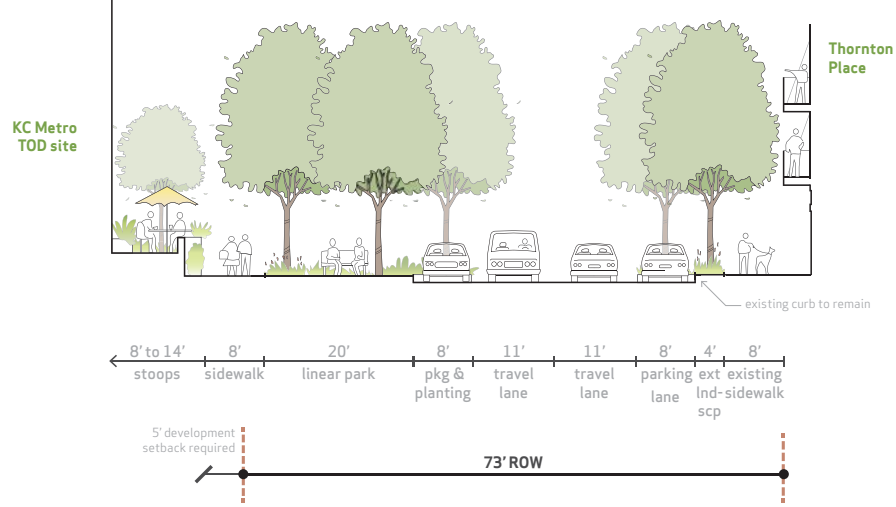
Third Ave NE Linear Park Street

Third Avenue NE will function as a linear park street, providing an important pedestrian connection between the principal neighborhood gathering spaces north and south of NE 100th Street (see NGS_UDP_1). Generous sidewalks and green street features will reinforce the neighborhood street character of Third Avenue NE while providing a buffer to adjacent surface parking areas. In order to help complete the neighborhood pedestrian network, sidewalks will be added to the right of way south of NE 100th Street, where they currently do not exist.

The right of way will be reconfigured to eliminate the existing median in exchange for useable public green space directly adjacent to the sidewalk. Configured in the form of a linear park (see NGS_UDP_2), this community green will create a strong pedestrian pathway that serves and connects the Northgate South subarea.

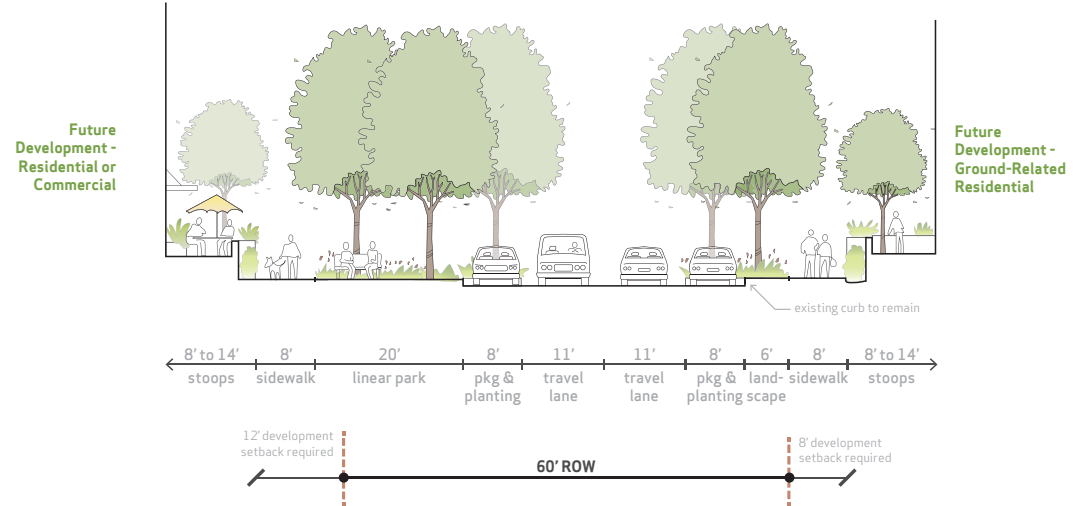
Private development setbacks ranging from 5-12' may be required in order to implement the Third Avenue NE streetscape concept between NE 97th Street and NE 102nd Street. This depends upon whether the final recommendation is for a maximum of 20 feet as shown in the diagrams on this page. The right of way that might be gained from the additional setbacks would be used to enhance the public realm in anticipation of adjacent redevelopment with street-related uses (see NGS_UDP_3).

Section B - Third Ave NE north of 100th St

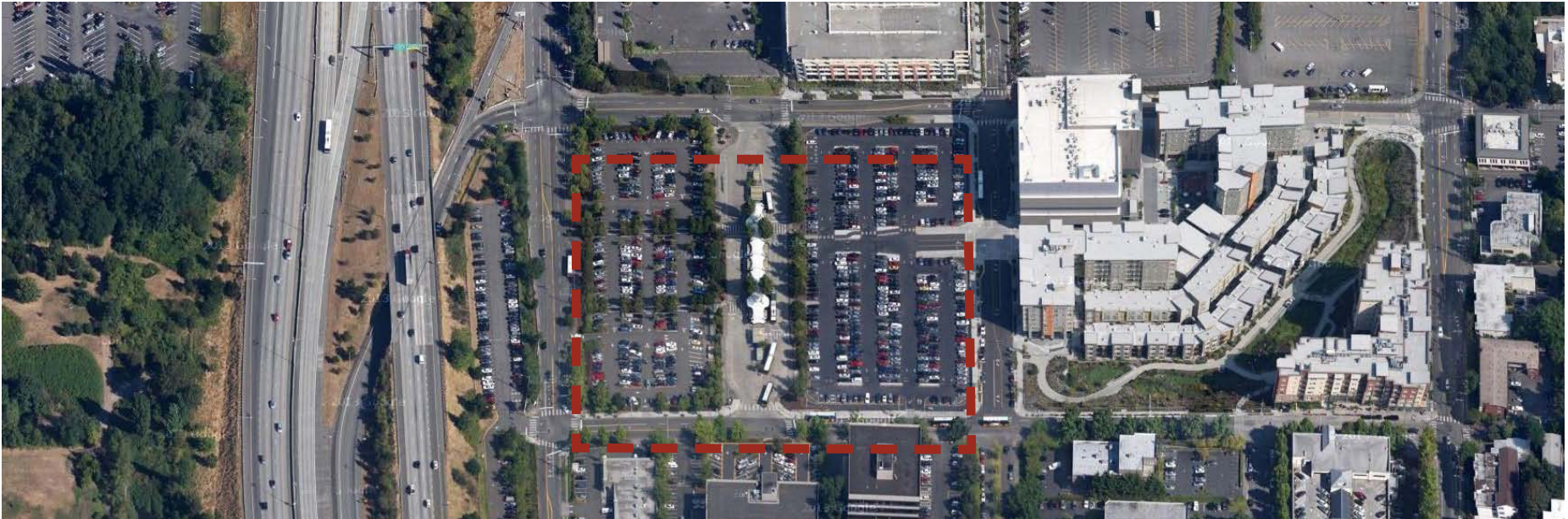


3rd Avenue NE Green Street Section
Looking north (north of NE 100th St)

Section C - Third Ave NE south of 100th St



3rd Avenue NE Green Street Section
Looking north (south of NE 100th St)



Transit-Oriented Development Catalyst Project

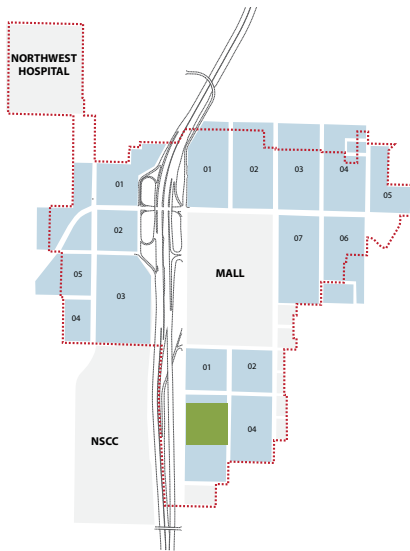
Context

The King County Metro Northgate site has been North Seattle’s primary bus transit center and commuter park and ride lot for decades. The south subarea consists of a few superblocks with: the Thornton Place mixed use complex; Aljona senior housing; several low-to-moderate scaled medical-dental office and clinic buildings; a few larger multitenant office buildings; limited presence of retail uses; and a dominating presence of surface-parking lots reflecting a traditional approach for commercial office development.

The construction of the light rail station by 2021 provides an opportunity to redevelop this site with higher-density land uses that will be transit-supportive and important to the creation of a vibrant activity center in this part of the Urban Center. This will build upon the population base at the adjacent Thornton Place.

In the spirit of accomplishing a maximized private and public value at this key King County property next to light rail, this UDF explores ways to realize the full development potential while also adhering to strategies promoting public health, an excellent natural and built environment, and community economic growth.

At the same time, the City encourages a broader transformation of the south subarea to be a denser,



mixed-use district that will also take advantage of proximity to mass transit service.

FIVE ASSETS: In support of the future transformation of the King County property and the broader subarea, the City notes five assets that will help support these ambitious goals:

1. Activity generated by transit riders

Commuters will use local services and patronize restaurants, and possibly choose to live in this subarea. The future development will facilitate pedestrians passing through the heart of the site on their way to and from the east.

2. The Northgate Mall as an adjacent draw for customers and activity

Northgate Mall is a major regional shopping destination with over one million square feet of retail, attracting thousands of shoppers and hundreds of employees to the area every day. The south subarea and the King County property can be expected to attract future customers from the mall, due to proximity, transit ridership, good pedestrian connections, opportunities for complementary retail uses, and the provision of other welcoming place-making urban design amenities.

3. The nearby office district’s potential to support future infill development and as a source of local service customers and town square users.

The south subarea south of 100th Street has substantial medical and office employment and other nearby residential base. It also has a substantial potential to support future infill development that may occur in response to transit station proximity. The area lacks sufficient public gathering spaces, and so the King County property would offer a place for local services and a central community ‘town square’ gathering place for these users.

4. Thornton Place as an established resident base with complementary retail & public places.

Thornton Place’s residential base of 530 apartments, movie and retail businesses, 850 parking stalls, and green space provide an existing resident population and helps support a mixed-use district in the south subarea. This helps lower risks for future development, and provides an opportunity to strengthen overall activity levels, to the benefit of the whole subarea. Ensuring there are pedestrian connections between the light rail station and Thornton Place’s amenities will naturally improve local circulation and beneficial levels of activity in public places.



Northgate Mall



Northgate Washington Dental Service

5. N. Seattle Comm. College as a potential customer base with improved accessibility.

The 7,000+ college population of students and staff bring activity through the day to the campus west of I-5. With more convenient pedestrian/bicycle connections to the station area, there is great potential to increase overall economic activity in the south subarea, and increase the convenient, more frequent use of mass transit rather than automobiles for school commuting. This will help provide a “reunifying” of the Northgate Urban Center’s two parts on either side of I-5, which will also benefit local residents west of I-5 as well.



Thornton Place



North Seattle Community College

Overall Development Goals

The City’s goal for development of the King County property and the south subarea is to ensure that a future development will result in a publicly accessible, high density urban community that fully realizes its potential as a transit-oriented community. This goal synthesizes the objectives of regional and city planning policies as well as the preferences and priorities expressed in many community comments.

The King County property provides a significant opportunity to build upon the precedent established by Thornton Place to create an attractive and safe environment that is accessible and inviting to the surrounding community. King County’s large publicly owned site provides a unique opportunity to realize a broad range of community development, environmental sustainability, livability, public health and social equity objectives.

What qualities do we want to see in the TOD site development?

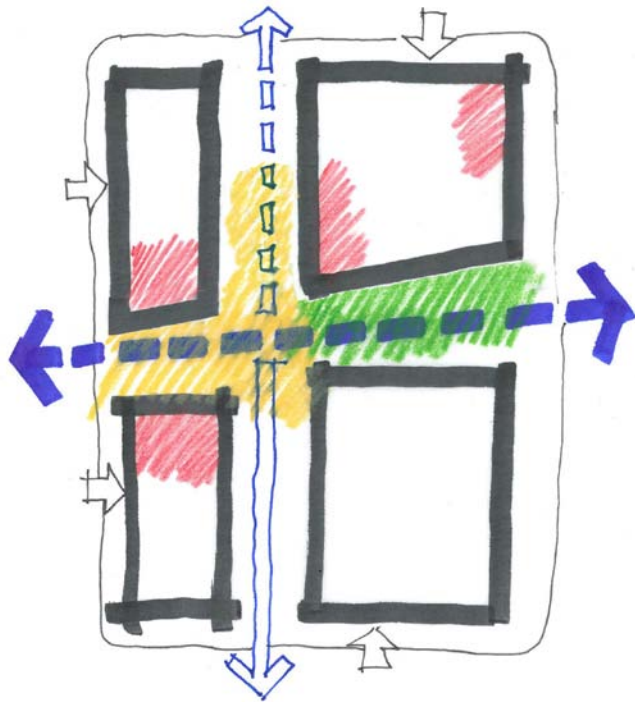
- A combination of public places and amenities that become an active “heart” of Northgate, attracting daily activity as a popular gathering place
- A walkable environment
- A safe place that is well-lit, secure, populated and supports healthy activities
- A site efficiently developed in ways that maximize its potential as a transit-oriented activity center while still being a pleasant, livable setting
- Ground-level uses in key parts of the site that create an engaging and activated atmosphere
- A site with uses that support and blend well with the transit functions on the site and in the vicinity
- Uses that support an equitable mixed-income community with community amenities and economic opportunities that support the Northgate neighborhood’s advancement

A Sample Development Concept Using the UDF Guidance

The following illustrations show one site plan that would be consistent with most or all of the City’s proposed principles and guidelines. However, this is not meant to show the only possible development outcome.

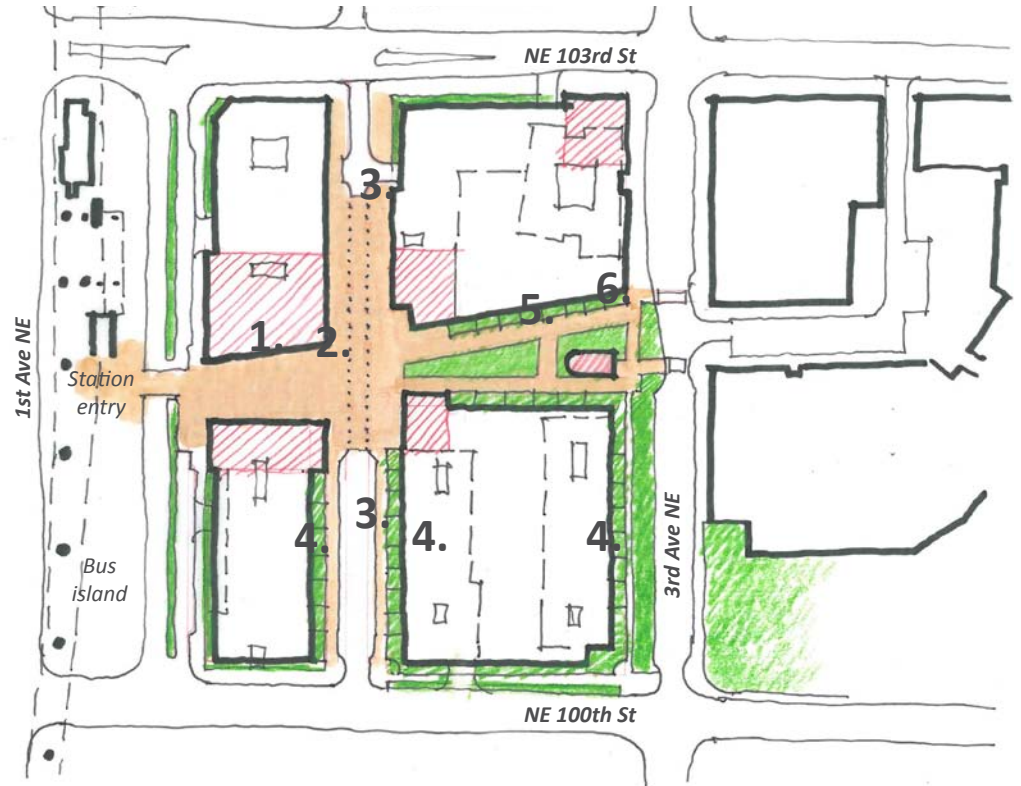
The TOD site development is meant to fit well within the other recommended off-site improvements to the Northgate South subarea. This includes the proposed street parks and related streetscape improvements on 3rd Avenue NE and NE 100th Street. As well, the TOD development would help area pedestrian circulation by providing additional attractive pathways for transit users, to and from Maple Leaf.

F DEVELOPMENT OPTION



URBAN FORM CONCEPT DIAGRAM

-  Building perimeter
-  Ground-floor retail/services
-  Public plaza
-  Green open space
-  Parking and loading access
-  Primary circulation
-  Secondary circulation

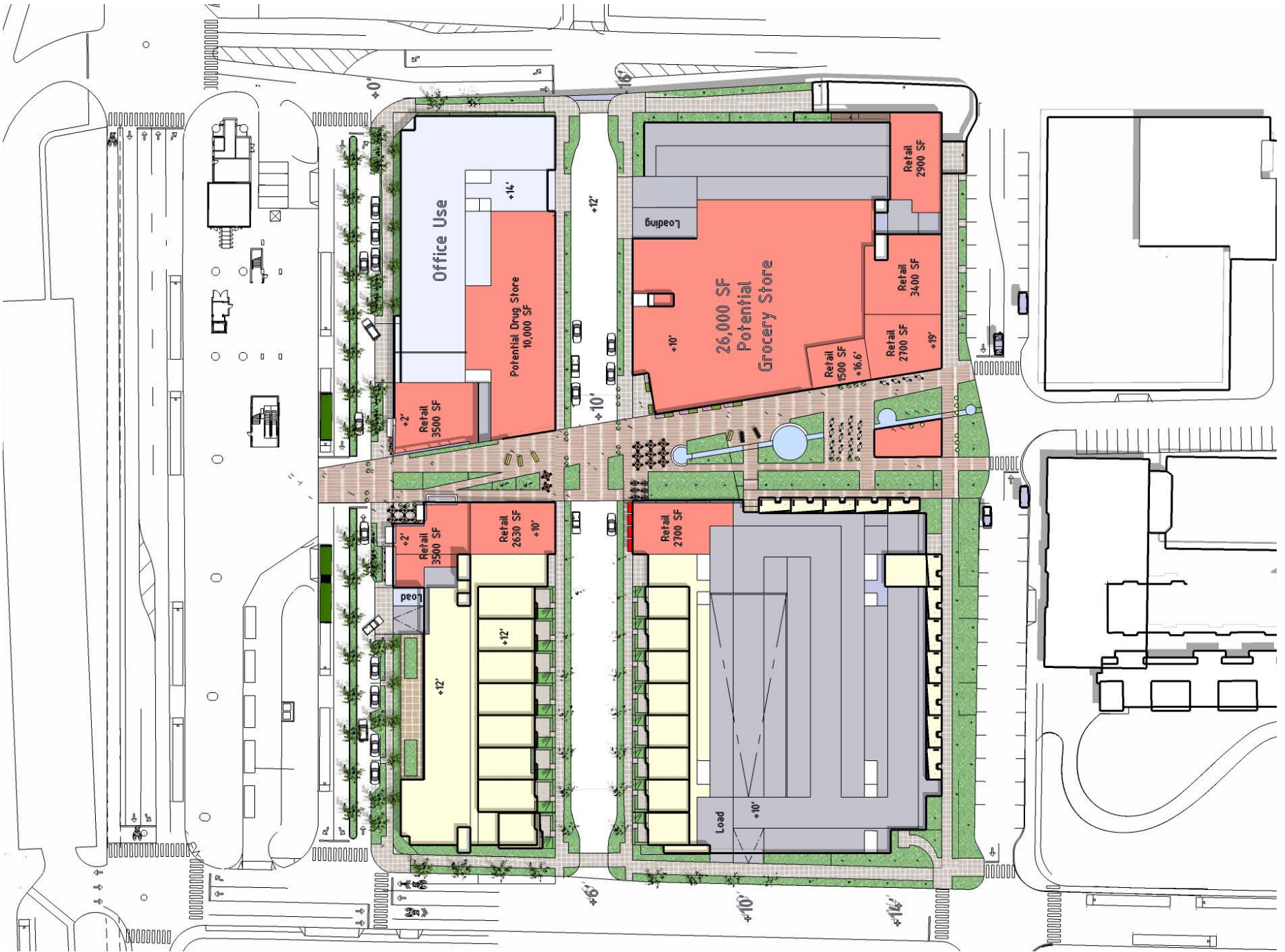


CONCEPTUAL SITE PLAN

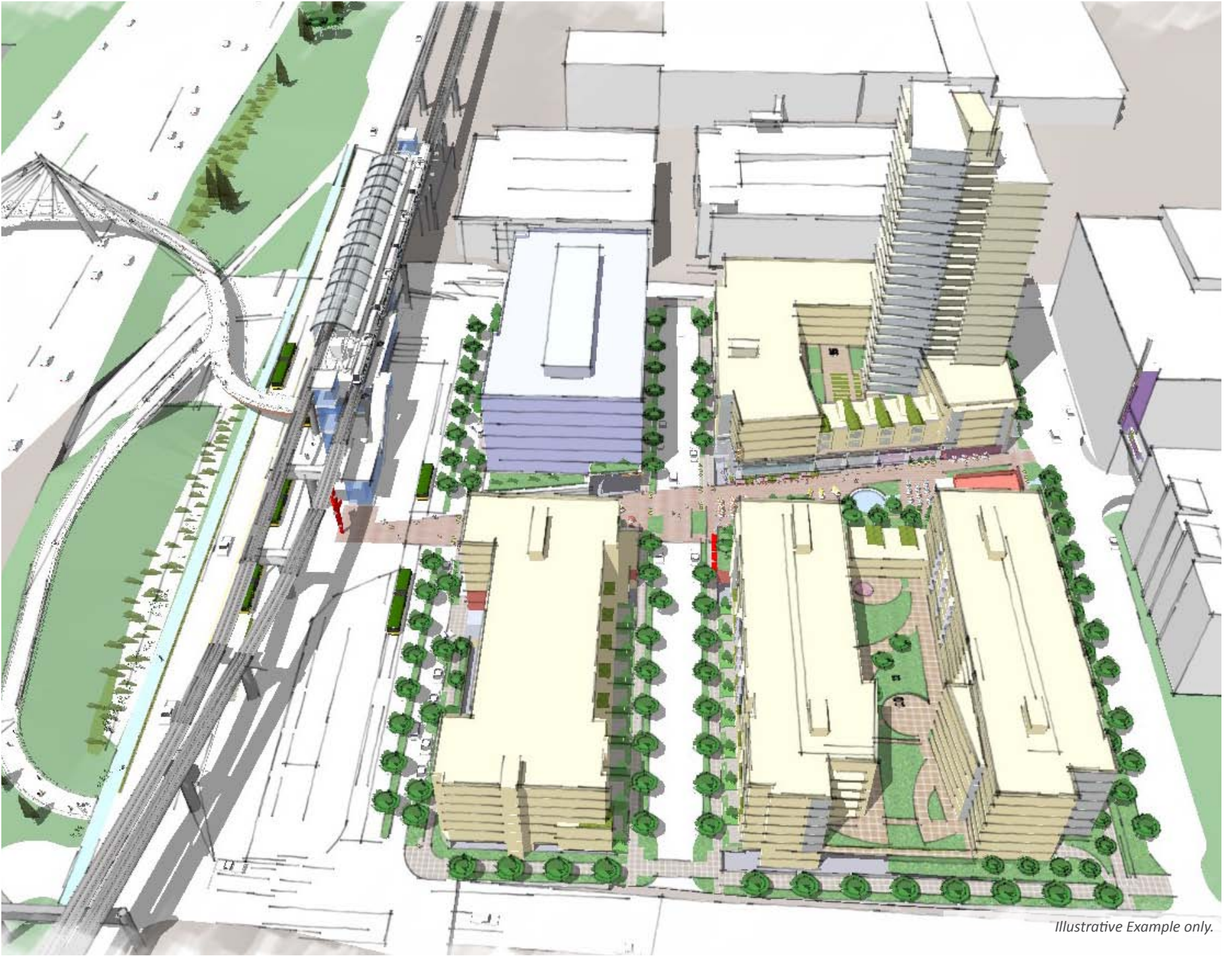
1. Town Square plaza
2. Primary pedestrian access from station to 3rd Ave. NE
3. Access and service lane loops through site and becomes a textured *woonerf* at the town square
4. Townhomes or work lofts with ground-related entrances and landscaped stoops
5. Common green space for recreation, playgrounds, and/or rain gardens
6. One-story kiosk retail



Illustrative Site Plan



Ground Level Plan to illustrate desired uses and active edges



Illustrative Example only.



Example of development with building heights at 240'



Draft Design Principles and Guidelines

The following draft recommended urban design principles and guidelines articulate the most important and desirable characteristics of future development at the Northgate Metro TOD site. These will be used to help “set the rules” for how development can occur.

The rules will help ensure that future development is designed to provide buildings, streets and amenities in ways that will meet the goals discussed in this UDF.

There is an intentional flexibility in how these recommendations are meant to affect future development. There may be many exciting possibilities for the development of this TOD, and the City does not wish to prevent creative and efficient arrangements that will result in a great transit-oriented community.

We are mainly interested in design principles and guidelines that will affect the arrangement of buildings, streets and public spaces on the TOD site.

Recommendations are organized into four main categories:

- **Defining Blocks and Major Pathways Within the Site**
- **Parks and Public Amenities**
- **Land Uses and Building Design**
- **Other Supporting Features and Qualities**



The 3 building illustrations above show roughly the same capacity (FAR) distributed with different heights and massing

DEFINING BLOCKS AND MAJOR PATHWAYS WITHIN THE SITE

The recommended TOD concept is to divide the site into four rectangular blocks that will serve as future building development sites. This would occur through:

- Providing a central east-west corridor that would be an axis for predominantly pedestrian and bicycle movements between Thornton Place to the east and the rail transit station to the west; and
- Providing a north-south street or pedestrian corridor that would provide access to parking and complementary public spaces;
- Additional pedestrian connections within the blocks, to increase overall pedestrian circulation and an urban form with a finer “grain” by helping to break up blocks.

Recommended Features

The east-west corridor should provide a line-of-sight between the transit station and Thornton Place’s entry on 3rd Ave NE. Recommended features are:

- At least a 30-foot average width along the corridor, and a 20-foot minimum width.
- High quality pedestrian amenities and lighting to create an attractive and safe environment.
- Appropriate paving material at the major crossing of the busway street.
- Prioritizing pedestrian movement over vehicles where vehicles are allowed along corridors within the site.
- Weather protection features such as canopies on adjacent buildings for at least 50% of the east-west corridor.

Flexibility

- There is no fixed block size, but preliminary planning suggests that block face lengths of at least 120 feet will provide for sufficient spacing of streets and intersections and will provide building sites that are well sized for individual building and parking construction.
- The east-west corridor may include a park/plaza that will provide a multipurpose public space.
- The east-west corridor may vary in width and in its relationship to buildings and plazas. For instance, the corridor alignment need not be rigidly aligned only with the Thornton Place access drive.
- The east-west corridor may contain a one-way automobile access street, only if designed as a pedestrian prioritized and curbside environment with special paving, and the ability to restrict vehicular access during special events.
- The north-south corridor may consist of a two-way automobile street with accompanying sidewalks across the entire site, or may consist of a primarily pedestrian-oriented corridor along part of all of its length. On-street parking may be provided in this corridor. This corridor is expected to accommodate vehicle access to underground parking for at least some of the future building sites.

PARKS AND PUBLIC AMENITIES

Parks, public amenities and open space features should complement and connect to the network of open spaces around the site. This includes the Thornton Drainage Channel corridor just east of 3rd Ave NE at Thornton Place. Both 3rd Ave NE and NE 100th Street should be improved with enhanced green features. Open space amenities also should emphasize 3rd Ave NE as a greened “Main Street” within the Northgate South subarea, and locating a primary park/plaza feature in proximity to 3rd Ave NE to be a comfortable, activated and successful “people place.”

Recommended Features

Community Park/Plaza Space(s) and Open Space

- A community park/plaza approximately 10,000-15,000 square feet in size along the east-west corridor that will function as a town square and open space amenity for local residents and visitors.
- The site development should provide for a minimum of 15% of the site’s area in outdoor open spaces.

The park/plaza should be:

- Located on or near the east-west corridor.
- A suitable community gathering place, with a combination of both hardscape and durable landscaped areas to soften and enhance the spaces.
- Designed to integrate public artworks, as well as green features such as raingardens or similar features, and sculptural water features.
- Configured to provide a sense of an “outdoor room” in an urban setting.
- Located to complement and enhance viability of ground-level non-residential uses; for example, designed to encourage restaurants with outdoor dining spaces near the park/plaza.
- Designed to accommodate a single-level small building or kiosk for café or similar activating use up to 2,000 square feet within the corridor, to stimulate activity and help define edges of the public space.

- Configured to gain most advantage from solar exposure, particularly in afternoon hours.

- Fully accessible to the general public for a minimum of 18 hours per day, every day, to provide gathering place(s) that are designed to accommodate multiple functions and uses, such as farmers markets, book fairs, and daytime concerts.

Sidewalks

- Provide sidewalks and pedestrian corridors within the site and at the site perimeter that will accommodate needs generated by site users, residents, and commuters.
- Provide sidewalks and streetscape improvements at the site perimeter per street sections included in this UDF; improvements may be phased.

Other Community Amenities

- Encourage provision of indoor community amenity features, including community meeting rooms, space for recreational activities, accessory spaces such as shopping atriums, and artist/cultural facilities as tenants.
- Encourage placement of artworks in public environments.
- King County should consider using incentive methods in its request for proposals, to express preference for such indoor amenities.

LAND USES AND BUILDING DESIGN

The intent is to encourage efficient use of land on this TOD site while providing public amenities and serving community needs with affordable housing, services and community facilities. These recommendations provide guidance to shape the future development and ensure that the arrangement, sizing and combinations of uses will lead to an active and vibrant urban community at the Northgate light rail station.

Recommended Features

Support of Mixed Uses and Flexibility in Siting of Uses

- The TOD site should be able to host a combination of uses. Expected uses will primarily be residential and retail, although some of the sites may also be well-suited for office development.
- The City will evaluate whether to state a preference for residential uses to occupy the majority of the site's floor area at full site buildout.

Total Site Density Assumptions

- The existing density limit associated with the existing NC3 125' zone is 6 FAR. This means floor area can be built equivalent to 6 times the amount of land area on the site.
- Northgate Overlay zoning indicates that the maximum density limit may be exceeded by the residential uses in this zone.
- The City may consider a minimum required density of 3 FAR per building site or defined "block" on the TOD site, as a way to ensure efficient use of this important TOD site.

Location of Ground-Floor Commercial/Retail Development

- The east-west pedestrian corridor should include ground-floor retail uses, at least along one side of the corridor.
- Ground-level retail uses are also encouraged

along the west side of 3rd Avenue north of the east-west pedestrian corridor.

- Convenience retail uses are encouraged to occur adjacent to or on the transit island's main pedestrian plaza, to provide visible and convenient goods and services for commuters.

Minimum Provision and Sizing of Retail Commercial Development

- For the whole TOD site, a minimum provision of 10,000 square feet of ground-level retail uses is recommended.
- The TOD development is encouraged to provide a medium sized grocery store and drug store as resident-supportive uses and convenience uses to commuters.

Residential Development

- Residential uses will be permitted throughout the TOD site.
- Encourage ground-level, ground-related housing with stoops on a majority of block faces of predominantly residential buildings that border on the north-south streets, including 3rd Avenue.

Affordable Housing

- The TOD site development will be required to include affordable housing with a performance requirement. This performance requirement will be targeted to provide new affordable dwelling units serving a range of households.
- The TOD site development will contribute toward achieving the Growing Transit Communities TOD Compact goals for affordable housing production:

LAND USES AND BUILDING DESIGN (continued)

- 13% of dwelling units serving households from 0-30% area median income
- 12% of dwelling units serving households between 30-50% area median income
- 18% of dwelling units serving households between 50-80% area median income

Tower/Upper-Level Building Bulk and Size Limits

- Define a maximum size limit of 13,000 square feet per floor for residential tower floors.
- Define a maximum size limit per floor for upper levels of non-residential buildings.

Locations of Towers to Limit Solar Exposure Effects Upon the East-West Pedestrian Corridor

- To limit the potential shading effects upon the recommended east-west pedestrian corridor, locate towers a certain distance from the south side of the corridor.

Upper-Level Building Setbacks

- Define upper-level building setback limits in the range of 5-20 feet above a building's base, to allow more light into sidewalk and pedestrian corridors.

Maximum Sizes of Use and Prohibition of Selected Use Types

- Prohibit surface parking on building sites.
- Limit individual ground-level retail/commercial spaces located on the TOD site to approximately 25,000 square feet.

Flexibility and Development Phasing

Intended Development Agreement Approach

- A development agreement between the City and the County would supersede underlying development standards.
- Intent for flexibility from selected development standards through departures granted during Design Review processes.

Ability to Exceed Zoned Height Limits

- The development agreement could allow structures to exceed the zoned 125-foot height limit for buildings that meet applicable design criteria.
- Define a total amount of building area that may exceed the zoned 125-foot height limit.

Ability to Transfer Development Density Among Blocks Within the TOD Site

- The TOD site's current total permissible development capacity applies to the entire site and not individual structures. Exceptions to the current height limit may be allowed for individual buildings in order to permit use of the full zoned development capacity.
- The City will define practices that will track total future development against the current total permissible development capacity of 6 FAR.

OTHER SUPPORTING FEATURES AND QUALITIES

Recommended Features

Green Performance Levels

- Meet a LEED Platinum standard in development.
- Meet City requirements, including Green Factor.
- Encourage inclusion of raingardens and distinctive landscaping and water features.

Transit “Busway” Street

- Accommodate a vegetated median that discourages jaywalking.
- Ensure a well-marked crossing at the east-west pedestrian corridor.
- Ensure sufficient safety for pedestrians and bicyclists for the busway crossing locations at the north and south ends of the transit island.
- Require that northbound lane is available for general purpose traffic, and that two southbound lanes are reserved only for transit use.
- Accommodate street design flexibility and relief from code standards, if it will help avoid bus service operational conflicts. For instance, accommodate location of street crossings where they would avoid impairing bus boarding efficiency.

Parking

- Define parking performance standards in the development agreement according to “right-size parking” principles, which will accomplish parking efficiencies for on-site uses and will supersede Land Use Code guidance.
- Recommended parking be located underground and not on the surface of any building site.
- Accommodate on-street parking for internal streets on the site.
- Accommodate above-ground parking for up to 30 feet above grade, if intervening uses or full screening of parking areas from view is accomplished.

Vehicle Access

- Recommend parking accesses be prioritized from the internal north-south street when possible.
- Accommodate parking accesses from 3rd Avenue and the busway street; parking accesses may also occur from 100th and 103rd Streets as long as the City concurs that safety and operational efficiencies can be maintained.
- Accommodate design flexibility for parking accesses at other locations if considered necessary due to architectural design considerations.

Transforming the Northgate Urban Center into a more livable and walkable community will require complex and deliberate actions by multiple departments of the City of Seattle in collaboration with partner public agencies such as Washington Department of Transportation, King County and Sound Transit. More detailed evaluation and recommendations will be required to resolve issues comprehensively. However, several general implementation steps are recommended below. These actions are designed to leverage current investments and general market development patterns to best catalyze the more significant opportunities. Because the City is the lead agency responsible for comprehensive planning in the area, the City Departments of Planning and Development (DPD) and Transportation (SDOT) are suggested to lead relevant actions listed below related to each subarea.

Northgate North Subarea

The Department of Planning and Development (DPD) should lead efforts related to development opportunities. Actions should include meetings with property owners to present and discuss City intentions and objectives of the UDF. Both individual and group meetings should be considered to elicit the most useful information. Based upon meetings, develop strategies and tools to better catalyze and coordinate future development opportunities consistent with UDF goals.

The Department of Transportation (SDOT) should lead efforts to further evaluate recommendations for improving streets and mobility connections. Actions should include:

- Street concept plans should be developed for 5th Ave NE, and NE Northgate Way.
- Assist appropriate community organizations to sponsor Neighborhood Street Fund grant applications for street improvements on 5th Avenue.
- Coordinate with King County Metro to determine how to further evaluate and realize recommended improvements to the transit facilities.
- Develop strategies to realize recommended new street and pedestrian/bike connections.

Facilitate community application for Neighborhood Matching Fund for Hubbard Homestead Park improvements and connections to nearby senior housing. Also consider future funding such as the new Parks Levy or Future Bridging the Gap transportation improvements levy for all street improvements.

Northgate South Subarea

DPD should address development opportunities on both the King County Metro TOD site as well as other development opportunities in the NGS subarea.

The TOD site may be the first catalyst for redevelopment and for street improvements. For the Metro TOD, DPD should refine and incorporate the proposed development guidelines for the site into a development agreement with King County that allows it to solicit for development services. Since additional development capacity is not being recommended, it will be important for DPD to identify appropriate incentives to offset any new perceived encumbrances upon the site and help expedite the realization of development. DPD and SDOT should coordinate commitment of capital funding for infrastructure and right of way improvements with the Request for Proposals and as part of the future development agreement for the site.

For all other development areas, DPD should meet with property owners to present and discuss City intentions and objectives of the UDF. Both individual and group meetings should be considered to elicit the most useful information. Based upon meetings, develop strategies and tools to better catalyze and coordinate future development opportunities consistent with UDF goals.

The design and funding for the new cross I-5 bridge at 103rd St. is a significant second catalyst for change. SDOT should:

- Continue coordination of the proposed pedestrian and bicycle bridge evaluation across I-5, connecting the Transit Center and surrounding Northgate South subarea to NSCC, the Northgate West subarea and the overall North Seattle bicycle infrastructure network.
- Develop street concept plans for the green street and cycle track for NE 100th Street and 3rd Ave NE in coordination with SPU.
- The new bridge can catalyze funding for new pedestrian and bike connections to the bridge along 100th and from Northgate Way. SDOT should include these pedestrian and bike connections in their project descriptions as they pursue potential funding sources.
- Assist the appropriate community organizations to sponsor Neighborhood Matching Fund grant applications for street improvements.

Northgate West Subarea

DPD should:

- Further evaluate development opportunities that would help create an active public space.
- Meet with property owners to present and discuss City intentions and objectives of the UDF. Both individual and group meetings should be considered to elicit the most useful information. Based upon meetings, develop strategies and tools to better catalyze and coordinate future development opportunities consistent with UDF goals.

SDOT should:

- Street concept plan for Meridian Avenue and Northgate Way
- Develop strategies to realize recommended new street and pedestrian/bike connections.