The King County park-&-ride site will be the heart of this subarea
Encourage more residential living throughout this subarea
Infill development to better use today’s surface parking lots
Seek two park/open spaces to serve needs of this subarea
Improve 3rd Ave NE and NE 100th Street with greener qualities, and for safer and more attractive pedestrian and bicycle use
Targeted Access Improvements
**Overview of Site Plan**

The site has room for four blocks of buildings, which can be flexibly defined as either residential or non-residential uses.

East-west corridor is main pedestrian pathway and will have park/open spaces meant to be a “heart” place with activity and amenities.

Rail station and bus stops are located as close as possible, for easy transfers. Riders can access the east-west corridor, or can exit to the Mall parking lot.

Possible bridge connection to the cross-Interstate 5 bridge

Cycle Track - bike lanes separated from auto traffic
* A well-marked crossing of the transit street
* A northbound lane on the transit street for all traffic, Kiss-and-ride, transit support vehicles, and load zones
* A vegetated median on the transit street to discourage jaywalking
* Large artwork on the transit island
* “Paratransit” dropoff close to station entry
* Raingardens on the transit island
* Restroom facilities at station

* A north-south street or pedestrian corridor
* A residential feel to the north-south street, possibly with “stoops” and street-level dwellings
* Encouraged to have indoor community amenity features such as meeting rooms, and arts/cultural activity spaces
* Retail stores and restaurants on the east-west corridor, to create an active park and gathering place
* A community park/plaza place at least 10,000-15,000 square ft. in size, on the east-west corridor or near it

* A street-park on 3rd Ave NE
* 100th St. improved with bike lane, landscaped buffer
* Encouraged secondary pathways through the site
* Define best tower locations to avoid shading the east-west corridor
* Define how tall and bulky towers can be
Street-Level Views of the TOD Site

Looking east in the east-west corridor toward Thornton Place

Looking east from the transit island (rail station) into the TOD site

Looking north in the north-south street that could be built on the TOD site.

Multifamily housing with residences at ground-level, with “stoops”
Street Improvement Ideas
For 100th Street & 3rd Avenue NE

Update 100th Street:
- Add bicycle lane on south side of 100th St., with large buffer varying from 12-20 feet
- This idea could fit within the existing street, or overlap adjacent property by a few feet
- Buffer area could fit bus layover space into it
- More design to fit with street operations

Update 3rd Avenue NE area’s “main street”
- Add linear street park, from south of 100th St. to Thornton Place entry point
- This idea could fit within the existing street, or overlap adjacent property by a few feet
- Street-side parking lane could include added landscaping
- More design work will define final recommendations
The “Growing Transit Communities” regional TOD strategy has goals for affordable housing:

- 13% of dwelling units for households earning 0-30% of median income
- 12% of dwelling units for households earning between 30%-50% of median income
- 18% of dwelling units for households earning between 50-80% of median income

Existing Housing:

- Approximately 4,250 dwelling units
- 65% are multifamily dwelling units
- 70% are renters
- 13% of housing has long-term affordability requirements
- About ½ of residents pay more than 30% of their income for housing

Next Steps:

The TOD site development will need to meet a performance requirement for affordable housing that will meet the housing needs in Northgate.

City of Seattle will continue to discuss the affordable housing objectives with King County.
Green Development and Utilities Planning

The UDF guides private developments and public improvements to include:

• Street parks and swales as new green features on 3rd Avenue and 100th St.
• Landscaping, drainage and water features in future site plans
• A high performance level in new building construction
  o LEED Platinum is the current expectation for King County’s properties
  o Future development would meet City requirements such as the “Green Factor”

Continued work by Seattle Public Utilities should:

• Identify strategies that will address the regional drainage and water quality needs of Thornton Creek
• Identify targeted improvements for drainage facilities in this part of Northgate
• Help solve TOD site development drainage needs through joint utility improvements
Transit Access Study Findings

Priority Improvements

1. Complete 5th Ave. Streetscape Improvement Project (NE 100th-105th St.)
2. Complete 1st Ave. widening south of 100th St. for bike lane, CTIP project F-7
3. Identify appropriate pedestrian improvements on local streets
4. Provide complete sidewalks on 3rd, 4th, and new through-block connections (with future development)

- Pinehurst Way NE
- 8th Ave. NE
- 3rd Ave. NE
- NE Northgate Way
- N Northgate Way
- Corliss Ave. N
- NE 115th St.
- 1st Ave. NE
- NE 100th St.
- N 92nd St.
- N. Seattle Community College
- (Cross-Freeway Ped./Bike Bridge
- Path to connect?)

Provide 12-ft. “cycle track” separated bike lane

- Improve 103rd or 100th for pedestrians
- Consider adjusting sidewalk path
- Improve curbs, gutters, sidewalks
- Improve 3rd, gutters, sidewalks
- Crossing improvement
- Underpass pedestrian/bicycle improvements
- Multi-use path (pedestrians and bicyclists)
- Crossing improvements
- Improves sidewalks and crosswalks, for ADA accessibility (100-105th Sts.)
- Crossing improvement

Pedestrian Improvements identified in Transit Access Study
Bicycle improvements identified in the Study
Street park, sidewalk & bicycle ideas in this study
Arterials
Light Rail Transit Station

1/4 mile radius
1/2 mile radius