

Northgate

The Northgate station area is auto-oriented, offering major retail, office, and school uses that attract people from all over the city and region. The Northgate Transit Center already makes the area a major transit hub, and planned bus service improvements, combined with light rail, will reinforce Northgate's importance as a key transit center.

The station area has a strong potential to become a transit-oriented node because of the large number of available sites for development and strong real estate market that can support additional retail and office development. The City can take specific actions to ensure that new development has the right mix of uses, density, and pedestrian facilities to support transit use.

SOUND TRANSIT ALIGNMENT AND STATION OPTIONS

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

EXISTING STATION AREA CONDITIONS

LAND USE AND HOUSING

Major land uses within one-quarter mile of the proposed station location function as citywide and regional attractions and are strongly oriented to the automobile. These include North



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

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Seattle Community College, Northgate Mall, office uses to the southeast of the proposed station, and the Northgate Transit Center.

The Community College, Mall, and office uses occupy the largest number of acres in the station area. Retail space, primarily in the Mall, makes up most of the commercial land use. Residential development, by contrast, is more limited. Residential densities and commercial floor area ratios are low relative to other station areas.

Parking Uses

A large amount of the land within the station area is used for parking. Six parcels of land, totaling approximately 20 acres, have parking as a primary use. In addition, major land uses (the Community College, Mall, and office uses) include associated parking. Thus, the amount of land actually being used for parking in this station area is more than that shown in the table of land use acreage in the Atlas.

Northgate Station Area – Existing Conditions, 1997¹	
<i>Population</i>	757
<i>Employment</i>	1,905
<i>Median Household Income (1996)</i>	\$ 34,408
<i>Residential Land Use</i>	
Total Dwelling Units	485
Density ²	
Single-family Zones	0.0
Multi-family Zones	6.8
<i>Commercial Land Use</i>	
Total Floor Area (sq. ft)	2,069,719
Retail/Service	898,024
Office	650,927
Floor Area Ratio (FAR) ³	0.29
¹ Within a ¼-mile radius of station location.	
² Dwelling units per net residential acre in specified residential zones. Residential units in non-residential zones are excluded.	
³ Ratio of non-residential space per net acre of commercial and industrial land use.	

TRANSPORTATION

The Northgate station area has an extensive transportation network and is accessible both by automobile and transit. Due to the presence of the Northgate Transit Center and planned transit service improvements, Northgate will continue to be a major transit hub in northern King County. The neighborhood’s major infrastructure includes:

- *Highway.* Interstate 5 serves as the main transportation link and commuter route between Snohomish County, North Seattle, and Downtown Seattle.
- *Transit Center and Park-and-Ride.* The Northgate Transit Center connects city bus routes from Downtown and the University District to counties and cities north of Seattle. Many commuters access the Transit Center via I-5, park their cars, and ride the bus into Downtown Seattle. High parking demand at the Transit Center prompted policies for parking regulations in the *Northgate Comprehensive Plan*. Transit station parking is limited to 1,000 vehicles, and the neighborhood has adopted parking management policies to control the overall amount of parking and encourage shared parking facilities.

Community Issues

According to *Northgate Area Comprehensive Plan*, the community's transportation goals include:

- *Improved Pedestrian Circulation.* A pedestrian-friendly environment, including good connections between the commercial area, neighborhood and light rail station, as well as a pedestrian bridge over I-5 connecting North Seattle Community College to the Mall and Transit Center.
- *Improved Transit Services.* Additional bus routes and a circulator system to bring nearby residents to the station.
- *Parking Management.* Exploration of shared parking options and limited parking.

1995 Metro Six-Year Plan

Transit activity in the Northgate area is expected to increase quickly over the next several years. King County's *1995 Six-Year Transit Development Plan* targets Northgate for extensive improvements in transit services and facilities. Northgate is one of only four urban areas in the Seattle region to be simultaneously designated a transit hub, an employment target area, and a center for intercounty bus connections (Bothell, Overlake, and Bellevue are the others). Several policies focus additional and improved bus service to the Northgate area:

- *Designated Transit Hub.* The *Development Plan* establishes 44 transit hubs throughout the Seattle region, of which Northgate is one. These transit hubs are targeted for service and facility improvements, depending upon service routes and transit frequencies (Strategy C-1).
- *Improved Commuter Access for Employment Centers.* Thirty-four (34) employment target areas throughout the Seattle region are identified and slated for improved peak-hour service, both for fixed and flexible routes. Northgate is identified as one of these employment centers (Strategy S-4).
- *Improved Intercounty Connections.* Bus connections from Northgate to suburban communities, including Edmonds, Lynnwood, and Everett, will be improved (Strategy S-5).

- *Improved Bus Frequencies.* The frequency of buses will be increased along core routes, including routes from Northgate to the University District and Downtown Seattle, and routes to Northgate from Ballard and Woodinville. (Strategy S-2.) In combination with improved bus connections to outlying communities, the improved bus frequencies to Downtown have made Northgate a major transfer station. The addition of a light rail station will build on Northgate's role as a transit hub.

PEDESTRIAN AND BICYCLE NETWORK

Pedestrian connections to the Northgate station site are poor. Much of 1st Avenue NE lacks sidewalks. The Northgate Mall parking lot does not provide a pedestrian connection to the intersection of 1st Avenue NE and NE 103rd Street. Even informal connections are missing, since the Mall parking lot is well above the grade of surrounding streets. Strengthening the connection between the Mall and the station site should be a priority.

The most significant pedestrian barrier in the Northgate station area is Interstate 5. Running north-south, it severs the station area. Currently, the only connections across this barrier are the underpass at NE Northgate Way and an overpass at NE 92nd Street, neither of which is pedestrian-oriented. There is strong community and college support for a new pedestrian/bike connection across I-5. A potential connection could be made from the station site to the North 103rd Street right-of-way on the west side of the Interstate. The North 103rd Street right-of-way is bordered to the south by North Seattle Community College (and their wetland preserve) and to the north by apartment buildings, office buildings, and the Northwest Outpatient Medical Center. Improving pedestrian access to and facilities on the nearby 92nd Street overpass should be explored as a possible connection.

INFRASTRUCTURE AND COMMUNITY FACILITIES

Aside from transportation infrastructure, the Northgate area has few facilities serving the surrounding community. The *Northgate Area Comprehensive Plan* calls for building community facilities, such as a library, community center, and public meeting space, in the neighborhood's core area near the proposed location of the transit station.

URBAN DESIGN FEATURES

The Northgate station site is situated in a strongly suburban/commercial neighborhood. Past development in the area has been auto-oriented, evidenced by vast asphalt parking lots surrounding the site. Streets tend to be wide ("super block" grid pattern, typically 4 lanes), and some sidewalks are missing. Major features in the station area include:

- *Interstate 5.* The Interstate is the dominant feature in the station area, isolating half of the station area from the station site. A large potential ridership lives, works, and/or visits the western half of the station area, particularly from North Seattle Community College. In this area west of the interstate, housing density is also high (primarily apartments) and there are a number of office buildings.

- *Northgate Mall.* This regional Mall is located to the immediate northeast of the station site. As seen from the site, the Mall sits beyond an expansive parking lot, with no pedestrian features. Although the Mall has an outdated appearance, remodeling is underway, with a major expansion to the south now in design. Some residents have concerns about the urban design features of the new design, particularly with regard to the pedestrian environment created by the expansion.
- *Office Park South.* Immediately southeast of the station location are office uses oriented to the automobile. Large surface parking lots accompany low-density office structures, and there are virtually no pedestrian facilities.
- *Northgate Transit Center.* The proposed light rail station location is adjacent to the Northgate Transit Center, which connects bus routes traveling between Snohomish County, the University District, and Downtown Seattle. Besides bus connections, the Transit Center offers some much-needed greenery and a pedestrian-scaled refuge to the area.

Visual Landmarks

The Northgate station area has significant visual landmarks, but their presence is diminished by the elevated Interstate 5 and large parking lots. The Northgate Mall is a key landmark, but it is surrounded by large surface parking lots and is detached from the local streets. The Transit Center structure has distinctive visual character, but is also surrounded by parking lots and is set back from 1st Avenue.

Views

The Northgate station area viewshed is limited to asphalt, neglected commercial facades, mid-rise office parks. From the I-5 right-of-way, the Downtown skyline is visible to the south.

RECENT MARKET TRENDS AND DEVELOPMENT ACTIVITY

Recent market trends have favored retail development, and to a lesser extent residential development, in the Northgate area. While office vacancy rates have remained high (currently, 7% – higher than many other areas of the city), retail uses have continued to experience success. The Mall is currently slated for a 300,000-square foot expansion. Residential development has been minimal in terms of overall numbers, mainly because the station area is primarily zoned for commercial uses. However, residential land prices have been increasing, and there are active permits for 150 new housing units in the station area.

RECENT DEVELOPMENT PROJECTS

Recent development projects have focused on Northgate Mall and North Seattle Community College. No new office development has occurred in the last five years. New office construction, as part of the Northgate Mall expansion, represents the first office development in the neighborhood in recent years.

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- *Mall Redevelopment.* On the south parking lot, the development proposal includes a 220-room hotel, 170,000 square feet of office space, structured parking, and 150 units of multi-family housing.
- *Community College.* NSCC has proposed development of two new buildings in its long-range plan, however, these projects are not yet funded (*North Seattle Community College Compiled Major Institution Master Plan, August 1995*).

Northgate Station Area – Market Conditions¹	
Rents and Vacancy Rates	
Apartment Rents (sq. ft.)	\$ 0.85
Apartment Vacancy Rate	2.5%
Office Rents (sq. ft.)	\$ 18.53
Office Vacancy Rate	7.0%
Trends in Land Prices ²	
Commercial Lots	4.6%
Single Family Lots	7.7%
Multi-family Lots	7.3%
Active Permit Applications	
Residential (units)	150
Commercial Space (sq. ft)	300,000
<i>1 Within a ¼-mile radius of station location.</i>	
<i>2 1985-95 average annual increase, based on sales prices recorded by the King County Assessor and reported by zone category.</i>	

RELATIVE STRENGTH OF DEVELOPMENT MARKETS IN THE NORTHGATE STATION AREA

Based on demographics, land use, and land prices, the Northgate station area has the potential to support additional retail, office, and housing development. Commercial development is expected to have the strongest potential, particularly in the retail sector.

- *Retail.* In addition to the proposed Mall expansion, retail development at the Mall is expected at a later time. Strip retail buildings in the surrounding areas are also expected to be redeveloped. Ground-floor retail uses may appear in mixed-use structures.
- *Office.* Given the relatively high vacancy rates for existing office uses in the Northgate station area, the potential for new office development is expected to be lower than for retail development. However, the potential for office development in the Northgate station area is expected to increase during the next 20 years as office rents in Downtown Seattle and other regional office centers continue to increase.

Northgate Station Area – Relative Market Strength¹	
	Ranking (5 high, 1 low)
Housing	2
Retail	5
Office	3
¹ Indicates relative strength of market type of station area, compared to other potential station areas. Ranking is based on rents, employment levels, vacancy rates, land values, recent development activity, stakeholder interviews, field observations, and other information.	

EXISTING PLANS AND ZONING

PLANNING CONTEXT

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

ZONING

The station area includes three main zones and two special zones for pedestrian facilities and parking:

- *Neighborhood Commercial 3.* The NC3 zone allows a wide variety of general commercial uses, including auto-oriented sales and services. Regulations for mixed use development with housing require that 80% of a structure’s street-level, street-fronting facade be occupied by non-residential uses. Height limits in the station area range from 65’ to 125’.
- *Low-rise 3 Multifamily Residential.* The L-3 zone allows for residential uses; mixed use development (i.e., with ground-floor retail) is generally not allowed.
- *Mid-rise Multifamily Residential.* The MR zone permits residential uses with no density limits imposed. In addition, specific ground-floor commercial uses are allowed within a one-block radius of a commercial zone. Height limits range from 60’ to 85’.
- *Northgate Overlay.* This overlay district covers all portions of the station area and includes special requirements for mixed use development, pedestrian streetscapes, and parking. In addition, a special review process for major projects promotes an enhanced pedestrian environment.

- *MIO Major Institutional Overlay*. This overlay district applies to the North Seattle Community College campus and requires a Master Plan for all major development proposed on the campus property.

Northgate Station Area – Potential Development Under Current Zoning Regulations¹		
	<i>Commercial (sq. ft.)</i>	<i>Residential (units)</i>
Existing Development	2,069,719	485
Additional Potential Development under Current Zoning Regulations ²	6,574,133	5,221
TOTAL	8,643,852	5,706
¹ Within a ¼-mile radius of station location.		
² Potential development capacity is based on City of Seattle GIS database and Scenario 2 in the “Zoned Development Capacity” background paper.		

NEIGHBORHOOD PLAN ISSUES

The *Northgate Area Comprehensive Plan* envisions the immediate transit station area to serve as a gateway to the Northgate neighborhood. Outdoor public space should serve transit users and the community. Also, the Plan supports more intensive, pedestrian-oriented development within the core area (which includes the light rail station area). The vision for the surrounding area includes:

- Density concentrated near the light rail station;
- Mixed use development;
- Direct connections to the Transit Center and light rail station; and
- Commuter-oriented retail services on the street level of the high capacity transit station.

The *Northgate Plan* resulted in rezoning that led to the current mixture of zoning districts in the Northgate area. C1 zoning was changed to NC3, which has slightly stronger restrictions against gas stations, drive-in uses, and large-scale commercial uses, and includes development standards, including restrictions on blank walls and orienting structures to the street. The Plan also adopted the Northgate Overlay District, which provides special development and process regulations, as well as provisions for mixed use development and pedestrian streetscapes. According to the stakeholders interviewed, many of the provisions promoted by the Northgate Overlay District and called for in the adopted *Northgate Plan* have not yet materialized.

STAKEHOLDER PERSPECTIVES

The proposal for a light rail station at Northgate meets the neighborhood objective of reducing reliance on automobiles. Interviews with neighborhood stakeholders reveal interest in creating a mixed use, medium-to-high density urban center focused on the transit station,

with strong pedestrian connections and community facilities. The stakeholders also demonstrate strong concerns with the urban design of the neighborhood, particularly with regard to the designs for the proposed Mall expansion. Specific perspectives include:

- *Density*. “I support housing development in the station area; I’m in favor of density.” “We need more density. Mixed use doesn’t work without it.”
- *Mixed Use*. “There is no housing located above the retail [in the Mall expansion].” “The community coalition wanted housing above retail at the Mall.”
- *Urban Design*. “The [Mall’s proposed] theater presents a 35-foot blank wall to the neighborhood.”
- *Community Facilities*. Residents would like to see community facilities, such as day-care and a library at the station.
- *Pedestrian and Bicycle Network*. “We need safe, easy pedestrian and bicycle connections to the light rail station.” “The college needs the pedestrian overpass.” “New development needs to relate to the surrounding neighborhood and pedestrian-designated streets.”

STATION AREA DEVELOPMENT OPPORTUNITIES

AVAILABLE OPPORTUNITY SITES

The Northgate station area has great potential for redevelopment. More than 40 of the 125 acres in the station area (i.e., nearly one-third of the total station area) are considered opportunity sites – available for redevelopment. The following types of sites are available for development:

- *Vacant Parking Lots*. Much of the area adjacent to the station site consists of vacant parking lots that can be developed. The Northwest Outpatient Medical Center dedicates a large portion of property to surface parking. Because this parking is adjacent to the 103rd Street right-of-way (potentially a pedestrian connection to the station site), it is also an opportunity site.
- *Housing in Poor Repair*. Much of the housing at the eastern edge of the station site is in poor repair and may be available for renovation or redevelopment.
- *Underutilized Single-Family Housing*. Several underutilized single-family residential parcels that are surrounded by apartments or office buildings may be redeveloped.
- *Opportunities for Open Space*. Potential open space may be developed at the Northgate Park & Ride facility. Additional wetland restoration on the North Seattle Community College campus is also possible.

Zoning of Opportunity Sites

Most opportunity sites fall within NC3 zones, which allow a full range of commercial uses, including auto-oriented and drive-in uses. Additional provisions may be necessary to ensure

that land uses in the station area are conducive to transit use and are mixed to promote pedestrian activity, and that streets allow for safe, convenient walking trips between destinations.

Northgate Station Area – Opportunity Sites by Zoning Designation¹		
	<i>Parcels</i>	<i>Acreage²</i>
NC3-85	1	10.06
NC3-125	1	26.03
TOTAL	2	36.09
¹ Within a ¼-mile radius of the station location.		
² Based on City of Seattle GIS database.		

DEVELOPMENT CONSTRAINTS

Despite the potential for development in the Northgate area, existing zoning may limit the possibility of transit-supportive development in the station area. The existing zoning offers generous heights and densities for both residential and non-residential uses (an incentive, in the form of additional floor area ratio, is already offered for mixed use development), but two factors have limited the development of high-intensity, mixed use development:

- *Large Sites.* The large size of sites is convenient for low-density development with large building footprints and low heights. More compact sites potentially attract greater interest in developing higher density projects.
- *Minimal Development Interest in High-Density.* While the proposed Mall expansion envisions intensification of land use, there has not been strong interest in building higher density residential and mixed use development up to what the zoning currently allows. On-going market studies initiated by King County are addressing incentives to achieve transit-oriented development; the results of these studies will provide additional information for the development of transit-oriented development strategies for the Northgate station area.

STATION AREA FORECASTS

Three different forecasts were developed for the new population, employment, dwelling units, and commercial floor area that will be added to the station area by 2020:

1. “Without light rail transit;”
2. “With light rail transit, but without supportive land use policies;” and
3. “With both light rail transit *and* supportive land use policies.”

POPULATION AND HOUSING

The PSRC and the *Comprehensive Plan* forecasts project approximately 1,600 new dwelling units within the Northgate station area. A review of the market conditions and current plans for Mall expansion suggest that these forecasts are too high. This number is probably a result of the large amount of capacity that is zoned for mixed use, but which will probably be developed for retail and other commercial use, given Northgate's role as a regional shopping center. The principal land uses in the station area are retail, the community college, and offices, rather than housing. The current expansion plans for the Mall contemplate the addition of 150 units of multi-family housing. Given the existing base of 483 multi-family units, the baseline forecast for new housing units is 400 units "without light rail" and 420 units "with rail." Assuming an average household size of 1.5 persons, this will result in an additional 600 people "without rail" and 630 people "with rail."

EMPLOYMENT AND COMMERCIAL FLOOR AREA

With regard to employment growth, the PSRC forecast is for 1.2 million square feet of additional commercial space, while the *Comprehensive Plan* forecast is for 2.5 million square feet. The PSRC forecast is the most realistic baseline. The current Mall expansion plans includes 170,000 square feet of office, 116,000 square feet of retail/restaurant uses, a 220-room hotel, and a 24-screen, 4,000-seat movie theater. These projects alone would add over 550,000 square feet of new commercial space. Given Northgate's role as a regional shopping center and its location along I-5, it could be expected to add 1.2 million square feet of space to its existing building area of just over 1,000,000 square feet. The introduction of light rail could have a small effect on commercial space, principally on office use. The office market in Northgate has been softer than in other parts of Seattle, with vacancy rates at 7%, while most other markets have rates closer to 3%. As Downtown rents increase, Northgate could expect to catch a larger share of those looking for lower rents because of the improved access to Downtown with the light rail system.

LAND USE IMPACT OF LIGHT RAIL

The land use impacts of "rail without supportive policies" will probably be a modest increase in multi-family housing and office uses in the station area. Given the heavy auto-orientation of the area, it is unlikely that a rail station will significantly alter the design and orientation of buildings without other policies to encourage pedestrian linkages.

LAND USE IMPACTS OF LIGHT RAIL AND SUPPORTIVE POLICIES

Northgate's position as the northern terminus of the light rail line, the strong market for retail reflected in the Northgate Mall's planned expansion, and a strengthening office market all work together to make Northgate a strong candidate for land use policies and parking management strategies to foster transit-oriented development.

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Northgate Station Area – Market Forecasts, 1997-2020¹				
	<u>1997</u>	<u>1997-2020 Growth</u>		
		<i>Without LRT</i>	<i>With LRT Only</i>	<i>LRT and Supportive Policies</i>
Population	757	600	630	1,650
Dwelling Units	485	400	420	1,100
Employment	1,095	4,000	4,200	5,100
Commercial Floor Area ²	2,069	1,200	1,260	1,530

¹ Within a ¼-mile radius of the station location.

² Square footage (in thousands); includes commercial, industrial and institutional space, but excludes Sound Transit facilities and public facilities.

POTENTIAL DEVELOPMENT STRATEGIES

Several strategies could help encourage transit-oriented development in the Northgate station area. To become truly transit-oriented, new development must make the neighborhood less oriented exclusively to the automobile and more oriented to the transit facilities and services, walking, and bicycling. Potential strategies can help improve new office and retail development in the following ways:

- *Mixed Use.* Promote mixed use development that encourages walking between adjacent land uses, as well as walking trips to the light rail station. Encourage housing above ground-floor retail and commercial uses.
- *Higher Density.* Promote higher-density development by limiting parking and providing development incentives. A 10-acre parking lot to the west of I-5 would be a candidate for four to five-story multi-family housing units at densities of 70 units per acre. Placing 700 units on this site would be similar to the type and density of the new development planned by Mullaly Development Company immediately north of the station area. Given additional opportunity sites at this station area, a 20% increase in commercial floor area (likely a combination of retail and office uses) could also be achieved.
- *Pedestrian-Oriented Development.* Limit parking and auto-oriented uses and improve pedestrian facilities and connections across I-5 to the light rail station and Transit Center.
- *Design Review.* Design review can help encourage a transit-oriented urban form to new retail development, including the Mall expansion, and may also encourage higher densities.
- *Parking Management.* Metro’s Park-&-Ride lot creates an opportunity for a pilot project related to parking management.

Limitations on Auto-Oriented Uses

Currently, the NC3 zone allows structures up to 25,000 square feet for fuel sales, sales services, and rental of commercial equipment. Structures up to 15,000 square feet are allowed for warehouse uses. Such auto-oriented uses should be prohibited. Wherever a Pedestrian Overlay Zone (POZ) is expanded, auto-oriented uses will be prohibited. For instance, gas stations and drive-in businesses are permitted in NC zones, but not where there is a POZ. In areas without a POZ, a Transit Overlay Zone could provide this limitation.

Pedestrian Network

The Northgate core area is already subject to overlay provisions, as well as a special project review process (General Development Plan) for large sites to encourage improved pedestrian connections and a better pedestrian environment along street frontages. While these provisions will improve the pedestrian-orientation of the environment, additional actions can create optimal pedestrian conditions in the area:

- *Create a POZ.* Create a Pedestrian Overlay Zone to connect major land uses in the area, including the light rail station, the Transit Center, Northgate Mall, and the Community College.
- *Review Pedestrian Policies.* Linkages designated in the *Northgate Comprehensive Plan* should be reviewed to determine if they are the best choices for providing connections to the light rail station and to determine priority for investment in improvements.
- *Provide Pedestrian Facilities in Key Areas.* Pedestrian facilities can be improved in key locations where pedestrian access is particularly deficient, such as connections across I-5 to North Seattle Community College.

Parking Management

The *Northgate Comprehensive Plan* already includes provisions for shared use parking, as well as maximum parking limits. Transit Center parking is limited to 1,000 spaces, and there must be parking available after 10:00 a.m. for use by shoppers and residents. While these policies may help control the supply of available parking on site, additional policies can provide a more comprehensive approach:

- *Parking Waivers.* Waivers to reduce the required number of parking spaces. Up to 8,000 square feet in the NC1 zone, up to 20,000 square feet in the NC2 zone, up to 30,000 square feet in the NC3 zone, and up to 5,000 square feet for eating and drinking establishments.
- *Shared Parking.* Expand shared parking to 1,000 feet off-site. Allow an increase in the amount of parking reduction for residential uses in a shared parking program from 30 to 40% for retail.
- *Parking Reduction for Transit.* The Land Use Code allows up to a 20% reduction in parking where headways are 15 minutes or less; this can be increased to 30% in station areas.

Economics/Financial Assistance

Assistance in affordable housing can help provide opportunities for housing to people of low and very low-income levels. The intent of this policy is not necessarily to provide an incentive for housing in the station area itself, but to provide opportunities for affordable living in proximity to transit.

The table of potential development strategies on the next page identifies high-priority and recommended actions for encouraging transit-oriented development in the Northgate station area.

Potential Development Strategies: Northgate (I)

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

✓ = Supportive Policy/Program in Place

● = High Priority Action

○ = Recommended Action

? = Further Study Required

TOD = Transit-Oriented Development

POZ = Pedestrian Overlay Zone

RPZ = Residential Parking Zone

MIO = Major Institutional Overlay

Roosevelt

A transit station will be located at one of three alternative sites on NE 65th Street in the Roosevelt neighborhood. This neighborhood is considered a desirable place to live because it has attractive residential areas and has experienced both residential and commercial retail development in recent years.

Transit-oriented development in the Roosevelt station area can take the form of mixed-use, infill residential, and retail development. Any of these uses would not only complement the existing land uses and urban form in the area, but would bolster the existing commercial core and supporting pedestrian activity and transit use. The local real estate market is already supporting such development. A few key actions by the City could ensure that this new development encourages walking and transit use.

SOUND TRANSIT ALIGNMENT AND STATION OPTIONS

Sound Transit is evaluating three possible routes in the Roosevelt area. From the north, each potential route starts at grade level at the Lake City Way NE interchange and leads to a tunnel running under 15th Avenue NE. Each potential route is associated with a different station, which would be located on NE 65th Street.

- *Station at 8th Avenue NE.* Route A2 runs along I-5 in an aerial structure and has an aerial station at 8th Avenue NE, where the highway crosses NE 65th Street. After the station, the alignment drops into a tunnel south of Ravenna Boulevard and parallel to I-5 before turning southeast.



Pedestrian-oriented retail due west of Roosevelt Square redevelopment site.

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- *Station at Roosevelt Way.* Route A1.2 is a tunnel under Roosevelt Way NE with an underground station at the intersection of NE 65th Street.
- *Station at 12th Avenue NE.* A1.1 is a tunnel under 12th Avenue NE with an underground station at the intersection of NE 65th Street.

EXISTING STATION AREA CONDITIONS

LAND USE AND HOUSING

The three alternative Roosevelt stations are located in the neighborhood commercial district at NE 65th Street and Roosevelt Way NE. The district consists primarily of one and two-story commercial structures with a mix of businesses that serve the neighborhood and surrounding areas.

Within one-quarter mile of the business node are parks and educational uses, including Roosevelt High School, and single- and multi-family uses. Single-family residential uses comprise most of the land area in each of the potential Roosevelt station areas.

Roosevelt Station Areas – Existing Conditions, 1997¹			
	<i>8th Avenue NE</i>	<i>Roosevelt Way</i>	<i>12th Avenue NE</i>
Population	2,252	1,544	1,625
Employment	1,042	1,126	1,183
Median Household Income (1996)	\$ 36,314	\$ 36,314	\$ 36,314
Residential Land Use			
Total Dwelling Units	1,242	784	797
Density ²			
Single-family Zones	8.6	6.3	5.3
Multi-family Zones	30.9	15.1	14.9
Commercial Land Use			
Total Floor Area (sq. ft)	1,478,712	1,420,741	1,267,868
Retail/Service	316,359	305,000	311,422
Office	120,249	65,673	65,673
Floor Area Ratio (FAR) ³	0.47	0.38	0.27
¹ <i>Within a ¼-mile radius of station location.</i>			
² <i>Dwelling units per net residential acre in specified residential zones. Residential units in non-residential zones are excluded.</i>			
³ <i>Ratio of non-residential space per net acre of commercial and industrial land use.</i>			

Land Use: Comparison of Three Station Areas

Although the three potential Roosevelt station areas share many of the same land use characteristics, there are some distinct differences between them:

- *12th Avenue NE – Greater development potential.* The station area at 12th Avenue NE has the most acres in use as single-family homes, suggesting lower-density development. In addition, the densities for both single- and multi-family residential zones are lower than in the other two alternative station areas. This lower density offers greater potential for transit-oriented development.
- *Roosevelt Way – Neighborhood Center.* The Roosevelt Way station sits in the epicenter of the neighborhood – the intersection of Roosevelt Way and NE 65th Street. Retail/Service uses flank Roosevelt Way in both directions, and the adjacent blocks along NE 65th Street have commercial uses. In this location, the station would complement the pedestrian character of the retail uses.
- *8th Avenue NE – More high-density multi-family residential uses around the station.* The station area at 8th Avenue NE is more densely developed than the other two station areas. It has few vacant parcels and almost 10 acres of multi-family housing, more than the other two station areas combined. In addition, the densities of the multi-family residential zones in this station area are nearly double those of the other two station areas.

TRANSPORTATION

Major transportation routes provide excellent vehicular access to and through the Roosevelt neighborhood:

- *Strong Highway Access.* All three potential station locations are situated within ¼ mile of Interstate 5 on and off-ramps.
- *Strong Auto Access to Adjacent Neighborhoods.* Station area streets that carry heavy traffic include Roosevelt Way NE and 12th Avenue NE in the north-south direction and NE 65th Street in the east-west direction. These routes provide excellent access to adjacent neighborhoods, but they also attract heavy through-traffic to the neighborhood, interfering with local pedestrian circulation patterns.
- *Recreational Pedestrian and Bicycle Corridor.* Ravenna Boulevard serves as a pedestrian and bicycle route that connects the Greenlake neighborhood with Ravenna Park.

Community Issues

According to *Tomorrow's Roosevelt Phase II Work Plan*, congestion and parking are major issues for the Roosevelt community, suggesting that auto access is compromised by constrained roadway and parking capacities. In addition, traffic congestion partly compromises pedestrian environments, particularly where NE 65th Street intersects with 8th Avenue NE and Roosevelt Way NE. Specific issues include:

- *Traffic Congestion.* Congestion on local streets can be reduced through access and circulation improvements.
- *Parking.* Parking is in short supply, and parking expansion and management are seen as two different ways to address parking needs. A possible parking facility is being considered for the Roosevelt business district. Parking management strategies are also being considered, including a business parking management program and parking restrictions.

1995 Metro Six-Year Plan

Bus frequencies will be increased along core routes, including the Northgate-University District connection that uses Roosevelt Way as a primary corridor. Both Northgate and the University District are major transit hubs, and a quicker connection to those neighborhoods means that city-wide transit connections will become even more convenient for Roosevelt residents.

PEDESTRIAN AND BICYCLE NETWORK

Pedestrian access between the Roosevelt commercial area and the surrounding residential areas is strong, despite heavy peak-hour vehicular traffic on Roosevelt Way, NE 65th Street, and 12th Avenue NE. Surrounding residential streets are connected to commercial areas in a grid pattern, allowing for relatively short walking trips between residences and local shops. During times of heavy peak-hour traffic, however, some people may choose not to walk.

Heavy local traffic would potentially make pedestrian access more difficult at the stations located at Roosevelt Way and 12th Avenue NE. However, because these stations are located in the neighborhood's commercial core, their presence would potentially help bolster pedestrian trip-making to the commercial area.

Narrow sidewalks contribute to less than optimum pedestrian conditions.

Access to Interstate 5

The station at 8th Avenue would have convenient access to Interstate 5, and its location midway between the Ravenna and Greenlake neighborhoods would provide both neighborhoods with light rail service. However, the freeway alignment and heavy vehicular activity in the station area would diminish the value of the station for pedestrian mobility. The light rail station, with the increase in intermodal links (e.g., Park-&-Ride, bus), might only worsen traffic congestion in the area.

Interstate 5 already impedes effective pedestrian mobility in two ways:

- *I-5 separates neighborhoods.* The freeway is a massive barrier between two neighborhoods, Ravenna and Greenlake, that impedes pedestrian movement. Pedestrians can still cross under the freeway at NE 65th Street. Pedestrians walking from the Greenlake neighborhood could use that underpass to access any of the three potential Roosevelt stations.

- *I-5 attracts more traffic.* The freeway interchanges at NE 65th and NE 70th Streets attract high traffic volumes onto NE 65th Street and the Roosevelt Way/NE 12th Street couplet. One solution to this congestion problem has been to remove parking on NE 65th Street between 4:00 and 6:00 p.m.

In addition to small parcel sizes, poor pedestrian conditions may be a contributing factor to the apparent stagnation of some commercial sites located near the I-5/NE 65th Street interchange. New commercial development, such as a proposed Whole Foods Market and a small band of vehicular-oriented commercial development at NE 65th Street and 8th Avenue, is strongly-oriented to the automobile.

INFRASTRUCTURE AND COMMUNITY FACILITIES

According to *Tomorrow's Roosevelt Phase II Work Plan*, the Roosevelt neighborhood needs additional public gathering and recreational spaces. Potential facilities considered in the neighborhood plan are a town square and community center.

URBAN DESIGN FEATURES

The potential stations at Roosevelt Way and 12th Avenue NE are located in the heart of the Roosevelt business district. Current uses are primarily one and two-story retail, with a mix of local neighborhood businesses and businesses serving a larger area. The area around the 8th Avenue NE site transitions from the business district to the mostly-residential Green Lake neighborhood to the west, reached via an underpass of I-5. The area around the Roosevelt business district transitions to the well-established Ravenna neighborhood to the east. The commercial area on NE 65th Street between 8th and 12th Avenues was originally developed in the 1920s and 1930s as single-story storefronts with 10-12' wide sidewalks.

Visual Landmarks

Roosevelt High School and Cowen/Ravenna Parks are the major neighborhood landmarks. Ravenna Boulevard is a major green relief for the neighborhood and, in the Olmsted tradition, an open space link to Ravenna, Cowen, and Greenlake Parks and the Burke-Gilman Trail.

RECENT MARKET TRENDS AND DEVELOPMENT ACTIVITY

MARKET CONDITIONS

The Roosevelt station area has a strong residential market, with 1997 vacancy rates as low as 1.3% and rent levels higher than in the Northgate and University station areas. Land prices have been increasing more quickly for multi- and single-family lots than for commercial lots.

*Background Report for Light Rail Station Area Planning in Seattle:
Existing Conditions and Future Prospects for Transit-Oriented Development*

Although the area’s real estate market overall has a residential focus, recent permit activity suggests that there is strong interest in commercial development in the Roosevelt neighborhood, particularly in the neighborhood commercial core. Commercial development is mostly in retail uses that serve the surrounding residential housing.

Roosevelt Station Areas – Market Conditions¹			
	<i>8th Avenue NE</i>	<i>Roosevelt</i>	<i>12th Avenue NE</i>
Rents and Vacancy Rates			
Apartment Rents (sq. ft.)	\$1.09	\$ 1.09	\$1.09
Apartment Vacancy Rate	1.3%	1.3%	1.3%
Office Rents (sq. ft.)	\$18.53	\$18.53	\$18.53
Office Vacancy Rate	7.0%	7.0%	7.0%
Trends in Land Prices²			
Commercial Lots	6.7%	6.7%	6.7%
Single Family Lots	8.2%	8.2%	8.2%
Multi-family Lots	7.8%	7.8%	7.8%
Active Permit Applications			
Housing Units	97	84	84
Commercial Space (sq. ft)	194,000	193,000	193,000
¹ Within a ¼-mile radius of station location.			
² 1985-95 average annual increase, based on sales prices recorded by King County Assessor and reported by zone category.			

RECENT DEVELOPMENT PROJECTS

The Roosevelt neighborhood has been the focus of intensive residential and mixed use development in recent years, suggesting a strong local real estate market. Most of this development is located in the western part of the Roosevelt station area, closer to the potential station location at 8th Avenue NE. In addition to current development in the permit application process, shown in the table above, Roosevelt Square is being redeveloped at the intersection of NE 65th Street and Roosevelt Way, and will add 40,000 square feet of grocery and retail businesses.

RELATIVE STRENGTH OF DEVELOPMENT MARKETS IN THE ROOSEVELT STATION AREA

Based on demographics, land use, and real estate activity, the Roosevelt station area has moderate potential for additional housing and retail development. Because the neighborhood has established residential areas and commercial core, infill development could add additional housing and shops to the area. Recent development activity in the area suggests that a strong

market exists for housing, retail, and mixed use development. The potential for office development is more limited.

Roosevelt Station Areas – Relative Market Strength¹	
	Ranking (5 high, 1 low)
Housing	3
Retail	3
Office	2
¹ Indicates relative strength of market type of station area, compared to other potential station areas. Ranking is based on rents, employment levels, vacancy rates, land values, recent development activity, stakeholder interviews, field observations, and other information.	

EXISTING PLANS AND ZONING

PLANNING CONTEXT

The three Roosevelt station area alternatives are located in or near the active Roosevelt business district, centered along NE 65th Street and Roosevelt Way NE. Station Area #4 is located within the Roosevelt Residential Urban Village and is closest to Roosevelt High School, while Stations #2 and #3 also include small portions of the Green Lake Residential Urban Village to the west.

ZONING

Zoning in the Roosevelt and Greenlake neighborhoods helps preserve the neighborhood commercial uses and surrounding residential areas. NC3 zones are used for retail areas along NE 65th Street and Roosevelt Way NE, and NC2 and NC1 zones are used for transitional areas between the commercial core and the surrounding residential blocks. The NC3 zone allows a wide variety of general commercial uses, including auto-oriented sales and services. With the exception of a small area of L3 multifamily zoning, most residential areas are zoned SF5000 for single-family uses. Current zoning would allow additional residential and commercial development, according to the table on the next page.

NEIGHBORHOOD PLAN ISSUES

Tomorrow's Roosevelt Phase II Work Plan is concerned with improving the appearance of the residential and business community, creating attractive and user-friendly open spaces, maintaining the highest standards of maintenance and public safety, and creating a strong community identification and sense of place. Limited rezoning is proposed to provide better transitions between commercial and residential areas. Some downzoning occurred in 1989.

*Background Report for Light Rail Station Area Planning in Seattle:
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Roosevelt Station Areas – Potential Development Under Current Zoning Regulations¹			
	8 th Avenue NE	Roosevelt	12 th Avenue NE
<i>Residential (units)</i>			
Existing Development	1,242	784	797
Additional Potential Development under Current Zoning Regulations ²	1,016	1,027	1,078
TOTAL	2,258	1,811	1,875
<i>Commercial (sq. ft)</i>			
Existing Development	1,478,712	1,420,741	1,267,868
Additional Potential Development under Current Zoning Regulations ²	692,087	840,968	858,016
TOTAL	2,170,799	2,225,709	2,125,884
¹ Within a ¼-mile radius of station location.			
² Potential development capacity is based on City of Seattle GIS database and Scenario 2 in the “Zoned Development Capacity” background paper.			

The neighborhood plan considers using land use, density, and urban design strategies to achieve its community-building goals. One objective in the plan is to “create residential and commercial area land use and density strategies which meet community objectives and City Comprehensive Plan requirements.” Another is to “work with the City of Seattle to explore possible development of a town square with a community center.” In addition, Key Planning Tasks for the Community are:

- *Design Standards and Building Maintenance.* To develop and adopt design standards to ensure the highest quality of design and construction, and to promote building maintenance within the neighborhood.
- *Mixed Use.* To work on quality, types, and distribution of new residential development to ensure integration with residential and commercial developments.

STAKEHOLDER PERSPECTIVES

ROOSEVELT

Neighborhood objectives generally match Sound Transit’s objectives for light rail in the Roosevelt area. Stakeholders see the light rail station as the potential focal point for a revitalized neighborhood center that is easily accessible on foot from the surrounding residential areas. Some business owners expressed concerns about the loss of business during construction. The loss of small, locally-owned businesses is a serious concern. Listed on the next page are some comments of stakeholders:

- *Neighborhood Center.* “We hope it [the station] will create a better center for the neighborhood, that new development and light rail will create an exciting neighborhood center.” “We’d like to see a community center developed within the station, with meeting space, public open space, and art display space.”
- *Residential Center.* “High-density, transit-oriented development should be focused near the station. We want to protect single-family areas.” “Zoning in Roosevelt is outdated. Only downzoning has occurred since 1957; now, zoning should be opened up [to higher densities].”
- *Pedestrian and Bicycle Network.* “Pedestrian access and improvements will be of paramount importance ... better lighting and clearly visible signage will be critical... street tree plantings, wider sidewalks, bike lanes, public art, street furnishings such as kiosks, benches, etc.”¹
- *Safety.* “We are concerned about security in an underground station.”

GREENLAKE

Most Greenlake community members would prefer to have the station located at the 8th Avenue NE site so that the western portion of the station area would include a portion of the Greenlake neighborhood west of I-5. Issues and concerns of Greenlake stakeholders are similar to those of Roosevelt stakeholders:

- *Increased Residential Density.* “We are talking about an upzone on the east edge of the area.” “With increased residential density, we will be able to attract more retail development.” “Increased density would help the business area.”
- *Pedestrian Access.* “[A station at] 8th Avenue NE could be a gateway to Greenlake, as well as serving Roosevelt.”

STATION AREA DEVELOPMENT OPPORTUNITIES

AVAILABLE OPPORTUNITY SITES

All three alternative station areas have the potential for new development on approximately 20 acres of opportunity sites. Sites generally include underdeveloped areas and parking lots or single-family home sites in isolated locations. Redevelopment potential is highest for parcels along NE 65th Street between 8th and 15th Avenues NE. Potential is also high along Roosevelt Way and 12th Avenue NE, which carry significant traffic to and from the University District and have not seen much redevelopment in the past several years.

¹ LINK Light Rail Station Area Implications for Tomorrow’s Roosevelt.

Zoning for Opportunity Sites

There are opportunity sites in a wide variety of zones throughout the three alternative station areas. Most parcels are found in NC2, NC3, and L3 zones. Regardless of the station site selected, there will be great potential for multi-family and mixed use residential development. There are also a substantial number of acres in each station area in the L2 and SF5000 zones, suggesting additional potential for lower-density multi-family and single-family residential development.

DEVELOPMENT CONSTRAINTS

Despite the potential for development on various sites, the small size of parcels in the Roosevelt station area may limit development activity. For example, while the area around the station at Roosevelt Way has 29 vacant or underutilized parcels in the NC2-40 zone, these parcels average only 0.15 acres in size. Ideally, development would fill in these small parcels and create a compact pattern of urban development. In reality, however, it is uncertain whether the local real estate market can support development on such small parcels.

Roosevelt Station Areas – Opportunity Sites by Zoning Designation¹						
	8th Avenue NE (2)		Roosevelt (3)		12th Avenue NE (4)	
	<i>Parcels</i>	<i>Acreage²</i>	<i>Parcels</i>	<i>Acreage²</i>	<i>Parcels</i>	<i>Acreage²</i>
NC2-40	24	3.61	29	4.46	28	4.32
L-3	30	2.67	28	2.44	11	0.74
SF 5000	9	2.90	10	2.99	9	2.87
L-1	14	1.41	14	1.41	14	1.41
L-3.RC	7	0.63	7	0.63	7	0.63
LDT	16	1.72	16	1.72	16	1.72
L-2.RC	6	0.58	6	0.58	6	0.58
NC3-65	23	3.36	26	3.61	26	3.61
NCI-40	4	0.59	4	0.59	4	0.59
L-2	14	2.00	16	2.30	13	1.88
NCI-30	1	0.13	1	0.13	-	-
TOTAL	148	19.60	157	20.86	134	18.35
¹ Within a ¼-mile radius of the station location.						
² Based on City of Seattle GIS database supplemented by field observation.						

Pedestrian-oriented and mixed use development may be supported in the local residential market. The existing urban form and land use patterns already allow for walking throughout the neighborhood, and commercial uses and residential uses are located within walking distance. New housing over ground-floor commercial uses would be compatible with the existing neighborhood.

The main barriers to pedestrian-supportive development are aspects of the zoning regulations. NC3 zones allow incentives for mixed use, but because these provisions are applicable throughout the zone, a developer would have no reason to build closer to a transit station because the floor area ratio would be the same in all NC3 zones. In addition, because NC3 zones offer flexibility in the types of commercial uses allowed, transit-oriented development may require additional restrictions on auto-oriented uses.

STATION AREA FORECASTS

Three different forecasts were developed for the new population, employment, dwelling units, and commercial floor area that will be added to the station area by 2020:

1. “Without light rail transit;”
2. “With light rail transit, but without supportive land use policies;” and
3. “With both light rail transit *and* supportive land use policies.”

POPULATION AND HOUSING

The PSRC Trend forecast anticipates a drop in dwelling units, while the *Comprehensive Plan* Extrapolation forecasts 253 more dwelling units in the Roosevelt station area. Review of the market conditions and current permit applications indicates that the *Comprehensive Plan* forecast will be closer to the mark. Current permits will add approximately 90 new units within the next few years. Given the strong demand for housing in that area and the field observations that identified close to 20 acres of opportunity sites, a baseline forecast of 150 new units of multifamily is a reasonable forecast for the station area. Given the strength of housing demand in the Roosevelt neighborhood and the amount of development capacity, the Roosevelt station area could see an additional 20 units of housing “with rail transit, but without supportive policies.” At an average household size of 1.5 persons, this would result in an additional 225 people “without rail,” and 255 people “with rail, but without policies.”

EMPLOYMENT AND COMMERCIAL FLOOR AREA

The two forecasts range between an additional 70,000 to 220,000 square feet of additional commercial space. Since existing permits will add 190,000 square feet of new space, the station area growth is expected to be closer to the *Comprehensive Plan* Extrapolation. An additional 200,000 and 350,000 square feet of retail and office space is projected. The introduction of light rail could have a small effect on commercial space, with additional retail and office uses bringing the total new square footage up to as much 220,000 and 385,000 square feet “with rail.”

LAND USE IMPACT OF LIGHT RAIL

The land use impacts of “rail without supportive policies” will probably include an increase in multi-family housing and office uses in the station area. Given the existing base of single-family and multi-family housing, a light rail station by itself may tend to concentrate these uses in closer proximity to the station.

*Background Report for Light Rail Station Area Planning in Seattle:
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Roosevelt Station Areas – Market Forecasts, 1997-2020¹				
	<u>1997</u>	<u>1997-2020 Growth</u>		
		Without LRT	With LRT Only	LRT and Supportive Policies
8th Avenue NE (2)				
Population	2252	225	255	855
Dwelling Units	1242	150	170	570
Employment	1042	670	730	870
Commercial Floor Area ²	1479	200	220	260
Roosevelt (3)				
Population	1544	225	255	915
Dwelling Units	784	150	170	610
Employment	1126	830	920	970
Commercial Floor Area ²	1421	250	275	290
12th Avenue NE (4)				
Population	1625	225	255	780
Dwelling Units	797	150	170	520
Employment	1183	1170	1280	1370
Commercial Floor Area ²	1268	350	385	410
¹ Within a ¼-mile radius of the station location.				
² Square footage (in thousands); includes commercial, industrial and institutional space, but excludes Sound Transit facilities and public facilities.				

LAND USE IMPACTS OF LIGHT RAIL WITH SUPPORTIVE POLICIES

Supportive development strategies could boost the development of the opportunity sites to approximately three-quarters of their zoned capacity, adding an additional 40 to 60 dwelling units in the area. Supportive policies could boost the office and retail uses within the station area by 5 to 20% above the “rail only” forecast. This level of commercial development would also represent about three-quarters of the zoned capacity in the station area.

POTENTIAL DEVELOPMENT STRATEGIES

The Roosevelt station area has the potential to accommodate infill residential, retail, and mixed use development. This type of development would be consistent with current development activity and with existing land uses in the area; it would also help fulfill the wishes of neighborhood stakeholders to use the transit station as a focal point of community activity. The overall approach to station area development can be summarized as follows:

- *Mixed Use and Pedestrian-Oriented Development.* Promote pedestrian movement, safety, and comfort through expansion of the existing Pedestrian Overlay Zone and

limitations on auto-oriented uses. Incentives for mixed-use development can reinforce the existing commercial and residential mix in the neighborhood, enhancing opportunities for walking trips throughout the neighborhood.

- *Pedestrian Linkages.* Improve pedestrian linkages between the Roosevelt and the Greenlake neighborhoods to reduce the barrier effect of Interstate 5.
- *Parking Management.* Use parking management techniques and reduced parking requirements to encourage use of light rail.
- *Expedited Permit Process.* Given the market demand, expedited permitting with SEPA clearance for transit-oriented development projects would also spur development.

Limitations on Certain Uses

The zoning along NE 65th Street is NC3-65. Currently, the NC3 zone allows structures up to 25,000 square feet for fuel sales, sales services, and rental of commercial equipment. Structures up to 15,000 square feet are allowed for warehouse uses. Such uses should be prohibited in the station area.

Wherever a Pedestrian Overlay Zone (POZ) is expanded, auto-oriented uses will automatically be prohibited. For instance, gas stations and drive-in businesses are permitted in NC zones, but not where there is a POZ. In areas without a POZ, a Transit Overlay Zone could provide this limitation.

Incentives for Mixed Use Development

The NC zones provide generous densities for permitted uses. Mixed use structures, in particular, are allowed more height and coverage for their residential portions. Currently, the NC zones have no density limit for non-residential or residential uses in mixed use projects with height limits of 65' or less. In the NC2 zone, the City could increase non-residential use size limits on medical services from 15,000 square feet to 25,000 square feet, and on craft work and light manufacturing from 5,000 to 10,000 square feet. The Land Use Code currently allows for some expansion of these uses as Special Exceptions.

Pedestrian Network

The NC zones include development standards to address the street-level pedestrian environment. However, additional regulations are necessary to ensure the right mix of uses and, particularly, to limit auto-oriented uses. The POZ can be used to keep auto-oriented uses out of areas desired for a pedestrian focus, however, it includes limitations on personal and household retail sales, including convenience stores and specialty food stores that would serve transit users. Allowing these within a station area also could be a potential incentive for development.

The table of potential development strategies on the next page summarizes high-priority and recommended development strategies that could be applied in the Roosevelt station area.

Potential Development Strategies: Roosevelt (2-4)

Strategy	Potential Action	Comments
Land Use Tools	●	<i>Expand POZ and establish limitations on auto-oriented uses on 65th and provide additional mixed-use incentives for TOD.</i>
Pedestrian Network	○	<i>Existing POZ on Roosevelt Way. Reinforce linkages to adjacent Greenlake neighborhood, and provide streetscape improvements for pedestrian amenities on NE 65th St. Linkages already proposed on NE 70th St.</i>
Parking Management	●	<i>Establish RPZ to protect adjacent residential neighborhoods and coordinate provision of short term parking for shoppers and long-term needs for TOD. Reduce standards for TOD.</i>
Economics/Financial Assistance	?	<i>Provide financial assistance for affordable housing proposed as part of mixed-use TOD. Possibly link up with CDC.</i>
Regulatory Process	?	<i>Provide expedited review/SEPA clearance for TOD projects.</i>
Local Transit Service	●	<i>Coordinate with Metro, particularly service to Greenlake neighborhood, east/west connections, and park-and-ride services.</i>
Development Partnerships	?	<i>Possible Roosevelt Square Phase 2 residential south of 64th Street.</i>
Pilot Projects	?	<i>Further planning needed.</i>

- | | |
|--|---|
| <ul style="list-style-type: none"> ✓ = Supportive Policy/Program in Place ● = High Priority Action ○ = Recommended Action ? = Further Study Required | <ul style="list-style-type: none"> TOD = Transit-Oriented Development POZ = Pedestrian Overlay Zone RPZ = Residential Parking Zone |
|--|---|