NORTHGATE LIGHT RAIL STATION AREA
Transit Oriented Development & Urban Design Framework

OPEN HOUSE – July 30th, 2013
Planning purposes

- Urban Design Framework (UDF) is the vehicle to express the City and community objectives for the station area
  - “How” the station area should be developed
  - Design ideas to inform the Development Agreement
  - A blueprint for future public/private investment

- Guidance for all of the Urban Center:
  - Urban design enhancements
  - Growth patterns, health and livability
The 3 subareas of the Urban Center should each continue growing into mixed-use districts.

They can gain greater linkages and overcome barriers through key pedestrian circulation improvements. Additional parks also could add more vital places.

We should continue to seek infill development that will break down the superblocks, and best take advantage of Northgate’s great proximity to transit.
Northgate “North” ideas

- Mid-block connections
- Improve Northgate Way sidewalk qualities
- Aesthetics at parking edges
- Create a central bus stop
- Mix of residential living and retail roles
Transit Access Study findings

- DPD’s map of draft street improvements
- Improve access to/from Maple Leaf
- Cross I-5 bridge and underpass
- Cycle track to the south
- 92nd St. bike & ped. improvements
Northgate South subarea

- Two park/plaza spaces
- 3rd Ave NE as a central linear park street
- Enhance 100th Street with green features, bike lane
- Cycle track, I-5 bridge and other access imps.
- Infill, transform this subarea
South Subarea core: TOD site

- Central location between rail station and 3rd Ave NE
- An active public realm, to be a successful “people place”
- Encourage the densest mixed uses in the Urban Center
Sample TOD site development concept

Mix of uses & layout is conceptual as shown here, but reflects draft priorities.
Urban Design & Amenities

- East-west corridor, ground floor retail/commercial uses
- Open space: park & plaza
- Street park on 3rd; greening of 100th Street
- North-south street or ped. corridor
- Indoor community amenities (meeting rooms, arts/culture)
- Intended residential living emphasis
- Close bus and rail transfers, safe crossing
Park/Plaza

- Along the east-west corridor that connects the rail station to Thornton Place
- Prefer this space to be near 3rd Ave NE
Other design details

- Prefer a layout with 4 blocks
- Support flexibility for towers, as long as not too much shading on open space
- Tower bulk limits, setbacks
- “Right-size” parking
- Affordable housing
- Encourage ground-related housing
- On-site greening, landscaping
AFFORDABLE HOUSING (draft July 2013)

- Seek affordable housing on TOD site in relation to needs and policy goals.
  - Existing housing serves many households in the 50-80% of median income category. However, increasing demands on this housing.
  - This suggests an emphasis on affordable housing for households in the 0-50% of median income category.

- The Growing Transit Communities TOD Compact goals for new housing production in Urban Center:
  - 13% of units serving households at 0-30% of area median income
  - 12% serving households between 30-50% of area median income
  - 18% serving households between 50-80% AMI
GREEN PERFORMANCE  (draft July 2013)

- A proposal for LEED “Platinum” for buildings
- Meet other applicable City rules: “Green Factor”, etc.

DRAINAGE AND UTILITIES

- SPU evaluating needs, in relation to the regional improvements needed, for drainage control and water quality
  - “upstream” = west of I-5 and to north

- There could be utility improvements that would provide mutual benefits
  - To meet drainage code
  - Provide better stormwater treatment & control
  - Reduce on-site utility infrastructure needs
Street redesign: NE 100th St.

Section A - NE 100th St west of 3rd Ave NE

- 8' sidewalk
- 6' plants
- 11' lane
- 11' lane
- 12-20' (var.) landscape buffer
- 12' cycling
- 6' sidewalk
Street redesign: 3rd Ave NE

Section B - Third Ave NE north of 100th St

- 8' sidewalk
- 15-20' linear park
- 8' parking, plants
- 11' lane
- 11' lane
- 8' parking & landscape
- Ex. sidewalk
Street corridor design qualities

Three examples of treed corridors approx. 20 feet wide

Bicycle lane with generous landscaped buffer

Green drainage feature
Transit Island, Streets & Buses

- **Sound Transit**
  - Continue with station design
  - Designing island’s details
  - Street/bus system coord.

- **King County**
  - Working with City and Sound Transit on bus, operational issues
  - Working with City on development agreement details
  - Will prepare a ‘request for proposals’
Next Steps for the UDF

- A public review period into the Fall
  - Online survey
  - E-mails, letters
- DPD will edit and finalize the UDF in Fall
- Will continue to work with King County on a “development agreement” approach
- Agreement to City Council in 2014